

DATE: July 6, 1999  
TO: All Departments  
FROM: City Clerks  
RE: **PLEASE POST FOR THE INFORMATION OF ALL EMPLOYEES**

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## **SUMMARY OF DECISIONS**



FOR THE **REGULAR MEETING OF RED DEER CITY COUNCIL**

HELD IN THE COUNCIL CHAMBERS, CITY HALL

**MONDAY, JULY 5, 1999**

COMMENCING AT **4:30 P.M.**



- (1) Confirmation of the Minutes of the Regular Meeting of Monday, June 21, 1999

**Decision - Confirmed as transcribed**

PAGE #

(2) **UNFINISHED BUSINESS**

1. Engineering Services Manager - Re: Construction of a Paved Roadway as a Local Improvement Project - 78 Street Crescent from 40 Avenue to Northland Drive / Local Improvement Bylaw No. 3235/99 / (Consideration of 3<sup>rd</sup> Reading)

.. 1

**Decision - Bylaw No. 3235/99 was given third reading, approving the local improvement**

2. City Clerk - Re: Construction of a Paved Roadway as a Local Improvement Project - Lane West of 51 Avenue from 59 Street to

52 Avenue / Local Improvement Bylaw No. 3236/99 /  
(Consideration of 3<sup>rd</sup> Reading) . . 16

**Decision - Bylaw No. 3236/99 was given third reading,  
approving the local improvement**

3. Senior Management Team & Strategic Plan Review Committee -  
Re: Final Draft of Strategic Plan . . 25

**Decision - Council approved the final draft of the Strategic  
Plan as presented and amended**

4. City Clerk - Re:

(a) Photo Radar

**Decision - Council agreed to the installation of photo radar  
technology in 1999 subject to the identification of appropriate  
funding sources**

(b) Red Light Cameras . . 29

**Decision - Council agreed to the installation of red light  
camera technology in 1999 subject to the identification of  
appropriate funding sources**

**Council further agreed to the development of an appropriate  
implementation strategy focusing on high risk areas**

**Council agreed to table the issue of a speed display board,  
for up to six weeks to allow Insp. Guertin to provide  
additional information regarding the cost and use of a speed  
display board in Red Deer**

(3) **PUBLIC HEARINGS**

(4) **REPORTS**

1. Emergency Services Manager - Re: Request to Repeal  
Emergency Services Bylaw No. 3158/96 and Replace with  
Emergency Services Bylaw No. 3238/99 / (Consideration of Three  
Readings of the Bylaw) . . 35

**Decision - Emergency Services Bylaw No. 3238/99 was  
passed, repealing the previous bylaw**

2. City Clerk - Re:

- (a) Request to Amend Fire Permit Bylaw No. 3222/99 / Amendment No. 3222/A-99 / (Consideration of Three Readings of the Bylaw)

***Decision - Fire Permit Bylaw No. 3222/99 was amended to reflect the responsibilities of those persons using outdoor fire pits/barbecues, etc. and various other miscellaneous amendments***

- (b) Request to Amend Interpretation Bylaw No. 3148/95 / Amendment No. 3148/A-99 / (Consideration of Three Readings of the Bylaw)

.. 44

***Decision - Interpretation Bylaw Amendment No. 3148/A-99 was passed. This bylaw provides for the position title change of Fire Chief to Emergency Services Manager***

3. Parkland Community Planning Services - Re: Proposed Neighbourhood Area Structure Plan Amendment - Anders Aspen Ridge Neighbourhood / Request to Amend Bylaw No. 3217/98 / Amendment No. 3217/A-99 / (Consideration of 1<sup>st</sup> Reading of the Bylaw) ***Must be considered prior to L.U.B. No. 3156/V-99***

.. 46

***Decision - Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/A-99 was given first reading. A Public Hearing will be held during the Council meeting of Tuesday, August 3, 1999***

4. Parkland Community Planning Services - Re: Land Use Bylaw Amendment No. 3156/V-99 / NE ¼ 3-38-27-4 / Anders Southeast (Aspen Ridge) - Phase 3 / Melcor Developments Ltd. / (Consideration of 1<sup>st</sup> Reading of the Bylaw)

.. 51

***Decision - Land Use Bylaw Amendment No. 3156/V-99 was given first reading. A Public Hearing will be held during Council's meeting of Tuesday, August 3, 1999***

5. Parkland Community Planning Services - Re: Land Use Bylaw Amendment No. 3156/O-99 / Various Amendments to the Land Use Bylaw / (Consideration of 1<sup>st</sup> Reading of the Bylaw) . . 55

***Decision - Land Use Bylaw Amendment No. 3156/O-99 was given first reading. A Public Hearing will be held during Council's meeting of Tuesday, August 3, 1999***

6. Environmental Advisory Board - Re:

- (a) Request for Approval for Ambient Air Quality Monitoring Station . . 58

***Decision - Council approved the installation of an air quality monitoring station on Riverside Drive, subject to a satisfactory contract being negotiated between The City and Alberta Environmental Protection and the passage of Land Use Bylaw Amendment 3156/R-99. Council approved the expenditures required for start up and operating costs for 1999 and the inclusion of funds in the 2000 Budget to cover the annual operating costs of the station***

- (b) Land Use Bylaw Amendment No. 3156/R-99 / Part of Lot B, Plan 3854 MC / NE ¼ 28-38-27-4 / Riverside Industrial Area / The City of Red Deer / (Consideration of 1<sup>st</sup> Reading of the Bylaw) . . 75

***Decision - Council gave Land Use Bylaw Amendment No. 3156/R-99 first reading. A Public Hearing will be held for this bylaw during Council's meeting of Tuesday, August 3, 1999 at 7:00 p.m.***

7. Environmental Advisory Board - Re:

- (a) Request Review of Committees Bylaw Section 19 - Environmental Advisory Board

***Decision - Council agreed that a review shall be conducted prior to Council's Organizational Meeting in 2000***



- (b) Request to Establish Steering Committee to Investigate and Review Possible Establishment of a Regional Environmental Advisory Board .. 79

***Decision - Council directed the Administration to prepare preliminary recommendations on alternative processes that would best address regional environmental issues with other local authorities and the Province***

8. Land and Economic Development Manager - Re: Disposal of Municipal Reserve - Riverside Light Industrial .. 99

***Decision - A Public Hearing will be held during Council's meeting of Tuesday, August 3, 1999, for the above noted disposal of municipal reserve lands***

9. Director of Corporate Services - Re: Request to Amend Council Policy No. 5309 - Investment Policy .. 107

***Decision - Council agreed to amend Council Policy 5309 - Investment Policy as recommended by the Director of Corporate Services***

10. Director of Corporate Services - Re: Utility Bylaw No. 3215/98 - Amendment to Add Arrears to the Tax Roll / Bylaw Amendment No. 3215/D-99 / (Consideration of Three Readings of the Bylaw) .. 111

***Decision - Utility Bylaw No. 3215/D-99 was given three readings amending the bylaw to include provisions for the addition of arrears to the tax roll***

11. City Clerk - Re: Appointment of 1999 Assessment Review Board Members .. 114

***Decision - Council appointed Councillor Larry Pimm, Vesna Higham and Fred Lebedoff to the 1999 Assessment Review Board and further, set remuneration for the members***

## (5) CORRESPONDENCE

1. Bemoco Land Surveying Ltd. - Re: Proposed Subdivision / Railway Plan C & E No. 1 / Lots 3 & 4 / Block 5, Plan 5534 H.W. and Lot 17, Block 13, Plan 4592 K.S. / S ½ 20-38-27-4 / North Red Deer / Rockport Developments Ltd. / Land Use Bylaw

Amendment No. 3156/U-99 / Request to Rezone / (Consideration  
of 1<sup>st</sup> Reading of the Bylaw) .. 116

***Decision - Land Use Bylaw Amendment No. 3156/U-99 was  
given first reading. A Public Hearing will be held during  
Council's meeting of Tuesday, August 3, 1999***

(6) PETITIONS AND DELEGATIONS

(7) NOTICES OF MOTION

(8) WRITTEN INQUIRIES

(9) BYLAWS

1. 3148/A-99 Interpretation Bylaw / Request to Amend Bylaw No.  
3148/95 / - Three Readings .. 125  
.. 44

***Decision - Bylaw given three readings***

2. 3156/O-99 - Land Use Bylaw Amendment / Various Amendments  
to the Land Use Bylaw / - 1<sup>st</sup> Reading .. 126  
.. 55

***Decision - Bylaw given first reading***

3. 3156/R-99 - Land Use Bylaw Amendment / Part of Lot B, Plan  
3854 MC / NE ¼ 28-38-27-4 / Riverside Industrial Area / The City  
of Red Deer / Proposed Rezoning to Accommodate Ambient Air  
Quality Monitoring Station / - 1<sup>st</sup> Reading .. 129  
.. 75

***Decision - Bylaw given first reading***

4. 3156/U-99 - Land Use Bylaw Amendment / Railway Plan C & E  
No. 1, Lots 3 & 4, Block 5, Plan 5534 HW, and Lot 17, Block 13,  
Plan 4592 KS, S ½ 20-38-27-4 / North Red Deer / Rockport  
Developments Ltd. / - 1<sup>st</sup> Reading .. 131  
.. 116

***Decision - Bylaw given first reading***

5.	3156/V-99 - Land Use Bylaw Amendment / NE ¼ 3-38-27-4 / Anders Southeast (Aspen Ridge) - Phase 3 / Melcor Developments Ltd. / - 1 <sup>st</sup> Reading <b>Bylaw No. 3217/A-99 Must be considered prior to this bylaw</b>	.. 133 .. 51
	<b>Decision - Bylaw given first reading</b>	
6.	3215/D-99 - Utility Bylaw Amendment / Amendment to Add Arrears to the Tax Roll / Amend Bylaw 3215/98 / - Three Readings	.. 135 .. 111
	<b>Decision - Bylaw given three readings</b>	
** 7.	3217/A-99 - Neighbourhood Area Structure Plan Amendment - Anders Aspen Ridge Neighbourhood / Request to Amend Bylaw No. 3217/98 / - 1 <sup>st</sup> Reading <b>Must be considered prior to L.U.B. No. 3156/V-99</b>	.. 136 .. 46
	<b>Decision - Bylaw given first reading</b>	
8.	3222/A-99 - Fire Permit Bylaw Amendment / Request to Amend Fire Permit Bylaw 3222/99 / - Three Readings	.. 145 .. 44
	<b>Decision - Bylaw given three readings</b>	
9.	3235/99 – Local Improvement Bylaw / Construction of a Paved Roadway as a Local Improvement Project – 78 Street Crescent from 40 Avenue to Northland Drive / - 3 <sup>rd</sup> Reading	.. 147 .. 1
	<b>Decision - Bylaw given third reading</b>	
10.	3236/99 – Local Improvement Bylaw / Construction of a Paved Roadway as a Local Improvement Project – Lane West of 51 Avenue from 59 Street to 52 Avenue / - 3 <sup>rd</sup> Reading	.. 151 .. 16
	<b>Decision - Bylaw given third reading</b>	
11.	3238/99 - Emergency Services Bylaw / Request to Repeal Bylaw No. 3158/96 / - Three Readings	.. 155 .. 35
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# **A G E N D A**



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| 3. | Senior Management Team & Strategic Plan Review Committee - Re: Final Draft of Strategic Plan  | .. 25 |
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ADDITIONAL

Appointment to ADJACENT CITIZENS AT LARGE  
Review Committee

Committee of the Whole:

- |     |           |
|-----|-----------|
| (a) | Committee |
| (b) | Committee |
| (c) | Land      |
| (d) | Committee |

**DATE: June 29, 1999**

**TO: City Clerk**

**FROM: Engineering Services Manager**

**RE: CONSTRUCTION OF A PAVED ROADWAY AS A LOCAL  
IMPROVEMENT PROJECT  
78 STREET CRESCENT, FROM 40 AVENUE TO NORTHLAND DRIVE  
BY-LAW NO. 3235/99**

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Local Improvement By-law 3235/99 was given first and second reading on Monday, June 21, 1999. Third reading was delayed pending resolution of the following concerns:

1. The Engineering Services Department is to contact the owners of unserved lots to determine if preserving of these lots is possible.
2. The Engineering Services Department, subject to third reading, is to construct the first lift of paving in 1999 and defer the final lift of asphalt to 2000.
3. The Engineering Services Department is to contact Wilsand Holdings Ltd. and Rose Motors Investments Ltd. to seek clarification of their letters and confirm if they are in favour of the project.

In accordance with the direction of Council, we have undertaken the following:

- a. Tuesday, June 22, 1999, the Engineering Services Department issued an addendum (change) to the Contract which requested the bidders to provide costs for placing the first lift of asphalt in September 1999 and the final lift of asphalt in September 2000. Tenders for the construction of 40 Avenue and paving of 78 Street Crescent closed on Thursday, June 14 in compliance with this change. This Contract will not be awarded until this matter is fully addressed by Council.

We are also in the process of contacting the owners of the unserved lots to determine their service requirements. This will take some time, as the owners do not all reside in Alberta.

- b. Administration met with Mr. W. Schnepf of Wilsand Holdings Ltd. on Thursday, June 24, 1999 to discuss his letter.



City Clerk  
Page 2  
June 29, 1999

Mr. Schnepf indicated that he is in favour of the paving project and agrees with our proposal to stage the asphalt placement.

Mr. Schnepf also acknowledges that the roadway paving was not included in the original Land Sale Agreement, but feels that he has previously paid a portion of the pavement costs to The City years ago prior to obtaining a development permit. A review of our records indicates that a payment of \$6,565 was received from Mr. Schnepf in November 1979 to pay for fill material that he removed from City land without permission of The City. This payment is not related to the paving of the roadway. A copy of the applicable correspondence is attached.

- c. A member our staff was in contact with Bonnie Yauch of Rose Motors on Friday, June 25, 1999. Ms. Yauch advised that she relied on information provided by Mr. Schnepf, as she was not familiar with the details of the Land Sale Agreement as this matter was dealt with by her father, now deceased. During the discussion, Ms. Yauch indicated that she was in favour of the paving and would be confirming this by letter.

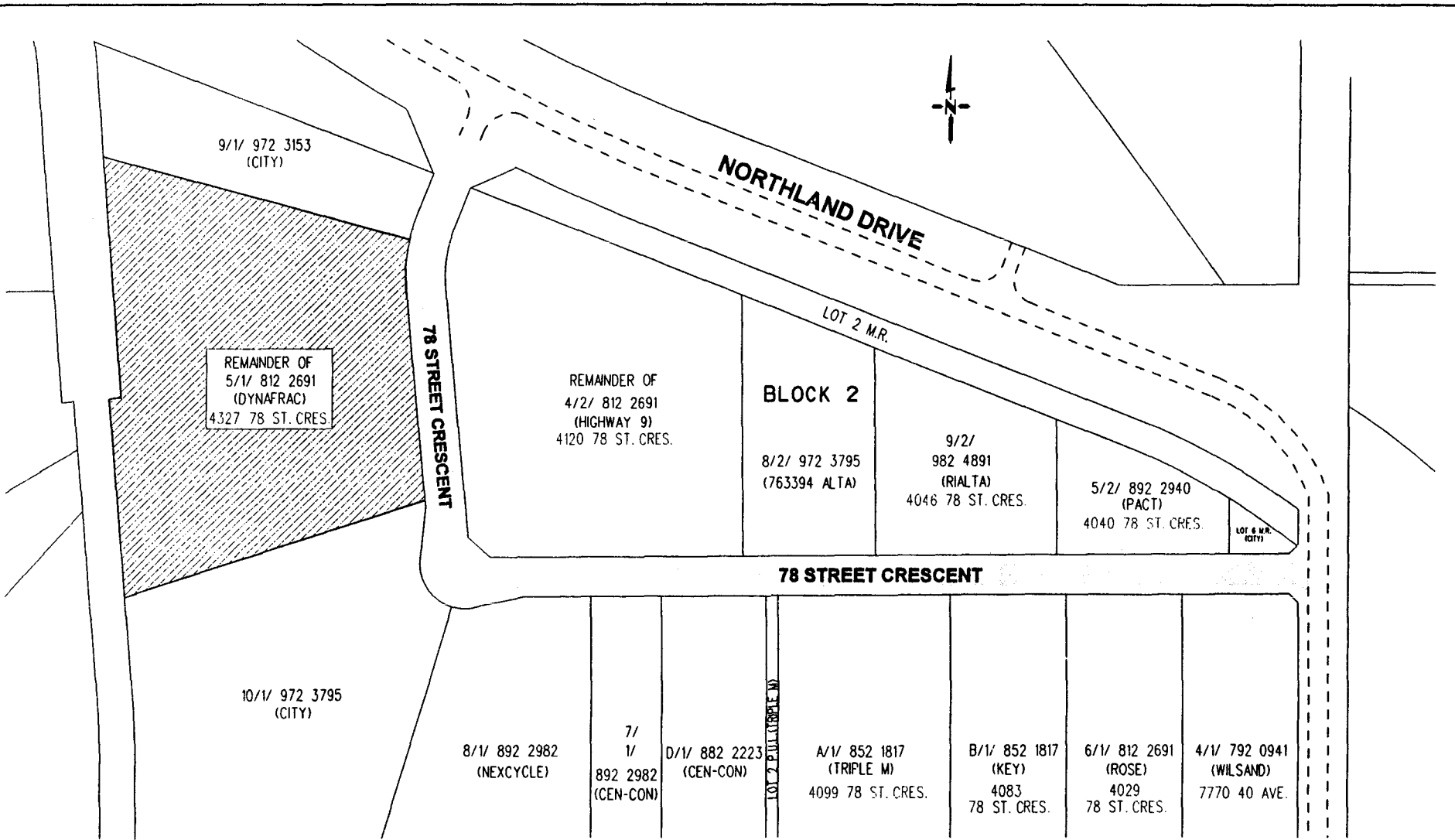
### **RECOMMENDATION**

In view of the above information, we would respectfully recommend that Council proceed with third reading of By-law 3235/99.



Ken G. Haslop, P. Eng.  
Engineering Services Manager

SS/emr  
Att.



**PROPOSED PAVEMENT**

**OBJECTION TO PROJECT**



**BLOCK 1**

**PROPOSED LOCAL IMPROVEMENT BY-LAW**  
**PAVING OF 78TH STREET CRESCENT**

**JUNE 9th 1999 1:3000**

November 7, 1979

WILLY'S TOWING

A. Unauthorized soil removal from City owned lands (on or about August 27, 1979)


- Merv phoned me approximately September 5, 1979 indicating that he had observed tire tracks from heavy equipment that was obviously used to remove dirt from City lands to Willy's Towing's land.
- I discussed this with Development Officer, R.C.M.P. & City Commissioner resulting in R.C.M.P. interviewing Merv and myself and discussing matter with Willy.
- December 21, 1978 letter signed by B. Jeffers to Willy's towing making reference to "the City will supply fill material as it becomes available"
- October 10, 1979 letter from A. Wilcock advising us to invoice Willy for materials removed from City lands.
- October 15, 1979 quantity survey completed by Engineering Department indicating 2918 yd<sup>3</sup> of material removed.
- October 19, 1979 letter from B. Jeffers to Willy's towing confirming City's position on the matter. Invoice for 2918 yd<sup>3</sup> @ \$2.25/yd = \$6,565.50 prepared and sent out sometime after October 23, 1979.

B. Application for Approach

- application completed at Engineering Department August 29, 1979.
- application changed by Willy on October 5, 1979.
- Sent to West Yards for scheduling the next day
- West Yards normally constructs on off-peak days such as rainy days, etc but usually within one (1) month, therefore reasonable completion would be October 30, 1979
- West Yards held off on construction on their own initiative pending the resolution of the unauthorized dirt removal. The requested approach was to the newly constructed site from 78 Street.

- 2 -

- About October 26, 1979 I got call from Willy concerning his approach. Upon checking I find that West Yards is holding application until dirt matter resolved. I did not respond personally to Willy's call but passed information on to Fred Lebedoff
- October 29, 1979 received instruction from A. Wilcock to require prepayment on all work requested in future.
- November 2, 1979 I discussed with Fred, Mr Wilcock's letter and Fred contacted Willy indicating that prepayment was necessary. Willy apparently expressed his "hard feelings" towards myself and indicated he would take the matter before Council.
- November 5, 1979 Fred again contacted Willy and confirmed prepayment and that it had nothing to do with his outstanding invoices but conformed to the recent directive issued by the City Treasurer. He was further advised that in addition to the \$776.00 required for the approach, the City would require \$710.00 as a prepayment for sewer and water connections to his property. Willy again stated he would take this matter to Council.

  
K.G. HASLOP, P. Eng.,  
Assistant City Engineer

KGH/ab

THE CITY OF RED DEER



Office of  
CITY ENGINEER

RED DEER, ALBERTA  
T4N 3T4

October 17, 1979

DOUBLE REGISTERED

Willy's Towing Ltd.  
7770-40 Avenue  
Red Deer, Alberta

ATTENTION: Mr. W. Schnepf

Dear Sir:

RE: Unauthorized Soil Removal from City Owned Lands West of  
Your Site Adjacent to 40 Avenue and 78A Street

*Invoiced Oct. 23/79  
Inv. # 26631 \$6,565.50  
(#86-06780)*

It has been brought to our attention that construction equipment was engaged on or about August 27, 1979 to remove fill material from City owned lands without having first obtained permission from the City and/or making prior arrangements for payment to the City. Further, it was apparent by visual inspection of equipment tracks etc that such fill material was placed on the north end of your site.

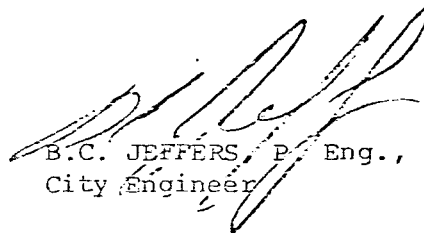
We have further reviewed your file and note the presence of a letter dated December 21, 1978 signed by myself. Of the four (4) points contained in the letter, item #1 relates to the supply of fill material "as it becomes available". It was not the intent of this point to give you blanket permission to excavate material from any City lands for placement on your site. It was evident in your verbal discussions with Mr. Pete Anderson of this Department that the City was engaged in a general operation of hauling unsuitable road building material to the sites west of your site as such material became available from other projects throughout the City. This letter merely confirmed that as the City had trucks depositing fill material in the area, we would deposit material on your site as it became available and providing your site was ready to accept such material.

October 17, 1979

Nevertheless, the City's position is such that as it is the policy at the moment to fill all City owned lands in the area to make them more saleable to the general public; reimbursement for or replacement of the excavated material is required.

Failure to comply with this request will result in proceeding with the appropriate legal action. An invoice in the amount of \$6,565.50 will follow under separate cover.

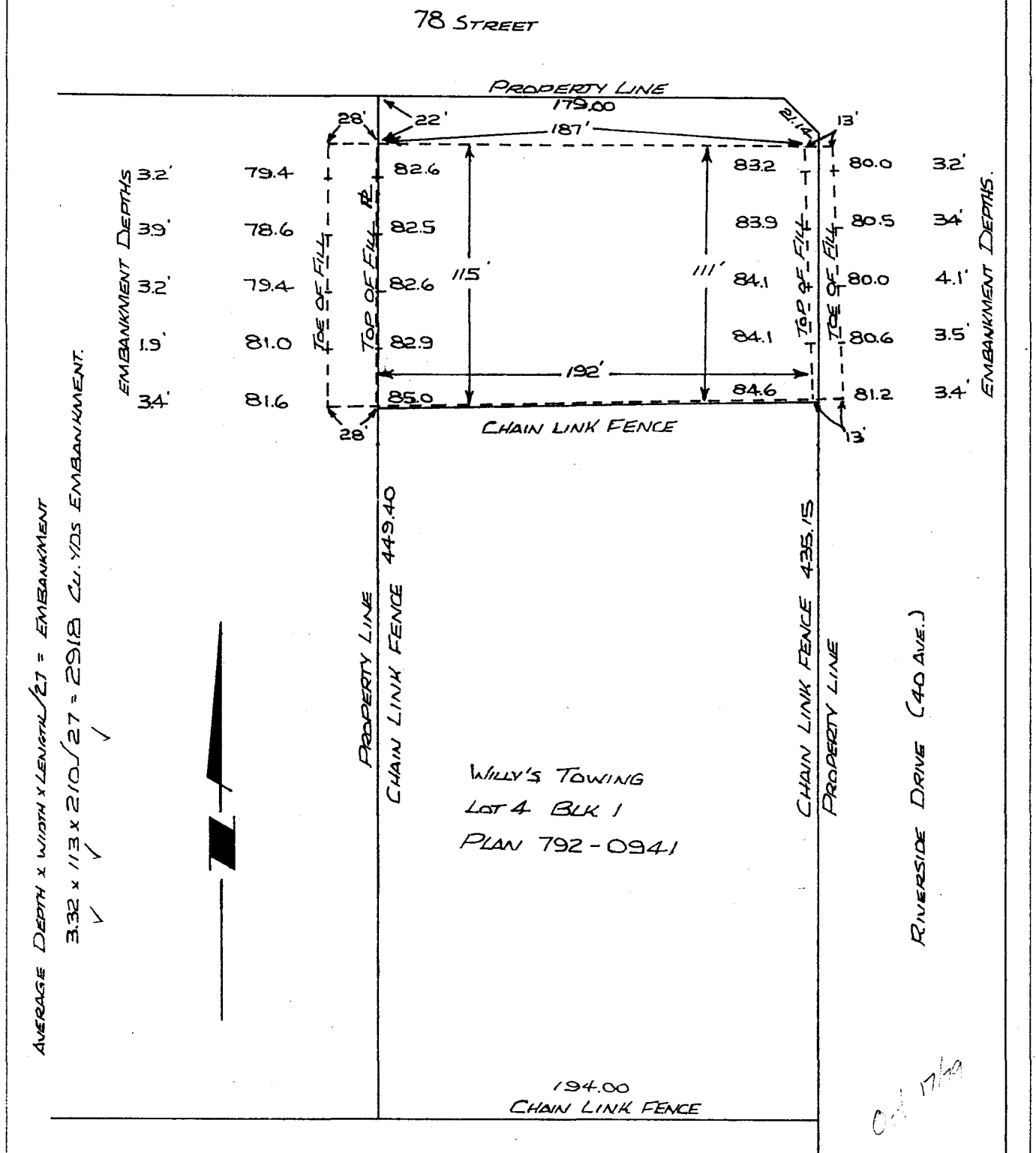
Yours truly,



B.C. JEFFERS, P. Eng.,  
City Engineer

KGH/ab

cc: City Commissioner  
City Treasurer  
City Solicitor  
City R.C.M.P. - Cst. Terry  
City Public Works Supt.  
Chief Surveyor



CITY OF RED DEER-ENGINEERING DEPT.

EMBANKMENT LOT 4 BLK 1 PLAN 792-0941

REVISIONS	SCALE 1 - 2500	DRAWN BY B.D.	DRAWING No.
F.B.	DATE Oct. 16 / 79		

**THE CITY OF RED DEER  
ENGINEERING DEPARTMENT**

**PETITION RESULTS FOR  
PAVING 78 CRESCENT FROM 40 AVENUE TO NORTHLAND DRIVE  
AS A LOCAL IMPROVEMENT PROJECT**

PROPERTY OWNER	LOT	BLOCK	PLAN	ASSESSABLE FRONTAGE (Metres)	DID NOT OBJECT TO PROJECT		OBJECTED TO PROJECT	
					Number	Assessable Frontage	Number	Assessable Frontage
1 Wilsand Holdings Ltd.	4	1	792-0941	0.809	1	1.000		
2 Rose Motors Investments Ltd	6	1	812-2691	0.809	1	1.000		
3 Key Towing & Storage (Alberta) Ltd.	B	1	852-1817	0.809	1	0.809		
4 Triple M Great West Feeds Ltd.	A	1	852-1817	1.201	1	1.201		
5 Triple M Great West Feeds Ltd.	PUL 2	1	882-2223	0.083	1	0.083		
6 Cen-Con Inc.	D	1	882-2223	0.725	1	0.725		
7 Cen-Con Inc.	7	1	892-2982	0.49	1	0.490		
8 Nexcycle Plastics Ltd.	8	1	892-2982	1.214	1	1.214		
9 The City of Red Deer	10	1	972-3795	2.43	1	2.430		
10 The City of Red Deer (Emergency Services Department)	9	1	972-3153	0.782	1	0.782		
11 Dynafrac Well Services Inc.	Rem. of Lot 5	1	812-2691	2.595			1	2.595
12 The City of Red Deer	6MR	2	892-2940	0.058	1	0.058		
13 Pact Production Services Ltd.	5	2	892-2940	0.445	1	0.445		
14 Rialta Supply Ltd.	9	2	982-4891	0.81	1	0.810		
15 763394 Alberta Ltd.	8	2	972-3795	0.809	1	0.809		
16 Hi-Way 9 Express	Rem. of Lot 4	2	812-2691	2.345	1	2.345		
<b>TOTALS</b>				16.414	15	14.201	1	2.595
Delete City Properties (See MGA)				3.270	3	3.270		
<b>REVISED TOTALS</b>				13.144	12	10.931	1	2.595
				13.000	92%	83%	8%	20%



DATE: June 15, 1999

TO: City Clerk

FROM: Engineering Services Manager

RE: **CONSTRUCTION OF A PAVED ROADWAY AS A LOCAL  
IMPROVEMENT PROJECT - 78 STREET CRESCENT, FROM 40  
AVENUE TO NORTHLAND DRIVE** *Bylaw 3235/99*

---

At the July 13, 1998 Council Meeting, approval was given for the Administration to initiate a local improvement for the construction of the above noted project.

We have completed the design and estimated the costs applicable to the properties benefiting from the local improvement. Based on financing information received from the Director of Corporate Services, we have calculated the local improvement rates applicable to each of the properties.

On May 3, 1999, in accordance with the Municipal Government Act, Notices of Intent to construct a local improvement were mailed to the 13 affected property owners. Three other affected properties are owned by The City of Red Deer. The notice advised that the property owners had 30 days to submit a petition against the project. A copy of the notification to the property owners is appended hereto for your information.

At the expiration of the 30 day petition period, one property owner sent in a letter (copy attached) objecting to the local improvement. A plan is attached indicating the location of the objecting property. Letters were also received from two of the property owners with the following concerns:

- a. Seventy-Eighth Street Crescent should not be paved until all service connections are installed.
- b. The land was purchased from The City on the understanding that the cost of paving was included in the sale price.

Our comments relative to these concerns are as follows:

- a. At present, 5 parcels out 16 are not serviced; 4 are privately owned and 1 parcel is owned The City. We will be contacting the private owners of the unserviced parcels asking them to consider servicing their parcels prior to paving taking place. The service requirements for the unsold City parcel will not be known after it is sold.

City Clerk  
Page 2  
June 15, 1999

- b. We have reviewed the Land Sale Agreements with Land and Economic Development staff and find that the Agreements do not specifically detail the extent of the City services to be provided. We did find the attached summary of the 1975 Improvement and Land Charge Summary for Riverside Heavy Industrial Park, which indicates that the cost of the paved road is not included as a charge to be recovered in the land sale price. This is confirmed in the attached copy of the Price Quotation provided to Willy's Towing Ltd. on December 21, 1978, which shows that the cost of the paved road is not included in the price quotation. Also attached is a photocopy of a 1985 letter from Mr. Bill Lees of The City's Land Department to Willy's Towing Ltd. and D. J. Auto Recycle (Rose Motors) confirming that the road will be built to a gravel standard. The Administration, therefore, believes that the properties were sold on the basis of a gravel road being included in the land sale price.

The Municipal Government Act states as follows:

- Article 392(2): A petition is not a sufficient petition unless:
- a) it is signed by 67% of the owners who would be liable to pay the local improvement tax, and,
  - b) the owners who sign the petition represent at least 50% of the value of the assessments prepared under Part 9 for the parcels of land in respect of which the tax will be imposed.

### **RECOMMENDATION**

Based on the administrative interpretation of the Municipal Government Act and the responses received, we believe that the majority of the landowners desire roadway pavement and would recommend that Council approve the local improvement for the construction of a paved roadway.

  
Ken G. Haslop, P. Eng.  
Engineering Services Manager

SS/emr  
Att.

- c. Director of Corporate Services
- c. Tax Coordinator

May 3, 1999

<Field 1>

<Field 2>

Dear Sir:

**RE: LOCAL IMPROVEMENT - <Field 3>  
78 STREET CRESCENT FROM 40 AVENUE TO NORTHLAND DRIVE  
PAVED ROADWAY CONSTRUCTION**

---

At the July 13, 1998 Council Meeting, Council approved the initiation of a local improvement for the construction of **78 Street Crescent, from 40 Avenue to Northland Drive as a Paved Roadway**. Attached is a Notice of Intention to Construct a Local Improvement that provides information on the charges applicable to your property based on a 20 year payment period or an "one-time" payment.

If you wish to object to this local improvement, please send a letter to the City Clerk at the City of Red Deer. Your letter must clearly indicate that you do not want the local improvement to proceed. Please provide your name, signature, and the description of the property you represent.

**Any response against the improvement must be received within 30 days of the date of this notice.**

In the event that an insufficient number of objections have been received opposing the proposed By-law as outlined in the attached Notice, Council will consider approval of this By-law on June 21, 1999.

If you have any questions, please call Sybren Spyksma or Vaughan Bechthold at 342-8158.

Yours truly,

Ken G. Haslop, P. Eng.  
Engineering Services Manager

SS/ccs  
Att.

c. Director of Corporate Services  
c. City Clerk

## NOTICE

### INTENTION TO CONSTRUCT A LOCAL IMPROVEMENT IN THE CITY OF RED DEER

Notice is hereby given that the Council of The City of Red Deer intends to construct **78 Street Crescent, from 40 Avenue to Northland Drive as a Paved Roadway** as a Local Improvement in accordance with the provisions of Section 396 (1) of the Municipal Government Act, R.S.A., 1994, as amended.

1. The cost of the noted local improvement is \$204,600, of which the amount of \$40,759 is to be paid by The City and the amount of \$163,841 is to be paid by the benefiting property owners by special assessment, as follows:
  - a. The cost of the local improvement will be repayable at an annual rate of \$1,043 per assessable hectare for a period of 20 years at a rate of interest not exceeding 5.5%, per annum.
  - b. Alternately, the cost of the local improvement may be paid as a one-time payment at a rate of \$12,465 per assessable hectare.

The noted rates may be revised prior to the first payment for this project being due.

2. The following information and costs are applicable to your property, described as
  - a. The Legal Description of your property is **<Field 4>**.
  - b. The Civic Address of your property is **<Field 3>**.
  - c. The assessable area in hectares for your property is **<Field 5>** hectares.
  - d. The annual payment for each year of the 20 year payment period for your property would be **<Field 7>**.
  - e. The one-time payment for your property would be **<Field 9>** and must be received prior to May 3, 2000.
3. Where the property owner(s) proposes to make annual payments for the designated payment period, the owner(s) may pay the outstanding balance at anytime, including any interest and penalties less any previously amount paid.

Notice  
Intention to Construct a Local Improvement  
Page Two

---

4. Council **will not** proceed with this local improvement project if the property owners submit a petition to Council against the proposed improvement. For the petition to be considered valid, the following conditions must be met:
  - a. The petition must be signed by at least two-thirds (67%) of the property owners who would be liable to pay the local improvement tax and the owners who sign the petition must represent at least 50% of the value of the assessment included in the local improvement area.
  - b. If a municipality, school, or hospital is the owner of any lands affected by the local improvement, and, as such, is entitled to sign the petition, its name and assessment are not to be counted in determining the validity of a petition.
  - c. If a parcel of land is owned by more than one owner (e.g. Condominium Association), the owners are considered as one owner for the purpose of determining the validity of a petition.
  - d. In the case of a Condominium Association, the petition should be signed by the President and Secretary of the Association and a copy of the minutes authorizing the President and Secretary to sign the petition should be attached to the petition.
5. If no petition or an insufficient petition has been received by Council against the local improvement within the time limited specified, the local improvement may be undertaken and the cost of it assessed to the property owners by the system of assessment referred to in this Notice.
6. Council may undertake to construct the proposed local improvement at anytime within three years of the giving of this Notice.

Dated at The City of Red Deer this 3<sup>rd</sup> day of May 1999.

***Comments:***

We recommend that Council proceed with third reading of Bylaw No. 3235/99.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Engineering Services Manager  
**FROM:** City Clerk  
**RE:** *Construction of a Paved Roadway as a Local Improvement Project - 78  
Street Crescent from 40 Avenue to Northland Drive / Local Improvement  
Bylaw No. 3235/99*

---

***Reference Report:***

Engineering Services Manager dated June 29, 1999

***Bylaw Readings:***

Local Improvement Bylaw No. 3235/99 was given third reading, a copy is attached

***Report Back to Council Required:*** No

***Comments/Further Action:***



Kelly Kloss  
City Clerk

/clr  
attchs.

c Director of Corporate Services  
Tax Coordinator

## **BYLAW NO. 3235/99**

Being a bylaw to authorize the Municipal Council of The City of Red Deer to impose a special frontage assessment for the construction of a paved lane.

WHEREAS it is deemed expedient and proper pursuant to the provisions of Section 393 (1) of the Municipal Government Act, R.S.A., 1994, as amended, that the Council shall issue a bylaw to authorize undertaking, completing and levying a special assessment for construction of a paved roadway;

AND WHEREAS plans, specifications, and estimates for such work have been made by the Engineering Department Manager, whereby the total cost of the said project is \$204,600.00;

AND WHEREAS the estimated lifetime of the project is 20 years;

AND WHEREAS the proposed construction will serve about 16.414 assessable hectares of area;

AND WHEREAS pursuant to the provisions of Section 393 (1) of the Municipal Government Act, R.S.A., 1994, as amended, the Council has given proper notice of intention to undertake and complete the construction of the paved lane, the cost or a portion of the costs thereof to be assessed against the benefiting properties in accordance with the attached Schedule "A", and no sufficiently signed and valid petition against the said proposal has been received by the Council.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The Municipal council of The City of Red Deer is hereby empowered to enter into contracts for the purpose of constructing a paved roadway as may be necessary.
- 2 That for the purpose aforesaid, the Tax Stabilization Reserve Account will loan the sum of Two hundred and four thousand, six hundred dollars (\$204,600.00) of which amount the sum of \$40,760.46 is to be paid by the City at large and the sum of \$163,839.54 is to be collected by way of special assessment as herein provided in attached Schedule "A".
- 3 During the currency of the said debentures there shall be raised annually for payment of the owner's portion of the cost and interest thereon, by special assessment under the Municipal Government Act, R.S.A., 1994, as amended, the respective sums shown as yearly payments on Schedule "A" hereby attached, and there is hereby imposed on all lands fronting or abutting on that portion of the streets or places whereon the said improvements are to be constructed, a special assessment sufficient to cover the owner's portion of the cost of the said work and the interest thereon payable at the unit rate or rates set forth in said Schedule "A". the said special assessment shall be in addition to all other rates and taxes.



- 4 Nothing in this bylaw shall prohibit the owner of the lands herein described from making payment in full of the balance of the assessment and interest accruing thereon which may be owing from time to time at any time prior to the expiration of the term of twenty years.

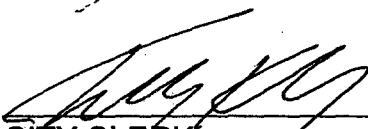
READ A FIRST TIME IN OPEN COUNCIL this 21 day of June A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this 21 day of June A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this 5 day of July A.D. 1999.

AND SIGNED BY THE MAYOR AND CITY CLERK this 5 day of July A.D. 1999.

  
MAYOR

  
CITY CLERK

**Schedule "A"**

**Special Frontage Assessment**

The City of Red Deer

**LOCAL IMPROVEMENT - SPECIAL FRONTAGE ASSESSMENT  
FOR CONSTRUCTION OF A PAVED LANE**

- |                              |             |                 |             |
|------------------------------|-------------|-----------------|-------------|
| 1. Properties to be assessed |             |                 |             |
| <u>ON</u>                    | <u>FROM</u> | <u>TO</u>       | <u>SIDE</u> |
| 78 Street Crescent           | 40 Avenue   | Northland Drive | Both sides  |
- 
- |   |                                   |
|---|-----------------------------------|
| 2. Total Area   | 16.414 assessable hectares        |
| 3. Total Special Assessment against all properties  | \$204,604.87                      |
| 4. Annual Unit rate per metre of Frontage to be payable for a period of twenty years calculated at 5.50% interest | \$1,043.06 per assessable hectare |
| 5. Total Yearly Assessment against all the above properties   | \$17,121.21                       |
| 6. Total One Time Payment Special Assessment per Front metre  | \$12,464.97 per assessable metre  |

**THE CITY OF RED DEER  
ENGINEERING DEPARTMENT**

Schedule A (cont)

**ESTIMATED COSTS FOR CONSTRUCTION OF  
PAYING 78 CRESCENT FROM 40 AVENUE TO NORTHLAND DRIVE  
AS A LOCAL IMPROVEMENT PROJECT**

TOTAL COST OF PROJECT	\$204,600.00
TOTAL ASSESSABLE FRONTAGE	16.414 HECTARES
ASSESSMENT PERIOD	20 YEARS
INTEREST RATE	5.50%
INTEREST FACTOR	0.08367933
ANNUAL RATE PER ASSESSABLE METRE	\$1,043.06
PREPAYMENT RATE PER ASSESSABLE METR	\$12,464.97

Property Owner	Civic Address	Lot	Block	Plan	Assessable Area (Hectares)	Annual Payment Amount for Noted Assessment Period	Total One-time payment Amount
1 Wilsand Holdings Ltd.	7770 40 Avenue	4	1	792-0941	0.809	\$844.24	\$10,089.01
2 Rose Motors Investments Ltd.	4029 78 Street Crescent	6	1	812-2691	0.809	\$843.84	\$10,084.16
3 Key Towing & Storage (Alberta) Ltd.	4083 78 Street Crescent	B	1	852-1817	0.809	\$843.84	\$10,084.16
4 Triple M Great West Feeds Ltd.	4099 78 Street Crescent	A	1	852-1817	1.201	\$1,252.72	\$14,970.43
5 Triple M Great West Feeds Ltd.	4103 78 Street Crescent	PUL 2	1	882-2223	0.083	\$86.57	\$1,034.59
6 Cen-Con Inc.	4115 78 Street Crescent	D	1	882-2223	0.725	\$756.22	\$9,037.10
7 Cen-Con Inc.	4217 78 Street Crescent	7	1	892-2982	0.490	\$511.10	\$6,107.84
8 Nexcycle Plastics Ltd.	4305 78 Street Crescent	8	1	892-2982	1.214	\$1,266.27	\$15,132.47
9 The City of Red Deer	4317 78 Street Crescent	10	1	972-3795	2.430	\$2,534.64	\$30,289.88
10 The City of Red Deer (Emergency Services Department)	4343 78 Street Crescent	9	1	972-3153	0.782	\$815.67	\$9,747.61
11 Dynafac Well Services Inc.	4329 78 Street Crescent	Rem. of Lot 5	1	812-2691	2.595	\$2,706.74	\$32,346.60
12 The City of Red Deer	4008 78 Street Crescent	6MR	2	892-2940	0.058	\$60.50	\$722.97
13 Pact Production Services Ltd.	4040 78 Street Crescent	5	2	892-2940	0.445	\$464.16	\$5,546.91
14 Rialta Supply Ltd.	4046 78 Street Crescent	9	2	982-4891	0.810	\$844.88	\$10,096.63
15 763394 Alberta Ltd.	4080 78 Street Crescent	8	2	972-3795	0.809	\$843.84	\$10,084.16
16 Hi-Way 9 Express	4120 78 Street Crescent	Rem. of Lot 4	2	812-2691	2.345	\$2,445.98	\$29,230.35
<b>TOTALS</b>					<b>16.414</b>	<b>\$17,121.21</b>	<b>\$204,604.87</b>

**DATE:** June 24, 1999  
**TO:** City Council  
**FROM:** City Clerk  
**RE:** *Construction of a Paved Roadway as a Local Improvement Project -  
Lane West of 51 Avenue from 59 Street to 52 Avenue / Local Improvement  
Bylaw No. 3236/99*

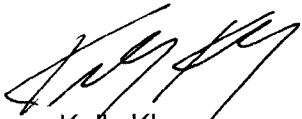
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At the Council meeting of Monday, June 21, 1999, Local Improvement Bylaw No. 3236/99 was given first and second readings.

This bylaw will be presented for consideration of third reading at the Council meeting of July 5, 1999.

***Recommendation***

Local Improvement Bylaw 3236/99 may now be given third reading.



Kelly Kloss  
City Clerk

/clr  
attchs.

DATE: June 15, 1999

TO: City Clerk

FROM: Engineering Services Manager

RE: **CONSTRUCTION OF A PAVED LANE AS A LOCAL IMPROVEMENT PROJECT - LANE WEST OF 51 AVENUE, FROM 59 STREET TO 52 AVENUE** *By Law 3236/99*

---

At the June 1, 1998 Council Meeting, approval was given for the Administration to initiate a local improvement for the construction of the above noted project.

We have completed the design and estimated the costs applicable to the properties benefiting from the local improvement. Based on financing information received from the Director of Corporate Services, we have calculated the local improvement rates applicable to each of the properties.

On May 3, 1999, in accordance with the Municipal Government Act, Notices of Intent to construct a local improvement were mailed to the 13 property owners who would be required to pay the local improvement tax. The notice advised that the property owners had 30 days to submit a petition against the project. A copy of the notification to the property owners is appended hereto for your information.

At the expiration of the 30 day petition period, 5 out of 13 property owners (38%), representing 41% of the assessment, sent in letters (copies attached) objecting to the local improvement. The petition results are summarized on the attached drawing and schedule.

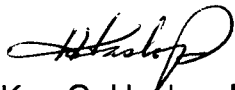
The Municipal Government Act states as follows:

- Article 392(2): A petition is not a sufficient petition unless:
- a) it is signed by 67% of the owners who would be liable to pay the local improvement tax, and,
  - b) the owners who sign the petition represent at least 50% of the value of the assessments prepared under Part 9 for the parcels of land in respect of which the tax will be imposed.

City Clerk  
Page 2  
June 15, 1999

**RECOMMENDATION**

Based on the administrative interpretation of the Municipal Government Act and objections received, we believe that the local improvement is still desired by the majority and would recommend that Council approve the local improvement for the construction of a paved lane.



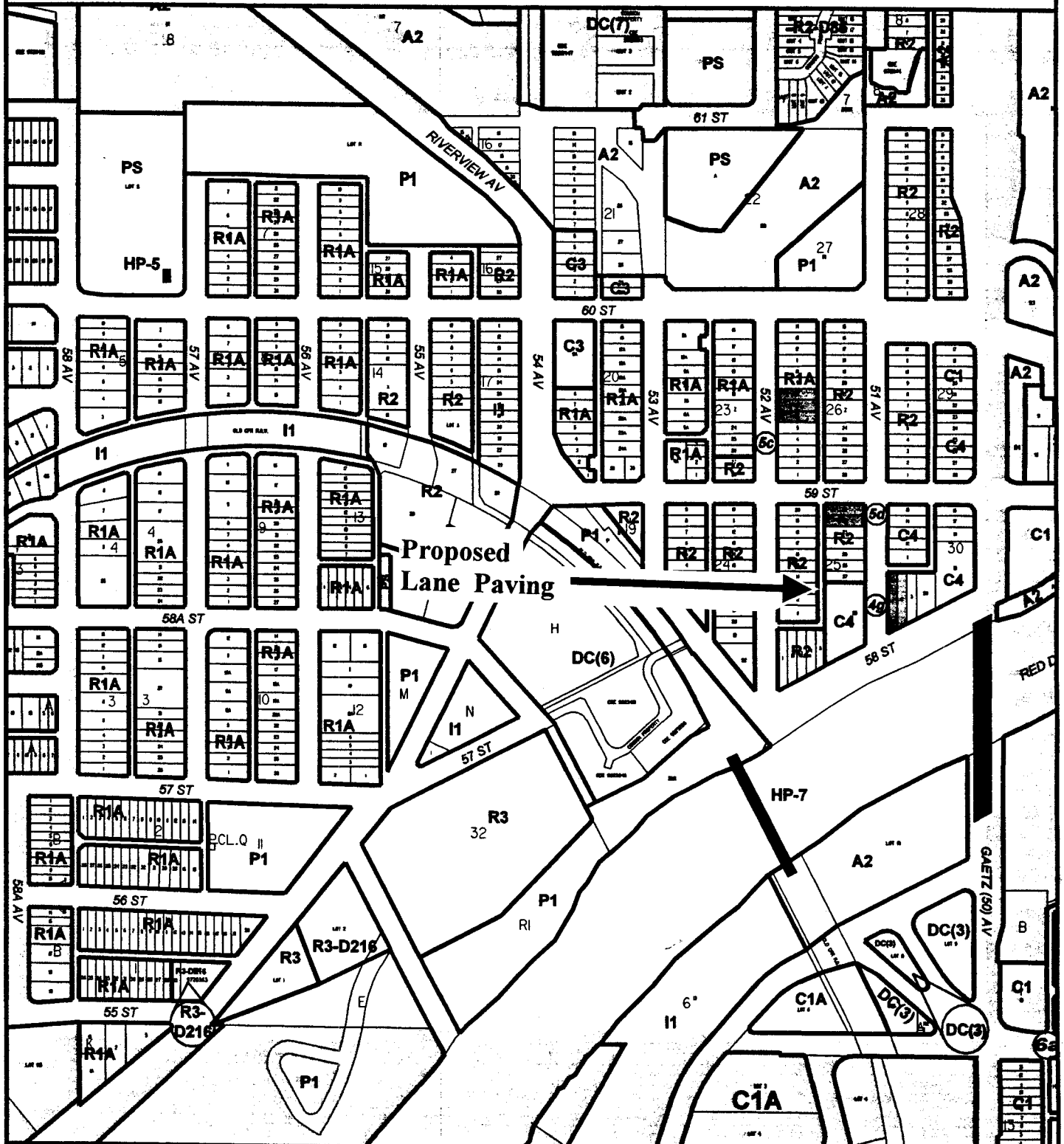
Ken G. Haslop, P. Eng.  
Engineering Services Manager

SS/emr  
Att.

- c. Director of Corporate Services
- c. Tax Coordinator

# THE CITY OF RED DEER LAND USE BYLAW LAND USE DISTRICTS

F10



BYLAW NUMBER - 3156/96

## AMENDMENTS:

2672 / C - 96	09 - April - 1996
3156 / A - 96	06 - May - 1996
3156 / II - 98	05 - Oct - 1998
3156 / K - 99	10 - May - 1999

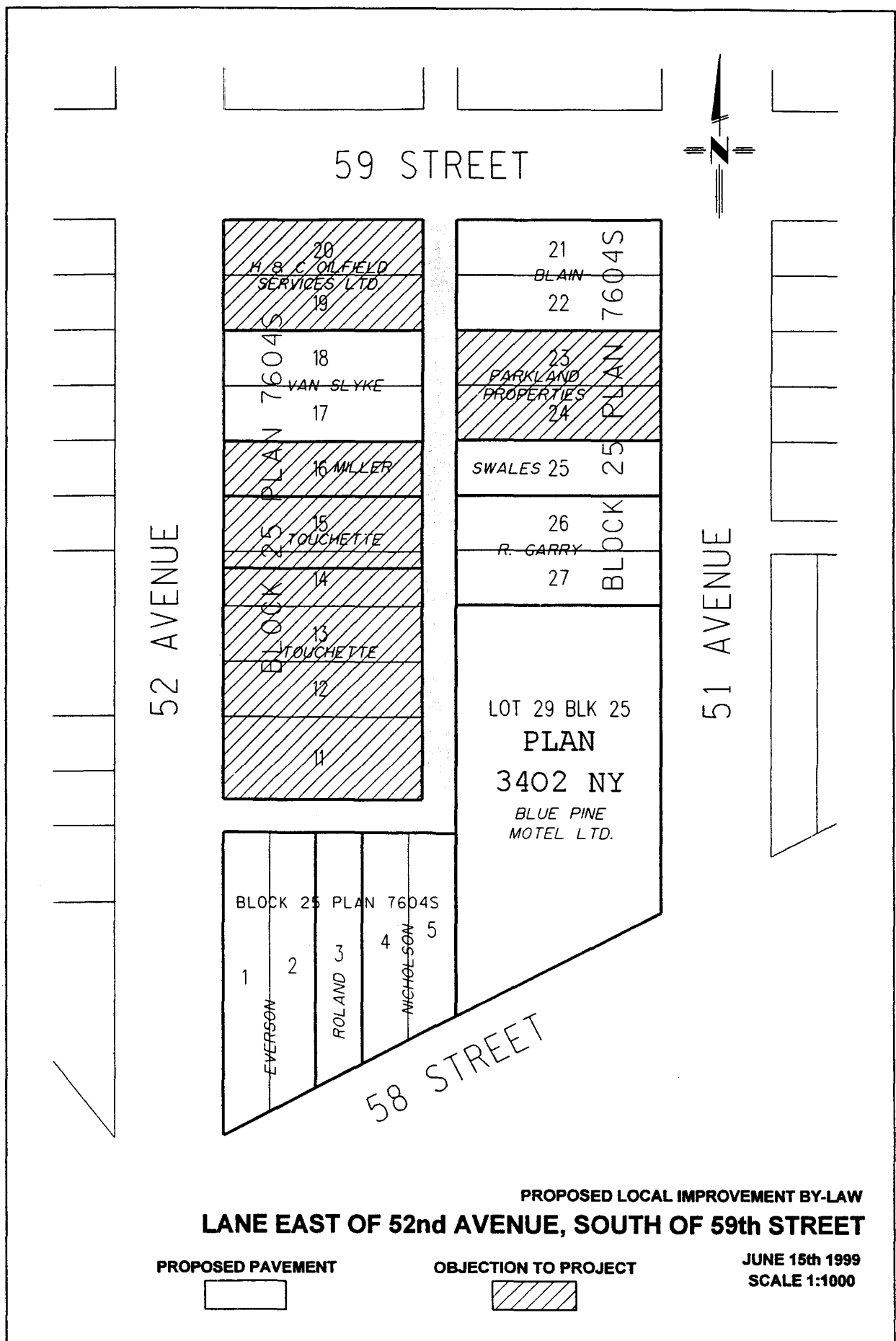


1:5,000  
13-MAY-1999

SEE SECTION SIX FOR  
LANDUSE DISTRICT DEFINITIONS

E11	F11	G11
E10	F10	G10
E9	F9	G9

S.E. 1/4 -20-38-27-4





May 3, 1999

<Field 1>

<Field 2>

Dear Sir:

**RE: LOCAL IMPROVEMENT - <Field 3>  
LANE WEST OF 51 AVENUE, FROM 59 STREET TO 52 AVENUE  
PAVED LANE CONSTRUCTION**

---

At the June 1, 1998 Council Meeting, Council approved the initiation of a Local Improvement for the construction of the **Lane West of 51 Avenue, from 59 Street to 52 Avenue as a Paved Lane**. Attached is a Notice of Intention to Construct a Local Improvement that provides information on the charges applicable to your property based on a 20 year payment period or a "onetime" payment.

If you wish to object to this local improvement, please send a letter to the City Clerk at The City of Red Deer. Your letter must clearly indicate that you do not want the local improvement to proceed. Please provide your name, signature, and the description of the property you represent.

**Any response against the improvement must be received within 30 days of the date of this notice.**

In the event that an insufficient number of objections have been received opposing the proposed By-law as outlined in the attached Notice, Council will consider approval of this By-law on June 21, 1999.

If you have any questions, please call Tom Warder or Sybren Spyksma at 342-8158

Yours truly,

Ken G. Haslop, P. Eng.  
Engineering Services Manager

SS/ccs

Att.

- c. Director of Corporate Services
- c. City Clerk

## NOTICE

### INTENTION TO CONSTRUCT A LOCAL IMPROVEMENT IN THE CITY OF RED DEER

Notice is hereby given that the Council of The City of Red Deer intends to construct the **Lane West of 51 Avenue, from 59 Street to 52 Avenue as a Paved Lane** as a Local Improvement in accordance with the provisions of Section 396 (1) of the Municipal Government Act, R.S.A., 1994, as amended.

1. The cost of the noted local improvement is \$44,400, of which the amount of \$0 is to be paid by The City and the amount of \$44,400 is to be paid by the benefiting property owners by special assessment, as follows:
  - a. The cost of the local improvement will be repayable at an annual rate of \$14.46 per lineal metre of assessable frontage for a period of 20 years at a rate of interest not exceeding 5.5%, per annum
  - b. Alternately, the cost of the local improvement may be paid as a one-time payment at a rate of \$172.80 per lineal metre of assessable frontage.

The noted rates may be revised prior to the first payment for this project.

2. The following information and costs are applicable to your property, described as
  - a. The Legal Description of your property is **<Field 4>**.
  - b. The Civic Address of your property is **<Field 3>**.
  - c. The assessable frontage for your property is **<Field 5>** metres.
  - d. The annual payment for each year of the 20 year payment period for your property would be **<Field 7>**.
  - e. The one-time payment for your property would be **<Field 9>** and must be received prior to May 3, 2000.
3. Where the property owner(s) proposes to make annual payments for the designated payment period, the owner(s) may pay the outstanding balance at anytime, including any interest and penalties less any previously amount paid.

Notice  
Intention to Construct a Local Improvement  
Page Two

4. Council **will not** proceed with this local improvement project if the property owners submit a petition to Council against the proposed improvement. For the petition to be considered valid, the following conditions must be met:
  - a. The petition must be signed by at least two-thirds (67%) of the property owners who would be liable to pay the local improvement tax and the owners who sign the petition must represent at least 50% of the value of the assessment included in the local improvement area.
  - b. If a municipality, school, or hospital is the owner of any lands affected by the local improvement, and, as such, is entitled to sign the petition, its name and assessment are not to be counted in determining the validity of a petition.
  - c. If a parcel of land is owned by more than one owner (e.g. Condominium Association), the owners are considered as one owner for the purpose of determining the validity of a petition.
  - d. In the case of a Condominium Association, the petition should be signed by the President and Secretary of the Association and a copy of the minutes authorizing the President and Secretary to sign the petition should be attached to the petition.
5. If no petition or an insufficient petition has been received by Council against the local improvement within the time limited specified, the local improvement may be undertaken and the cost of it assessed to the property owners by the system of assessment referred to in this Notice.
6. Council may undertake to construct the proposed local improvement at anytime within three years of the giving of this Notice.

Dated at The City of Red Deer this 3<sup>rd</sup> day of May 1999.

***Comments:***

We recommend that Council proceed with third reading of Bylaw No. 3236/99.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Engineering Services Manager  
**FROM:** City Clerk  
**RE:** *Construction of a Paved Roadway as a Local Improvement Project - Lane West of 51 Avenue from 59 Street to 52 Avenue/ Local Improvement Bylaw No. 3236/99*

---

***Reference Report:***

City Clerk dated June 24, 1999

***Bylaw Readings:***

Local Improvement Bylaw No. 3236/99 was given third reading, a copy is attached

***Report Back to Council Required:*** No

***Comments/Further Action:***



Kelly Kloss  
City Clerk

/clr  
attchs.

c Director of Corporate Services  
Tax Coordinator

## **BYLAW NO. 3236/99**

Being a bylaw to authorize the Municipal Council of The City of Red Deer to impose a special frontage assessment for the construction of a paved lane.

WHEREAS it is deemed expedient and proper pursuant to the provisions of Section 393 (1) of the Municipal Government Act, R.S.A., 1994, as amended, that the Council shall issue a bylaw to authorize undertaking, completing and levying a special assessment for construction of a paved lane;

AND WHEREAS plans, specifications, and estimates for such work have been made by the Engineering Department Manager, whereby the total cost of the said project is \$44,400.00;

AND WHEREAS the estimated lifetime of the project is 20 years;

AND WHEREAS the proposed construction will serve 256.946 assessable metres of frontage;

AND WHEREAS pursuant to the provisions of Section 393 (1) of the Municipal Government Act, R.S.A., 1994, as amended, the Council has given proper notice of intention to undertake and complete the construction of the paved lane, the cost or a portion of the costs thereof to be assessed against the benefiting properties in accordance with the attached Schedule "A", and no sufficiently signed and valid petition against the said proposal has been received by the Council.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The Municipal council of The City of Red Deer is hereby empowered to enter into contracts for the purpose of constructing a paved lane as may be necessary.
- 2 That for the purpose aforesaid, the Tax Rate Stabilization Reserve Account will loan the sum of Forty four thousand, four hundred dollars (\$44,400.00) of which amount the sum of \$0.00 is to be paid by the City at large and the sum of \$44,400.00 is to be collected by way of special assessment as herein provided in attached Schedule "A".
- 3 During the currency of the said debentures there shall be raised annually for payment of the owner's portion of the cost and interest thereon, by special assessment under the Municipal Government Act, R.S.A., 1994, as amended, the respective sums shown as yearly payments on Schedule "A" hereby attached, and there is hereby imposed on all lands fronting or abutting on that portion of the streets or places whereon the said improvements are to be constructed, a special assessment sufficient to cover the owner's portion of the cost of the said work and the interest thereon payable at the unit rate or rates set forth in said Schedule "A". the said special assessment shall be in addition to all other rates and taxes.

- 4 Nothing in this bylaw shall prohibit the owner of the lands herein described from making payment in full of the balance of the assessment and interest accruing thereon which may be owing from time to time at any time prior to the expiration of the term of twenty years.

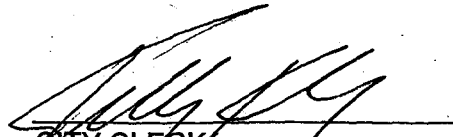
READ A FIRST TIME IN OPEN COUNCIL this 21 day of June A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this 21 day of June A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this 5 day of July A.D. 1999.

AND SIGNED BY THE MAYOR AND CITY CLERK this 5 day of July A.D. 1999.

  
MAYOR

  
CITY CLERK

**Schedule "A"**

**Special Frontage Assessment**

The City of Red Deer

**LOCAL IMPROVEMENT - SPECIAL FRONTAGE ASSESSMENT  
FOR CONSTRUCTION OF A PAVED LANE**

1.	Properties to be assessed			
	<u>ON</u>	<u>FROM</u>	<u>TO</u>	<u>SIDE</u>
	Lane West of 51 Avenue	59 Street	52 Avenue	Both sides
2.	Total Frontage		256.946 assessable metres	
3.	Total Special Assessment against all properties			\$44,400.00
4.	Annual Unit rate per metre of Frontage to be payable for a period of twenty years calculated at 5.50% interest		\$14.46 per assessable metre	
5.	Total Yearly Assessment against all the above properties			\$3,715.44
6.	Total One Time Payment Special Assessment per Front metre		\$ 172.80 per assessable metre	



**THE CITY OF RED DEER  
ENGINEERING DEPARTMENT**

Schedule A (cont)

**ESTIMATED COSTS FOR CONSTRUCTION OF  
PAVED LANE WEST OF 51 AVENUE FROM 59 STREET TO 52 AVENUE  
AS A LOCAL IMPROVEMENT PROJECT**

TOTAL COST OF PROJECT	\$44,400.00
TOTAL ASSESSABLE FRONTAGE	256.946 METRES
ASSESSMENT PERIOD	20 YEARS
INTEREST RATE	5.50%
INTEREST FACTOR	0.08367833
ANNUAL RATE PER ASSESSABLE METRE	\$14.46
PREPAYMENT RATE PER ASSESSABLE METRE	\$172.80

No.	Tax Roll Number	Property Owner	Property Address	Condominium Unit No. and CDE Plan Number	Legal Description	Assessable Frontage (Metres)	Annual Payment Amount for Noted Assessment Period	Total One-time payment Amount
1		Calvin and Carla Everson	5120 58 Street	N/A	Lots 1 and 2, Block 25, Plan	15.850	\$229.19	\$2,738.81
2		Percy Roland	5116 58 Street	N/A	Lot 3, Block 25, Plan 7604 S	7.925	\$114.59	\$1,369.41
3		Rose Elizabeth Nicholson	5114 58 Street	N/A	Lots 4 and 5, Block 25, Plan	15.850	\$229.19	\$2,738.81
4		Pierre L. and Jeanne A. Touchette	5815 52 Avenue	N/A	Lots 11 to 14 (Less north 10 ft. of Lot 14), Block 25, Plan 7604 S	42.215	\$610.43	\$7,294.72
5		Pierre L. and Jeanne A. Touchette	5821 52 Avenue	N/A	North 10 ft. of Lot 14 and Lot 15, Block 25, Plan 7604 S	13.106	\$189.52	\$2,264.79
6		Howard Grover Miller	5823 52 Avenue	N/A	Lot 16, Block 25, Plan 7604 S	10.058	\$145.44	\$1,738.09
7		Orville C. & Elizabeth A. Van Slyke	5827 52 Avenue	N/A	Lots 17 and 18, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
8		H & C Oilfield Services Ltd.	5829 52 Avenue	N/A	Lots 19 and 20, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
9		Brian A. and Lana J. Blain	5824 51 Avenue	N/A	Lots 21 and 22, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
10		Parkland Properties Ltd.	5822 51 Avenue	N/A	Lots 23 and 24, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
11		Davis Alan Swales	5820 51 Avenue	N/A	Lot 25, Block 25, Plan 7604 S	10.058	\$145.44	\$1,738.09
12		Robert Garry	5814 51 Avenue	N/A	Lots 26 and 27, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
13		Blue Pine Motel (1969) Ltd.	5102 58 Street	N/A	Lot 29, Block 25, Plan 3402 NY	41.300	\$597.20	\$7,136.71
<b>TOTALS</b>						<b>256.946</b>	<b>\$3,715.45</b>	<b>\$44,400.33</b>

Item No. 3

June 14, 1999

To: City Council

From: Senior Management Team and Strategic Plan Review Committee

## Final Draft of Strategic Plan

The public/staff input phase of our major review of The City of Red Deer's Strategic Plan is completed. The *final draft* of the Strategic Plan includes the changes recommended by the Strategic Plan Review Committee and the Senior Management Team based on the comments received from the staff and public. A copy of the *final draft* of the Strategic Plan, together with copies of the *Public Input* and the *Staff Input* documents, is attached to this agenda.

The public/staff input process began on April 16. Over the past couple of months the Strategic Plan Review Committee has sought feedback on the plan in a variety of ways:

- broad circulation to staff, City boards and committees, partner agencies, municipal leaders in Central Alberta, educators, community organizations and groups, and interested citizens
- preparation of a four-page insert on the Plan for the public newsletter *Inside Out*, which was circulated to all residential addresses in Red Deer
- a *Strategic Plan* booth at The City's Bower Mall display
- an open house/public meeting at Festival Hall.

The majority of feedback was positive and supportive of the long-term direction included in the Plan. We have highlighted, for the information of Council, the more significant changes that have been made as a result of the public/staff comments:

1. Format - The Strategic Plan has been reorganized to include the page entitled *Our Strategic Plan* on the inside front cover followed by *Our Cornerstone Values*, *Our Vision* and *Our Purpose* on the first page. This is followed by the *Table of Contents*, *Definitions*, *Our Guiding Principles* and the *Long-term Goals and Strategies by Focus Area*. A new page to acknowledge the contributions to the development of the plan has been added at the end of the plan.
2. Page i A new paragraph has been added to the page entitled *Our Strategic Plan* to clarify for our partner agencies what role our Strategic Plan serves in the development of their own business plans.

The new paragraph reads: *The Strategic Plan also serves as the guiding document for many partner agencies in the development of their own business plans.*

To: City Council - June 14, 1999 - Page 2

The relationship between The City of Red Deer and partner agencies was a recurring theme throughout the public input. The matter has been referred to the Senior Management Team to address how this relationship might be clarified and appropriately communicated.

3. Page ii

*Our Vision* statement has been amended to delete *The City of Red Deer*. Few, if any vision statements include the company or organization name in the statement.

*Amended Vision statement: People committed to service, opportunity and a quality life for all....with the spirit to make it happen!*

4. Page 1

*Our Purpose* talks about using a "balanced approach". A definition for *balanced approach* has been added.

*Balanced Approach: fair consideration given to all sides of the picture before making the decision.*

5. Page 6

A new strategy has been added under 1.1 *Quality of Life* to address some of the input we received related to *culture*.

*New Strategy 1.1.8: Support the cultural community in identifying and addressing the cultural needs in the broader community through a planning process that results in a long-term vision and plan.*

6. Page 8

A *fourth* role in planning was identified and a sentence added to the preamble in Section 1.4 *Community and Land Use Planning* to accommodate this role. It has been included as the *third* role and the existing third role renumbered.

*The new sentence: The third role is to work with the community to sustain the City's economic base through the provision of a variety of business/employment locations, including the downtown, and to enhance opportunities for social interaction and person growth through the provision of sites for a range of education, recreation and culture facilities.*

7. Page 10

The Chamber of Commerce felt it was timely to open 2.1 *Promotion and Marketing* for a similar review to that described in 2.3 *Land Development* and strongly encouraged this review take place over the next six to twelve months. This item has been referred to the Senior Management Team to meet with the Executive of the Chamber to determine how discussions on this topic might be advanced as a major review at this time did not seem to be feasible.

To: City Council - June 14 - Page 3

8. Page 12                      A new strategy has been added under 2.4 *Municipal Infrastructure* to reflect the importance of considering the impacts of major development on our infrastructure planning.

*New Strategy 2.4.2: Ensure the impacts of major development are considered as part of infrastructure planning.*

9. Page 15                      A new strategy has been added to reflect the value of the people who work for our organization and the desire to provide compensation, working conditions and the organizational *character* to ensure that we will attract and retain employees

*New Strategy 3.6.2: Ensure The City provides a compensation package, working conditions and the organizational character to attract and retain employees.*

10. Page 18                     Strategies 4.1.3 and 4.1.4 have been combined into one strategy.

*Strategy 4.1.3: Encourage City departments and agencies with whom The City partners to explore new ways to reduce costs and general revenues.*

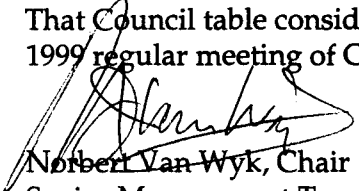
The *Schedule for the Review*, approved by members of Council early in the process, calls for the Strategic Plan to be tabled with City Council at the Council meeting of June 21, 1999, with consideration and debate at the Council meeting to be held on July 05, 1999.

This memo, together with the material attached to the June 21 Council agenda, will form the basis for the presentation and Council's debate at the Council meeting on July 05. It has been circulated at this time to allow Members of Council and the public a two-week period to review the material prior to the formal presentation and debate on July 05.

**Please keep the Strategic Plan material circulated with this Council agenda and bring it to the July 05 Council meeting. In order to conserve paper, the City Clerk's Department does not intend to reproduce this material for the July 05 agenda.**

**Recommendation:**

That Council table consideration and debate of the draft Strategic Plan to the July 05, 1999 regular meeting of City Council.

  
Norbert Van Wyk, Chair  
Senior Management Team

  
Colleen Jensen, Chair  
Strategic Plan Review Committee

Att.  
pms

***Comments:***

This item is scheduled for discussion by Council at 4:30 p.m.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

Submitted to Council  
July 5, 1999

## **The City of Red Deer Strategic Plan**

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Decisions on 1999 Review  
July 5, 1999

## **The City of Red Deer Strategic Plan**

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### **Introduction of Review Committee:**

- Colleen Jensen, Chair
- Bev Hughes, Councillor
- Dennis Moffat, Councillor
- Stacey Davey
- Kerry Dawson
- Grant Howell
- Randy Judson
- Dean Krejci
- Pat Shaw
- Norbert Van Wyk

## **City of Red Deer Strategic Plan**

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### ***Thanks to:***

- Staff
- City Boards and Committees
- Partner Agencies
- Municipal Leaders in Central Alberta
- Educators
- Community organizations and groups
- Interested citizens

## **City of Red Deer Strategic Plan**

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### ***Significant Features***

- plain language
- format changes

## **City of Red Deer Strategic Plan**

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### **■ *Process for review:***

Page by page review and discussion of significant changes from the previous plan.

### **■ *Questions to be discussed and answered:***

1. Have we got it right?
2. Does it feel right?

## **City of Red Deer Strategic Plan**

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### **■ *Page i: Our Strategic Plan***

- sets the framework and relationship to other plans
- guiding document for many partner agencies



## **The City of Red Deer Strategic Plan**

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### **■ Page ii: *Our Values, Vision and Purpose:***

- format changes
- “The City of Red Deer” removed from vision statement
- “Mission” changed to “Purpose”
- “Purpose statement” has been changed
- defined what is meant by “balanced approach”

## **The City of Red Deer Strategic Plan**

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### **■ Page 1: *Definitions***

- added several definitions and clarified others

## **City of Red Deer Strategic Plan**

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### **■ Page 3: *Our Guiding Principles:***

- name changed from “operating principles”
- Customer service has been clarified, with one new principle
- several new principles under “Human resource management” have been added

## **City of Red Deer Strategic Plan**

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### **■ Page 4 : *Guiding Principles (cont'd)***

- new principle added under “Financial and Physical resource management”
- two new principles added under “Leadership and governance”
- entire new section, called “Communication”

## **City of Red Deer Strategic Plan**

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### **■ Page 6: Focus Area: Community Development**

#### **1.1 Quality of Life**

- acknowledgement of the importance of demographics
- two new strategies added

1.1.7 -ensures updating of master plans

1.1.8 -importance of cultural community

## **City of Red Deer Strategic Plan**

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### **■ Page 7:**

#### **1.2 Environment**

- significant rewording and clarification

1.2.6 -new strategy on partnerships

#### **1.3 Social Responsibility**

1.3.5 -new strategy addressing housing

## **City of Red Deer Strategic Plan**

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### **■ Page 8:**

- 1.4 Community and Land Use Planning
  - expanded introduction
- 1.4.5 - new strategy on social impacts on land use planning
- 1.4.6 - new strategy on “revitalization”
- 1.5 Protective and Emergency Services
  - significant revisions for plain language and for clarity
- 1.5.7 - enhanced emphasis on cooperation

## **City of Red Deer Strategic Plan**

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### **■ Page 9:**

- 1.6 The City of Red Deer’s Role in the Region
  - new section dealing with Red Deer’s role in Central Alberta

## **City of Red Deer Strategic Plan**

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### **Page 10: Focus Area -Economic Development**

#### **2.1 Promotion and Marketing**

- Introduction and Long Term Goal now include “Central Alberta”
- some clarification and elaboration of the emphasis on downtown

## **City of Red Deer Strategic Plan**

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### **■ Page 11**

#### **2.2 Tourism**

- 2.2.2 -clarifies that the Trade and Convention market is part of the Tourist market
- 2.2.3 -clarifies The City’s role in hosting major events

#### **2.3 Land Development**

- 2.3.1 -primary strategy is a commitment to reviewing The City’s role in developing and servicing land

## City of Red Deer Strategic Plan

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### ■ **Page 12**

#### 2.4 Municipal Infrastructure

2.4.1 -changes infrastructure planning from total organization to departments

2.4.2 -new strategy dealing with impacts of major development on infrastructure

2.4.4 -acknowledges the formation of the Red Deer Regional Airport Authority

## City of Red Deer Strategic Plan

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### ■ **Page 13: Organization Development**

-major revisions to simplify language

#### 3.1 Accountability to public

-no major changes to intent

#### 3.2 Effective Communication

3.2.1 -new strategy on communication with staff and public

3.2.2 - new strategy on promoting effective communication

3.2.3 -changed strategy on implementation of the Communications plan

## **City of Red Deer Strategic Plan**

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### **■ Page 14**

#### **3.3 Organization Environment**

- name changed from  
“organization structure”
- long term goal now includes  
“supportive work environment”

3.3.1 - revised to support the review the progress and achievement of goals

## **City of Red Deer Strategic Plan**

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### **■ Page 15**

#### **3.5 Training and Development**

3.5.2 -new strategy on reviewing training needs

#### **3.6 Staffing**

- new section
- four strategies

## City of Red Deer Strategic Plan

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### ■ **Page 16**

#### 3.7 Technology Development

- new section
- three new strategies

#### 3.8 Volunteerism

- new section
- four new strategies

## City of Red Deer Strategic Plan

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### ■ **Page 18: Focus Area:** ***Financial Development***

#### 4.1 Financial Responsibility

4.1.3 combines two previous strategies

4.1.4 -new strategy on long term  
revenue management plan



## City of Red Deer Strategic Plan

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### ■ **Page 18:** *(continued)*

#### 4.2 -Debt management

- long term goal fundamentally changed

##### 4.2.1 -new strategy on development of debt management policy

##### 4.2.2 -new strategy on long term debt

## City of Red Deer Strategic Plan

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### ■ **Page 19**

#### 4.3 Budget and Accounting

##### 4.3.4 -new intent related to predictable tax levels

***Page 20: Community Vision***

- moved from the front of the plan
- reviewed and seen to remain relevant

**THAT'S  
*IT!***

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999

**TO:** C. Jensen, Chair  
Strategic Plan Review Committee

**FROM:** City Clerk

**RE:** *Final Draft of Strategic Plan*

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***Reference Report:***

Senior Management Team and Strategic Plan Review Committee dated June 14, 1999

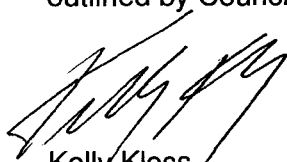
***Resolution:***

***Resolved that*** Council of The City of Red Deer, having considered report from the Senior Management Team and Strategic Plan Review Committee dated June 14, 1999 re: Final Draft of Strategic Plan, hereby approves the Final Draft of the Strategic Plan as presented to and amended by Council on July 5, 1999.

***Report Back to Council Required:*** No

***Comments/Further Action:***

On behalf of Council, thank you for your presentation. Please make the amendments as outlined by Council at the July 5<sup>th</sup> meeting.



Kelly Kloss  
City Clerk

/clr

c Director of Community Services  
Director of Corporate Services  
Director of Development Services  
P. Shaw, Corporate Planning Coordinator

Item No. 4

**DATE:** June 29, 1999  
**TO:** City Council  
**FROM:** City Clerk  
**RE:** ***Photo Radar and Red Light Cameras***

---

The issues of Photo Radar and Red Light Cameras were initially considered at the Council meeting of March 15, 1999. At that meeting Council tabled consideration of these matters to allow additional time to gather feedback from the community.

At that meeting Council was also advised that the Policing Committee unanimously supported the following resolution:

*"That the Red Deer Policing Committee strongly recommend to City Council the use of both a red light camera and photo radar in the city of Red Deer to be installed and in full operation by the end of August or first of September 1999."*

Included for Council's consideration are reports from the Administration and written public comments.



Kelly Kloss  
City Clerk

KK/clr  
attchs.

**DATE:** 99 JUN 28

**TO:** CITY COUNCIL  
**ATTN:** KELLY KLOSS

**FROM:** OIC RED DEER CITY DETACHMENT

**RE:** PHOTO RADAR

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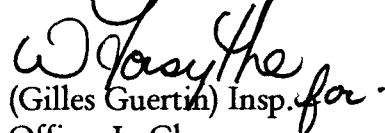
I welcome the opportunity to make a presentation on photo radar on 05 JUL 99.

Supreme Court Justice Bressner confirmed that driving in Canada is not a right, but a privilege. Furthermore, he stated that "registered owners bear responsibility for their vehicles and it is up to them to ensure that anyone driving their vehicle(s) complies with the traffic laws of the Province." With 3000 deaths and 10's of thousands of injuries on Canada's roads and highways every year - more than 400 deaths per year in Alberta alone - Red Deer has an onus to work toward reducing motor vehicle accidents within it's City limit and thereby be part of a traffic problem solution. The RCMP Red Deer City Traffic Section believes in the use of traffic cameras to improve safety on the road. Photo Radar and Red Light Cameras is a new technology which places the accountability back on every driver and changes driver's attitudes.

The protection of our children and responsible drivers remains high. For these reasons, we intend on focusing the enforcement on school and playground zones as well as main traffic corridors. Public education would also remain constant and part of the RCMP commitment even after recommendations to obtain this technology were made by Council.

We propose to continue to inform the public on the locations of photo radar and red light cameras through the media. We believe that this strategy will constantly remind drivers of their responsibility on the road.

It is our view that both photo radar and red light cameras will act as a deterrent once they have been put in place. The use of traffic cameras ensures a visible presence in terms of new technology and combined with conventional methods of enforcement, it will serve the City well to reduce traffic accident deaths and the severity of injury motor vehicle accidents.

  
(Gilles Guertin) Insp. for -  
Officer In Charge  
Red Deer City Detachment

cc: Lowell Hodgson - Director of Community Services

**DATE:** June 1, 1999  
**TO:** KELLY KLOSS  
City Clerk  
**FROM:** LOWELL R. HODGSON  
Community Services Director  
**RE:** PHOTO RADAR/RED-LIGHT CAMERAS


---

RCMP Inspector Guertin will be present to address City Council on June 21<sup>st</sup>, when this matter is again considered. The skeleton of his presentation is appearing on this agenda.

Since first presenting this to City Council, considerable public discussion has taken place, and several opportunities have been provided to the public to contribute their comments and reaction. From information provided to me, it would appear to be 10:1 in favour of both red-light cameras and photo radar. I fully support the Inspector's recommendation to proceed with these installations for the purpose of an increased police presence in sensitive areas. I especially support the comment that those who obey the law will not be negatively impacted and, in fact, all can only benefit from this if it helps in enforcement, thus reducing personal injury and property damage.

#### **RECOMMENDATION**

THAT Council of The City of Red Deer, having received a report from RCMP Inspector Gilles Guertin and a recommendation from the Policing Committee, hereby agrees to proceed with the purchase of photo radar and a red-light camera, to be installed in Red Deer prior to the 1999 school start-up, with funding for these purchases to be determined by the Director of Corporate Services.



LOWELL R. HODGSON

:dmg

- c. Insp. Gilles Guertin, OIC RCMP City Detachment  
Policing Committee

**DATE:** June 25, 1999  
**TO:** KELLY KLOSS  
City Clerk  
**FROM:** LOWELL R. HODGSON  
Community Services Director  
**RE:** PHOTO RADAR and RED LIGHT CAMERA

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Further to my memo dated June 1<sup>st</sup>, 1999, the purpose of this memo is to describe the administrative options with respect to photo radar and red light cameras. Insp. Guertin remains focused on the aspect of policing benefits.

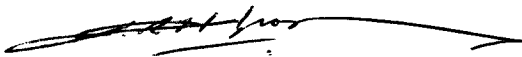
I am aware of two companies, one Canadian, one American, that handle this equipment and service. It is possible for a municipality to purchase the equipment and operate it, or, for a turn-key operation, where the supplier offers all services, including maintenance and replacement of equipment. I am most familiar with the experience of the County of Strathcona, where the turn-key package was purchased, and my budget estimates (attached) are based on this experience. The County recently entered into a new one-year contract.

The second option is to contract a turn-key service. The projected revenue would remain at \$1,397,490 with contractor fees at \$600,990, or a net revenue of \$796,500. These fees would, of course, need to be negotiated, but this estimate is reasonable based on the Strathcona County contract.

As can be seen, the net revenue would be about equal in the first year of services. However, it would be substantially higher in subsequent years if it were City owned and operated, although, there may be some additional maintenance or upgrading of equipment costs.

The experience in the County of Strathcona has been a dramatic decrease in infractions for the red light cameras and, thus, a reduction each year in revenue generated from this source. However, the revenue from photo radar has remained more constant.

If Council is supportive of this initiative, it is recommended that the Director of Corporate Services further investigate the best option for The City as to buying and operating the service versus contracting.



LOWELL R. HODGSON

:dmg

Att.

c. Alan Wilcock, Corporate Services Director

ANTICIPATED REVENUE	
<b>Photo Radar:</b>	
• 50 violations per day X 340 days	\$ 1,294,890
<b>Red Light Camera:</b>	
• 1,800 violations	\$ 102,600
<b>Total</b>	<b>\$ 1,397,490</b>

(17,000 @ \$76.17 avg.)

(1,800 @ \$57.00)

ANTICIPATED EXPENDITURE	
• 2 full-time operators	\$ 80,000
• 2 part-time operators	\$ 42,000
• 3 municipal employees (processing)	\$ 105,000
• Vehicle expense	\$ 6,500
• Overtime (\$20 X 500 hours)	\$ 10,000
• Mailing (18,800 @ \$.46)	\$ 8,650
• Advertising campaign	\$ 5,000
• Film purchase and processing	\$ 6,000
▪ <b>TOTAL</b>	<b>\$ 263,150</b>

**Net Revenue**  
**\$ 1,134,340**

ONE-TIME EXPENDITURES (if City operated)	
• Photo radar unit	\$ 95,000
• One laptop	\$ 5,000
• Two monitors	\$ 2,000
• One computer	\$ 5,000
• Tripod and battery	\$ 600
• Vehicle (used)	\$ 15,000
• Red light camera	\$ 95,000
• Wiring/equipping four intersections	\$ 112,000
• Training	\$ 5,000
▪ <b>TOTAL</b>	<b>\$ 334,600</b>



**Comments:**

We agree with the recommendation of the Administration and the Policing Committee regarding the installation of both photo radar and red light camera technology in Red Deer. Red light cameras have both a strong rationale and broad support and we believe they are instrumental in ensuring a safer community.

We acknowledge that photo radar requires a bit more of a judgement call. However, in this situation the key to successful implementation of a photo radar strategy is the development of an enforcement policy, as recommended by the OIC Red Deer City Detachment, that focuses on areas of high concern such as school zones and key arterials. With the adoption of a strategic enforcement policy such as this, photo radar can be effective in increasing the safety in our community significantly, as well as ensuring that our police resources are allocated in the most efficient and effective way.

We agree with the Administration, that any decision with respect to whether or not The City purchases and operates the equipment itself, or contracts for the provision of the services, needs further investigation. We recommend that the authority be delegated to the City Manager to research and decide which avenue The City should proceed in this regard.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

# **COUNCIL MEETING OF JULY 5, 1999**

## **ATTACHMENT TO REPORT APPEARING ON THE OPEN AGENDA**

**RE:**

**Red Light Camera & Photo Radar**

**RCMP Report**

# Red Deer City Detachment



Royal Canadian Mounted Police

*Traffic Services*

# ***Mission Statement:***

Our Traffic Services is  
dedicated to change drivers  
attitudes in Red Deer and  
improved safety for the  
motoring public by means of  
traffic cameras, conventional  
enforcement  
and public education

# ***Traffic Volume & Associated Results:***

***1998***

***7 Fatalities***

***2436 collisions***

***( 7 per day )***



# *Traffic Accidents*

1996:

Traffic Services dealt with a monthly average of 139 collisions per month

1998:

This figure *increased* to in excess of 200 per month

# *Moving Violations*

1996:

monthly average was 878  
violation tickets being issued

1998:

monthly average of 620  
violation tickets being issued

# *Net Results*

With a drop of 29.3% in  
violation tickets being  
issued...

need to respond to increasing calls as a  
contributing factor

...there has been a 45.4%  
increase in the volume  
of collisions...



# ***Why Traffic Cameras?***

*Members on Traffic Services  
are experiencing an  
increased call load & are  
becoming limited in time  
available for enforcement*

*In 1998 there were 17,000  
traffic related complaints  
taken by our detachment !*

# *Red Light Camera*



*- 24 hr coverage*

*- not manned, the  
film removed  
once / twice per  
week*

*- loops laid down  
in the road  
surface combined  
this electronic  
integration with*

*light sequence captures red light  
violators on film*

# Sample of a Red Light Camera Violation Picture



Date: July 14, 1998

Time of Day: 2:35 pm

Red light activated for: 10.0 seconds Speed: 64 km/h in a 60  
km/h zone Frame Nb: 007

# ***Purchase Costs:***

***\$23,000 +/- per intersection  
two directions of travel  
\$3,000+/- for each addition  
direction***

***\$90,000.00 per camera***

***The camera may be rotated  
to various intersections  
with an empty or 'ghost box'  
remains in place***



# *Photo Radar*



## *What is it?*

It is a radar set that has a camera mounted in line with the radar signature being emitted

## *How Does It Work?*

- a signal is sent out & vehicles over the 'tolerance' are automatically captured on film
- the unit has a series of systems built in that ensure absolute reliability. In fact of 100 violators being noted, only 70% are captured on film

*Where would it be  
setup?*



*We will be  
focusing on our  
school &  
playgrounds*

*As well as  
our main  
traffic  
corridors*



# ***Purchase Costs***

***\$90,000.00***

***Various options are  
open to us***

***cost sharing with the  
supplier***



# *Public Education & Acceptance*

*Media releases:*

*Advocate RDTV*

*Radio 7*

*CKGY & Z99*

*Shaw Cable*

*Mall Presentations*

# *Mall Presentations*

## *Bower Mall :*

*One day in conjunction with  
various City services*

## *Parkland Mall:*

*Three days during police  
week*

# *Results of a 'Straw poll'*

*28 People signed as being  
opposed...*

*280 People signed as being  
in favour...*

*(No prompting took place to sign one form  
or the other)*

# *Common Questions Asked?*

*Q: Is this not a 'cash cow?'*

*A: The RCMP is proposing the use of cameras in Red Deer City on a safety issue basis. While it is expected that these cameras will generate some revenue, it is our hope that we will change drivers attitudes and behavior.*

*Q: Are the police still going to be using radar and laser operations?*

*A: By all means. This program is not to replace existing enforcement but to augment it.*

*Q: Will this draw from existing police resources?*

*A: No. We plan on hiring civilian staff, training them and operating the program from out of our detachment.*

*Q: Are you going to be ticketing vehicles one or two kilometers over the legal limit?*

*A: No. We will still have a tolerance in place and set at reasonable limits in fairness to the motoring public.*

*Q: Are there points assessed against the owners license?*

*A: No. Being charged as a registered owner does not permit points to be put against a license.*

## ***Common Comments:***

*‘ It’s a user pay system. If you don’t run red lights or speed, you won’t have to worry. ’*

*‘ If it’ll cut down on people running red lights, I’m all for it. ’*

*‘ Red Deer drivers are some of the worst I’ve ever seen. Whatever we can do to make our roads safer, I’m for that. ’*

# ***Recommendations:***

***Acquisition should take place of both the Red Light Camera & Photo Radar systems.***

***The response encountered to date from the public has been overwhelmingly in support.***

*Cst. Roger Morrow  
Traffic Services*

JAN 26 1999

copy ready  
Mary Ann

MAY-28-99 10:22 FROM: RED DEER ADVOCATE

4033416560

T-457 P. 02/07 Job-526

# What is the *real* reason behind photo radar?

We the people are gullible. Or so some politicians and law enforcement officials might like to think.

The argument that photo radar — and the latest rage, red light cameras — is only to reduce accidents and injuries is a crock.

If ever there was a monetary bovine bonanza to be made in law enforcement, this is it — coming to Red Deer intersections sooner or later.

All the money that Calgary hauls in via photo radar could almost cover the City of Red Deer's entire cost of policing for one year.

The city's police budget funding for 1999 will be \$6.9 million.

A few years ago, the City of Calgary raked in about \$5.3 million in photo radar fines.

Now we know at \$50 a pop Red Deer isn't going to be able to make that kind of money. But roughly, on a per capita basis compared to Calgary, Red Deer might well stand to haul in maybe \$400,000. More so if red light cameras are also brought in.



**Mary-Ann Barr**  
**Local Opinion**

Tested recently in the County of Strathcona, 113 vehicles went through red lights over a 48-hour period. That would have been \$5,650 in fines or an average of \$85,000 a month.

Now I admit I find it really annoying when I see bad driving, especially when I'm travelling with a young driver.

I see lots of drivers speeding, failing to signal in suffi-

cient time, switching lanes without doing a shoulder check, not slowing down for bad road conditions, tailgating, ignoring pedestrians and talking on a cell phone while turning left at a busy intersection.

The only good thing about it is you can point out — and hopefully teach — young drivers what not to do.

But what I find even more annoying is being sold a bill of goods disguised as something else.

Photo radar and red light cameras are first and foremost big money makers.

Transportation Minister Walter Paszkowski had this to say recently about the law allowing red light cameras: "Bill 215 will help remind Alberta drivers society will not tolerate the wilful disregard of traffic control signals."

My goodness we're a righteous lot aren't we. He should have thrown in the very important fact that these unmanned cameras will make a quite a few dollars wherever

they're installed.

Photo radar can be set up anywhere and has been around Alberta for about five years. It takes a picture of the licence plate of a vehicle speeding. Red light cameras take pictures at intersections of licence plates after a vehicle has gone through a red light.

In either case, the owner of the vehicle gets a ticket in the mail no matter who was driving. No demerit points are assessed against the vehicle owner.

So far Red Deer has purchased none of the equipment needed.

The subject has come up in this year's budget discussions although at this point no funds have been allocated.

City RCMP Insp. Gilles Guertin plans to recommend the cameras to the city's policing committee at a meeting today. This on the basis that they reduce severity of accidents, thus saving money in such areas as health costs — and free up police officers for other duties.

I say why not just sell the

devices on their ability to haul in the dough?

That should be enough to convince any cost-conscious council.

What's so wrong with openly accepting the proceeds of crime for the benefit of taxpayers?

Now I know it may seem out of character for me to be pushing secret surveillance on the public.

Of course I am opposed to Big Brotherism — but these gadgets won't be peeking over my fence into my backyard, thank goodness.

They will be out there in public, providing new ways for municipal governments to raise revenue, without raising taxes.

And as a side benefit, well maybe drivers will slow down and stop taking terrible risks at intersections.

The only fault I can see is you won't be able to look a photo radar or red light camera in the eye and ever-so-politely say: "Thank you officer."

Mary-Ann Barr is the Advocate's assistant city editor.



FEB 12 1999

# Photo radar for safety, not money: police chief

By PAUL COWLEY  
Advocate staff

Photo radar and red light cameras aren't a ploy to milk unwary drivers for extra cash, said RCMP Insp. Gilles Guertin.

"Police do not care how much money is brought back by this stuff," he said.

"I couldn't care less if this thing brings in \$1, \$200,000 or \$500,000."

Photo radar and red light camera sites would be advertised ahead of time.

"The old days of hiding behind a tree or hiding in a trunk with a radar are no longer acceptable as far as I'm concerned," he told a public meeting to discuss the technology which drew only three residents besides police committee members.

In an interview later, Guertin questioned the effectiveness of using hidden patrol officers to pounce on speeders.

"The objective is not to make money; the objective is to slow people down.

"We've found over the years that it is not a deterrent to hide behind trees."

The biggest deterrent is police presence, he said.

That's the role he sees for photo radar. Drivers will know through the media what roads and intersections will be monitored — although exact locations won't be revealed.

When asked by a commission member, Guertin said he'd even consider issuing warnings instead of tickets to drivers caught on film.

Statistics have shown speeding and red light running drops when drivers know cameras are out there aimed at their licence plates.

Five or six intersections would likely be wired for red light cameras and a single camera would be rotated among the intersections. In other cities, red light running dropped dramatically even when the camera wasn't in place, the commission heard.

The bad reputation of photo radar as a cash cow to pad police or city budgets was a frequent

concern as the commission discussed the technology.

Commission member Pete Rodwell said Sherwood Park's decision to let a private photo radar company handle every aspect of the system up to attending court to face ticket challenges leaves the impression the technology is being used for profit.

"It certainly gives that impression, no doubt about it," said Guertin, who is opposed to letting a private company take over the police's mandate to catch traffic offenders.

Wynne Hanson, an independent sales representative, said that money made from photo radar and red light cameras should go into a fund to fix bottlenecks and other traffic problems in Red Deer.

Drivers frustrated by unnecessary traffic snarls are prone to speeding, he said.

RCMP statistics which showed 24 drivers ran red lights at 59th Street and Gaetz Avenue over 3 1/2 hours in January drive home the need for new ways to catch people, Rodwell said.

"When you compound that to 100 intersections, that's a huge safety problem."

Police say the cameras work. Strathcona County, which includes Sherwood Park east of Edmonton, installed Alberta's first red light camera at an intersection which recorded an average of 19 red light runners a day.

Two months after the camera was installed last spring the red light violation rate dropped to an average of four a day.

Commission chairman Darren Kuz said he supports the cameras and photo radars but wants some changes before he'd recommend council get the equipment.

Police say they usually set the cameras to automatically record drivers going 15 km/h over the speed limit. That's still too fast in 30 km-h school zones, Kuz said.

The committee is expected to make a recommendation to council Feb. 23.

-div offences  
-crime prevent.  
-RD pol comm.

-RCMP RD  
-photo radar  
-bio Cowley

# Red light cameras, photo radar being urged

FEB 24 1999

By PENNY CASTER  
*Advocate staff*

Red light cameras and photo radar moved a step closer to taking up positions on Red Deer streets Tuesday night.

Several recent meetings culminated with the Red Deer Policing Committee unanimously recommending to city council that one red light camera and one photo radar unit be brought in by late August or early September.

"I am pleased," said Insp. Gilles Guertin following the meeting. "It is a proactive step to make Red Deer safer as far as travelling is concerned. And it sends a strong message to people coming to the area."

Guertin supports the red light cameras and photo radar as necessary safety devices.

He said if approved, the city would be upfront about its cameras. It would post the fact they were in use at the city boundaries and would advise media regularly where the photo radar unit would be operating.

Because red light cameras quickly put themselves out of business as drivers begin to toe the line at targeted intersections, the photo radar unit must be part of the package, said police.

The proposal is for one red light camera and one photo radar unit.

Housings for the red light camera could be installed at several key intersections, and the single camera would be circulated among them.

That's because the unmanned cameras are expensive.

A specially qualified bylaw officer would operate the photo radar.

Of the several options for acquiring the equipment, Guertin recommended having the city be responsible for operating the photo radar but leasing the equipment from a supplier. The company would also

provide certain services, including equipment maintenance as well as developing the film and storing it and all work connected to the court process.

At Tuesday's meeting, Guertin showed two videos RCMP made last month. Each one was shot during a one-hour period.

One camera was aimed at the southbound Gaetz Avenue intersection at the Canadian Tire gas bar.

In one hour, eight vehicles ran the red light. There were no collisions.

The other video was taken beside Eastview Community School, where a marked police cruiser simply clocked the speed of passing motorists. More than 10 exceeded the limit.

If photo radar is approved, the criteria for getting a ticket would be 15 km above the speed limit.

The red light camera is triggered by a vehicle entering the intersection on the red light. Yellow lights are not part of the plan.

Among the advantages of red light cameras and photo radar, Guertin cited:

- Freeing up police officers to concentrate on other traffic enforcement.
- The possibility of high speed chases is reduced.
- The severity of traffic accidents is reduced.
- It's a user-pay system.

The next step is for council to consider the recommendation.



Gilles Guertin

# Turn off photo radar: petition

FEB 27 1999

By PENNY CASTER  
*Advocate staff*

Photo radar is simply not Stan Vandenberg's ticket so he's started a petition against bringing it to Red Deer.

He doesn't like the fact that the system mails the ticket to the registered owner of the vehicle caught speeding when that might not be who was driving.

"I don't think that's fair. If I'm not the one that's driving the car, why should I get the ticket?"

Earlier this week, the Red Deer Policing Commission voted unanimously to recommend to city council that one red light camera and one photo radar unit be brought in by late August or early September.

Vandenberg, 34, likened the owner-gets-the ticket system to loaning his car to someone who then robbed a bank but he's the one arrested.

"Or if somebody is driving your car and they get pulled over and they're not wearing a seat belt, why not send the ticket to the registered owner as well?"

"It doesn't make sense to me."

He's not against photo radar, Vandenberg said.

"If they could guarantee that the ticket went to the person driving the vehicle, I would have no problem with it whatsoever."

Darren Kuz, who heads up the policing committee, welcomed the petition.

"That's good. I guess it's in the sense that people are making their point of view known and if it starts public debate on the issue, so be it."

That's a lot better than public apathy, the arrival of the photo radar and then people scratching their heads and wondering how it came about, Kuz said.

He's confident the arguments in favour of photo radar and the red light camera will win the day.

"I think once people hear details on how the RCMP wants to apply the photo radar and red light cameras, I'm hoping the majority will see the logic behind it."

As for the fact the owner gets the ticket: "That just makes the owner of a vehicle very careful who he or she lends their car out to," Kuz said.

"Yes, it puts a lot of responsibility on the owner, but I think most people in the City of Red Deer can live with that for sure."

Copies of the petition are in various Red Deer locations, including the Fas Gas at 32nd Street and 49th Avenue, the downtown Mohawk station, and Westburne Supply Alberta, electrical division.

Although a date has not yet been set for city council to address the photo radar proposal, Vandenberg is guessing it will be March 15. If he's gathered a significant number of signatures by then, he plans to ask council to postpone the issue to allow him to collect more.

Come what may, Vandenberg promises to be there when photo radar comes up before council.

MAR 15 1999

# *A yellow light to photo radar*

Red Deer city council should keep the results of a recent national survey in mind tonight when they sit down to discuss photo radar. The most pressing danger to Canadian lives is not crime, but traffic accidents, according to *Chatelaine* magazine.

The safest of 24 cities surveyed by *Chatelaine* is St. John's Nfld. It not only has a low crime rate, it has the lowest rate of accidental deaths, at eight per 100,000 population.

The most dangerous city in Canada is Sudbury Ont., which wins that dubious distinction largely on the basis of its high accident rate — 36.9 unintentional deaths per 100,000 people.

Anything that Red Deer city council and the local RCMP can do to make our streets safer will have a significant impact on making our lives better.

Photo radar and red light cameras promise to do just that. The proposal before city council should be approved as a limited test project to see if that promise is fulfilled.

The proposal is to buy one photo radar camera and one red light camera. They would be moved to various high-risk intersections; drivers would not be able to tell where they are located or when they are operating. The devices take pictures of vehicles speeding through intersections or running red lights.

There are concerns with these devices because the registered owner of the vehicle, rather than the driver, is fined. However, there are no demerit points taken off driver's licences, and they have survived legal challenges because they are no different from parking tickets, which also target the vehicle owner.

A second concern is that police forces can use them as cash cows to simply generate revenue rather than addressing serious traffic problems. Those concerns have been heightened in the past week with court testimony of a former RCMP traffic section leader that city detachment had a 1995 quota of \$750,000 in fine revenue, and evidence of a Red Deer officer aggressively pursuing the case of an obscured licence plate, which his trial judge aptly described as "clearly a chintzy, chickenshit charge."

The new commander, Insp. Gilles Guertin, assures us that if there ever was a ticket quota it doesn't exist now, that photo devices will not be used as cash cows, and that their presence will free up officers' time to pursue high-priority tasks.

Council should give police a cautious yellow light to proceed for a limited time, but only with assurances that comparative data are being collected to measure their effectiveness.

— Joe McLaughlin

# Lights, camera . . . no action

*Public to be consulted  
before photo devices  
adopted on city streets*

Stories by **ANDREA MAYNARD**  
*Advocate staff*

Red Deer city council is reducing speed on a proposal to introduce photo radar and red light cameras.

Council voted Monday to seek more public input and reconsider the unmanned cameras on May 25.

Three councillors said they oppose photo radar but support asking the public, possibly through meetings or a phone-in television show.

"I think it is going to be a cash cow," said Councillor Jeffrey Dawson.

"We have a relatively safe city, and we will be more like a big brother."

But Dennis Moffat questioned why the city shouldn't have a cash cow to help pay for policing.

"What's wrong with the law-breakers paying?"

Insp. Gilles Guertin, head of Red Deer RCMP, said photo radar and red light cameras will free up police officers, encourage safe driving and reduce the severity of traffic accidents. As well, unmanned cameras don't lead to high-speed chases.

Guertin insists he isn't pursuing a potential financial windfall. "If a child is running in front of you on an icy road, the chance is if you are travelling the speed limit you will be able to avoid the child," Guertin told council.

"The generation of revenue, I tell you, is the least thing on my mind."

He said photo radar pulls in a lot of money because there are plenty of speeders.

Councillor Lorna Watkinson-Zimmer said opponents are "making a mountain out of a molehill."

She said unmanned cameras create a user-pay system — if you don't want a fine, you don't break the law.

Councillor Bev Hughes, a member of the policing committee which supports unmanned cameras, said RCMP deserve to use the latest technology — like employees in other sectors.

But Councillor Jason Volk argued it's more effective for officers to issue fines.

Tickets handed out by officers generate enough money to cover their wages and benefits, said Volk, who admitted he has received two fines from photo radar in other cities.

Councillor Larry Pimm joined Volk and Dawson in saying they oppose photo radar.

But councillors said they support red light cameras because it's difficult for RCMP to police intersections. The cameras take pictures of vehicles in intersections after the lights turn red.

Guertin said red light cameras are so effective, drivers eventually stop running red lights. The cameras "run themselves out of business."

City managers will prepare a report with information on public reaction and other issues prior to council making a decision.

MAR 16 1999

# Rushing to a photo finish?

*Traffic-control cameras  
will prevent accidents  
and cut costs, police say*

By JACK WILSON  
Advocate staff

**T**he need for photo radar and red light cameras was never more apparent than one day this week for a Red Deer City RCMP officer.

On his way to demonstrate the devices at the Parkland Mall, Roger Morrow saw two cars run red lights.

The traffic constable was in his private car and couldn't give chase.

"It's really frustrating to see so many people running red and amber lights," he said during a break from the law enforcement demonstration which runs through today near the mall's food court.

The question of whether Red Deer should institute the traffic devices has created much controversy.

Opponents contend the devices are nothing more than a "cash cow" for city coffers, likely to bring in huge amounts of money but do little to make Red Deer safer.

But police say the machines would slow drivers down.

Morrow said money raised by photo radar would go to the city, which would then decide how to spend it.

He also said if the machines prevent one serious accident with injuries or death, then it's worth it.

"You should also look at the cost of accidents as a whole," Morrow said.

He said the health care costs for treating people in hospitals would be reduced.

"Can you imagine the cost of treating several injured people in an emergency room because someone ran a red or amber light?"

Morrow also said fewer accidents would temper motor vehicle insurance rates.



Photo by JERRY GERLING/Advocate staff

**Const. Roger Morrow with photo radar unit: in Medicine Hat, accident rates have been cut almost in half**

"The health cost savings alone should be reason enough."

Morrow said opponents should ask themselves about the cost of treating for life a quadriplegic injured when someone ran a red or amber light.

But the officer admitted he was skeptical of photo radar at first.

"I felt that it was more important for the police to be active with the motorist."

He changed his mind partly because setting up and manning radar by an officer is time consuming.

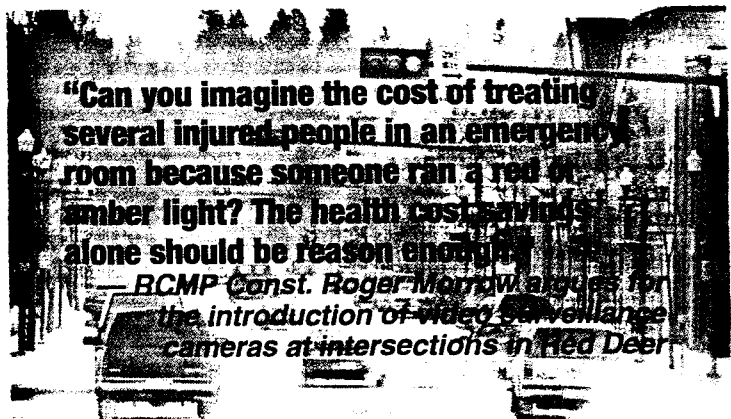
"We don't have a lot of time to set up radar now. We spend a lot of time responding to accidents, parking complaints and investigations."

Morrow said photo radar has proven successful elsewhere.

In Medicine Hat, where photo radar was launched three years ago, the number of accidents is said to have been reduced by almost half.

Red Deer had about 2,400 traffic accidents last year including 230 that resulted in injuries.

"If we could drop the number of accidents by just 10 per cent or even 200 through this radar, I'd be happy."



py," Morrow said.

Red light cameras would see the registered owner of the vehicle fined \$57.

However, owners wouldn't receive demerit points against their licence.

Morrow said the vast majority of people dropping by the display support radar.

He said about 115 people had

signed a list in favour while three signed in opposition.

Gilbert Johnson, who dropped by to check out the display, said he favours the radar.

"I've lived here a long time, and there's just too many people running yellow and even red lights. There's more and more of them every day."

"Something needs to be done."

# Cops get green light for more red-light cameras

**CHARLES RUSNELL**  
JOURNAL STAFF WRITER

**Edmonton**

Edmonton Police are launching a major crackdown on red-light runners by increasing the number of photo cameras at intersections from one to 20.

The 20 cameras will be rotated among 60 high-risk intersections in the city.

The other 40 intersections will be equipped with dummy cameras so that drivers won't know which ones are real.

Supt. Darryl da Costa told the Edmonton Police Commission Wednesday that the one camera now in use has proven to deter drivers from running red lights.

"The number of violations dropped and the speed at which drivers went through intersections decreased," da Costa said after the meeting, in which the increase was approved.

The red-light cameras cost \$80,000 each. To help pay for them, the number of photo-radar units will be increased to five from three. All 20 red-light cameras and five photo-radar units will be operating by 2004.

A red-light camera has been operating since November at 170th Street and 100th Avenue, which is among the city's five most dangerous intersections. From November to Christmas the camera reduced the number of red-light violations to 3.5 per day from about 16, police said.

Red-light cameras photograph the offender's vehicle and record the time, date, and location. A ticket for \$57 is then mailed to the violator.

Of seven traffic fatalities in Edmonton so far this year, two were caused by drivers running red lights.

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APR 28 1999

## A motorist's woes

I had occasion recently to be headed south on Gaetz Avenue and had to do the dreaded left turn to 67th Street. Luck was with me as the green flashing light was "on."

The several vehicles in front of me, myself, and a dozen or so behind all started to speed up simultaneously. (It is imperative to turn left through this intersection on the blinker if you want to remain unfrazzled or unhurt).

My turn to cross the line came when the light changed. I stopped, and there I sat in the middle of no man's land waiting nervously for the forthcoming traffic to clear. Then, yes! A yellow light, but the oncoming traffic was still speeding up!

Finally the merciful red, and still they came. Even as the three-trailer semi approached on my right, they came!

Oh God! . . . OK . . . Now . . . Pin it!

Afterwards I wondered who could possibly argue against red light or speed trap cameras "because they are cash cows". (Maybe its the semi drivers).

Some days it is hell out there!

Hank Vander Meulen  
(the electrician, not the sign shop proprietor)  
Red Deer

*N. L. H. S.*



APR 29 1999

# Proof photo radar works lacking

Anyone who suggests that the opponents of photo radar and red light cameras are self-serving, are themselves being self-serving if they do not address the issue of effectiveness.

Millions of traffic tickets have been issued in Alberta with the help of these traffic control devices, and despite request for statistical proof of reduction of accidents, injuries and deaths, no such proof has been forthcoming.

The City of Calgary is proud to point out that speeds have reduced at certain selected locations where photo radar has been used, however forced speed reduc-

tions are not the same thing as a reduction in accidents. Red light cameras are a new technology in Alberta and can be forgiven for not having a statistical basis for existence. However any approval for their use should include a caveat that should they prove ineffective, they will be removed from service.

It has been suggested that in the interest of police efficiency, photo radar and red light cameras be allowed. This of course requires laws that limit the defence to this type of conviction to the point where the offender is not always the punished party. This is good for the law

enforcement agencies who have a 100 per cent conviction rate and who eventually receive the revenue generated.

The argument could be made that this type of enforcement should be extended to other areas of life so that police could easily, even electronically, monitor certain selected populations for law infractions with no requirement to prove that the right party has been charged and further having laws written that limit any defence. Perhaps the provincial legislature would be a good place to start.

Richard Calon  
Lacombe

*photo radar/tia*

*N. Ladd*

APR 05 1999

# Photo radar opponents 'self-serving'

I find the current debate over the proposed use of photo radar and red light cameras interesting, especially the spurious arguments raised by the opponents over their use. Most are self-serving and a "red herring."

We Albertans are a peculiar lot. We objected to mandatory seat-belt legislation for too many years, citing our belief that it was our individual right to choose whether we do so or not and that such choice hurt no one else, in spite of overwhelming evidence to the contrary and the safety implications involved.

Once again we cite our opposition based on a "Big Brother" or a "cash cow" mentality.

The latter proposition is particularly noteworthy. If in fact the use of photo radar and red light cameras are a cash cow, it must mean speeding and running red lights are common prevalent infractions and a problem; otherwise, how could this possibly become a cash cow?

As for Big Brother, how is it that employing the use of photo radar and red light cameras in public streets and in public intersections be construed as a Big Brother invasion of privacy, or am I missing the point?

In my experience, I have observed three major infractions that contribute to the cause of most accidents, apart from driver error or inattention. These are speeding, running amber and red lights, and failing to signal lane changes or turns.

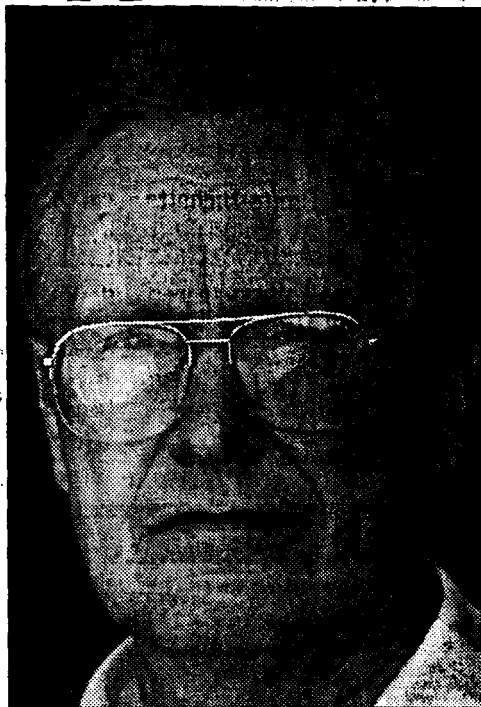
So I believe the main gist of this question becomes: how can we make our public streets and highways safer; how can we best reduce and minimize the frequency and severity of accidents; and how can we best educate our motor-ing public to practise safe driving habits.

The use of photo radar and red light cameras are not the complete answer and never will be, but their use is a positive step in the right direction.

I therefore urge our city council to approve their use in the interest of public safety alone, if for no other reason.

However, there are other reasons for doing so, many of which have already been espoused well by the officer in charge Red Deer City Detachment, Insp. Gilles Guertin.

The one which I'd like to expand on is the true cost to the taxpayers if we



Don Nielsen in 1993

don't adopt the approval of these devices. There will be a cost of additional accidents and injuries and increasing insurance settlements unless we can educate drivers to adopt safer driving habits.

Our human nature being what it is, we will not likely change unless we are forced to do so. But there are other hidden costs as well, especially making the best use of our scarce police resources. Manning intersections and streets visually is not an efficient nor an effective use of our police manpower, especially when we know there are better alternatives.

Running a red light infraction is one of the most difficult infractions to prove, apart from the running of an amber light which is ever more difficult. By its very nature it is one that is most frequently defended, as it comes down to the credibility of the police witness versus the defendant as to what took place. Any benefit of the doubt is given to the defendant.

Statistics alone will not bear out the frequency this violation occurs because the difficulty getting a conviction almost makes it prohibitive from a financial standpoint. The time and effort it takes to get a conviction by convention-

al means is simply not worthwhile.

For a police member to make a court appearance in such a case it means he or she has to forego other, perhaps more pressing police duties that need attention. If it results in more than one appearance which happens all too frequently, or on a day off, he or she must be paid a minimum of four hours over-time pay.

There is also a cost of our already overburdened court docket, not to mention salaries of the judges, prosecutors and court officials when a contested case goes to trial.

Enforcement of infractions of speed and red lights by conventional methods i.e., by visual means, is simply inefficient and ineffective. The photo radar and red light cameras are proof positive of an infraction, and I suppose this is the main objection to their use.

The certainty of getting caught is one of the most effective deterrents there is, however much we may resent the fact on how we are caught or getting a ticket in the mail. None of us really want to have a level playing field when it comes to flaunting the law, do we?

If photo radar and red light cameras make us more cautious and conscientious drivers, as it must do eventually, how can it be bad? As a registered owner, should I not be held responsible for infractions involving my vehicle if the driver is not identified or it is otherwise not being used with my permission? Who else? If one of your family or an employee commits an infraction using your vehicle, what prevents you as an owner from making that person pay the fine? I suggest this argument against the use of photo radar and red light cameras has no validity. Owners should be thankful this does not affect their business.

I urge city council to approve the use of photo radar and red light cameras in the interest of public safety, and ultimately, as a means of changing bad driving habits and attitudes of many of our drivers in this city. Don't handcuff our police by insisting they must continue to do things the hard way for the sake of our egos.

Don Nielsen  
Red Deer

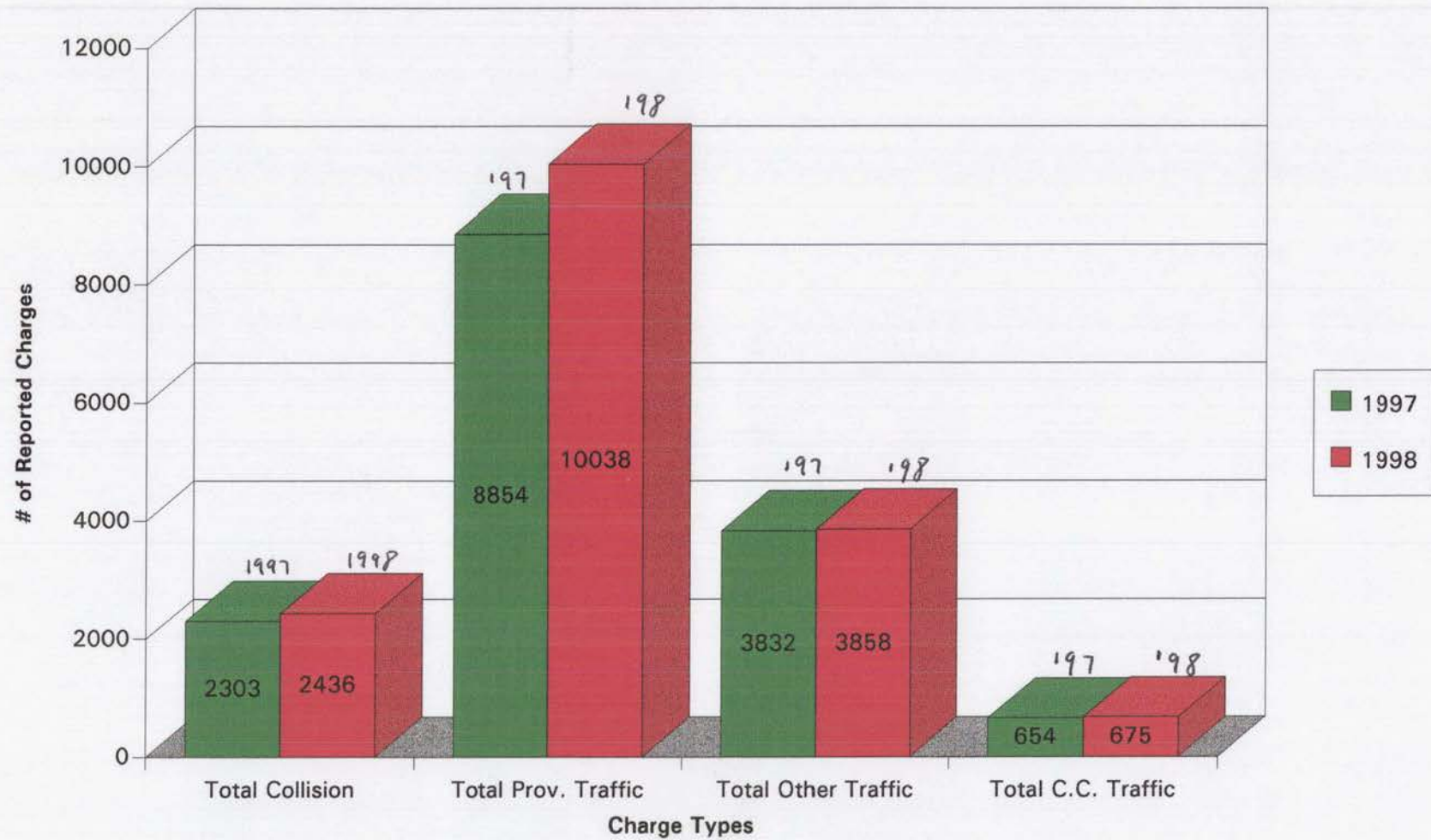
*Editor's note: Don Nielsen was formerly head of the Red Deer City RCMP detachment.*

-RCMP RD

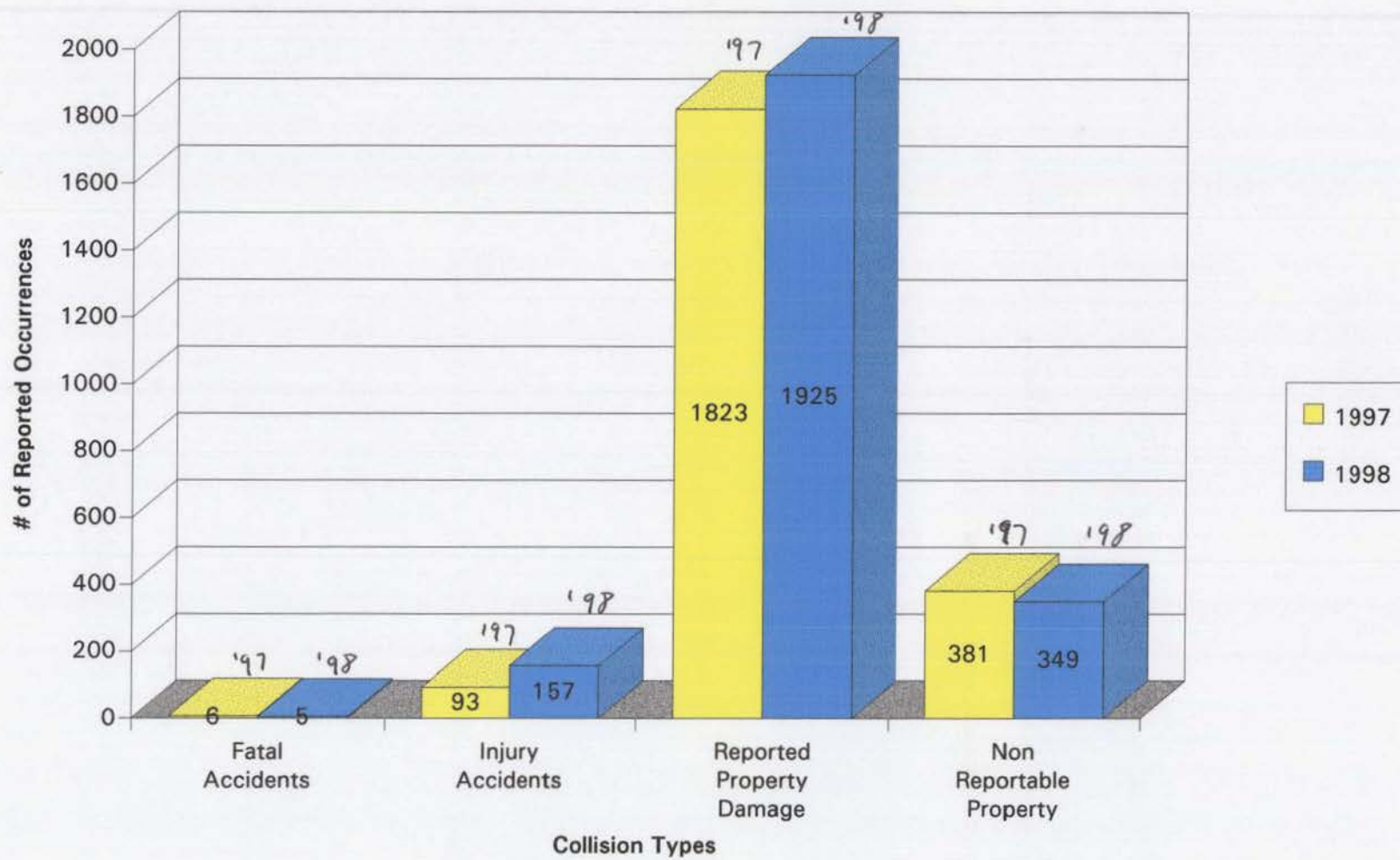
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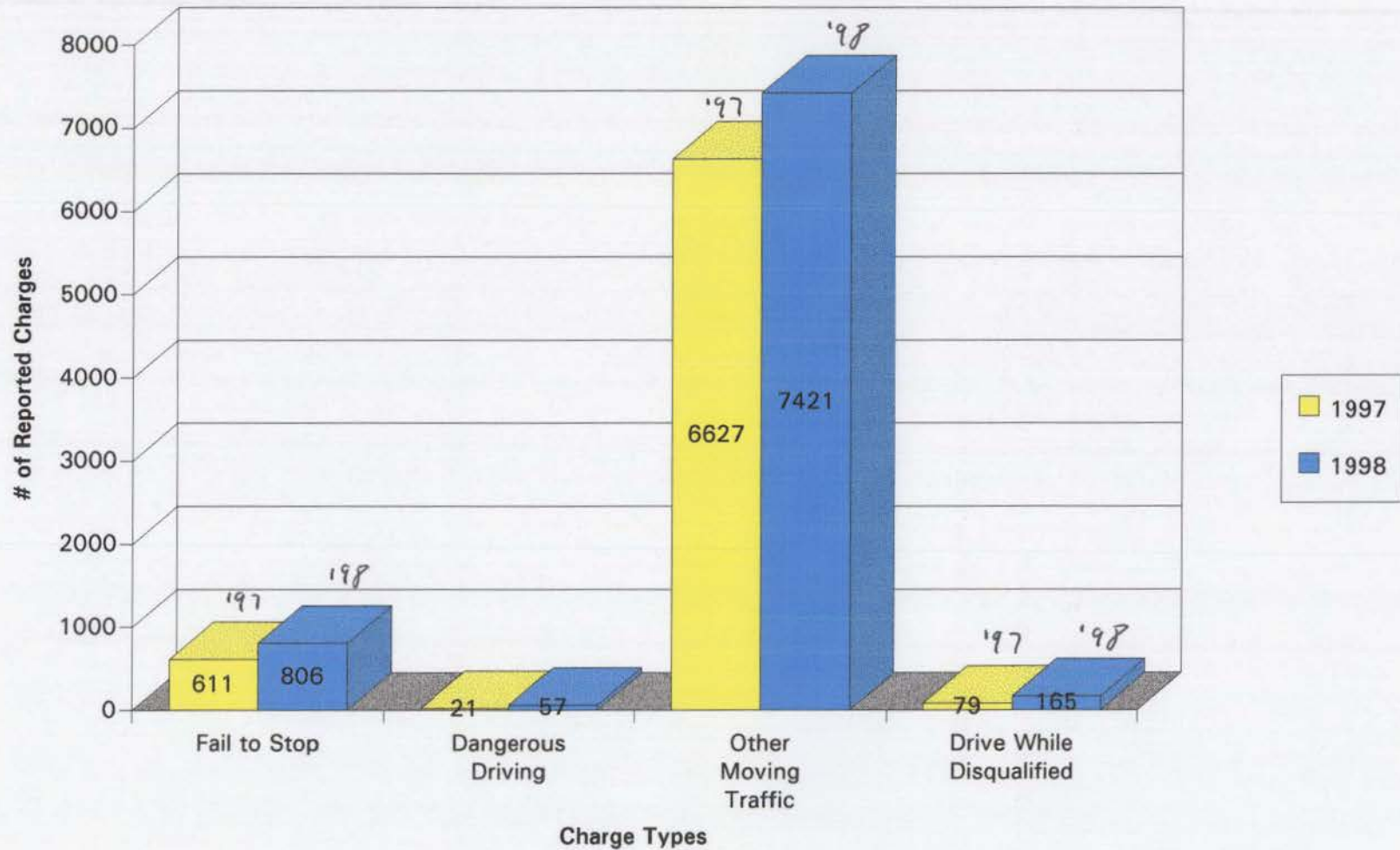
### Red Deer City Detachment - Traffic Statistics



### Red Deer City Detachment - Traffic Statistics - Collisions

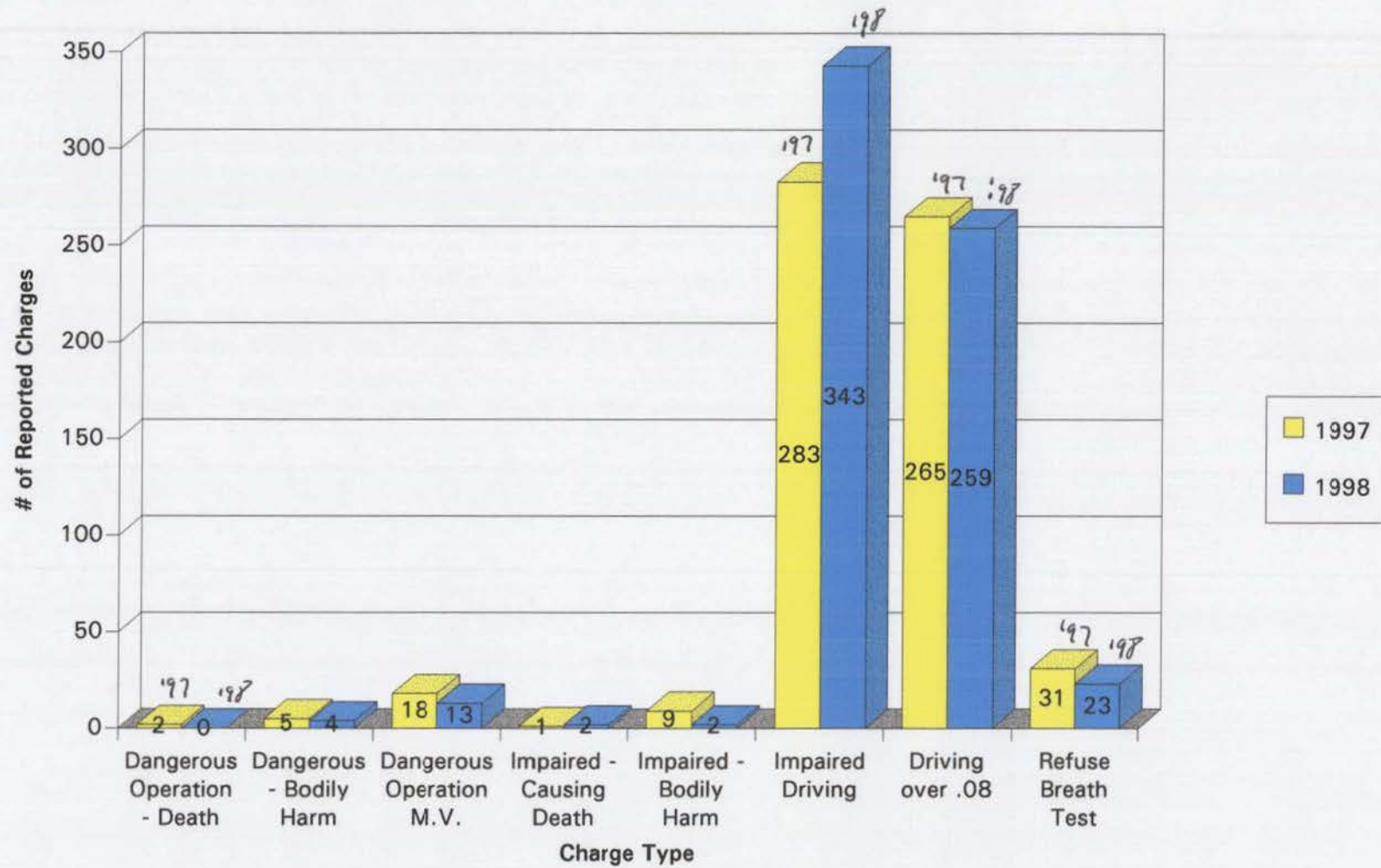


### Red Deer City Detachment - Traffic Statistics - Provincial Charges





# Red Deer City Detachment - Traffic Statistics - Criminal Charges



**COUNCIL MEETING OF JULY 5, 1999**

**ATTACHMENT TO REPORT  
APPEARING ON THE OPEN AGENDA**

**RE:**

**Red Light Camera & Photo Radar**

**Public Comments**

February 26th, 1999

To: Mayor Gail Surkan and members of  
Red Deer City Council

From: Stan Vandenberg

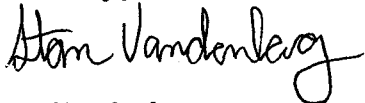
I am a resident of Red Deer and have been for the last thirteen years.

I would like very much to address City Council on the issue of Photo-radar coming to the City of Red Deer.

I have heard that this issue will go before Council on March 15, 1999. If possible could I be notified of a time and or date so I may be present.

Thank-you for this opportunity to speak to you.

Sincerely,



Stan Vandenberg  
Red Deer Resident

THE CITY OF RED DEER  
CLERK'S DEPARTMENT

RECEIVED	
TIME	
DATE	Feb 2/99
BY	[Signature]



24 February 1999

TO WHOM IT MAY CONCERN

Re: Photo Radar -

As this seems to be quite a controversial subject, and I am a retired policeman and have considerable background and experience in traffic enforcement, I feel that I must offer my two bits worth.

First, I will state that I am not in favour of photoradar or red light cameras. My reasons are as follows:

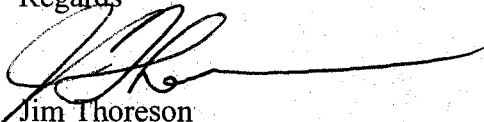
- No matter what some of the police chiefs say, it does not offer the deterrence that a policeman and police car does. There is no real fear in receiving a letter in the mail weeks after going through an area, as compared to the embarrassment of being pulled over to the side of the road by a policeman, and getting a ticket while in the full view of all the other traveling public, which in itself is a great deterrent to the traveling public.
- A ticket issued with the photoradar, can only be issued to the registered owner of the vehicle, thus eliminating any points being taken off the offender's licence.
- When stopping a vehicle for a speeding offense, police officers are not only looking to charge the driver for speeding, but they are also checking for vehicle safety, impaired driving, drugs, stolen property, suspended drivers, outstanding warrants, etc. etc. This too is a deterrent to offenders, and law breakers. None of this gets done when "robocob" issues a ticket.
- It is items such as this photoradar, that are taking our police out of the public eye. It is becoming increasingly evident as I drive around that there seems to be less and less police cars on the road. It was always comforting to see check stops, and radar traps on the roads, and highways, as compared to a box sitting someplace.
- With the budgets being cut, and the costs of overtime to send policemen to court to prosecute offenders who plead "not guilty" to their speeding tickets, costing a great amount, as compared to a \$1.3 million revenue in 1996 from photoradar, it is easy to see why police chiefs and administrators view this item as a "good thing". In other words, the almighty "buck" rules again, over good, hard, honest, police work. No matter what they say, photoradar is a "cash cow".
- Traffic enforcement is one of the few sections in a police force or department that actually can support itself. For instance, if the average speeding ticket was, for the

sake of argument, \$100, and over the course of one shift, check stops, in a city of this size, a good radar/laser operations can nab 25 speeders, that is \$2500 in revenue. In other words, the more traffic enforcement policemen that you have on the street, the more revenue they should bring in.

In short, I am suggesting that more policemen be put onto the streets, and less of the "high tech cash cows". Dr. Ian Reid already crimped the style of the traffic enforcement by implementing the legalization of radar detectors. Lets not turn this country into a Sci-fi world of robocops.

Your comments would be appreciated.

Regards

A handwritten signature in black ink, appearing to be 'JH' with a long horizontal flourish extending to the right.

Jim Thoreson  
69 Otterbury Avenue  
Red Deer, AB

346-6731

# Photo Radar

## A Submission to City Council

There is virtually NO scientific support for the contention that Photo Radar is effective in any long term reduction of speeds.

Currently:

- ▶ 41 jurisdictions in North America have implemented the use of Photo Radar.
  - ▶ 5 as trial phase
- ▶ 20 jurisdictions have discontinued it's use:
  - ▶ 1 implemented by previous government
  - ▶ 5 public opinion, lack of judicial support
  - ▶ 5 Cost, administration, dissatisfaction with vendor, lack of police support
  - ▶ 2 change in State law
  - ▶ 1 no reason given
  - ▶ 5 trial ended
  - ▶ 1 council vote

source: "Sence.bc.ca", appendix 1

There is no scientific data to support the contention that photo radar has any effect on accidents. There have been numerous statements to this effect however I note that they are unsupported and in fact, defy logic:

- ▶ In a publication "How successful are Photo Radar and Red Camera Enforcement Programs?" (*Appendix 2*) statistics are given for various jurisdictions as to the number of units used and the reduction of accidents. There is no attempt at a connection between the two. There is no discussion on other causes of accidents such as weather, education, officer enforcement efforts or any thing else. It is simply put out there for you to draw the desired conclusion.
- ▶ In the publication "Twelve-Month Photo Radar Report Shows Tougher Enforcement Paying Road Safety Dividends" (*Appendix 3*), Ministry of the Attorney General, British Columbia, the same unsubstantiated conclusions are given. It is interesting to note that "*at the start of the warning letter phase in May 1996, 66 percent of drivers were exceeding the speed limit at photo radar sites. By August 1996, when the program began issuing tickets, the number had dropped to 44 per cent. Since then it remains near 40 percent.*" As previously stated the authorities attribute the drop in collisions, injuries, and fatalities since 1996 to photo radar, however this publication states that since August, 1996, there was no reduction of the incidence of speeding. This would appear to defy logic if it is not out and out contradictory.

- ▶ These same types of unsubstantiated statements are made in a publication “Administrative Report to Vancouver City Council” (*Appendix 4*). It is interesting to note that the City Manager recommended “*endorsation of a 6 month trial of photo radar with further approval contingent upon successful negotiation on revenue-sharing with the provincial government.*” Is it possible that he recognized that there was no benefit other than revenue generation. I also note that approximately 2 inches of the report are devoted to safety issues and the same is devoted to financial implications.
- ▶ In a response from the Calgary City Police (*Appendix 5*), again the statements are made that Photo Radar is an “effective tool enabling the agency to effectively reduce a large number of motorists who regularly travel at unacceptable speed within the community.” It is noted that the response, in the paragraph above this statement, indicates that in 1996 125,781 tickets, in 1997 139,710 tickets, and in 1998 142,268 tickets were issued. I am sorry but I fail to see the reduction. I would have expected that an effective program would have meant a reduction in tickets and revenue.

The scientific approach to the study of Photo Radar effects does not support the above generalizations.

- ▶ In a publication “Study Reports on the Effectiveness of Photo Radar and Speed Display Boards” (*Appendix 6*) by US Roads in the Road Injury Prevention & Litigation Journal, May 1, 1998 the conclusion is reached that these two methods “*can be effective in reducing vehicle speeds, speed boards offer better overall results.*” The study showed that the display boards reduced the mean speed by 5.8 miles per hour as opposed to 5.1 miles per hour for Photo Radar. The study showed that speed display boards coupled with police enforcement was significantly more effective than either alone and were significantly more effective “downstream”. It is noted that there was a continued reduction after the speed display boards were removed. Further, it is noted that the unenforced speed display board was the most cost-effective and that Photo Radar was the least cost effective. Also “only the display boards demonstrated carry-over effects”
- ▶ In the publication “Photo Radar Demonstration Project Evaluation” (*Appendix 7*) published by the Cities of Beaverton and Portland, Oregon, it again was found that there was a decrease in speed with the use of Photo Radar. It is interesting in this study that it was noted that, although the speed decreased by 1.6 % on streets with Photo Radar, speeds increased by 2.7% on the streets without Photo Radar. In other words Photo Radar just shifts the speeders over. The study did demonstrate that speeds were remained reduced 1 week later by 4.6% on streets that had contained Photo Radar and by 5.4% on streets that did not contain Photo Radar. The number of vehicles speeding also reduced on Photo Radar streets and increased on other streets. It is interesting to note that, in spite of these statistics, both Cities endorsed the continued use of Photo Radar in school and playground zones.

There is a public perception that Photo Radar is purely used for the generation of revenue. On June 15, 1998 the NDP Minister, responsible for ICBC apparently admitted that it's use was little more than a cash cow. (See Appendix 8, "News Archives")

In 36 years of driving I have received speeding tickets as follows (in the order received):

- ▶ An Officer issued ticket for 3 miles per hour over the speed limit. The effect on my driving habits was nil. I remain convinced today that I received the ticket because of my mouth and comments I made to the officer.
- ▶ An Officer issued ticket in Red Deer on my way to church with the family. I today believe that I deserved the ticket. It has, and continues to have, an effect on my driving habits as I felt embarrassed in front of my family and I can not blame anyone else as it was my fault.
- ▶ A photo Radar ticket issued approximately 100 yds inside the Calgary City limits on Hwy.. 2/ Deerfoot Trail. The ticket had NO effect on my driving as I never did see the unit. The effect, after receiving the summons was only disbelief and then anger. I continues to have no effect on my driving.
- ▶ A Photo Radar ticket issued approximately 50 yds inside a 60 km/hr. zone before it changed to 80 km/ hr. on Country Hills Boulevard just west of Deerfoot Trail. This time I did see the flash, as it was dark and 6:30 AM and I was the only one on the road, however it had no effect on my driving as I was in the 80 Km/hr. zone by that time and had to further increase my speed. I also knew that there would be no more radar and I was now safe. Angry ---- YES.

To summarize my views and opinions:

- ▶ Photo Radar does not reduce accidents.
- ▶ Photo Radar does not reduce the speed of intentional speeders.
- ▶ Photo Radar when abused angers the public and cements the perception that it is a "cash cow" (In fact, while inquiring on this issue at City Hall, staff referred to it as an "Idiot Tax")
- ▶ Photo Radar is effective in reducing the severity of injuries resulting from collisions.
- ▶ Photo Radar is a useful tool if restricted to School zones and Playground zones. It is not a bad thing to chase speeders to the other streets as was found to be one of the effects in Beaverton and Portland.

In conclusion I would as councilors to vote with their conscience. I would ask you to dismiss any thoughts of revenue generation and if you then can find enough scientifically supported reasons to support Photo Radar for safety reasons then vote YES.

If you vote YES I would then ask you to restrict it's use to Playground and School zones. In doing this you will have to impose some sort of severe penalty on Officers and Supervisors who abuse the use of Photo Radar. I am convinced that all of the players involved will not be as pure of heart and will succumb to the temptation of revenue.

Respectfully submitted

Terry Skelton  
104 - Reichley Street  
phone: 309 - 0634

THE CITY OF RED DEER  
CLERK'S DEPARTMENT

RECEIVED	
TIME	
DATE	May 14/99
BY	L

Appendix 1

**SENSE****IS SPEED KILLING US? FIGHT THAT TICKET!****NEWS SOLUTIONS LINKS CONTACT MAP HOME****HOME • NEWS • SOLUTIONS • LINKS • CONTACT • MAP • HOME**

## North American Jurisdictions Using Automated Traffic Enforcement

**IMPORTANT NOTICE:** This information has been gathered from media and research sources. SENSE does not assume any liability pertaining to the accuracy of the information presented. Readers are advised to verify information they intend to rely upon.

Please e-mail [SENSE](mailto:sense@bc.ca) if you can add to or correct any information on the following table. Entries refer to photo radar (speed cameras) unless otherwise noted.

State/Province Location(s)	Operating Agency (BOLD: Photo Radar Specific)	Date Started	Date Ended	Equipment Vendor	Notes/ Reason Ended
<b>Canadian Jurisdictions</b>					
<b>Alberta</b>					
Calgary	<b>City Police</b>	1988	<b>ACTIVE</b>	Multanova	
Edmonton	<b>City Police</b>	93 Mar	<b>ACTIVE</b>	CPT	
Lethbridge	City Police	?	<b>ACTIVE ?</b>	?	
<b>British Columbia</b>					
Province	Province, RCMP, etc.	96 Aug 03	<b>ACTIVE</b>	ATSC	Implemented by NDP Government
<b>Ontario</b>					
Province	Provincial Police	?	Cancelled	CPT	Implemented by NDP Government, Defeated in Election
<b>Quebec</b>					
Province		early 1970's	Cancelled		Public Opinion, Unreasonably Low Speed Limits, Lack of Judicial Support
<b>Saskatchewan</b>					
Province					Proposed by NDP government (1995-96)
<b>US Jurisdictions</b>					
<b>Alaska</b>					

<u>Anchorage</u>	Dept of Traffic	96 Mar ?	<b>Cancelled</b>	<u>ATS</u>	Public Opinion, Referendum, Lack of Judicial Support
<b>Arizona</b>					
<u>Mesa</u>	<b>City Police</b>	1996	<b>ACTIVE</b>	<u>USPT</u>	
<u>Paradise Valley</u>	City Police	87 Oct	<b>ACTIVE</b>	<u>ATS</u>	
<u>Peoria</u>	City Police ?	90 Mar	91 May 1	<u>ATS</u>	Public Opinion, Referendum (5:2 against)
<b>Scottsdale</b>	City Police ?	1996	<b>ACTIVE</b>	<u>ATS</u>	
<u>Tempe</u>	<b>City Police</b>	97 Feb 17	<b>ACTIVE</b>	<u>USPT</u>	
<b>California</b>					
<u>Campbell</u>	City	90 Apr 25	<b>ACTIVE</b>	Multanova?	
<u>Culver City</u>		1998 Sept	<b>ACTIVE</b>	Sensys Traffic AB	Red light system
<u>Danville</u>	<u>City Police</u>	90 Oct	93 Apr ?	Multanova?	Cost, Administrative Burden, Dissatisfaction with Vendor
<u>El Cajon</u>	City Police ?		<b>ACTIVE</b>	?	Red light system
<u>Folsom</u>		90 Dec	93 Jan	<u>USPT</u>	Cost, Administrative Burden, Lack of Judicial Support
<u>National City</u>		91 May	<b>ACTIVE</b>	<u>USPT</u>	
<u>Oakland</u>					No legislative authority
<u>Oxnard</u>	<b>City Police</b>		<b>ACTIVE</b>	<u>USPT</u>	Red light system
<u>Pasadena</u>		88 Jun	92 Jun	<u>TMT</u>	Cost, Lack of Judicial and Public Support, Vendor Problems
<u>Poway</u>	City Police ?		<b>ACTIVE</b>	?	Red light system
<u>Riverside</u>		91 Feb	1996	<u>USPT-&gt;ATS</u>	
<u>Roseville</u>	<u>City Police</u>	90 Jun 12	92 Apr	Multanova?	Lack of Police and Judicial Support, Dissatisfaction with Vendor
<u>San Diego</u>	<b>City Police ?</b>		<b>ACTIVE</b>	<u>USPT</u>	Red light system
<u>San Jose</u>	Dept. Streets & Traffic	96 Feb	<b>ACTIVE</b>	<u>USPT</u>	"Neighborhood Automated Speed Compliance Program (NASCOP)"
<b>Colorado</b>					
<u>Boulder</u>	<b>Public</b>	1999 July 7	<b>ACTIVE</b>	<u>ATS 99</u>	Trial phase



<u>Bouquet</u>	<b>Works</b>	1996 July 7	<b>ACTIVE</b>	<u>ATS II</u>	trial phase
Commerce City			<b>ACTIVE ?</b>		
Denver		1998 Dec 01	<b>ACTIVE</b>	Lockheed-Martin IMS (Gatso)	3 units
Fort Collins	<b>City Police</b>	1996	<b>ACTIVE</b>	<u>ATS</u>	
<b>D.C.</b>					
DC Beltway					NHTSA Trial
<b>Illinois</b>					
Batavia		1992	Cancelled	<u>TMT</u>	Lack of public support, Vendor problems
Glen Ellyn					
<b>Maryland</b>					
Howard County					Red light system
<b>Michigan</b>					
Oakland County				<u>USPT</u>	
Kalamazoo County	State Police, et. al.	91 Jun	91 Dec	<u>ATS</u>	NHTSA Trial, Warning Tickets Only
<b>Minnesota</b>					
Bloomington					
<b>Missouri</b>					
Kansas City					
St. Louis		96 Dec	<b>ACTIVE</b>		(including 3 counties)
<b>Nevada</b>					
Reno		Not Implemented			Considered
<b>New Jersey</b> <i><b>Photo Radar Outlawed!</b></i>					
State	State Police	1991	1993 ?		Test program
<b>New York</b>					
New York City	City ?				Red light system
<b>Oregon</b>					
Beaverton	City Police	96 Feb	<b>ACTIVE</b>	<u>USPT</u>	
Gresham					
<b>Portland</b>	City Police	96 Feb	<b>ACTIVE</b>	<u>USPT</u>	
<b>Texas</b>					
Arlington		1976 (3 months)		Orbis III	Early Trials of First Photo Radar

		months)			Photo Radar
Friendswood		1987 ?			
Galveston County, Precint 8		86 Jul	87 Jul		Public Opinion
La Marque	City Police	1987 (3 months)			Public Opinion
<b>Utah</b>					
Layton		1991		TST Sensys-ARC 110	
Murray ??					
Garland		90 Nov	Active ?	Multanova?	
Huntington	City	n/a	n/a	Multanova?	6-Month Trial Period, No Community Support
Wellington		91 Fall	Active ?	Multanova?	
West Valley	City	91 Oct	96 May	ATS	Change in State Laws
Sandy City	City	95 Apr	96 Apr	ATS	Public Dissatisfaction leading to a Change in State Laws
<b>Virginia</b>					
Alexandria	City ?	1998 ?			Red light system
Arlington	City ?	1998 ?			Red light system
Fairfax	City ?	1997		USPT	Red light system
<b>Washington</b>					
Federal Way	City ?	95 Jun - Not Implemented	Cancelled	ATS	Voted in by Council -> Reversed, Not Implemented, Vendor Dissatisfaction
Eastern WA.	State Police		Trial Only	USPT ?	NHTSA Trial, Warning Tickets Only
Clark County	<b>Traffic Dept</b>	1998	<b>ACTIVE</b>	USPT	
<b>Wisconsin</b>	<b><i>Photo Radar Outlawed!</i></b>				
Madison	?	?	?	?	?

See the [vendors](#) page for a list of the vendors and manufacturers.

**SENSE**

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## Appendix 2

## How Successful are Photo Radar and Red Light Camera Enforcement Programs?

In the drive to save lives, jurisdictions that have implemented comprehensive Photo Radar and Red Light Camera enforcement programs have enjoyed significant success. Here are some examples from Australia, New Zealand, United Kingdom and North America.

### Australia

State of Victoria, 5 years experience 1989 - 1994

- 35 red light cameras operating in 172 sites
- 54 fixed photo radar cameras operating in 1000 sites
- Fatal accidents down 51% actual deaths reduced by 1,200
- Injury related accidents down by 36%

### New Zealand

2 years experience 1992 to 1994

- 31 mobile cameras operating in 1000 sites
- 13 fixed photo radar cameras operating in 53 urban sites
- Fatal accidents down 12.6% actual deaths reduced by 24
- Injury related accidents down by 13%

### United Kingdom, London

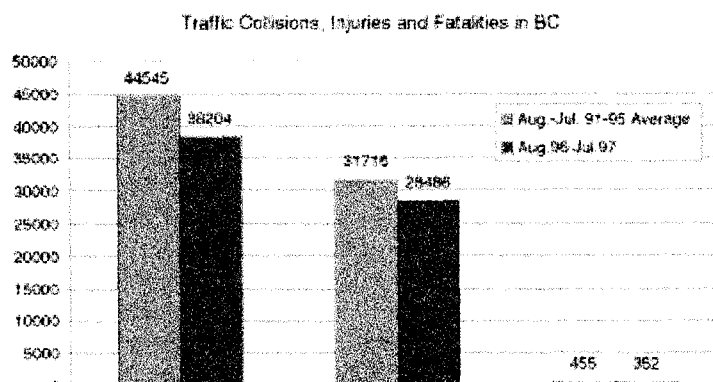
3 years experience 1992 to 1994

- 32 fixed photo radar cameras operating in 260 sites
- 25 red light cameras operating in 223 sites
- Fatal accidents down 70% actual deaths reduced by 42
- Injury related accidents down by 28%

*In addition, the early results from the installation of the Photo Radar Program in British Columbia, Canada show impressive results in the drive to save lives.*

### Province of British Columbia, Canada

1 year experience August 1996 to July 1997



Collisions

Injuries

Fatalities

Data Source: Traffic Accident System, ICBC, based on police report, as of February 4, 1998.

Note: Police attended collisions, excluding 16 detachments with confirmed change of reporting practice.

- 30 Mobile camera units operating in over 800 sites
- Fatal accidents down by 23% actual deaths reduced by 103
- Injury related accidents down by 10%

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Appendix 3

Ministry of Attorney General

## Twelve-Month Photo Radar Report Shows Tougher Enforcement Paying Road Safety Dividends

February 9, 1998 98:15

**VICTORIA** - B.C.'s drivers slowed down during the first year of photo radar and fewer people were killed or injured on the province's roads, Attorney General Ujjal Dosanjh said today.

"Speed is a major factor in highway deaths and injuries so every percentage point drop means that the tremendous human, social and financial costs of traffic crashes are being reduced," Dosanjh said in releasing the photo radar program's 12-month report. "We have some distance to go, but we are certainly heading in the right direction."

At the start of the warning letter phase in May 1996, 66 per cent of drivers were exceeding the speed limit at photo radar sites. By August 1996, when the program began issuing violation tickets, the number had dropped to 44 per cent. Since then, it has remained near 40 per cent.

Before photo radar was introduced provincewide, speed monitoring devices showed that 26 per cent of drivers were exceeding the posted speed limit by more than 16 kilometres an hour. When public awareness activities began in the fall of 1995, the percentage of speeders began to drop. By the end of July 1997, the drop was 70 per cent at the photo radar sites and 40 per cent at the monitoring sites.

Ministry of Health and B.C. Coroner's Office records show that for the year ending July 1997 there were eight per cent fewer crash-related injuries and 16 per cent fewer fatalities than the average for the previous four years.

"Photo radar is a vital element of the government's comprehensive road safety programs, all of which have a strong driver education and awareness component," said Andrew Petter, minister responsible for ICBC. "By urging drivers to change their behavior we can save lives, reduce crashes and maintain affordable auto insurance for all British Columbians."

"B.C.'s speed limits are set with driver safety in mind and police would like to see all drivers stay within these limits," said RCMP Staff Sgt. Mike Clark of the Integrated Traffic Camera Unit in Richmond. "Clearly, photo radar has had an impact in bringing down speeds which in turn makes our roads a lot safer."

-30-

### Media Inquiries:

Kate Thompson  
Ministry of the Attorney General  
(250) 387-5008 (Victoria)

Appendix 4

ADMINISTRATIVE REPORT

Date: March 14, 1996  
Dept. File No. H193-29

TO: Vancouver City Council

FROM: General Manager of Engineering Services and the Chief Constable

SUBJECT: Photo Radar Usage in City of Vancouver

RECOMMENDATION

- A. THAT Council endorse the usage of photo radar in the City of Vancouver;
- B. THAT the Province of British Columbia be requested to share a portion of the net revenue from the Speed Management Program in Vancouver with the City to fund safety programs in Engineering Services and the Police Department; further,
- C. THAT staff report back on the allocation of these funds.

CITY MANAGER'S COMMENTS

The City Manager RECOMMENDS endorsement of a 6 month trial of photo radar with further approval contingent upon successful negotiation on revenue-sharing with the Provincial Government.

COUNCIL POLICY

Council supports a large number of Public Safety programs, through the Vancouver Police Department and Engineering Services; these also include the partnership with ICBC in traffic safety improvements and the Vancouver Police Department's participation in Counterattack Against Drinking and Driving.

BACKGROUND

Council requested staff to report back on the desirability of photo radar use in Vancouver, and the history and acceptance of photo radar use elsewhere on November 14, 1995.

- 2 -

A companion report by the Vancouver Police Department details the operational arrangements, and has been submitted to the Police Board. On February 28, 1996, the Vancouver Police Board passed the following resolutions:

"That the Vancouver Police Board support the position of the Chief Constable to utilize photo radar in the City of Vancouver;

And that the Chief Constable sign the Integrated Traffic Camera

Unit Memorandum of Understanding between the Vancouver Police Department, other Municipal Police Departments, RCMP, and Ministry of Attorney General and the Ministry of Transportation and

□

Highways;

And further that the Vancouver Police Board pursue the issue of revenue-sharing relative to photo radar with the Province of British Columbia."

This report is presented by the Engineering staff to complement the Police report.

## DISCUSSION

The Speed Monitoring Camera (SMC), commonly named photo radar, has been deployed in many cities and countries to discourage speeding and to improve traffic safety. In order to determine the desirability of photo radar use in Vancouver, there are several factors to be considered:

### 1. Safety Issues

Speeding is a primary factor in many of the traffic accidents which occur in the City of Vancouver. The average number of traffic accidents in the City of Vancouver from 1991 to 1995 was 22,000 per year, roughly 25% of all accidents in the Province of British Columbia. The photo radar program would have a positive effect on accident reduction.

The Police report presents a comprehensive evaluation on the usage of photo radar to improve traffic safety. These factors provide a clear and strong picture of the rationale for photo radar.

A report released by the Ministry of Transportation in Ontario in 1995 considered the speed camera to be effective in reducing fatalities by 16% and speeding violation by 80%.

The Australian State of Victoria has achieved significant reductions since the implementation of the speed reduction campaign. The number of people killed on the roads reduced from 777 in 1989 to 378 in 1994, a reduction of 51%.

- 3 -

### 2. Other Cities' Experience

Staff researched other Canadian cities' experience and history of photo radar usage.

Photo radar has been deployed since 1989 in cities such as Calgary and Edmonton. Ontario was the first province to approve the use of photo radar in 1993. However, the new Ontario Government discontinued the program in late 1995 on provincial highways. Some cities such as Mississauga and Hamilton are still using the photo radar for their arterial streets.

Locally, West Vancouver and Surrey have decided not to participate in the Speed Management Program. Councils of Burnaby, Richmond, Coquitlam, Langley and North Vancouver have heard presentations from the Traffic Safety Initiative (TSI) Committee and raised no objection to the Speed Management Program.

### 3. Public Perception Issues

The introduction of photo radar in other jurisdictions has raised a number of public concerns, including the following:

- photo radar may be perceived as a revenue-generation scheme to increase Government income, in effect a "tax grab". The program is expected to generate net revenue of \$78 million in its first year, and about \$90 million per year thereafter. The average net revenue per camera is \$3 million a year. The Ontario Government discontinued its program under public pressure on this point. It is suggested that this concern could be alleviated somewhat if the funds were directed towards existing and enhanced safety programs.
  - lack of opportunity to discuss the unusual or specific circumstance under which a motorist is caught speeding. The conventional method allows the motorist personal interaction with the police officer to discuss the situation and it may be forgiven if deserved. Photo radar is viewed as impersonal.
  - delayed notification. When the registered owner receives the notice by mail, he may not be able to recall the circumstances at the time of the alleged offence, and/or who was the driver. In this regard, it should be noted that personal delivery options are being evaluated by the Integrated Traffic Camera Unit to reduce the time between violation and notification.
- 4 -
- concerns about personal privacy. The camera provides evidence of a person's whereabouts at a given date and time, which is then mailed to the home or worksite. Many find this to be an intrusion (or at least potentially embarrassing!). In this regard, it should be noted that the camera design has been modified to photograph the rear of the vehicle, so the driver's face will not be visible.

Similar issues are likely to be raised by citizens here in Vancouver. Some form of communication program will be required to address these concerns.

### 4. Financial Implications

The Speed Management Program has estimated the net revenue to be \$90 million per year. Approximately \$18 million will be generated in the City of Vancouver alone. Since all of these revenues are collected by the Province, the City does not benefit directly from the program. However, the Vancouver Police Department is reimbursed for its out-of-pocket costs.

The City of Vancouver spends approximately \$6 million per year on traffic safety programs. These programs include traffic enforcement by police, and traffic safety improvements by Engineering Services. Virtually all of this activity is funded from the property-tax base; all vehicle-based revenues, such as gasoline tax, sales taxes, and license fees, accrue to senior governments. Through ICBC, the Province has recently contributed to specific safety projects such as improved signals and markings, but this contribution is small.

One solution to this inequity would be that some of the revenue be



directly invested in the traffic safety improvements and controlled directly by the City. This revenue-sharing could be used to fund existing efforts and to expand to other areas of traffic safety improvements.

#### 5. Administrative Implications

The City of Vancouver owns and operates a large fleet of close to 1,200 vehicles. Under the Speed Management program, violation

□

notices will be sent to vehicle registered owners. When one of the City-owned vehicles is observed to be in violation, the City must be able to nominate the driver or pay the fine directly. (All drivers are responsible for paying fines arising out of traffic violations in City vehicles.) At

- 5 -

present, most offices do maintain a vehicle sign-out system, but it may not be sufficiently precise to identify the driver in every case. A further concern is that some jurisdictions have enacted a provision to impound vehicles when the driver is found to be unqualified. Such a practise could have significant effect on the City's operations. A more formal vehicle monitoring system needs to be developed to identify drivers in control of City vehicles, and to ensure that drivers' licenses are up-to-date. Staff will proceed to ensure that such a system is in place.

#### CONCLUSION

Engineering Services supports in principle the usage of photo radar in the City of Vancouver. However, there are a number of issues that will arise in its implementation; while some can be addressed through measures outlined here, others are likely to persist as issues of public concern.

\* \* \* \* \*

□

E-mail

Mr. Terry Skelton

Tskelton@tu.gov.ab.ca

Dear Mr. Skelton,

Thank you for your recent request for information relating to our Photo Radar Program. Although I am able to provide you with many of the statistics required, I am unable to provide the exact figures with respect to fine revenues, which are a matter of finance. If you require this information please contact the Office of the Chief of Police.

Over the last three years we have issued 125,781 tickets in 1996, 139,710 in 1997 and 142,268 in 1998. The average fine amount is approximately \$70.00. We utilize three camera units, one of which is used exclusively for Traffic Service Requests for speed enforcement which have been received from the community.

Photo radar provides law enforcement agencies with yet another effective tool enabling the agency to effectively reduce a large number of motorists who regularly travel at unacceptable speeds within the community. Photo radar is not intended to be used instead of conventional enforcement but as an enhancement to achieving the safety goals of the community.

Apart from residential roadway enforcement, such as school/playground zones (which is highly supported by Calgarians), the enforcement is extremely effective on very busy arteries and freeways where conventional *speed* enforcement would be very ineffective and jeopardize the safety of the officer, violator and other motorists while the officer is dealing with the offender. (Please note that conventional enforcement for violations other than speeding on the busier roadways is essential and very much desired by the public.)

You may be interested to note that since photo radar has been used on Deerfoot Trail (a local freeway) that the average motorist has reduced his speed from 118 to 113 kilometers per hour over the last four years. This is an example as to how the program can be used to reduce the speeds traveled on our roadways over the long term. The most formidable difficulty in obtaining reliable statistics concerning the long term reduction of speeds on major roadways where photo radar has been used, is due to the methods enabling the accurate gathering of average speeds traveled by motorists on these roadways. In order to collect such data, it is desirable that the motorists are unaware of the survey, otherwise there is a high probability that the information collected may be inaccurate, with the average speed being somewhat less than the speeds normally traveled.

Short term applications can be used with success in high accident locations such as high speed intersections where the main cause of the accidents are due to the running of red/yellow lights. Many people do not realize that the majority of drivers who run red/yellow lights do so due to excess speed while approaching the intersection. By regulating the speed of motorists approaching or leaving the intersection together with the application of conventional red and yellow light enforcement at these intersections, a "short term" (approx. three month period) drop in accidents could be expected.

The most frequent conceptual complaints received from the public concerning photo radar usage follow, together with my comments from a policing aspect.

*"Photo radar defies the basic principle of punishing the wrongdoer. It simply punishes the owner of a vehicle."*

Reply: Every owner of a motor vehicle has a responsibility to the public to ensure that anyone else driving that vehicle does so in a manner which does not compromise the safety of the community.

With the exception of rental vehicles, who by the way pass along any fine costs onto their customers, there are few cases where an owner lends his vehicle to another person or relative without believing that the driver will drive in a manner similar to that of the owner. In almost all of the cases where I have come across these circumstances, the owner has been reimbursed by the driver for the cost of the fine, remember demerit points are not accessed nor are the insurance companies permitted to use the conviction to justify increased premiums.

In circumstances where permission was not received from the registered owner to operate the motor vehicle. For example, the owner had given permission to a particular person to operate his vehicle yet that person lent the vehicle to another, and subsequently, caused the owner to receive a summons. The law states that the owner can not be held responsible if he or she practiced "due diligence".

*"Speed enforcement should be done by a police officer so that he/she may check for a sober driver, valid insurance, valid drivers licence, safe vehicle, warrants, criminal activity, etc."*

Reply: In Calgary, Special Constables rather than sworn police officers operate the photo radar units which free police officers to perform other duties which may include those listed above. In addition, the payroll costs of the Special Constables are substantially less than those of a regular member.

*"Speeding is only a symptom of a greater road safety problem. The cause needs addressing."*

Reply: Speeding is certainly one of the most common symptoms of "inappropriate driver attitude" which can be identified as being the single biggest cause in the case of road safety. The attitude of the individual motorist dictates the manner in which the vehicle is regularly driven. The motorist chooses whether or not to exceed the speed limits, follow too closely, run red and yellow lights, change lanes unsafely or simply fail to practice courtesy in course of driving.

If the motorists "improper attitude" is the underlying cause of a poor traffic safety record then a co-ordinated combination of education and enforcement must be utilized. Education from a preferably pre-driving age through the schools and media and a reasonable and

accountable enforcement policy. Either alone is insufficient to produce the desired results.

The Calgary Police Services has eight experienced traffic officers who are assigned to a Traffic Education Unit whose purpose is to provide expert education within the school systems including senior high school as well as within other segments of the community.

The Calgary Police Service is not alone in our endeavor to improve the safety on our streets. The Alberta Traffic Safety Initiative recently formed, comprises stakeholders from many different agencies to address the extreme societal costs of collisions. It is a partnership between many private and public agencies who have the same goal of improving the safety on our roadways.

The participants include representatives from the Injury Prevention Center, Alberta Motor Association, Alberta Transportation and Utilities, People Against Impaired Driving, Alberta Hospitals, Alberta Education, and various enforcement agencies to name a few. The role of traffic enforcement is recognized by this safety initiative, as well as a similar program developed by the Alberta Motor Association.

“Poor enforcement is worse than no enforcement at all”. A law enforcement agency’s traffic enforcement policy must be defensible from a safety aspect, well known to the members of the community and implemented in a fair and reasonable manner. Finally, the community has a right to expect the agency to be accountable for its methods of enforcement. If any of these factors are lacking, the establishment and continued support of the community for these programs will be severely compromised.

*“Photo radar is nothing more than a cash-cow, designed to make a government look like it is doing something for traffic safety.” or “The government has reached the limit on unopposed taxation. Photo radar facilitates a new tax under the guise of safety.”*

Reply: The goal of the Calgary Police Service is to decrease the frequency, resulting injuries, and fatalities arising from motor vehicle accidents. Traffic enforcement is directed and focused on areas identified as being at “high risk” due to traffic volumes, frequent motor vehicle and pedestrian interaction, citizen concerns, or higher than average collision rates.

Revenue generation through the use of enforcement, frequently referred to as “speed traps,” plays no part at all in determining the placement of traffic enforcement units in Calgary. To do so would undermine the basic concepts of our program which directly relate to improving the attitudes and driving habits of drivers. The voluntary support of the public in this respect is essential and cannot be gained if the enforcement locations are viewed as being chosen arbitrarily or with the generation of revenue in mind. Driver education, improved road design through modern traffic analysis and engineering methods, and coordinated traffic law enforcement are the focus of the Calgary Police Service safety initiative.

There are a number of locations within Calgary which have been identified as having speeding problems which photo radar could not effectively address despite constant enforcement in the past. These locations each have a common denominator in that the present usage and traffic volumes have outstripped the ability of the roadway design to maintain the speeds for which it was originally designed. In some cases additional access to the roadway, in the form of intersections or merges, have dictated that a lower speed limit be required during times of heavy usage for safety reasons but during the periods of lower usage the speed limit is viewed by the average driver as being too low.

In these situations, constant enforcement will not have the desired effect on the motorists using the roadway, these indeed are the "fishing holes" which are pointed to as proof that the cash cow exists. Since 1997, the amount of enforcement at these locations has been closely regulated and enforcement taking place at these locations must be always be made known in the media. While the police have a responsibility to enforce the speed limits at these locations on occasion, the number of summons issued at these locations has been drastically reduced. It is interesting to note that the number of letters received from motorists who speak out specifically against the concept of photo radar has been continually diminishing over the past two years since this policy was placed into effect.

*"Speed should be enforced by police officers, with regard to what is reasonable and prudent for the conditions; taking into consideration the driver, the vehicle, the traffic, the weather, etc." or "Photo radar violates one's right to face one's accuser and does not provide reasonable notice to adequately defend one's self (as guaranteed by the Charter of Rights and Freedoms)." or "Photo radar electronic surveillance violates citizens rights to a peaceful, anonymous existence."*

Reply: Prior to receiving a summons for speeding, motorists are provided with a generous margin of speed over and above that of the posted limit. This margin allows for momentary driver inattention, downhill grades, as well as speedometer inaccuracies. The behavior of motorists who insist upon speeding over and above these reasonable limits must be changed through both education as well as enforcement.

These margins are also in line with international engineering standards which follow the principle of the 85<sup>th</sup> percentile. The 85<sup>th</sup> percentile basically states that 85 % of the drivers using the roadway will naturally drive at a speed which is reasonable and safe, any speed over this limit is unsafe as would be a speed which would fall substantially below the standard. It is interesting to note that California has a law which forbids police agencies to charge motorists for speeding if the speed limit falls below the 85<sup>th</sup> percentile.

It would be ideal for all motorists who are speeding to be stopped by an experienced police officer, however the world is not ideal and budget restrictions as well as ever increasing demands from the community for varied police services make this ideal impossible to live up to. A police officer on every block is simply not realistic nor desirable however a more efficient method of traffic speed enforcement most certainly assists the police in meeting their traffic safety objectives.

With respect to the rights of the individual to anonymity from photo radar "surveillance", it must be said that the rights of the individual must be weighed against the expectation of the community to live and travel in safety.

It is important that we, as motorists, begin to recognize the societal costs associated to speed related collisions, both financial and emotional. The potential financial implications of a speed infraction are not limited to the immediate and extend far beyond the conviction itself.

Governments must contend with administering increased health costs, rising insurance premiums, wages and productivity lost due to injuries, loved ones confronting emotional anguish, considerable legal costs, and lengthy civil litigation taking place before the courts. The courts themselves, criminal and civil, are burdened with dealing with drivers who refuse to drive in a responsible manner.

It must be also be remembered that our court system allows the accused to a fair trial in which he has the opportunity to face and question his accuser, this does not change should the charge be alledged through use of photo radar. There have been many cases in which photo radar charges have been challenged as having breached sections falling under the Charter of Rights and Freedoms and have been upheld by courts.

*"Speeding doesn't kill and it doesn't cause accidents."*

Reply: The principal manner in which speed contributes to accident frequency lies in the reaction time available to a driver when attempting to avoid a potential collision situation. Without going into detail , a driver recognizing such a danger must decide upon and pursue a specific course of action. The time required by the driver to recognize, evaluate and implement a course of action is known as "reaction time". Reaction times are basically dependant upon the individual's driving (mental and physical abilities) and the complexity of the situation to be evaluated and then physically implemented. Typical reaction times can be as little as ½ to as much as 2 ½ seconds depending upon the preceding. Since a vehicle traveling at a specific speed will cover a specific distance in a given amount of time, when the speed is greater so then is the distance covered in the same time frame. A driver who is speeding will cover significantly more ground during his reaction time, leaving less time and subsequently less options left open for him to avoid the danger. Thus, if drivers are better able to avoid accidents, the rate of frequency will be seen to drop.

Speed also contributes to the resultant degree of property damage and potential for serious injury or death. This need not be dwelled upon except to comment that everyone realizes that if they walk into a brick wall slowly it will hurt far less than if they run into it.

I hope the above information assists you in your research paper and would invite you to contact myself if you have further questions concerning the deployment of the units themselves I can be reached at 295-7986. Should you require further statistical information, I would ask that you contact our Traffic Section Analyst, Mr. Cam Nelson at (403) 295-7986.

Sincerely,

Sergeant Steve Kirk  
Photo Radar Unit  
Calgary Police Service



## Road Injury Prevention & Litigation Journal

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### Study Reports on the Effectiveness of Photo-Radar and Speed Display Boards

Since its modest inception in 1902, "speed control technology" has experienced tremendous growth and increasing sophistication. However, speeding remains a major safety concern on the nation's roadways. Nearly one in five fatal crashes is believed to be the result of driving too fast, and less than half of survey respondents reported obeying posted speed limits all the time.

To combat the speeding problem, law enforcement has enlisted the help of "two of the most technologically sophisticated forms of . . . automated speed control"--photo-radar and speed display boards. Photo-radar, in use for more than 30 years, employs radar to detect speeding, takes photographs of speeding vehicles, and issues their drivers citations by mail. Speed display boards are a newer device (developed in the late 1980s). They are widely used, having grown from about 90 in use in 1991 to more than 500 today. They also employ radar to detect speeding but rely little on speed limit enforcement. Instead drivers learn their speed when it is flashed next to the posted speed limit sign.

Widespread use of these speed control devices has not, however, resulted in definitive conclusions about their effectiveness. Research conclusions on the devices are sometimes in conflict, and the research is often flawed. A number of studies suffer from "weak methodologies," including "serious research design problems" such as not controlling for external factors and not using comparison sites. These weaknesses also appear in various studies reportedly showing that speed control devices can reduce traffic crashes. To some degree, flaws have plagued "even many well-designed studies."

#### METHODS

In an effort to provide a more definitive answer to the question of effectiveness, a 1993 study in Riverside, California examined "the effect of photo-radar and speed display boards on traffic speed . . . on comparable streets. . . ." The study sought to determine which device is more effective (including more cost-effective) and "whether supplementing speed display boards with police enforcement makes them more effective."



Steven A. Bloch reported the study's results in "A Comparative Study of the Speed Reduction Effects of Photo-Radar and Speed Display Boards," a paper presented at the Transportation Research Board's 77th Annual Meeting (January 1998). The study's "primary conclusion" was: "[W]hile both photo-radar and speed display boards can be effective in reducing vehicle speeds, display boards offer better overall results."

This study examined three approaches to speed control: "photo-radar, (unenforced) speed display board, and a speed display board with intermittent enforcement." Three sites were chosen with the stipulation that they be "as comparable as possible" in posted and actual speeds (25 miles per hour), number of lanes, traffic markings and volume, and road alignment, type, length, width, and development. The photo-radar van was equipped with "a police medallion and strobe light," and "the two speed display boards . . . were SPECTER Trailers." Data were collected at two sites on each street during four weeks in September and October. The first site was next to the experimental site, and the second was about 0.2 miles downstream--to allow determining if the slowing effect of the devices lasted for any distance. Overall, researchers recorded 9,790 speed measurements.

## RESULTS

Findings showed that "photo-radar and speed display boards are about equally effective during deployment," reducing mean speeds by 5.1 and 5.8 miles per hour (mph), respectively, where baseline speeds averaged 34-35 mph in 25-mph zones. Mean speed reductions for both devices were less downstream, at 4.1 and 2.9 mph, respectively. Results also showed that "speed display boards become significantly more effective when supplemented with police enforcement. This effect is evident to a statistically significant degree, however, only at the downstream site." The enforced display board was "only barely less effective" downstream (5.9 mph) than at the experimental site (6.1 mph). However, the unenforced display board was significantly less effective downstream (2.9 mph versus 5.8 mph at the experimental site). The photo-radar was only "modest[ly]" less effective downstream (from 5.1 mph at the experimental site to 4.1 mph downstream).

All speed control devices produced more noteworthy results on speeds 10 mph or more over the 25-mph speed limit. At the experimental site, the photo-radar reduced these "excessive speeds" by 30.2 percent; the speed display board reduced them by 34.9 percent, and the enforced display board by 31.8 percent. However, these significant speed reduction capabilities were "typically not long-lived" after the devices were removed, with the following notable exceptions. At the experimental and downstream sites, 45.7 and 46 percent of drivers were speeding, respectively, before the enforced display board was deployed, but those percentages fell to 16.1 and 20.1 percent, respectively, after the board was removed. Researchers noted one "long-term, statistically significant effect" with the unenforced display board. A 1.7 mph decrease in speed continued at the experimental site after the display board was gone; and while 52.5 percent of drivers were speeding at the experimental site before the board was in place, the percentage dropped to 40.9 percent after the board was removed.

The study also analyzed the cost-effectiveness in three areas of the three speed controls. "Cost per deployment" represented an overall estimate for a speed control program, while "cost per mph of speed reduction" determined whether a device had been cost-effective in achieving speed reductions. "Cost per driver exposed" assessed "the cost of exposing an individual driver to a speed management device." Table 1 illustrates the overall cost estimates for the three areas. As indicated, the unenforced speed display board was the most cost-effective device on both an hourly and daily basis, and photo-radar was the least cost-effective of the three speed control devices.

**TABLE 1**  
**Cost-Effectiveness Estimates for Speed Display Boards, Photo-radar and Speed**  
**Display boards with Enforcement**

Cost-Effectiveness Measure	Type of Speed Control			
	Photo-radar (Police Costs Only)	Photo-radar (Police and Equipment)	Unenforced Speed Display Board	Enforced Speed Display Board
<b>Cost per deployment</b>	\$155.00	\$220.36	\$10.29	\$91.79
<b>Cost per mph of speed reduction</b>				
• Each hour of deployment	\$8.42	\$11.98	\$0.20	\$1.27
• Full 12-hour day	\$119.23	\$169.51	\$2.39	\$16.39
<b>Cost per driver exposed</b>	\$0.39	\$0.55	\$0.01	\$0.08

## LIMITATIONS

The study faced "potential limitations" in four areas; however, their effect on the outcome was considered minor. First, the speed control devices were only deployed for one week. Second, many drivers may have mistakenly thought the display board was a photo-radar device. In addition, although the point of photo-radar is to give offending drivers a citation, no citations were issued in this case. Finally, "the offsetting income from photo-radar and enforced display board fines should have been included in the cost-effectiveness analysis. This income had the potential to sharply reduce the higher costs of photo-radar and enforced display boards."

## CONCLUSIONS AND RECOMMENDATIONS

Results of the study revealed "that both speed display boards and photo-radar effectively reduce vehicle speeds while deployed" and are "particularly effective in reducing the number of vehicles traveling ten or more miles over the speed limit." However, "only the

display boards demonstrated carry-over effects," particularly in the long term. Already the most cost-effective of the speed control devices, the speed reduction capabilities of display boards can be greatly enhanced with "intermittent police enforcement."

While this study's potential limitations most likely had a minimal effect on the results, the author recommended five areas of research to "extend this study's findings." Additional research should examine whether the display board's "carry-over effects" hold true in other locations and "should establish optimal police enforcement levels for display boards that would maximize speed reductions at the deployment site and downstream." Further research should examine if speed control devices are also capable of reducing the number of traffic crashes. Finally, more research should focus on photo-radar devices, including their cost-effectiveness in other states and whether they "would yield greater results if supplemented with additional driver feedback, such as using a speed display board at deployment sites."



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Appendix 7

# **Photo Radar Demonstration Project Evaluation**

## **Executive Summary**

**Cities of Beaverton and Portland, Oregon  
January 1997**

### **Introduction**

Portland and Beaverton (the "Cities") received authority from the 1995 Oregon State Legislature to conduct a two-year test of photo radar. Photo radar is a speed enforcement tool operated by trained police officers in a marked police vehicle. When radar detects a speeding vehicle, a camera takes a photograph of the driver and license plate, and a reader board displays the vehicle's speed to the driver. A citation is then mailed to the registered owner of the vehicle.

Senate Bill 382 requires the Cities to present an evaluation of photo radar to the Oregon Department of Transportation for presentation to the 1997 Legislative Assembly. To respond to this request, the Cities examined photo radar's public acceptance, its impact on traffic safety, and its implementation procedures. The Cities' findings from the first nine months of operations are presented in this evaluation. The full demonstration project runs through December 31, 1997.

### **Background**

Speeding is one of the most frequent complaints to city officials in Portland and Beaverton. In 1995, Portland residents alone lodged more than 700 speeding complaints with the Portland Bureau of Traffic Management and Police Traffic Division. Speeding in neighborhoods and school zones compromises the livability and safety of neighborhoods. It makes playing outdoors hazardous to children, it increases background noise due to vehicles, and it makes walking, bicycling, and driving dangerous for all.

Unfortunately, both Cities lack sufficient resources to adequately enforce speed laws. For example, in Portland at any one time, the city has only four to six officers on duty to provide traffic enforcement and investigate accidents on over 1,700 miles of streets. To encourage drivers to slow down, Portland and Beaverton supplemented traditional police enforcement with educational programs such as "speed watch," and engineering solutions such as speed bumps.

To further improve traffic safety and neighborhood livability, Portland neighborhood activists developed the Reclaiming Our Streets (ROS) Community Action Plan in 1993. One primary goal of the plan is to, "reduce traffic speeds and volumes on neighborhood streets to make them safer for pedestrians, bicyclists, and residents, with special regard for children." In the ROS Plan, residents identified photo radar as a possible solution to speeding in neighborhoods and school zones. The ROS Implementation Team, appointed by the City Council to follow up on the Community Action Plan, played the lead role in advocating for photo radar legislation.

### **Program Goals & Objectives**

Consistent with the desires of its citizen supporters, the goal of the Cities' photo radar program is to slow speeding motorists in neighborhoods and school zones thereby diminishing the frequency and severity of collisions and contributing to neighborhood livability and safety. The expectation is that if the risk of being ticketed increases through the use of photo radar, motorists will slow down to avoid being ticketed.

The photo radar demonstration project, which began in January 1996, tests photo radar's effectiveness as a speed enforcement tool. The four main objectives of the demonstration project are to:

- Evaluate public acceptance of photo radar as a speed enforcement tool;
- Determine if photo radar effectively controls speed on residential streets and in school zones;
- Evaluate the administrative process, including citation issuance, delivery and adjudication. Assess the impact on police and court operations as well as the fiscal impact of the program; and,
- Suggest design or planning changes that might reduce traffic congestion on residential streets or use of such streets as thoroughfares. Appendix B of the Photo Radar Evaluation Report addresses this issue.

Portland and Beaverton strictly adhered to the requirements of the legislation. A project team representing government and residents created a unified set of policies and procedures, attached as Appendix D, that reinforce the project's legislative requirements. The Cities also took steps to make drivers aware that photo radar is one tool police use to enforce speed laws including an extensive public information campaign in December 1995 and January 1996.

### **Photo Radar Technology & Citation Processing**

Photo radar consists of a narrow-beam, low-powered Doppler radar antenna aimed across the road, a high-speed traffic camera and flash unit, and a computer that records the date, time, speed and location of the violation. The system is mounted in a police vehicle that may move to any school zone or neighborhood with a speed-related problem. A reader board in the back window of the police unit displays the vehicle's speed to the driver.

The officer operating the equipment evaluates each location to determine the appropriate speed threshold at which to issue citations. In determining this threshold, officers consider posted speed, weather, time of day, and normal speed patterns. The camera photographs all vehicles exceeding this threshold. The officer does not operate photo radar for more than four hours a day in any one location.

The Cities lease the photo radar vehicles and equipment from a private vendor, who is also responsible for processing the film, identifying the registered owners from Driver and Motor Vehicle Services (DMV), and printing citations for signature by the officer who witnessed the violation. Citations are mailed within six business days of the violation and the citation recipient has 30 days to respond. Photographs are not mailed with the citation.

A person receiving a citation has three options: pay the fine, request and attend a court trial, or complete a certificate of innocence. The registered owner may submit a certificate of innocence with a copy of his or her driver's license only if he or she was not the driver at the time of the violation.

Once the registered owner submits a certificate of innocence, the court dismisses the citation.

## The Evaluation

### PUBLIC ACCEPTANCE

Awareness and approval of photo radar increased in both Cities according to public opinion surveys conducted in September 1995 and again in September 1996. See Table 1.

**TABLE 1 Summary of Public Opinion Survey Results**

	Beaverton	Beaverton	Beaverton	Portland	Portland	Portland
	Sept 1995	Sept 1996	% change	Sept 1995	Sept 1996	% change
Awareness of photo radar as a police speed enforcement tool	28%	85%	+60%	42%	88%	+46%
Approval for photo radar use in school zones	81%	88%	+7%	82%	89%	+7%
Approval for photo radar use in neighborhoods	68%	78%	+10%	69%	74%	+5%

Residents also expressed support for photo radar use in other areas not authorized under the current photo radar statute, including construction zones, business zones, and any city street. In addition, eighty percent of respondents in both Cities supported issuing citations to businesses. Business and public agencies do not register their cars as individual drivers and therefore under the photo radar statute only receive warning letters. Finally, 58 percent of the individuals calling the photo radar hotline-established to respond to residents' questions and concerns-expressed support for photo radar, 33 percent did not express support or opposition and only 9 percent expressed opposition to the program.

### BEAVERTON TRAFFIC SAFETY STUDY

Beaverton conducted two traffic safety studies to determine the effectiveness of photo radar in reducing speeds. In the first study, engineers collected speed data on select streets in October 1995 before photo radar deployment, and compared it to speed data collected in February 1996 on the same streets some with and some without photo radar deployment. February results showed that:

- The percentage of vehicles exceeding 30 mph (more than five mph over the posted speed limit) declined by 28 percent on streets with photo radar and increased by 16 percent on the streets without photo radar; and,
- Average speeds decreased on the streets with photo radar by 1.6 percent and increased by 2.7

percent on the streets without photo radar.

In the second study conducted in April 1996, Beaverton engineers collected speed data on streets using photo radar and from the other streets using no photo radar on the same day. The engineers collected the speed data from the same streets one week later when photo radar was not deployed on any of the streets. The study results showed that photo radar reduced speeds in the first and second weeks:

- Thirty-nine percent fewer vehicles exceeded 30 mph on the streets with photo radar than on the streets without photo radar during week one. Forty-five percent fewer vehicles exceeded 30 mph on the streets with photo radar than on the streets without photo radar during week two.
- Average speeds on the streets with photo radar were 4.6 percent lower than on streets without photo radar in week one and 5.4 percent lower in week two.

## **PORTLAND TRAFFIC SAFETY STUDY**

Portland's traffic safety study compared data collected from June to September on streets that received intensive photo radar enforcement with data collected on streets with no photo radar enforcement. The study showed:

- The percentage of vehicles exceeding the posted speed limit by more than 10 mph decreased by 27 percent on streets with photo radar and increased by 12 percent on the streets without photo radar; and,
- Average speeds dropped by 2.0 mph on the streets with photo radar and increased by 0.2 mph on the streets without photo radar.
- Portland's study also compared data collected from June to September on streets that received intensive photo radar enforcement with data collected on streets where photo radar deployment was discontinued as of June 1. The study showed:
  - The percentage of vehicles exceeding the posted speed limit by more than 10 mph averaged 8.9 percent lower on streets with photo radar than on the streets where photo radar was discontinued; and,
  - Eighty-fifth percentile speeds averaged 1.8 mph lower on streets with photo radar compared to streets where photo radar was discontinued.

Neither city was able to evaluate photo radar's effect on reducing collisions because collision statistics for the demonstration period are not yet available.

## **ADMINISTRATIVE PROCESS**

The administrative process includes citation issuance, delivery, payment and adjudication, the impact on court and police processes, and fiscal impact.

### **Citation Issuance**

Speeders are issued citations following a multi-step process that ensures that the violation photograph, the violation data, and the ownership information are as accurate as possible. If any of this evidence and information do not meet stringent quality control standards, citations are not issued. Approximately 50-55% of violations observed resulted in actual citations or warning letters during the demonstration period. Photo radar citations now account for 25 percent of the total

moving violation citations issued by the Portland Police Bureau and 75 percent of the total moving violation citations issued by the Beaverton Police Department. However, the issue rate for Portland and Beaverton is lower than originally anticipated for a variety of reasons, some within the Cities control, and some outside their control. Tables 2 and 3 summarize the statistics for the first nine months of the photo radar program.

**TABLE 2 Summary of Violations and Citations**

	BEAVERTON	BEAVERTON	PORTLAND	PORTLAND
February-September 1996*	Number	Percent of Total Violations	Number	Percent of Total Violations
Hours of Operation	1,055	n/a	1,022	n/a
Locations Visited	150	n/a	250	n/a
Violations Witnessed	12,461	100%	19,385	100%
Citations and Warning Letters Issued	6,911	55%	9,752	50%
Citations Issued	6,405	51%	8,966	46%
Warning Letters Issued	506	4%	786	4%
Average Violations Per Hour	13	n/a	22	n/a
Average Citations Per Hour	7	n/a	11	n/a

\* The Cities issued warning letters in January 1996 the first month of the program.

**TABLE 3 Non-issued Citations**

	BEAVERTON	BEAVERTON	PORTLAND	PORTLAND
Reason for Non-issue	Number	Percent of Total Violations	Number	Percent of Total Violations
Driver or license plate not identifiable from the photo*	2,963	23.7%	4,778	24.7%



Citation could not be issued within 6 business days**	1,213	9.7%	1,756	9.1%
Driver information from DMV does not match photo	517	4.2%	1,061	5.4%
No DMV information	374	3%	940	4.8%
Other***	483	3.9%	1,098	5.7%
<b>Total</b>	<b>5,550</b>	<b>44.5%</b>	<b>9,633</b>	<b>49.7%</b>

\* The most common reasons are dark interior, windshield glare and obstructed license plate.

\*\* The photo radar statute mandates that citations be delivered in 6 business days. Impediments to meeting this deadline include inability to obtain ownership information from DMV due to computer problems, availability of officers to sign citations, and any processing equipment malfunction.

\*\*\* These include film problems and test photos, operator error, and emergency vehicles.

### Citation Delivery, Payment & Adjudication

Most people who received a citation paid it. Average payment was \$71 in Beaverton and \$66 in Portland. Registered owners who submitted a certificate of innocence correctly completed the form 98 percent of the time, though 13 percent did not include a copy of the front of their drivers' license. In addition, at least 9 percent of registered owners submitting certificates of innocence falsely represented themselves. Table 4 summarize the manner in which citations recipients resolved their citations.

**TABLE 4 Manner In Which Citation Recipients Resolved Their Citations**

	BEAVERTON	PORTLAND
Returned Mail	4%	2%
Failure to Respond	5%	6%
Court	3%	2%
Certificate of Innocence	14%	16%
Payment	74%	74%

### Court Trials

Three percent of the citation recipients in Beaverton and 2 percent in Portland requested a court trial.

The photographic evidence supported by police testimony has resulted in high conviction rates in the courtroom. No one has appealed a case and neither Cities' court has received a serious legal challenge to photo radar use.

### **Affect on Police and Court Operations**

While photo radar gave police a flexible new tool, it also created new challenges, including scheduling conflicts, increased court time, and tedium. Photo radar also increased citation volume, data entry, and processing requirements on the courts. Both the police and the courts have successfully addressed these challenges.

### **Fiscal Impact**

Fiscally, photo radar is presently not generating significant revenue for the Cities, though it does generate revenue for the state and county general funds. From February to September the City of Beaverton realized \$61,929 in net revenue, not including court and police officer costs. The City of Portland has subsidized the Portland photo radar program with \$58,000 through September 1996, not including police officer costs. The fact that Beaverton uses a municipal court and Portland uses a district court is the primary reason for this revenue difference.

### **Conclusions**

#### **Photo radar is a highly efficient speed enforcement tool**

- **Photo radar is a highly efficient speed enforcement tool.** Photo radar operation is accurate and easy to use. Photo radar allows police to better deploy limited resources to respond to community demands and complaints. It gives officers a safe, accurate way to enforce speed laws. It allows officers to ticket speeders in a nondiscriminatory way and provides substantial evidence that strengthens officer court testimony. Photo radar also increases the number of citations an individual officer can issue, thus expanding the enforcement presence of each officer using photo radar.

#### **The public strongly supports photo radar**

- **Public support for photo radar is high.** The public opinion surveys and hotline results clearly show that people are aware that the police use photo radar in their speed enforcement efforts and the public supports that use.
- **Photo radar is an effective community policing tool.** Photo radar addresses residential concerns about speeding at many locations in neighborhoods and school zones. Officers that operate photo radar have received tremendous positive response from the neighborhoods they visited.

#### **Photo radar helps reduce both average speeds and excessive speeding**

- **Police using photo radar reduce speeds in neighborhoods.** Both Cities' traffic safety studies document that speeds decreased on streets with photo radar and increased on streets without photo radar. Photo radar slows down the fastest drivers, who cause the most damage in a crash, by lowering the percentage of vehicles significantly exceeding the speed limit.
- **Photo radar continues to slow drivers at least one week after deployment.** Beaverton's

traffic safety study shows that photo radar continues to slow speeders for at least a week after its deployment at a location.

- **Intensive photo radar deployment is most effective.** Intensive photo radar deployment regularly reminds motorists to slow down. Portland's study showed that the more visibly police use photo radar, the greater its effect on reducing speeds.

### **Photo radar expanded traffic enforcement**

- **Photo radar increases an officer's ability to issue citations.** During the evaluation period officers in residential areas and in school zones issued two to three times as many citations with photo radar as with traditional radar enforcement.
- **Officers issued citations for over half the violations they observed.** A variety of reasons prevented the issuance of citations, many of which the Cities cannot control including obstructed view of driver, lack of license plate, lack of DMV information on file and DMV computer problems. The Cities have identified the areas in which they can improve issue rates, and they have and will continue to implement processes to do so. These include improved officer scheduling in order to sign citations in a timely manner, identification of sites and times of day where lighting affects photographic quality, and officer training.

### **Both Cities effectively developed and managed the administration of the photo radar program**

- **The Cities delivered the citations to the correct registered owner.** The majority of registered owners receiving citations were in fact the driver of the vehicle at the time of the violation. When the registered owner was not the driver, they completed and returned the certificate of innocence form with minimal problems.
- **Some people are falsely submitting a certificate of innocence when in actuality they were the drivers at the time of the violation.** Under the current photo radar statute, the Cities do not have any legal authority to hold these people responsible for the citation.
- **Most citation recipients are paying the citations.** Only a few citation recipients are requesting a court trial.
- **Photo radar is not a revenue generator for the Cities.** Given the fines levied, the revenue sharing requirements and levels of use, neither city completely covered the costs of the program with the photo radar fine revenue.

### **Recommendations**

#### **Overall Recommendations**

- **Continue to use photo radar in the Cities of Portland and Beaverton.** Photo radar is an effective means to influence driver behavior and slow speeding traffic. (Would require legislative action.)
- **Expand the program within Portland and Beaverton.** Currently Portland and Beaverton each operate only one photo radar vehicle. More photo radar vehicles will expand police enforcement presence, increase photo radar's visibility, and reduce speeding.
- **Consider allowing other jurisdictions to use photo radar.** Photo radar is an effective speed enforcement tool and its use in other jurisdictions should be considered. (Would require legislative action.)

#### **Public Acceptance Recommendations**

- **Continue to inform and educate the public about photo radar.** High public acceptance of photo radar is due to public awareness of how and why the police are using photo radar. The Cities should continue to relay this message as part of their educational strategy to encourage drivers to slow down.
- **Continue to include residents in the program.** Resident involvement played a vital role in getting and championing the program. Continue to actively involve residents in the development of the photo radar program.
- **Issue citations to businesses and public agencies.** Residents expressed considerable support for treating businesses and public agencies the same as individuals. Issuing citations instead of warning letters to business and public agencies will make the program more equitable. (Would require legislative action.)

### **Traffic Safety Recommendations**

- **Allow photo radar on streets with more accidents.** Portland's traffic study recommended using photo radar on streets with more accidents which are usually higher volume streets. Photo radar use on higher volume streets will expose more motorists to photo radar and increase its effectiveness. By reducing speeding on high volume streets, the number and severity of accidents can be expected to decline. (Would require legislative action.)
- **Increase deployment effectiveness by determining how long photo radar should be in one location for maximum benefit.** Neither Cities' study determined the appropriate length of time photo radar needed to be deployed in a given location to achieve maximum behavior modification. This information would allow police to better target deployment and maximize their effectiveness.

### **Administrative Recommendations**

- **Allow the Cities to enforce a consequence against individuals who falsely represents themselves on the certificate of innocence.** Most individuals truthfully complete a certificate of innocence. However, those who falsely represent themselves on the certificate of innocence cannot be held responsible for the citation. This means there is nothing to encourage individuals to be truthful. (Would require legislative action.)

- **[Return to Police Bureau On-line Home Page](#)**

Appendix 8



## News Archives

- **Gordon Campbell's Travel Log**
- **Issue Alert**
- **Current News**
- **Straight Talk - a checkup on BC's economic health**
  - **Archive Index**
- **Speeches**
  - **Speech Archives**

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## News Archives

### **NDP MINISTER ADMITS PHOTO RADAR A GOVERNMENT CASH COW**

**June 15, 1998**

Victoria - The NDP Minister responsible for ICBC today admitted that photo radar is little more than a cash cow for the government, said BC Liberal MLA Dan Jarvis.

“The government keeps telling us that photo radar is about safety but it turns out that photo radar is about nothing more than cold hard cash for the NDP,” charged Jarvis (North Vancouver-Seymour). “Drivers are paying to feed the cow but the government is getting all the milk.”

During debates in the Legislature today, the BC Liberal Opposition got NDP ICBC Minister Mike Farnworth to reveal how much BC drivers have paid to operate photo radar and how much they are getting back. Farnworth revealed that ICBC has spent \$39 million developing and operating photo radar since 1996-97. Photo radar revenue amounts to \$49.7 million.

“What is simply unfair is that not a single penny of the \$49.7 million generated by photo radar has gone back to ICBC

<http://www.bcliberals.bc.ca/bcupdate/news/archives/19980616.html>

13/05/99

ratepayers. Instead, the NDP has kept all the money for general revenue," said Jarvis. "If anyone still doubted that photo radar is a government fundraiser, this should remove that doubt.

"The NDP has one very easy way to prove photo radar is about safety: give every penny it raises from photo radar back to safe drivers," concluded Jarvis.



[top of page](#)



**British Columbia Liberal Party**  
[Contact Information](#)  
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<http://www.bcliberals.bc.ca/bcupdate/news/archives/19980616.html>

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BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

**DATE:** 99 MAY 17

**TO:** Red Deer City Council

**FROM:** OIC Red Deer City Detachment

**RE: TRAFFIC CAMERAS**

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Since March 15, 1999, the Red Deer City Traffic Section and the media members have been involved in the education of the public on both photo radar and red light camera. We believe that in many cases we were able to gain the confidence of the public in this area.

During a one day display at the Bower Mall and 3 days at the Parkland Mall (for a total of 40 hours of work) we have come to realize that 90% of the public is in agreement with the implementation of the traffic cameras. During these 4 days, 28 people signed in opposition. They did so, as they viewed these systems as a revenue generation and a number of them had received photo radar notices from either Edmonton or Calgary. On the other end, our survey also showed that people who received notices in the mail were also in favour of the program and were not stained by virtue of the fact that they had been ticketed.

A fact information story was also provided to the media but they chose not to print it. It is attached as Appendix "A". It is my view that it was not placed in the paper as we have succeeded in gaining their confidence. The use of traffic cameras makes good sense in curbing the high rate of accidents and reducing injuries.

During the week of 99 MAY 10, traffic and media sections did an information segment with RDTV on the use of photo radar and red light camera.

We were also able to acquire a Multi-Nova Unit from the Calgary Police Service during the first half of May. A variety of locations were monitored for speed infractions. For the purpose of this exercise, the tolerance limit was set at different rates at various locations.

**RE:           TRAFFIC CAMERAS**

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During a period of 15.30 hours, the following was found:

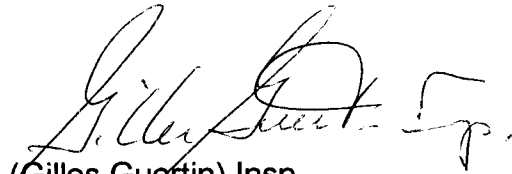
Number of Cars:           4033

Number of Trucks:       261

Total infractions:       288

This equates to one violator every 3.17 minutes. The Traffic Section would likely require 6 members to meet the same results and hope to slow down the traffic to an acceptable level - see attached survey Appendix "B".

Lastly, the Traffic Section has also received numerous calls at the RCMP office in favour of the photo radar and red light camera. It would be safe to state that there is a large acceptance for the use of this technology in Red Deer.



(Gilles Guertin) Insp.  
Officer In Charge  
Red Deer City Detachment

/attch: Appendix "A"  
Appendix "B"



**FACTS ABOUT TRAFFIC CAMERAS:**

- RCMP 1998 statistics have revealed that the active traffic enforcement are being curbed due to traffic accidents and the complaint load.
- In 1998 the RCMP Red Deer City investigated 2436 motor vehicle accidents. Additionally, they investigated over 10,038 offences under the Highway Traffic Act which included speeding, failing to stop, driving carelessly, etc.
- Not previously mentioned are traffic complaints of a minor nature, such as parking abandoned vehicles, etc., adding to the work load.
- The RCMP contends that the use of available technology such as photo radar and red light camera would serve to assist them in the enforcement of traffic laws. In turn, members of the traffic section could focus on calls of impaired driving, driving while suspended, check stops, etc.
- A traffic survey conducted in January of 1999 indicated that in a 2 hour period, 11 violators were identified for going through a red light at ~~one~~ intersection in the City.
- Again in January, 1999 in a 20 minute time period, 8 violators were identified at a different intersection.
- Red Deer City Traffic Section has identified many speeding infractions in school zone areas. This, to this date, still remains a problem.
- Thoroughfares such as 32nd Street and 67th Avenue are also causing some concerns to the Traffic Section. Many drivers are charged for speed exceeding 90 or even 100 km/hr. These thoroughfares have a posted speed limit of 60 km/h.
- The goal of the RCMP is to change drivers attitudes by combining traffic camera use and conventional traffic enforcement.
- The traffic cameras act as a deterrent once they have been put in place. Their visible presence has the same impact as a marked police motor vehicle being placed at an intersection or on a stretch of road.
- The province of British Columbia adopted the use of traffic cameras for the following reasons:
  1. Unsafe speed was found to be a contributing factor in 35% of fatalities, 15% of personal injury and 9% of property accidents.
  2. Following the 12 month implementation, traffic collision victims carried by ambulance was reduced by 10.4% of 200 fewer injuries.
  3. An average decrease of 24 accident victims admitted to hospitals per month or a 6% reduction of people requiring hospitalization.
  4. 20.7% decrease in fatalities or 95 fewer fatalities across the province.

5. An estimated 10.5% reduction in day time accidents.
  6. Two thirds of the people polled “believed photo radar is a good way to reduce traffic collisions and the resulting injuries and fatalities.”
- Red Deer City has had over the years, an average 5% collision increase but an average annual population increase of 3%.
  - Red Light Cameras have the capability of operating 24 hours a day.
  - Photo radar frees up police officers for more serious infractions such as impaired driving offences, increased neighbourhood patrols.
  - Violators caught by traffic cameras ***do not*** get demerits against their driver’s license.
  - Traffic cameras place the responsibility on the owners/operators of a motor vehicle to obey traffic laws.
  - The use of traffic cameras reduces the amount of time spent by police officers testifying in court.
  - A reduction of 7-8% in red light infractions may be reduced city wide.
  - Traffic cameras will in time, serve to educate drivers to adopt safer driving habits, which in turn, has the possibility of decreasing overall insurance premiums.
  - Traffic cameras promote the user-pay system. Simply put, good, safe drivers are not intimidated by the use of traffic cameras.
  - Eliminate the possibility of high speed chases.
  - The deployment of traffic cameras will be done strategically. Enforcement of photo radar will focus on school zones, playground zones, etc.
  - The enforcement would include our main corridors, such as Gaetz Avenue, 67th Street, 30th Avenue and 32nd Street, or other areas where it is determined that speed is a factor in the severity of accidents.
  - The RCMP will advertise the location of the enforcement.

**Questions Often Asked:**

If I am travelling in a 50 km/hr zone will the camera take a picture of my vehicle if I am travelling at 51 km/hr or just a little above the speed limit?

The RCMP established a cushion to the benefit of the driver. When a driver exceeds a posted speed limit this cushion can be lowered or increased at any given time if the location is found to be high risk for accidents and is not tolerated by the public.

Are there other locations in Alberta where photo radar and red light cameras are in use?

Presently, traffic cameras are being utilized in Medicine Hat, Lethbridge, Calgary, Sherwood Park, Edmonton Strathcona County, Rockyview County, Leduc County and Fort McMurray. All locations have favoured the use of cameras to increase safety on the road.

Do you have any statistics which show that the use of photo radar serves to reduce collisions?

Red Deer City RCMP often compares itself to the City of Lethbridge in terms of policing. These cities are comparable in terms of population size, growth and policing activities. The Lethbridge Police Department adopted the use of photo radar in 1995. Since that time they have reduced their traffic accidents by over 400 collisions a year, representing 7 fewer deaths between 1995 and 1997. The use of technology such as photo radar has allowed Lethbridge Police Department to double their enforcement over conventional enforcement methods.

Do we have a serious traffic problem in Red Deer?

Considering that in 1997 there were 6 fatal traffic accidents, 93 injury accidents, compared to 5 fatals and 157 injury accidents in 1998, the RCMP believe that this is a significant increase. Additionally, according to Dr. Francescutti, Chair Advisory Body, Alberta Centre For Injury Control and Research, in Alberta, collisions remain the leading cause of death for people under the age of 30.

How does the Red Light Camera work:

A red light camera system is connected to the traffic signal and sensors that have been buried at the stop line. The camera is triggered as soon as a vehicle drives over the sensor when the red light is on. A second photograph is taken showing the violator in the middle of the intersection.

If I am in the middle of the intersection attempting to make a turn and the light changes from yellow to red, will I be charged?

No.

What is the lapse of time between the infraction and the time when I receive the ticket by mail?

It is our intention to process all films on a daily basis. We would hope that a violator will receive the notice in a 10 day turn around in most circumstances.

Will the location of the cameras be made available to the public?

The deployment of traffic radar will be based on the following guiding principles: education, traffic engineering and enforcement. It is the intention of the RCMP to inform the media daily of the photo radar location.

How will the photo radar system work?

Cameras are mounted in an unmarked police motor vehicle which is operated by a peace officer. Photographs will be taken of the rear of vehicles exceeding a pre-determined speed threshold.

What if I wasn't driving my car when the violation occurred?

The registered owner of a vehicle is the individual who receives the violation in the mail. Section 170(1) of the Alberta Highway Traffic Act dictates that a registered owner is responsible for the operation of his vehicle.

What if a friend is driving my vehicle and admits to doing so, will I still be charged?

No. If the individual identifies himself as the driver of the vehicle when a picture was taken.

Does someone review photographs before a violation is issued?

Yes. Trained personnel will review every picture independently of each other. If there are any doubts in the identification of an offending motorist, a ticket will not be issued.

Do you have any tips that you can give the public when it comes to photo radar and its enforcement:

Slow down, drive safely and enjoy a happy return home.

Appendix 1:

The locations & violators are as follows:

32 St & Munro	west bound	49 mins	17 violators	76 - 95 Kms
40 Av & Eastview Sch.	north bound	6 mins	4 violators	41 - 65 Kms
40 Av & Eastview Sch.	north bound	25 mins	12 violators	41 - 65 Kms
37 St & Ross	east bound	37 mins	3 violators	66 - 70 Kms
40 Av & Eastview Sch.	south bound	84 mins	48 violators	41 - 70 Kms
40 Av & Eastview Sch.	north bound	55 mins	29 violators	41 - 70 Kms
39 St & St. Thomas Sch	west bound	51 mins	7 violators	41 - 50 Kms
59 St & Gaetz Av	south bound	17 mins	2 violators	66 - 75 Kms
45 Av & Ross	west bound	39 mins	25 violators	66 - 75 Kms
39 St & McIntosh (sch)	east bound	84 mins	40 violators	41 - 55 Kms
30 Av & Hwy 11 east	south bound	19 mins	1 violator	76 - 80 Kms
67 St - firehall	east bound	84 mins	6 violator	76 - 85 Kms
67 St & 52 Ave	east bound	29 mins	3 violators	76 - 85 Kms
JD Byrider	south bound	60 mins	1 violator	81 - 80 Kms
55 Av & Westpark Sch	north bound	66 mins	13 violators	41 - 55 Kms
28 St & Taylor Dr	north bound	35 mins	1 violator	86 - 90 Kms
Nolan St & Newlands	eastbound	60 min	28 violators	41 - 65 Kms
Oleander & Oldbury	north bound	42 mins	17 violators	41 - 55 Kms
45 Av & Ross	west bound	73 mins	31 violators	66 - 90 Kms

Location: 40 EASTVIEW SCH AUSE

Valid Vehicles: 70

Direction: North - bound

↑↑

001 RDC

Trucks : 2

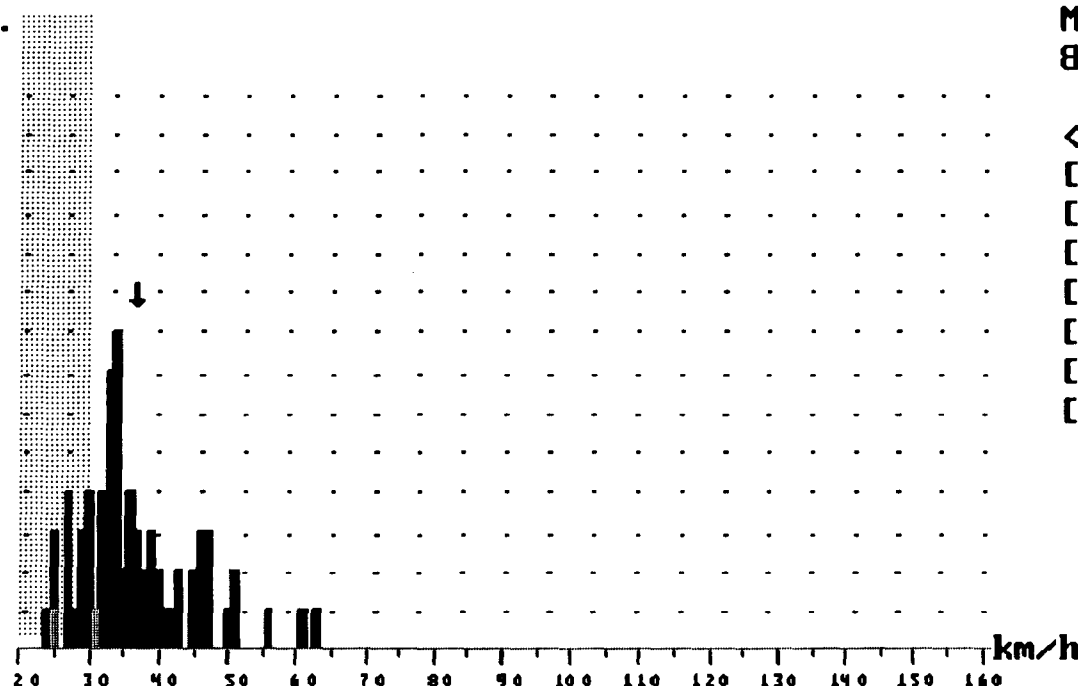
Photos : 0

Valid photos : 0

Posted speed: 30 km/h

Veh.

14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1



Average speed : 36.74 ↓  
Mode ( 8 ) : 34  
85th centile : 46.00

<= 30km/h 16 = 22.9%  
[ 31- 35] 22 = 31.4%  
[ 36- 40] 14 = 20.0%  
[ 41- 45] 6 = 8.6%  
[ 46- 50] 7 = 10.0%  
[ 51- 55] 2 = 2.9%  
[ 56- 60] 1 = 1.4%  
[ 61- 65] 2 = 2.9%

Density= 3.84 veh./min

2 lanes

clr

rdc

MC040599.E04 Tuesday

Time span: 08.51-09.16= 0h 25min

NLOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

U.1.7.3

Location: 37 ROSS  
Valid Vehicles: 330  
Trucks : 7

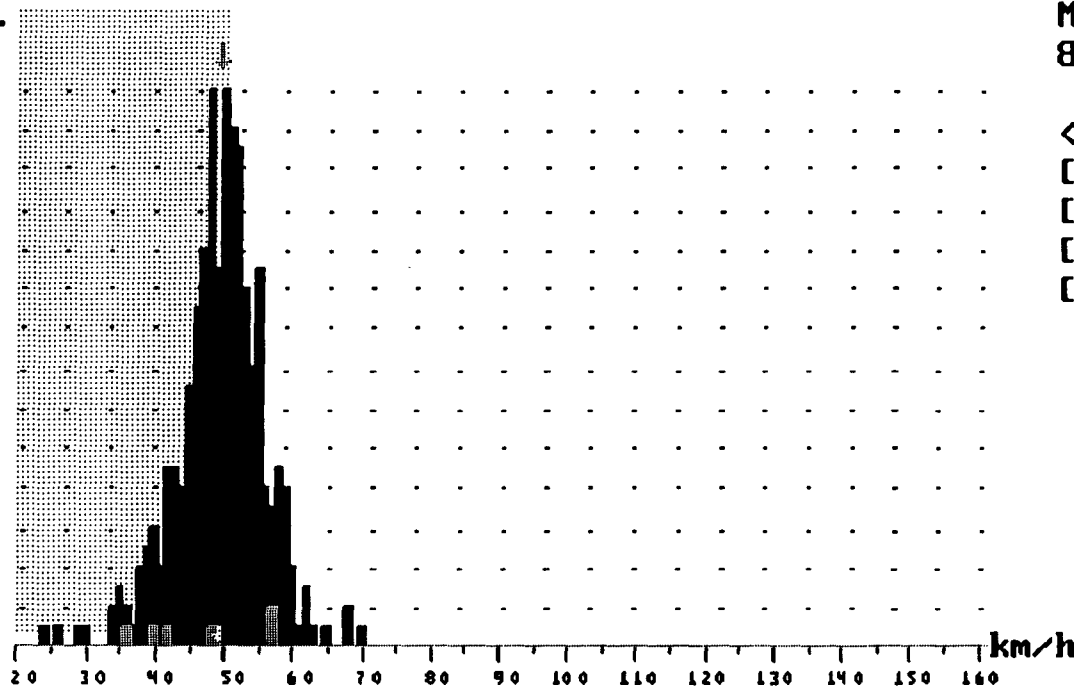
STSE  
Direction: East - bound  
Photos : 0

↑↑ 001 RDC  
Valid photos : 0

Posted speed: 50 km/h

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



Average speed : 49.41 ↓  
Mode ( 28 ) : 48 .. 50  
85th centile : 55.26

<= 50km/h	183 = 55.5%
[ 51- 55]	102 = 30.9%
[ 56- 60]	36 = 10.9%
[ 61- 65]	6 = 1.8%
[ 66- 70]	3 = 0.9%

Density=10.70 veh./min  
MC040599.E06 Tuesday

2 lanes  
Time span: 10.38-11.15= 0h 37min

clr rdc  
\\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 U.1.7.3

Location: 40 EASTVIEW SCH AUSE

Valid Vehicles: 294

Direction: South - bound

↑↑

001 RDC

Trucks : 14

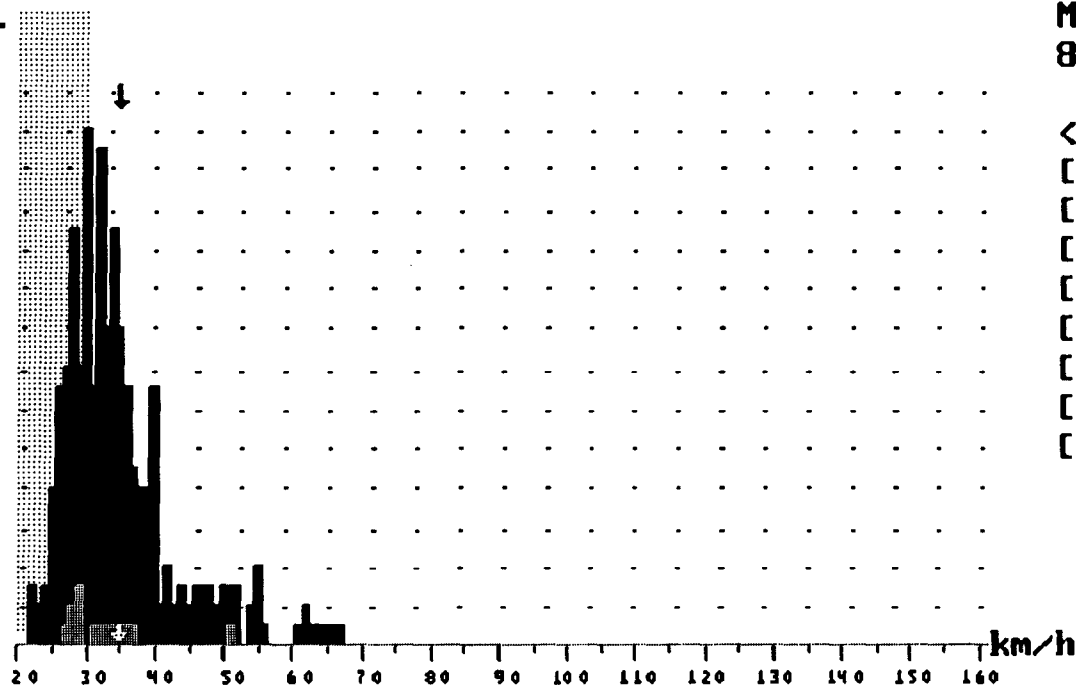
Photos : 0

Valid photos : 0

Posted speed: 30 km/h

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



Average speed : 34.86 ↓  
Mode ( 26 ) : 30  
85th centile : 41.98

<= 30km/h	104 = 35.4%
[ 31- 35]	91 = 31.0%
[ 36- 40]	51 = 17.3%
[ 41- 45]	13 = 4.4%
[ 46- 50]	14 = 4.8%
[ 51- 55]	12 = 4.1%
[ 56- 60]	1 = 0.3%
[ 61- 65]	6 = 2.0%
[ 66- 70]	2 = 0.7%

Density= 4.19 veh./min

2 lanes

clr

rdc

MC040599.E07 Tuesday

Time span: 11.36-13.00= 1h 24min

\\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

U.1.7.3



Location: 40 EASTVIEW SCH AUSE

Valid Vehicles: 168

Direction: North - bound

↑↑ 001 RDC

Trucks : 4

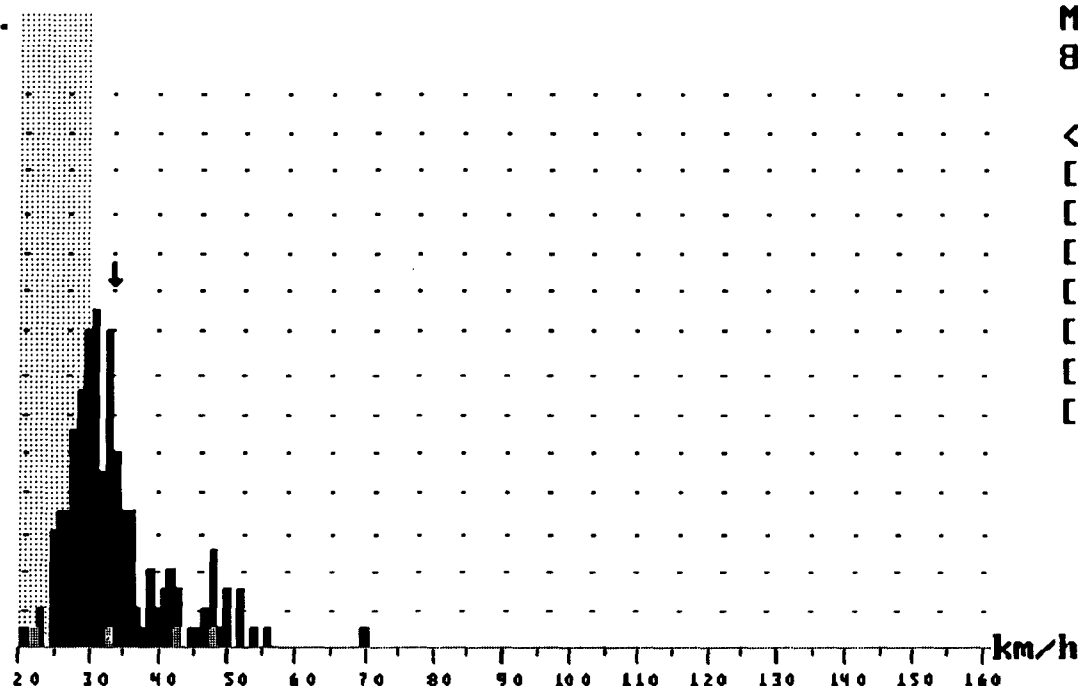
Photos : 0

Valid photos : 0

Posted speed: 30 km/h

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



Average speed : 33.83 ↓  
Mode ( 17 ) : 31  
85th centile : 41.70

<= 30km/h	64 = 38.1%
[ 31- 35]	59 = 35.1%
[ 36- 40]	16 = 9.5%
[ 41- 45]	11 = 6.5%
[ 46- 50]	12 = 7.1%
[ 51- 55]	4 = 2.4%
[ 56- 60]	1 = 0.6%
[ 66- 70]	1 = 0.6%

Density= 5.16 veh./min

2 lanes

clr

rdc

MC040599.E08 Tuesday

Time span: 15.04-15.59= 0h 55min

\\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 U.1.7.3

Location: 39 ST THOMAS SCH STSE

Valid Vehicles: 175

Direction: West - bound

↑↑

001 RDC

Trucks : 6

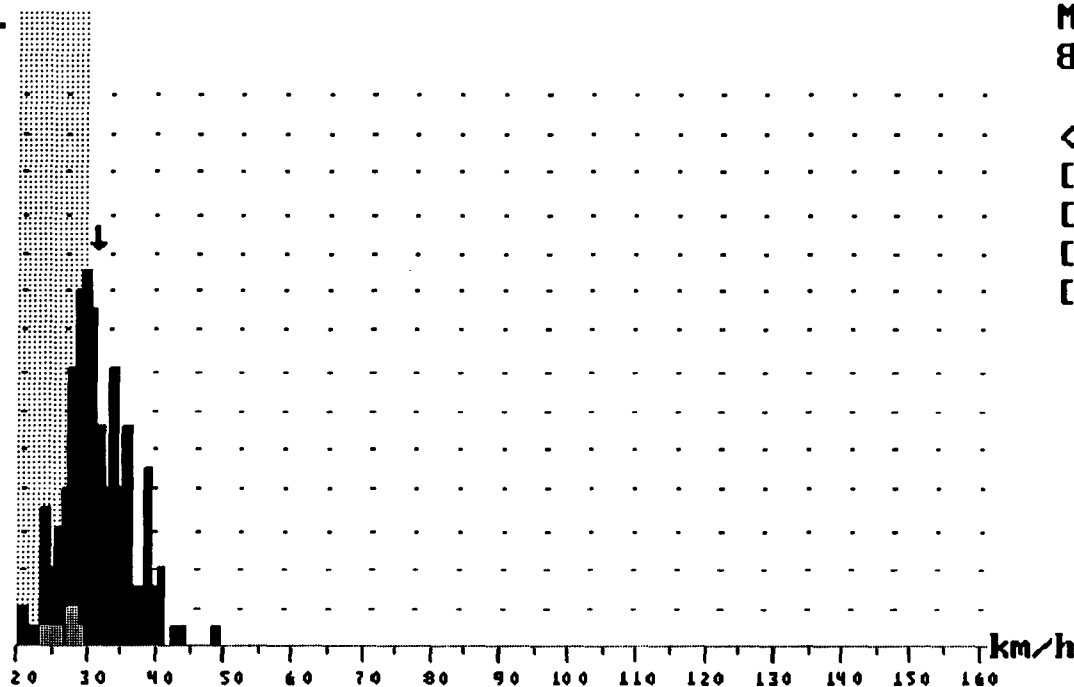
Photos : 0

Valid photos : 0

Posted speed: 30 km/h

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



Average speed : 31.55 ↓  
Mode ( 19) : 30  
85th centile : 36.39

<= 30km/h 81 = 46.3%  
[ 31- 35] 58 = 33.1%  
[ 36- 40] 29 = 16.6%  
[ 41- 45] 6 = 3.4%  
[ 46- 50] 1 = 0.6%

Density= 6.49 veh./min

2 lanes

clr

rdc

MC050599.E01 Wednesday

Time span: 08.07-08.58= 0h 51min

\\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

U.1.7.3

Location: 59 GAETZ TURN LANE AUNW

Valid Vehicles: 117

Direction: South - bound

111 001 RDC

Trucks : 2

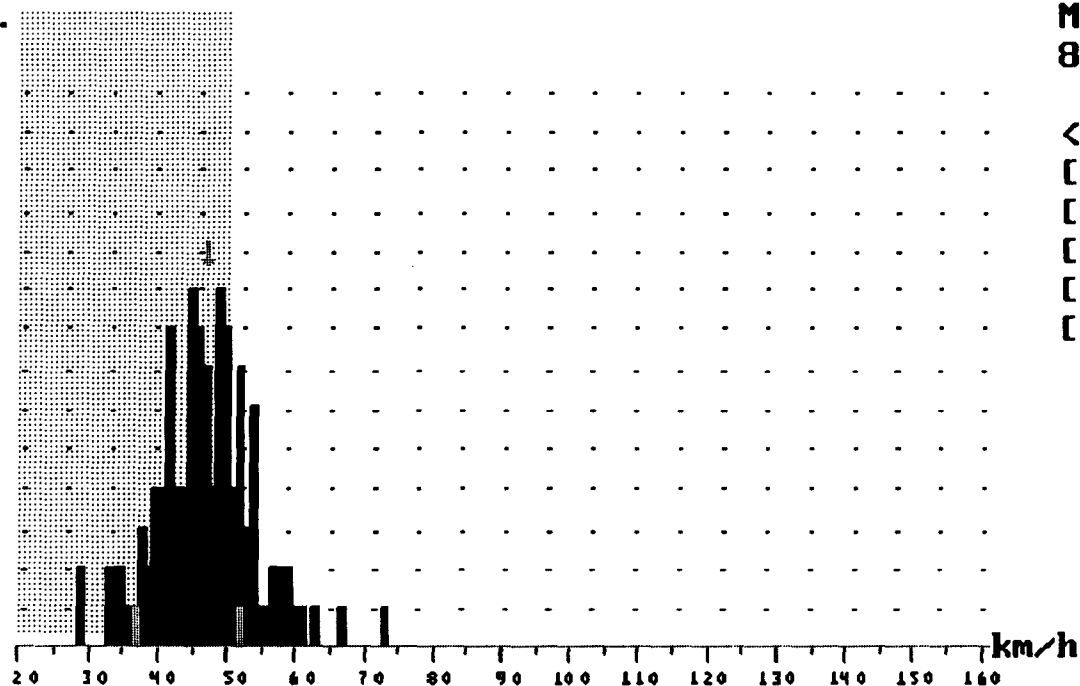
Photos : 0

Valid photos : 0

Posted speed: 50 km/h

Veh.

14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1



Average speed : 47.04 ↓  
Mode ( 9 ) : 45 .. 49  
85th centile : 53.74

<= 50km/h	84 = 71.8%
[ 51- 55]	21 = 17.9%
[ 56- 60]	8 = 6.8%
[ 61- 65]	2 = 1.7%
[ 66- 70]	1 = 0.9%
[ 71- 75]	1 = 0.9%

Density=20.06 veh./min

3 lanes

clr & dry rdc

MC050599.E02 Wednesday

Time span: 10.11-10.28= 0h 17min

NLOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

U.1.7.3

Location: 45 ROSS  
Valid Vehicles: 230  
Trucks : 26

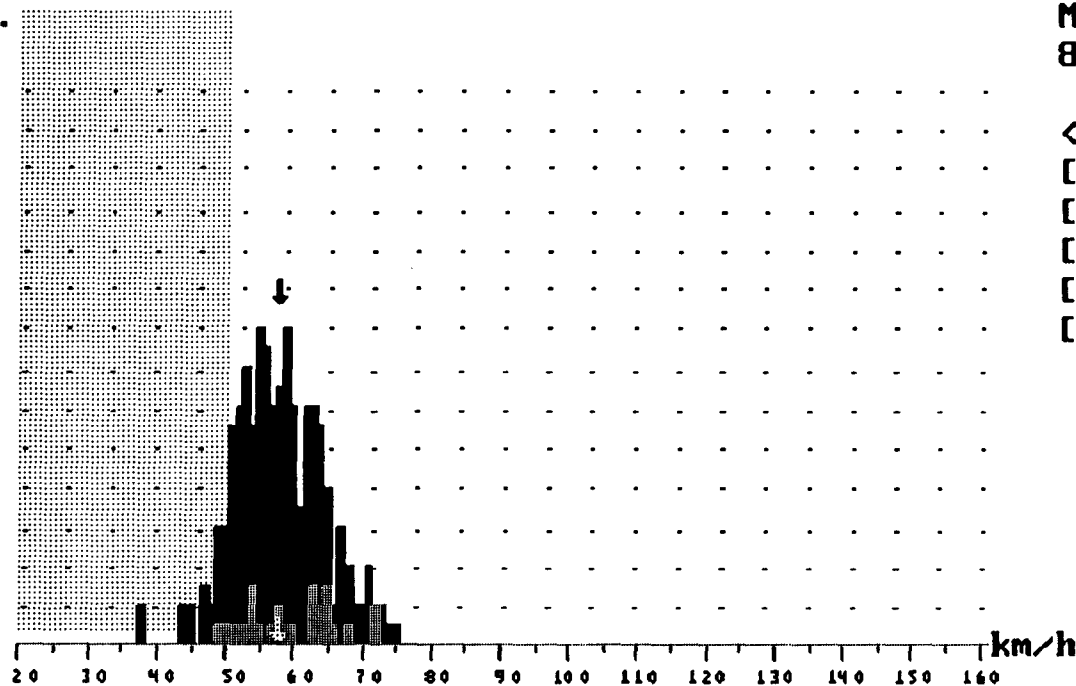
STS  
Direction: West - bound  
Photos : 0

↑↑ 001 RDC  
Valid photos : 0

Posted speed: 50 km/h

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



Average speed : 57.89 ↓  
Mode ( 16 ) : 55 .. 59  
85th centile : 64.36

<= 50km/h	23 = 10.0%
[ 51- 55]	64 = 27.8%
[ 56- 60]	68 = 29.6%
[ 61- 65]	50 = 21.7%
[ 66- 70]	16 = 7.0%
[ 71- 75]	9 = 3.9%

Density= 7.18 veh./min

2 lanes

rdc

MC050599.E06 Wednesday

Time span: 10.42-11.21= 0h 39min

\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 U.1.7.3

Location: 39 MCINTOSH

STS

Valid Vehicles: 225

Direction: East - bound

Trucks : 15

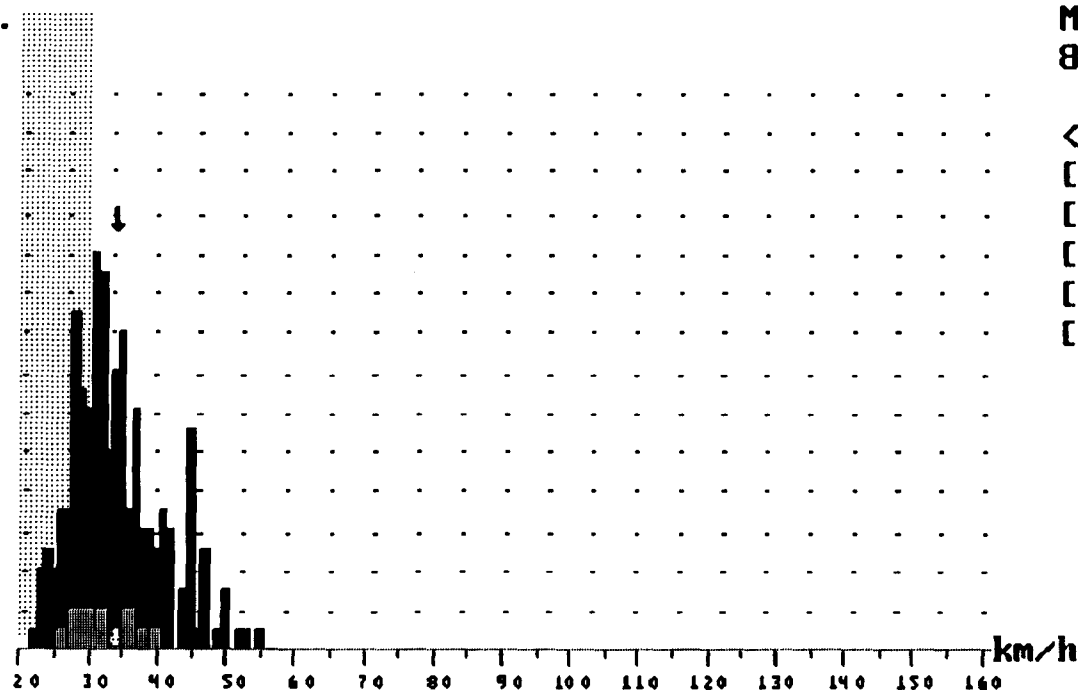
Photos : 0

Valid photos : 0

Posted speed: 30 km/h

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



Average speed : 34.12 ↓  
Mode ( 20 ) : 31  
85th centile : 41.39

<= 30km/h	70 = 31.1%
[ 31- 35]	79 = 35.1%
[ 36- 40]	36 = 16.0%
[ 41- 45]	27 = 12.0%
[ 46- 50]	10 = 4.4%
[ 51- 55]	3 = 1.3%

Density= 4.20 veh./min

1 lane

clr

rdc

MC050599.E07 Wednesday

Time span: 11.32-12.56= 1h 24min

\\LOCAC

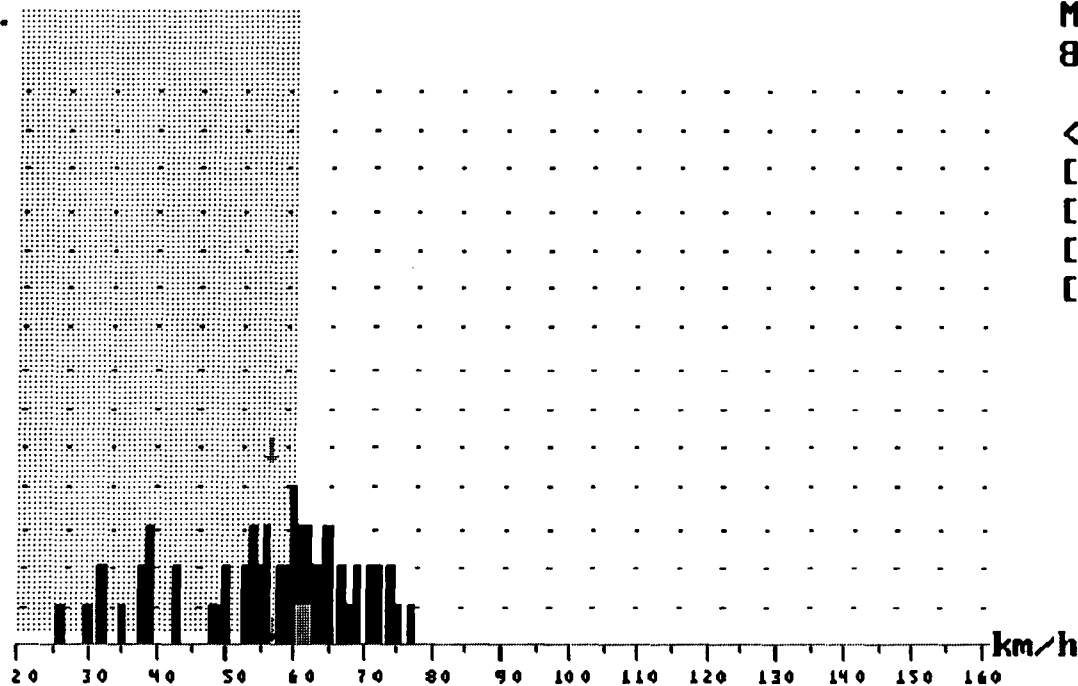
Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 V.1.7.3

Location: 30 HWY 11 EAST AUS  
 Valid Vehicles: 60 Direction: South - bound ↑↑ 001 RDC  
 Trucks : 2 Photos : 0 Valid photos : 0

Posted speed: 60 km/h

Veh.

14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1



Average speed : 56.58 ↓  
 Mode ( 4 ) : 60  
 85th centile : 69.00

<= 60km/h 34 = 56.7%  
 [ 61- 65] 13 = 21.7%  
 [ 66- 70] 5 = 8.3%  
 [ 71- 75] 7 = 11.7%  
 [ 76- 80] 1 = 1.7%

Density= 7.47 veh./min 2 lanes clr rdc  
 MC050599.E08 Wednesday Time span: 13.49-14.08= 0h 19min \LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 U.1.7.3

Location: 67 FIREHALL

STE

Valid Vehicles: 187

Direction: East - bound

Trucks : 10

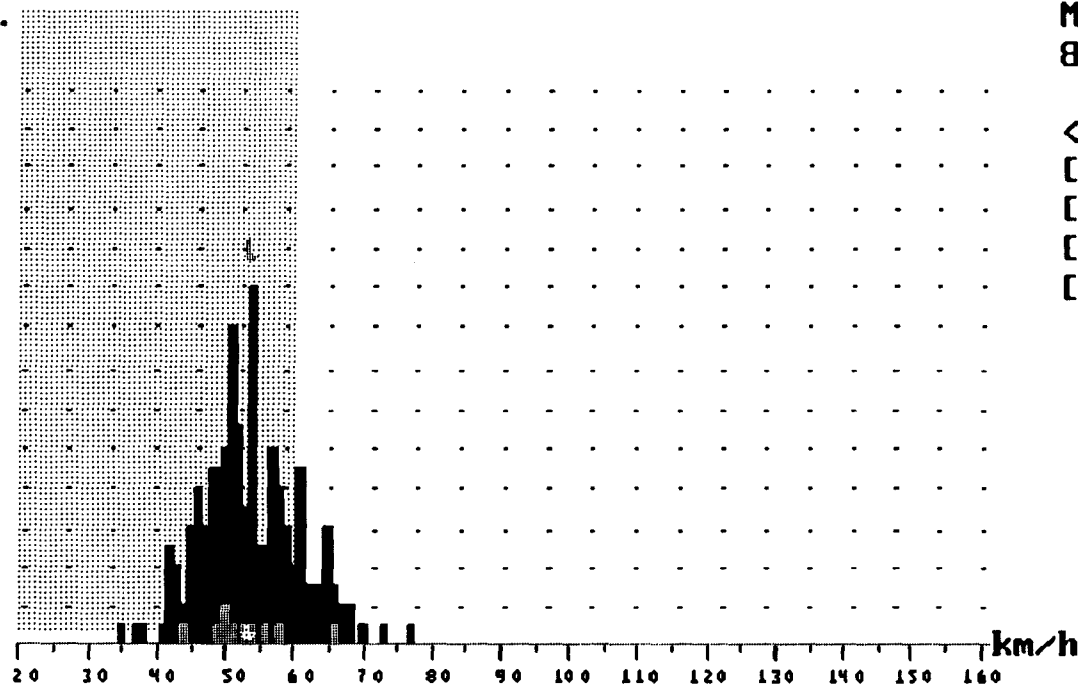
Photos : 0

Valid photos : 0

Posted speed: 60 km/h

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



Average speed : 53.59 ↓  
Mode ( 18 ) : 54  
85th centile : 61.16

<= 60km/h	153 = 81.8%
[ 61- 65]	24 = 12.8%
[ 66- 70]	8 = 4.3%
[ 71- 75]	1 = 0.5%
[ 76- 80]	1 = 0.5%

Density=11.56 veh./min

2 lanes

clr and dr rdc

MC050599.E09 Wednesday

Time span: 16.20-16.45= 0h 25min

NLOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

V.1.7.3

Location: 67 FIREHALL

STE

Valid Vehicles: 416

Direction: East - bound

↑↑

001 RDC

Trucks : 26

Photos : 0

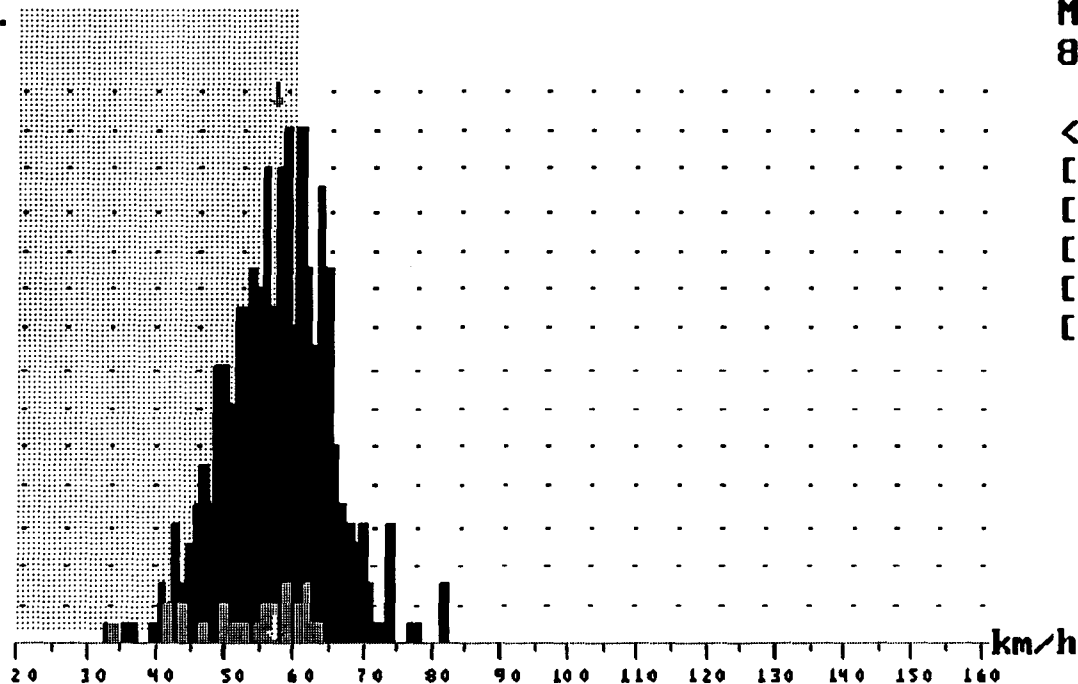
Valid photos : 0

Posted speed: 60 km/h

Average speed : 57.60 ↓  
Mode ( 26 ) : 59 .. 61  
85th centile : 64.85

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



<= 60km/h 264 = 63.5%  
[ 61- 65] 102 = 24.5%  
[ 66- 70] 34 = 8.2%  
[ 71- 75] 11 = 2.6%  
[ 76- 80] 2 = 0.5%  
[ 81- 85] 3 = 0.7%

Density= 9.46 veh./min

2 lanes

clr & dry rdc

MC060599.E01 Thursday

Time span: 07.55-08.54= 0h 59min

\\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

U.1.7.3



Location: 67 52 GRASS W OF STE

Valid Vehicles: 157

Direction: East - bound

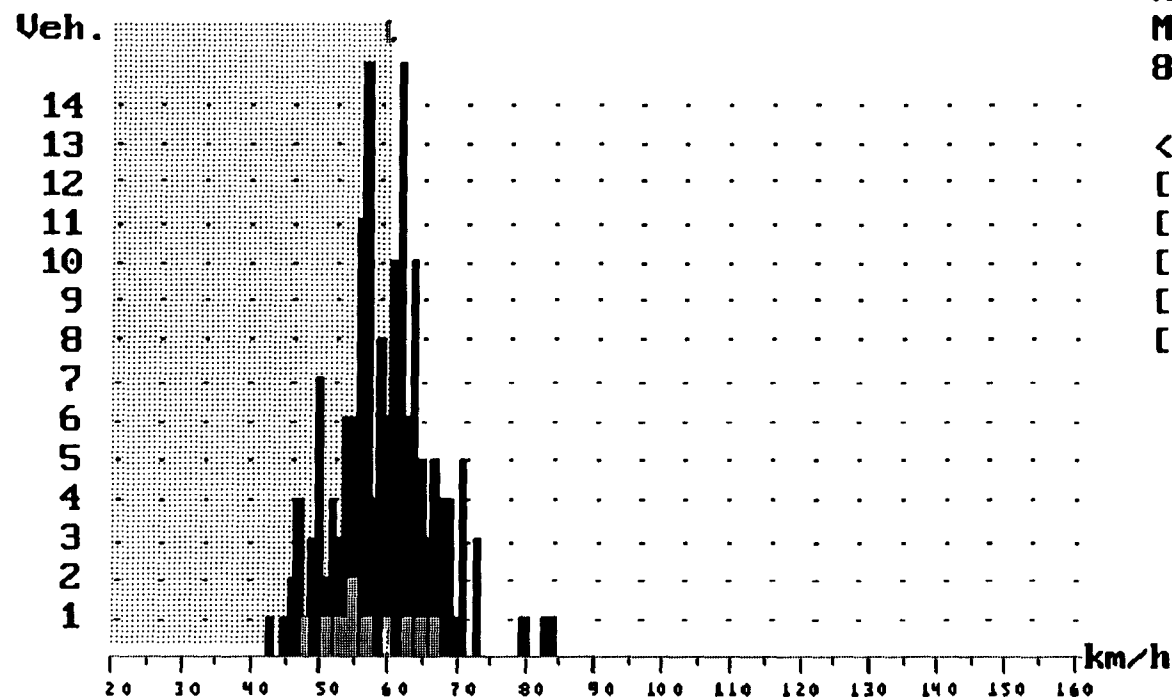
↑↑ 001 RDC

Trucks : 11

Photos : 0

Valid photos : 0

Posted speed: 60 km/h



Average speed : 59.73 ↓  
Mode ( 15) : 57 .. 62  
85th centile : 66.79

<= 60km/h	83 = 52.9%
[ 61- 65]	46 = 29.3%
[ 66- 70]	17 = 10.8%
[ 71- 75]	8 = 5.1%
[ 76- 80]	1 = 0.6%
[ 81- 85]	2 = 1.3%

Density= 8.66 veh./min

2 lanes

clr & dry rdc

MC060599.E02 Thursday

Time span: 09.02-09.31= 0h 29min

\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

V.1.7.3

Location: 55 GAETZ JD BYRIDER AVE

Valid Vehicles: 574

Direction: South - bound

↑↑↑ 001 RDC

Trucks : 76

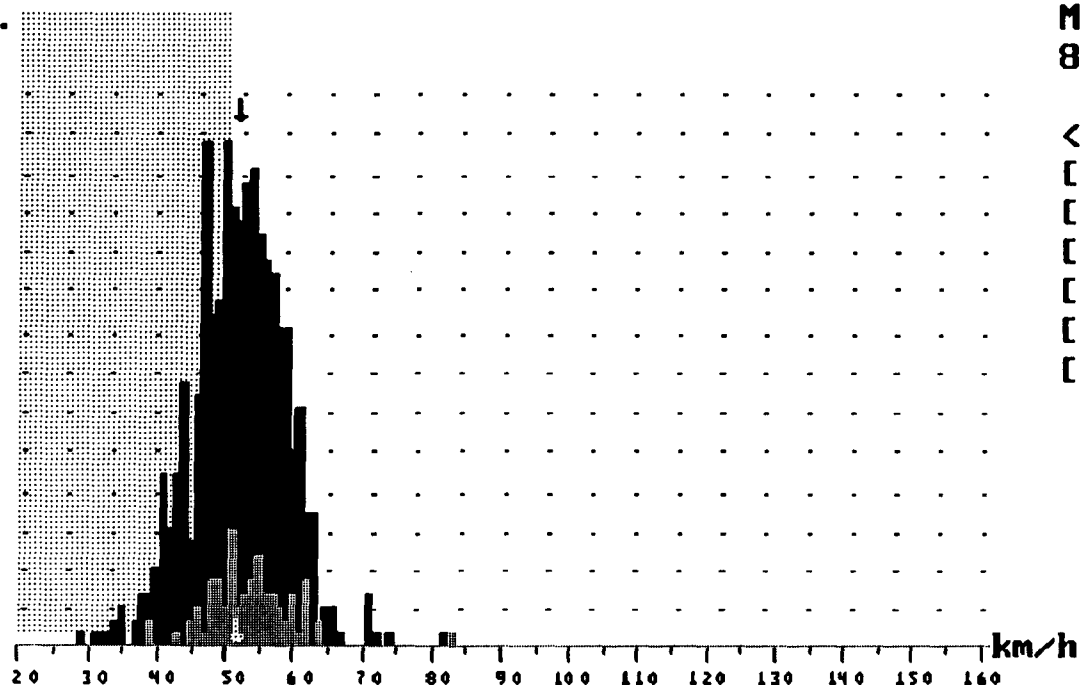
Photos : 0

Valid photos : 0

Posted speed: 50 km/h

Veh.

42  
39  
36  
33  
30  
27  
24  
21  
18  
15  
12  
9  
6  
3



Average speed : 51.96 ↓  
Mode ( 38 ) : 47 .. 50  
85th centile : 58.75

<= 50km/h	234 = 40.8%
[ 51- 55]	167 = 29.1%
[ 56- 60]	120 = 20.9%
[ 61- 65]	42 = 7.3%
[ 66- 70]	4 = 0.7%
[ 71- 75]	6 = 1.0%
[ 81- 85]	1 = 0.2%

Density=19.43 veh./min

3 lanes

clr & dry rdc

MC060599.E03 Thursday

Time span: 09.40-10.40= 1h 0min

\\LOCAC

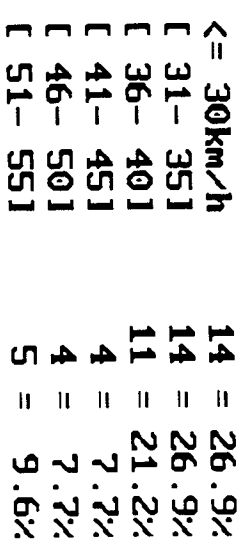
Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

U.1.7.3

↑	001	RDC
Valid photos	:	0

```
Average speed : 36.40 ↓
Mode ( 4 ) : 27 .. 38
85th centile : 48.60
```

<= 30km/h	14 = 26.9%
[ 31- 35]	14 = 26.9%
[ 36- 40]	11 = 21.2%
[ 41- 45]	4 = 7.7%
[ 46- 50]	4 = 7.7%
[ 51- 55]	5 = 9.6%



rdc

LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 U.1.7.3

Location: 28 TAYLOR DR

DRS

Valid Vehicles: 320

Direction: North - bound

↑↑

001 RDC

Trucks : 24

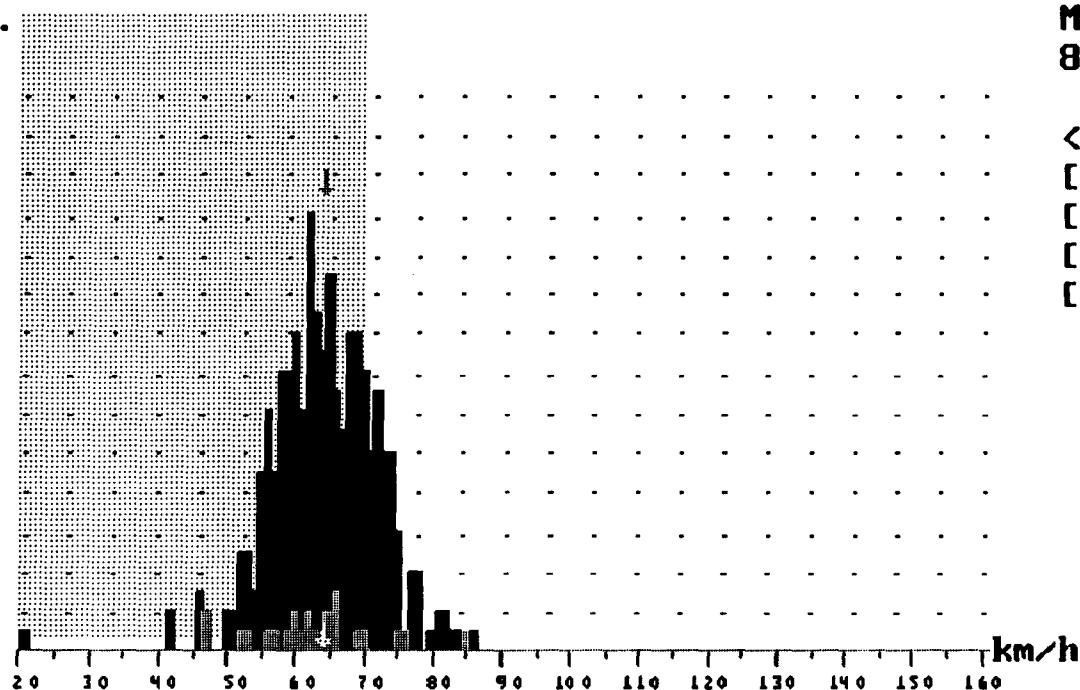
Photos : 0

Valid photos : 0

Posted speed: 70 km/h

Veh.

28  
26  
24  
22  
20  
18  
16  
14  
12  
10  
8  
6  
4  
2



Average speed : 64.35 ↓

Mode ( 22) : 62

85th centile : 72.19

<= 70km/h 253 = 79.1%

[ 71- 75] 49 = 15.3%

[ 76- 80] 10 = 3.1%

[ 81- 85] 7 = 2.2%

[ 86- 90] 1 = 0.3%

Density=10.17 veh./min

2 lanes

clr

rdc

MC060599.E05 Thursday

Time span: 12.59-13.34= 0h 35min

\\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224

U.1.7.3

Location: 00 NOLAN & NEWLANDSSTN

Valid Vehicles: 94

Direction: East - bound

Trucks : 0

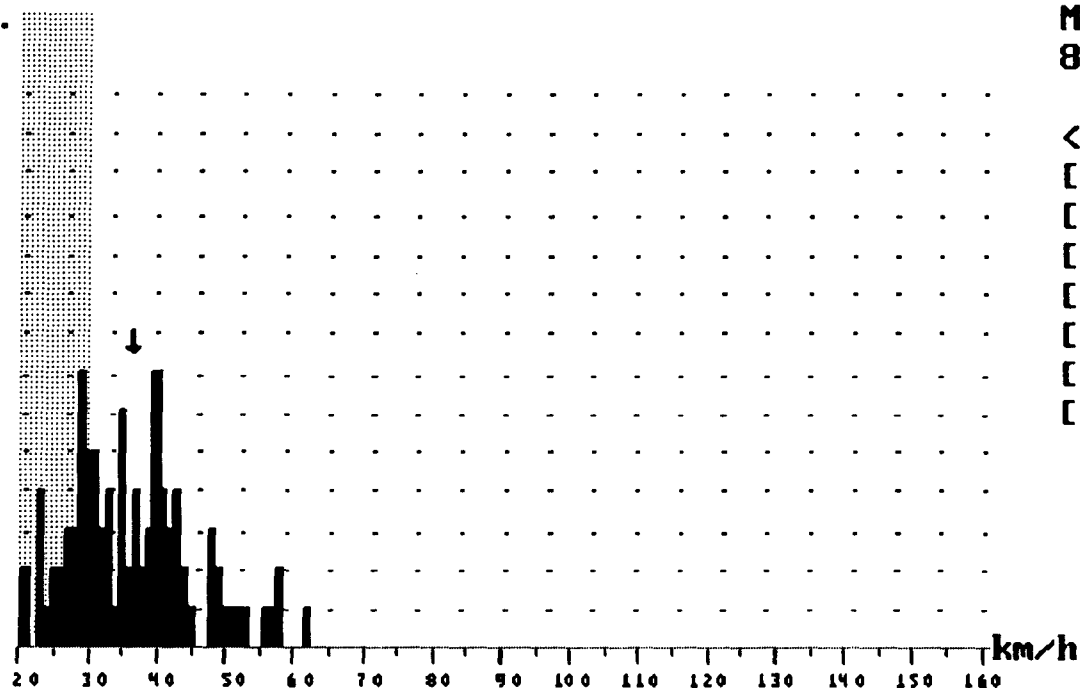
Photos : 0

Valid photos : 0

Posted speed: 30 km/h

Veh.

14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1



Average speed : 36.51 ↓  
Mode ( 7 ) : 29 .. 40  
85th centile : 45.40

<= 30km/h	29 = 30.9%
[ 31- 35]	19 = 20.2%
[ 36- 40]	18 = 19.1%
[ 41- 45]	14 = 14.9%
[ 46- 50]	6 = 6.4%
[ 51- 55]	3 = 3.2%
[ 56- 60]	4 = 4.3%
[ 61- 65]	1 = 1.1%

Density= 2.40 veh./min

1 lane

clr & dry rdc

MC060599.E06 Thursday

Time span: 14.56-15.56= 1h 0min

NLOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 V.1.7.3

Location: 00 OLLEANDER & OLD DRN

Valid Vehicles: 52

Direction: North - bound

↑

001 RDC

Trucks : 0

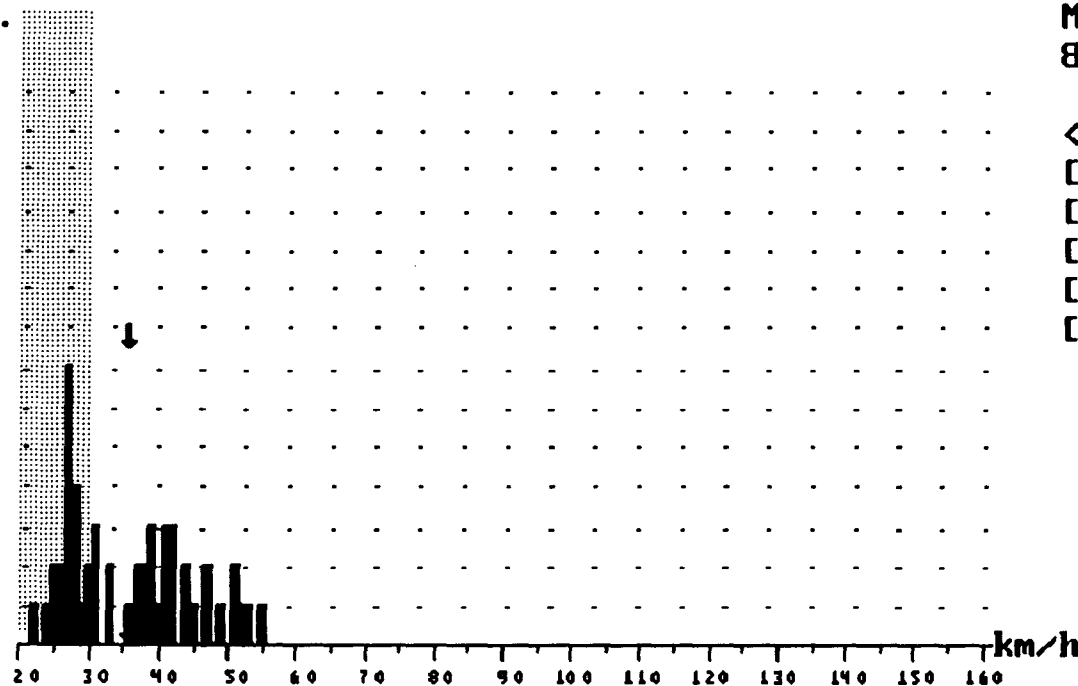
Photos : 0

Valid photos : 0

Posted speed: 30 km/h

Veh.

14  
13  
12  
11  
10  
9  
8  
7  
6  
5  
4  
3  
2  
1



Average speed : 35.52 ↓  
Mode ( 7 ) : 27  
85th centile : 46.60

<= 30km/h	21 = 40.4%
[ 31- 35]	5 = 9.6%
[ 36- 40]	9 = 17.3%
[ 41- 45]	9 = 17.3%
[ 46- 50]	3 = 5.8%
[ 51- 55]	5 = 9.6%

Density= 2.10 veh./min

1 lane

cir

rdc

MC070599.E01 Friday

Time span: 08.12-08.54= 0h 42min

\\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 U.1.7.3

Location: 45 ROSS  
Valid Vehicles: 512  
Trucks : 36

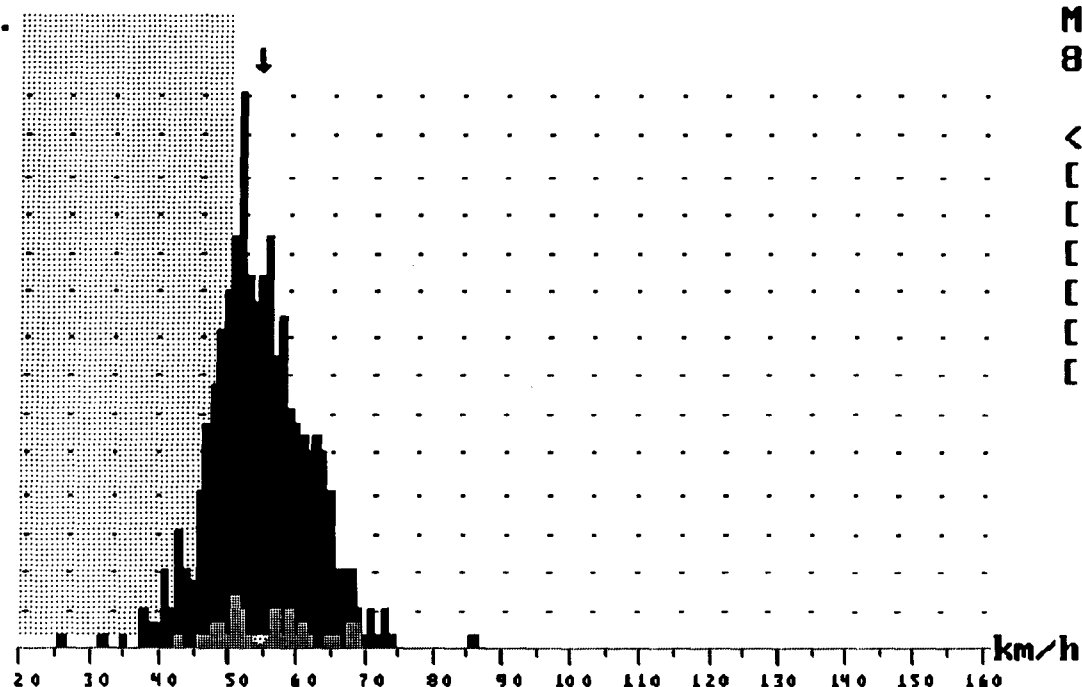
STS  
Direction: West - bound  
Photos : 0

↑↑ 001 RDC  
Valid photos : 0

Posted speed: 50 km/h

Veh.

42  
39  
36  
33  
30  
27  
24  
21  
18  
15  
12  
9  
6  
3



Average speed : 54.62 ↓  
Mode ( 42) : 52  
85th centile : 62.31

<= 50km/h	139 = 27.1%
[ 51- 55]	155 = 30.3%
[ 56- 60]	113 = 22.1%
[ 61- 65]	74 = 14.5%
[ 66- 70]	22 = 4.3%
[ 71- 75]	8 = 1.6%
[ 86- 90]	1 = 0.2%

Density= 8.63 veh./min

2 lanes

clr

rdc

MC070599.E02 Friday

Time span: 10.36-11.49= 1h 13min

\\LOCAC

Traffic Technology, Dorval, Quebec, Canada Tel: 1-800-363-6224 U.1.7.3

Fax 346-6195

**From:** Ross & Marguerite Hay <riviera@rttinc.com>  
**To:** clerks@city.red.deer.ab.ca <clerks@city.red.deer.ab.ca>  
**Date:** Monday, July 05, 1999 11:33 AM  
**Subject:** Photo radar & red light cameras

Your Worship, The Mayor and City Council;  
Council's indecision and dithering on a clear question of upholding law enforcement is sending out a message that it is PERMISSABLE to break the law--a little. "It's OK to kill with a non-stop if you just kill a little". It's the same as saying "Rape is illegal, but it's OK if you rape just a little".  
Some on council are practicing the classic government example of ignoring the majority (pro- light petitions) and running scared of the vociferous few, for political expediency.  
Let the offender pay—not the TAXPAYER again.  
Get on with it and approve. Go contract.  
Thank you.

*Submitted to Council  
July 5, 1999*

7/5/99



***RED LIGHT CAMERA***

*Submitted To Council  
July 5, 1997*

Scottsdale, Arizona Red Light violation rate dropped by 62% at intersections monitored.

Virginia 7% after three months - 44% after one year.

San Francisco 5% after six months of use.

Strathcona 76% decrease within two months.

Red Deer Survey 24 at intersection in 3 1/2 hours.

## ***PHOTO RADAR***

B.C.        7% decline in M.V.A.  
              20% fewer deaths in the first year  
              10% decline in day time injuries.

Other costs Policing/Fire/Ambulance/Emergency

Proportion of speeding vehicles at photo radar deployment stations in B.C.  
declined 66% - 1996 to less than 40% - 1998.

Australia: 51% decrease in M.V.A.  
              36% in reduction in injuries.  
              22% reduction in collisions over five years.

## POLLS 1997 - TRAFFIC CAMERAS

### ***PHOTO RADAR***

### ***RED LIGHT CAMERA***

Tampa	80%	81%
Mesa	62%	78%
Glendale	61%	78%
Portland, OR	82%	N/A
Virginia State	58%	66%
USA	61%	71%
Paradise Valley, AZ	64%	N/A
Pasadena, CA	64%	N/A
Pasadena Area	63%	N/A

25% increase since program implemented.

Medicine Hat 53% - favour

1996 Survey of Alberta showed 57.6% agreed the use of photo radar had reduced speeding in Alberta.

54.6% agreed that it has improved road safety.

84% of Albertans favoured Red Light Camera.

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999

**TO:** Director of Community Services  
OIC Red Deer City R.C.M.P.

**FROM:** City Clerk

**RE:** Speed Display Board - Request for Information

**Reference Report:**

Discussion at Council meeting regarding photo radar and red light camera technology refers

**Resolution:**

**Resolved that** Council of The City of Red Deer, hereby agrees to table the motion re: Speed Display Board, for up to six weeks to allow Insp. Guertin the opportunity to provide additional information regarding the costs and use of said *speed display board*.

**Report Back to Council Required:** Yes

**Comments/Further Action:**

Please prepare a report as directed by Council.



Kelly Kloss  
City Clerk

/clr

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999

**TO:** Director of Community Services  
OIC Red Deer City R.C.M.P.

**FROM:** City Clerk

**RE:** Photo Radar and Red Light Cameras

### ***Reference Report:***

City Clerk dated June 29, 1999

### ***The following resolutions were passed:***

***Resolved that*** Council of The City of Red Deer, having considered report from the City Clerk dated June 29, 1999 re: Photo Radar and Red Light Cameras, hereby agrees to the installation of red light camera technology in Red Deer beginning in 1999 subject to the identification of appropriate funding sources.

***Resolved that*** Council of The City of Red Deer, having considered report from the City Clerk dated June 29, 1999 re: Photo Radar and Red Light Cameras hereby agrees to the installation of photo radar technology in Red Deer beginning in 1999 subject to the identification of appropriate funding sources and development of an appropriate implementation strategy focusing on high risk areas.

### ***Report Back to Council Required:***

Yes. As the authority was not delegated to the City Manager to approve the purchase or contracting out of these services, please prepare a report, complete with recommendations, outlining whether it would be feasible for The City to purchase the necessary equipment and operate it in-house compared to the possible contracting out of these services.

Once the implementation strategy has been developed, please submit it to Council for their information.



Kelly Kloss  
City Clerk

/clr

c     Policing Committee  
       Director of Corporate Services  
       Director of Development Services

Item No. 1  
Reports

**DATE:** June 29, 1999

**TO:** City Clerk

**FROM:** Emergency Services Manager

**RE:** ***Request to Repeal Emergency Services Bylaw 3158/96 and Replace with New Emergency Services Bylaw 3238/99***

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There are a number of housekeeping issues that have come up with the Emergency Services Bylaw No. 3158/96. A number of definitions need to be added or clarified. The City Solicitor reviewed these revisions to ensure they meet the legal requirements of the bylaw and due to the number of changes required, recommended that a new bylaw be prepared. Subsequently, Emergency Services Bylaw No. 3238/99 was prepared.

The main amendments to the bylaw are:

1. A definition for the term "property" is required to more clearly describe what it includes.
2. The definition of "incident" will be deleted and replaced with the definition of "emergency". Because this is the Emergency Services Bylaw, the term "incident" does not achieve the desired clarification. The new definition has been amended to include a possible hazard to life, property or the environment.
3. Numerous clauses are deleted that relate to the general administrative operation of the Emergency Services Department that fall under the authority of the City Manager and are not required to be included in a bylaw.
4. Any reference to "senior member" will be changed to "other member". The person appointed by the Emergency Services Manager or other member in command of an incident will not necessarily be the senior member present.
5. A section is added to give the Emergency Services Manager, or other member in command at the site of an emergency, authority to take such action as is reasonably necessary to eliminate the dangers or hazards posed by the emergency.
6. Clarification was added as to what the minimum fine for contravening this bylaw is (not less than \$500.00).

A copy of the bylaw changes is attached.

### ***Recommendations***

That Emergency Services Bylaw No. 3158/96 be repealed and new Emergency Services Bylaw No. 3238/99 be given three readings.

"Gordon Stewart"  
Emergency Services Manager

/clr  
attchs.

**BYLAW NO. 3158/96\_\_\_\_\_****Bold = New**~~Strikethrough~~ = Delete

Being a bylaw of the City of Red Deer, ~~in the Province of Alberta,~~ to provide for the ~~establishment of an Emergency Services Department;~~ **actions or recourses to be taken in an emergency.**

Under Section 7(a) of the *Municipal Government Act*, a Council ~~of a municipality~~ may pass bylaws for the “safety, health and welfare of people and the protection of people and property”.

Under Section 551 of the *Municipal Government Act*, in an emergency a municipality may take whatever actions or measures are necessary to eliminate the emergency.

~~NOW THEREFORE, THE COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:~~

## TITLE

1            This Bylaw may be called the “Emergency Services Bylaw”.

## DEFINITIONS

2            In this Bylaw:

**“Department” means The City of Red Deer Emergency Services Department;**

**“Emergency” means a fire, a situation where a fire or explosion is imminent or any other situation that presents a danger to public safety or possible hazard to life, property or the environment and to which the Emergency Services Department responded;**

“Equipment” means any tools, contrivances, devices or materials used by the Emergency Services Department to combat an ~~incident or other~~ emergency;

“Fire Apparatus” means any vehicle provided with machinery, devices, equipment or materials for fire fighting as well as vehicles used to transport fire fighters or fire fighting supplies;

“Fire Protection” means all aspects of fire safety including but not limited to fire prevention, fire fighting or suppression, pre-fire planning, fire investigation, public education and information, and training or other staff development;

~~“Incident” means a fire, a situation where a fire or explosion is imminent or any other situation presenting a danger to life or property and to which the Emergency Services Department has responded; and~~

“Member” means any member of the Emergency Services Department and includes officers;

**“Property” includes land, buildings and structures, and any personal goods such as vehicles and furniture, and any tangible or inanimate object.**

#### ~~ESTABLISHMENT AND ORGANIZATION~~

3 — ~~There shall be an Emergency Services Department (“Department”) for the City consisting of the Fire Chief and such other members as may be~~



~~appointed from time to time.~~

~~4 Council shall be responsible to determine Policy matters in respect of the Department.~~

~~5 The Fire Chief shall have complete responsibility for the operation and administration of the Department, subject to the direction and control of the City Manager.~~

~~6 The Fire Chief shall carry out all fire protection activities, including the following:~~

- ~~a) fire fighting;~~
- ~~b) rescue services;~~
- ~~c) emergency medical services;~~
- ~~d) fire prevention;~~
- ~~e) pre-fire planning;~~
- ~~f) disaster planning;~~
- ~~g) hazardous materials;~~
- ~~h) enforcement of the *Safety Codes Act*, the *Alberta Fire Code* and regulations thereunder;~~
- ~~i) enforcement of City Bylaws relating to fire protection matters;~~
- ~~j) other incidents; and~~
- ~~k) such other activities as may be directed by Council or the City Manager.~~

~~7 The Fire Chief shall establish rules, regulations, policies and committees necessary for the proper organization and administration of the Department, including:~~

- a) ~~the use, care and protection of Department property;~~
- b) ~~the conduct and discipline of members of the Department; and~~
- e) ~~the efficient operations of the Department.~~

~~8 The Fire Chief may appoint other members of the Department to act as Fire Chief in his absence.~~

9-3 The **Emergency Services Manager** ~~Fire Chief~~, or other member in command at the site of an emergency ~~in his absence, the senior member present~~, shall have control, direction and management of any Department apparatus, equipment or manpower assigned to an incident and, where a member is in charge, ~~he~~ **such member** shall continue to act until relieved.

~~10-4 In an emergency, the Fire Chief or the senior member present may, if he thinks it necessary:~~ **The Emergency Services Manager or other member in command at the site of an emergency will take such action as is reasonably necessary to eliminate the dangers or hazards posed by the emergency and may:**

- a) cause a building, structure or **any other property** ~~thing~~ to be pulled down, demolished or otherwise removed so as to prevent the spread of fire **or hazard** to other buildings, structures or **property** ~~things~~;
- b) enter or to cause any member, apparatus or equipment to enter premises or property where the **emergency** ~~incident~~ occurred, in

order to combat, control or deal with the **emergency** incident;

- c) enter, pass through, remain on or pass over or cause any member, apparatus, or equipment to enter, pass through, remain on or pass over the **land or building** premises or property where the **emergency** incident occurred and any **land or building** premises adjacent to the **emergency** incident in order to combat, control or deal with the **emergency** incident;
- d) establish a safety zone around the **location** place of an **emergency** incident and keep persons from entering that area unless authorized by **the member in charge** him to do so;
- e) call upon police officers to prevent persons from entering a safety zone;
- f) obtain assistance from other municipal officials to assist **any member in performing the duties required under this bylaw** him in discharging his duties hereunder;
- g) compel adult persons who are not members to assist in extinguishing a fire, removing **property** furniture, goods and merchandise from any building on fire or in danger thereof, in guarding and securing same and in demolishing a building or structure at or near the **emergency** fire or other incident;
- h) commandeer privately owned equipment which **the member in charge** he considers necessary to deal with the **emergency** incident.

~~11~~ ~~No fire apparatus shall be used beyond the limits of the City except in accordance with the express terms of a written agreement providing for the supply of fire fighting services outside the City.~~

~~12-5~~ No person shall:

- a) impede, obstruct or hinder a member of the ~~Department~~ or any other person assisting or acting under the direction of the **Emergency Services Manager** ~~Fire Chief~~ or the member in charge at an **emergency** incident;
- b) damage or destroy Department apparatus or equipment;
- c) drive a vehicle over any equipment without permission of the **Emergency Services Manager** ~~Fire Chief~~ or any other member in charge at an **emergency** incident;
- d) obstruct a member from carrying out duties imposed by this bylaw;
- e) falsely represent themselves as a ~~Department~~ member or wear or display any Department badge, cap, button, insignia, or other paraphernalia for the purpose of false representation;
- f) obstruct or otherwise interfere with access roads or streets or other approaches to any fire alarm, fire hydrant, cistern or body of water **required** ~~designated~~ for fire fighting purposes or any connections provided to a fire main, pipe, stand pipe, sprinkler system, cistern or other body of water **required** ~~designated~~ for fire fighting

purposes;

- g) enter the boundaries or limits of **a safety zone established an**  
~~area prescribed~~ under section ~~10(d) 4(d)~~ unless he has been  
authorized to enter by the **Emergency Services Manager Fire**  
~~Chief~~ or the member in charge.

~~13-6~~ **Any** Every person who:

- a) violates any of the provisions of this bylaw, or
- b) who suffers or permits any act or thing to be done in contravention or  
in violation of any of the provisions of this bylaw, or
- c) who neglects to do or refrains from doing anything required to be done  
**under by** any of the provisions of this bylaw, or
- d) who does any act or thing or omits any act or thing thus violating any  
of the provisions of this bylaw,

shall be guilty of an offence and, upon a summary conviction, is liable to  
imprisonment for a term of not more than 6 months or to a fine **of not less**  
**than \$500.00 and** not more than \$2,500.00 or to both fine and  
imprisonment.

~~14~~ ~~Any suit brought against the Fire Chief, or any other member of the~~  
~~Department because of an act or omission performed by him in the~~  
~~enforcement of any provision of this bylaw shall be defended by the City~~  
~~until final determination of the proceedings.~~

~~15-7~~ Bylaw No. **3158/96** ~~2823/83~~ is hereby repealed.

READ A FIRST TIME IN OPEN COUNCIL this 11 day of March , A.D. 1996.

READ A SECOND TIME IN OPEN COUNCIL this 11 day of March , A.D. 1996.

READ A THIRD TIME IN OPEN COUNCIL this 11 day of March , A.D. 1996.

AND SIGNED BY THE MAYOR AND CITY CLERK this 11 day of March , A.D.1996.

"G.D. SURKAN"

MAYOR

"KELLY KLOSS"

CITY CLERK

**Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Emergency Services Manager  
**FROM:** City Clerk  
**RE:** *Request to Repeal Emergency Services Bylaw 3158/96 and Replace with  
New Emergency Services Bylaw 3238/99*

---

**Reference Report:**

Emergency Services Manager dated June 29, 1999

**Bylaw Readings:**

Emergency Services Bylaw No. 3238/99 was given three readings and as such, previous Emergency Services Bylaw No. 3158/96 has been repealed. A copy of Bylaw No. 3238/99 is attached.

**Report Back to Council Required:** No

**Comments/Further Action:**

Please discard all copies of Emergency Services Bylaw No. 3158/96.



Kelly Kloss  
City Clerk

/clr  
attchs.

c Director of Community Services (Bylaw Attached)  
Director of Development Services (Bylaw Attached)  
City Solicitor (Bylaw Attached)

# CHAPMANRIEBEEK

Barristers & Solicitors

THOMAS H. CHAPMAN, Q.C.\*  
NICK P. W. RIEBEEK\*  
DONALD J. SIMPSON  
T. KENT CHAPMAN\*  
GARY W. WANLESS\*  
LORNE E. GODDARD  
GERI M. CHRISTMAN  
NANCY A. BERGSTROM  
SUZANNE M. ALEXANDER-SMITH  
PATRICK T. SMITH  
GAYLENE D. BOBB\*\*

208 - 4808 Ross Street  
Red Deer, Alberta T4N 1X5  
TELEPHONE (403) 346-6603  
TELECOPIER (403) 340-1280

Suite 101, 5020 - 50A Street  
Sylvan Lake, Alberta T4S 1R2  
TELEPHONE (403) 887-2024  
TELECOPIER (403) 887-2036

---

\*Denotes Professional Corporation

\*\*Denotes Student-at-Law

---

Your File:

Our File: BYLAWS THC

Reply to: Red Deer Office

June 23, 1999

City of Red Deer  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

ATTENTION: Mr. Kelly Kloss  
City Clerk

Dear Sir:

**RE: Emergency Services Bylaw** 3238/99

I enclose revised Emergency Services Bylaw in accordance with your memorandum of June 22, 1999.

It appears to me that the deletion of the administrative sections, namely, sections 3 to 8 inclusive are in order, and I also recommend the deletion of section 11 dealing with the non-use of vehicles outside of the City, since I believe that there are certain existing standing policies relating to the use of fire equipment outside of the municipality and certain agreements in place which control them, and in any event, this may also be another administrative decision.

Yours truly,



THOMAS H. CHAPMAN, Q.C.

THC/vjh

Enclosure

c.c. Mr. Ken Webster, Chief Safety Codes Officer



**DATE:** June 22, 1999

**TO:** City Solicitor

**FROM:** City Clerk

**RE:** Emergency Services Bylaw

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

You recently reviewed and redrafted the Emergency Services Bylaw as presented in your memo of May 6, 1999. Upon review of this bylaw, the City Manager suggested that the bylaw has a number of sections that should not be included in it. These sections are 3 to 8 inclusive under Establishment and Organization. These sections are administrative in nature and fall under the responsibility of the City Manager.

Council should generally not establish departments and/or department manager responsibility by bylaw other than in the Organizational Bylaw or as required by the Municipal Government Act. This bylaw should focus only on specific authority which needs to be given to Emergency Services personnel that, under the Municipal Government Act, only Council can delegate.

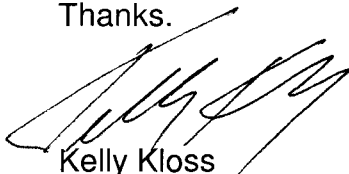
I have attached a copy of the Emergency Service Bylaw which outlines your proposed changes and the changes suggested by the City Manager. Please review this draft to determine:

1. if the new changes are appropriate;
2. if additional sections should be deleted as they fall under the City Manager's authority to delegate.

It may be appropriate for you to meet with Ken Webster to review the changes.

Please provide your comments by July 5, 1999, so a new bylaw and memo from Emergency Services is ready for the Council Meeting of July 19, 1999.

Thanks.



Kelly Kloss  
City Clerk

KK/fm

C Fire Chief/Emergency Services Manager  
Chief Safety Codes Officer

# CHAPMANRIEBEEK

Barristers & Solicitors

THOMAS H. CHAPMAN, Q.C.\*

NICK P. W. RIEBEEK\*

DONALD J. SIMPSON

T. KENT CHAPMAN\*

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TELEPHONE (403) 887-2024  
TELECOPIER (403) 887-2036

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

\*Denotes Professional Corporation

\*\*Denotes Student-at-Law

Your File:

Our File: BYLAWS THC

Reply to: Red Deer Office

June 23, 1999

City of Red Deer  
4240-42 Street  
Red Deer, Alberta  
T4N 3T4

ATTENTION: Mr. Gord Stewart, P. Eng.  
E 9-1-1- Marketing Manager

Dear Sir:

**RE: Fire Permit Bylaw Amendment No. 3222/A-99**

I enclose amendments to the Fire Permit Bylaw as discussed with Ken Webster, which I trust will overcome your concerns on the ability to deal with certain complaints that are made to your department.

Yours truly,



THOMAS H. CHAPMAN, Q.C.

THC/vjh

Enclosure

c.c. Kelly Kloss

COPY

**DATE:** June 10, 1999  
**TO:** Kelly Kloss  
City Clerk  
**FROM:** Emergency Services  
**RE:** Fire Permit and Emergency Services By-laws

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

We have reviewed the proposed new Fire Permit and Emergency Services By-laws and our comments follow.

Fire Permit Bylaw:

In the fire permit bylaw the definition of hazard has been changed from the previous by-law. We believe the previous definition was better because it deals with nuisance. This is often the situation we have to deal with where it may be difficult to say there is risk of damage but there is definitely a nuisance to the neighborhood. We require the authority to deal with public complaints related to nuisance from smoke and fires left unattended.

It appears in Section 6 of the by-law that the Intent of Sections 7 (e) and (f) from the previous by-law have been removed. These sub-sections should be retained to provide authority for us to deal with complaints stemming from the use of backyard fire pits.

Emergency Services Bylaw:

The bylaw as redrafted appears to satisfy the needs originally identified by our department. We suggest a minimum fine of \$500.00 which is the same as the Utilities Bylaw.



Gordon Stewart, P. Eng.  
Fire Chief/Manager

GS/dd

c: K. Webster, Fire Marshal

**DATE:** June 29, 1999  
**TO:** City Clerk  
**FROM:** Emergency Services Manager  
**RE:** *Request to Amend:*  
(a) *Fire Permit Bylaw No. 3222/99 (3222/A-99)*  
(b) *Interpretation Bylaw No. 3148/95 (3148/A-99)*

---

***Fire Permit Bylaw No. 3222/99***

In Fire Permit Bylaw No. 3222/99 the definition of *hazard* does not clearly deal with the issue of a *nuisance*. This is a concern in situations where it may be difficult to say there is a *risk of damage* but there is *definitely a nuisance* to the neighbourhood. The City requires the authority to deal with public complaints related to nuisance from smoke and unattended fires.

In addition to the above, when the previous Fire Permit Bylaw was repealed and the current bylaw passed, the section that provided Emergency Services the authority to deal with complaints stemming from the use of backyard fire pits was inadvertently left out. We recommend that this authority be added back into the current bylaw.

***Interpretation Bylaw No. 3148/95***

An update to the Interpretation Bylaw is required to change the position title of *Fire Chief* to *Emergency Services Manager* as the department is now referred to as the Emergency Services Department.

***Recommendations***

1. That Fire Permit Bylaw No. 3222/99 be amended to:
  - (a) expand the definition of *hazard* to include *nuisance*;
  - (b) include the authority to deal with public complaints related to nuisance from smoke and unattended fires.
2. That Interpretation Bylaw No. 3148/95 be amended to replace the position title of *Fire Chief* with *Emergency Services Manager*.

Gord Stewart  
Emergency Services Manager

/clr

***Comments:***

We agree with the recommendations of the Emergency Services Manager.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Emergency Services Manager  
**FROM:** City Clerk  
**RE:** *Request to Amend:*  
(a) *Fire Permit Bylaw No. 3222/99 (3222/A-99)*  
(b) *Interpretation Bylaw No. 3148/95 (3148/A-99)*

---

***Reference Report:***

Emergency Services Manager dated June 29, 1999


***Bylaw Readings:***

Fire Permit Bylaw Amendment No. 3222/A-99 was given three readings, a copy is attached. As well, three readings were given to Interpretation Bylaw Amendment No. 3148/A-99, a copy is attached.

***Report Back to Council Required:*** No

***Comments/Further Action:***

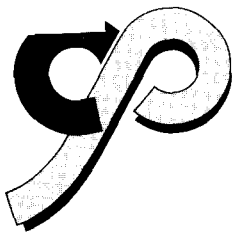
This office will now update the consolidated versions of the two noted bylaw and distribute those amendments in due course.



Kelly Kloss  
City Clerk

/clr  
attchs.

c     Director of Community Services  
       Director of Corporate Services  
       Director of Development Services  
       City Solicitor



**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

Suite 500, 4808 Ross Street  
Red Deer, Alberta T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
e-mail: pcps@telusplanet.net

---

**DATE: JUNE 28, 1999**

**TO: CITY CLERK**

**RE: PROPOSED NEIGHBOURHOOD AREA STRUCTURE PLAN AMENDMENT  
ANDERS ASPEN RIDGE NEIGHBOURHOOD**

---

In accordance with Section 3.1.3.6 of the ***City's Planning and Subdivision Guidelines***, all proposed Neighbourhood Area Structure Plan amendments must be forwarded to City Council for consideration of approval. Area Structure Plans are statutory plans under the Municipal Government Act thereby requiring the mandatory three readings and public hearing by City Council prior to final Plan approval and/or amendment.

**Background**

The existing Anders Aspen Ridge Neighbourhood Area Structure Plan (ASP) was approved by City Council on July 27, 1998. This new City neighbourhood is still undeveloped with only some initial grading and installation of servicing infrastructure completed. Neighbourhood Area Structure Plans, when approved by City Council, form the basis for future zoning, subdivision and development decisions for the area.

The City received an application from Melcor Developments Ltd. requesting several minor amendments to their current approved Aspen Ridge Area Structure Plan. The revised ASP proposal has been processed in accordance with the City's ***Planning and Subdivision Guidelines***. Proposed changes to the existing Area Structure Plan are summarised as follows:

- Adjustment to the curve of the short collector roadway between 30<sup>th</sup> Avenue and Addington Drive thereby slightly increasing the size of the multiple family site to the north.
- Revisions to some local roadways in the north center portion of the plan area and also to the area lying southwest of the multiple family site, south of Addington Drive.
- Some minor adjustments to areas which will permit the location of two storey homes with walkout basement.
- Conversion of some R1-A (semi-detached) residential to R1-N (single family) narrow lot residential.
- Some minor adjustments to various land use area calculations (i.e. single family, semi-detached, multiple family).

There is no change to any of the school, central park or other municipal reserve/public sites including the treed areas along the east side of the quarter. Other than as noted above, the remainder of the existing Aspen Ridge neighbourhood ASP is unaffected. Upon receipt of the Area Structure Plan amendments, the revised Plan was referred to all applicable City Departments and outside agencies for comment and identification of issues. No concerns were received from any of the referral agencies/departments. The revised Area Structure Plan proposal fully conforms to the City's Municipal Development Plan, the Joint General Municipal Plan, the Major East Hill Area Structure Plan and the Community Services Master Plan.

**Neighbourhood Public Meeting**

Following circulation of a hand delivered door to door neighbourhood newsletter in the area, a community public meeting was held June 23, 1999. No residents attended the meeting.

City Clerk  
Anders Aspen Ridge  
Neighbourhood Area Structure Plan Amendment  
Page 2

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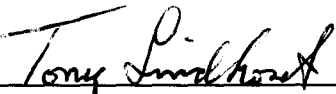
### **Analysis/Summary**

The proposed Area Structure amendments reflect only minor changes to the current adopted ASP. It would appear that the proposed amendments are acceptable to the surrounding community as neither any public inquiry was received nor did any area residents attend the neighbourhood meeting.

The City's Municipal Planning Commission, pursuant to the ***City's Planning and Subdivision Guidelines***, has recommended Council approval of the Area Structure Plan amendments.

### **Recommendation**

Planning staff recommend that City Council proceed with first reading of Bylaw Amendment 3217/A-99 being an amendment to the Anders Southeast (Aspen Ridge) Neighbourhood Area Structure Plan.

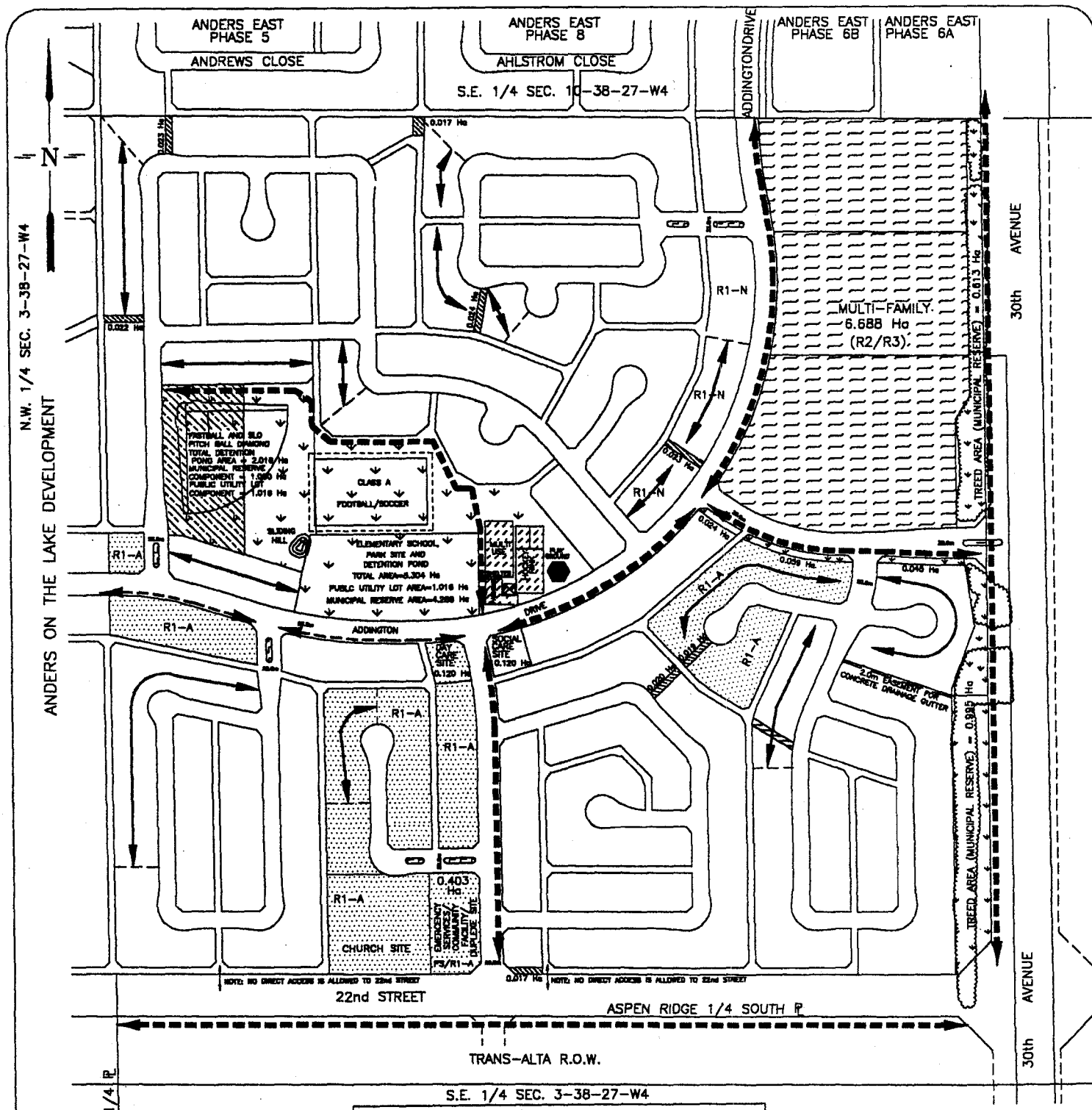
  
\_\_\_\_\_  
Tony J. Lindhout, ACP, MCIP  
PLANNER

attachments

- c. Lowell Hodgson, Director of Community Services  
Al-Terra Engineering  
Melcor Developments Ltd.



# PROPOSED AREA STRUCTURE PLAN



## LEGEND:

- TWO STOREY RESIDENTIAL WITH WALKOUT BASEMENTS PERMITTED
- SINGLE FAMILY
- MULTI-FAMILY
- DUPLEX
- PUBLIC UTILITY LOTS
- SCHOOL, PARKS, AND PUBLIC OPEN SPACE
- MINOR PEDESTRIAN WALKWAYS AND BIKE PATHS
- MAIN PEDESTRIAN WALKWAYS AND BIKE PATHS
- CHILDREN'S PLAYGROUND

S.E. 1/4 SEC. 3-38-27-W4			
TOTAL AREA OF ORIGINAL 1/4 SECTION	84.878 Ha	180.31 Ac	
28th STREET AND 30th AVENUE WIDENING	4.827 Ha	11.43 Ac	
DEVELOPABLE AREA	60.248 Ha	148.88 Ac	100%
SINGLE FAMILY- DETACHED (R1)	27.828 Ha	68.28 Ac	45.9%
SINGLE FAMILY - NARROW (R1-N)	1.085 Ha	2.68 Ac	1.8%
MULTIPLE FAMILY (R2/R3)	6.688 Ha	16.63 Ac	11.1%
DUPLEX LOTS (R1-A)	3.147 Ha	7.78 Ac	5.2%
EMERGENCY SERVICES/COMMUNITY FACILITY/ DUPLEX SITE (P3/R1-A)	0.402 Ha	0.99 Ac	0.7%
CHURCH SITE (R1-A)	0.811 Ha	2.00 Ac	1.3%
DAY CARE SITE (R1-A)	0.121 Ha	0.30 Ac	0.2%
SOCIAL CARE SITE (R1)	0.120 Ha	0.30 Ac	0.2%
ELEMEN. SCHOOL SITE, PARK AND WALKWAYS (P1)	4.418 Ha	10.91 Ac	7.3%
TREED AREA ALONG 30th AVENUE (P1)	1.809 Ha	3.98 Ac	2.7%
STORM DETENTION POND (P3)	1.018 Ha	2.51 Ac	1.7%
PUBLIC UTILITY LOTS (P5)	0.162 Ha	0.40 Ac	0.3%
ROADS	13.048 Ha	32.24 Ac	21.7%
COLLECTOR	3.043 Ha	7.52 Ac	
RESIDENTIAL	7.311 Ha	18.07 Ac	
LANES	2.892 Ha	8.85 Ac	

## FIGURE 3 DEVELOPMENT CONCEPT

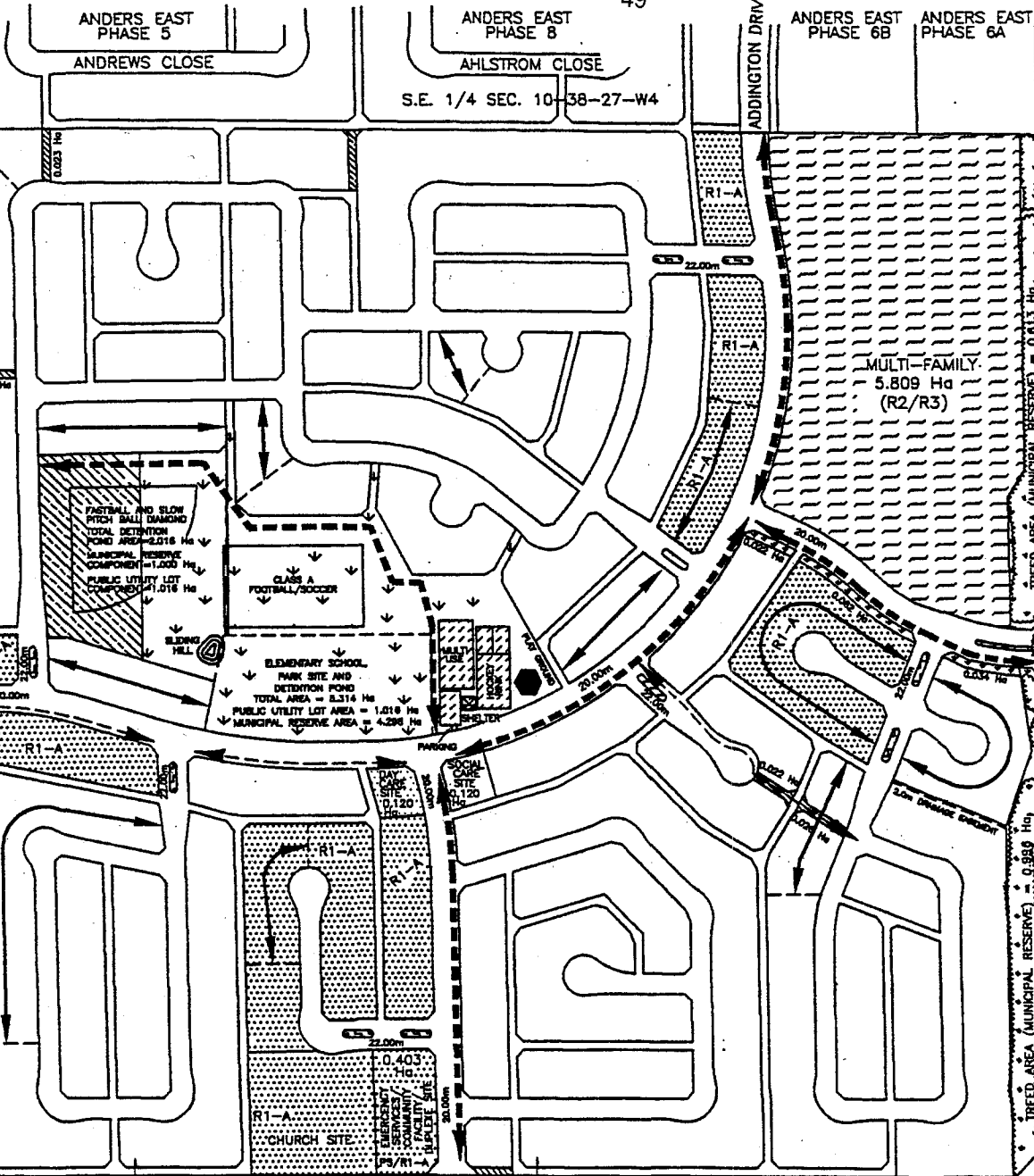
SCALE 1:5000  
REVISED JUN 14/99

# EXISTING (APPROVED) AREA STRUCTURE PLAN

49

N.W. 1/4 SEC. 3-38-27-W4

ANDERS ON THE LAKE DEVELOPMENT



NOTE: NO DIRECT ACCESS IS ALLOWED TO 22nd STREET

NOTE: NO DIRECT ACCESS IS ALLOWED TO 22nd STREET

22nd STREET

ASPEN RIDGE 1/4 SOUTH P

TRANS-ALTA R.O.W.

S.E. 1/4 SEC. 3-38-27-W4

## LEGEND:

- TWO STOREY RESIDENTIAL WITH WALKOUT BASEMENTS PERMITTED
- SINGLE FAMILY
- MULTI-FAMILY
- DUPLEX
- PUBLIC UTILITY LOTS
- SCHOOL, PARKS, AND PUBLIC OPEN SPACE

- MINOR PEDESTRIAN WALKWAYS AND BIKE PATHS
- MAIN PEDESTRIAN WALKWAYS AND BIKE PATHS
- CHILDREN'S PLAYGROUND

## FIGURE 3 DEVELOPMENT CONCEPT

SCALE 1:5000  
REVISED SEPT 22/98

**AL-TERRA**

ENGINEERING LTD.

EDMONTON

RED DEER

***Comments:***

We recommend that Council proceed with first reading of Bylaw 3217/A-99.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Principal Planner  
**FROM:** Deputy City Clerk  
**RE:** *Proposed Neighbourhood Area Structure Plan Amendment - Anders Southeast (Aspen Ridge) Neighbourhood - Phase 3, NE ¼ 3-38-27-4 / Bylaw Amendment No. 3217/A-99*

---

***Reference Report:***

Parkland Community Planning Services dated June 28, 1999

***Bylaw Passed:***

Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/A-99 was given first reading, a copy is attached.

***Report Back to Council Required:***

Yes. A Public Hearing will be held Tuesday, August 3, 1999 at 7:00 p.m.

***Comments/Further Action:***

This bylaw provides for an amendment to the Anders East (Aspen Ridge) Neighbourhood Area Structure Plan.

This office will now proceed with the advertising for a Public Hearing. Melcor Developments will be responsible for the advertising costs relating to Land Use Bylaw Amendment No. 3156/V-99 and this bylaw amendment will be advertised in conjunction with that amendment.

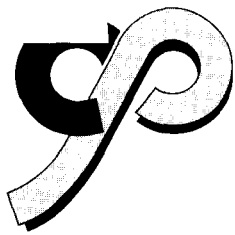


Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c     Director of Development Services  
       Director of Community Services  
       E. L. & P. Manager  
       Fire Chief/Manager Emergency Services  
       City Assessor  
       Land and Economic Development Manager

S-LAOWIG



**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

Suite 500, 4808 Ross Street  
Red Deer, Alberta T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
e-mail: pcps@telusplanet.net

Date: June 28, 1999

To: Kelly Kloss, City Clerk

From: Frank Wong, Planning Assistant

Re: Land Use Bylaw Amendment 3156/V-99  
NE ¼ Sec. 3-38-27-4  
Anders Southeast (Aspen Ridge) – Phase 3  
Melcor Developments Ltd.

---

Melcor Developments Ltd. is requesting the redesignation of part of the NE ¼ Sec. 3-38-27-4 in developing Phase 3 of the Anders Southeast (Aspen Ridge) Subdivision. The proposal redesignates 2.63 ha (6.5 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and part of Phase 2 from R1A Residential (semi-detached dwelling) District to R1N Residential (narrow lot) District. The redesignation is to accommodate the development of 27 single family lots, 8 narrow single family lots, and 1 public utility lot.

The proposed redesignation does not comply with the existing Anders Southeast (Aspen Ridge) Neighbourhood Area Structure Plan (NASP). A proposed amendment to the Neighbourhood Area Structure Plan is being processed simultaneously with this redesignation request to accommodate this proposed subdivision. The NASP amendment needs to precede this Bylaw amendment.

Staff Recommendation

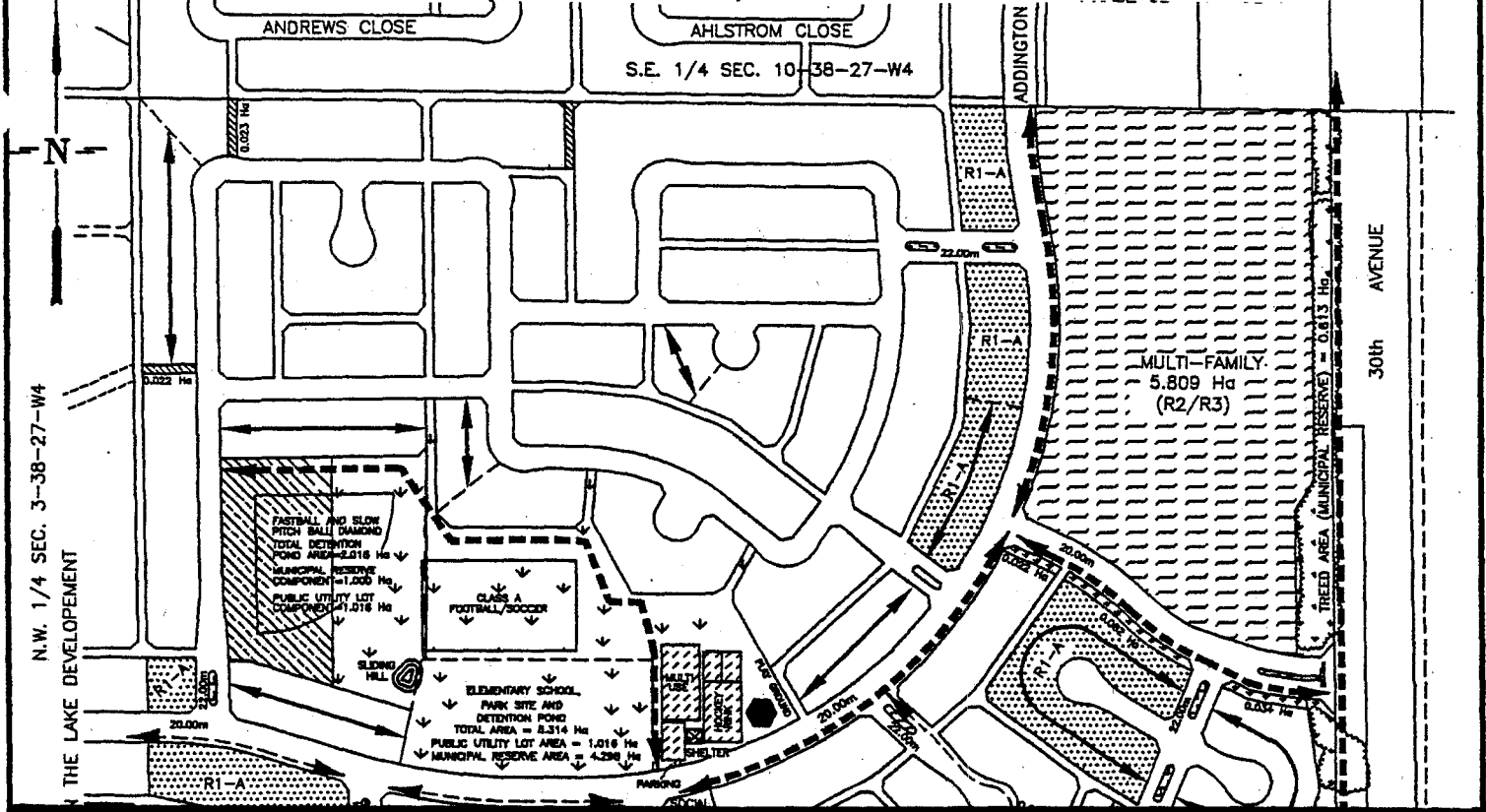
Subject to the Anders Southeast (Aspen Ridge) Neighbourhood Area Structure Plan receiving first reading, Planning staff recommend that City Council proceed with first reading of Land Use Bylaw Amendment 3156/V-99.

Sincerely,

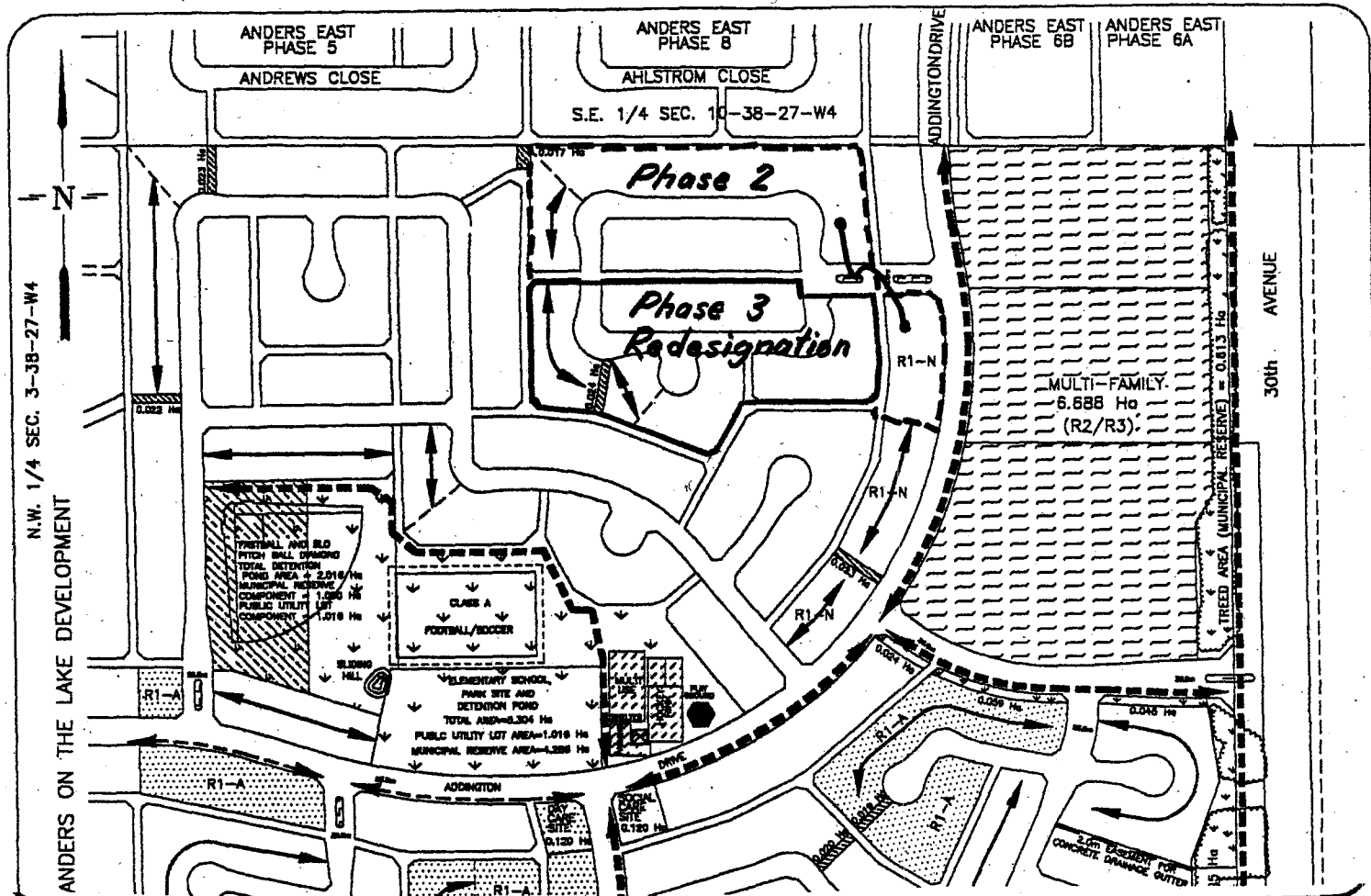
Frank Wong,  
Planning Assistant

Attachment

# EXISTING (APPROVAL) AREA STRUCTURE PLAN

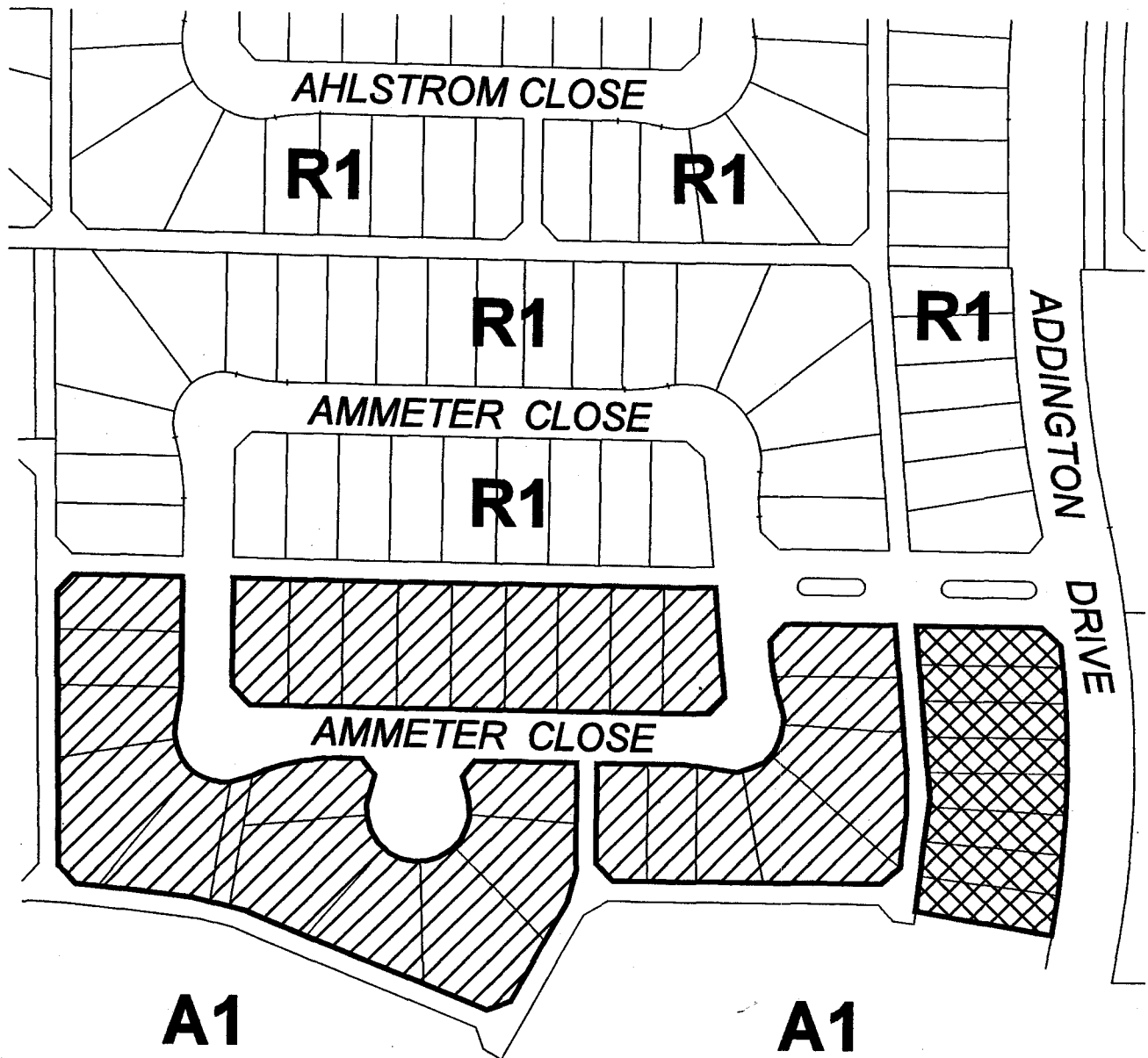


## PROPOSED AREA STRUCTURE PLAN



# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



### AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1A - Residential (Semi - Detached Dwelling)
- R1N - Residential (Narrow Lot)

### Change from:

A1 to R1

R1A to R1N



MAP No. 17 / 99  
BYLAW No. 3156 / V - 99

***Comments:***

We agree that Council should proceed with first reading of Land Use Bylaw Amendment 3156/V-99. This is subject to the passage of the proposed amendment to the Anders Aspen Ridge Neighbourhood Area Structure Plan.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager





Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

**FILE**

**Office of the City Clerk**

July 6, 1999

Mr. Guy Pelletier, c/o  
Melcor Developments Ltd.  
#502, 4901 - 48 Street  
Red Deer, AB T4N 6M4

Faxed To: 343-7510

Dear Sir:

**Re: Land Use Bylaw Amendment No. 3156/V-99, NE ¼ 3-38-27-4 / Anders Southeast (Aspen Ridge) - Phase 3, Melcor Developments Ltd. (Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/A-99, Refers)**

At the City of Red Deer's Council Meeting held Monday, July 5, 1999, first reading was given to Land Use Bylaw Amendment 3156/V-99, a copy of which is attached.

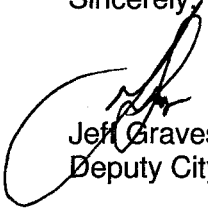
Land Use Bylaw Amendment No. 3156/V-99 provides for the redesignation of part of the NE ¼ 3-38-27-4 in Anders Southeast (Aspen Ridge). The redesignation relates to 2.63 ha (6.5 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and part of Phase 2 from R1A Residential (semi-detached dwelling) District to R1N Residential (narrow lot) District. The redesignation is to accommodate the development of 27 single family lots, eight narrow single family lots and one public utility lot.

This office will now proceed with the advertising for a Public Hearing to be held on Tuesday, August 3, 1999 at 7:00 p.m., in the Council Chambers of City Hall.

In accordance with the Land Use Bylaw, you are required to deposit with the City Clerk, prior to public advertising, an amount equal to the estimated cost of advertising, which in this instance is \$400. We require this deposit by no later than 10:00 a.m., Wednesday, July 14, 1999, in order to proceed with the advertising. Once the actual cost of advertising is known, you will either be invoiced for or refunded the difference.

If you have any questions or require additional information, please do not hesitate to call me.

Sincerely,

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c Principal Planner  
Administrative Assistant, S. Ladwig

\*\*\*\*\*  
 \*\*\* TX REPORT \*\*\*  
 \*\*\*\*\*

TRANSMISSION OK

TX/RX NO	3111
CONNECTION TEL	3437510
SUB-ADDRESS	
CONNECTION ID	MELCOR DEVOLMENT
ST. TIME	07/07 13:12
USAGE T	01'21
PGS.	3
RESULT	OK

**FILE**



## Office of the City Clerk

July 6, 1999

Mr. Guy Pelletier, c/o  
 Melcor Developments Ltd.  
 #502, 4901 - 48 Street  
 Red Deer, AB T4N 6M4

Faxed To: 343-7510

Dear Sir:

**Re: Land Use Bylaw Amendment No. 3156/V-99, NE ¼ 3-38-27-4 / Anders Southeast (Aspen Ridge) - Phase 3, Melcor Developments Ltd. (Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/A-99, Refers)**

At the City of Red Deer's Council Meeting held Monday, July 5, 1999, first reading was given to Land Use Bylaw Amendment 3156/V-99, a copy of which is attached.

Land Use Bylaw Amendment No. 3156/V-99 provides for the redesignation of part of the NE ¼ 3-38-27-4 in Anders Southeast (Aspen Ridge). The redesignation relates to 2.63 ha (6.5 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and part of Phase 2 from R1A Residential (semi-detached dwelling) District to R1N Residential (narrow lot) District. The redesignation is to accommodate the development of 27 single family lots, eight narrow single family lots and one public utility lot.

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If you have any questions or require additional information, please do not hesitate to call me.

Sincerely, *X*

Box 5008  
 Red Deer, Alberta  
 T4N 3T4

*The City of Red Deer*

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Principal Planner  
**FROM:** Deputy City Clerk  
**RE:** *Land Use Bylaw Amendment No. 3156/V-99 / NE ¼ 3-38-27-4 / Anders Southeast (Aspen Ridge) - Phase 3, Melcor Developments Ltd.*

---

**Reference Report:**

Planning Assistant, dated June 28, 1999

**Bylaw Readings:**

Land Use Bylaw Amendment No. 3156/V-99 was given first reading, a copy is attached.

**Report Back to Council Required:**

Yes. A Public Hearing will be held on Tuesday, August 3, 1999 at 7:00 p.m.

**Comments/Further Action:**

Land Use Bylaw Amendment No. 3156/V-99 provides for the redesignation of part of the NE ¼ 3-38-27-4 in Anders Southeast (Aspen Ridge). The redesignation relates to 2.63 ha (6.5 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and part of Phase 2 from R1A Residential (semi-detached dwelling) District to R1N Residential (narrow lot) District. The redesignation is to accommodate the development of 27 single family lots, eight narrow single family lots and one public utility lot. *Please note that the passing of this bylaw is subject to the Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/A-99 being passed.*

This office will now proceed with the advertising for a Public Hearing. Our office has advised Melcor Developments, via letter, that they will be responsible for the advertising costs.

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c    Director of Development Services  
      Director of Community Services  
      E. L. & P. Manager  
      Fire Chief/Manager Emergency Services  
      City Assessor  
      Land and Economic Development Manager  
      Public Works Manager  
      Administrative Assistant, S. Ladwig

# Memo

**To:** Kelly Kloss

City Clerk

**From:** Paul Meyette

Principal Planner

**Date:** 06/28/99

**Re:** Bylaw 3156/0-99 (Various Amendments to the Land Use Bylaw)

---

Planning staff are enclosing several amendments to the Land Use Bylaw. In order to understand the implications of the amendments, this memo will explain the amendments section by section.

1. Enforcement

Section 31 (Enforcement) has been rewritten to add clarity and to allow the Inspections and Licensing Department the authority to inspect any property that is suspected of contravening the land use bylaw.

2. Parking Standards

The location of clause 47(2) is being moved to clarify the fact that the parking standards apply to all residential development, not just the residential development in the downtown.

3. Redevelopment in Older Neighbourhoods

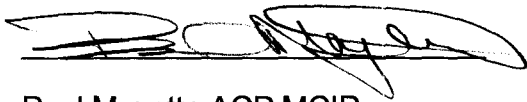
A new clause has been added in the R1A and R1 District to allow the Municipal Planning Commission the option of increasing residential development standards to match the surrounding streetscape or

neighbourhood. This section would only be used in an older neighborhood to ensure that any redevelopment is compatible with the existing neighbourhood.

4. Part one, Section 5(1) of the Land Use Bylaw is amended to show the four new districts which were added to the Land Use Bylaw; these include three Direct Control Districts and the R1-N Residential Narrow Lot District.

#### Recommendation

Planning staff recommend that Council give first reading to Land Use Bylaw Amendment 3156/0-99.

A handwritten signature in black ink, appearing to read 'Paul Meyette', written over a horizontal line.

Paul Meyette ACP MCIP

cc L. Hodgson  
D. Simpson

***Comments:***

We agree with the recommendations of the Principal Planner.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Principal Planner  
**FROM:** Deputy City Clerk  
**RE:** *Land Use Bylaw Amendment No. 3156/O-99  
Various Amendments to the Land Use Bylaw*

---

**Reference Report:**

Principal Planner, dated June 28, 1999

**Bylaw Readings:**

Land Use Bylaw Amendment No. 3156/O-99 was given first reading, a copy is attached.

**Report Back to Council Required:**

Yes. A Public Hearing will be held on Tuesday, August 3, 1999 at 7:00 p.m.

**Comments/Further Action:**

Land Use Bylaw Amendment No. 3156/O-99 provides for various miscellaneous amendments to the Land Use Bylaw.

This office will now proceed with the advertising for a Public Hearing. The City will be responsible for the advertising costs in this instance.



Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c     Director of Development Services  
      Director of Community Services  
      E. L. & P. Manager  
      Fire Chief/Manager Emergency Services  
      City Assessor  
      Land and Economic Development Manager  
      Public Works Manager  
      Administrative Assistant, S. Ladwig

**DATE:** June 28, 1999

**TO:** City Clerk

**FROM:** Glenn Moore, Chairperson  
Environmental Advisory Board

**RE:** Ambient Air Quality Monitoring Station

---

The Environmental Advisory Board considered the installation and operation of an Air Quality Monitoring Station in Red Deer during their regular meetings of May 26 and June 22, 1999.

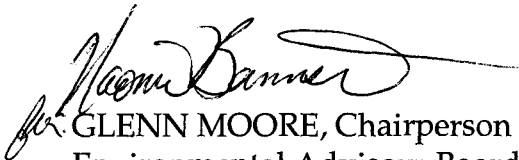
Presentations and discussions with representatives of the Parkland Air Monitoring Zone (PAMZ) and Alberta Environmental Protection resulted in the following four resolutions:

"City Council be asked to approve the installation of an air quality monitoring station on Riverside Drive subject to a satisfactory contract being negotiated between the City and Alberta Environmental Protection."

"The Environmental Advisory Board request City Council to approve in principle (subject to confirmation during 2000 budget deliberations) the \$8,000 annual operating cost of the monitoring station, starting in the year 2000."

"That the Environmental Advisory Board, having considered the presentation regarding Parkland Air Monitoring Zone (PAMZ), recommend to Council of the City of Red Deer that Red Deer become a non-paying member of PAMZ."

"That the Environmental Advisory Board recommend to Council of the City of Red Deer the appointment of a city representative to Parkland Air Monitoring Zone."

  
GLENN MOORE, Chairperson  
Environmental Advisory Board

- c. Norbert Van Wyk, City Manager  
Bryon Jeffers, Director of Development Services  
Lowell Hodgson, Director of Community Services



**DATE:** June 17, 1999

**TO:** Environmental Advisory Board

**FROM:** Bryon Jeffers, Director of Development Services  
Don Batchelor, Recreation, Parks & Culture Manager  
Paul Goranson, Public Works Manager

**RE:** Ambient Air Quality Monitoring Station  
Parkland Air Monitoring Zone (PAMZ)

---

The Environmental Advisory Board passed a number of resolutions at their regular board meeting of May 26, 1999, as outlined below:

"That the Environmental Advisory Board, having considered the presentation regarding Parkland Air Monitoring Zone (PAMZ), recommend to Council of the City of Red Deer that Red Deer become a member of PAMZ at an estimated annual cost of \$14,330.00"

"That the Environmental Advisory Board recommend to Council of the City of Red Deer that PAMZ operate and staff the new air quality monitoring station to be located near Three Mile Bend, subject to support from Alberta Environmental Protection."

"That the Environmental Advisory Board recommend to Council of the City of Red Deer the appointment of a city representative with technical expertise on air quality monitoring, to the executive of Parkland Air Monitoring Zone (PAMZ)."

These resolutions evolved over the past 4 years, starting with the "REACT" Environmental Action Plan (approved by City Council February 2, 1995). This Master Plan identified Air Quality as the second most important environmental issue in Red Deer, and recommended that regular ongoing air quality monitoring should be undertaken. Alberta Environmental Protection has been very supportive and cooperative in this air quality monitoring initiative.

Subsequent to the passing of these resolutions, Alberta Environmental Protection has confirmed that they do not support the operation of the air quality monitoring station by PAMZ at this time (see June 9, 1999 letter from Mr. Robert Stone, Alberta Environmental Protection). Environmental Protection is considering partnering with PAMZ on a number of stations in the province, but until it is finalized, they have chosen to retain the operation of all the ambient air quality stations.

In view of the above, there are a number of issues that must now be reconsidered:

1. City Council should be asked to approve the installation of an air quality monitoring station on Riverside Drive. The start-up costs of \$8,000 could be approved as an over-expenditure in the Public Works 1999 Operating Budget.
2. City Council could be asked to approve in principle (subject to confirmation during 2000 budget deliberations) the \$8,000 annual operating cost of the monitoring station, starting in the year 2000. The approximate cost of \$3,000 for operation in 1999 could be funded from 1999 Operating Surplus.
3. The Board should reconsider its recommendation to Council regarding joining PAMZ and perhaps defer it until such time as Alberta Environmental Protection agrees to partner with PAMZ in the operation of the Red Deer Monitoring Station.

The air quality monitoring station is being proposed on an existing gravel pad that was previously used for other monitoring purposes. This monitoring station will provide continuous readings on the following parameters:

- |                      |                          |
|----------------------|--------------------------|
| • carbon monoxide    | • sulphur dioxide        |
| • oxides of nitrogen | • total hydrocarbons     |
| • ozone              | • inhalable particulates |
| • hydrogen sulphide  | • wind speed/direction   |

Since the Environmental Advisory Board initiated the request to Alberta Environmental Protection for them to place and operate an Air Quality Monitoring Station (see June 4, 1998 letter from Peter Innes - Chairman, EAB), we suggest that, at this time, the board reconsider the three points above and formulate new resolutions to be forwarded to City Council.



BRYON JEFFERS



DON BATCHELOR



PAUL GORANSON

Enc.

DATE: June 14, 1999

TO: City Clerk

FROM: Public Works Manager

**RE: Air Quality Initiative - Parkland Air Quality Monitoring Zone (PAMZ)**

At the request of the Environmental Advisory Board (EAB), Alberta Environmental Protection (AEP) has agreed to provide a permanent air quality monitoring station to be located in Red Deer. The purpose of this station is to monitor the ambient air to provide a representative picture of the air quality in Red Deer.

The site selected for the station is located on the east side (river side) of Riverside Drive, just south of the entrance of Three Mile Bend. The site was selected as it gives exposure to prevailing winds within the city and is not unduly influenced by specific sources of emissions that may give a non-representative picture of the air quality.

Representatives from the Parkland Air Quality Management Zone (PAMZ) approached the EAB on May 26, 1999 with a request that the City of Red Deer (the City) consider becoming a member of PAMZ. As part of our participation in PAMZ, they are proposing to operate and maintain the equipment in the air quality monitoring trailer.

PAMZ is a member of the Clean Air Strategic Alliance (CASA), which is a non-profit alliance made up of stakeholders and funded by them. The attached slides formed part of the PAMZ presentation and outline the purpose of CASA and the benefits of being a member of PAMZ. The main benefits to the City of being a member are:

- the administration and operation of the station is assigned to PAMZ,
- the City would be more involved in regional air quality decision-making,
- it demonstrates support for a zonal approach to air quality management/monitoring.

The annual fee requested is \$ 14,330.00. PAMZ are proposing that the costs associated with installation of the station and the ongoing operating costs can be deducted from the City annual fee. The estimated one time start up costs are \$8000 and an annual estimated operating cost of \$8000 plus potential AEP costs for maintenance of the equipment.

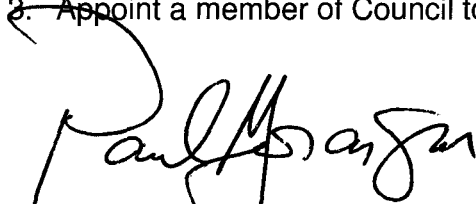
The proposal also allows the City to participate as an active stakeholder member on the PAMZ committee.

Since the EAB meeting on May 26, 1999 with PAMZ, AEP has been contacted to seek their view on having PAMZ operate the AEP station. AEP is **not** in favour of having PAMZ operate the station at this time, see attached letter from Mr. Stone. Based on this, PAMZ would not be able to operate the station, so there is less financial benefit to the City of being a member of PAMZ.

**RECOMMENDATION**

It is respectfully recommended that Council:

1. Not support the request by PAMZ at this time, and approve an annual operating expenditure of \$8000, for the City operation of the station to be included as an increase to the appropriate Department's annual operating budget,
2. Once the support of AEP is received, support the request by PAMZ and become a member of PAMZ, subject to an acceptable Agreement being developed between the City and PAMZ. Commit an additional \$6,330 annually to be included as an increase to the appropriate Department's annual operating budget to cover with the \$8000, the PAMZ annual fees, and
3. Appoint a member of Council to sit as a member of PAMZ.



Paul A. Goranson, P. Eng.,  
Public Works Manager

PAG/sh

Att.

cc: EAB Chairman - Glenn Moore  
Parks and Recreation Manager  
Director of Development Services  
Director of Community Services



Environmental Service

Enforcement and  
Monitoring Division11th floor, Oxbridge Place  
9820 - 106 Street  
Edmonton, Alberta  
Canada T5K 2J6Telephone 780/427-6209  
Fax 780/427-7958

June 9, 1999

Mr. Paul Goranson  
Public Works Manager  
City of Red Deer  
5420 - 47 Street  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4

Post-it Fax Note	7671E	Date	June 9/99	# of pages	1
To	Paul Goranson		From	Bob Stone	
Co./Dept.			Co.		
Phone #			Phone #		
Fax #	403-343-7074		Fax #		

Dear Mr. Goranson:

**Re: Red Deer Air Quality Monitoring Unit**

I have now had a chance to consider your question of whether Alberta Environment would object to or have any concerns with Parkland Air Management Zone (PAMZ) taking over operation of the air quality monitoring unit to be located in Red Deer.

As you know, our department wants to operate any new units with partners. Consequently, we have no objection in principle to PAMZ playing an operating role for this facility. However, PAMZ has submitted its application for a regional air-monitoring zone to Alberta Environment for review and approval. This plan includes the Red Deer unit as part of the PAMZ network. The application is still under review and its final scope and configuration will depend on the outcome of this examination. Therefore, at this time, Alberta Environment is not prepared to let PAMZ take over operation of the trailer. We may reconsider this position once the plan has been approved, is operational and the key parties are interested in pursuing this matter further.

I wish to assure you of our commitment to assist the City carry out its operational functions with respect to this unit. I also wish to assure you that our commitment to the City is not contingent on whether the City becomes a member of PAMZ.

If you have any questions please contact me at (780) 427-6225.

Sincerely,

Robert Stone  
Manager, Monitoring Programs

JUN. -11' 99 (FRI) 16:57

403-343-7074 CITY PUBLIC WORKS  
ENH&MON DIVISION

148 P84

JUN 15 1999 16:55

Page 1 of 1

Page 1 of 1

**Recreation, Parks & Culture Department**

June 4, 1998

Mr. Doug Tupper,  
Assistant Deputy Minister of Environmental Services  
Alberta Environmental Protection  
9 Oxbidge Place  
9920 106 Street  
Edmonton, AB T5K 2J6

Dear Mr. Tupper:

**RE: REGULAR AIR QUALITY MONITORING STATION**

The City of Red Deer Environmental Advisory Board reviewed the 1996 Air Quality Monitoring Report during their May 26, 1998 meeting. Our city was fortunate in 1995/96 to have similar testing and monitoring conducted by Alberta Environmental Protection to establish a benchmark for this region. Unfortunately, this testing and monitoring was a one-time occurrence and has not been carried out since that time. As a consequence, comparisons can not be made to the 1996 results or to the results from other cities.

Through an extensive public participation program in 1995, the residents of Red Deer clearly defined air quality as the second most important environmental concern facing our city. This was ratified by City Council in the adoption of the REACT - Environmental Action Plan in 1995.

With the increased industrial development and the expansion of the petrochemical plants in this region, it has been increasingly more important that this regular ongoing air quality monitoring be conducted in Red Deer.

Based on a resolution of the Environmental Advisory Board, at their May 26, 1998 meeting, I am asking that Alberta Environmental Protection consider the implementation of a continuous Air Quality Monitoring Station in Red Deer, and that the results of this testing be included in the Annual Alberta Air Quality Monitoring Report.

483-343-7074 CITY PUE  
JUN. -11' 99(PRI) 16:57 ENF&MON DIVISION

148 P25 JUN 15 '99 16:55  
421 1738

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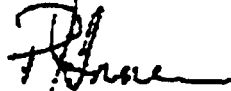
Mr. Doug Tupper

June 4, 1999

Page Two

Your consideration of this request would be appreciated. If further clarification is required, please contact me at 341-3777 or Don Batchelor, Recreation, Parks & Culture Manager for the City of Red Deer at 342-8166.

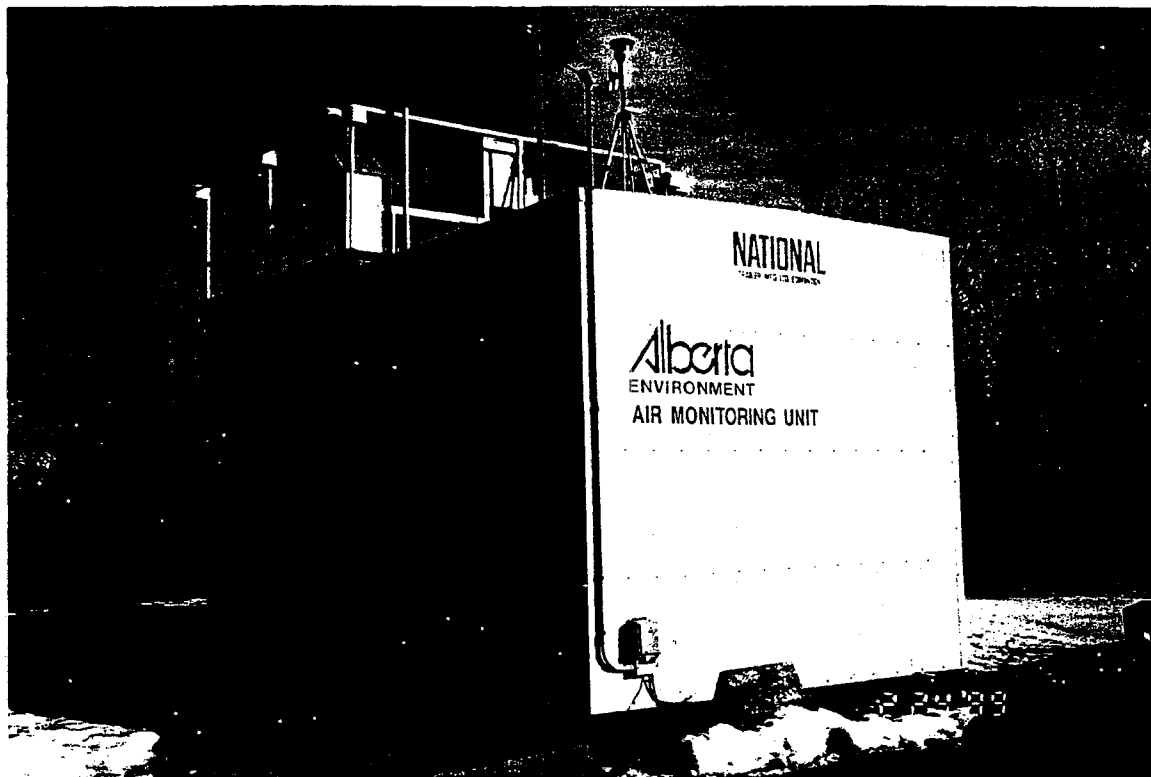
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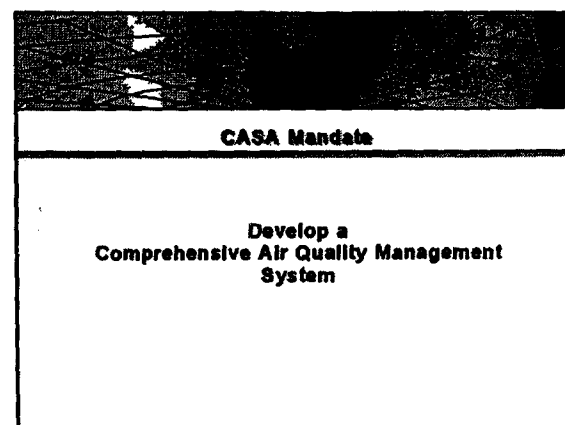
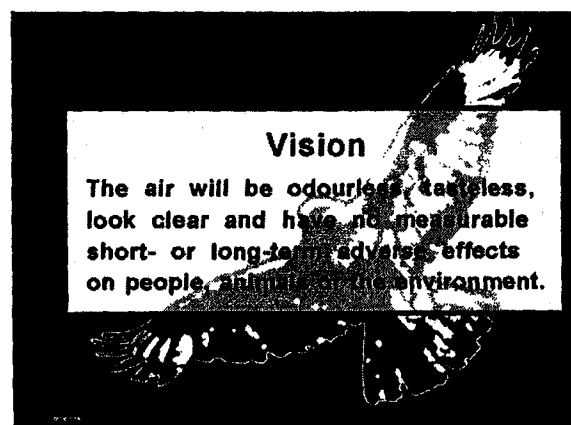
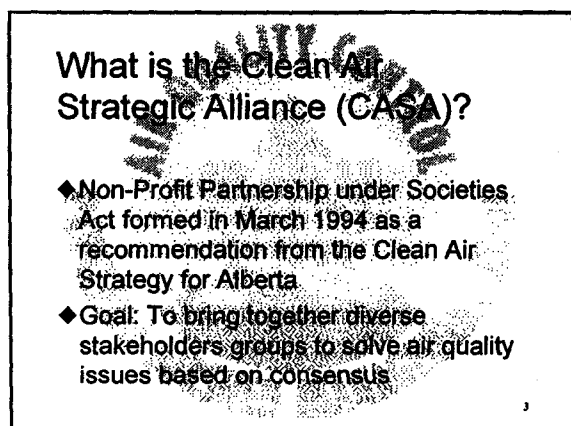
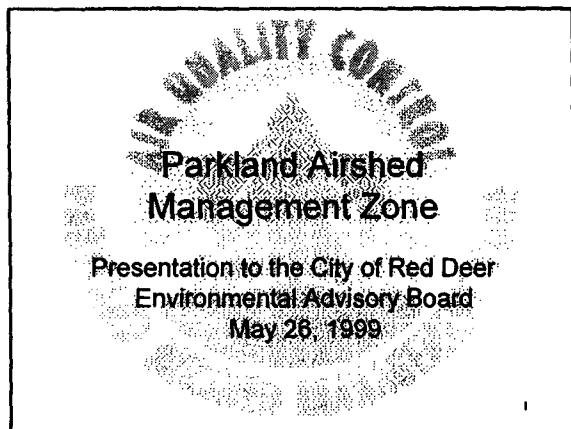
PETER INNES, Chairman  
Environmental Advisory Board

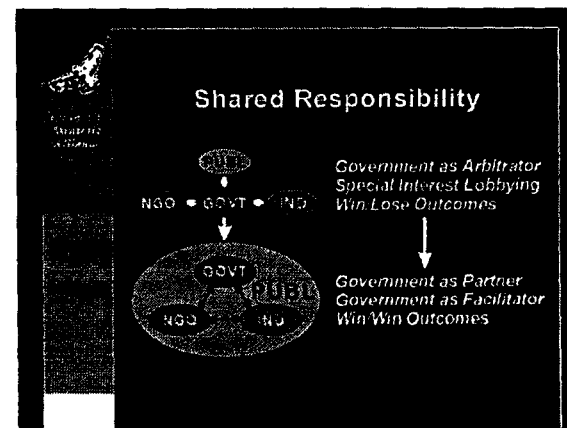
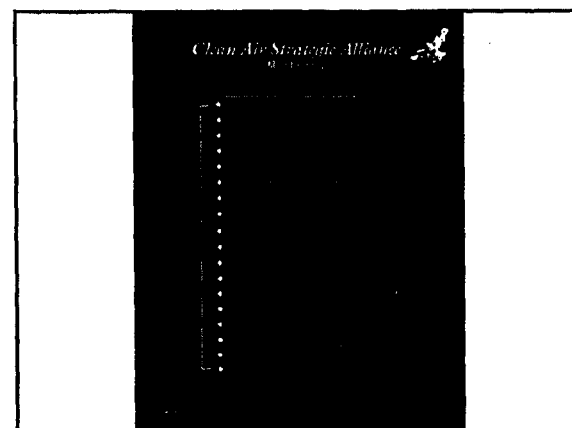
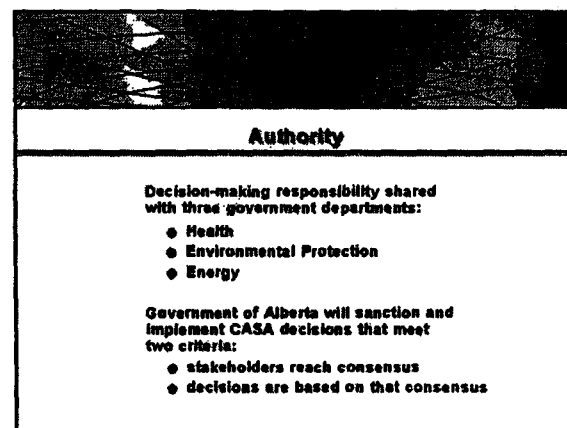
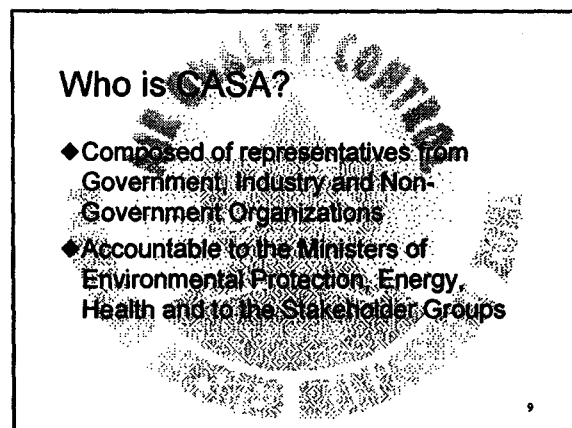
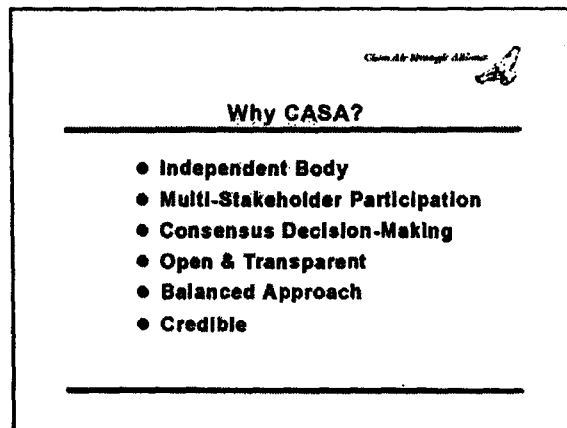
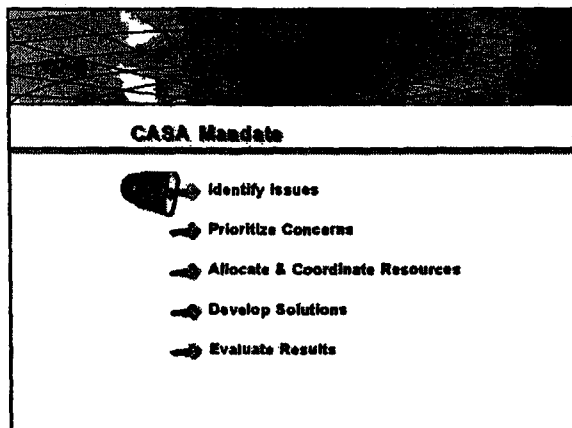
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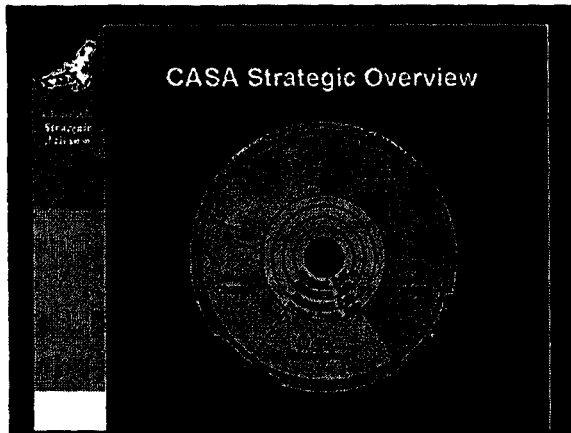
c Mayor Gail Sutton  
Linda Burrell, P.A.M.Z. Committee  
Ray Kerber, Alberta Environmental Protection











## What are Air Quality Management Zones?

- ◆ Boundaries established to recognize regional air quality issues
- ◆ Allows multi-stakeholder groups to design air quality monitoring and management plans for their unique conditions, emission sources and issues
- ◆ Operate under CASA guidelines, but their board of directors are separate from CASA

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## Air Quality Management Zones



## The History of RAMIT

- ◆ The Regional Air Management Investigation Team (RAMIT) was put together in 1994 to investigate the possibility of a zone in the Sundre, Caroline, Rimbey, Rocky Mountain House area
- ◆ Recommended to CASA in Nov. 1995 that the area proceed with the formation of a regional Airshed Management Zone

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## Why was PAMZ established?

- ◆ Identified as a high emissions area
  - SO<sub>2</sub>
  - NO<sub>2</sub>
  - Particulate
- ◆ Air quality concerns in the area
- ◆ Desire of Industry, Government and Public to work together
- ◆ Make more efficient use of existing resources for monitoring air quality

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## Source Types

- ◆ SO<sub>2</sub> - Oil & Gas - Flaring & Incineration  
Power Generation - Coal  
Asphalt Plants
- ◆ NO<sub>2</sub> - Transportation - Automobiles  
Industry - Compressors, Processes
- ◆ PM<sub>10</sub> - Agricultural  
Wood Burning  
Transportation - Diesel, Roads  
Industry - Burning, Activities

18

## History of the Parkland Airshed Management Zone

- ◆ Established in April 1997 to monitor air quality and manage air quality issues in the Parkland region
- ◆ Includes representation from local municipalities, health authorities, farmers, environmental groups, industry and the public

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## PAMZ Mission Statement

- ◆ "The Parkland Airshed Management Zone will implement a zonal approach to monitoring and managing air quality within the Zone"
- ◆ Stakeholders considered the types, volumes and sources of emissions, atmospheric behaviors, impacts and administrative considerations in establishing the zone boundaries

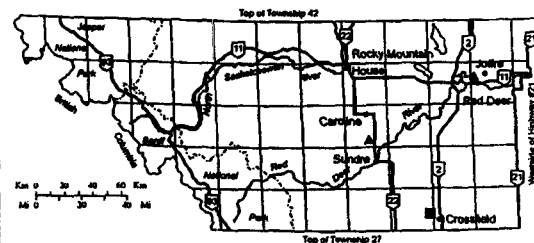
20

## PAMZ Boundaries

- ◆ Area covers 40,000 square km
- ◆ West Central Airshed Zone to the north (top of Township 42)
- ◆ Highway 21 to the East
- ◆ the Alberta/BC border to the West
- ◆ Crossfield (top of Township 27) to the South

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## Parkland Airshed Management Zone



## CASA Ambient Air Quality Monitoring Strategic Plan (1995)

## What does PAMZ do?

- ◆ Monitors regional air quality in a scientifically defensible and cost effective manner
- ◆ Interprets and reports on regional air quality
- ◆ Includes a process to address air quality issues
- ◆ Shares funding based on a fair and equitable funding formula
- ◆ Operates under the CASA umbrella

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### What PAMZ is Not

- ◆ Does not have a regulatory function
- ◆ Does not issue approvals
- ◆ Does not set regulatory standards
- ◆ Does not take enforcement action
- ◆ Does not answer every question or issue

25

### PAMZ in Action

- ◆ Identifies and responds to air quality issues and concerns in the zone
- ◆ Establishing a regional monitoring system synchronized with CASA and the other zones to monitor air quality and the impact of emissions on the environment
- ◆ Establishes subcommittees to appropriately identify and address issues (human health)

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### PAMZ in Action (cont.)

- ◆ Communication program to inform, educate and involve all stakeholders
- ◆ Identify emission sources and establish a fair funding formula whereby facilities with higher emission rates will contribute a larger portion of the funding for the zone

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### PAMZ 1997 Activities

- ◆ Inaugural meeting as a Zone April 1997
- ◆ Elected board of directors and Chairperson
- ◆ Workshop to develop objectives for zonal monitoring in September
- ◆ Process developed for setting priorities, responding to issues and developing action plans

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### PAMZ 1998 Activities

- ◆ Zone Emissions Inventory
- ◆ Establishment of a Human Health Subcommittee
- ◆ Completion of Air Monitoring Program Design
- ◆ Developed Communication Strategy

29

### PAMZ 1999 Activities

- ◆ Program Manager Hired - Kevin Warren
- ◆ Business Plan Finalized
- ◆ Application to collapse existing Compliance Air Quality Monitoring Programs for 21 facilities submitted to Alberta Environmental Protection
- ◆ Air Quality Monitoring Program Start-Up (Summer 1999)
- ◆ PAMZ Website (Fall 1999)

30

### PAMZ Emissions Inventory

- ◆ emissions inventory (1997 #s) used to develop funding formula
- ◆ excludes open sources
- ◆ 88% of emissions to airshed from industrial sources
- ◆ 12% of emissions from transportation and municipal sources
- ◆ will be updated annually (Fall 1999)

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### Transportation and Municipal Emissions

- ◆ 12% of Total Emissions in PAMZ (excluding open sources)
- ◆ 65% Transportation
- ◆ 25% Residential Fuel Wood
- ◆ 5% Non-Industrial Fuel Combustion
- ◆ 5% Other (solvents, painting, etc.)

32

### PAMZ 1999 Budget

- ◆ Expenses - \$400,000
  - AQM Program - Capital \$158,000
  - AQM Program - Operations \$150,000
  - Program Manager \$53,000
  - Other \$39,000
- ◆ Revenues - \$400,000
  - Industry \$355,500
  - Municipalities \$44,500

33

### Air Quality Monitoring Program

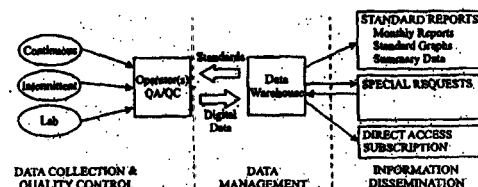
- ◆ Responds to air quality concerns
- ◆ Use ongoing Emissions Inventory and Study to identify emissions sources in the zone, track changes, acquire data to which air quality can be compared over the longer term
- ◆ Makes use of existing data where feasible

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### Air Quality Monitoring (cont.)

- ◆ Siting Criteria Responsive to Zonal Issues vs. Specific Point Sources
- ◆ Continuous and Passive Air Quality Monitoring
- ◆ Rigorous Quality Control and Assurance Program
- ◆ Data Management and Information Reporting System that meets various user groups' needs (Zonal & Provincial),

### Air Quality Monitoring (cont.)

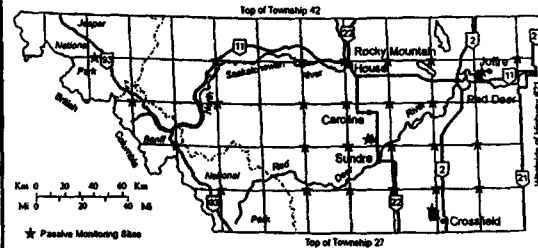


### Air Quality Monitoring - Siting

- ◆ Two stationary continuous monitoring stations (Caroline and Red Deer)
- ◆ One portable continuous monitoring station (Crossfield and other)
- ◆ Grid of approximately 28 passive monitoring sites

37

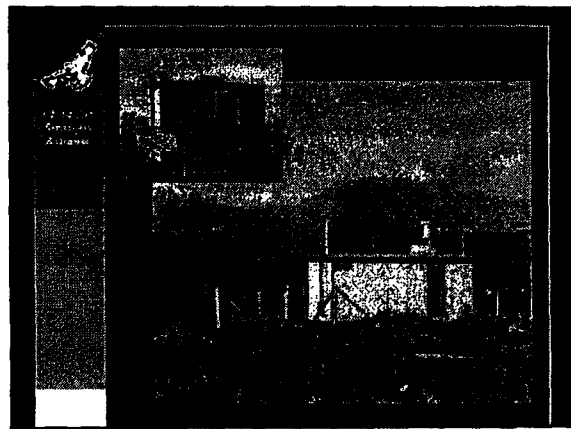
### Parkland Airshed Management Zone Location of Passive Monitoring Stations



### Air Quality Monitoring - Parameters

- ◆ Continuous Parameters (5 and 60 minute) -  $H_2S$ ,  $NO_x$ ,  $NO_2$ ,  $O_3$ ,  $PM_{10}$ ,  $SO_2$ , TRS, THC
- ◆ Intermittent Parameters (every six days) -  $PM_{10}$ ,  $PM_{2.5}$
- ◆ Passive Parameters (Monthly) -  $NO_2$ ,  $O_3$ ,  $SO_2$

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### Red Deer AQM Station

### Benefits of PAMZ to You!

- ◆ Responsibility for air quality is shared among broader range of stakeholders
- ◆ Cost-effective use of resources with costs spread among all emitters
- ◆ Locally designed, geographically targeted solutions
- ◆ Improved public and regional participation in decision-making

42

### More Benefits!

- ◆ Access to high quality comprehensive data
- ◆ Forum for non-confrontational resolution to issues
- ◆ Demonstrates social responsibility
- ◆ Potential for saving money through resource allocation

43

### PAMZ Membership Benefits to Municipal Governments

- ◆ Inclusion of all emission sources in zone management
- ◆ Access to data and technical expertise for informed decision-making
- ◆ Increased public awareness about air quality
- ◆ Participation and support of all regional stakeholders to the zonal approach to air quality management/monitoring

44

### PAMZ Membership Benefits for City of Red Deer

- ◆ Access to all data collected by PAMZ
- ◆ Data Quality consistent with other AQM stations in the region
- ◆ Data can be used to support or modify policy decisions
- ◆ Potential through board membership for Residents' interests accounted for in PAMZ policies and decisions
- ◆ Improved relationships and trust-building with other stakeholders including other municipalities

45

### More Benefits!

- ◆ Additional parameters monitored (TRS, PM<sub>2.5</sub>)
- ◆ Air monitoring station managed, operated and maintained by PAMZ contractor not city staff
- ◆ Station consumables and parts costs covered by PAMZ
- ◆ In kind support (power, site preparation costs, etc) can form part of proposed contribution towards PAMZ - \$14,330

46

### "Be part of the solution"

- ◆ Air quality and accurate information is everyone's concern
- ◆ All stakeholders are invited to attend meetings and encouraged to participate in PAMZ initiatives through Committee involvement

47



The End



**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Environmental Advisory Board  
**FROM:** Deputy City Clerk  
**RE:** *Request for Approval for Ambient Air Quality Monitoring Station  
(Land Use Bylaw Amendment 3156/R-99, Refers)*

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**Reference Report:** Environmental Advisory Board dated June 28, 1999

**Resolution:**

**Resolved that** Council of The City of Red Deer, having considered report from the Environmental Advisory Board dated June 28, 1999 re: Request for Approval for Ambient Air Quality Monitoring Station, hereby:

1. approves the installation of an air quality monitoring station on Riverside Drive, subject to a satisfactory contract being negotiated between The City and Alberta Environmental Protection and the passage of Land Use Bylaw Amendment No. 3156/R-99;
2. approves an additional expenditure to the 1999 Budget of \$11,000.00 to include \$8,000.00 in start up costs and \$3,000.00 for 1999 operating costs,
3. approves the inclusion of \$8,000.00 in the 2000 Operating Budget to cover the annual operating cost of the station.

**Report Back to Council Required:** No

**Comments/Further Action:**

As noted above, the Ambient Air Quality Monitoring Station has been approved subject to the passage of Land Use Bylaw Amendment 3156/R-99, which provides for the rezoning of the site in question. A Public Hearing will be held Tuesday, August 3, 1999 at 7:00 p.m. for that bylaw.

  
Jeff Graves  
Deputy City Clerk

/clr

c

City Manager  
Director of Community Services  
Director of Corporate Services  
Director of Development Services

Recreation, Parks & Culture Manager  
Public Works Manager  
Principal Planner

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Principal Planner  
**FROM:** Deputy City Clerk  
**RE:** *Land Use Bylaw Amendment No. 3156/R-99 / Part of Lot B, Plan 3854 MC, NE ¼ 28-38-27-4 / Riverside Light Industrial Area / The City of Red Deer (Request Rezoning to Accommodate Ambient Air Quality Monitoring Station)*

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**Reference Report:**

Planner, dated June 8, 1999

**Bylaw Readings:**

Land Use Bylaw Amendment No. 3156/R-99 was given first reading, a copy is attached.

**Report Back to Council Required:**

Yes. A Public Hearing will be held on Tuesday, August 3, 1999 at 7:00 p.m.

**Comments/Further Action:**

Land Use Bylaw Amendment No. 3156/R-99 provides for the redesignation of part of Lot B, Plan 3854 MC from A2 Environmental Preservation District to PS Public Service (Institutional or Governmental) District. The rezoning will accommodate an air quality monitoring station.

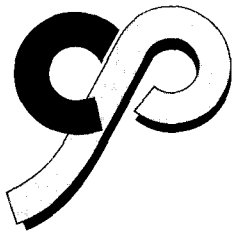
This office will now proceed with the advertising for a Public Hearing. The City will be responsible for the advertising costs in this instance.



Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c     Director of Development Services  
      Director of Community Services  
      Land and Economic Development Manager  
      Recreation, Parks & Culture Manager  
      Public Works Manager  
      Principal Planner  
      Administrative Assistant, S. Ladwig



**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

Suite 500, 4808 Ross Street  
Red Deer, Alberta T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
e-mail: pcps@telusplanet.net

Date: June 8, 1999

To: Kelly Kloss, City Clerk

From: Frank Wong, Planning Assistant

Re: Land Use Bylaw Amendment 3156/R-99  
Part of Lot B, Plan 3854 MC  
NE 1/4 Sec. 28-38-27-4  
Riverside Industrial Area  
The City of Red Deer


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The City of Red Deer is requesting the redesignation of part of Lot B, Plan 3854 MC from A2 Environmental Preservation District to PS Public Service (Institutional or Governmental) District. The proposal is to accommodate an Alberta Environmental Protection Department's air quality monitoring trailer. The use is temporary in nature, but could last for up to fifteen years. The Public Service District is intended to accommodate uses that are public or quasi-public in nature and most school sites in the City have this land use district. The redesignation of the site will allow the Municipal Planning Commission to consider the use as an institutional service facility while keeping the remaining land as parkland.

Staff Recommendation

Planning staff recommend that City Council proceed with first reading of Land Use Bylaw Amendment 3156/R-99.

Sincerely,

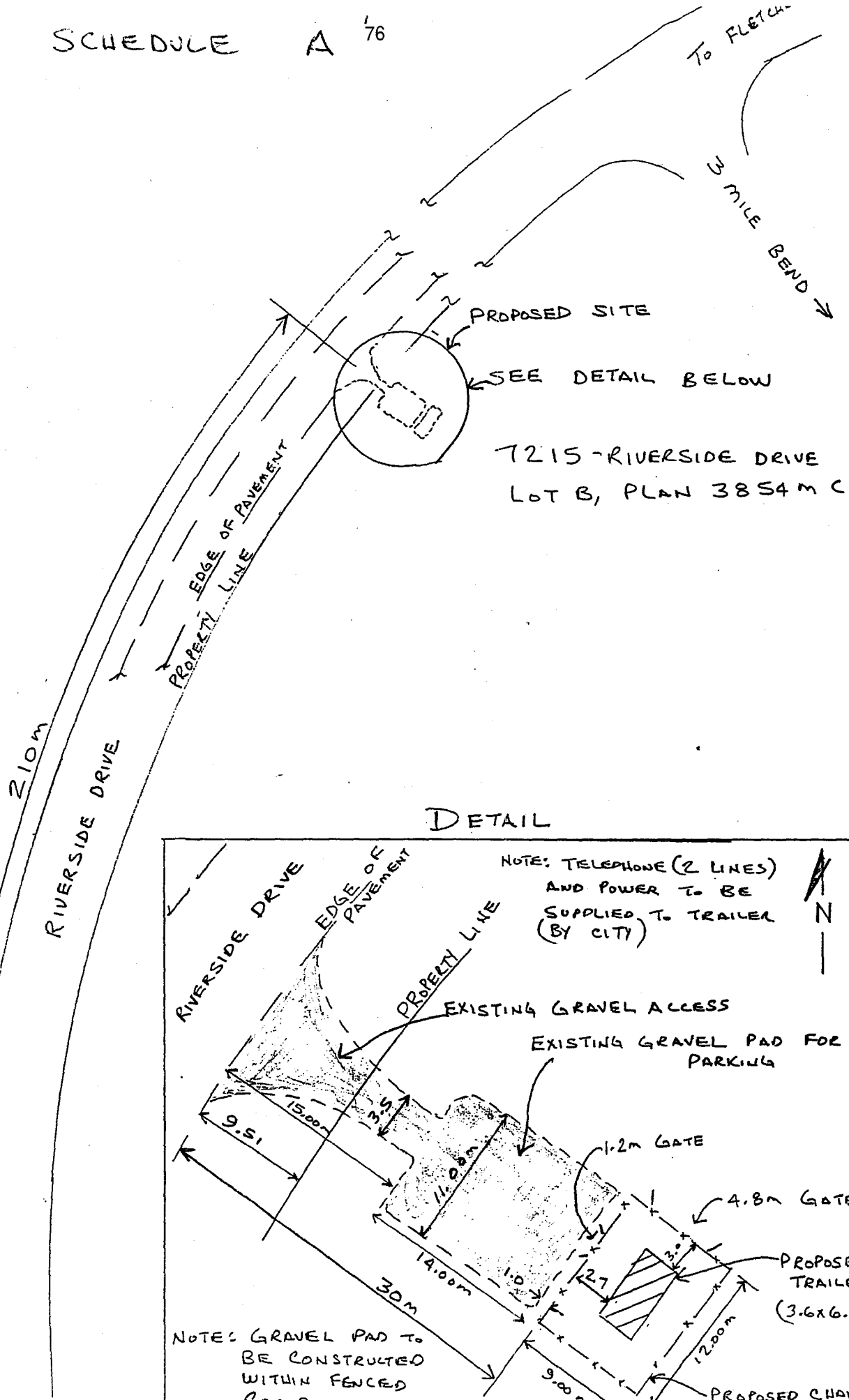
  
Frank Wong,  
Planning Assistant

Attachment

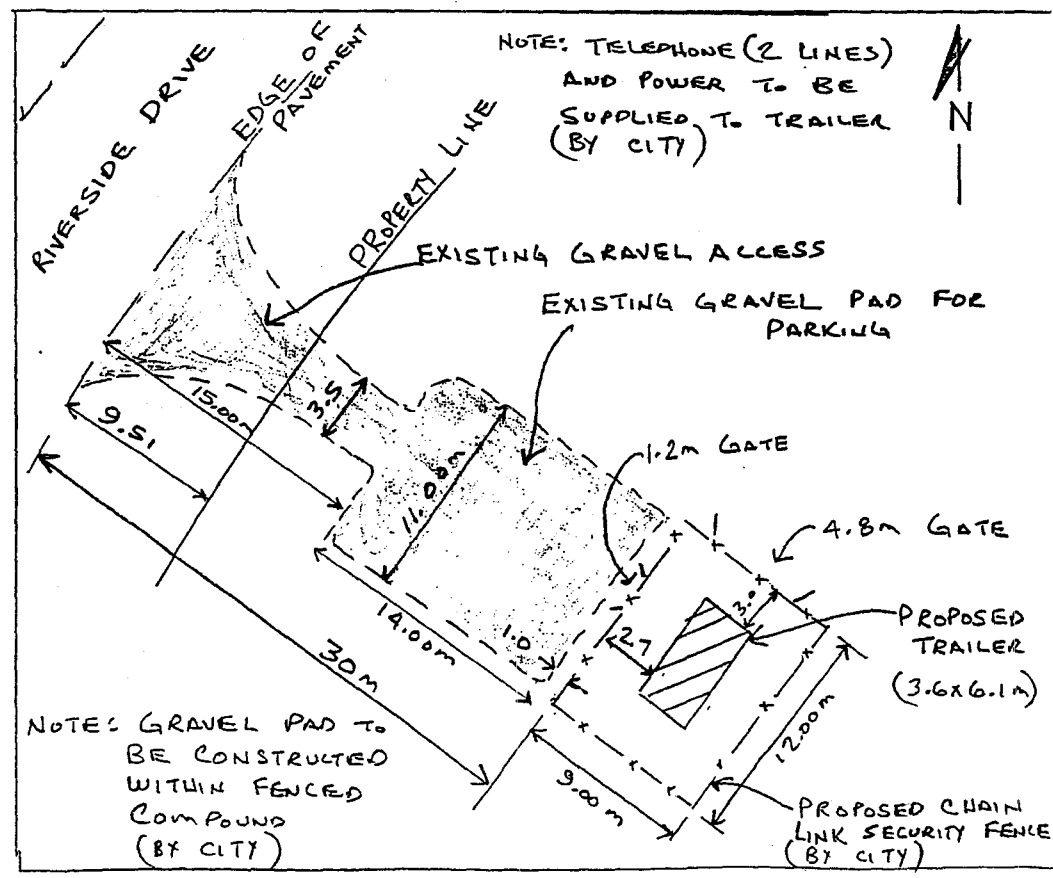
SCHEDULE

A

76

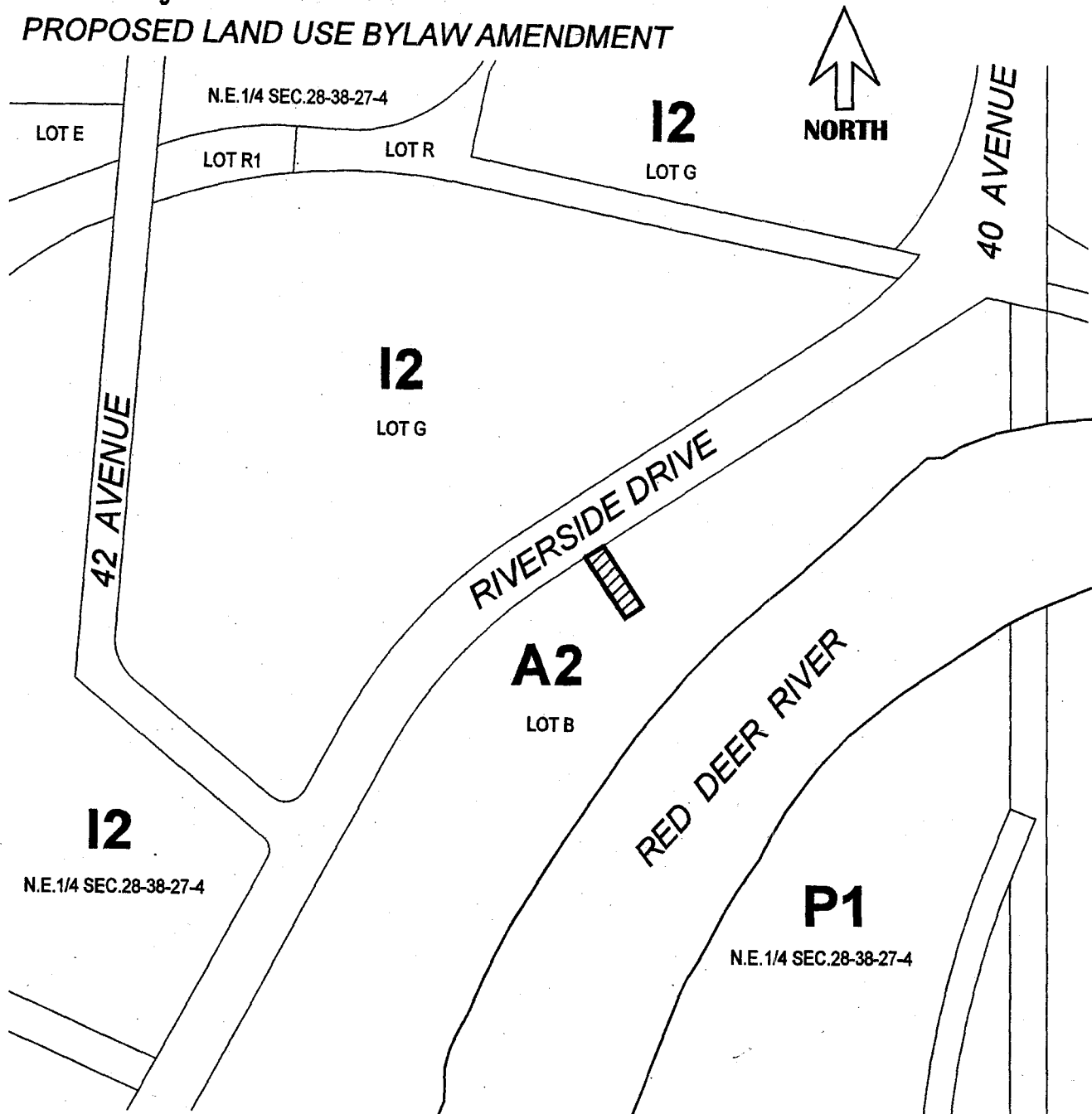


DETAIL



# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



Change from:

A2 to PS



### AFFECTED DISTRICTS:

A2 - Environmental Preservation

PS - Public Service (Institutional or Governmental)

MAP No. 13 / 99

BYLAW No. 3156 / R - 99

**Comments:**

We agree with the recommendation of the Environmental Advisory Board that Council approve the installation of the Air Quality Monitoring Station and pursue an appropriate contract with Alberta Environmental Protection.

Normally we cannot recommend a budget decision outside of the budget process, however there is an extenuating circumstance in this situation. A commitment to air monitoring was made in the Environmental Master Plan that has not been implemented to date. During the preparation of this year's budget we were not aware that an Air Quality Monitoring Station would become available and as a result did not include it in the 1999 Budget. Due to a combination of circumstances one has become available and if we act now we will be able to secure one for a Red Deer location. If we delay we will very likely not be able to secure a station for the foreseeable future. Any decision relative to membership in PAMZ and the associated cost of that membership should be debated during budget deliberations. As a result, we are recommending only that Council agree to:

- the installation of the Air Quality Monitoring Station on Riverside Drive subject to a satisfactory contract being negotiated between The City and Alberta Environmental Protection;
- an additional expenditure to the 1999 Budget of \$11,000 which includes \$8,000 in start up costs and \$3,000 for 1999 operating costs;
- the inclusion of \$8,000 in the 2000 Operating Budget to cover the annual operating cost of the station;
- passage of first reading of a Land Use Bylaw amendment to rezone land on Riverside Drive to accommodate the station.

It should be noted that we have for many years monitored water quality at an approximate cost of \$5,000 per year. The addition of air quality monitoring is from our point of view a reasonable step in addressing our environmental management responsibilities.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

Item No. 7

RPC - 8.092

**DATE:** June 28, 1999

**TO:** City Clerk

**FROM:** Glenn Moore, Chairperson  
Environmental Advisory Board


**RE:** Environmental Advisory Board Bylaw

---

The Environmental Advisory Board considered the correspondence from the Citizens Action Group on the Environment and held discussions with CAGE members during the regular board meeting of June 22, 1999.

The board passed the following resolution about investigating the establishment of a regional environmental advisory board and how that may relate to the portion of Bylaw 3142/95 affecting the Environmental Advisory Board:

"The Environmental Advisory Board recommend to City Council that a steering committee be established to investigate and review with the public, local governments, and stakeholder groups, the possible establishment of a regional environmental advisory board; and furthermore, that this review consider the modeling of the FCSS Board and the present mandate of the Environmental Advisory Board."

  
GLENN MOORE, Chairperson  
Environmental Advisory Board

- c. Norbert Van Wyk, City Manager  
Bryon Jeffers, Director of Development Services  
Lowell Hodgson, Director of Community Services

**DATE:** June 4, 1999

**TO:** ENVIRONMENTAL ADVISORY BOARD

**FROM:** GLENN MOORE, Chair  
Environmental Advisory Board

**RE:** ENVIRONMENTAL ADVISORY BOARD BYLAW

---

The Citizens Action Group on the Environment (C.A.G.E.) has suggested that it might be timely to consider a restructuring and review of the bylaw and/or preparation of a terms of reference for the Environmental Advisory Board. Attached is correspondence that has been exchanged between C.A.G.E., Councilor Flewwelling and myself on this issue.

I bring this to the attention of the Board such that members can discuss and consider whether a review and/or alterations are appropriate or desirable. I look forward to the discussion at the June 22<sup>nd</sup> meeting and have invited C.A.G.E. members to be present if they so choose.

To be clear, if a review is deemed desirable, the Board must pass a resolution recommending to City Council that the Environmental Advisory Board portion of the Committee Bylaw 3142/95 be undertaken. This process may involve public meetings, review of financial implications, consideration of other local governments and many other factors. The Environmental Advisory Board is a Council-appointed board; therefore, any review undertaken must be done so by a group appointed by Council. A copy of the existing Environmental Advisory Board Bylaw 3142/95 is attached.



GLENN MOORE

:ad

Att.

- c. Mayor Surkan
- Councillor Flewwelling
- Norbert Van Wyk, City Manager
- Barbara Brownold
- Dr. Timothy L. Grier



## Recreation, Parks & Culture Department

June 4, 1999

Citizens Action Group on the Environment  
Attn: Teresa Neuman, Secretary  
#1, 6300 - 45 Avenue  
Red Deer, AB T4N 3M4

Dear Ms. Neuman:

I have had an opportunity to consider the issues you have identified in your April 30<sup>th</sup> letter. I certainly welcome your enthusiasm in asking the Board to consider its mandate.

The Environmental Advisory Board is a relatively new board, first mandated in 1990 and the bylaw has only undergone one minor amendment since that time. The accomplishments of the Board over the past nine years has brought local, provincial and national acclaim for its leadership and accomplishments.

In addressing the points in your letter I offer the following comments:

- 1 & 2. I acknowledge your comments; however, the Board was decisive in the action taken on the Sunpine issue, and sought direction from the Mayor's office back in 1996. The Sunpine issue is closed, but I do believe there are other opportunities to consider in the future. Although we are presently mandated by the corporate boundary of the city, the Board can and does ensure that public information is available to all citizens on issues outside this boundary. Your suggestion of changing this may have merit, perhaps through a regional environmental advisory board. Such a board is recommended in the Joint General Municipal Plan and is eluded to in the draft of the new Strategic Plan. A recent example is the Board's resolution to support a partnership with Alberta Environmental Protection and the Parkland Air Quality Monitoring Zone to locate and operate a regional air quality monitoring station in Red Deer which would include the regular release of air quality data to citizens.

.../2



Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

3. Developing a terms of reference for Red Deer's Environmental Advisory Board may be timely, as the bylaw has not been reviewed for some time. Flexibility and self direction/initiative could be considered, but the Board remains advisory to City Council and, therefore, does not have the authority to deploy funds or resources.
4. The selection process is conducted in utmost confidence by City Council only. Administrative staff have no role in this process. There is no screening or review by administration other than the City Clerk assembling the nominations and presenting them, in confidence, to Council without comment. Review and appointment to the Board is done exclusively by City Council.
5. Membership, both in terms of numbers and representation, can be reviewed. The advantage of having three (3) citizens at large on the Board is that anyone can be nominated for one of these positions including representatives from groups such as the Red Deer River Naturalists, Citizens Action Group on the Environment, development groups or recreational groups. I agree that it may be time to review the composition of the Board if the bylaw or terms of reference are also being reconsidered.

In closing, I take your comments and suggestions in a positive and constructive way and, to that end, commit to you that this item will be placed on the next Environmental Advisory Board agenda (meeting of June 22, 1999). At that time, I will place all correspondence relating to this issue on the agenda and invite you and other members of C.A.G.E. to be part of the exploratory discussions.

It will be incumbent on the Board to consider whether it feels a restructuring and/or review of the bylaw is desirable. If the Board supports the concept of a review, they must pass a resolution to be forwarded to Council asking for them to undertake the review of the Environmental Advisory Board. We will keep you advised of this process and, of course, members of C.A.G.E. are welcome at anytime to the regular Board meetings.

.../3

Again, thank you for your interest in the future of the Environmental Advisory Board.

Yours sincerely,



Glenn Moore, Chair  
Environmental Advisory Board

:ad

- c. Mayor Surkan  
Councillor Flewwelling  
Norbert Van Wyk, City Manager  
Lowell Hodgson, Director of Community Services  
Bryon Jeffers, Director of Development Services

**19 The "Environmental Advisory Board"**

- (1) The Board shall consist of seven (7) members as follows:
  - (a) one (1) Councillor;
  - (b) one (1) representative of either the Red Deer Public School Board or the Red Deer Catholic Board of Education;
  - (c) one (1) representative from the Red Deer Chamber of Commerce;
  - (d) one (1) representative from a registered environmental society or organization within Red Deer;
  - (e) three (3) citizens at large;
- (2) Non-voting representatives of the following departments/agencies shall be technical advisors to the Board:

Director of Development Services

Director of Community Services

Director of the Parkland Community Planning Services

David Thompson Health Region - Authority #6 representative

Alberta Department of the Environment representative
- (3) The Chairperson shall not be a member of Council or an employee of the City.
- (4) The School Board representative shall serve for a two (2) year term on an alternating-term basis between the Red Deer Public School Board and the Red Deer Catholic Board of Education, commencing with the Public School Board. The registered environmental society or organization representative shall serve for a two (2) year term on an alternating-term basis among all registered environmental societies or organizations.
- (5) No less than six (6) regular meetings of the Board shall be held in each year.

- (6) The Board shall have the following duties and responsibilities:
- (a) To review and recommend to Council environmental policies and initiatives.
  - (b) To act as a liaison and coordinating body with existing environmental societies and organizations, as required, to direct their concerns and inquiries to the appropriate City department, Council, or other legislative body.
  - (c) To assist and make recommendations with respect to conducting public meetings and workshops, as required, on environmental issues, to provide a forum for residents to share or express concerns, suggestions or inquiries.
  - (d) To act as a liaison with City departments and advise Council on potentially sensitive environmental issues.
  - (e) To act as a liaison and coordinating body to consider and make recommendations on environmental initiatives by provincial or federal agencies.
  - (f) To provide comments, as required, on various ongoing environmental public education programs.
  - (g) To review major planning documents and development proposals which may have environmental implications, as may be referred by the Mayor and City Manager to the Board.
  - (h) To act as a liaison with the private business sector to provide information on new environmentally related operational or development procedures.

Citizens Action Group on the Environment  
 #1, 6309 - 45 Ave.  
 Red Deer, AB.  
 T4N 3M4

Glenn Moore, Chair  
 Environmental Advisory Board  
 City of Red Deer  
 City Hall  
 P. O. Box 5008  
 Red Deer, AB. T4N 3T4

April 30, 1999

Dear Mr. Moore:

**Re: Request to Review Bylaw No. 3142/95 and the functioning of the Environmental  
 Advisory Board**

The Citizens Action Group on the Environment (CAGE) networks with a number of individuals and groups, and there is a general concern that the Board may not be consistently functioning to its fullest potential in representing Red Deer citizens' views. We recognize that the Board's role is advisory. Those of us concerned about the current functioning of the Board have no aim to change that role. We also acknowledge and appreciate the many successes and contributions that are attributed to the Board's initiatives and involvements over the years such as the REACT process.

In striving to determine how best to raise our concerns, CAGE invited Councillor Morris Flewwelling, City Manager Norbert Vanwyk, and Recreation, Parks and Culture Manager Don Batchelor to our January 14, 1999 meeting. Subsequently Councillor Flewwelling met with City Administration and then provided us guidance by way of a detailed letter March 11, 1999. In his letter, Councillor Flewwelling suggested that we "write directly to the EAB .... and present your reasons for calling for a review of the bylaw. The Board would consider your request and forward a recommendation to Council who would then either approve or deny the recommendations and provide funding to complete the review as well as schedule for the process. Such a review would likely involve opportunity for public input and would likely be a fairly lengthy and involved process."

In an effort to enhance the Board's effectiveness, we raise the following points in support of a call to review the EAB and its governing bylaw:

1. We believe Mayor Surkan's July 31, 1996 directive to the Environmental Advisory Board is inconsistent with Bylaw 3142/95.
2. We believe the Board erred by exceeding its mandate when the Board directed its July 7, 1998 "resolution" RE: SUNPINE - PUBLIC PARTICIPATION to the petitioner and the respondents rather than as a 'recommendation' to Council.
3. There is a concern that members of the Board are not given adequate background information or adequate time, or that Administration guidance is too constraining such that the Board cannot achieve its primary objective of providing Council a fully considered and meaningful citizens input on agenda items.

This may seem to be a simple administrative problem, however, as this concern has been brought forward to us over the years, we feel that, in part, it may also occur because of inadequate awareness among Board members of their governing bylaw and/or a need to develop a 'terms of reference' which would more greatly clarify the functioning of the Board. Items 1 and 2 above seem to emphasize the need to better clarify the functioning of the Board.

Regarding a 'terms of reference', Councillor Flewwelling referred to sec 6 of the bylaw - Duties and Responsibilities - "This is the section that I suggest may well set out the terms of reference. In an advisory capacity, the Board continues to review major planning and development proposals. The Board is accessible to any individual or group who wishes to share an opinion or offer suggestions on an environmental initiative. The Board has no authority to proceed on an action without the action being submitted to and approved by Council."

However, as pointed out in items 1 and 2 above, we do not believe, in these instances, the bylaw has been properly interpreted, applied, or adhered to.

We believe that developing a Terms of Reference would add more detail and clarity to what the Board is going to focus on, and allow them to plan how they will implement strategies to fulfill what is laid out in these terms of reference. This would allow for more flexibility and self-direction in building action plans year by year. The process would empower members to make more of an impact through their work on the Board.

Because we are concerned about Mayor Surkan's July 31, 1996 directive to the Environmental Advisory Board and about the Board's July 7, 1998 "resolution" which did not go before Council, we asked Councillor Flewwelling to offer an interpretation of sec 6, sub (e) and (h) and we asked why sub (h) referred only to "the private business section" and not also to the public sector. These subsections seem to clearly mandate the Board to comment on environmental initiatives beyond the corporate limits of Red Deer.

Councillor Flewwelling noted that "Both the federal and provincial governments from time to time launch environmental programs including such examples as the federal Green Plan, the Red Deer River Corridor Study and the Alberta Air Quality Monitoring Program. The EAB provides the Council with a body to review, consider, coordinate and advise on these programs."

He continued, "In commenting on the scope of the EAB, I must note that the jurisdiction of the EAB and of City Council is within the geographical boundaries of the City of Red Deer. While we may, as Councilors, have personal views on matters outside the city limits we have no jurisdiction there."

We concur with Councillor Flewwelling's view and fully understand jurisdictional limitation of City Council, however, in our view, it should be clear in the bylaw that jurisdictional limitation do not prevent the EAB (or Council) from taking positions or making recommendations upon private or public sector initiatives that impact upon the environmental quality of the City or the citizen's of Red Deer. As Councillor Flewwelling noted above, it is not uncommon practice for the City to participate in a consultative role upon initiatives for which the City has no statutory jurisdiction. Council, therefore, does commonly express a position or offer a recommendation on behalf of the City and it's citizens on matters of importance to the City over which Council has no statutory jurisdiction.

As Councillor Flewwelling stated, ".... the Board is also responsible to the environmental concerns raised by the public and may bring those concerns to Council's attention."

We believe that a preamble to the bylaw or a terms of reference would give the Board more clear direction and lessen the Board's dependence upon Administration guidance, thereby, better allowing the Board to achieve its primary objective of providing Council a fully considered and meaningful citizens input on agenda items.

Commenting further on the EAB's responsibilities, Councillor Flewwelling notes, "If the EAB is bringing an issue before Council, they must be sure that the issue has been researched and verified. If there is a recommendation for Council support, there must accompany the request a full discussion of implications and costs and appropriate timing and scheduling considered."

We believe Councillor Flewwelling's comments noted in the above substantially add clarification and help to better define the Board's role and responsibilities and, thereby, reflect the need for a preamble or a terms of reference.

4. We have some concerns over the selection and orientation process used for new Board members. Last fall our members received mixed messages regarding the application and screening process and would ask that these processes be clarified. Also, what screening



process is used? Are applications screened by Administration prior to being sent to Council? If so, what criteria is used for screening? A suggestion we would have is that the screening process include weighting an applicant's knowledge and experience on the issues. Are statutory members screened or does Council accept the organizations' nomination without question? What is the orientation process for new members? Does it include a review of the bylaw and mandate of the Board? Does it include bringing new members up to speed on issues that have been before the Board recently or important environmental issues of concern over the years to Red Deer's citizens that the Board has had involvement in? Is there a succession process that ensures continuity?

5. We believe that the membership structure of the EAB should be changed.

While the School Board representative is clearly specified in sec 4 of the bylaw, the representation for the environmental stakeholder group is not clear. We recommend that the Red Deer River Naturalists, as the oldest and most broadly based environmental organization within the City and region, have a statutory position on the Board. We would suggest that there be one more position to represent the environmental community for which any registered environmental organization could submit a nomination from. As it stands now, although the bylaw states "all registered environmental societies or organizations," the rotational position has been invited from three identified groups, one of which may not have protection of the environment as their principal mandate. One environmental position is not sufficient to draw the best input from the many highly knowledgeable and qualified people in this community who can bring the environmental perspective to the table.

To better assure balance, continuity and stakeholder outreach, we recommend that the 3 positions for Citizens-at-large might be changed.

You might consider having a statutory 'Developers Group' position which would perhaps be nominated from the Real Estate Board or the Urban Development Institute. For purposes of continuity and stakeholder outreach, we feel that it is important for this specific sector of the business community to be represented, as it so closely interacts with issues of environmental concern. While not speaking in relation to this recommendation, Councillor Flewwelling stated to us that the structure of the EAB should ensure "a balance between environmental preservation and progressive development."

We recommend that there be a statutory 'Recreation Group' position drawn perhaps from organizations like the Fish & Game Association, Trout Unlimited, Scouts, etc.

We would suggest that perhaps the Board could be expanded to eight members to allow for these new statutory members, while still allowing for the very valuable input received from Citizens at Large. We would also recommend that part of the selection and

screening process would involve trying to achieve a good cross section of occupations, interests, and expertise to ensure diversity of background and experience.

We are by no means hard and fast on these particular suggestions, but merely wish to offer some ideas on how the makeup of the Board could be improved.

Your consideration of supporting a review and revision/expansion of the Environmental Advisory Board bylaw is greatly appreciated. CAGE would be interested in being involved in this review process as we feel we could make a positive contribution. Our understanding is that there is a process in place looking at the development of a Regional Environmental Advisory Board. We strong support this initiative. This would seem like an excellent time to review the City of Red Deer Environmental Advisory Board to ensure that it's mandate is clear and working to its fullest potential so that a Regional Board could build on that foundation.

We look forward to your response.

Sincerely,

A handwritten signature in cursive script that reads "Teresa E. Neuman".

Teresa Neuman, Secretary  
on behalf of the members of the Citizens Action Group on the Environment

## Office of the City Clerk

March 11, 1999

Teresa Neuman  
Citizens Action Group on the Environment (CAGE)

Dear Teresa:

Thank you for your letter of February 1<sup>st</sup> as a follow up to our January 14<sup>th</sup> meeting with CAGE. Thanks also for raising some of your group's concerns about the composition and the operations of the Environmental Advisory Board. We too are anxious that the Environmental Advisory Board be as effective as possible.

**Q1:** Would you support a review of the:

**Bylaw** - Yes, however, in reviewing the bylaw, I believe that the Duties and Responsibilities as they are listed really frame a terms of reference. Can you think of other items that should be included as terms of reference?

**Representation** - I believe that the current makeup of the Board provides the knowledge, expertise and balance of view points required. To ensure a cross sectional representation, membership includes appointments from:

City Council  
Chamber of Commerce  
School Board  
Environmental Group  
3 Citizens-at-large

This structure ensures a balance between environmental preservation and progressive development. In this way, opportunities are available to any citizen of Red Deer for nomination to the EAB. A member of an environmental group can apply as an individual for one of the three citizen-at-large positions.

**Selection Process** - Appointments to the EAB are made by Council using the following process. Council advertises in the fall encouraging citizens to let their interest in serving on City boards and committees be known by completing an application form available at City Hall. The form requires the applicant to give information about themselves and their interests and encourages them to identify to which boards or committees they would like to be appointed. The applications and supporting information are all made available to members of Council to review prior to the Organizational Meeting held in October. Council considers the vacancies on the board and committees and the preferences and suitability of the applicants. The appointments are made in open Council and the process is, I believe, fully transparent.



Box 5008  
Red Deer, Alberta  
T4N 3T4

The City of Red Deer

Ms. Teresa Neuman,  
CAGE  
March 11, 1999  
Page 2

Societies such as yours are encouraged to submit applications or to encourage individuals to apply. It is immaterial whether the term application or nomination is used. Council simply solicits expressions of interest from individuals or from people who have been identified by friends and acquaintances as having potential for a board or committee position.

For the statutory members like the School District, Chamber of Commerce and Council, the agencies are requested to submit names.

The Environmental Group category is open to some discussion. I assume that it was a position meant to rotate amongst the various environmental organizations but without being specific as to rotation. In fact, the Environmental Group space and the three citizen-at-large spaces could all be filled with members of environmental groups.

**Reporting Requirements to the Public and/or Stakeholders Groups** - The EAB is responsible to Council. The board does not publish an annual report but the minutes of all of the meetings are public information and accessible to anyone through the City Clerk's Office.

**Duties and Responsibilities** - This is the section that I suggest may well set out the terms of reference. In an advisory capacity, the Board continues to review major planning and development proposals. The Board is accessible to any individual or group who wishes to share an opinion or offer suggestions on an environmental initiative. The Board has no authority to proceed on an action without the action being submitted to and approved by Council. You had asked for clarification around (e) and (f).

- (e) *To act as a liaison and coordinating body to consider and make recommendations on environmental initiatives by provincial or federal agencies.*

Both the federal and provincial governments from time to time launch environmental programs including such examples as the federal Green Plan, the Red Deer River Corridor Study and the Alberta Air Quality Monitoring Program. The EAB provides the Council with a body to review, consider, coordinate and advise on these programs.

- (f) *To provide comments, as requested, on various ongoing environmental public education programs.*

There are a number of education programs that arise from various agencies and all levels of government. The EAB is a convenient point for the review and comment on environmental education programs. Examples would be The City's

Ms. Teresa Neuman,  
CAGE  
March 11, 1999  
Page 3

Blue Box program, the backyard composting program as well as many of the school programs offered in Red Deer. The Kerry Wood Nature Centre has as part of its mandate to conduct environmental awareness and education programs.

(h) *To act as a liaison with the private business sector to provide information on new environmentally related operational or development procedures.*

You inquired as to why this statement did not include the public sector or governmental sector. I can only assume that item (e) above might well cover the public sector or other levels of government. If you think that this would benefit from the addition of the public sector, perhaps that could be a specific item you may wish to request be addressed in a review of the bylaw.

**Q2:** Is the EAB intended to be a citizens' forum where a broad range of environmental concerns may be raised by Red Deer citizens for the Board's consideration, or is the Board only intended to advise upon administration initiatives?

Most of the administrative initiatives heard by the Board would center around planning and development proposals by The City or the private sector. However, the Board is also responsible to the environmental concerns raised by the public and may bring those concerns to Council's attention. If the EAB is bringing an issue before Council, they must be sure that the issue has been researched and verified. If there is a recommendation for Council support, there must accompany the request a full discussion of implications and costs and appropriate timing and scheduling considered. It is noted that most of the items on the EAB's agendas are City initiatives. Approximately 20% are items brought forward by other organizations or individuals.

In commenting on the scope of the EAB, I must note that the jurisdiction of the EAB and of City Council is within the geographical boundaries of the City of Red Deer. While we may, as Councillors, have personal views on matters outside the city limits we have no jurisdiction there. In the past few years, the City and County Councils have increasingly been cooperating on issues that affect both municipalities. Indeed in the City's Municipal Development Plan there is a call to explore a joint Regional Environmental Advisory Board that would respond to the two Councils.

**Q3:** Are members of the Board given adequate time and background information prior to meetings to fully consider and give meaningful input on agenda items?

It is always hoped that board members would be given adequate lead time and adequate information for consideration of any item. At any time that board members feel that they have insufficient information or have not had time to assimilate, check,

Ms. Teresa Neuman,  
CAGE  
March 11, 1999  
Page 4

review or in any other way process the information, they can always propose that the matter be tabled. In the case of items added at the last minute to the agenda. There may be occasions when the topic is introduced and then wisely set over to the next meeting for consideration. In some instances, an issue will be brought back to the Board several times before enough information is available to make an informed decision. Example - 20% Club: Air Quality Initiative; Ecological Profile Process.

There is always the situation too where someone on or off the board may feel that an issue has been hurried through without due consideration. A particular case of this might be around items in a Master Plan being implemented. I can think of the recent example of the five unit limit for garbage collection. This was not discussed at the EAB prior to coming to Council because the limit was part of the Solid Waste Master Plan considered and approved by the EAB earlier. The five unit limit bylaw was simply the administrative actions needed to carry out the approved plan. When the bylaw came before Council they chose to delay third and final reading by two weeks, to the next meeting, to allow ample and abundant time for any final citizen input.

Teresa, I hope that the foregoing provides you and CAGE with some of the information you were seeking. If you would be interested in pursuing a review of the EAB bylaw (Committees Bylaw) I suggest that you write directly to the EAB whose Chairman is Glen Moore, and present your reasons for calling for a review of the bylaw. The Board would consider your request and forward a recommendation to Council who would then either approve or deny the recommendations and provide funding to complete the review as well as a schedule for the process. Such a review would likely involve opportunity for public input and would likely be a fairly lengthy and involved process. I would encourage you to consult with your colleagues to determine your feelings about a bylaw review. If you require further information or assistance, please feel welcome to call on me.

Sincerely,

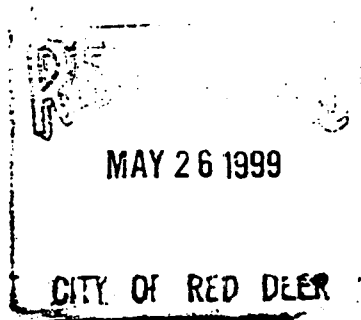
  
Morris Flewwelling,  
Councilor

MF/clr

c Mayor & City Manager  
Recreation, Parks and Culture Manager

4622 - 48 Street  
Red Deer, AB  
T4N 1S5

Glenn Moore, Chair  
Environmental Advisory Board  
City of Red Deer  
City Hall  
P. O. Box 5008  
Red Deer, AB. T4N 3T4



May 14, 1999

Dear Mr. Moore:

**RE: Request to Review Bylaw No. 3142/95 and the functioning of the  
Environmental Advisory Board**

I support CAGE's request for a review of the EAB and its bylaw as detailed in their letter to you of April 30, 1999.

Please advise me of your decision. Thank you.

Sincerely,

*Barbara Brownold*

**Dr. Timothy L. Grier\***

O.D., F.A.A.O. OPTOMETRY

Timothy Grier Professional Corporation\*

Eye Disease and Vision Care  
Contact Lenses

Phone (403) 342-5777  
Fax (403) 342-5784  
e-mail timgrier@telusplanet.net

#408B Parkland Mall  
4747 - 67 Street  
Red Deer, Alberta, Canada  
T4N 4C7

May 14, 1999

Glenn Moore, Chair  
Environmental Advisory Board  
City of Red Deer  
City Hall  
P. O. Box 5008  
Red Deer, AB. T4N 3T4

Dear Mr. Moore:

**RE: Request to Review Bylaw No. 3142/95 and the functioning of the  
Environmental Advisory Board**

I wish to support CAGE's letter to you of April 30, 1999.

The Sunpine forestry development has many issues associate with its management which are of importance and concern to a growing number of Red Deer citizens and, perhaps, may also impact upon the City's corporate interests as well. While the Environmental Advisory Board (EAB) and City Council have no legislative authority or jurisdiction to effect change upon Sunpine's management, I believe the City has the ability and the responsibility to represent residents' and City concerns directly to the forest manager, to the Provincial Government, or to the Federal Government as appropriate. Bylaw 3142/95 should clearly reflect the EAB's ability to make such recommendations to Council.

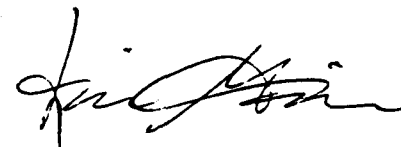
It is my understanding that the current EAB includes three (3) members who are realtors. While this does not necessarily result in an imbalanced view on the Board, it does not give the perception of balance. Therefore, I support CAGE's suggestion that there be a statutory representative selected from the development community. Furthermore, I support CAGE's suggestion that the selection and screening process for EAB appointments include assuring a cross section of occupations, or at least not a concentration of any one occupation.



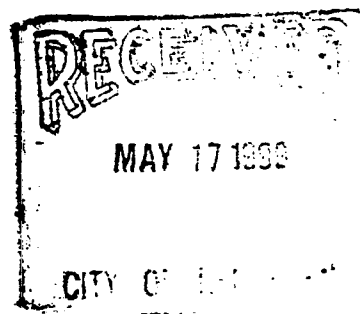
I feel it is a good concept to aim toward greater continuity between successive Board members and to encourage greater consultative outreach between a statutory member and that member's stakeholder group. An effective orientation process is very important as is a thorough understanding of the governing bylaw.

I look forward to being informed of the Board's decision. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy L. Grier".

Timothy L. Grier, O.D.



**Comments:**

The Citizens' Action Group on the Environment (CAGE) has raised a number of issues that need to be addressed separately.

First, with respect to their request for a review of the terms of reference of the Environmental Advisory Board, we agree that such a review is appropriate during the coming year at which time the terms of reference of all standing committees will be reviewed. At that time any additional clarity that needs to be added to the mandate could be considered. During the course of such a review however, it will be important to reinforce in the terms of reference that the role of the Environmental Advisory Board is advisory to Council. It is not intended to be "self-directed" or "independent" in terms of its selection of issues or positions taken in the community. This would not however exclude Council to specifically ask the Board to comment on an issue that is not specifically within the jurisdiction of the City of Red Deer should Council deem that necessary.

Second, the recommendation from the Environmental Advisory Board that reflects CAGE's request for a study on the feasibility of the establishment of a regional environmental advisory board, requires substantially more work. The regional environmental advisory board contemplated in the Municipal Development Plan was intended to deal primarily with environmental issues that the City of Red Deer might share with Red Deer County. It was intended to have a mandate not unlike the current Environmental Advisory Board which would allow both municipalities to address environmental issues that they may share within their two jurisdictions such as development issues within the Red Deer River valley. CAGE's assumption may be that the regional environmental advisory board is intended to be a broader board addressing issues that might fall within the jurisdiction of any level of government. We believe this is the principal responsibility of the Provincial Department of the Environment through its regional environmental office and recommend that Council seek clarification from the Department as to how consultation currently takes place and might be improved at a regional level.

In the mean time, we have not had an opportunity to discuss with the County, the proposed regional environmental advisory board that is suggested in the Municipal Development Plan. We anticipate doing that over the course of the next year, during which time we would gauge the interest of the County in creating and supporting such an advisory board. It should be noted that any such board would require the assignment of some significant resources, particularly staff resources, to research issues and prepare appropriate material to support the members of this board. At this time we are not in a position to commit those resources and need to carefully to consider such implications with the County as we pursue discussion in more detail.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Environmental Advisory Board  
**FROM:** City Clerk  
**RE:** *Request Review of Committees Bylaw Section 19 - Environmental Advisory Board*

---

**Reference Report:** Environmental Advisory Board dated June 28, 1999

***The following resolutions were passed:***

***Resolved that*** Council of The City of Red Deer, having considered report from the Environmental Advisory Board dated June 28, 1999 re: Request for Review of Environmental Advisory Board (Committees Bylaw, Section 19), hereby agrees that the noted review shall be conducted prior to Council's organizational meeting in 2000.

**Report Back to Council Required:** Yes

***Comments/Further Action:***

In the fall, the City Clerk's Office will begin a review of standing committees of Council. A report, complete with recommendations for changes, will be ready for Council's consideration at their 2000 Organizational Meeting.



Jeff Graves  
Deputy City Clerk

/clr

c City Manager  
Director of Community Services  
Director of Corporate Services  
Director of Development Services

Recreation, Parks & Culture Manager  
Public Works Manager  
Principal Planner

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Recreation, Parks & Culture Manager  
**FROM:** City Clerk  
**RE:** *Request to Establish Steering Committee to Investigate and Review  
Possible Establishment of a Regional Environmental Advisory Board*

---

**Reference Report:** Environmental Advisory Board dated June 28, 1999

***The following resolutions were passed:***

***Resolved that*** Council of The City of Red Deer, having considered report from the Environmental Advisory Board dated June 28, 1999 re: Possible Establishment of a Regional Environmental Advisory Board, hereby directs the Administration to prepare preliminary recommendations on alternative processes that would best address regional environmental issues with other local authorities and the Province.

**Report Back to Council Required:** Yes

***Comments/Further Action:***

As noted above, the Administration has been directed to prepare preliminary recommendations on alternative processes that would best address regional environmental issues with other local authorities and the Province, for presentation to Council in due course.



Jeff Graves  
Deputy City Clerk

/clr

c	City Manager	Public Works Manager
	Director of Community Services	Principal Planner
	Director of Corporate Services	Environmental Advisory Board
	Director of Development Services	

# Memo

Revised Page 99

DATE: June 25, 1999

TO: Kelly Kloss, City Clerk

FROM: Alan Scott, Land & Economic Development Manager

RE: **SALE OF MUNICIPAL RESERVE AND FORMER RAIL RIGHT-OF-WAY  
RIVERSIDE LIGHT INDUSTRIAL**

Property owners adjacent to a rail right-of-way, formerly used by CN Rail, have requested they be allowed to purchase the land, as it is no longer used for rail activities. Should Council agree, the right-of-way would be divided equally, sold and consolidated with the adjacent properties. The right-of-way is zoned Municipal Reserve and, as such, requires Council approval for the sale. The portion of right-of-way under consideration is no longer in use by CN Rail, and they have provided us with written approval of the disposal. Both property owners have agreed to purchase one-half of the right-of-way at market value.

In addition, the property owner to the north has expressed his interest in acquiring a small portion of the municipal reserve located to the west, in order to provide physical access to the new rear yard. Attached correspondence from the Recreation, Parks & Culture Manager supports the sale, with the proceeds to be credited to the Public Reserve Trust Fund.

## Recommendation

The Land and Economic Development Department recommends that Council pass Bylaws for the disposal of Municipal Reserve as follows:

"All that portion of Lot R-4, Block 1, Plan 2151 MC lying within Plan 992-\_\_\_\_\_,  
containing 0.047 hectares, more or less, excepting thereout all mines and minerals.  
and

All that portion of Lot R-8, Block 1, Plan 5427 RS lying within Plan 992-\_\_\_\_\_,  
containing 0.008 hectares, more or less, excepting thereout all mines and minerals."

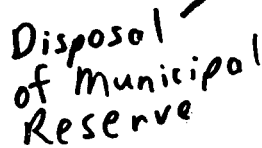
Conditions of the sale are:

1. Purchasers purchasing the land at market value and being responsible for all costs associated with the subdivision and consolidation.
2. Proceeds from the sale of the Municipal Reserve to be credited to the Public Reserve Trust Fund.
3. An agreement satisfactory to the City Solicitor.

Respectfully submitted,

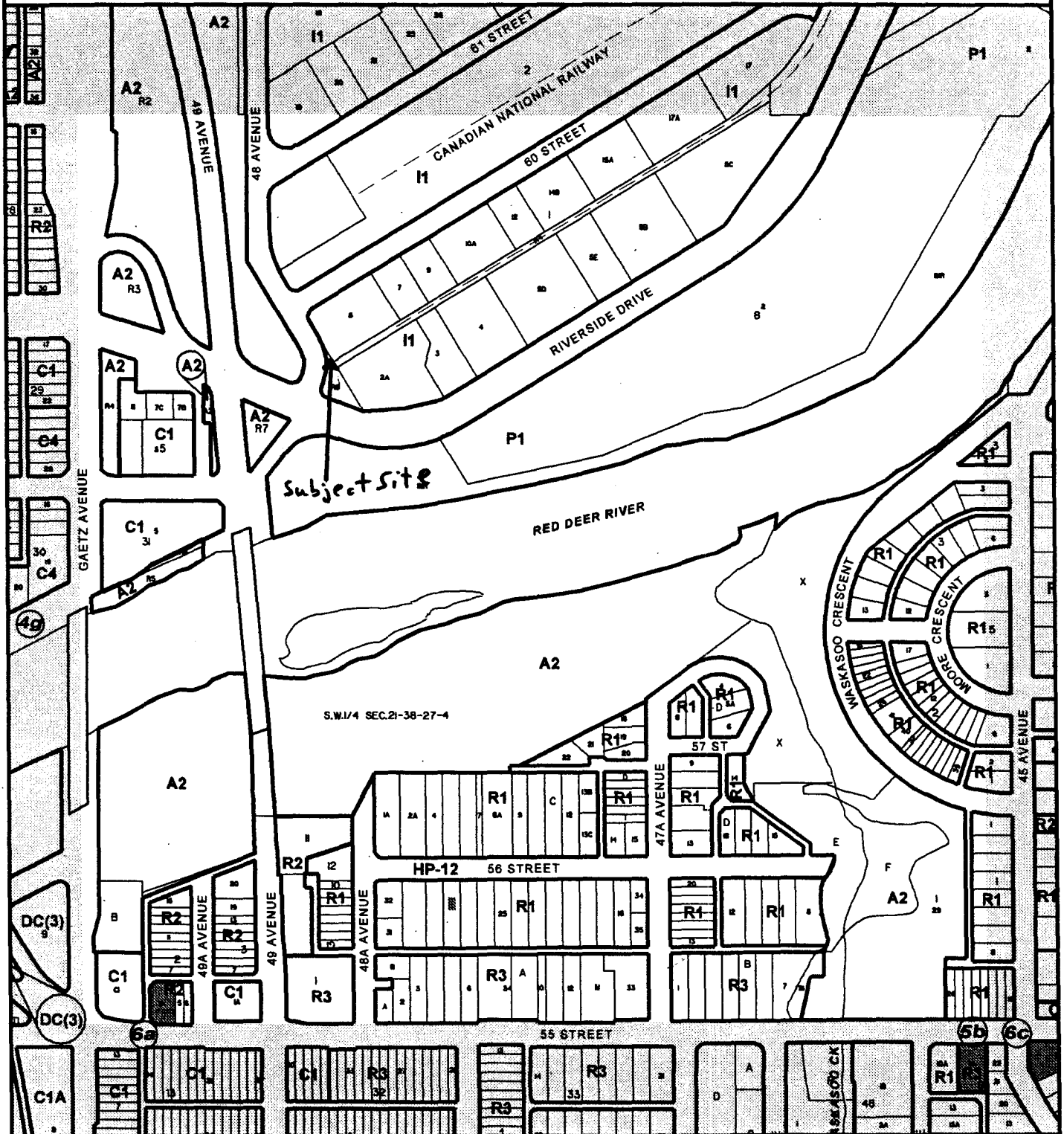


for: Alan V. Scott  
mm  
Att.



# THE CITY OF RED DEER AND USE BYLAW LAND USE DISTRICTS

# G10



S.W.1/4 SEC.21-38-27-4

BYLAW NUMBER - 3156/96

AMENDMENTS:

SEE SECTION SIX FOR  
LANDUSE DISTRICT DEFINITIONS

F11	G11	H11
F10	G10	H10
F9	G9	H9

SCALE 1:5000  
29-APR-1996

S.W.1/4 -21-38-27-4

## Land and Economic Development Department

May 10, 1999

Box 5008  
Red Deer, Alberta  
T4N 3T4

Hy-Jan Holdings Ltd.  
c/o Thrifty Rentals  
5205 - 54 Avenue  
Red Deer, AB T4N 5K5

Dear Sirs:

**RE: RAILWAY RIGHT-OF-WAY EASEMENT**

We wish to confirm our telephone discussions, in which we indicated a willingness to sell a portion of the railway right-of-way easement situated adjacent to your property. The easement is 20 feet in width, and we have been advised by CN Rail that they would support the sale of the western most portion of the easement, which consists of approximately 230 feet in length.

In order to proceed with the sale, we must obtain City Council approval for the disposal, advertise our intentions, and complete a legal survey and subdivision consolidating the easement with your property. As both property owners are interested in acquiring a portion of the right-of-way, it would be divided equally into ten foot widths.

We have established a value of 80 cents per square foot on the land. In addition, you would be responsible for your portion of the advertising and subdivision costs, which we estimate at approximately \$1750.

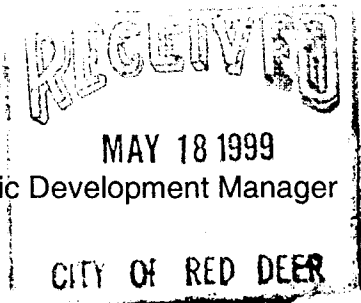
We require a written confirmation of your willingness to purchase this land, in order to proceed with steps necessary to complete the transaction. Please indicate your willingness by signing the original copy of this letter and returning it to my attention.

If you have any questions, please do not hesitate to contact me at 342-8105.

Sincerely,

  
Alan V. Scott  
Land and Economic Development Manager

AVS/mm



- I agree to acquire one-half of the CN Rail right-of-way easement adjacent to my property.
- I agree to purchase the land in question at 80 cents per sq. ft. and assume responsibility for costs associated with advertising the sale and plan of subdivision.

Per: \_\_\_\_\_

Date: \_\_\_\_\_

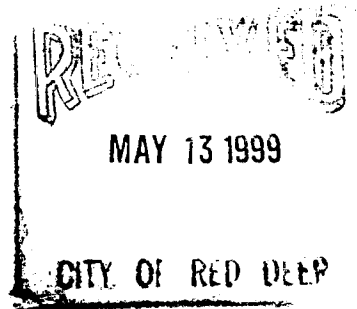
*05/12/99*



## Land and Economic Development Department

May 10, 1999

Mr. Gordon Hillman, President  
Hillman Holdings Inc.  
6201 - 46 Avenue  
Red Deer, AB T4N 6Z1



Dear Mr. Hillman:

**RE: RAILWAY RIGHT-OF-WAY EASEMENT**

We wish to confirm our telephone discussions, in which we indicated a willingness to sell a portion of the railway right-of-way easement situated adjacent to your property. The easement is 20 feet in width, and we have been advised by CN Rail that they would support the sale of the western most portion of the easement, which consists of approximately 230 feet in length.

In order to proceed with the sale, we must obtain City Council approval for the disposal, advertise our intentions, and complete a legal survey and subdivision consolidating the easement with your property. As both property owners are interested in acquiring a portion of the right-of-way, it would be divided equally into ten foot widths.

We have established a value of 80 cents per square foot on the land. In addition, you would be responsible for your portion of the advertising and subdivision costs, which we estimate at approximately \$1750.

We require a written confirmation of your willingness to purchase this land, in order to proceed with steps necessary to complete the transaction. Please indicate your willingness by signing the original copy of this letter and returning it to my attention.

If you have any questions, please do not hesitate to contact me at 342-8105.

Sincerely,

Alan V. Scott  
Land and Economic Development Manager

AVS/mm

<ul style="list-style-type: none"> <li>• I agree to acquire one-half of the CN Rail right-of-way easement adjacent to my property.</li> <li>• I agree to purchase the land in question at 80 cents per sq. ft. and assume responsibility for costs associated with advertising the sale and plan of subdivision.</li> </ul>
Per:
Date: <u>May 11/99</u>



**CN Marketing - Bulk Commodities**

Canadian National  
Bow Valley Square 4  
250 - 6<sup>th</sup> Avenue SW  
Suite 2300  
Calgary, AB T2P 3H7

Faxmittal: 403-299-0650  
Telephone: 403-299-7794

Canadien National  
Bow Valley Square 4  
250 - 6<sup>e</sup> avenue sud-ouest  
Bureau 2300  
Calgary, AB T2P 3H7

Télécopieur: 403-299-0650  
Téléphone: 403-299-7794

September 15, 1998  
File 4531-16

Mr. Alan V. Scott  
Land and Economic Development Manager  
4914 - 48<sup>th</sup> Avenue  
The City of Red Deer  
Red Deer, Alberta  
T4N 3T4

Dear Mr. Scott

**RE: Riverside Light Industrial Park – The City Of Red Deer**

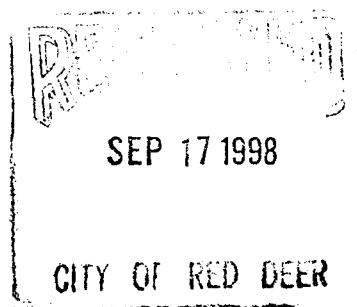
Further to your letter of August 11, 1998 to Mr. Greg Haberlin, Director of Business Development regarding the request to release the Railway Right of Way in Lot 8, Block 1, Plan 3595MC in the City of Red Deer.

A review of the current rail usage in this area has been conducted and the trackage that extends into the westerly portion of the right of way is required for Railway business, however CN has no objection to releasing the property westward from the existing spur line to 48<sup>th</sup> Avenue.

If you should have any further questions regarding this matter, please do not hesitate to call me at 403-299-7794 in Calgary.

Yours truly,

Greg Kendall  
Business Development Officer



cc: Greg Haberlin, Director Business Development, Merchandise, Calgary

**DATE:** June 18, 1997

**TO:** ALAN SCOTT  
Land & Economic Development Manager

**FROM:** DON BATCHELOR  
Recreation, Parks & Culture Manager

**RE:** SURPLUS RESERVE LAND

---

We have no objection to this sale as it was previously approved by the Recreation, Parks & Culture Board and City Council, subject to the funds from the sale being credited to the Public Reserve Trust Fund.



DON BATCHELOR

:ad

Let R8  
Riverside Light

***Comments:***

We recommend that Council pass a resolution to give notice that a public hearing will be held in four weeks to consider the disposal of municipal reserve, as shown.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager



Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

**FILE**

**Office of the City Clerk**

July 7, 1999

Hy-Jan Holdings Ltd.  
c/o Thrifty Rentals  
5205 - 54 Avenue  
Red Deer, AB T4N 5K5

Dear Sir:

**Re: Disposal of Municipal Reserve - Riverside Light Industrial**

At The City of Red Deer's Council meeting held Monday, July 5, 1999, Council passed a resolution agreeing to consider the Disposal of Municipal Reserve, as noted above, at their meeting to be held Tuesday, August 3, 1999.

If Council agrees to the Disposal of Municipal Reserve as noted above, the right-of-way would be divided equally, sold and consolidated with the adjacent properties. The CN Rail no longer uses the portion of right-of-way under consideration.

This office will now proceed with the advertising for a Public Hearing to be held on Tuesday, August 3, 1999 at 7:00 p.m., or as soon thereafter as Council may determine, in the Council Chambers of City Hall.

As discussed with the Land and Economic Development Department, you will be responsible for half of the advertising costs regarding the Disposal of Municipal Reserve. The other half will be charged to the other purchaser. Please deposit with the City Clerk, prior to public advertising, an amount equal to half the estimated cost of advertising, which in this instance is \$400. Your portion will be \$200.00. We require this deposit by no later than 10:00 a.m., Wednesday, July 14, 1999 in order to proceed with the advertising. Once the actual cost of advertising is known, you will either be invoiced for or refunded the difference.

If you have any questions or require additional information, please do not hesitate to call me.

Sincerely,

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c Land and Economic Development Manager  
Principal Planner  
Administrative Assistant, S. Ladwig



Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

**FILE**

**Office of the City Clerk**

July 7, 1999

Mr. Gordon Hillman, President  
Hillman Holdings Inc.  
6201 - 46 Avenue  
Red Deer, AB T4N 6Z1

Dear Sir:

**Re: Disposal of Municipal Reserve - Riverside Light Industrial**

At The City of Red Deer's Council meeting held Monday, July 5, 1999, Council passed a resolution agreeing to consider the Disposal of Municipal Reserve, as noted above, at their meeting to be held Tuesday, August 3, 1999.

If Council agrees to the Disposal of Municipal Reserve as noted above, the right-of-way would be divided equally, sold and consolidated with the adjacent properties. The CN Rail no longer uses the portion of right-of-way under consideration.

This office will now proceed with the advertising for a Public Hearing to be held on Tuesday, August 3, 1999 at 7:00 p.m., or as soon thereafter as Council may determine, in the Council Chambers of City Hall.

As discussed with the Land and Economic Development Department, you will be responsible for half of the advertising costs regarding the Disposal of Municipal Reserve. The other half will be charged to the other purchaser. Please deposit with the City Clerk, prior to public advertising, an amount equal to half the estimated cost of advertising, which in this instance is \$400. Your portion will be \$200.00. We require this deposit by no later than 10:00 a.m., Wednesday, July 14, 1999 in order to proceed with the advertising. Once the actual cost of advertising is known, you will either be invoiced for or refunded the difference.

If you have any questions or require additional information, please do not hesitate to call me.

Sincerely,

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c Land and Economic Development Manager  
Principal Planner  
Administrative Assistant, S. Ladwig

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 7, 1999

**TO:** Land & Economic Development Manager

**FROM:** City Clerk

**RE:** *Disposal of Municipal Reserve - Riverside Light Industrial*

**Reference Report:** Land & Economic Development Manager dated  
June 25, 1999 (Revised Memo)

**Resolution:**

**Resolved that** Council of The City of Red Deer, having considered report from the Land and Economic Development Manager dated June 25, 1999 re: Sale of Municipal Reserve - Riverside Light Industrial, agrees that the following resolution be considered at the Council meeting of Tuesday, August 3, 1999 and to allow for the advertising of a Public Hearing to be held on Tuesday, August 3, 1999:

**“Resolved that** Council of The City of Red Deer, having considered report from the Land & Economic Development Manager re: Sale of Municipal Reserve - Riverside Light Industrial, agrees to the disposal of municipal reserve lands described as:

‘All that portion of Lot R-4, Block 1, Plan 2151 MC within Plan 992- \_\_\_\_\_, containing 0.047 hectares, more or less. Excepting thereout all mines and minerals

and

All that portion of Lot R-8, Block 1, Plan 5427 RS, lying within Plan 992- \_\_\_\_\_, containing 0.008 hectares, more or less. Excepting thereout all mines and minerals.’ “

**Report Back to Council Required:**

Yes. A Public Hearing will be held Tuesday, August 3, 1999 at 7:00 p.m. for the purpose of the Disposal of Municipal Reserve as noted above.

**FILE**

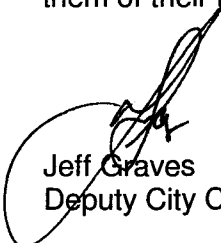
Land & Economic Development Manager  
July 7, 1999  
Page 2

**Comments/Further Action:**

Property owners adjacent to a rail right-of-way formerly used by CN Rail have requested they be allowed to purchase the noted land as it is no longer used for rail activities. If Council agrees to the Disposal of Municipal Reserve as noted above, the right-of-way would be divided equally, sold and consolidated with the adjacent properties. The CN Rail no longer uses the portion of right-of-way under consideration and they have provided The City with written approval of the disposal. Both property owners have agreed to purchase one-half of the right-of-way at market value.

In addition, the property owner to the north has expressed interest in acquiring a small portion of the municipal reserve located to the west in order to provide physical access to the new rear yard.

The Land and Economic Development Department advised that Hillman Holdings Inc. and Hy-Jan Holdings Ltd. are each to be charged for half the cost of advertising for the disposal of municipal reserve. I have attached the letter forwarded to each of these companies advising them of their responsibilities in this regard.



Jeff Graves  
Deputy City Clerk

/clr  
attchs. (Map)

- c     Director of Development Services
- Director of Community Services
- E. L. & P. Manager
- Fire Chief/Manager Emergency Services
- City Assessor
- Principal Planner
- Public Works Manager
- Administrative Assistant, S. Ladwig







Box 5008  
Red Deer, Alberta  
T4N 3T4

The City of Red Deer

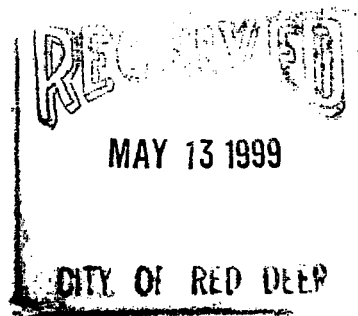
To be charged for 1/2 of AD  
for disposal of MK

## Land and Economic Development Department

FILE

May 10, 1999

Mr. Gordon Hillman, President  
Hillman Holdings Inc.  
6201 - 46 Avenue  
Red Deer, AB T4N 6Z1



Dear Mr. Hillman:

### RE: RAILWAY RIGHT-OF-WAY EASEMENT

We wish to confirm our telephone discussions, in which we indicated a willingness to sell a portion of the railway right-of-way easement situated adjacent to your property. The easement is 20 feet in width, and we have been advised by CN Rail that they would support the sale of the western most portion of the easement, which consists of approximately 230 feet in length.

In order to proceed with the sale, we must obtain City Council approval for the disposal, advertise our intentions, and complete a legal survey and subdivision consolidating the easement with your property. As both property owners are interested in acquiring a portion of the right-of-way, it would be divided equally into ten foot widths.

We have established a value of 80 cents per square foot on the land. In addition, you would be responsible for your portion of the advertising and subdivision costs, which we estimate at approximately \$1750.

We require a written confirmation of your willingness to purchase this land, in order to proceed with steps necessary to complete the transaction. Please indicate your willingness by signing the original copy of this letter and returning it to my attention.

If you have any questions, please do not hesitate to contact me at 342-8105.

Sincerely,

Alan V. Scott  
Land and Economic Development Manager

AVS/mm

<ul style="list-style-type: none"><li>• I agree to acquire one-half of the CN Rail right-of-way easement adjacent to my property.</li><li>• I agree to purchase the land in question at 80 cents per sq. ft. and assume responsibility for costs associated with advertising the sale and plan of subdivision.</li></ul>
Per:
Date: 12 May 11/99



Box 5008  
Red Deer, Alberta  
T4N 3T4

The City of Red Deer

To be charged for 1/2 of AD  
for disposal of m.c

FILE

## Land and Economic Development Department

May 10, 1999

Hy-Jan Holdings Ltd.  
c/o Thrifty Rentals  
5205 - 54 Avenue  
Red Deer, AB T4N 5K5

Dear Sirs:

### RE: RAILWAY RIGHT-OF-WAY EASEMENT

We wish to confirm our telephone discussions, in which we indicated a willingness to sell a portion of the railway right-of-way easement situated adjacent to your property. The easement is 20 feet in width, and we have been advised by CN Rail that they would support the sale of the western most portion of the easement, which consists of approximately 230 feet in length.

In order to proceed with the sale, we must obtain City Council approval for the disposal, advertise our intentions, and complete a legal survey and subdivision consolidating the easement with your property. As both property owners are interested in acquiring a portion of the right-of-way, it would be divided equally into ten foot widths.

We have established a value of 80 cents per square foot on the land. In addition, you would be responsible for your portion of the advertising and subdivision costs, which we estimate at approximately \$1750.

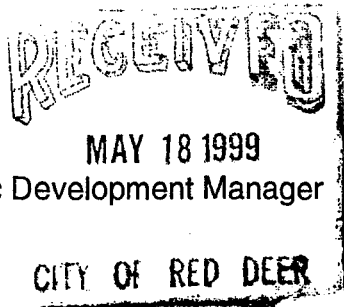
We require a written confirmation of your willingness to purchase this land, in order to proceed with steps necessary to complete the transaction. Please indicate your willingness by signing the original copy of this letter and returning it to my attention.


If you have any questions, please do not hesitate to contact me at 342-8105.

Sincerely,

  
Alan V. Scott  
Land and Economic Development Manager

AVS/mm



<ul style="list-style-type: none"><li>I agree to acquire one-half of the CN Rail right-of-way easement adjacent to my property.</li><li>I agree to purchase the land in question at 80 cents per sq. ft. and assume responsibility for costs associated with advertising the sale and plan of subdivision.</li></ul>
Per: 
Date: 05/12/99

Item No. 9

**DATE:** June 2, 1999

**TO:** City Clerk

**FROM:** Director of Corporate Services

**RE:** COUNCIL INVESTMENT POLICY #5309

Section H of the above policy identifies authorized and suitable investments for surplus City funds.

- H 1. The City is only to invest in short term or marketable investments rated R1 Low or higher by the DBRS, or as authorized by Council resolution. The Finance and Audit Committee is responsible for determining any further limitations within the R1 Low or higher limitation. Investments in the Parkland Savings and Credit Union up to \$5 million are authorized. In addition, up to \$1,000,000 may be invested in the Canadian Western Bank for a six month term conditional upon the deposit being callable without penalty with a one week notice and the City being advised within one week of policy changes.
2. The types of investments are further limited to those authorized under Section 250 of the Municipal Government Act.

As indicated above, the City is to invest in investments rated R1 Low or higher. Because the Parkland Savings and Credit Union and Canadian Western Bank are not rated, separate provision was made for these two institutions.

It is proposed the following changes be made to the section on authorized and suitable investments:

Existing		Proposed Change	
1)	Investments must be rated R1 Low or higher	1)	Institutions issuing investments must be rated R1 Low or higher
2)	Investments up to \$5 million in the Parkland Savings and Credit Union are authorized	2)	As existing but limited to a maximum of 1 year
3)	Investments in the Canadian Western Bank up to \$1 million with a maximum 6 month term subject to certain conditions are authorized	3)	Investments in the Canadian Western Bank up to \$5 million with a maximum term of 1 year. No additional conditions are identified.

The purpose of the proposed change in (1) above is to clarify that the requirement to be R1 Low or higher is based on the institution's rating not the investment.

....2

City Clerk  
June 2, 1999

p.2

The purpose of (2) and (3) is to make the restrictions for the Parkland Savings and Credit Union and the Canadian Western Bank the same. For the Parkland Savings and Credit Union there is basically no change because the investments were limited to 1 year. For the Canadian Western Bank a number of changes are proposed:

	Description	Existing	Proposed
1.	Maximum investment at any time	\$ 1 million	\$ 5 million
2.	Maximum terms	6 months	1 year
3.	Additional conditions	Yes	No

The changes for the Canadian Western Bank recognize the continued favourable track record for the bank.

This report has been circulated to the members of the Finance and Audit Committee and they have not indicated any concerns with the proposed changes.

#### **Recommendation**

Council approve the revised Section H as attached.



A. Wilcock, B. Comm., C.A.  
Director of Corporate Services

Att.

Section H with the additions and deletions indicated:

1. The City is ~~only~~ to invest in short term or marketable investments **issued by organizations** rated R1 Low or higher by the DBRS, or as authorized by Council resolution. The Finance and Audit Committee is responsible for determining any further limitations within the R1 Low or higher limitation. Investments in the Parkland Savings and Credit Union **and Canadian Western Bank** up to \$5 million **each, at any time,** are authorized **subject to a maximum term of 1 year.** ~~In addition, up to \$1,000,000 may be invested in the Canadian Western Bank for a six month term conditional upon the deposit being callable without penalty with a one week notice and the City being advised within one week of policy changes.~~
2. The types of investments are further limited to those authorized under Section 250 of the Municipal Government Act.

Section H as revised:

1. The City is to invest in short term or marketable investments issued by organizations rated R1 Low or higher by the DBRS, or as authorized by Council resolution. The Finance and Audit Committee is responsible for determining any further limitations within the R1 Low or higher limitation. Investments in the Parkland Savings and Credit Union and Canadian Western Bank up to \$5 million each, at any time, are authorized subject to a maximum term of 1 year.
2. The types of investments are further limited to those authorized under Section 250 of the Municipal Government Act.

***Comments:***

We agree with the recommendations of the Director of Corporate Services.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999

**TO:** Director of Corporate Services

**FROM:** Deputy City Clerk

**RE:** **Request to Amend Council Policy No. 5309 - Investment Policy**

**Reference Report:**

Director of Corporate Services dated June 2, 1999

**Resolution:**

**Resolved that** Council of The City of Red Deer, having considered report from the Director of Corporate Services dated June 2, 1999 re: Request to Amend Council Policy No. 5309 - Investment Policy, hereby agrees to amend Council Policy 5309 as set out in the noted report from the Director of Corporate Services.

**Report Back to Council Required:**

No

**Comments/Further Action:**

I have attached a copy of amended Council Policy 5309 as approved by Council.

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.



Item No. 10

**DATE: June 22, 1999**  
**TO: City Clerk**  
**FROM: Director of Corporate Services**  
**RE: UTILITY BYLAW 3215/98 -**  
**AMENDMENT TO ADD ARREARS TO THE TAX ROLL**

---

The Municipal Government Act authorizes a municipality to add unpaid utility accounts to the tax roll for a property where the property owner has the unpaid utility account in the same name.

The City Solicitor has recommended an amendment to the City's Utility Bylaw to clarify that Council authorizes the addition to the tax roll of unpaid utility charges. The proposed amendment is attached.

**Requested Action**

Approval of Bylaw Amendment 3215/D-99.



A. Wilcock, B. Comm., C.A.  
Director of Corporate Services

Att.

**Re: Utility Bylaw No. 3215/98****Current Section 32:**

- 32           The Treasurer may enforce payment of all accounts rendered hereunder by whatever means the Treasurer considers appropriate in accordance with the Municipal Government Act.

**Proposed Section 32:**

- 32           The Treasurer is authorized to collect all accounts owing to The City under this bylaw, by taking any of the measures a municipality is authorized to take under the *Municipal Government Act*. In addition, the Treasurer may instruct the addition to the tax roll for a parcel of land of unpaid charges referred to in Section 42 of the *Municipal Government Act* for a municipal utility service provided to the parcel by the municipal public utility that are owing by the owner of the parcel.

***Comments:***

We agree with the recommendations of the Director of Corporate Services.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Director of Corporate Services  
**FROM:** Deputy City Clerk  
**RE:** *Utility Bylaw No. 3215/98 (Amendment No. 3215/D-99)*  
*Add Arrears to the Tax Roll*

---

***Reference Report:***

Director of Corporate Services dated June 22, 1999

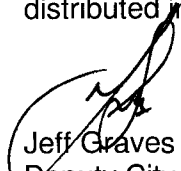
***Bylaw Readings:***

Utility Bylaw Amendment No. 3215/D-99 was given three readings, a copy is attached

***Report Back to Council Required:*** No

***Comments/Further Action:***

This bylaw amendment provides clarification that Council authorizes the addition to the tax roll of unpaid utility charges. The consolidated version of the Utility Bylaw will be updated and distributed in due course.

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c City Assessor

Item No. 11

June 22, 1999

To: City Council

From: City Clerk

Re: 1999 Assessment Review Board Members

---

The Assessment Review Board is a standing committee of Council established for the purpose of hearing assessment complaints. The Committees Bylaw states:

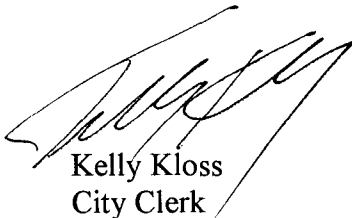
- The Board shall be comprised of three members which shall include one Councillor and two Citizens-at-large.
- The members of the Board shall hold office commencing from the date of their appointment by Council and ending on the last day of December in that same year.
- The remuneration and expenses payable to each member shall be set by Council resolution.
- The Mayor may appoint a person for a specified period of time, as an acting member of the Board if any regular member is unable to attend a hearing of the Board.

As the City has received assessment complaints, Council must now set the 1999 Assessment Review Board and its members' remuneration. It is anticipated that the Board will meet to hear the complaints towards the end of August/ beginning of September.

As in the past, the names of interested citizens are submitted to Council in confidence.

#### Recommendation

1. That Council appoint one Councillor and two Citizens-at-large to the 1999 Assessment Review Board;
2. That Council set the remuneration for Board members to be \$50 per half day, \$100 per full day for members and \$65 per half day and \$125 per full day for the Chairman.



Kelly Kloss  
City Clerk

***Comments:***

We recommend that Council proceed with appointing the members to the 1999 Assessment Review Board and further, that remunerations be set as outlined in the report from the City Clerk.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999

**TO:** City Assessor

**FROM:** Deputy City Clerk

**RE:** Appointment of 1999 Assessment Review Board Members

**Reference Report:**

City Clerk dated June 22, 1999

**Resolution:**

**Resolved that** Council of The City of Red Deer, having considered report from the City Clerk dated June 22, 1999 re: Appointment of 1999 Assessment Review Board Members, hereby agrees to appoint the following citizens at large to the 1999 Assessment Review Board for terms to expire December 31, 1999:

Larry Pimm,	Councillor
Vesna Higham,	citizen-at-large
Fred Lebedoff,	citizen-at-large;

Council further agrees to set the remuneration for Board members at \$65.00 per half day and \$125.00 per full day, and \$80.00 per half day and \$150.00 per full day for the Chairman.

**Report Back to Council Required:** No

**Comments/Further Action:**

The newly appointed Board members have been notified. I have attached copies of those letters for your reference.

  
Jeff Graves  
Deputy City Clerk

/clr

c C. Adams, Administrative Assistant  
F. McDougall, Committee Directory Updates

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Councillor Larry Pimm  
**FROM:** Deputy City Clerk  
**RE:** **Appointment to 1999 Assessment Review Board**

**Reference Report:**

City Clerk dated June 22, 1999

**Resolution:**

**Resolved that** Council of The City of Red Deer, having considered report from the City Clerk dated June 22, 1999 re: Appointment of 1999 Assessment Review Board Members, hereby agrees to appoint the following citizens at large to the 1999 Assessment Review Board for terms to expire December 31, 1999:

Larry Pimm,	Councillor
Vesna Higham,	citizen-at-large
Fred Lebedoff,	citizen-at-large;

Council further agrees to set the remuneration for Board members at \$65.00 per half day and \$125.00 per full day, and \$80.00 per half day and \$150.00 per full day for the Chairman.

**Report Back to Council Required:** No

**Comments/Further Action:**

The City Assessor will be contacting you to inform you of the dates the Board will sit. Please call me if you have any questions or require any information.

  
Jeff Graves  
Deputy City Clerk

/clr

c City Assessor  
Administrative Assistant, C. Adams  
Committee Directory Updates, F. McDougall





Box 5008  
Red Deer, Alberta  
T4N 3T4

The City of Red Deer

**FILE**

**Office of the City Clerk**

July 7, 1999

Ms. Vesna Higham  
62 Osmond Close  
Red Deer, AB T4N 6Y1

Dear Ms. Higham:

**Re: Appointment to 1999 Assessment Review Board**

At The City of Red Deer's Council meeting held Monday, July 5, 1999, consideration was given to membership on the 1999 Assessment Review Board. At that meeting the following resolution was passed:

**Resolved that** Council of The City of Red Deer, having considered report from the City Clerk dated June 22, 1999 re: Appointment of 1999 Assessment Review Board Members, hereby agrees to appoint the following citizens at large to the 1999 Assessment Review Board for terms to expire December 31, 1999:

Larry Pimm,	Councillor
Vesna Higham,	citizen-at-large
Fred Lebedoff,	citizen-at-large;

Council further agrees to set the remuneration for Board members at \$65.00 per half day and \$125.00 per full day, and \$80.00 per half day and \$150.00 per full day for the Chairman.

Thank you for allowing your name to be submitted. You will be contacted in the near future regarding meeting dates and times. If, in the interim, you have any questions or require additional information, please do not hesitate to contact me at 342-8132.

Sincerely,

  
Jeff Graves  
Deputy City Clerk

/clr

c City Assessor  
C. Adams, Administrative Assistant  
F. McDougall, Committee Directory Updates



Box 5008

Red Deer, Alberta

T4N 3T4

The City of Red Deer

## Office of the City Clerk

July 7, 1999

Mr. Fred Lebedoff  
63 Addinnell Close  
Red Deer, AB T4R 1B3

Dear Mr. Lebedoff:

### **Re: Appointment to 1999 Assessment Review Board**

At The City of Red Deer's Council meeting held Monday, July 5, 1999, consideration was given to membership on the 1999 Assessment Review Board. At that meeting the following resolution was passed:

**Resolved that** Council of The City of Red Deer, having considered report from the City Clerk dated June 22, 1999 re: Appointment of 1999 Assessment Review Board Members, hereby agrees to appoint the following citizens at large to the 1999 Assessment Review Board for terms to expire December 31, 1999:

Larry Pimm,	Councillor
Vesna Higham,	citizen-at-large
Fred Lebedoff,	citizen-at-large;

Council further agrees to set the remuneration for Board members at \$65.00 per half day and \$125.00 per full day, and \$80.00 per half day and \$150.00 per full day for the Chairman.

Thank you for allowing your name to be submitted. You will be contacted in the near future regarding meeting dates and times. If, in the interim, you have any questions or require additional information, please do not hesitate to contact me at 342-8132.

Sincerely,

  
Jeff Grayes  
Deputy City Clerk

/clr

c City Assessor  
C. Adams, Administrative Assistant  
F. McDougall, Committee Directory Updates

**FILE**



Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

## Office of the City Clerk

**FILE**

July 7, 1999

Mr. Bill Vanson  
5002 - 43 Avenue  
Red Deer, AB T4N 3E1

Dear Mr. <sup>Bu</sup>Vanson:

At The City of Red Deer's Council meeting held Monday, July 5, 1999 consideration was given to membership on the 1999 Assessment Review Board. At that meeting the following resolution was passed:

**Resolved that** Council of The City of Red Deer, having considered report from the City Clerk dated June 22, 1999 re: Appointment of 1999 Assessment Review Board Members, hereby agrees to appoint the following citizens at large to the 1999 Assessment Review Board for terms to expire December 31, 1999:

Larry Pimm,	Councillor
Vesna Higham,	citizen-at-large
Fred Lebedoff,	citizen-at-large;

Council further agrees to set the remuneration for Board members at \$65.00 per half day and \$125.00 per full day, and \$80.00 per half day and \$150.00 per full day for the Chairman.

Although you were not appointed to sit on this committee, on behalf of Council I would like to thank you for your application for membership and encourage you to consider future committee appointments. It is volunteers such as you whose continued endeavours shape and make Red Deer a vibrant community for all to enjoy.

Sincerely,

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

# Bemoco Land Surveying Ltd.

---

Our File: S-143-98

Subdivision Consultants ★ Land Surveyors

June 21, 1999

City of Red Deer  
City Clerk  
Box 5008  
Red Deer, Alberta  
T4N 3T4

Attention: Kelly Kloss

Dear Sir:

RE: Proposed Subdivision  
Railway Plan C & E No.1  
Lots 3 & 4, Block 5, Plan 5534 H.W.  
Lot 17, Block 13, Plan 4592 K.S.

Please find enclosed four copies of our Tentative Plan for the above along with our original plan showing the land which require redesignation to conform to the same.


On behalf of Rockport Developments Ltd., perspective purchasers of the above property, please accept this letter as a formal application to redesignate these lands from I1 Industrial (Business Service) and R1A (Semi-Detached Dwelling) Districts to R1 Residential District as per the above plans.

Would you kindly notify our office of the date and time when this item will be dealt with by Council in order that we may make arrangements to attend.

Should you have any questions pertaining to the above, please do not hesitate to call.

Yours truly,

BEMOCO LAND SURVEYING LTD.



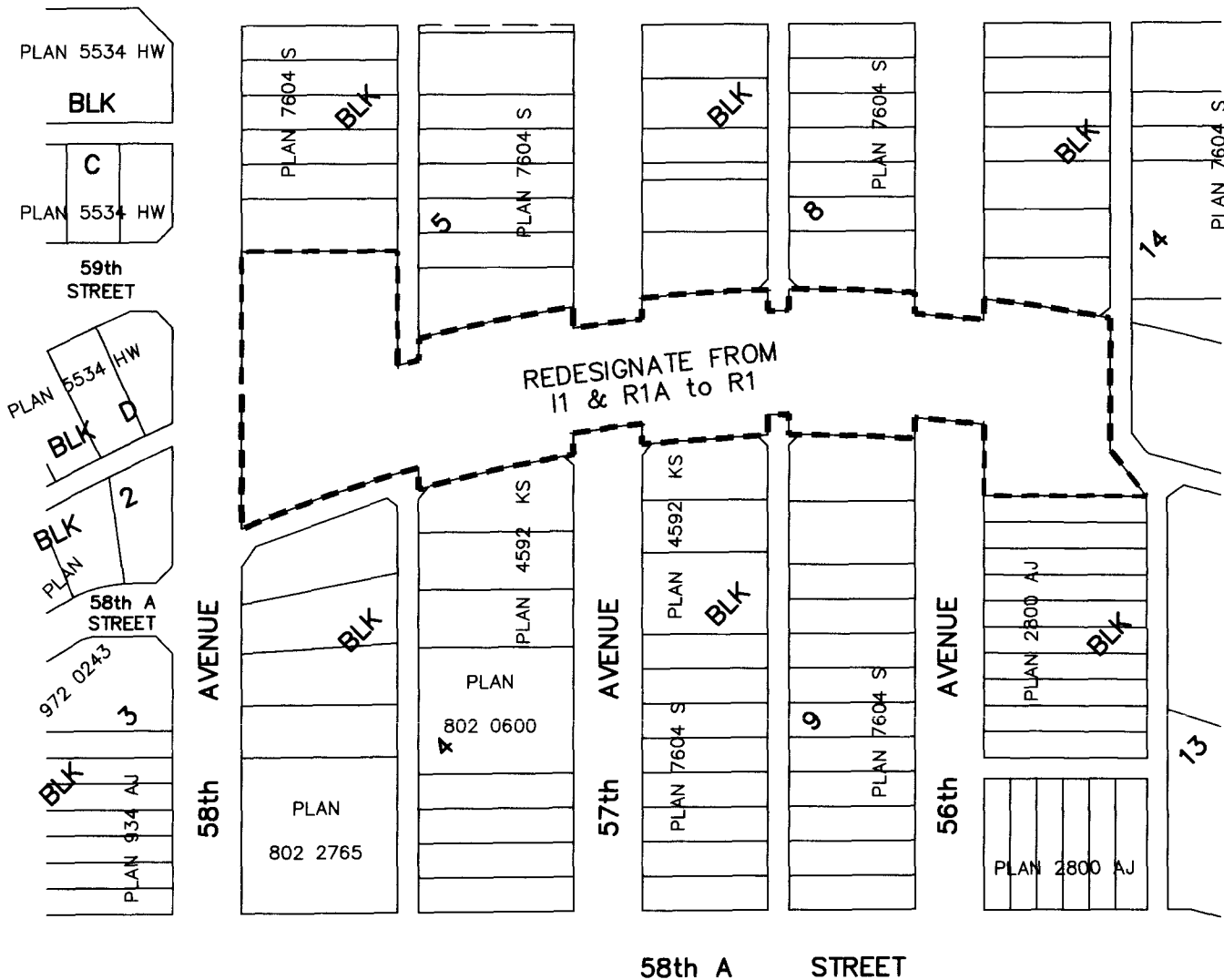
Murray Young, A.L.S.

MY/dpv

Encl

cc: UMA Engineering Ltd.  
Attention: Craig Suchy  
- 1 copy of each of 3 plans

Rockport Developments Ltd.  
Attention: Darren McArthur  
- 1 copy of each of 3 plans



# NOTES:

—Area dealt with is bounded thus —————  
and contains 1.20 ha.

SCALE = 1 : 2000

REV: JUNE 21, 1999

REV: FEB. 9, 1999

Bemoco Land Surveying Ltd.

21,7895-49th Avenue

Red Deer, Alberta

Ph. No. 342-2611 File No: S-143-98

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999  
**TO:** Principal Planner  
**FROM:** City Clerk  
**RE:** *Proposed Subdivision / Railway Plan C & E No. 1, Lots 3 & 4, Block 5, Plan 5534 H.W., and Lot 17, Block 13, Plan 4592 K.S., S ½ 20-38-27-4 North Red Deer / Rockport Developments Ltd. / Land Use Bylaw Amendment 3156/U-99*

---

***Reference Report:***

Correspondence from Bemoco Land Surveying Ltd. on behalf of Rockport Developments Ltd., dated June 21, 1999

***Bylaw Readings:***

This bylaw was given first reading, a copy is attached

***Report Back to Council Required:***

Yes. A Public Hearing will be held Tuesday, August 3, 1999 at 7:00 p.m., in the Council Chambers

***Comments/Further Action:***

Land Use Bylaw Amendment 3156/U-99 provides for the redesignation of land from I1 Industrial District, R1A Residential (Semi-detached Dwelling) District and roads and lanes to R1 Residential (Low Density) District and roads and lanes. The proposal will enable the resubdivision of the area to accommodate approximately 19 single family lots.

This office will now proceed with the advertising for a Public Hearing. Our office has advised Bemoco Land Surveying Ltd., on behalf of Rockport Developments Ltd., via letter, that they will be responsible for the advertising costs.

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c	Director of Development Services	City Assessor
	Director of Community Services	Land & Economic Development Manager
	E. L. & P. Manager	Public Works Manager
	Fire Chief/Manager Emergency Services	S. Ladwig, Administrative Assistant

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999

**TO:** Principal Planner

**FROM:** City Clerk

**RE:** *Proposed Subdivision / Railway Plan C & E No. 1, Lots 3 & 4, Block 5, Plan 5534 H.W., and Lot 17, Block 13, Plan 4592 K.S., S ½ 20-38-27-4 North Red Deer / Rockport Developments Ltd. / Land Use Bylaw Amendment 3156/U-99*

---

***Reference Report:***

Correspondence from Bemoco Land Surveying Ltd. on behalf of Rockport Developments Ltd., dated June 21, 1999

***Bylaw Readings:***

This bylaw was given first reading, a copy is attached

***Report Back to Council Required:***

Yes. A Public Hearing will be held Tuesday, August 3, 1999 at 7:00 p.m., in the Council Chambers

***Comments/Further Action:***

Land Use Bylaw Amendment 3156/U-99 provides for the redesignation of land from I1 Industrial District, R1A Residential (Semi-detached Dwelling) District and roads and lanes to R1 Residential (Low Density) District and roads and lanes. The proposal will enable the resubdivision of the area to accommodate approximately 19 single family lots.

This office will now proceed with the advertising for a Public Hearing. Our office has advised Bemoco Land Surveying Ltd., on behalf of Rockport Developments Ltd., via letter, that they will be responsible for the advertising costs.

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c     Director of Development Services  
       Director of Community Services  
       E. L. & P. Manager  
       Fire Chief/Manager Emergency Services

City Assessor  
Land & Economic Development Manager  
Public Works Manager  
S. Ladwig, Administrative Assistant



Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

**FILE**

**Office of the City Clerk**

July 7, 1999

Att: Mr. Murray Young  
Bemoco Land Surveying Ltd.  
21, 7895 - 49 Avenue  
Red Deer, AB T4P 2B4

Dear Mr. Young:

**Re: Proposed Subdivision / Railway Plan C & E No. 1, Lots 3 & 4, Block 5, Plan 5534  
H.W., and Lot 17, Block 13, Plan 4592 K.S., S ½ 20-38-27-4 North Red Deer /  
Rockport Developments Ltd. / Land Use Bylaw Amendment 3156/U-99**

At the City of Red Deer's Council meeting held Monday, July 5, 1999, first reading was given to Land Use Bylaw Amendment 3156/U-99, a copy of which is attached.

Land Use Bylaw Amendment 3156/U-99 provides for the redesignation of land from I1 Industrial District, R1A Residential (Semi-detached Dwelling) District and roads and lanes to R1 Residential (Low Density) District and roads and lanes. The proposal will enable the resubdivision of the area to accommodate approximately 19 single family lots.

This office will now proceed with the advertising for a Public Hearing to be held on Tuesday, August 3, 1999 at 7:00 p.m. in the Council Chambers of City Hall.

In accordance with the Land Use Bylaw, your company, acting on behalf of Rockport Developments, is required to deposit with the City Clerk, prior to public advertising, an amount equal to the estimated cost of advertising, which in this instance is \$400. We require this deposit by no later than 10:00 a.m., Wednesday, July 14, 1999, in order to proceed with the advertising. Once the actual cost of advertising is known, you will either be invoiced for or refunded the difference.

If you have any questions or require additional information, please do not hesitate to call me.

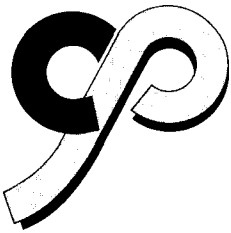
Sincerely,

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c Principal Planner  
Administrative Assistant, S. Ladwig





**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

Suite 500, 4808 Ross Street  
Red Deer, Alberta T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
e-mail: pcps@telusplanet.net

Date: June 25, 1999

To: Kelly Kloss, City Clerk

From: Frank Wong, Planning Assistant

Re: Land Use Bylaw Amendment 3156/U-99  
Railway Plan C & E No. 1,  
Lots 3 & 4, Block 5, Plan 5534 HW, and  
Lot 17, Block 13, Plan 4592 KS  
S 1/2 Sec. 20-38-27-4  
North Red Deer  
The City of Red Deer/Rockport Developments Ltd.

Bemoco Land Surveying Ltd., on behalf of Rockport Developments Ltd., is requesting the redesignation of portions of optioned City owned land for single family development. The redesignation will change 1.27 ha (3.13 ac) of land from I1 Industrial District, R1A Residential (Semi-detached dwelling) District and roads and lanes to R1 Residential (Low-density) District and roads and lanes. The proposal will enable the resubdivision of the area to accommodate approximately 19 single-family lots.

On June 21, 1999, City Council granted a request from the Northside Community Association and passed a resolution placing a moratorium on City owned lands in North Red Deer until the area redevelopment plan is completed in January 2000. The moratorium however excluded lands that are currently under purchase agreements. This Bylaw amendment involves the land, which was excluded because it was previously optioned to a developer as indicated by the attached letter from the Land & Economic Development Manager.

The proposal complies with the existing C.P. Railway Right-of-Way Area Redevelopment Plan – Bylaw No. 3073/92, which calls for single family development in this area.

Staff Recommendation

Planning staff recommend that City Council proceed with first reading of Land Use Bylaw Amendment 3156/U-99.








Sincerely,

*Frank Wong*  
Frank Wong,  
Planning Assistant

Attachment

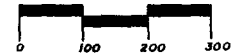
# C.P. Railway Right-Of-Way Area Redevelopment Plan

## LEGEND

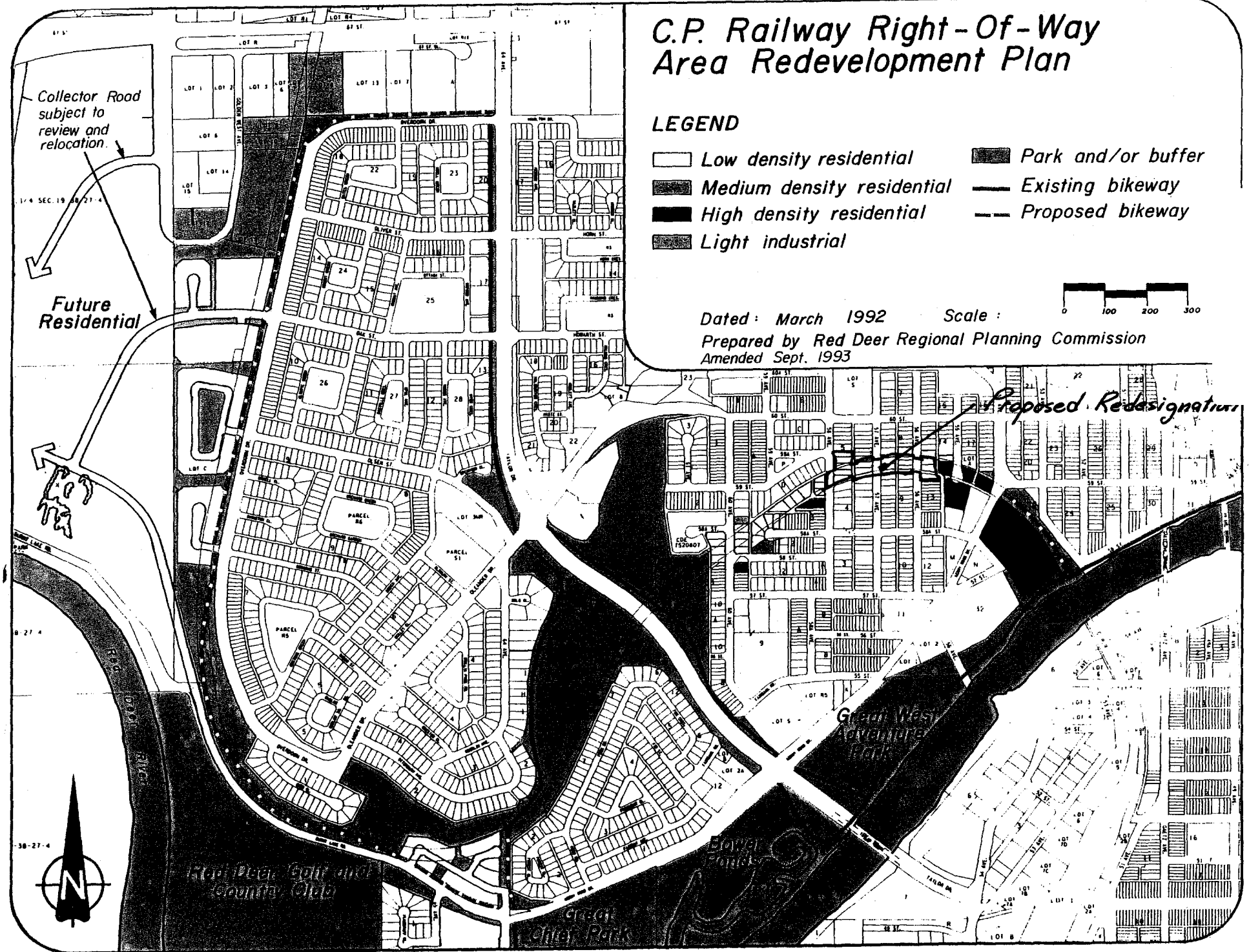
- |  |  |
|--|--|
|  Low density residential    |  Park and/or buffer |
|  Medium density residential |  Existing bikeway   |
|  High density residential   |  Proposed bikeway   |
|  Light industrial           |  |

Dated: March 1992

Scale:



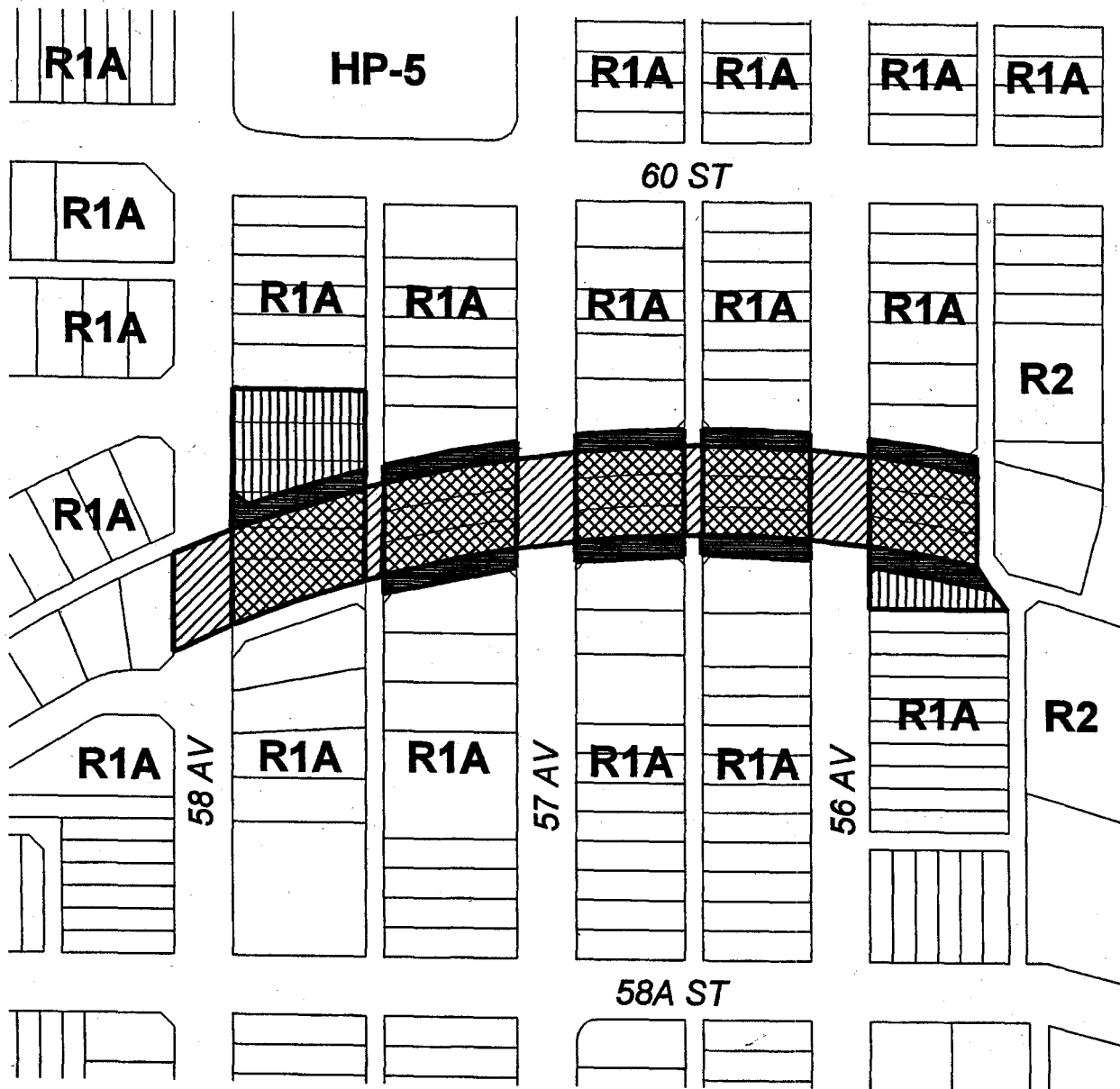
Prepared by Red Deer Regional Planning Commission  
Amended Sept. 1993



# The City of Red Deer

120

## PROPOSED LAND USE BYLAW AMENDMENT



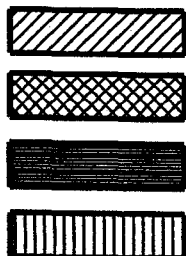
**Change from:**

**I1 to Road or Lane**

**I1 to R1**

**Lane to R1**

**R1A to R1**



**AFFECTED DISTRICTS:**

**11 - Industrial (Business Service)**

**R1 - Residential (Low Density)**

**R1A - Residential (Semi-Detached Dwelling)**

MAP No. 16 / 99

BYLAW No. 3156 / U - 99

# Memo

---

DATE: June 24, 1999  
TO: Kelly Kloss, City Clerk  
FROM: Alan Scott, Land & Economic Development Manager  
RE: **BEMOCO REZONING REQUEST - NORTH RED DEER**

---

The request for rezoning, on behalf of Rockport Developments Ltd., is related to the Offer to Purchase identified in our memo to the June 21, 1999 meeting of Council, at which a moratorium on development of City-owned land was discussed for the North Red Deer area.

The resolution of Council, approving the moratorium, excluded this land, as the sale was pending at the time.

This sale has now been completed and Rockport is prepared to proceed with a development in accordance with the existing Area Structure Plan, which permits single family developments.

## Recommendation

The Land and Economic Development Department recommends that Council approve the rezoning request to R1 Residential from I1 Industrial and R1A Semi-Detached Residential.

Sincerely,



Alan V. Scott  
Land & Economic Development Manager

AVS/pr

**DATE:** February 17, 1999  
**TO:** City Clerk  
**FROM:** **DON BATCHELOR**  
Recreation, Parks & Culture Manager  
**GREG SCOTT**  
Community Development & Planning Coordinator  
**RE:** **BEMOCO REZONING REQUEST; I1 TO R1A**

---

The Recreation, Parks and Culture Department has reviewed this rezoning request by Bemoco Land Surveys and supports it based on the proposed recommendation contained within the C.P. Railway Right-of-Way Area Redevelopment Plan.

This Redevelopment Plan proposes that land use from the lane west of 60 Avenue to Kerry Wood Drive include duplex and single family lots plus three multi-family lots. This lower density development is more conducive to present residential development, plus has the support of area residents.



DON BATCHELOR



GREG SCOTT

:nb

**DATE:** June 25, 1999

**TO:** KELLY KLOSS  
City Clerk

**FROM:** LOWELL R. HODGSON, Community Services Director  
GREG SCOTT, Community Development & Planning Coordinator

**RE:** BEMOCO: REZONING REQUEST - NORTH RED DEER

---

The Community Services Division has reviewed and supports the proposed subdivision rezoning request for North Red Deer. The proposed project conforms to the appropriate zoning and is in support of the CP Railway Right-of-Way Area Redevelopment Plan for this area.

We are aware that there is both support and opposition for the planning and development of a pedestrian trail through this area. As a trail is not presently included in the Railway Redevelopment Plan, any new attempt to include one would require the support of the Recreation, Parks & Culture Department and a significant public consultation process.



---

LOWELL R. HODGSON

---

GREG SCOTT

:dmg

- c. Don Batchelor, Recreation, Parks & Culture Manager  
Ed Morris, Recreation Development Supt.

***Comments:***

We recommend that Council proceed with first reading of Land Use Bylaw Amendment 3156/U-99.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

# MEMO

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

---

**DATE:** June 29, 1999

**TO:** KELLY KLOSS  
City Clerk

**FROM:** RYAN STRADER, Manager  
Inspections & Licensing Department

**RE:** BEMOCO LAND SURVEYING LTD.  
LOTS 3-4, BLOCK 5, PLAN 5534 HW  
LOT 17, BLOCK 13, PLAN 4592 KS

---

These sites have been intended as R1 sites as shown in the Area Structure Plan. The proposed zoning would permit single family dwellings.

**RECOMMENDATION:**

That the above application be approved.



RYAN STRADER  
Inspections & Licensing Manager  
INSPECTIONS & LICENSING DEPARTMENT

RS:kb



DATE: June 22, 1999

TO: X DIRECTOR OF COMMUNITY SERVICES  
DIRECTOR OF CORPORATE SERVICES  
X DIRECTOR OF DEVELOPMENT SERVICES  
CITY ASSESSOR  
E. L. & P. MANAGER  
ENGINEERING DEPARTMENT MANAGER  
FIRE CHIEF/MANAGER EMERGENCY SERVICES  
INFORMATION TECHNOLOGY SERVICES MANAGER  
X INSPECTIONS AND LICENSING MANAGER  
X LAND AND ECONOMIC DEVELOPMENT MANAGER  
PERSONNEL MANAGER  
PUBLIC WORKS MANAGER  
R.C.M.P. INSPECTOR - c/o Lori Loney  
X RECREATION, PARKS & CULTURE MANAGER  
SOCIAL PLANNING MANAGER  
TRANSIT MANAGER  
TREASURY SERVICES MANAGER  
X PRINCIPAL PLANNER  
CITY SOLICITOR

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

FROM: CITY CLERK

RE: Bemoco – Rezoning Request – North Red Deer

---

Please submit comments on the attached to this office by Monday, June 28, 1999 for the Council Agenda of Monday, July 5, 1999.

“Kelly Kloss”

City Clerk



Box 5008

Red Deer, Alberta

T4N 3T4

*The City of Red Deer*

**Office of the City Clerk**

**FILE**

June 22, 1999

Bemoco Land Surveying Ltd.  
#21, 7895 - 49 Avenue  
Red Deer, AB T4P 2B4

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

Attention: Murray Young, A.L.S.

Dear Mr. Young:

I am in receipt of your letter dated June 21, 1999 re: Proposed Subdivision, Railway Plan C & E No. 1. Your letter will be placed on the Red Deer City Council Agenda of Monday, July 5, 1999.

Your request has been circulated to City Administration for comments. A copy of the administrative comments will be available to you prior to the Council Meeting and can be picked up at our office on the second floor of City Hall on Friday, July 2, 1999.

If you wish to be present and/or speak at the Council Meeting, please telephone our office on Friday, July 2<sup>nd</sup> and we will advise you of the approximate time that Council will be discussing this item. Upon arrival at City Hall, please enter the park side entrance and proceed to the Council Chambers on the second floor.

Council Meetings are open to the general public and are televised live on Shaw Cable, Channel 3. Council Meetings commence at 4:30 p.m., adjourn for the supper hour at 6:00 p.m., and reconvene at 7:00 p.m. Council agendas are available to the public and media from the City Clerk's Department.

If you have any questions or require further assistance, please do not hesitate to contact me.

Sincerely,

Kelly Kloss  
City Clerk

KK/fm

**BYLAW NO. 3148/A-99**

Being a bylaw to amend Bylaw No. 3148/95, The Interpretation Bylaw of The City of Red Deer.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

That Bylaw 3148/95 is amended as follows:

By deleting from section 17(s) the words "Fire Chief" and replacing them with the words "Emergency Services Manager".

READ A FIRST TIME IN OPEN COUNCIL this	day of	A.D. 1999.
READ A SECOND TIME IN OPEN COUNCIL this	day of	A.D. 1999.
READ A THIRD TIME IN OPEN COUNCIL this	day of	A.D. 1999.
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	A.D. 1999.

---

MAYOR

---

CITY CLERK

**BYLAW NO. 3156/O-99**

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

*Whereas The City of Red Deer is seeking to maintain the character of older neighbourhoods; and*

*Whereas the City of Red Deer seeks to enforce the Bylaw by allowing inspections of properties that are suspected of contravening the Bylaw;*

*The Municipal Council of the City of Red Deer enacts as follows:*

- 1 Section 31 is deleted and the following section is substituted in its place:

**"ENFORCEMENT**

- 31 (1) The provisions of this bylaw may be enforced by way of stop order, injunction or such other relief as may be available under the *Municipal Government Act*.
- (2) A designated officer may inspect premises in accordance with the provisions of the *Municipal Government Act* where there are reasonable grounds to believe that the premises are being used in contravention of this bylaw. Without limiting the generality of the foregoing, such reasonable grounds would include:
- (a) complaints from the public that premises are being used contrary to the bylaw;
  - (b) the observations of a bylaw officer that there is excessive traffic, parking problems, accumulated debris in a yard or other apparent breach of this bylaw.
- (3) For the purpose of inspecting premises pursuant to this bylaw and the *Municipal Government Act*, the following shall be designated officers:
- (a) a bylaw officer;
  - (b) a building inspector;
  - (c) a member of The City Inspections Department;

(d) the Development Officer or anyone designated by the Development Officer.”

2 Section 47(2) is hereby deleted.

3 The following is added to section 47(1):

“Residential

Detached Dwelling	2.0 per unit
Semi-detached	2.0 per unit
Multi-attached Building	2.0 per unit
Multiple Family Building	1.0 per one bedroom unit; 1.5 per two bedroom unit; 2.0 per three bedroom unit plus 1.0 space for every 5 units which must be clearly identified as guest parking
Lodging and Boarding Houses	1.0 per 2 persons being accommodated
Senior Citizen Housing	1.0 per 2 dwelling units “

4 The following section 47(2) is hereby added:

“47 (2) Notwithstanding Section 47(1), all residential development in the C1 District shall meet the residential parking standards as specified above.”

5 The following Section 165.1 is hereby added to the RESIDENTIAL LOW DENSITY DISTRICT section of the Land Use Bylaw:

“165.1 Redevelopment in Existing Neighbourhoods

Notwithstanding Section 164, in order to maintain the character of existing neighbourhoods, the Municipal Planning Commission shall have the authority to require increased development standards for any infill or redevelopment; such increased standards may require that the new development match the standards of existing development in the neighbourhood or along the applicable street.”

6 The following Section 170.1 is hereby added to the RESIDENTIAL (SEMI-DETACHED DWELLING) DISTRICT section of the Land Use Bylaw:

“170.1 Redevelopment in Existing Neighbourhoods

Notwithstanding Section 169, in order to maintain the character of existing neighbourhoods, the Municipal Planning Commission shall have the authority to require increased development standards for any infill or redevelopment; such increased standards may require that the new development match the standards of existing development in the neighbourhood or along the applicable street."

- 7 In Part One, Section 5 (1) - the listing of City of Red Deer Land Use Districts, is amended to include (listed alphabetically):

**"R1N** Residential Narrow Lot District

**DC** Direct Control District:

DC(7) Direct Control District No. 7  
 DC(8) Direct Control District No. 8  
 DC(9) Direct Control District No. 9"

READ A FIRST TIME IN OPEN COUNCIL this	day of	A.D. 1999.
READ A SECOND TIME IN OPEN COUNCIL this	day of	A.D. 1999.
READ A THIRD TIME IN OPEN COUNCIL this	day of	A.D. 1999.
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	A.D. 1999.

---

MAYOR

---

CITY CLERK

**BYLAW NO. 3156/R-99**

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The "Use District Map H13" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use District Map No. 13/99 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

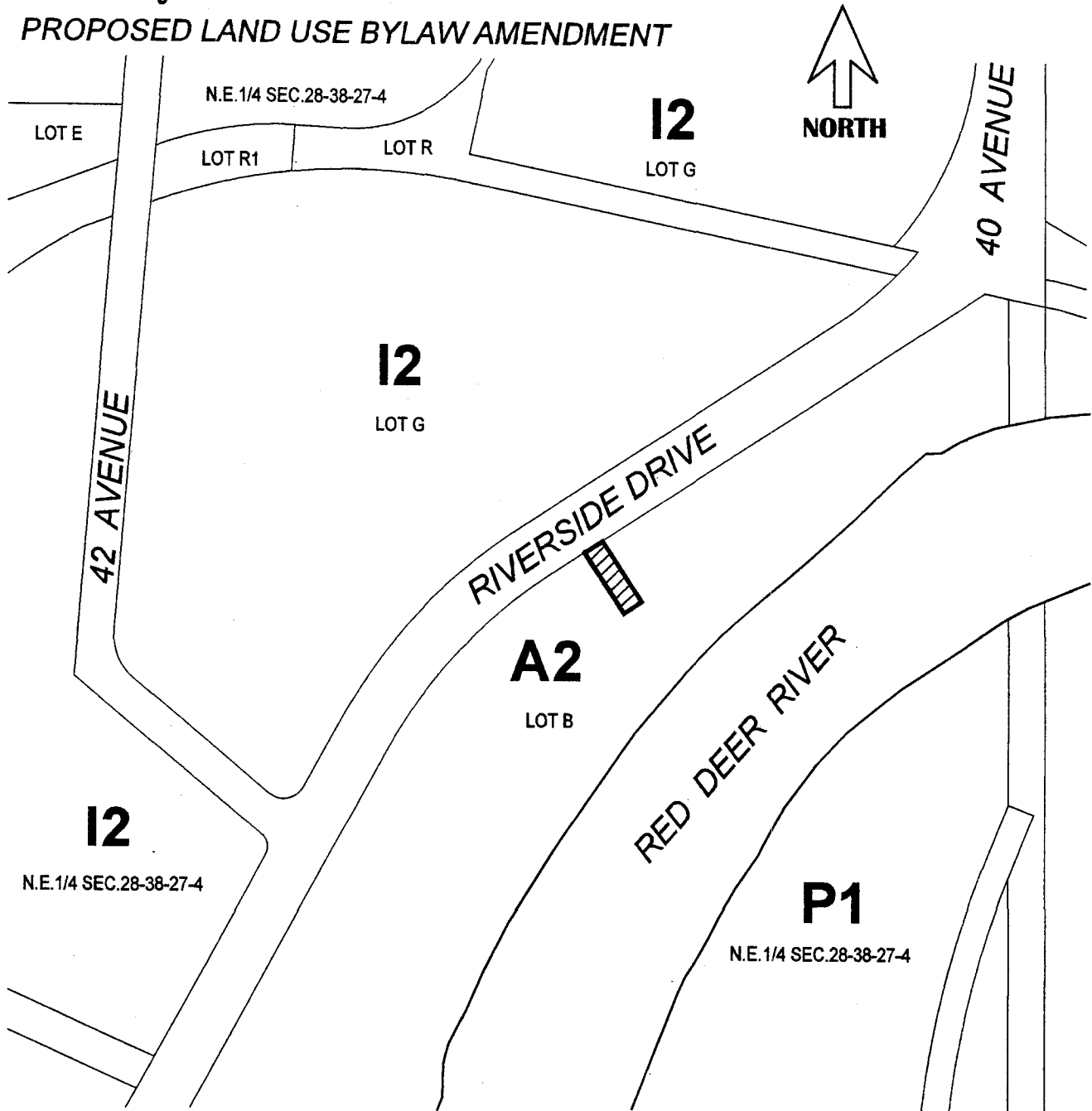
AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 1999.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



Change from:

A2 to PS



### AFFECTED DISTRICTS:

A2 - Environmental Preservation

PS - Public Service (Institutional or Governmental)

MAP No. 13 / 99

BYLAW No. 3156 / R - 99



**BYLAW NO. 3156/U-99**

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The "Use District Map F10" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use District Map No. 16/99 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

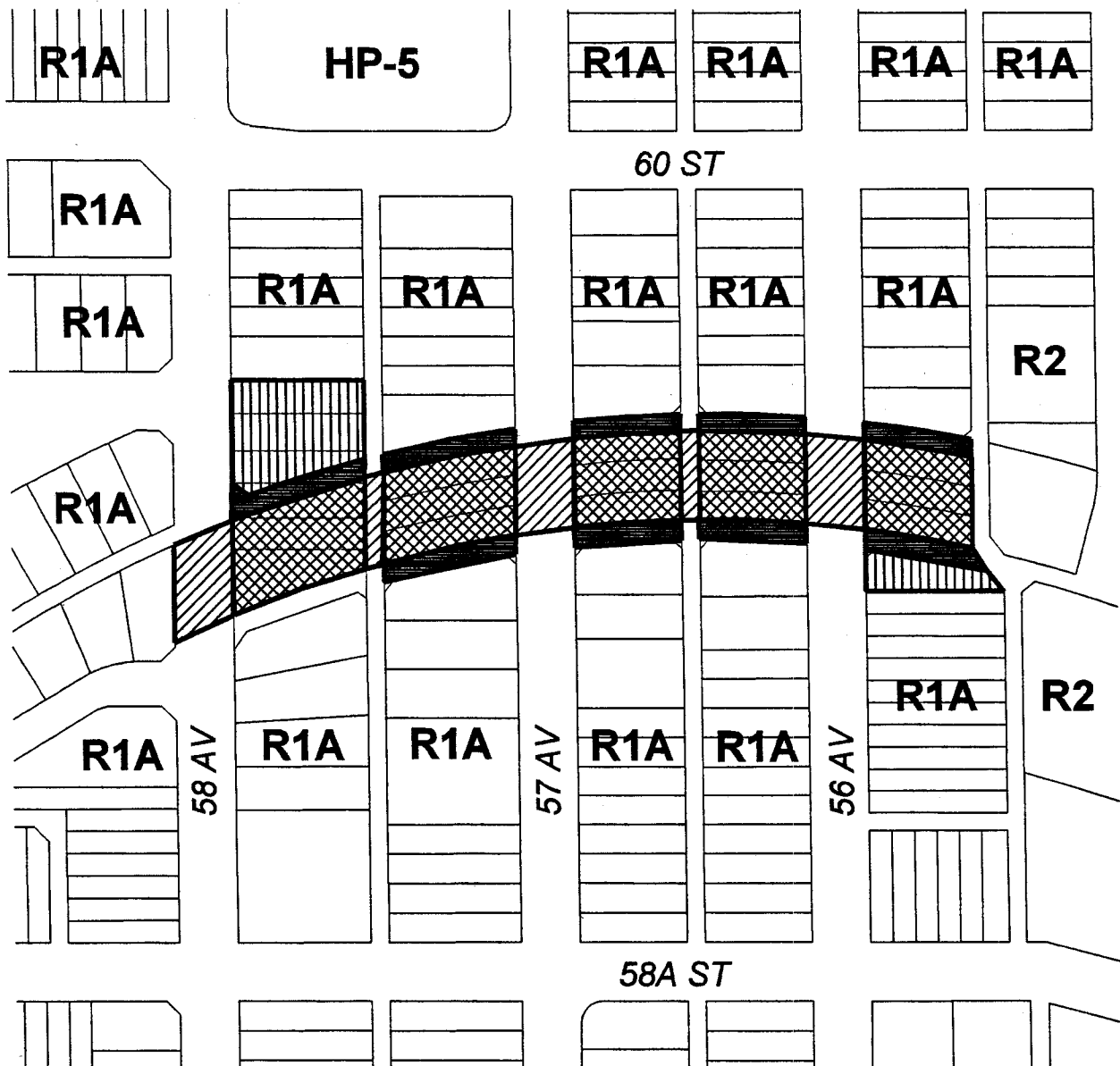
AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 1999.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



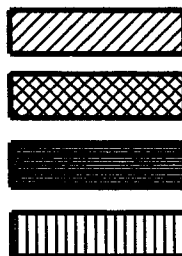
**Change from:**

***I1 to Road or Lane***

***I1 to R1***

***Lane to R1***

***R1A to R1***



**AFFECTED DISTRICTS:**

***11 - Industrial (Business Service)***

***R1 - Residential (Low Density)***

***R1A - Residential (Semi-Detached Dwelling)***

**MAP No. 16 / 99**

**BYLAW No. 3156 / U - 99**

**BYLAW NO. 3156/V-99**

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The "Use District Map J5" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use District Map No. 17/99 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

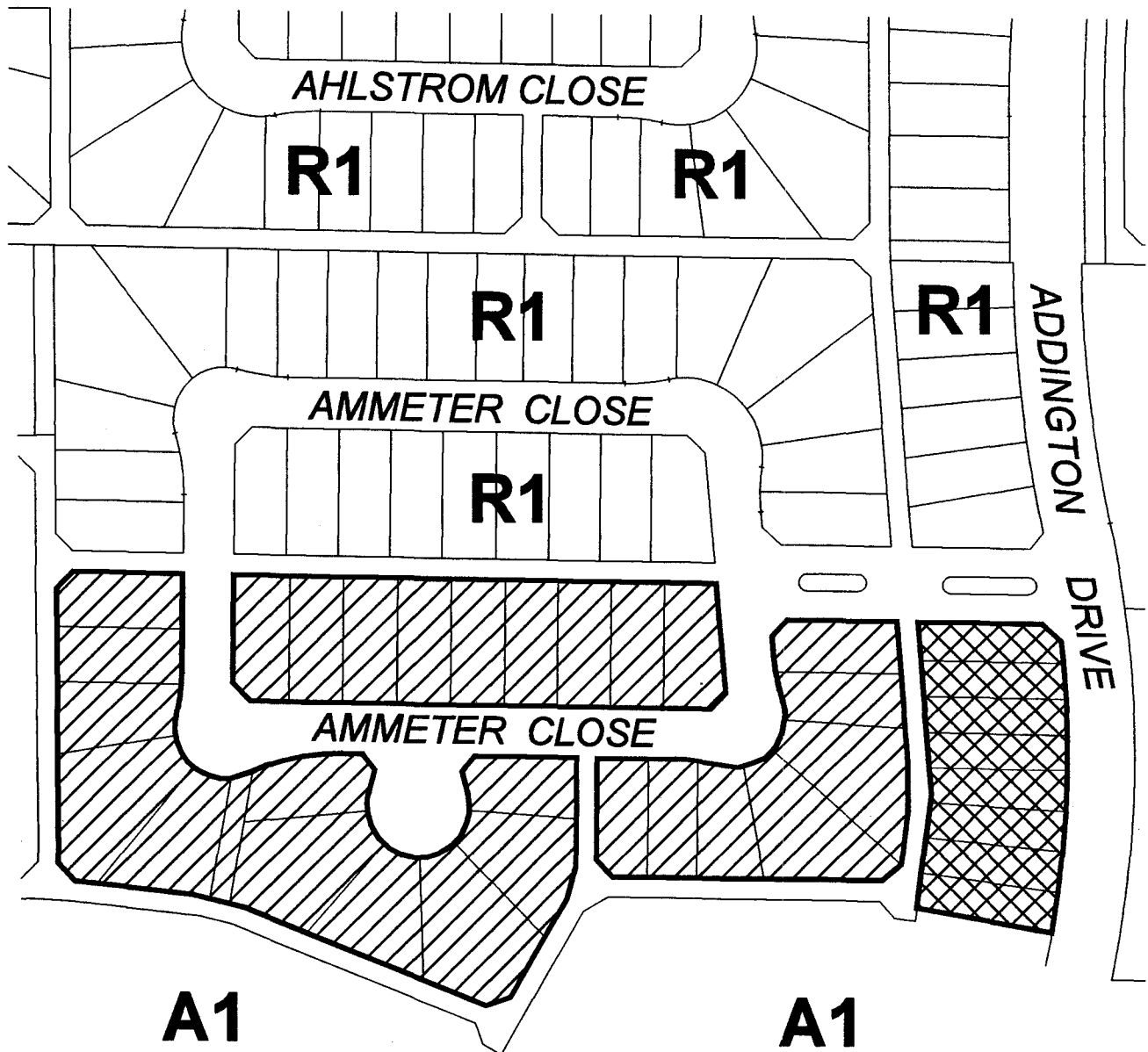
AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 1999.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



### AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1A - Residential (Semi - Detached Dwelling)
- R1N - Residential (Narrow Lot)

### Change from:

A1 to R1

R1A to R1N



MAP No. 17 / 99  
BYLAW No. 3156 / V - 99

**BYLAW NO. 3215/D-99**

Being a bylaw to amend Bylaw No. 3215/98, the Utility Bylaw of The City of Red Deer.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

Bylaw No. 3215/98 is amended as follows:

1 Section 32 is deleted and replaced by new Section 32, as follows:

“32 The Treasurer is authorized to collect all accounts owing to The City under this bylaw, by taking any of the measures a municipality is authorized to take under the *Municipal Government Act*. In addition, the Treasurer may instruct the addition to the tax roll for a parcel of land of unpaid charges referred to in Section 42 of the *Municipal Government Act* for a municipal utility service provided to the parcel by the municipal public utility that are owing by the owner of the parcel.”

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 1999.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

**BYLAW NO. 3217/A-99**

Being a Bylaw to amend Bylaw No. 3217/98, the Bylaw adopting The City of Red Deer Neighbourhood Area Structure Plans.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 Bylaw 3217/98 with regard to The Anders Southeast (Aspen Ridge) Area Structure Plan, is amended by deleting therefrom Page 5, Figure 3 and Figures 5 through 9 and substituting therefor the attached Page 5, Figure 3 and Figures 5 through 9 which forms part of the Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      , A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      , A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      , A.D. 1999.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      , A.D. 1999.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

**Table 1 - Neighbourhood Area Structure Plan Statistics**

Land Use	Acres	Hectares	Percentage
Single Family Detached (R1)	67.13	27.168	45.1%
Single Family Detached - Narrow (R1-N)	2.68	1.085	1.8%
Duplex Lots (R1-A)	8.84	3.578	5.9%
Residential – Multi-family (R2/R3)	16.53	6.688	11.1%
Church Site (R1)	2.00	0.811	1.3%
Day Care Site (R1-A)	0.30	0.121	0.2%
Social Care Site (R1)	0.30	0.120	0.2%
Emergency Services / Community Facility / Duplex Site (PS/R1-A)	0.99	0.402	0.7%
School Site, Park & Walkways (P1)	10.91	4.416	7.3%
Storm Detention Ponds (PS)	2.51	1.016	1.7%
Treed along 30th Avenue (P1)	3.98	1.609	2.7%
Public Utility Lots (PS)	0.46	0.188	0.3%
Streets and Lanes	32.24	13.048	21.7%
<b>TOTAL DEVELOPABLE AREA</b>	<b>148.88</b>	<b>60.249</b>	<b>100.0%</b>

Table 1 illustrates that 64.1 per cent of the Neighbourhood Area Structure Plan Area is for residential uses, 12.0 per cent for open space including a storm detention pond, 21.5 per cent for dedicated streets and lanes and the balance for other related uses.

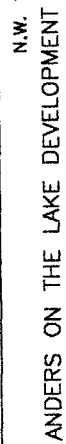
#### **4.4 Residential**

The low density residential areas are proposed for predominately R1 single detached dwellings and a portion R1-A which may accommodate semi detached dwellings as well as detached dwellings.










The residential (R2/R3) medium density area in the northeast portion of the Neighbourhood Area Structure Plan is proposed for a mix of product type. The actual mix is very much dependent upon the prevailing market conditions and will be finalized at the subdivision stage. As previously noted, a portion of the medium density area is intended as a mature adult community.

The residential density allocated for the area in the East Hill Area Structure Plan is approximately six (6) units per gross acre.

The Neighbourhood Area Structure Plan, depending upon the actual lot size and land use, is anticipated to accommodate 690 to 770 dwelling units and a population of 2070 to 2310 persons. Given this estimated unit count the overall density for the Outline Plan Area is approximately 4.3 to 4.8 units per gross acre.



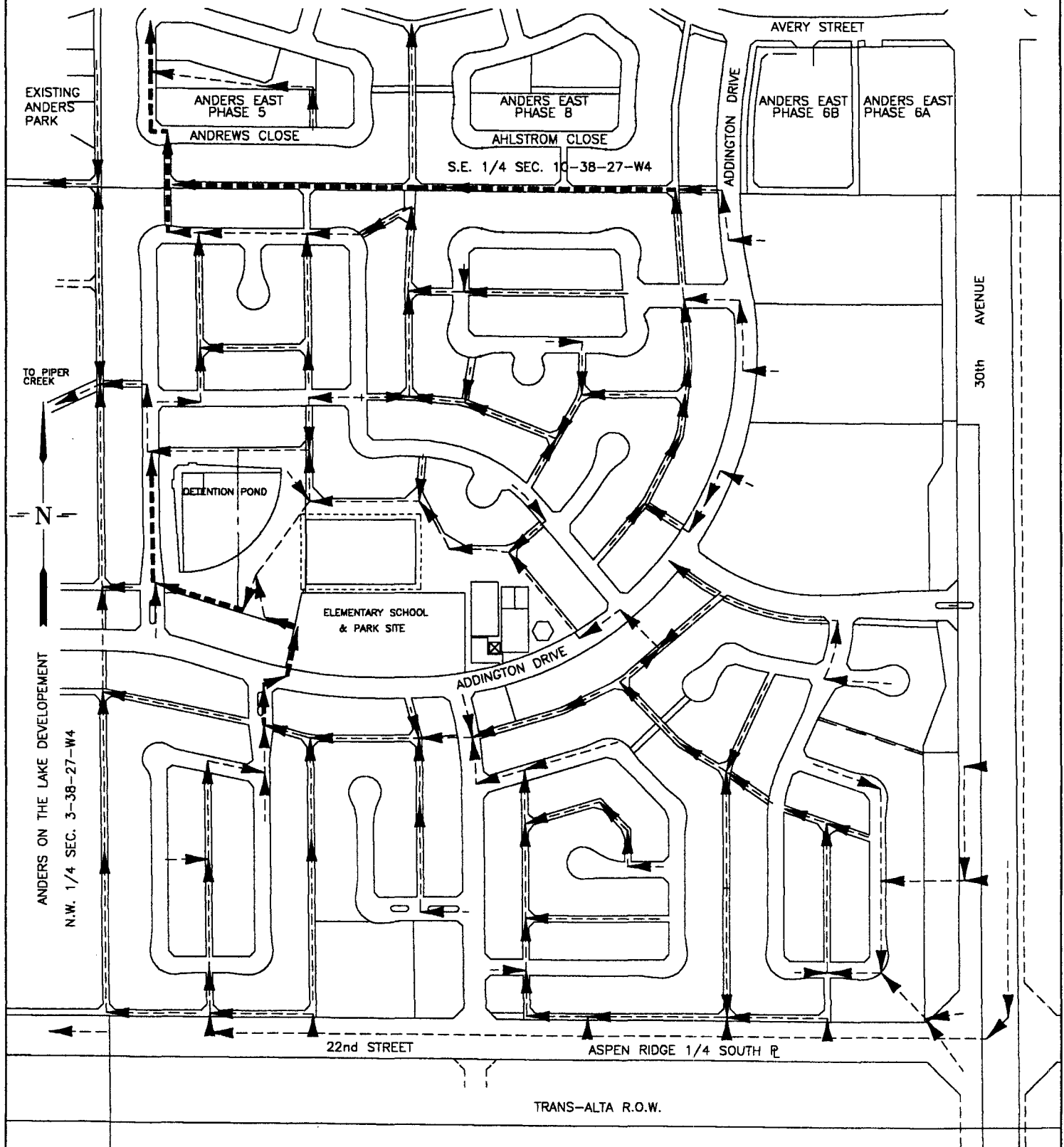
SCALE 1:5000  
REVISED JUN 14/99

 TWO STOREY RESIDENTIAL WITH WALKOUT BASEMENTS PERMITTED  
 SINGLE FAMILY  
 MULTI-FAMILY  
 DUPLEX  
 PUBLIC UTILITY LOTS  
 SCHOOL, PARKS, AND PUBLIC OPEN SPACE  
 MINOR PEDESTRIAN WALKWAYS AND BIKE PATHS  
 MAIN PEDESTRIAN WALKWAYS AND BIKE PATHS  
 CHILDREN'S PLAYGROUND

S.E. 1/4 SEC. 3-36-27-W4		
TOTAL AREA OF ORIGINAL 1/4 SECTION	84.876 Ha	160.31 Ac
28th STREET AND 30th AVENUE WIDENING	4.627 Ha	11.43 Ac
DEVELOPABLE AREA	80.249 Ha	148.86 Ac 100%
SINGLE FAMILY- DETACHED (R1)	27.188 Ha	67.13 Ac 45.1%
SINGLE FAMILY - NARROW (R1-N)	1.065 Ha	2.68 Ac 1.8%
MULTIPLE FAMILY (R2/R3)	6.868 Ha	16.93 Ac 11.1%
DUPLEX LOTS (R1-A)	3.578 Ha	8.84 Ac 5.9%
EMERGENCY SERVICES/COMMUNITY FACILITY/ DUPLEX SITE (PS/R1-A)	0.402 Ha	0.99 Ac 0.7%
CHURCH SITE (R1-A)	0.811 Ha	2.00 Ac 1.3%
DAY CARE SITE (R1-A)	0.121 Ha	0.30 Ac 0.2%
SOCIAL CARE SITE (R1)	0.120 Ha	0.30 Ac 0.2%
ELEMEN. SCHOOL SITE, PARK AND WALKWAYS (P1)	4.418 Ha	10.91 Ac 7.3%
TREED AREA ALONG 30th AVENUE (P1)	1.808 Ha	3.98 Ac 2.7%
STORM DETENTION POND (PS)	1.018 Ha	2.51 Ac 1.7%
PUBLIC UTILITY LOTS (PS)	0.168 Ha	0.46 Ac 0.3%
ROADS	13.048 Ha	32.24 Ac 21.7%
COLLECTOR	3.043 Ha	7.52 Ac
RESIDENTIAL	7.311 Ha	18.07 Ac
LANES	2.692 Ha	6.65 Ac



# ASPEN RIDGE NEIGHBOURHOOD AREA STRUCTURE PLAN



**FIGURE 5**  
**STORM SEWERS**

SCALE 1:5000

REVISED JUNE 28, 1999

S.E. 1/4 SEC. 3-38-27-W4

**LEGEND:**

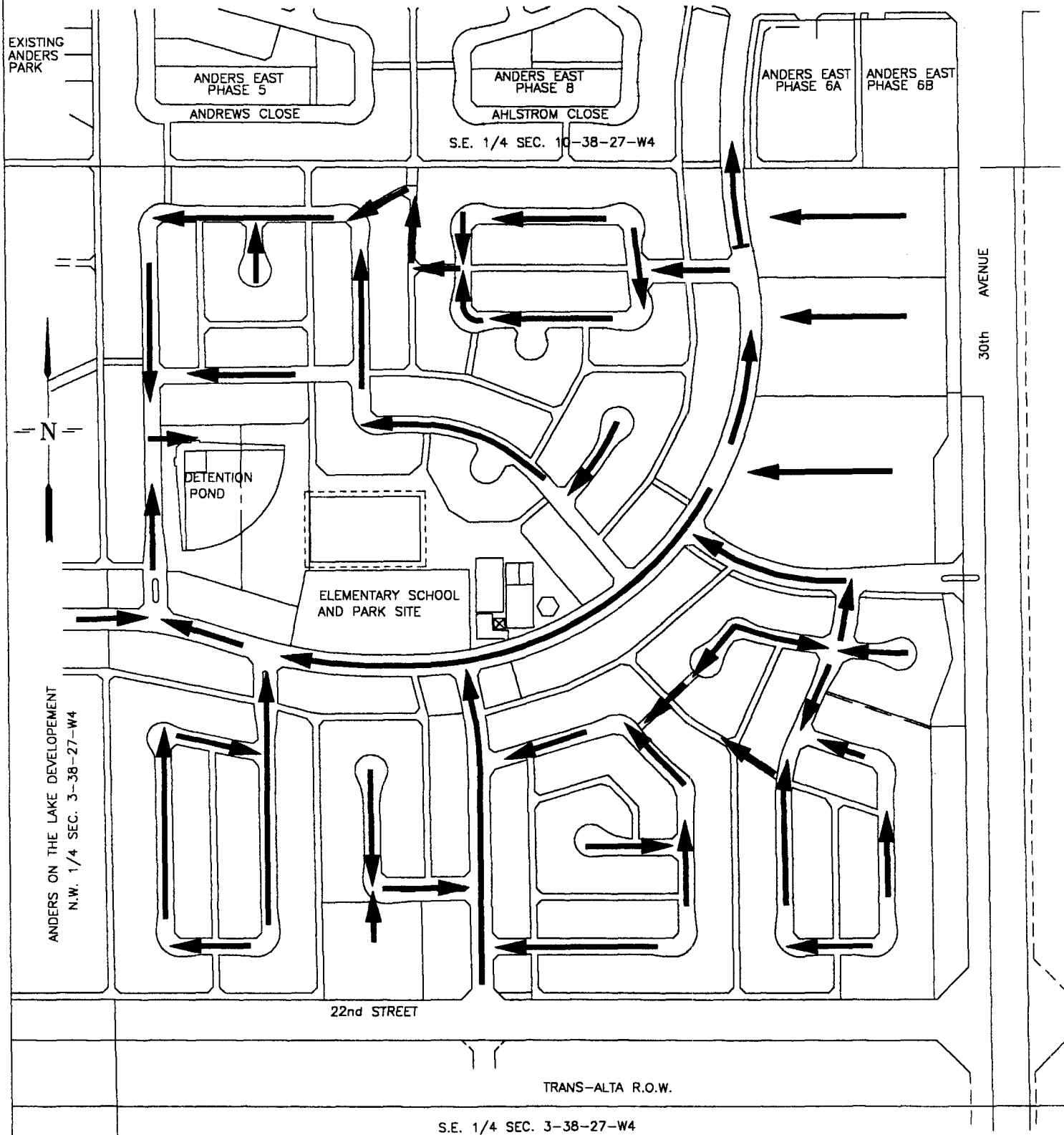
STORM TRUNK ————→  
STORM SEWER - - - - -→

**AL-TERRA**  
ENGINEERING LTD.

EDMONTON

RED DEER

# ASPEN RIDGE NEIGHBOURHOOD AREA STRUCTURE PLAN



**FIGURE 6**  
**OVERLAND DRAINAGE**  
**GREATER THAN 1:5**  
**YEAR STORM EVENT**

SCALE 1:5000

REVISED JUNE 28, 1999

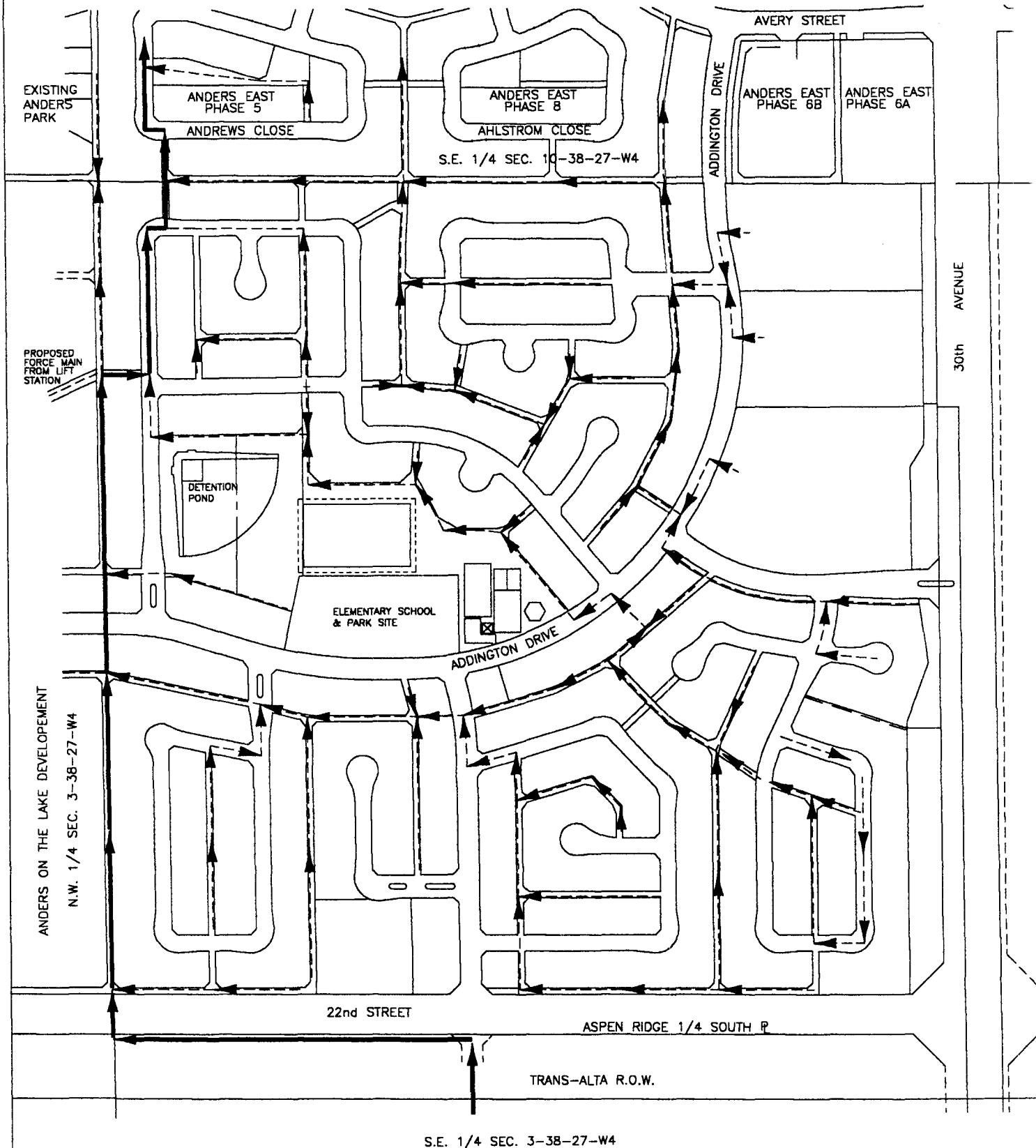
**AL-TERRA**  
ENGINEERING LTD.

EDMONTON

RED DEER



# ASPEN RIDGE NEIGHBOURHOOD AREA STRUCTURE PLAN





**FIGURE 7**  
**SANITARY SEWERS**

SCALE 1:5000

REVISED JUNE 28, 1999

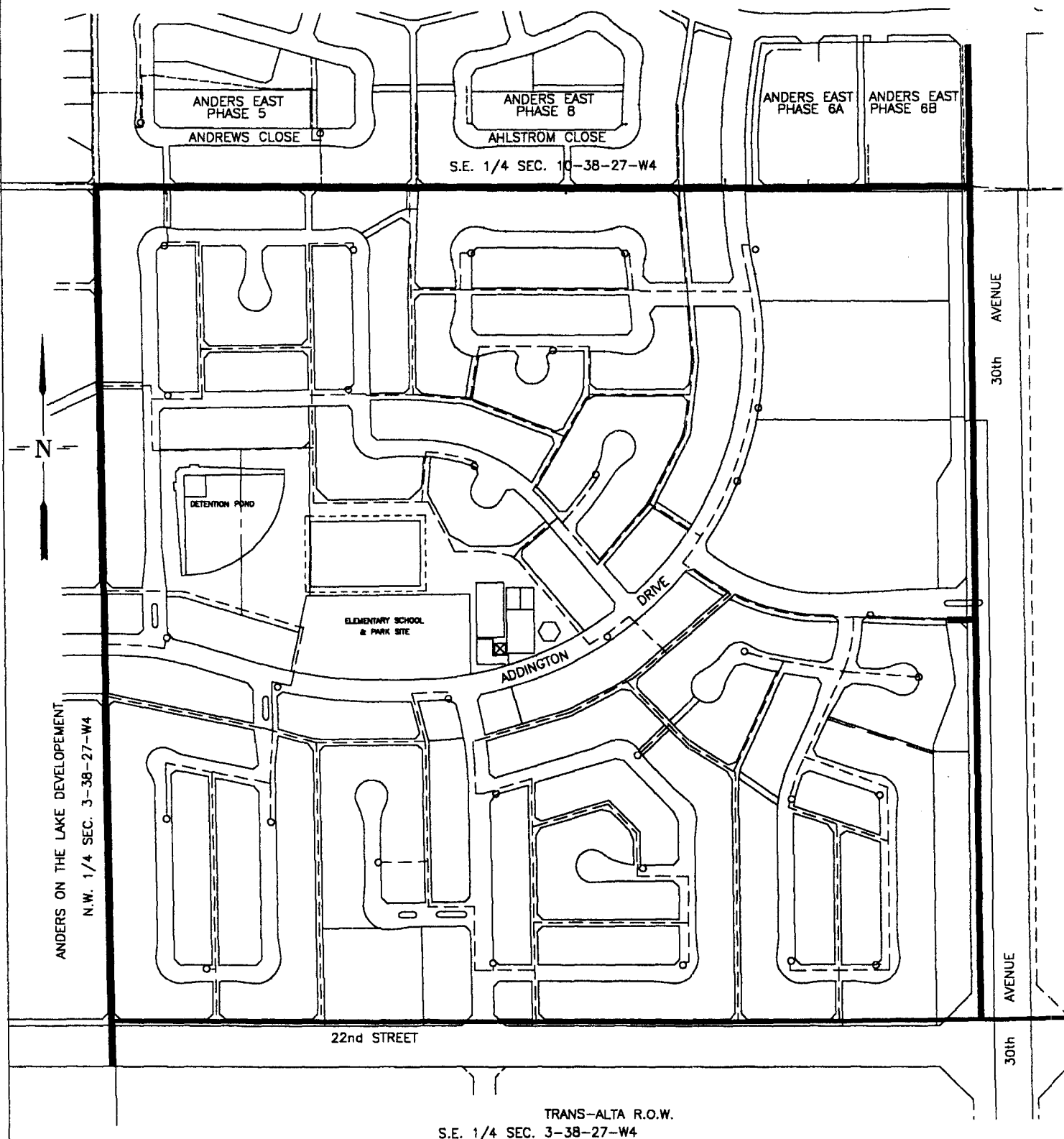
**LEGEND:**

SANITARY TRUNK 

200mm SANITARY 

**AL-TERRA**  
ENGINEERING LTD.

# ASPEN RIDGE NEIGHBOURHOOD AREA STRUCTURE PLAN



**FIGURE 8**  
**WATER DISTRIBUTION**

## LEGEND

FEEDER WATER MAIN ————  
WATER MAIN - - - - -  
HYDRANT ○

SCALE 1:5000

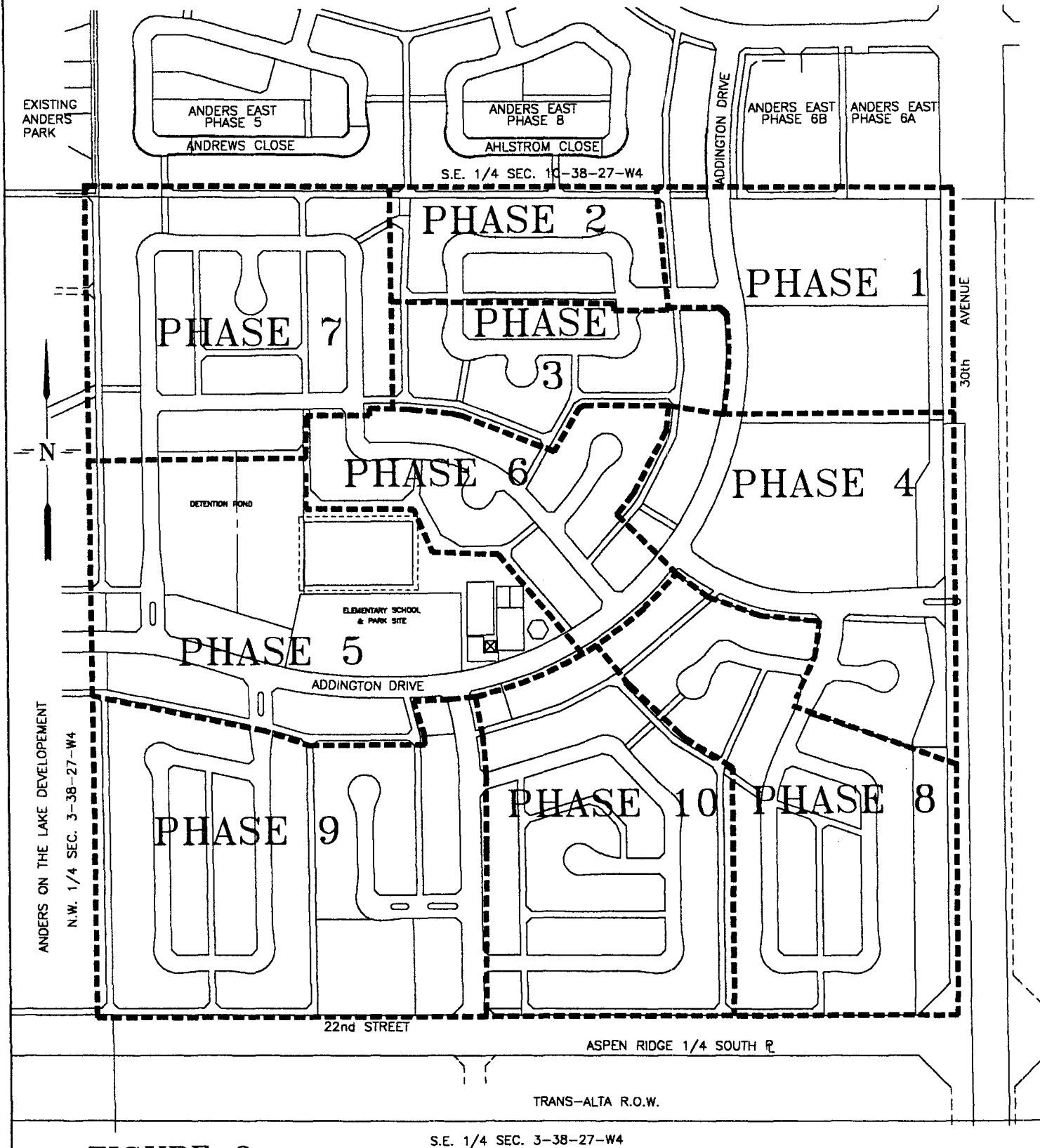
REVISED JUNE 28, 1999

**AL-TERRA**  
ENGINEERING LTD.

EDMONTON

RED DEER

# ASPEN RIDGE NEIGHBOURHOOD AREA STRUCTURE PLAN



**FIGURE 9**  
**PHASING CONCEPT**

LEGEND:

PHASE BOUNDARY -----

SCALE 1:5000

REVISED: JUNE 28, 1999

**AL-TERRA**  
ENGINEERING LTD.

EDMONTON

RED DEER

**BYLAW NO. 3222/A-99**

Being a bylaw of The City of Red Deer to amend Fire Permit Bylaw No. 3222/99.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

That Bylaw 3222/99 is amended as follows:

1 By adding to Section 2(d) the following words:

“and includes any nuisance”.

2 By adding the following new subsection 2(e):

“(e) “nuisance” means the causing of opaque or dense smoke by or from any fire permitted or allowed under this bylaw and permitting such smoke to be emitted into the atmosphere for a period in excess of six minutes in any one hour.”

3 By renaming subsection (e) and (f) to “(f)” and “(g)” respectively.

4 By renumbering section 5 to 5(1) and adding the following new subsection 5(2):

“5 (2) Any person who burns any material in a fire pit, outdoor fire place, or barbeque shall:

(a) remain in charge of or keep a competent person in charge of the fire;

(b) ensure that the fire does not:

(i) create a risk of fire or damage to persons or property;

(ii) create a nuisance, which is offensive to any other person;

- (c) ensure that the fire is extinguished before supervision of the fire ends.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 1999.

---

MAYOR

---

CITY CLERK



**BYLAW NO. 3235/99**

Being a bylaw to authorize the Municipal Council of The City of Red Deer to impose a special frontage assessment for the construction of a paved lane.

WHEREAS it is deemed expedient and proper pursuant to the provisions of Section 393 (1) of the Municipal Government Act, R.S.A., 1994, as amended, that the Council shall issue a bylaw to authorize undertaking, completing and levying a special assessment for construction of a paved roadway;

AND WHEREAS plans, specifications, and estimates for such work have been made by the Engineering Department Manager, whereby the total cost of the said project is \$204,600.00;

AND WHEREAS the estimated lifetime of the project is 20 years;

AND WHEREAS the proposed construction will serve about 16.414 assessable hectares of area;

AND WHEREAS pursuant to the provisions of Section 393 (1) of the Municipal Government Act, R.S.A., 1994, as amended, the Council has given proper notice of intention to undertake and complete the construction of the paved lane, the cost or a portion of the costs thereof to be assessed against the benefiting properties in accordance with the attached Schedule "A", and no sufficiently signed and valid petition against the said proposal has been received by the Council.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The Municipal council of The City of Red Deer is hereby empowered to enter into contracts for the purpose of constructing a paved roadway as may be necessary.
- 2 That for the purpose aforesaid, the Tax Stabilization Reserve Account will loan the sum of Two hundred and four thousand, six hundred dollars (\$204,600.00) of which amount the sum of \$40,760.46 is to be paid by the City at large and the sum of \$163,839.54 is to be collected by way of special assessment as herein provided in attached Schedule "A".
- 3 During the currency of the said debentures there shall be raised annually for payment of the owner's portion of the cost and interest thereon, by special assessment under the Municipal Government Act, R.S.A., 1994, as amended, the respective sums shown as yearly payments on Schedule "A" hereby attached, and there is hereby imposed on all lands fronting or abutting on that portion of the streets or places whereon the said improvements are to be constructed, a special assessment sufficient to cover the owner's portion of the cost of the said work and the interest thereon payable at the unit rate or rates set forth in said Schedule "A". the said special assessment shall be in addition to all other rates and taxes.

- 4 Nothing in this bylaw shall prohibit the owner of the lands herein described from making payment in full of the balance of the assessment and interest accruing thereon which may be owing from time to time at any time prior to the expiration of the term of twenty years.

READ A FIRST TIME IN OPEN COUNCIL this 21 day of June A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this 21 day of June A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1999.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of A.D. 1999.

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MAYOR

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CITY CLERK

**Schedule "A"****Special Frontage Assessment****The City of Red Deer****LOCAL IMPROVEMENT - SPECIAL FRONTAGE ASSESSMENT  
FOR CONSTRUCTION OF A PAVED LANE**

- |                              |             |                 |             |
|------------------------------|-------------|-----------------|-------------|
| 1. Properties to be assessed |             |                 |             |
| <u>ON</u>                    | <u>FROM</u> | <u>TO</u>       | <u>SIDE</u> |
| 78 Street Crescent           | 40 Avenue   | Northland Drive | Both sides  |
2. Total Area 16.414 assessable hectares
  3. Total Special Assessment against all properties \$204,604.87
  4. Annual Unit rate per metre of Frontage to be payable for a period of twenty years calculated at 5.50% interest \$1,043.06 per assessable hectare
  5. Total Yearly Assessment against all the above properties \$17,121.21
  6. Total One Time Payment Special Assessment per Front metre \$12,464.97 per assessable metre

**THE CITY OF RED DEER  
ENGINEERING DEPARTMENT**

Schedule A (cont)

**ESTIMATED COSTS FOR CONSTRUCTION OF  
PAVING 78 CRESCENT FROM 40 AVENUE TO NORTHLAND DRIVE  
AS A LOCAL IMPROVEMENT PROJECT**

TOTAL COST OF PROJECT	\$204,600.00
TOTAL ASSESSABLE FRONTAGE	16.414 HECTARES
ASSESSMENT PERIOD	20 YEARS
INTEREST RATE	5.50%
INTEREST FACTOR	0.08367933
ANNUAL RATE PER ASSESSABLE METRE	\$1,043.06
PREPAYMENT RATE PER ASSESSABLE METR	\$12,464.97

Property Owner	Civic Address	Lot	Block	Plan	Assessable Area (Hectares)	Annual Payment Amount for Noted Assessment Period	Total One-time payment Amount
1 Wilsand Holdings Ltd.	7770 40 Avenue	4	1	792-0941	0.809	\$844.24	\$10,089.01
2 Rose Motors Investments Ltd.	4029 78 Street Crescent	6	1	812-2691	0.809	\$843.84	\$10,084.16
3 Key Towing & Storage (Alberta) Ltd.	4083 78 Street Crescent	B	1	852-1817	0.809	\$843.84	\$10,084.16
4 Triple M Great West Feeds Ltd.	4099 78 Street Crescent	A	1	852-1817	1.201	\$1,252.72	\$14,970.43
5 Triple M Great West Feeds Ltd.	4103 78 Street Crescent	PUL 2	1	882-2223	0.083	\$86.57	\$1,034.59
6 Cen-Con Inc.	4115 78 Street Crescent	D	1	882-2223	0.725	\$756.22	\$9,037.10
7 Cen-Con Inc.	4217 78 Street Crescent	7	1	892-2982	0.490	\$511.10	\$6,107.84
8 Nexcycle Plastics Ltd.	4305 78 Street Crescent	8	1	892-2982	1.214	\$1,266.27	\$15,132.47
9 The City of Red Deer	4317 78 Street Crescent	10	1	972-3795	2.430	\$2,534.64	\$30,289.88
10 The City of Red Deer (Emergency Services Department)	4343 78 Street Crescent	9	1	972-3153	0.782	\$815.67	\$9,747.61
11 Dynafrac Well Services Inc.	4329 78 Street Crescent	Rem. of Lot 5	1	812-2691	2.595	\$2,706.74	\$32,346.60
12 The City of Red Deer	4008 78 Street Crescent	6MR	2	892-2940	0.058	\$60.50	\$722.97
13 Pact Production Services Ltd.	4040 78 Street Crescent	5	2	892-2940	0.445	\$464.16	\$5,546.91
14 Rialta Supply Ltd.	4046 78 Street Crescent	9	2	982-4891	0.810	\$844.88	\$10,096.63
15 763394 Alberta Ltd.	4080 78 Street Crescent	8	2	972-3795	0.809	\$843.84	\$10,084.16
16 Hi-Way 9 Express	4120 78 Street Crescent	Rem. of Lot 4	2	812-2691	2.345	\$2,445.98	\$29,230.35
<b>TOTALS</b>					<b>16.414</b>	<b>\$17,121.21</b>	<b>\$204,604.87</b>

**BYLAW NO. 3236/99**

Being a bylaw to authorize the Municipal Council of The City of Red Deer to impose a special frontage assessment for the construction of a paved lane.

WHEREAS it is deemed expedient and proper pursuant to the provisions of Section 393 (1) of the Municipal Government Act, R.S.A., 1994, as amended, that the Council shall issue a bylaw to authorize undertaking, completing and levying a special assessment for construction of a paved lane;

AND WHEREAS plans, specifications, and estimates for such work have been made by the Engineering Department Manager, whereby the total cost of the said project is \$44,400.00;

AND WHEREAS the estimated lifetime of the project is 20 years;

AND WHEREAS the proposed construction will serve 256.946 assessable metres of frontage;

AND WHEREAS pursuant to the provisions of Section 393 (1) of the Municipal Government Act, R.S.A., 1994, as amended, the Council has given proper notice of intention to undertake and complete the construction of the paved lane, the cost or a portion of the costs thereof to be assessed against the benefiting properties in accordance with the attached Schedule "A", and no sufficiently signed and valid petition against the said proposal has been received by the Council.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The Municipal council of The City of Red Deer is hereby empowered to enter into contracts for the purpose of constructing a paved lane as may be necessary.
- 2 That for the purpose aforesaid, the Tax Rate Stabilization Reserve Account will loan the sum of Forty four thousand, four hundred dollars (\$44,400.00) of which amount the sum of \$0.00 is to be paid by the City at large and the sum of \$44,400.00 is to be collected by way of special assessment as herein provided in attached Schedule "A".
- 3 During the currency of the said debentures there shall be raised annually for payment of the owner's portion of the cost and interest thereon, by special assessment under the Municipal Government Act, R.S.A., 1994, as amended, the respective sums shown as yearly payments on Schedule "A" hereby attached, and there is hereby imposed on all lands fronting or abutting on that portion of the streets or places whereon the said improvements are to be constructed, a special assessment sufficient to cover the owner's portion of the cost of the said work and the interest thereon payable at the unit rate or rates set forth in said Schedule "A". the said special assessment shall be in addition to all other rates and taxes.

- 4 Nothing in this bylaw shall prohibit the owner of the lands herein described from making payment in full of the balance of the assessment and interest accruing thereon which may be owing from time to time at any time prior to the expiration of the term of twenty years.

READ A FIRST TIME IN OPEN COUNCIL this 21 day of June A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this 21 day of June A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1999.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of A.D. 1999.

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MAYOR

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CITY CLERK

**Schedule "A"****Special Frontage Assessment****The City of Red Deer****LOCAL IMPROVEMENT - SPECIAL FRONTAGE ASSESSMENT  
FOR CONSTRUCTION OF A PAVED LANE**

- |    |  |             |                                |             |
|----|--|-------------|--------------------------------|-------------|
| 1. | Properties to be assessed  |             |                                |             |
|    | <u>ON</u>  | <u>FROM</u> | <u>TO</u>                      | <u>SIDE</u> |
|    | Lane West of 51 Avenue   | 59 Street   | 52 Avenue                      | Both sides  |
| 2. | Total Frontage   |             | 256.946 assessable metres      |             |
| 3. | Total Special Assessment against all properties  |             |                                | \$44,400.00 |
| 4. | Annual Unit rate per metre of Frontage to be payable for a period of twenty years calculated at 5.50% interest |             | \$14.46 per assessable metre   |             |
| 5. | Total Yearly Assessment against all the above properties   |             |                                | \$3,715.44  |
| 6. | Total One Time Payment Special Assessment per Front metre  |             | \$ 172.80 per assessable metre |             |

**THE CITY OF RED DEER  
ENGINEERING DEPARTMENT**

Schedule A (con't)

**ESTIMATED COSTS FOR CONSTRUCTION OF  
PAVED LANE WEST OF 51 AVENUE FROM 59 STREET TO 52 AVENUE  
AS A LOCAL IMPROVEMENT PROJECT**

TOTAL COST OF PROJECT	\$44,400.00
TOTAL ASSESSABLE FRONTAGE	256.946 METRES
ASSESSMENT PERIOD	20 YEARS
INTEREST RATE	5.50%
INTEREST FACTOR	0.08367933
ANNUAL RATE PER ASSESSABLE METRE	\$14.46
PREPAYMENT RATE PER ASSESSABLE METRE	\$172.80

No.	Tax Roll Number	Property Owner	Property Address	Condominium Unit No. and CDE Plan Number	Legal Description	Assessable Frontage (Metres)	Annual Payment Amount for Noted Assessment Period	Total One-time payment Amount
1		Calvin and Carla Everson	5120 58 Street	N/A	Lots 1 and 2, Block 25, Plan	15.850	\$229.19	\$2,738.81
2		Percy Roland	5116 58 Street	N/A	Lot 3, Block 25, Plan 7604 S	7.925	\$114.59	\$1,369.41
3		Rose Elizabeth Nicholson	5114 58 Street	N/A	Lots 4 and 5, Block 25, Plan	15.850	\$229.19	\$2,738.81
4		Pierre L. and Jeanne A. Touchette	5815 52 Avenue	N/A	Lots 11 to 14 (Less north 10 ft. of Lot 14), Block 25, Plan 7604 S	42.215	\$610.43	\$7,294.72
5		Pierre L. and Jeanne A. Touchette	5821 52 Avenue	N/A	North 10 ft. of Lot 14 and Lot 15, Block 25, Plan 7604 S	13.106	\$189.52	\$2,264.79
6		Howard Grover Miller	5823 52 Avenue	N/A	Lot 16, Block 25, Plan 7604 S	10.058	\$145.44	\$1,738.09
7		Orville C. & Elizabeth A. Van Slyke	5827 52 Avenue	N/A	Lots 17 and 18, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
8		H & C Oilfield Services Ltd.	5829 52 Avenue	N/A	Lots 19 and 20, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
9		Brian A. and Lana J. Blain	5824 51 Avenue	N/A	Lots 21 and 22, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
10		Parkland Properties Ltd.	5822 51 Avenue	N/A	Lots 23 and 24, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
11		Davis Alan Swales	5820 51 Avenue	N/A	Lot 25, Block 25, Plan 7604 S	10.058	\$145.44	\$1,738.09
12		Robert Garry	5814 51 Avenue	N/A	Lots 26 and 27, Block 25, Plan 7604 S	20.117	\$290.89	\$3,476.18
13		Blue Pine Motel (1989) Ltd.	5102 58 Street	N/A	Lot 29, Block 25, Plan 3402 NY	41.300	\$597.20	\$7,136.71
<b>TOTALS</b>						<b>256.946</b>	<b>\$3,715.45</b>	<b>\$44,400.33</b>



**BYLAW NO. 3238/99**

Being a bylaw of the City of Red Deer to provide for actions or recourses to be taken in an emergency.

Under Section 7(a) of the Municipal Government Act, a Council may pass bylaws for the “safety, health and welfare of people and the protection of people and property”.

Under Section 551 of the Municipal Government Act, in an emergency a municipality may take whatever actions or measures are necessary to eliminate the emergency.

THE COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

**TITLE**

1            This bylaw may be called the “Emergency Services Bylaw”.

**DEFINITIONS**

2            In this bylaw:

“Department” means The City of Red Deer Emergency Services Department;

“Emergency” means a fire, a situation where a fire or explosion is imminent or any other situation that presents a danger to public safety or possible hazard to life, property or the environment and to which the Emergency Services Department responded;

“Equipment” means any tools, contrivances, devices or materials used by the Emergency Services Department to combat an emergency;

“Fire Apparatus” means any vehicle provided with machinery, devices, equipment or materials for fire fighting as well as vehicles used to transport fire fighters or fire fighting supplies;

“Fire Protection” means all aspects of fire safety including but not limited to fire prevention, fire fighting or suppression, pre-fire planning, fire investigation, public education and information, and training or other staff development;

“Member” means any member of the Emergency Services Department and includes officers;

“Property” includes land, buildings and structures, and any personal goods such as vehicles and furniture, and any tangible or inanimate object.

3       The Emergency Services Manager, or other member in command at the site of an emergency, shall have control, direction and management of any Department apparatus, equipment or manpower assigned to an incident and, where a member is in charge, such member shall continue to act until relieved.

4       The Emergency Services Manager or other member in command at the site of an emergency will take such action as is reasonably necessary to eliminate the dangers or hazards posed by the emergency and may:

- (a)     cause a building, structure or any other property to be pulled down, demolished or otherwise removed so as to prevent the spread of fire or hazard to other buildings, structures or property;
- (b)     enter or to cause any member, apparatus or equipment to enter

premises or property where the emergency occurred, in order to combat, control or deal with the emergency;

- (c) enter, pass through, remain on or pass over or cause any member, apparatus, or equipment to enter, pass through, remain on or pass over the land or building where the emergency occurred and any land or building adjacent to the emergency in order to combat, control or deal with the emergency;
- (d) establish a safety zone around the location of an emergency and keep persons from entering that area unless authorized by the member in charge;
- (e) call upon police officers to prevent persons from entering a safety zone;
- (f) obtain assistance from other municipal officials to assist any member in performing the duties required under this bylaw;
- (g) compel adult persons who are not members to assist in extinguishing a fire, removing property from any building on fire or in danger thereof, in guarding and securing same and in demolishing a building or structure at or near the emergency;
- (h) commandeer privately owned equipment which the member in charge considers necessary to deal with the emergency.

No person shall:

- (a) impede, obstruct or hinder a member or any other person assisting

or acting under the direction of the Emergency Services Manager or the member in charge at an emergency;

- (b) damage or destroy Department apparatus or equipment;
- (c) drive a vehicle over any equipment without permission of the Emergency Services Manager or any other member in charge at an emergency;
- (d) obstruct a member from carrying out duties imposed by this bylaw;
- (e) falsely represent themselves as a member or wear or display any Department badge, cap, button, insignia, or other paraphernalia for the purpose of false representation;
- (f) obstruct or otherwise interfere with access roads or streets or other approaches to any fire alarm, fire hydrant, cistern or body of water required for fire fighting purposes or any connections provided to a fire main, pipe, stand pipe, sprinkler system, cistern or other body of water required for fire fighting purposes;
- (g) enter the boundaries or limits of a safety zone established under section 4(d) unless authorized by the Emergency Services Manager or the member in charge.

6

Any person who:

- (a) violates any of the provisions of this bylaw, or
- (b) who suffers or permits any act or thing to be done in contravention

or in violation of any of the provisions of this bylaw, or

- (c) who neglects to do or refrains from doing anything required to be done under any of the provisions of this bylaw, or
- (d) who does any act or thing or omits any act or thing thus violating any of the provisions of this bylaw,

shall be guilty of an offence and, upon a summary conviction, is liable to imprisonment for a term of not more than six months or to a fine of not less than \$500.00 and not more than \$2,500.00, or to both fine and imprisonment.

7 Bylaw No. 3158/96 is hereby repealed.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 1999.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

**FILE**

## **Council Decision – July 5, 1999 Meeting**

**DATE:** July 6, 1999

**TO:** Councillor Hughes  
Councillor Moffat  
Councillor Pimm

**FROM:** City Clerk

**RE:** *Appointment to Ad Hoc Citizens-at-Large Review Committee*

***Reference Report:***

As a result of discussions held at the Council meeting of July 5<sup>th</sup>, the following resolution was passed establishing an ad hoc committee for the purposes of reviewing citizen-at-large nominations to standing Council committees.

***Resolution:***

***Resolved that*** Council of The City of Red Deer hereby:

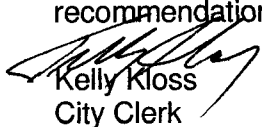
1. establishes an *Ad Hoc Citizens-at-Large Review Committee* for the purpose of reviewing citizen-at-large nominations for the 1999 Organizational Meeting and to make recommendations to the Committee of the Whole Organizational Meeting;
2. appoints the following councillors to the *Ad Hoc Citizens-at-Large Review Committee*:

Councillor Bev Hughes,  
Councillor Dennis Moffat,  
Councillor Larry Pimm.

***Report Back to Council Required:*** No

***Comments/Further Action:***

This office will initiate the advertising process for citizens-at-large to standing committees of Council. Once the applications have been received we will forward copies of those applications to the newly established *Ad Hoc Citizens-at-Large Review Committee* for their perusal and recommendations to Council at their annual organizational meeting in October.

  
Kelly Kloss  
City Clerk

/clr

c Frieda McDougall, Committee Directory  
C. Adams, Administrative Assistant  
S. Ladwig, Administrative Assistant