



# City Council Meeting Agenda

Monday, February 14, 2022 – Via Video Conference

Call to Order: 10:00 AM

## **I. In Camera Meeting (to last approximately 1 hour)**

### **I.1. Motion to In Camera**

I.1.a. Annexation - FOIP Sections 23(1)(a) Local public body confidences, 24(1)(a) Advice from officials and 25(1)(c) Disclosure harmful to economic and other interests of a public body.

### **I.2. Motion to Revert to Open Meeting**

## **2. Points of Interest**

## **3. Reports**

### **3.1. Procedure Bylaw Update**

(Pages 3 – 8)

## **4. Consent Calendar**

### **4.1. February 14, 2022 Consent Calendar**

(Page 9)

### **4.2. Confirmation of the Minutes of the January 31, 2022 Regular Council Meeting**

(Pages 10 – 28)

### **4.3. Next Generation 9-1-1 Funding**

(Pages 29 – 31)

### **4.4. Free Parking Meter Bag Program**

(Pages 32 – 35)

- 4.5. E-Scooter Pilot Program Update. Traffic Bylaw Amendment 3186/A-2022  
(Pages 36 – 258)
- 4.6. Committees Bylaw Amendment 3576/A-2022. Amendment to Subdivision  
Officer's Authority  
(Pages 259 – 268)
- 4.7. Land Use Bylaw Amendment 3357/E-2022. Rezoning 6798 52 Avenue from I1  
Industrial (Business Service) District to IC Industrial/Commercial (Mixed Use)  
District  
(Pages 269 – 292)
5. **Business Arising from In Camera - Annexation**  
(Pages 292 – 317)
6. **Adjournment**



February 14, 2022

## Procedure Bylaw Update

Prepared by: Samantha Rodwell, City Clerk  
Department: Legal & Legislative Services

### Report Summary

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Council currently utilizes Procedure Bylaw 3358/2006 to guide the conduct of Council Meetings. The Procedure Bylaw establishes how Council Meetings at The City of Red Deer will be conducted. In particular the Procedure Bylaw establishes the following:

- For Council
  - o Ensures that each member has equal opportunity to heard
  - o Ensures members know how to bring forward business
  - o In any decision made the opinion of each member was given equal weight as expressed by their vote
  - o Reduces risks related to complaints because decisions are made transparently and follow consistent practices
- For Administration
  - o Ensures that all members of Administration understand how the meeting will be conducted so that they know how to bring forward their reports and develop recommendations
  - o Provides clear roles and responsibilities
- For the Public
  - o Ensures that the public knows how to speak to Council
  - o Ensures the public knows how Council makes decisions
  - o Ensures the public is guaranteed fair process when their matters are brought forward
  - o Protects presenters to ensure they are treated in a fair and equitable manner

The current Procedure Bylaw was established in 2006 and has not been updated since 2012. Through the passage of time the bylaw has become out of date with our current legislation, technology and parliamentary understanding.

Since the 2021 Election, Administration has taken steps to improve the efficiency of Council meetings. In that time, Council has also emphasized the importance of the health and wellness of meeting participants. It is recommended that the Procedure Bylaw be modernized to reflect leading practices in meeting management, to incorporate challenges and opportunities identified by Council and Administration and to improve the transparency of meeting processes.

Administration is bringing this report ahead of a draft procedure bylaw as Council is the primary stakeholder; the bylaw directly impacts the conduct of Council's formal meetings. Through this report and the resulting conversation, Council will be given the opportunity to provide input through this formal consultation on a new Procedure Bylaw.



## Background

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The *Municipal Government Act* states:

**145** A council may pass bylaws in relation to the following:

- (a) the establishment and functions of council committees and other bodies established by the council;
- (b) procedures to be followed by council, council committees and other bodies established by the council.

Councils around Alberta have established Procedure Bylaws to ensure that their meeting procedures are transparent to the public, to ensure that members and administration understand how to participate in meetings and to ensure that meetings are ran effectively.

The City of Red Deer's current Procedure Bylaw was approved in 2006 but has not been updated since 2012. Since that time the *Municipal Government Act* has seen changes related to provisions about meetings, technology for meetings has improved and our knowledge of parliamentary law has increased.

Some of the key improvements that Administration has identified for a new Procedure Bylaw include:

- Reduce contradictions between the Procedure Bylaw and *Roberts Rules of Order - Newly Revised* ("RONR").
- Improve and clarify processes related to Reconsideration and Notices of Motion to Reconsider
- Improve transparency by bringing together information from the MGA, RONR and Council's customs. This should also make it easier for members of Council, Administration and the public to participate in meetings.
- Establish a new, clear and fair process for setting of Council Agendas

## Next Steps

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February 28, 2022 – Council considers 1<sup>st</sup> Reading of Procedure Bylaw

March 14, 2022 – Council considers 2<sup>nd</sup>/3<sup>rd</sup> Reading of Procedure Bylaw

- Note that the new Procedure Bylaw will make changes to meeting processes such as Public Hearings, as such it will have a recommended effective date of one month later to ensure that we can complete advertising of upcoming public hearings in alignment with the changes to the Procedure Bylaw

Following 3<sup>rd</sup> Reading of the Bylaw

- The new bylaw will become effective approximately one month after 3<sup>rd</sup> reading to ensure that updates to public hearing processes are transparent
- Add new information on public hearings to [www.reddeer.ca/publichearings](http://www.reddeer.ca/publichearings)
  - o Notice letters for the first few public hearings held under the new Procedure Bylaw will include a note that Public Hearing processes are updated and available on our website
  - o Legal & Legislative Services will work with Corporate Communications to discuss public education opportunities



- Prepare documentation for Council on some of the changes to remember for the first meeting held under the new procedure bylaw (e.g. any changed terminology, speaking time limits, etc). Administration will support Council in the change management processes that will result from implementing a new Procedure Bylaw

The new bylaw does not, at this time, establish a Governance & Policy Committee. A Governance and Policy Committee requires additional research by Administration and will come forward at a later date.

## Analysis

The chart below addresses the primary recommendation that Administration intends to bring forward in a new Procedure Bylaw:

<b>Matter</b>	<b>Analysis</b>
Agenda Review Committee	<p>An Agenda Review Committee is being introduced to improve transparency and processes used for setting Council Meeting Agendas. The Committee will be comprised of the Mayor and Deputy Mayor, will function in accordance with written terms of reference, and will meet in meetings open to the public (streamed) unless protected under the <i>Freedom of Information and Protection of Privacy Act</i>.</p> <p>The Agenda Review Committee is also being assigned authority to:</p> <ul style="list-style-type: none"> <li>- Review a schedule of Council Meeting topics to ensure that upcoming work is in alignment with Council's expectations</li> <li>- Review requests from the public to speak at a Council meeting which are currently addressed independently by Administration</li> </ul>
Conduct	Conduct of Council, Administration and the Public be expanded to improve everyone's understandings and expectations during a Council Meeting.
Speaking Time - Public	Speaking Time for the public be reduced from 10 minutes to 5 minutes.
Speaking Time - Council	<p>Council's direction to change speaking time limits for Council is requested. Council speaking time is currently 10 minutes however, we have received requests from members of Council in the past to reduce this.</p> <p>Speaking Times for Council in other jurisdictions include:</p> <ul style="list-style-type: none"> <li>- Calgary – 5 minutes on main motion, 3 minutes on amendment and 3 minutes for the mover to close</li> <li>- Edmonton- 5 minutes however an additional 5 minutes can be allowed</li> <li>- Grande Prairie – 5 minutes and may be granted an additional 5 minutes by 2/3 vote</li> <li>- Lethbridge – 5 minutes and may be granted an additional 5 minutes by 2/3 vote</li> </ul> <p>If Council decides to change speaking times, Administration requests that Council utilizes a total amount of speaking time not separate speaking times for separate motion types due to the Administrative support that would be required.</p>
Notice of Motion to Reconsider	Define Notice of Motion to Reconsider and clarify the differences between a Notice of Motion and a Notice of Motion to Reconsider.
Recess	It is recommended that the Procedure Bylaw allow for recesses to be set on an agenda and that a minimum of thirty minutes of recess in every five hours of the meeting.

	Council may pass a motion to suspend the rules when the time of recesses can not be adhered to.
Time of Adjournment	It is recommended that Council meetings adjourn when the meeting time, excluding recesses, reaches eight hours.  Council may pass a motion to suspend the rules when the time of adjournment can not be adhered to.
Electronic Meetings	Provisions allowing electronic meetings during an emergency only be removed as electronic meetings and electronic attendance can now be routinely supported.
Public Hearings	Information related to public hearings be expanded as recommended by Legal Services. By setting out information in the Procedure Bylaw we ensure that Council, Administration and the public are better supported in the public hearing processes and improve the transparency related to meeting proceedings.
Council Member Inquiries	Administration recommends that we expand the language related to Council Member Inquiries to convey the principle that one member of Council can not direct the work of administration. Any time administration was being asked by a single member of Council to look into an inquiry that required a significant use of city resources it would have to be endorsed by a majority of Council in a public meeting
Administrative Attendance	The City Manager and Clerk, at minimum, should be present during meetings, to ensure Council is properly supported and responsibilities assigned to Administration in the MGA and Procedure Bylaw can be carried out.
Point of Privilege	Point of Privilege be replaced with Question of Privilege and the related text be brought in alignment with RONR to minimize contradictions.
Point of Information	Point of Information be replaced with Parliamentary Inquiry and the related text be brought in alignment with RONR to minimize contradictions.
Consent Agenda	Consent Agenda be added to reflect the tool Council has been using since December 2021. This helps to increase efficiency in meetings and supports Council's focus on important community issues.
Committee of the Whole	It is recommended that Committee of the Whole be removed at this time.  Administration will be bringing back a future report regarding methods for Council to meet in informal settings.
Conflict of Interest	Conflict of Interest has been removed as it is now addressed in Code of Conduct Bylaw 3608/2018.
In Camera	In alignment with the 2017 changes to the MGA the term 'closed meeting' will replace 'in camera'
Tabling	The term tabling be removed from the Bylaw as the current use of "tabling" is not in alignment with RONR. This would be replaced by the more correct concept of postpone.
Points of Interest	It is recommended that Points of Interest be removed. The primary purpose of a Council Meeting is to be a decision making forum. Given the size of our municipality and the complexity of our agenda, Points of Interest, which are comments, information or commendations, are no longer seen as a good use of meeting time. Further, since the development of social media, it is easier for Council to share this information with their constituents.
Motion Types	Motion types be defined and laid out in schedules for improved readability and consistency. It is recommended that motion types not laid out in the bylaw would not be permitted. The motion types recommended by Administration would address the majority of motions defined in RONR. By minimizing motion types, we help to make our

	<p>processes easier to understand and navigate. Specific motion types Administration proposed to introduce include:</p> <ul style="list-style-type: none"> <li>- Close Debate – this is a tool for meeting efficiency to allow a member to see if a majority of Council would support ending the debate on an item</li> <li>- Limit or Extend Debate – This motion type is being introduced to ensure that all members of Council are aware that they can introduce a motion to reduce or increase Council Member Speaking Times. As this motion varies the rules of the Procedure Bylaw it would require a 2/3 vote</li> <li>- Postpone to a certain time – this motion type replaces tabling</li> <li>- Suspend the Rules – A motion to suspend the rules would set aside the Procedure Bylaw or RONR to allow Council the flexibility they need to address a matter. A motion to suspend the rules can not be used to suspend any provision of provincial legislation. As Council has established their procedures by bylaw this motion would require 2/3 vote.</li> </ul>
<p>General Consent</p>	<p>General consent is recommended as new term to be added from RONR. General consent is an informal agreement of Council. It is used for meeting efficiency allowing Council to do simple processes like withdraw a motion, make minor changes to a motion and postponing an item to later in the same meeting without making formal motions.</p>



February 14, 2022

## February 14, 2022 Consent Calendar

Prepared by: Jennifer Hankey, Corporate Meeting Administrator  
Department: Legal and Legislative Services

### Proposed Resolutions

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Resolved that Council of The City of Red Deer having considered the Consent Calendar from Legal & Legislative Services hereby approves the following Minutes and Reports:

- Confirmation of the Minutes of the January 31, 2022 Regular Council Meeting
- Next Generation 9-1-1 Funding
- Free Parking Meter Bag Program

Resolved that Council of The City of Red Deer having considered the Consent Calendar from Legal & Legislative Services hereby approves first reading of the following Bylaws:

- Bylaw 3186/A-2022  
First Reading: That Bylaw 3186/A-2022 (an amendment to Traffic Bylaw 3186/97 to include fines and tools for enforcement misuses of E-Scooters) be read a first time.
- Bylaw 3576/A-2022  
First Reading: That Bylaw 3576/A-2022 (an amendment to Committees Bylaw 3576/2016 Subdivisions Officer's Authority) be read a first time.
- Bylaw 3357/E-2022  
First Reading: That Bylaw 3357/E-2022 (an amendment to the Land Use Bylaw to rezone 6798 52 Avenue from I1 Industrial (Business Service) District to IC Industrial/Commercial (Mixed Use) District) be read a first time.



## **UNAPPROVED - MINUTES**

**of the Red Deer City Council Regular Meeting,  
held on, Monday, January 31, 2022  
commenced at 10:01 AM**

**Present (via teleconference):**

Mayor Ken Johnston  
Councillor Kraymer Barnstable  
Councillor Bruce Buruma  
Councillor Michael Dawe  
Councillor Victor Doerksen  
Councillor Vesna Higham  
Councillor Cindy Jefferies  
Councillor Lawrence Lee  
Councillor Dianne Wyntjes

Interim City Manager, Tara Lodewyk  
General Manager Corporate & Employee Services, Lisa Perkins  
General Manager Community Services, Sarah Tittlemore  
General Manager Development & Protective Services, Ken McMullen  
Legal & Legislative Services Manager, Michelle Baer  
City Planning & Growth Manager, Emily Damberger  
Safe & Healthy Communities Manager, Kristin Walsh  
Inspections & Licensing Manager, Erin Stuart  
Senior Development Officer, Beth McLachlan  
Safe & Healthy Communities Supervisor, Ryan Veldkamp

**Present:** City Clerk, Samantha Rodwell  
Appeals Coordinator, Jackie Kurylo  
Corporate Meeting Administrator, Jennifer Hankey



**I. IN CAMERA MEETING**

**I.1. Motion to In Camera**

Moved by Councillor Michael Dawe, seconded by Councillor Victor Doerksen

Resolved that Council of The City of Red Deer hereby agrees to enter into an In-Camera meeting of Council on Monday, January 31, 2022 at 10:01 a.m. and hereby agrees to exclude the following:

- All members of the media;
- All members of the public;
- And all non-related staff members

to discuss the following:

- Annexation - FOIP Sections 23(1)(a) Local public body confidences, 24(1)(a) Advice from officials and 25(1)(c) Disclosure harmful to economic and other interests of a public body
- Interim City Manager Appointment - FOIP Sections 17(4) Disclosure harmful to personal privacy and 24(1) Advice from officials

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

**I.1.a. Annexation - FOIP Sections 23(1)(a) Local public body confidences, 24(1)(a) Advice from officials and 25(1)(c) Disclosure harmful to economic and other interests of a public body**

The following people were in attendance:

Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doersken, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

Interim City Manager Tara Lodewyk, General Manager Community Services Sarah Tittlemore, General Manager Corporate & Employee Services Lisa Perkins, Acting General Manager Development & Protective Services Ken McMullen, Legal & Legislative Services Manager



Michelle Baer, City Growth & Planning Manager Emily Damberger, Engineering Services Manager Konrad Dunbar, Chief Financial Officer Ray MacIntosh, Chief of Staff Sean McIntyre, Major Projects Planner David Girardin, Transportation Engineer Russ Watts, City Clerk Samantha Rodwell, Appeals Coordinator Jackie Kurylo, Corporate Meeting Administrator Jennifer Hankey

**1.1.b. Interim City Manager Appointment - FOIP Section 17(4) Disclosure harmful to personal privacy and 24(1) Advice from officials**

The following people were in attendance:

Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doersken, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

Chief of Staff Sean McIntyre, City Clerk Samantha Rodwell, Appeals Coordinator Jackie Kurylo

**1.2. Motion to Revert to Open Meeting**

Moved by Councillor Lawrence Lee, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on Monday, January 31, 2022 at 11:23 a.m.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doersken, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

**2. ADD TO THE AGENDA**

**2.1. Permanent Shelter – Advice from Officials, FOIP Section 24(1)(a)**

Moved by Councillor Dianne Wyntjes , seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer hereby agrees to add consideration of In Camera item Permanent Shelter – Advice from officials, FOIP Section 24(1)(a) to the January 31, 2022 Council Agenda.



City Council Regular Meeting Minutes  
UNAPPROVED - Monday, January 31, 2022

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION TO ADD TO THE AGENDA CARRIED

**3. IN CAMERA MEETING - Continued**

**3.1. Motion to In Camera**

Moved by Councillor Cindy Jefferies, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer hereby agrees to enter into an In-Camera meeting of Council on Monday, January 31, 2022 at 11:24 a.m. and hereby agrees to exclude the following:

- All members of the media;
- All members of the public;
- And all non-related staff members

to discuss the following:

- Permanent Shelter – Advice from officials - 24(1)(a) Advice from officials

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

**3.1.a. Permanent Shelter – Advice from officials - FOIP Section 24(1)(a)  
Advice from officials**

The following people were in attendance:

Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doersken, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

Interim City Manager Tara Lodewyk, General Manager Community Services Sarah Tittimore,



General Manager Corporate & Employee Services Lisa Perkins, Acting General Manager Development & Protective Services Ken McMullen, Legal & Legislative Services Manager Michelle Baer, City Growth & Planning Manager Emily Damberger, Chief of Staff Sean McIntyre, Safe & Healthy Communities Manager Kristin Walsh, Safe & Healthy Communities Supervisor Ryan Veldkamp, City Clerk Samantha Rodwell, Appeals Coordinator Jackie Kurylo, Corporate Meeting Administrator Jennifer Hankey

### **3.2. Motion to Revert to Open Meeting**

Moved by Councillor Cindy Jefferies, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on Monday, January 31, 2022 at 12:24 p.m.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wytjes

MOTION CARRIED

Council recessed at 12:25 p.m. and reconvened at 1:00 p.m.

## **4. UNFINISHED BUSINESS**

Council recessed at 1:10 p.m. and reconvened at 1:17 p.m.

### **4.1. Development Permit Considerations – Temporary Care Facility at 4-5239 53 Avenue**

Moved by Councillor Bruce Buruma, seconded by Councillor Michael Dawe

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing dated January 17, 2022 re: Development Permit Consideration – Temporary Care Facility – 4-5239 53 Avenue, hereby agrees to lift from the table consideration of Development Permit Consideration – Temporary Care Facility – 4-5239 53 Avenue

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wytjes



## MOTION TO LIFT FROM THE TABLE CARRIED

Moved by Councillor Vesna Higham, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing dated January 17, 2022 re: Development Permit Consideration – Temporary Care Facility – 4-5239 53 Avenue, hereby approves the Development Permit, on the lands zoned DC(28), located at 4-5239 53 Avenue Street, legally described as Lot 4-5, Block 0, Plan 6233 RS (the "Site"), subject to the conditions listed below:

1. A Development Permit shall not be deemed completed based on this approval until all conditions except those of a continuing nature, have been fulfilled to the satisfaction of the Development Officer.
2. All Development must conform to the conditions of this Development Permit and the Approved Plans and any revisions thereto as required pursuant to this Approval. Any revisions to the Approved Plans must be approved by the Development Authority.
3. The Applicant shall repair or reinstate, or pay for the repair or reinstatement, to original condition, any public property, street furniture, curbing, boulevard landscaping and tree planting or any other property owned by the City which is damaged, destroyed or otherwise harmed by development or construction on the site. Repairs shall be done to the satisfaction of The City of Red Deer. In the event that the City undertakes the repairs the Applicant shall pay the costs incurred by the City within 30 days of being invoiced for such costs.
4. The Applicant shall install a 6' metal fence around the entire perimeter of the property, including screening which is durable and weather resistant, to provide a wind break and privacy, as recommended on page 6 of the CPTED Assessment dated June 10, 2021.
5. The Applicant shall create an interior courtyard area designed as a safe space for people to gather and spend extended periods of time, including seating and tables, potted trees, shrubs and plants, and garbage receptacles, as recommended on page 7 and 10 of the CPTED Assessment dated June 10, 2021.
6. The Applicant shall install signage to clearly identify entrances, as recommended on page 11 of the CPTED Assessment dated June 10, 2021.
7. The Applicant shall ensure that any outdoor storage (shopping carts, bicycles, etc.) is contained within a secure area, is not visible from the street and is lockable. The secure area shall be removed upon the Temporary Care Facility ceasing use at the site.



8. The Applicant shall provide on-site security of the outdoor gathering area, including maintaining a monitored security system. Cameras shall be added at the north building entrance to improve surveillance in this area.
9. The Applicant shall maintain the site, including outside inspections of the parking lot, grassy areas and courtyard and twice daily clean up of the site and graffiti removal as soon as possible.

Prior to consideration of the Motion, the following amendment was introduced

Moved by Councillor Vesna Higham, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing dated January 17, 2022 re: Development Permit Consideration – Temporary Care Facility – 4-5239 53 Avenue, hereby amends the Development Permit by deleting item 8 and replacing it with the following:

8. The Applicants shall provide on-site security of the outdoor gathering area, including maintaining a 24 hour monitored surveillance system and 24 hour on site security personnel. Cameras shall be added at the north building entrance to improve surveillance in this area.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Dianne Wyntjes

**OPPOSED:** Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Lawrence Lee, Councillor Cindy Jefferies,

**MOTION TO AMEND CARRIED**

The original motion, as amended, was back on the floor

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing dated January 17, 2022 re: Development Permit Consideration – Temporary Care Facility – 4-5239 53 Avenue, hereby approves the Development Permit, on the lands zoned DC(28), located at 4-5239 53 Avenue Street, legally described as Lot 4-5, Block 0, Plan 6233 RS (the "Site"), subject to the conditions listed below:

1. A Development Permit shall not be deemed completed based on this approval until all conditions except those of a continuing nature, have been fulfilled to the satisfaction of the Development Officer.
2. All Development must conform to the conditions of this Development Permit and



the Approved Plans and any revisions thereto as required pursuant to this Approval. Any revisions to the Approved Plans must be approved by the Development Authority.

3. The Applicant shall repair or reinstate, or pay for the repair or reinstatement, to original condition, any public property, street furniture, curbing, boulevard landscaping and tree planting or any other property owned by the City which is damaged, destroyed or otherwise harmed by development or construction on the site. Repairs shall be done to the satisfaction of The City of Red Deer. In the event that the City undertakes the repairs the Applicant shall pay the costs incurred by the City within 30 days of being invoiced for such costs.
4. The Applicant shall install a 6' metal fence around the entire perimeter of the property, including screening which is durable and weather resistant, to provide a wind break and privacy, as recommended on page 6 of the CPTED Assessment dated June 10, 2021.
5. The Applicant shall create an interior courtyard area designed as a safe space for people to gather and spend extended periods of time, including seating and tables, potted trees, shrubs and plants, and garbage receptacles, as recommended on page 7 and 10 of the CPTED Assessment dated June 10, 2021.
6. The Applicant shall install signage to clearly identify entrances, as recommended on page 11 of the CPTED Assessment dated June 10, 2021.
7. The Applicant shall ensure that any outdoor storage (shopping carts, bicycles, etc.) is contained within a secure area, is not visible from the street and is lockable. The secure area shall be removed upon the Temporary Care Facility ceasing use at the site.
8. The Applicants shall provide on-site security of the outdoor gathering area, including maintaining a 24 hour monitored surveillance system and 24 hour on site security personnel. Cameras shall be added at the north building entrance to improve surveillance in this area.
9. The Applicant shall maintain the site, including outside inspections of the parking lot, grassy areas and courtyard and twice daily clean up of the site and graffiti removal as soon as possible.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED



Council recessed at 2:42 p.m. and reconvened at 2:50 p.m.

#### 4.2. Proposed Neighbourhood Mitigation Strategy

Moved by Councillor Vesna Higham, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer having considered the report from Community Services dated January 17, 2022 re: Proposed Neighbourhood Mitigation Strategy hereby agrees to lift from the table consideration of Proposed Neighbourhood Mitigation Strategy.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION TO LIFT FROM THE TABLE CARRIED

Moved by Councillor Victor Doerksen, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer having considered the report from Community Services dated January 17, 2022 re: Proposed Neighbourhood Mitigation Strategy hereby approves \$593,600 one-time funding (2022 - \$353,300 and 2023 \$240,300) from the Operating Reserve Tax Supported (ORTS).

Prior to consideration of the motion, the following amendment was introduced:

Moved by Councillor Victor Doerksen, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer having considered the report from Community Services dated January 17, 2022 re: Proposed Neighbourhood Mitigation Strategy hereby agrees to amend the resolution as follows:

- By deleting "\$593,600" and replacing it with "\$513,600"
- By deleting "2022 - \$353,300" and replacing it with "2022 - \$273,300"

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Lawrence Lee

**OPPOSED:** Councillor Cindy Jefferies, Councillor Dianne Wyntjes



**MOTION TO AMEND CARRIED**

The original motion, as amended, was back on the floor

Resolved that Council of The City of Red Deer having considered the report from Community Services dated January 17, 2022 re: Proposed Neighbourhood Mitigation Strategy hereby approves \$513,600 one-time funding (2022 - \$273,300 and 2023 \$240,300) from the Operating Reserve Tax Supported (ORTS).

Council set aside this item until completion of the Public Hearing.

Council recessed at 4:43 p.m. and reconvened at 5:00 p.m.

**5. PUBLIC HEARING**

**5.1. Land Use Bylaw Amendment 3357/D-2022. II Industrial (Business Service) District Site Exception to allow Commercial Service Facility limited to massage therapy and Health and Medical Services limited to physical therapy as Discretionary Uses at 7575 Edgar Industrial Drive**

Mayor Johnston declared open the Public Hearing for Land Use Bylaw Amendment 3357/D-2022. II Industrial (Business Service) District Site Exception to allow Commercial Service Facility limited to massage therapy and Health and Medical Services limited to physical therapy as Discretionary Uses at 7575 Edgar Industrial Drive.

Chris Thiessen spoke to this item.

Council recessed at 5:20 p.m. and reconvened at 5:25 p.m.

**5.1.a. Consideration of Second Reading of Bylaw 3357/D-2022**

Moved by Councillor Bruce Buruma, seconded by Councillor Kraymer Barnstable

**SECOND READING:** That Bylaw 3357/D-2022 (an amendment to the Land Use Bylaw for a II Industrial (Business Service) District site exception to allow a Commercial Service Facility as a discretionary use at 7575 Edgar Industrial Drive) be read a second time.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes



MOTION CARRIED

**5.1.b. Consideration of Third Reading of Bylaw 3357/D-2022**

Moved by Councillor Bruce Buruma, seconded by Councillor Kraymer Barnstable

THIRD READING: That Bylaw 3357/D-2022 be read a third time.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Mayor Johnston declared the public hearing closed at 5:37 p.m.

**6. NEIGHBOURHOOD MITIGATION STRATEGY - Continued**

The following resolution was back on the floor:

Moved by Councillor Victor Doerksen, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer having considered the report from Community Services dated January 17, 2022 re: Proposed Neighbourhood Mitigation Strategy hereby approves \$513,600 one-time funding (2022 - \$273,300 and 2023 \$240,300) from the Operating Reserve Tax Supported (ORTS).

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

**7. BUSINESS ARISING FROM IN CAMERA**

Moved by Councillor Dianne Wyntjes, seconded by Councillor Michael Dawe

Resolved that Council of The City of Red Deer hereby agrees to table consideration of Annexation to the February 14, 2022 Council Meeting



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**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION TO TABLE CARRIED

Moved by Councillor Bruce Buruma, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer, having considered the report dated January 31, 2022 re: Interim City Manager Appointment, hereby extends the appointment of Deputy City Manager Tara Lodewyk as the Interim City Manager. The term of the extension is from March 1, 2022 to July 1, 2022 with the term to end earlier if a permanent City Manager is appointed. Council endorses the terms of her contract as discussed In Camera and as protected under the Freedom of Information and Protection of Privacy Act Section 23(1)(b) Local public body confidence.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

## 8. BYLAWS

### 8.1. Bylaw 3679/2022. Council Immunization Policy

#### 8.1.a. Consideration of Second Reading of Bylaw 3679/2022

Moved by Councillor Cindy Jefferies, seconded by Councillor Dianne Wyntjes

SECOND READING: That Bylaw 3679/2022 (a bylaw to establish a Council Immunization Policy) be read a second time.

Prior to consideration of the motion, the following amendment was introduced:

Moved by Councillor Victor Doerksen, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer hereby agrees to amend Bylaw 3679/2022 as follows:



1. Deleting the preamble from Bylaw 3679/2022 and replacing it with the following:

“Being a bylaw of The City of Red Deer, in the Province of Alberta, to adopt a policy prescribing the guidance for City elected officials to be immunized against COVID-19.

WHEREAS the Municipal Government Act empowers Council to establish by bylaw procedures to be followed by Council.

WHEREAS Council has determined that, to further protect City employees, members of the public and each other, it is in the public interest for Council to impose upon itself guidance for City elected officials to be encouraged to be immunized against COVID-19.

WHEREAS Council has determined to adopt a Council Immunization Policy by bylaw.

NOW THEREFORE COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:”

2. In Section 2 of Bylaw 3679/2022, delete the word ‘requirement’ and replace it with the word ‘guidance’.
3. In Schedule A, Section 1, delete the section in its entirety and replace it with the following:

“The purpose of this Policy is to prescribe the guidance that City elected officials and individuals appointed by Council to serve on agencies, boards and committees be encouraged to be Fully Immunized against COVID-19 to minimize their risk of impacts to health and safety.”

4. In Schedule A, Section 2, delete the words ‘including infectious diseases, through immunization’.

5. In schedule A, Section 3, delete the section in its entirety and replace it with the following:

“Vaccination is one layer in the protection against the hazard of COVID-19. According to AHS, full vaccination has been proven effective in reducing the severity of symptoms of COVID-19 and variants.”

6. In Schedule A, Section 7, delete the word ‘Requirements’ out of the heading and replace it with ‘Guidance’



7. In Schedule A, Section 7, subsection (1) delete the word 'required' and replace it with the word 'encouraged'
8. In Schedule A, Section 7, subsection (2) delete the words 'be expected' and replace with the word 'need'
9. In Schedule A, Section 8, sub-section (1), delete the word 'required' and replace with the word 'encouraged'
10. In Schedule A, Section 8, sub-section (2), delete the word 'must' in each place it occurs, and replace each occurrence of it with 'may'
11. In Schedule A, Section 10, delete the heading 'Exception to Vaccine Requirement' and replace it with 'Testing Requirements'
12. In Schedule A, Section 10, subsection (1), delete the sub-section in its entirety and replace it with 'Starting February 7, 2022, elected officials will be required to take at home rapid testing prior to attendance at "official duties."'
13. In Schedule A, Section 12, sub-section (1), delete the sub-section in its entirety, and renumber the subsequent numbers
14. In Schedule A, Section 12, sub-section (2), delete the first sentence and replace it with the following: 'The Mayor, Deputy Mayor(s) and City Manager will maintain voluntarily submitted vaccination information, including documentation verifying receipt of an approved vaccination series, and the results of ongoing COVID-19 rapid antigen testing, in accordance with applicable privacy legislation.'
15. In Schedule A, Section 12, sub-section (3), delete the sub-section in its entirety and renumber subsequent numbers

Council recessed at 6:11 p.m. and reconvened at 6:15 p.m.

- IN FAVOUR:** Councillor Kraymer Barnstable, Councillor Victor Doerksen
- OPPOSED:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION TO AMEND DEFEATED

The original motion was then back on the floor



Prior to consideration of the original motion, the following amendment was introduced:

Moved by Councillor Victor Doerksen, seconded by Councillor Kraymer  
Barnstable

Resolved that Council of The City of Red Deer amend Bylaw 3679/2022 as follows:

1. Deleting the preamble of Bylaw 3679/2022 and replacing it with the following:

“Being a bylaw of The City of Red Deer, in the Province of Alberta, to adopt a policy prescribing the requirement, with exceptions, for City elected officials to be immunized against COVID-19.

WHEREAS the Municipal Government Act empowers Council to establish by bylaw procedures to be followed by Council.

WHEREAS Council has determined that, to further protect City employees, members of the public and each other, it is in the public interest for Council to impose upon itself a requirement with exceptions, for City elected officials to be immunized against COVID-19.

WHEREAS Council has determined to adopt a Council Immunization Policy by bylaw.

NOW THEREFORE COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:”

2. In Section 2 of Bylaw #3679/2022, delete the section in its entirety and replace it with the following: ‘2. The purpose of this bylaw is to adopt a policy prescribing the requirement, with exceptions, for City elected officials to be immunized against COVID-19.’

3. In Schedule A, Section 1, delete the section in its entirety and replace it with the following:

“The purpose of this Policy is to prescribe the requirement, with exceptions, that City elected officials and individuals appointed by Council to serve on agencies, boards and committees be Fully Immunized against COVID-19 to minimize their risk of impacts to health and safety.”

4. In schedule A, Section 3, delete the section in its entirety and replace it with the following: “Vaccination is a key layer in the protection against the hazard of COVID-19. According to AHS, full vaccination has been effective in reducing the severity of symptoms of COVID-19 and variants.”



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5. In Schedule A, Section 7, subsection (1), delete the subsection in its entirety and replace it with the following: 'All elected officials are required, with exceptions, to be Fully Immunized against COVID-19 with a COVID-19 vaccine series by April 19, 2022.'
6. In Schedule A, Section 8, sub-section (1), delete first sentence in its entirety and replace it with the following: 'Proof of COVID-19 vaccination is required, with exceptions, from all elected officials.'
7. In Schedule A, Section 10, delete the title 'Exception to Vaccine Requirement' and replace it with 'Exception to Vaccine Requirement and Other Testing Requirements'
8. In Schedule A, Section 10, subsection (1), delete the sub section in its entirety and replace it with: 'Starting February 7, 2022, elected officials who have not submitted proof of Vaccination will be required to take at home rapid tests prior to attendance as per Section 10(2). Elected officials without Proof of Vaccination will be required to take weekly at home rapid testing to self monitor for potential COVID-19 infection.'

**IN FAVOUR:** Councillor Kraymer Barnstable, Councillor Victor Doerksen

**OPPOSED:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION TO AMEND DEFEATED

The original motion was then back on the floor

Prior to consideration of the original motion, the following motion was introduced:

Moved by Councillor Victor Doerksen, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer having considered Council Immunization Bylaw 3679/2022 hereby agrees to amend the bylaw by deleting Section 7 in its entirety and replacing it with "This bylaw shall be repealed on the date that the Province ceases to offer the Restriction Exemption Program for Red Deer."



**IN FAVOUR:** Councillor Kraymer Barnstable, Councillor Victor Doerksen

**OPPOSED:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION TO AMEND DEFEATED

The original motion was then back on the floor

**SECOND READING:** That Bylaw 3679/2022 (a bylaw to establish a Council Immunization Policy) be read a second time.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**OPPOSED:** Councillor Kraymer Barnstable, Councillor Victor Doerksen

MOTION CARRIED

**8.1.d. Consideration of Third Reading of Bylaw 3679/2022**

Moved by Councillor Cindy Jefferies, seconded by Councillor Dianne Wyntjes

**THIRD READING:** That Bylaw 3679/2022 be read a third time.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

**OPPOSED:** Councillor Kraymer Barnstable, Councillor Victor Doerksen

MOTION CARRIED

**9. CONSENT CALENDAR**

**9.1. January 31, 2022 Consent Calendar: Minutes**

Moved by Councillor Lawrence Lee, seconded by Councillor Vesna Higham



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Resolved that Council of The City of Red Deer having considered the Consent Calendar from Legal & Legislative Services hereby approves the following Minutes:

- Confirmation of the Minutes of the January 17, 2022 Regular Council Meeting

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Moved by Councillor Dianne Wyntjes, seconded by Councillor Victor Doerksen

Resolved that Council of The City of Red Deer having considered the Consent Calendar from Legal & Legislative Services hereby approves first reading of the following Bylaw:

- Bylaw 3357/A-2022
  - First Reading: That Bylaw 3357/A-2022 (an amendment to the Land Use Bylaw to rezone 6714 Golden West Avenue from II Industrial (Business Service) District to C4 Commercial (Major Arterial) District) be read a first time.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

## 10. ADJOURNMENT

Moved by Councillor Vesna Higham, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Monday, January 31, 2022 Regular Council Meeting of Red Deer City Council at 7:23 p.m.

**IN FAVOUR:** Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED



City Council Regular Meeting Minutes  
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MAYOR

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CITY CLERK



February 14, 2022

## Next Generation 9-1-1 Funding

Prepared by: Chris Kearns, Acting Chief  
Department: Red Deer Emergency Services

### Report Summary

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Red Deer Emergency Services (RDES) is working towards implementing a new telephone system and related architecture. The system must be compliant with Next Generation 9-1-1 requirements, as outlined by the CRTC. The capital funding, set aside, for this project, was underestimated due to lack of information and updates to the national standards, as late as 2021. Fortunately, the Wireless 9-1-1 Grant, from the Province, has been increased and the additional revenue can be used to offset the shortfall. Red Deer Emergency Services would like to apply the additional grant funding (\$1.29M) from 2022 to the current capital projects for the Next Generation 9-1-1 telephone system and related infrastructure. Once the new IP based system goes live nationally in 2023, there will be additional operating costs associated with NG9-1-1 service delivery such as staffing, maintenance, IT, and cyber security. For consideration, the 2022 increased revenue, could be applied to the NG9-1-1 capital project. The future increased revenue (2023 and beyond) could be put towards the increased operational costs.

### Proposed Resolution

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Resolved that Council of The City of Red Deer having considered the report from Red Deer Emergency Services dated February 14, 2022 re: Next Generation 9-1-1 Funding hereby approves the additional grant funding (\$1.29m) from 2022 to the current capital projects for the Next Generation 9-1-1 telephone system and related infrastructure

### Rationale for Recommendation

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- 1) The increase in the Wireless 911 grant from the Province is allowed to be used to cover the shortfall. The funds are ample to cover the shortfall.
- 2) The City must prepare for the move to Next Generation 911.

### Background

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#### NG9-1-1

Next Generation 9-1-1(NG9-1-1) is a replacement of the existing 30+ year old 9-1-1 network. The new network is internet protocol (IP) based. As a result, a variety of internet connected devices will be able to access emergency services through connected Public Safety Answering Points (PSAPs). These changes are both mandated and regulated by the Canadian Radio-television and Telecommunications Commission (CRTC).



9-1-1 centres, such as the City of Red Deer's Emergency Communications Centre (ECC), must prepare for the changes being brought about by NG9-1-1. Some of the changes include:

- Desk phones will be replaced with a more capable softphone applications
- The public will be able to contact 9-1-1 via Real-Time Text (RTT) by April 2024
- More detailed location information will be available to support emergency response
- Additional data, such as vehicle telematics, or building schematics will be available in the future
- Possibility for public to communicate via video call in the future
- Real time 24x365 cybersecurity and monitoring are mandatory
- The former system will be decommissioned by March 2025

Red Deer Emergency Services has been aware of the upcoming changes for a number of years, and started budget preparations as early as 2015. That being said, up until recently, the Next Generation 9-1-1 standards were not finalized and it wasn't clear, nationally, what the final version or requirements of NG9-1-1, in Canada, would look like, or what the costs would be.

The estimated capital costs for the implementation of NG9-1-1 are much higher than originally anticipated. Judging from the recommendations by The Canadian NG9-1-1 Coalition and other municipalities who are currently implementing their solutions, it appears that the City of Red Deer can expect our NG9-1-1 solution to be approximately \$1M to \$1.2M. The current capital budget has \$324K of available funds.

## **Operational Impacts**

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Next Generation 9-1-1 (NG9-1-1) is a replacement of the existing 30+ year old 9-1-1 network. The new network is internet protocol (IP) based. As a result, a variety of internet connected devices will be able to access emergency services through connected Public Safety Answering Points (PSAPs). These changes are both mandated and regulated by the Canadian Radio-television and Telecommunications Commission (CRTC).

### **Financial:**

#### **9-1-1 Wireless Grant**

The Alberta Emergency Management Agency provides the City of Red Deer with an annual 9-1-1 Wireless Grant to assist with operating the 9-1-1 centre. The 9-1-1 Wireless Grant, for Red Deer, has been approximately \$1.6M per year for the last several years.

In 2021 the Alberta Government passed new 9-1-1 Regulations (under the 9-1-1 Act), which has increased the amount of the 9-1-1 Levy that telecommunications providers must charge their customers on their monthly cellular device bills. This increase was initiated by the Alberta 9-1-1 Centres, lobbying the government to raise the levy to offset the anticipated increased costs associated with providing NG9-1-1 services. The change to the levy will result in a substantial increase to the 9-1-1 Wireless Grant. The



new 9-1-1 Wireless Grant amount for the City of Red Deer, starting in 2022, will be \$2.98M. This is an increase of \$1.29M.

The grant program is very specific, in that the grant funding must exclusively be used for capital or operational costs associated with delivering 9-1-1 services.

## **Analysis**

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### ***Recommended Option***

Administration recommends Council approve the additional grant funding from 2022 to the current capital projects for the Next Generation 9-1-1 telephone system and related infrastructure.

**DATE:** February 18, 2022  
**TO:** Chris Kearns, Deputy Chief Emergency Services  
**FROM:** Samantha Rodwell, City Clerk  
**SUBJECT:** Next Generation 9-1-1 Funding

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**Resolution:**

At the Monday, February 14, 2022, Regular Council Meeting, Council passed the following resolution:

Resolved that Council of The City of Red Deer having considered the report from Red Deer Emergency Services dated February 14, 2022 re: Next Generation 9-1-1 Funding hereby approves the additional grant funding (\$1.29m) from 2022 to the current capital projects for the Next Generation 9-1-1 telephone system and related infrastructure.

**Report back to Council:**

No.

**Comments:**

None.

“Samantha Rodwell”

Samantha Rodwell  
City Clerk

- c. Acting General Manager Development & Protective Services  
Chief Financial Officer



February 14, 2022

## Free Parking Meter Bag Program

Prepared by: Erin Stuart, Manager of Inspections & Licensing  
Department: Inspections and Licensing

### Report Summary & Recommendations

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The free parking meter program for 2021 was a success as far as people using the free on-street meters. It would be difficult to determine whether it was the free parking that fostered activity in the Downtown or other activities, though it was an added benefit to those who were already visiting the Downtown.

There were some challenges associated with the program, though the benefit outweighs those challenges, and Administration supports the extension of the program for 2022 with minor modifications to mitigate those challenges.

Administration recommends Council approve a one-time allocation of \$113,000 to support the implementation of temporary two-hour free parking in the Downtown. If approved, Administration will update the messaging on the meter bags and include a QR code for linkages to the Parking Infrastructure project page and survey. This linkage will solicit feedback from the public on that project.

### Proposed Resolutions

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Resolved that Council of The City of Red Deer having considered the report from the Inspections & Licensing Department, dated February 14, 2022 re: Free Parking Meter Bag Program, hereby directs Administration to Foster Activity in the Downtown by providing Temporary Two-Hour Free Parking in 215 spots, for 2022, and that Council approves a one-time allocation of \$113,000 in the Operating Reserve Tax Supported budget.

### Rationale for Recommendation

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1. **The program is simple to implement.** New meter bags will be designed and created to provide clarity to customers. They will also be dual purpose in that they will have a link to the project page for the replacement of parking infrastructure.
2. **Free metered parking encourages Downtown visitors to come and to stay.** Bagged meters were almost always used in 2021 and provided customers with an opportunity for 2 hours of free parking to enjoy the Downtown.

## Background

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To foster activity in the downtown, the free parking meter program was approved to run from June 1, 2021 to December 31, 2021 as part of the Leading Forward Initiatives and Incentives. As part of the program, 215 metered parking stalls were bagged to provide for 2-hour free parking; this equates to 1 every 5 on-street stalls. Below is the excerpt from the Council agenda:

### a) **Fostering Activity in the Downtown – Temporary Two-Hour Free Parking in 215 spots**

*Recommendation:*

Council directs 215 parking spots are dedicated for two-hour free parking from June 1, 2021 through to and including December 31, 2021. Parking is tax supported and \$50,000 funding is anticipated for this program. The parking stalls will be located through the downtown; 215 stalls equates to 1 stall every 5 stalls.

*Description and Intent:*

For several months last year, in response to the pandemic, The City did not charge for parking in the downtown. This was welcomed, however, we also heard that employees used these stalls for long periods and businesses did not have spaces out front for their customers. Administration has now heard from the public that there is a lot of available parking in the downtown currently with people working from home and business capacity restrictions. This program finds a balance between both points of view by trying to find a balance between supply, turnover, and rates.

### **Prior Council/Committee Direction:**

As part of the full Leading Forward Initiatives and Incentives, the following resolution was passed at the April 12, 2021 Council meeting:

Resolved that Council of The City of Red Deer having considered the report from the General Management Leadership Team, dated April 12, 2021 re: Leading Forward: Proposed Initiatives and Incentives, hereby:

6. Directs Administration to Foster Activity in the Downtown by providing Temporary Two-Hour Free Parking in 215 spots (new initiative), for implementation in Q2 2022, and that Council approves a one-time allocation of \$50,000 in the Operating Reserve Tax Supported budget.

Following that meeting, Administration identified the resolution included the date of Q2 2022 rather than Q2 2021, and subsequently, the resolution was considered and passed by City Council on May 25, 2021:

Resolved that Council of The City of Red Deer having considered the report from the General Management Leadership Team, dated April 12, 2021 re: Leading Forward: Proposed Initiatives and Incentives, hereby:

6. Directs Administration to Foster Activity in the Downtown by providing Temporary Two-Hour Free Parking in 215 spots (new initiative), for implementation in Q2 2021, and that Council approves a one-time allocation of \$50,000 in the Operating Reserve Tax Supported budget.

**Stakeholder Consultation:**

No formal public consultation was conducted as part of this program, all feedback has been received through informal means and through the course of providing customer service. Feedback on the program intent is generally positive. There have been some challenges with downtown visitors misunderstanding the signage on the meter bags, as well as downtown business owners and employees using the stalls regularly.

There were approximately 75 tickets issued and cancelled as a result of visitors misunderstanding the meter bag signage. As such, if the program were to move forward once again, the bags would either be installed in reverse for visibility or an amended message installed on them.

The bags themselves deteriorated throughout the program, due to weather and vandalism. The bags should be replaced following 6 months to ensure they continue to look appealing.

With regard to regular usage by downtown owners and employees, this was identified with the original approval of the program. Commissionaires do keep an eye on vehicle movement to ensure people are moving following the 2 hour timeframe, and there really is no means to enforce against business owners or employees. They continue to be encouraged to find alternate longer term options in off-street parking lots.

**Operational Impacts**

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**Financial:**

The initial program included a total of \$50,000 approved in the Operating Reserve Tax Supported budget; \$10,000 for the meter bags and labour to install, and the remaining \$40,000 to accommodate for the loss in revenue. The estimated loss of revenue for the initial program was determined by using pre-Covid meter revenue amounts from 2019.

A full Covid year's worth of data is available, from 2021, and was used to determine anticipated revenue loss if the program were to run for 2022. Assumptions made include a possible return to normal (pre-Covid) from September to December. The total estimated cost to run the program through to the end of 2022 is \$113,000, including \$103,000 for loss of revenue and \$10,000 for meter bags.

**Analysis**

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As the program was only approved until the end of 2021, the bags have been removed, and reinstated to paid parking. To extend the program, further Council approval is required due to the financial costs to The City.

Though the free parking meter program was likely not the reason people visited the downtown, it sweetened the experience for those visiting the downtown. The project itself was relatively easy to implement and although there are no specific performance metrics to identify success or not, qualitatively one could say it was successful based on feedback received.

To extend the program, Administration requests a one-time allocation of \$113,000 be approved for 2022. This would include \$10,000 for the meters bags, and the remaining \$103,000 to accommodate the estimated loss of on-street parking revenue.

Administration recommends the program be extended for 2022.

**DATE:** February 18, 2022  
**TO:** Erin Stuart, Inspections & Licensing Manager  
**FROM:** Samantha Rodwell, City Clerk  
**SUBJECT:** Free Parking Meter Bag Program,

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**Bylaw Reading:**

At the Monday, February 14, 2022 Regular Council Meeting, Council passed the following resolution:

Resolved that Council of The City of Red Deer having considered the report from the Inspections & Licensing Department, dated February 14, 2022 re: Free Parking Meter Bag Program, hereby directs Administration to foster activity in the downtown by providing temporary two-hour free parking in 215 spots, for 2022, and that Council approves a one-time allocation of \$113,000 from the Operating Reserve Tax Supported budget.

**Report back to Council:**

No.

**Comments:**

None.

“Samantha Rodwell”

Samantha Rodwell  
City Clerk

- c. Acting General Manager Development & Protective Services  
Chief Financial Officer



February 14, 2022

## E-Scooter Pilot Program Update

Prepared by: Amy Fengstad, Parking and Licensing Supervisor  
Department: Inspections and Licensing

### Report Summary

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In July 2021, The City of Red Deer launched the first season of a two-year, three-season pilot program for E-Scooters. Following the first season, Administration conducted several surveys to obtain a picture of the success of the program in Red Deer. A public survey, a survey of all companies that participated, internal stakeholder survey and a survey with the RCMP and Municipal Policing Services were conducted in November of 2021.

In summary, all survey results concluded that the pilot program was a success, and Season 2 should continue with some recommendations for program changes.

Based on the survey results, Administration recommends the following changes for Season 2:

- Review the trail system with Parks and Public Works to have potential signage installed to identify sharp corners coming up or blind spots to help with the education and slow riders down for those hazards.
- Leave scooter numbers and company numbers as is and trial for one more season.
- Create a plan with the scooter companies for additional safety patrols and public events for awareness and education.
- Amend the *Traffic Bylaw* to allow for enforcement options, where necessary.

Administration recommends Council give First Reading to amendments to *Traffic Bylaw 3186/97* to include fines and tools for enforcement for misues of E-Scooters.

### Proposed Resolutions

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That Bylaw 3186/A-2022 be read a first time.

If first reading is given, this bylaw will come back for second and third reading at the Monday, February 28, 2022 Council Meeting.

### Rationale for Recommendation

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1. **Amendments to the *Traffic Bylaw* will create tools to further enforce the regulations for E-Scooters and to gain compliance.** The target in Season 1 was for education, now for Season 2, further education and the tools to target repeat behaviors and unsafe usage are needed.
2. **Explore the option of trail signage for additional education and notification for trail users.** Rider etiquette on the trails was predominately the number one concern in public feedback. Adding signage to our trails may be an option; Administration would like to explore

whether signage would be useful and effective, and where could it be installed safely that doesn't pose additional hazards on the trails.

## Background

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In the summer of 2020, E-Scooter businesses expressed an initial interest in opening in Red Deer. Those inquiries prompted the more detailed look at Calgary and Edmonton's pilot programs and the learnings from those pilots. Administration received more inquiries in winter 2020 and early in 2021. Reviewing the successes and challenges for our neighbouring municipalities, Administration felt this would be a good opportunity for Red Deer and lead to the adoption of the two-year pilot program.

### **Prior Council/Committee Direction:**

In May 2021, Council adopted the two-year pilot program, starting July 1, 2021, and ending on October 31, 2023 with no limits on the number of companies or E-Scooters. The intent was to allow the market to determine what the appropriate levels would be and to encourage free enterprise for those companies interested in the Red Deer market.

The following resolution was passed by City Council on May 10, 2021:

*Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing, dated May 10, 2021 re: E-Scooters, hereby approves the two-year E-Scooter Pilot program, starting on July 1, 2021 and ending October 31, 2023 with no limits on the number of companies or E-Scooters and approves a one-time allocation of \$15,000 in the Operating Reserve Tax Supported budget for communication costs.*

### **Legislative Context:**

To support the pilot program, a series of bylaw amendments were approved to the *Licence Bylaw*, the *Traffic Bylaw*, and the *Parks & Public Facilities Bylaw*. These bylaws provide the authority and direction for Administration, E-Scooter businesses, the public and E-Scooter operators.

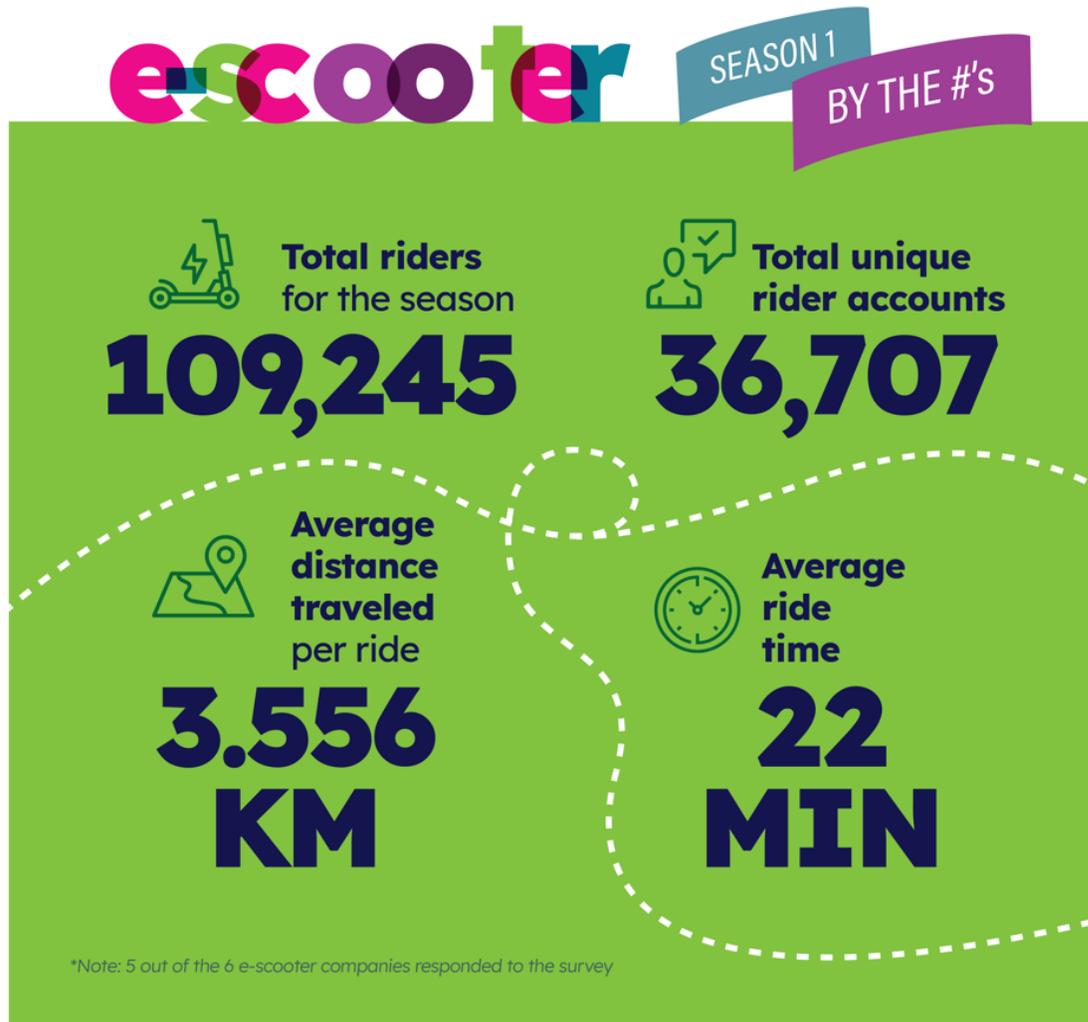
### **Stakeholder Consultation:**

As part of the overall pilot program approval, Council approved \$15,000 funding for communication costs, specific to social media and website development, signage creation and a communication plan. In addition to the approved funding, \$15 per scooter was received from the companies as part of the approved educational deposit. This \$23,000 was used to offset additional communication costs associated with further education on the program.

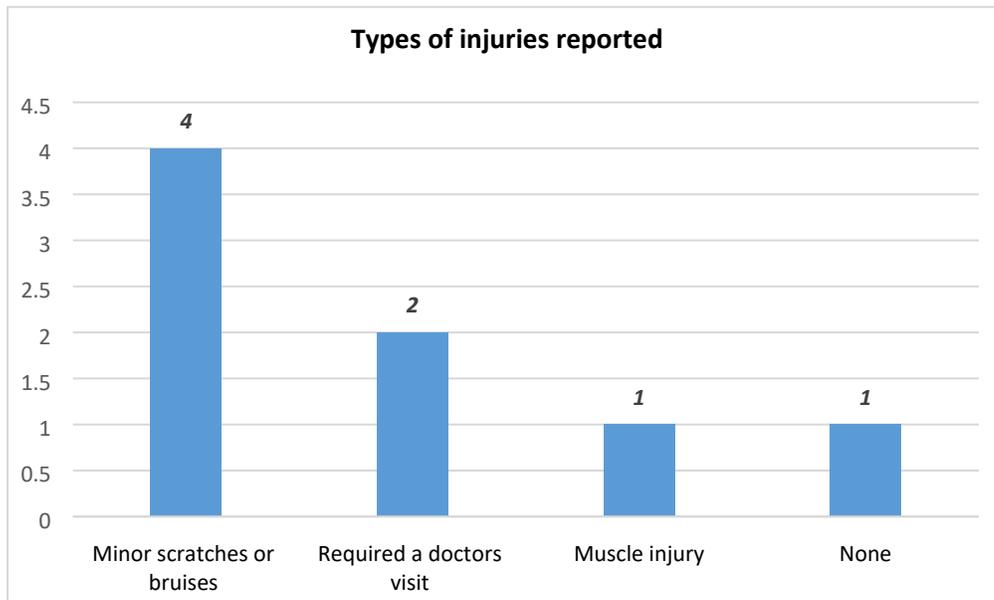
The communication plan included a series of surveys for E-Scooter companies, the public and E-Scooter users, as well as internal stakeholders, following the first season. Further consultation will occur as the pilot program continues, as that feedback and information is critical to determining what the future of E-Scooters looks like in Red Deer.

### E-Scooter Company Survey Results

For the first season, Neuron, Bird, Link, Spin, Roll launched the program in July, with Lime joining in August. All have reported they will return to Red Deer for next season. The full survey results, except for responses from Link who did not respond, are included in Appendix A of your package.



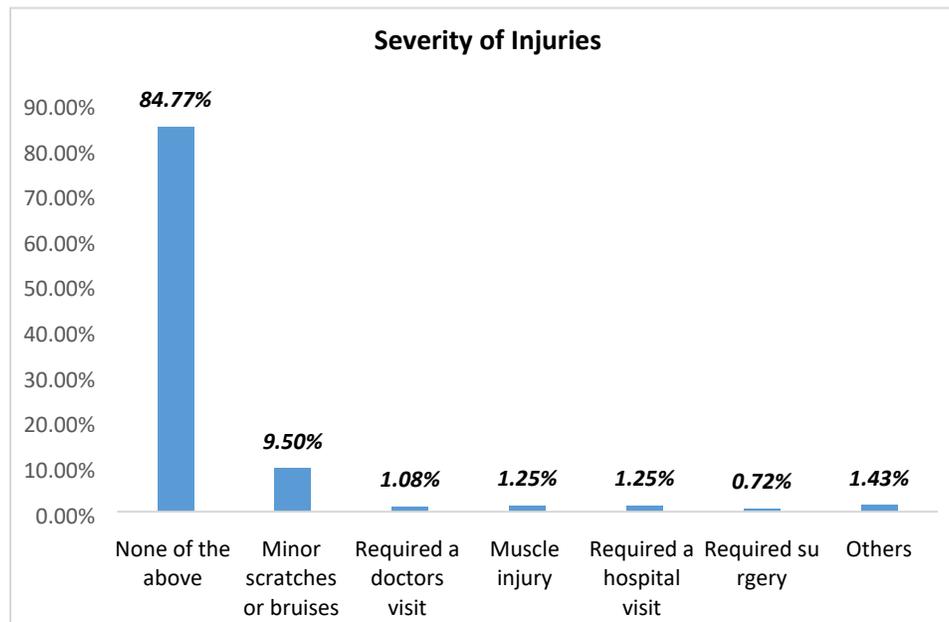
- Top 10 pick up locations
  - Bower Transit Terminal
  - Capstone
  - Collicutt Centre
  - Great Chief Park/Kiwanis Picnic Park
  - Bower Ponds
  - Bower Mall
  - Veterans Park
  - Sorensen Parkade
  - Heritage Ranch
  - McKenzie Trails
- Total # of complaints received by the companies = 1,228
- Top 3 complaints to the companies from customers
  - Larger Operating Zone
  - Longer season of operation
  - Fees/Cost
- Total number of injuries reported = 13



Public Survey Results

There were 1728 respondents for the public survey, which was open from October 29 to November 15, 2021. Here are some highlights from that report based on previous discussions with Council, with the full report included in Appendix B:

- Of the 1728, 71.63% (1238) liked having more than one company. 11.2% (193) would like to see only one company and 17.17% (297) had no preference.
- Of the 1728, 92% of riders did not experience any injuries while riding. Of the 8% that did, here is a summary of what was reported:



- Of the 1728, 62.87% (1086) felt the speeds were reasonable, with 3.5% (60) felt, they were too fast and 25.93% (448) felt they were too slow.

Through Report-A-Problem and Licensing, there were a total of 64 complaints received during Season 1. Some of the concerns reported were parking on private property, rider etiquette, and seeing underage riders.

**What were the top three complaints we heard about e-scooters in Red Deer?**



- **E-scooter parking related issues**  
(unsafe parking / no designated parking areas)
- **Rider etiquette**  
(coming up behind too fast, not using the bell)
- **Seeing underage riders**

**SEASON 1 FEEDBACK**

The positive feedback received from the public survey highlighted the good interactions with the companies with quick pick up of reported scooters (within a day). There has been news articles and feedback on the positive impacts and strong draw of customers to the downtown and Capstone areas from the E-Scooter program. During a challenging time with COVID, this pilot program provided a positive and fun activity for enjoyment and getting outside, which in some cases decreased motor vehicles or transit use by providing the last KM of travel options for transit users.

**What were the top three compliments we heard about e-scooters in Red Deer?**





Brought more people to the downtown



E-scooter companies were great to work with



Fun to use, and get us outside

SEASON 1 FEEDBACK

Some of the more highly recommended changes from the public included addressing rider etiquette on the trails, lower user age to align with learners permits (14 years of age), having dedicated parking areas, less scooters so the city looks less cluttered and consistent ride zones between companies.

## Operational Impacts

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### Financial:

Currently, there are no direct budget or financial implications as a result of the recommendation. During Season 1, thanks to the responsiveness of the E-Scooter companies, The City did not have to retrieve or pick up any E-Scooters so no additional costs were incurred, resulting in a cost neutral pilot program to date.

Following the pilot program, and based on final recommendations and approvals, there may be future costs associated with E-Scooters, for items such as signage on the trail system.

### Regulatory & Compliance:

RCMP and Municipal Policing Services experienced repeat offenders or those who did not seem to care about the regulations. Educational information was provided, where they were involved, though both

areas have provided feedback into the *Traffic Bylaw* amendments for enforcement tools to help gain greater compliance with E-Scooter usage.

Bylaw amendments are proposed to the *Traffic Bylaw 3186/97* with the addition of new sections 22.2, 73.3 and 73.4 which will provide direction on:

- operating an E-Scooter without due care and attention.
- operating an E-Scooter with more than one person.
- operating an E-Scooter under the age of 18, respectively.

In conjunction with these changes, the specified penalties in Schedule L were added with corresponding fines for non-compliance considered dangerous or repeat behaviors. These provisions will assist enforcement in addressing unsafe usage of E-Scooters.

## **Analysis**

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Through consultation with the E-Scooter companies and other municipalities, the trend for E-Scooter usage is typically Season 1 being the excitement and entertainment as the primary drivers for usage. Season 2 is typically the phase for further exploration, gaining familiarity and recognition of other uses and purposes (commuting, last km of travel, etc.). Finally, Season 3 is characterized by the comfort in knowing the scooters are always there and continue to be used for enjoyment but also purposeful for commuting and a consistent, reliable mode of transportation.

Based on the feedback received through consultation, Administration recommends proceeding with Season 2 without any changes to the pilot program. This includes keeping the pilot open to all companies and no caps on the number of E-Scooters. Though E-Scooter companies identified a preference to place a cap on the number of companies allowed to operate, the data on the total usage is supportive of the model currently implemented.

Season 2 will help Administration identify whether the level of usage continues, declines, or increases. This will more effectively frame what a permanent program should look like for Red Deer, should the decision be made to proceed in that direction. By limiting the numbers at this point, only introductory data and a shortened season would be the reference point for a long-term strategy. Administration heard from all companies that Red Deer exceeded expectations in terms of ridership and usage numbers surpassed cities like Toronto. Keeping the pilot consistent for Season 2 allows the data to be compared equally between the two seasons and determine if Season 1 was truly a novelty or if it is a full picture of what Red Deerians want.

Administration recommends proceeding with Season 2 as planned, with amendments to the *Traffic Bylaw*.

## Appendices

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Appendix A: Survey Results Summary – E-Scooter Companies

Appendix B: Survey Results Summary – Public

Appendix C: *Traffic Bylaw No. 3186/A-2022 – Amending Bylaw*

Appendix D: *Traffic Bylaw No. 3186/A-2022 - Strikethrough Version of the Bylaw*

Appendix E: *Traffic Bylaw No. 3186/A-2022 - Strikethrough Version of Schedule L*

Appendix F: *Traffic Bylaw No. 3186/A-2022 – Clean Bylaw*

Appendix G: *Traffic Bylaw No. 3186/A-2022 – Clean Bylaw Schedule L*

Appendix H: Feedback Submissions

- CNIB Letter
- Roll Season End Report
- Bird Season End Report

# E-Scooter Company Survey Results

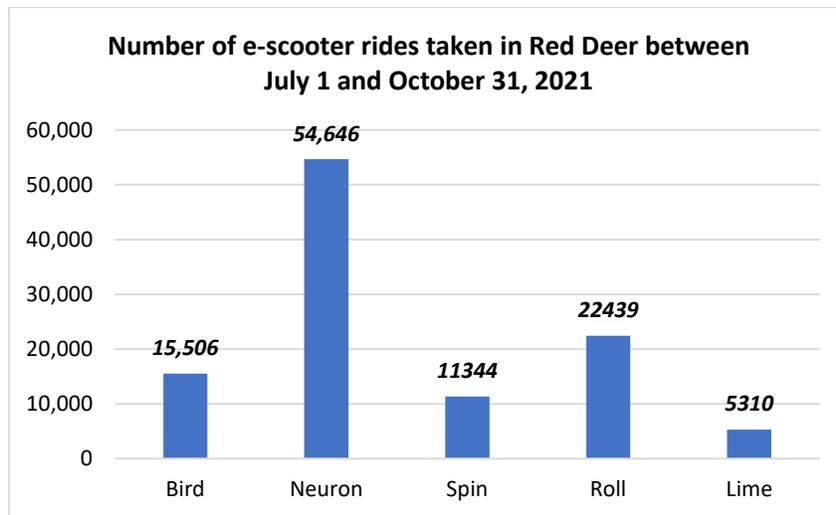
## Introduction

The City of Red Deer surveyed local e-scooter companies in November 2021. Each company was sent a link to the survey. Of Red Deer's six scooter companies, the five that responded were: Bird, Neuron, Spin, Roll, and Lime. Link did not respond to the survey. The following is a summary of their responses.

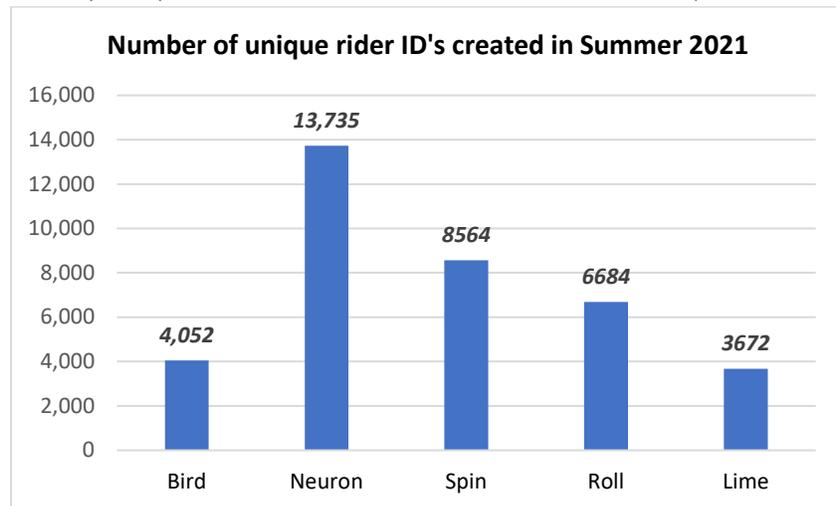
## Survey Responses

### E-Scooters use in Red Deer

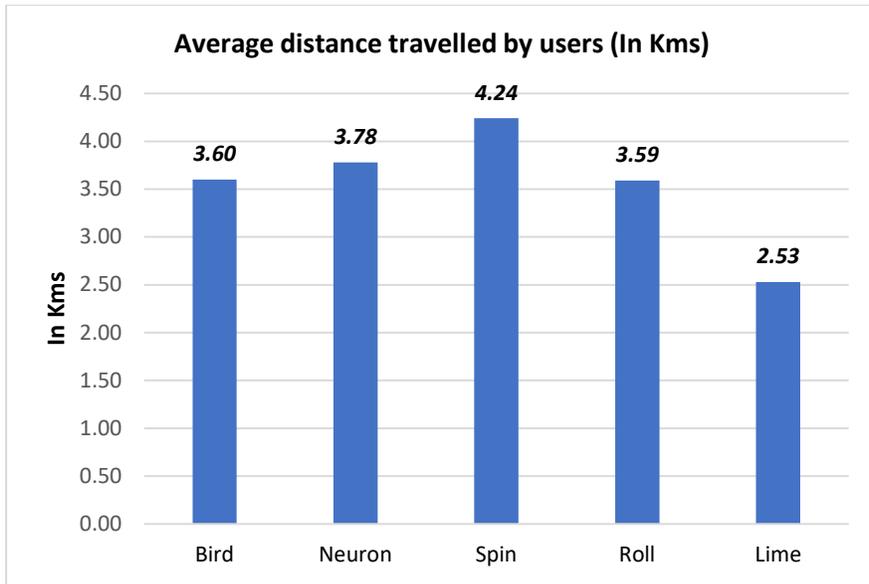
Question 1: How many e-scooter rides were taken in Red Deer between July 1 and October 31, 2021?



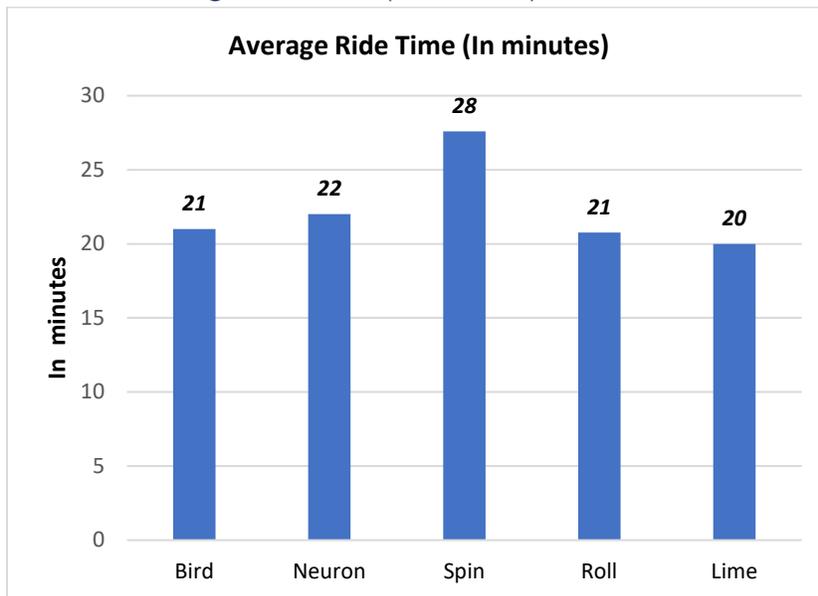
Question 2: How many unique rider IDs were created for this season (summer 2021)?



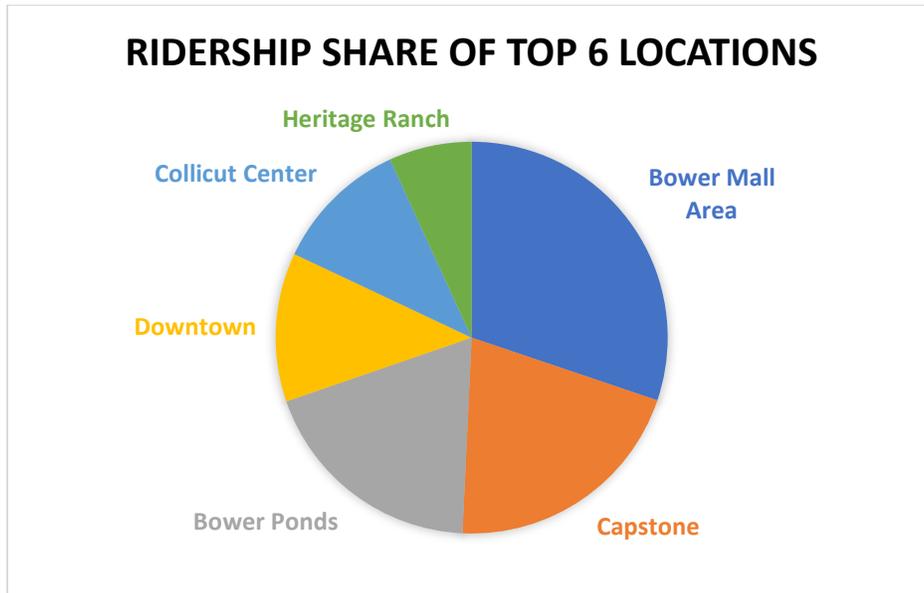
Question 3: What was the average distance users travelled?



Question 4: What was the average ride time? (In minutes)



Question 5: What were the top 10 pick-up and drop off locations? Please list them all below.



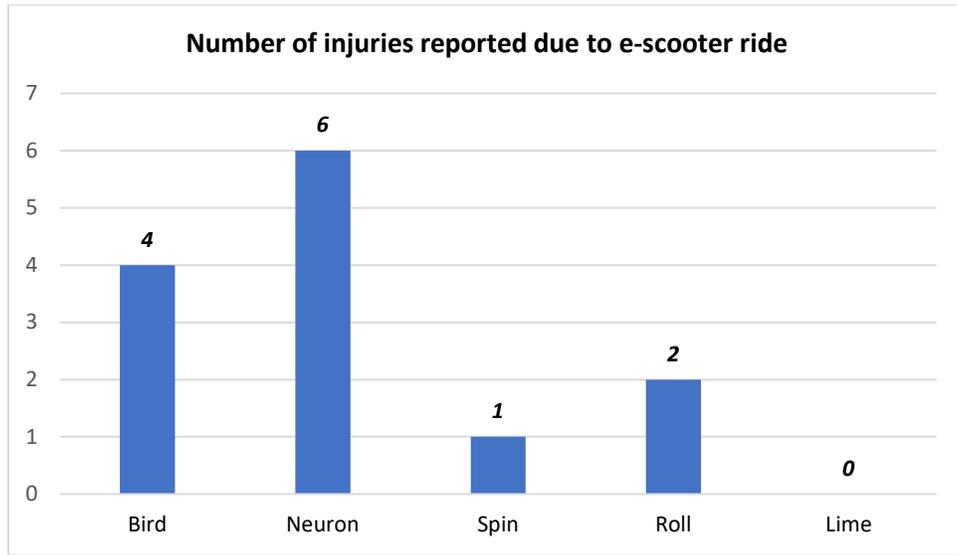
\*\* This is an approximation based on rankings- it is for estimation only.

Concerns with E-scooters

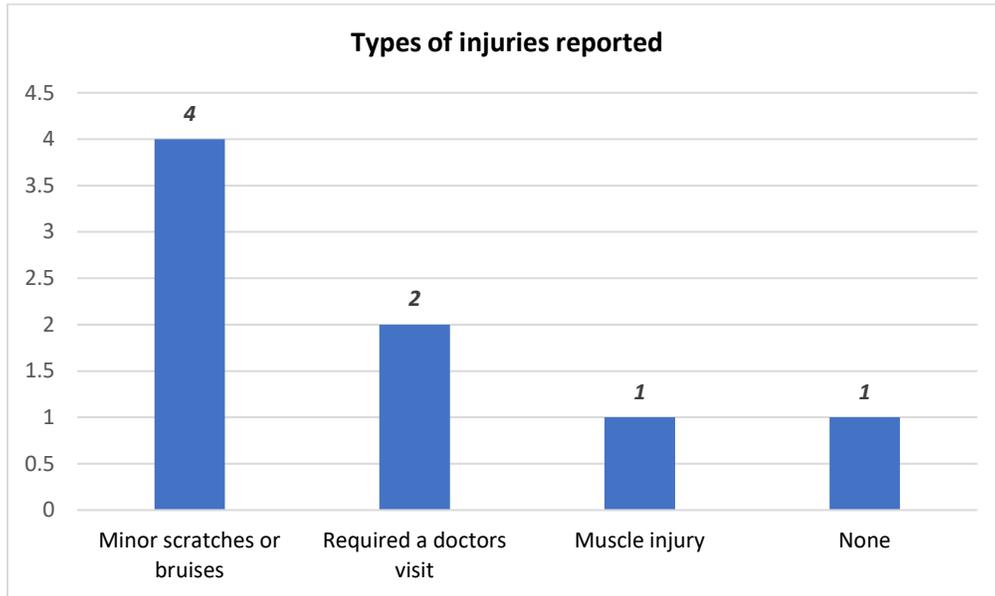
Question 7: What were the top three topics of complaints you received? (i.e. parking, speed, costs, availability, maintenance, etc.)



Question 9: How many injuries were reported to you due to e-scooter use in Red Deer this season?

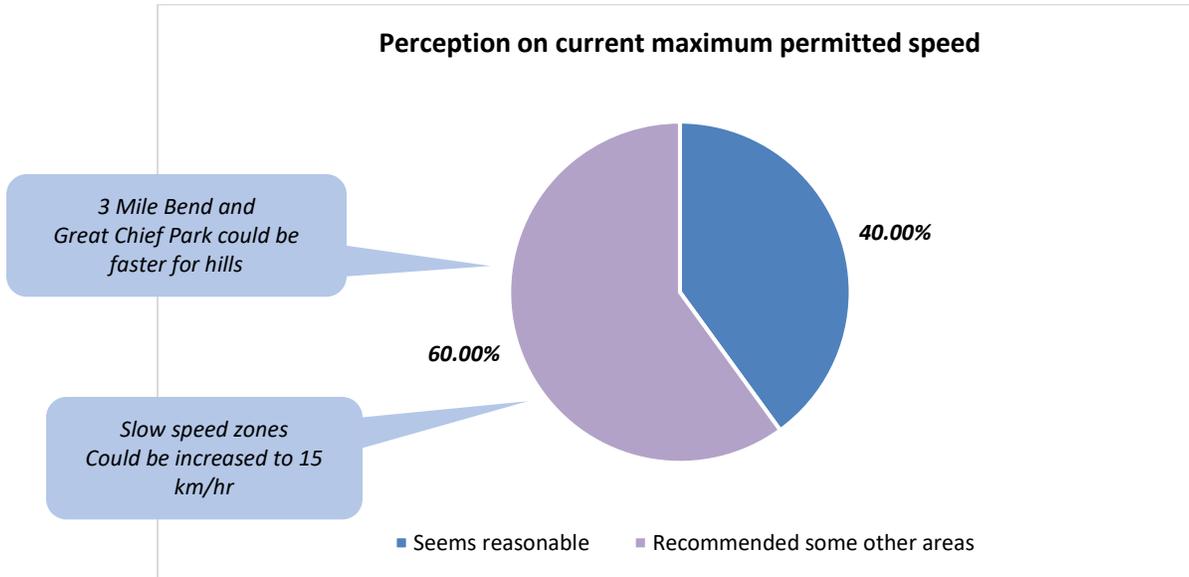


Question 10: What kinds of injuries were reported to you?

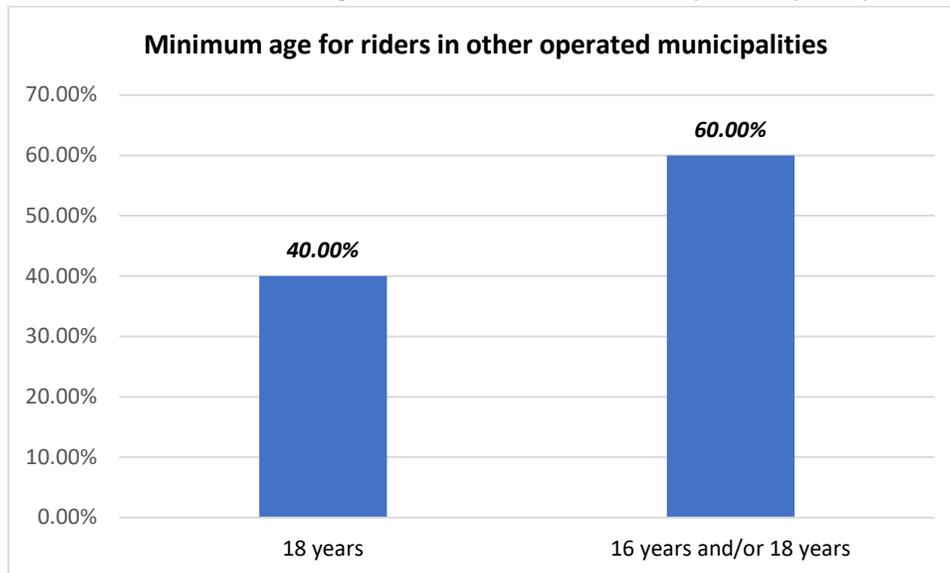


### Perception on E-scooter rules

Question 11: The maximum speed for e-scooters is 20 km/hour in most areas, with some restricted zones at 10 km/hour. What do you think about these permitted speeds?

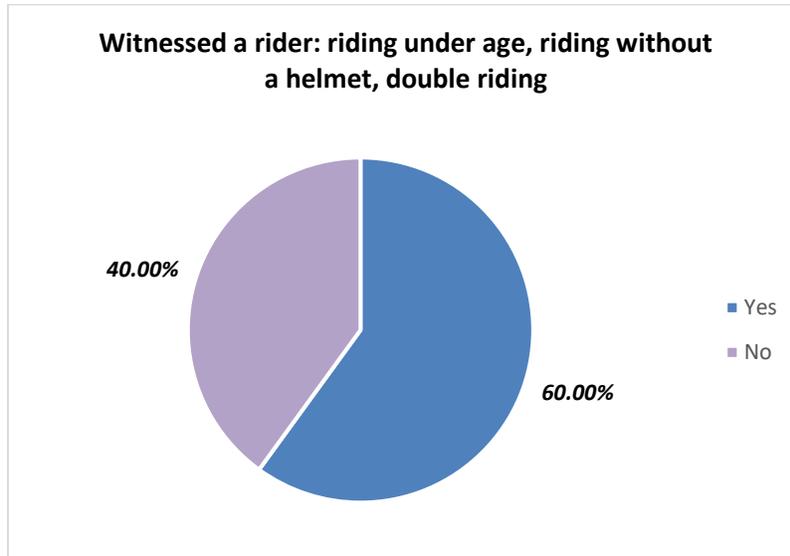


Question 13: What is the minimum age for riders in other municipalities you operate in?



### Practices with E-scooters

Question 12: Did you at any time witness a rider: riding underage, riding without a helmet, double riding. If yes - what did you do about it?



**If you any time witnessed a rider: riding underage, riding without a helmet, double riding, what did you do about it?**

*"The helmet is not mandatory; however, we provided financial incentives for those who submitted a helmet selfie. Double Riding and underage - even though the rate was low, our Patrol team warned people and fined repeat offenders."*

*-Roll*

*"When spotted and deemed safe to do so, our staff approached riders to educate them on proper and safe riding etiquette. Additionally, we've conducted nine Scoot Safe events in Red Deer throughout the season, where we educated the public on safe riding behavior and promoted helmet use through fun activities and interactive quizzes."*

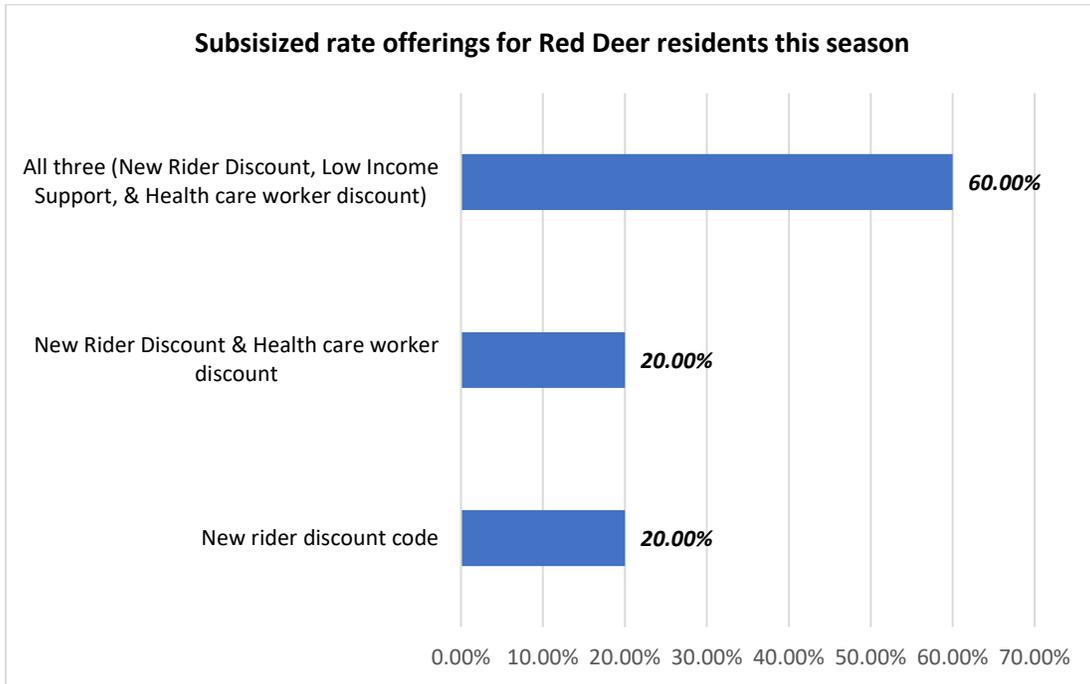
*-Neuron*

*"Our foot patrol team was in the field, actively providing rider education on proper procedures and safety."*

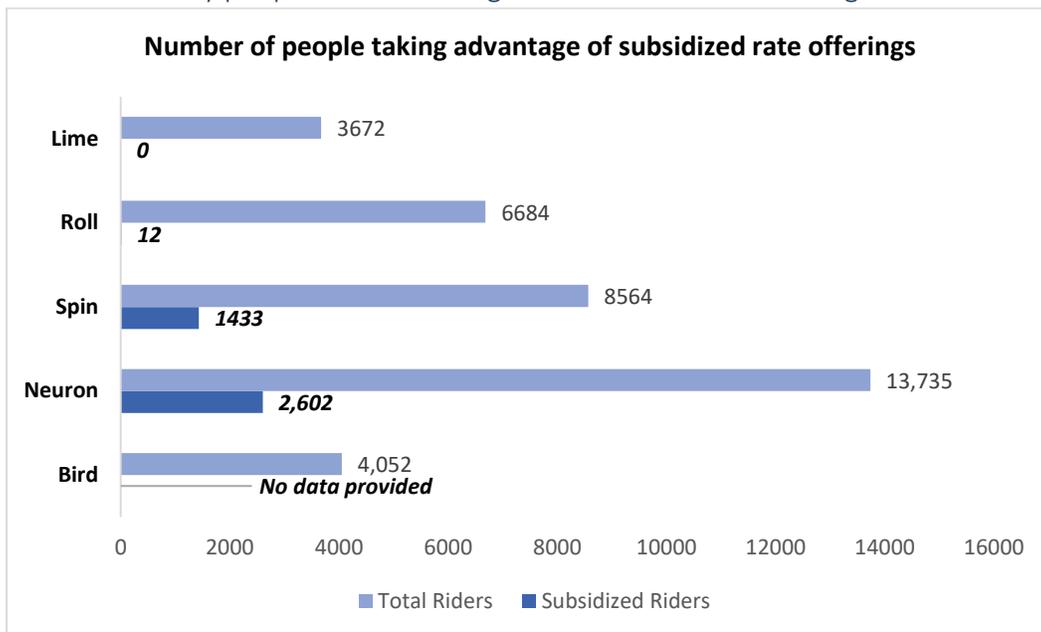
*-Lime*

E-scooter’s subsidized rates and utilization

Question 14: What kinds of subsidized rate offerings did you offer Red Deer residents this season?

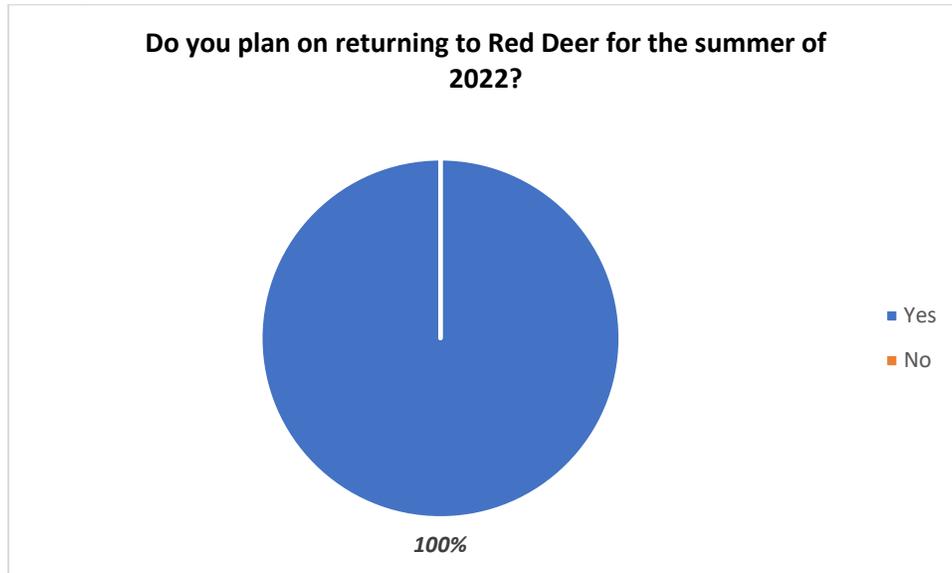


Question 15: How many people took advantage of subsidized rate offerings?



Further plan and recommendations

Question 16: Based on this first season operating in Red Deer (July 1 - October 31, 2021), do you plan on returning to Red Deer for the summer of 2022?



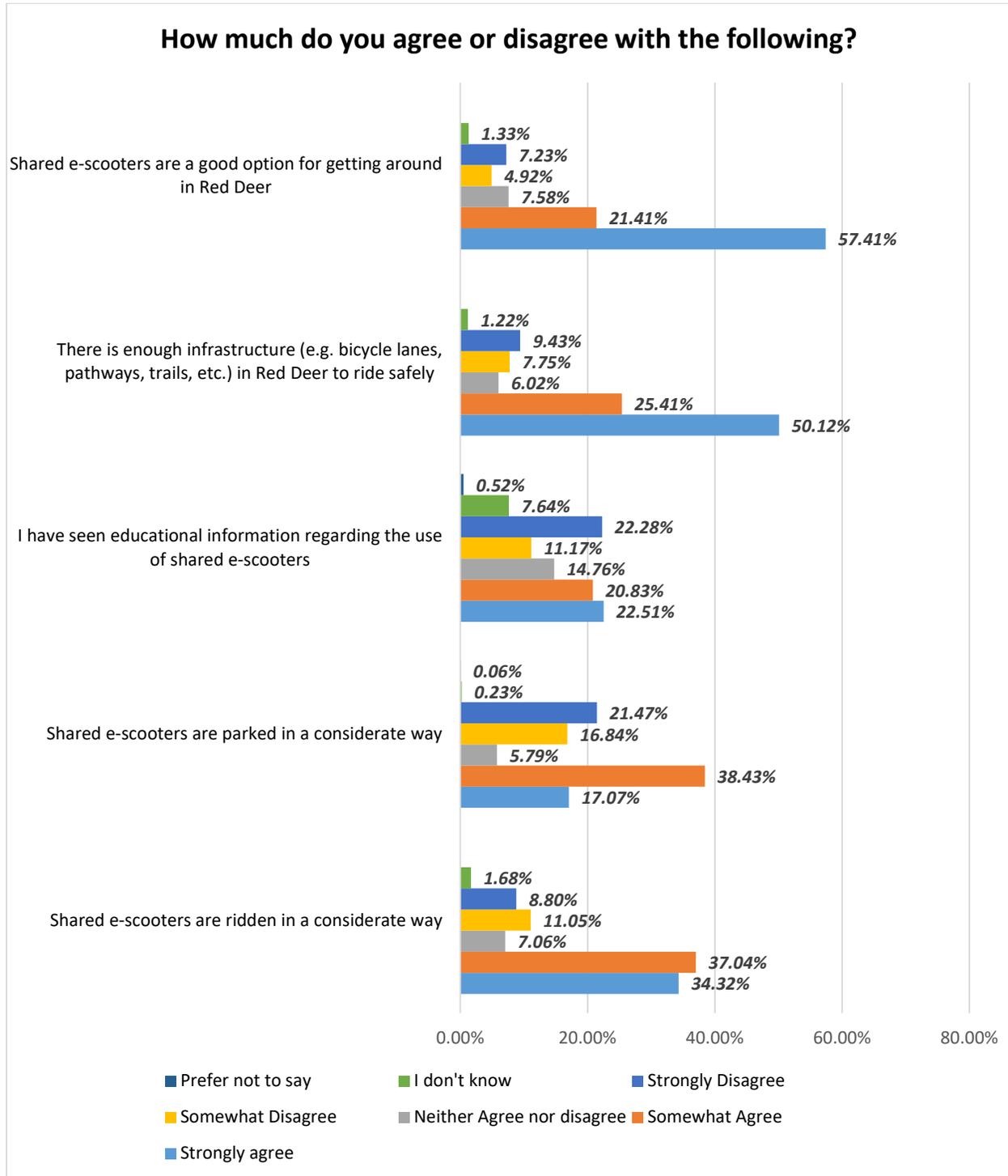
Question 17: Do you have any other feedback, or suggested improvements for the program you would like to share with us?

<p><b>Transitioning towards a capped operator model</b></p>	<p><i>“Neuron humbly requests Council to consider transitioning towards a capped operator model, as determined through a competitive process. A capped operator model would yield higher economies of scale for operators, empowering selected operators to reinvest in partnership with the City, our support for local businesses and community groups, and in their innovation cycle. A competitive process would allow the City to set the standard of safety and operational requirements based on local concerns (such as parking or helmet use) and ensure all operators in Red Deer are able to meet or exceed all the relevant standards.”</i></p> <p style="text-align: right;"><i>-Neuron</i></p>
<p><b>Limiting the number of operators in Red Deer.</b></p>	<p><i>“...Limiting the number of operators in Red Deer...”</i></p> <p style="text-align: right;"><i>-Spin</i></p> <hr/> <p><i>“We hope to highlight better the depths of our program, including higher levels of community engagement, low-income access, and educational safety training that we have at our disposal to the City of Red Deer in 2022. We believe that in order to do so and avoid overcrowding public spaces, Red Deer would benefit from narrowing the program down to 1-2 providers to best capture the city's transportation needs.”</i></p> <p style="text-align: right;"><i>-Roll</i></p>

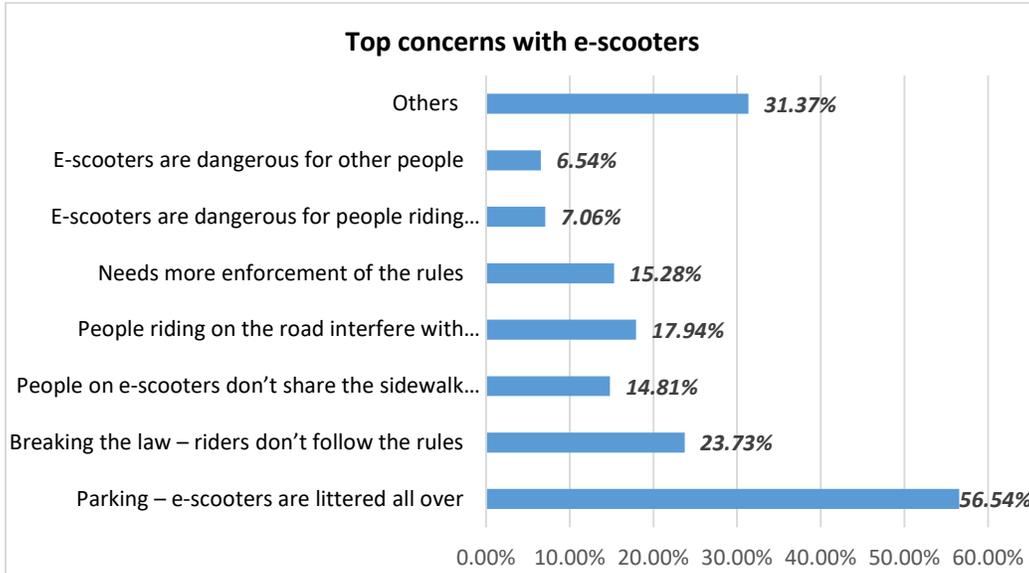
## Public Survey Results – E-Scooter Pilot

### Season 1 – July 1, 2021 to October 31, 2021

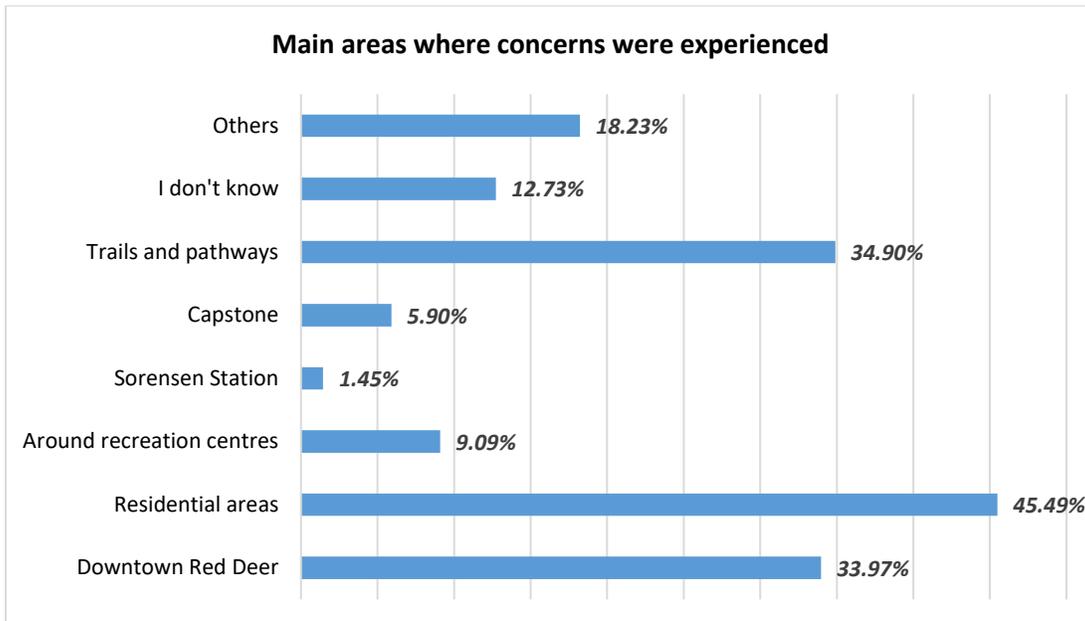
#### Question 1



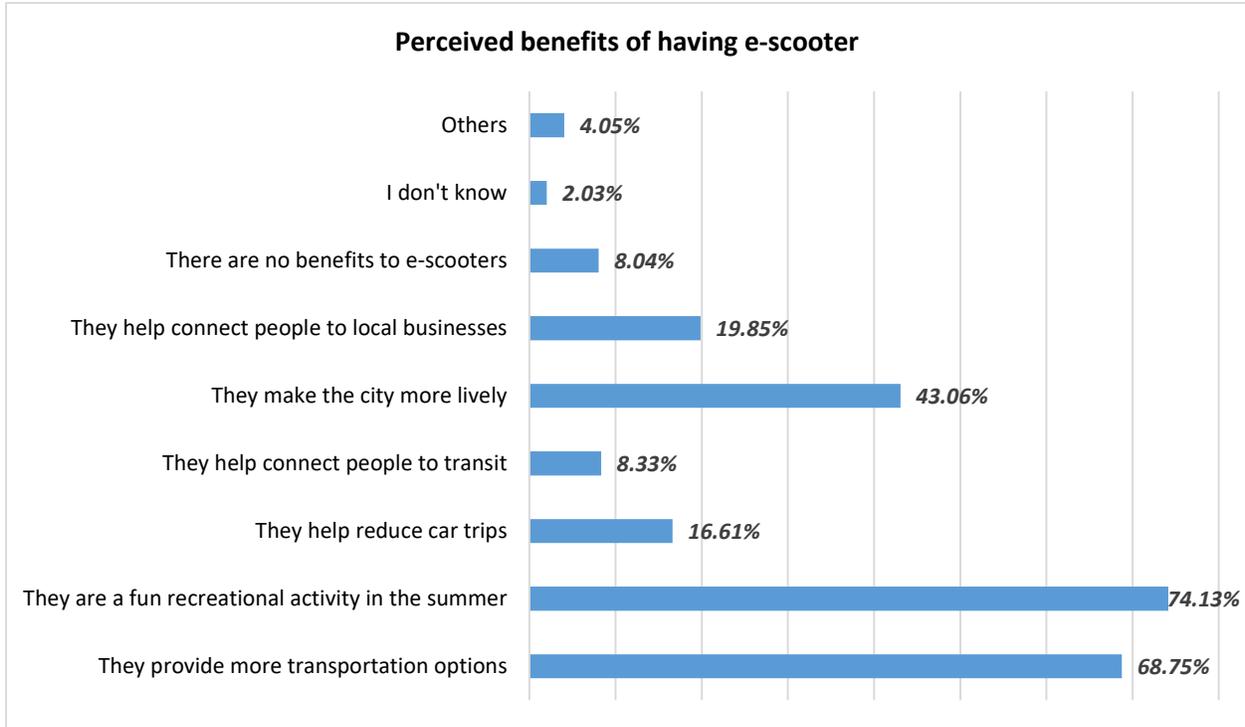
**Question 2**



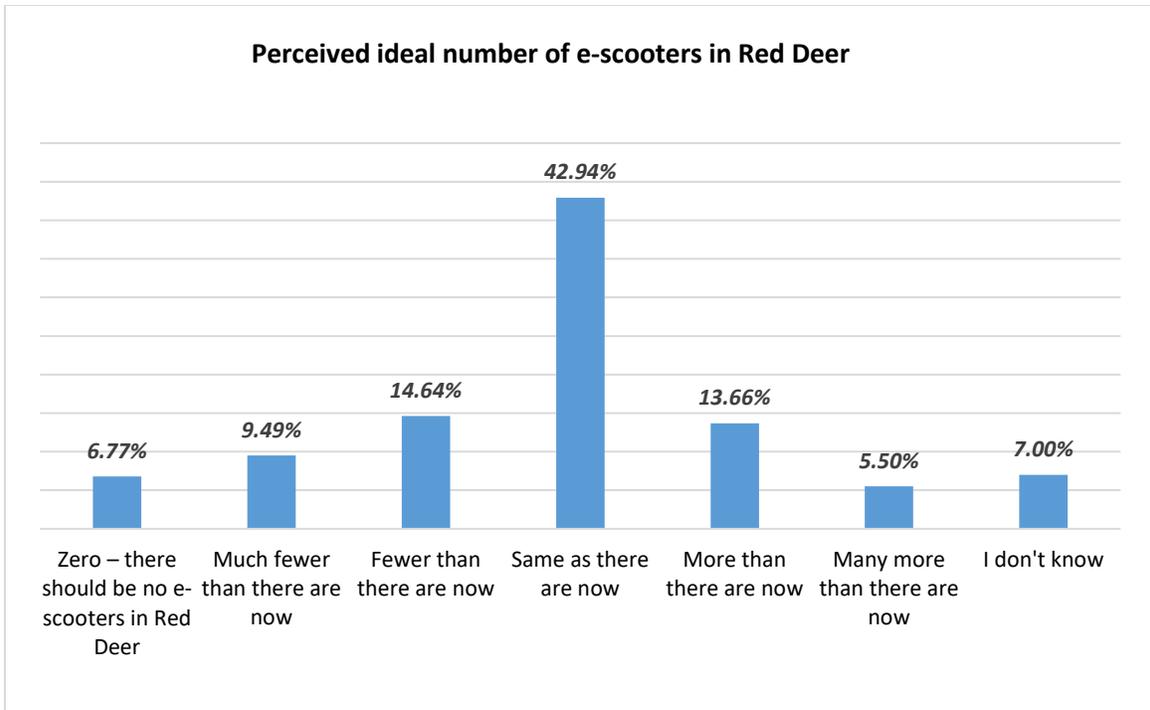
**Question 3**



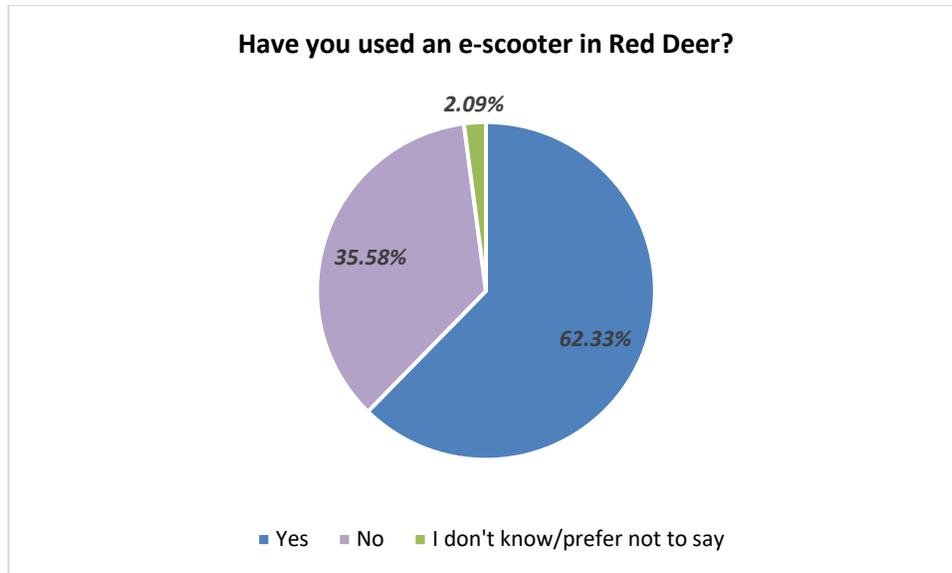
**Question 4**



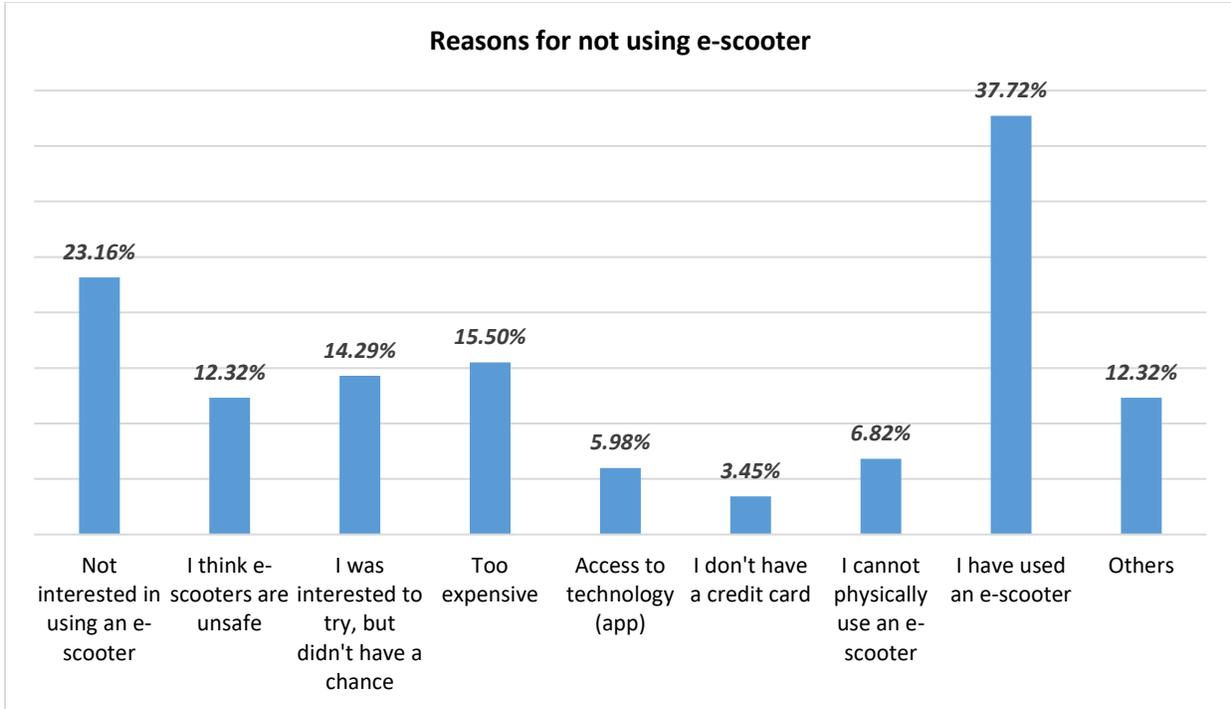
**Question 5**



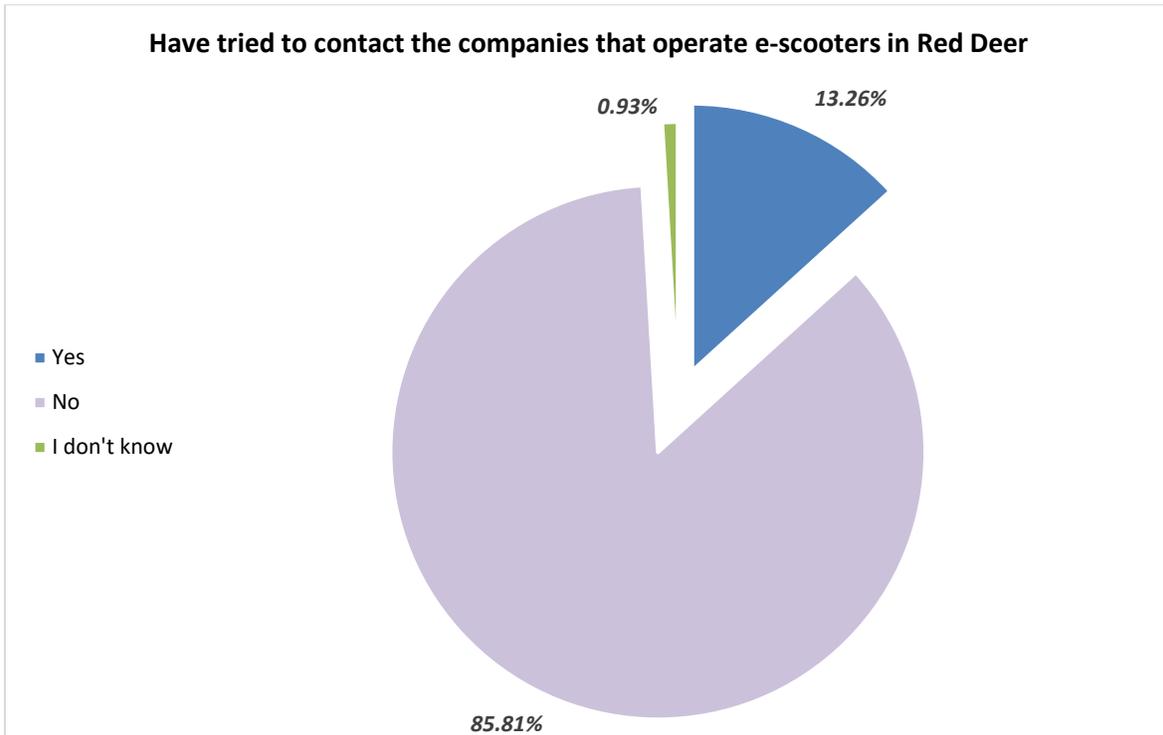
### Question 6



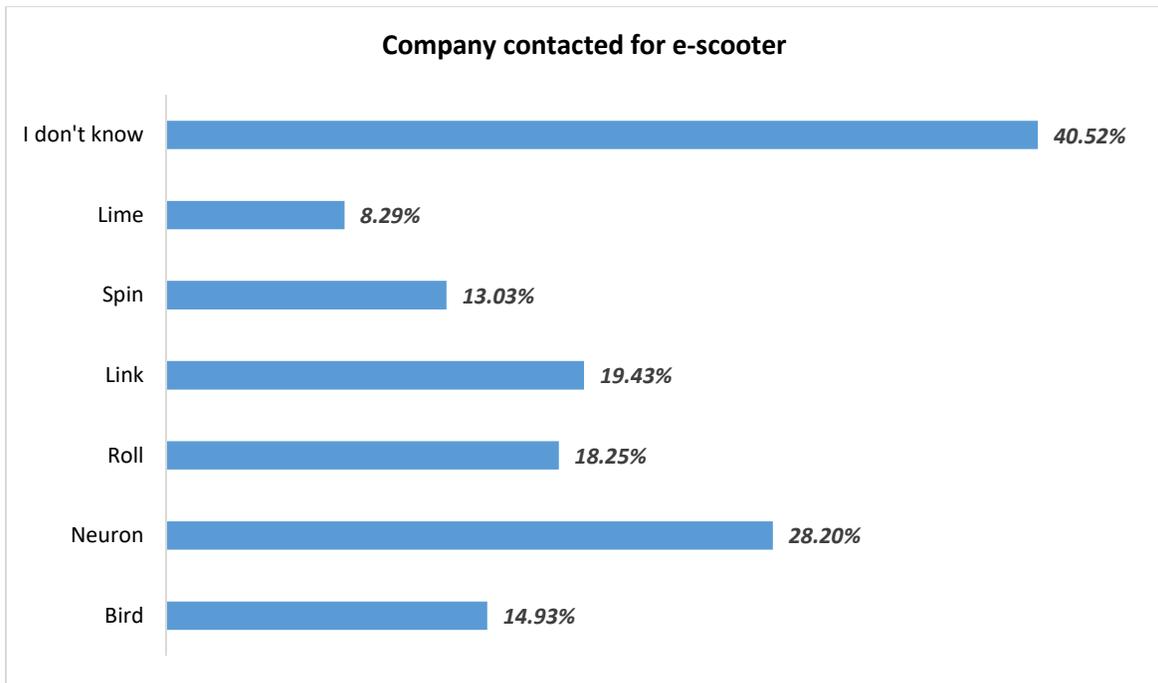
### Question 7



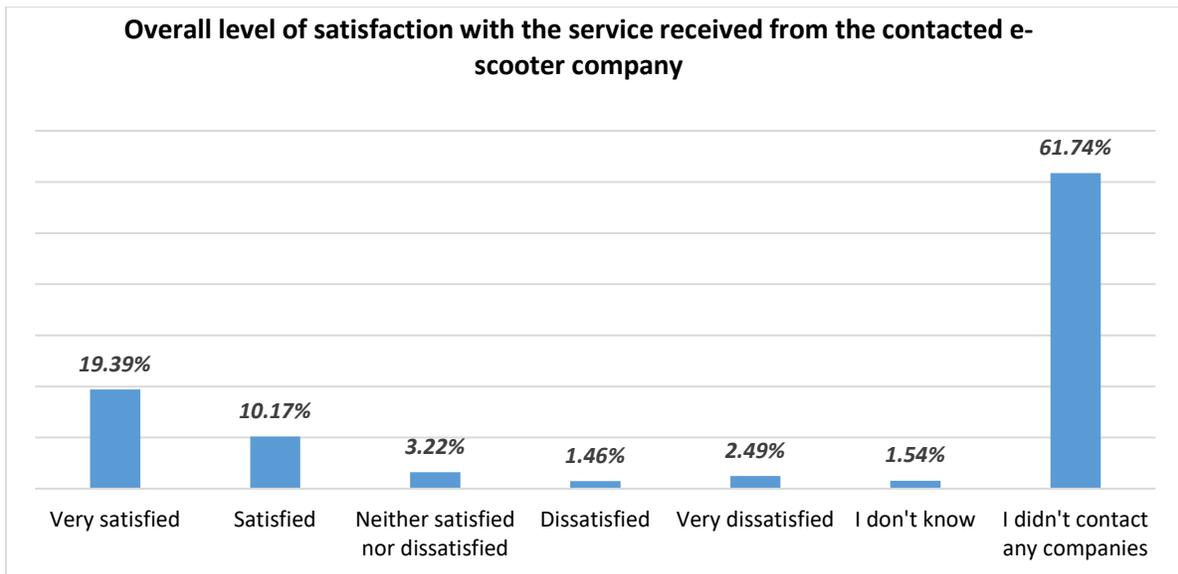
### Question 8



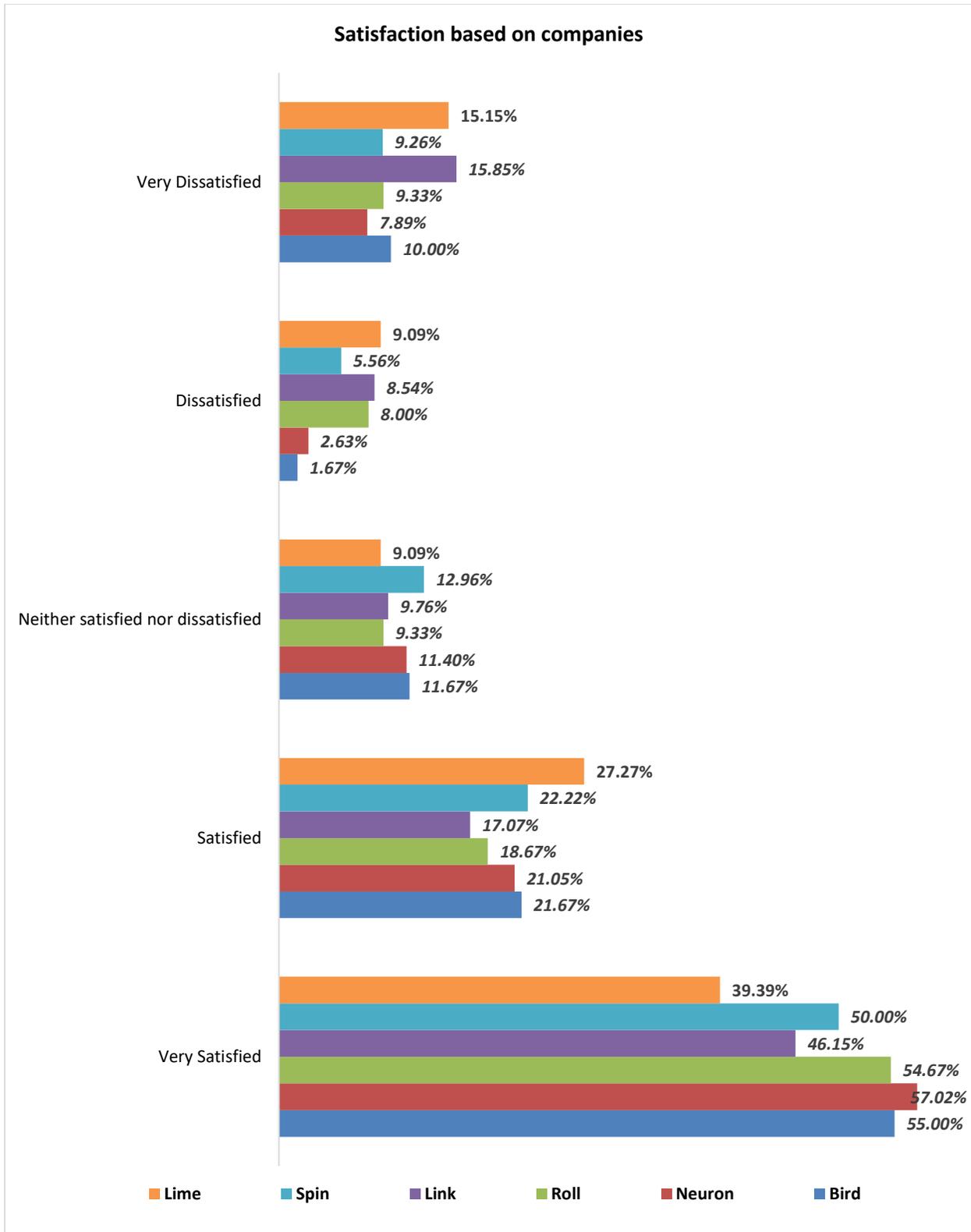
**Question 9**



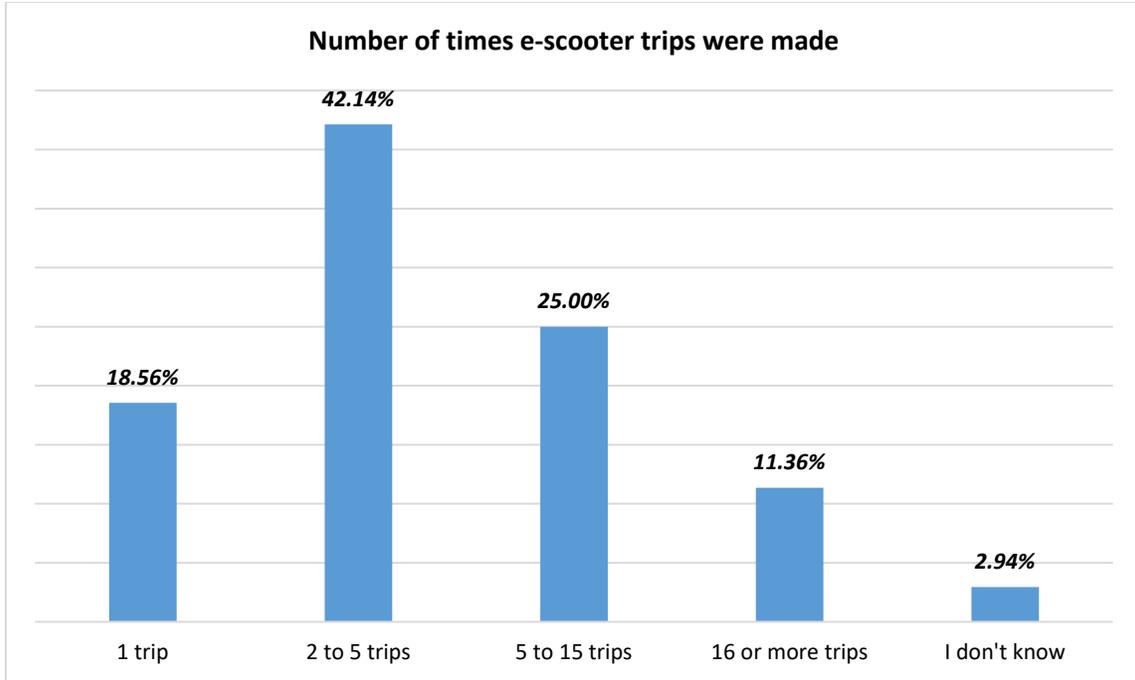
**Question 10**



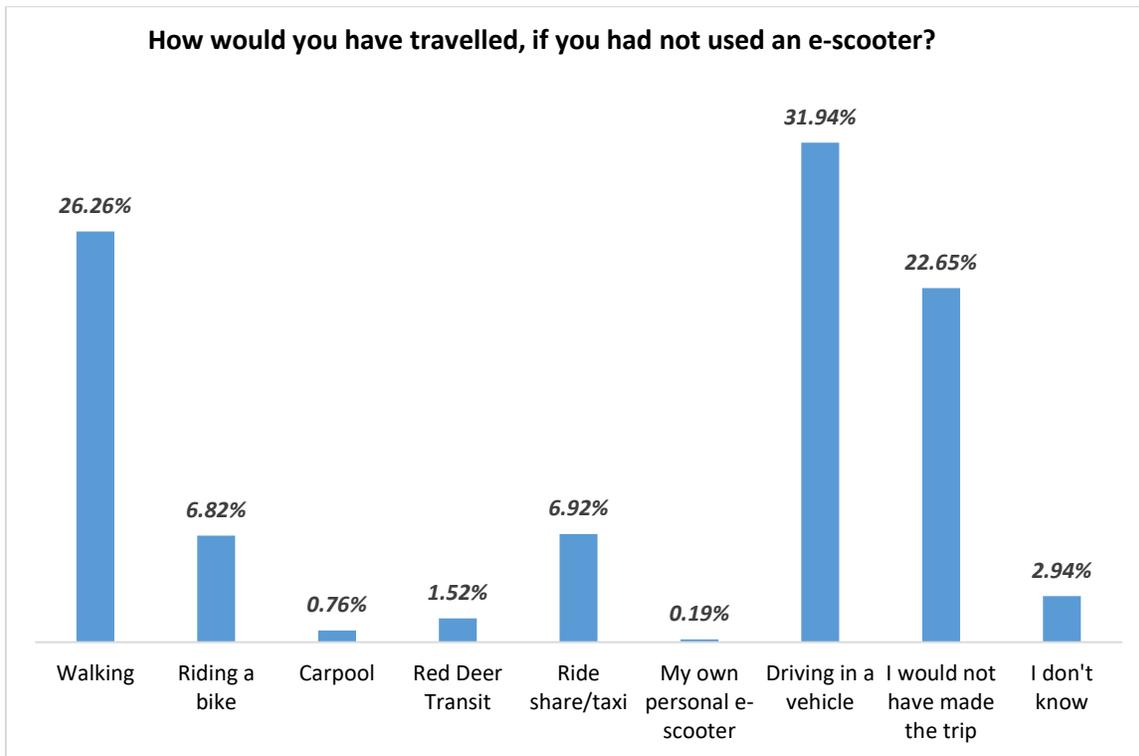
**Level of satisfaction based on companies**



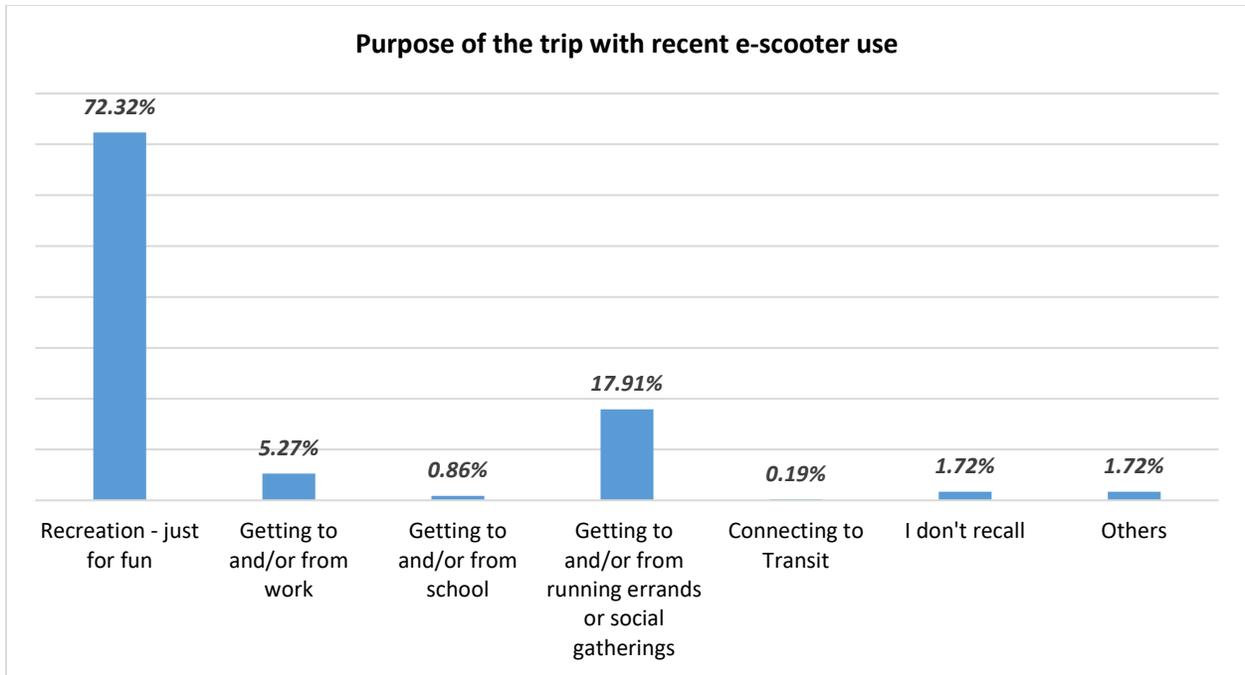
Question 11



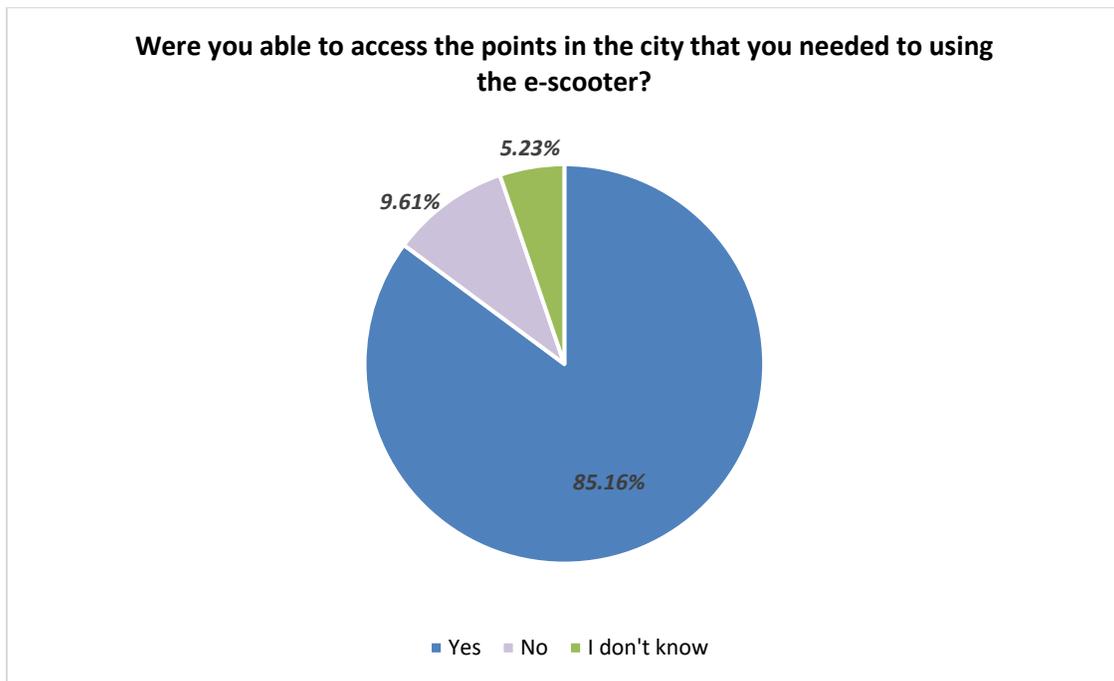
### Question 12



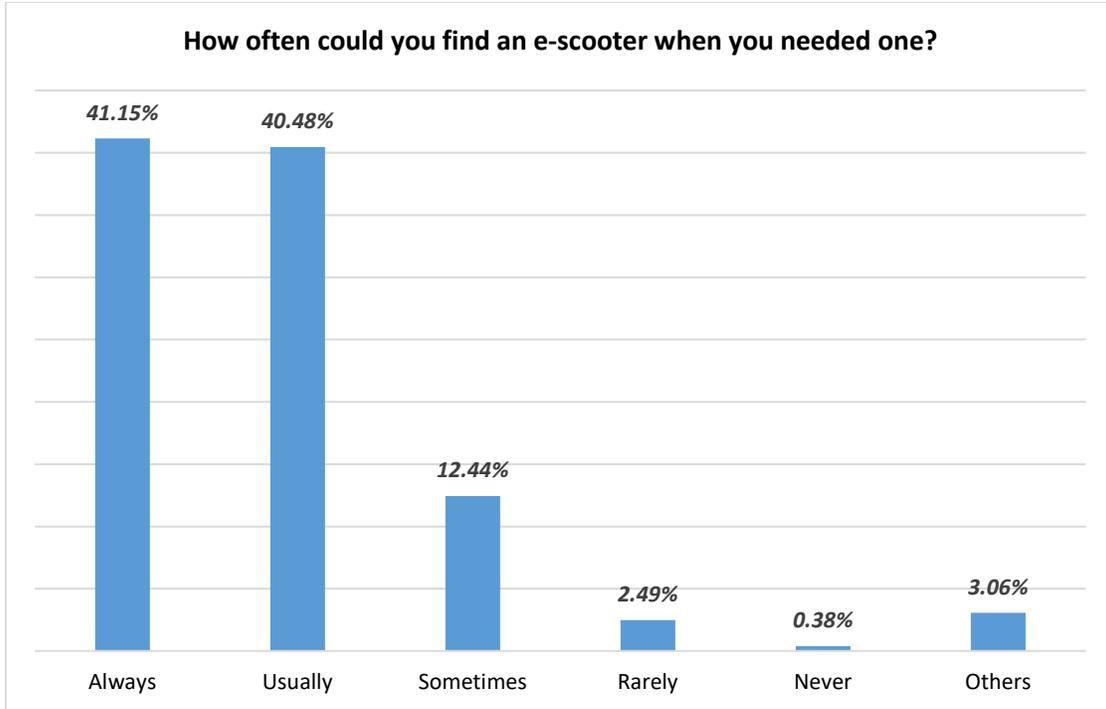
### Question 13



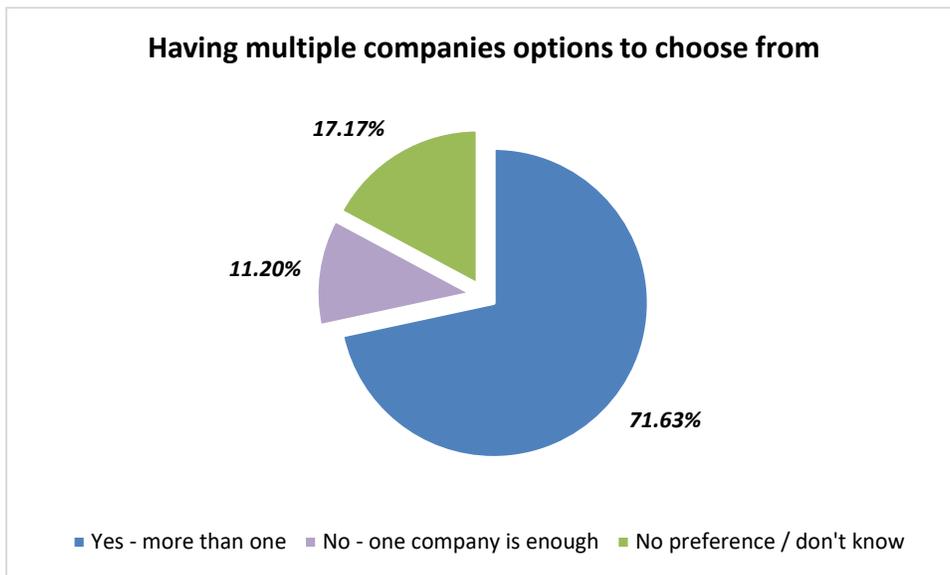
### Question 14



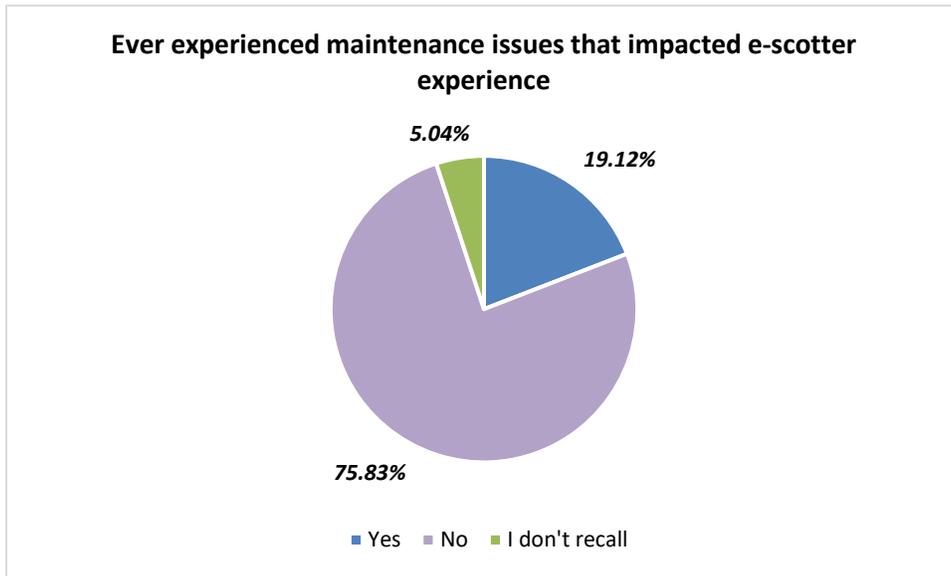
### Question 15



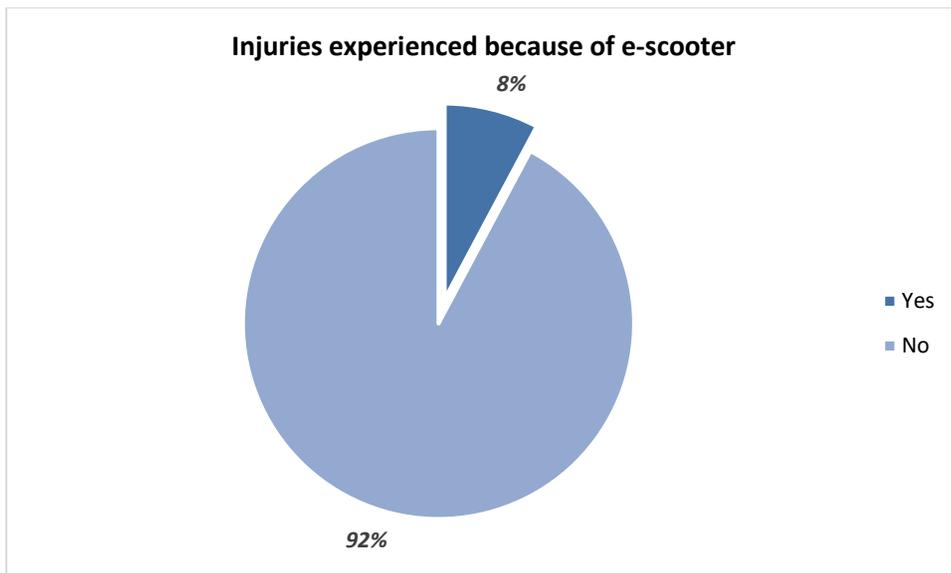
### Question 16



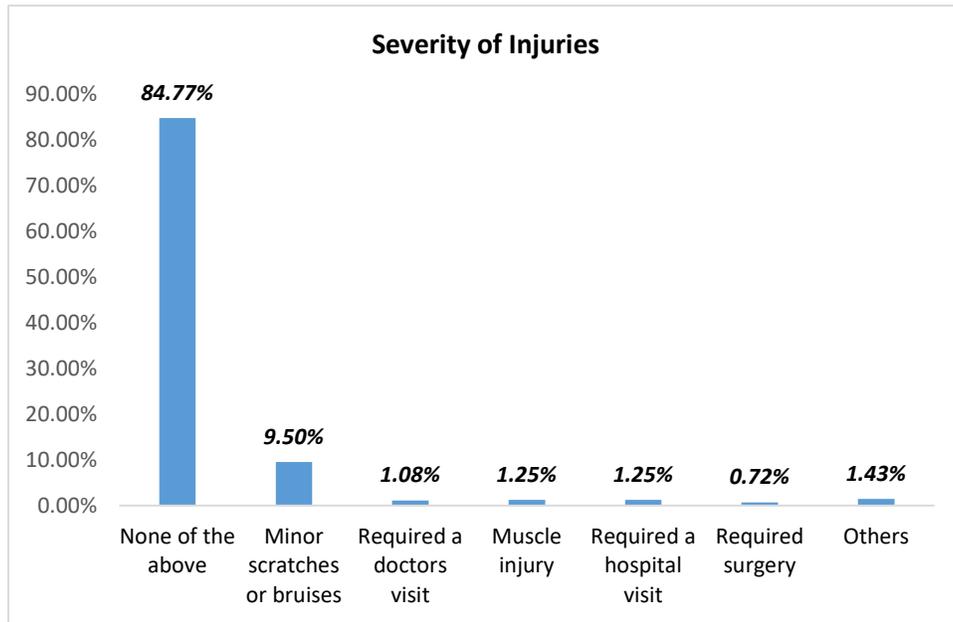
**Question 17**



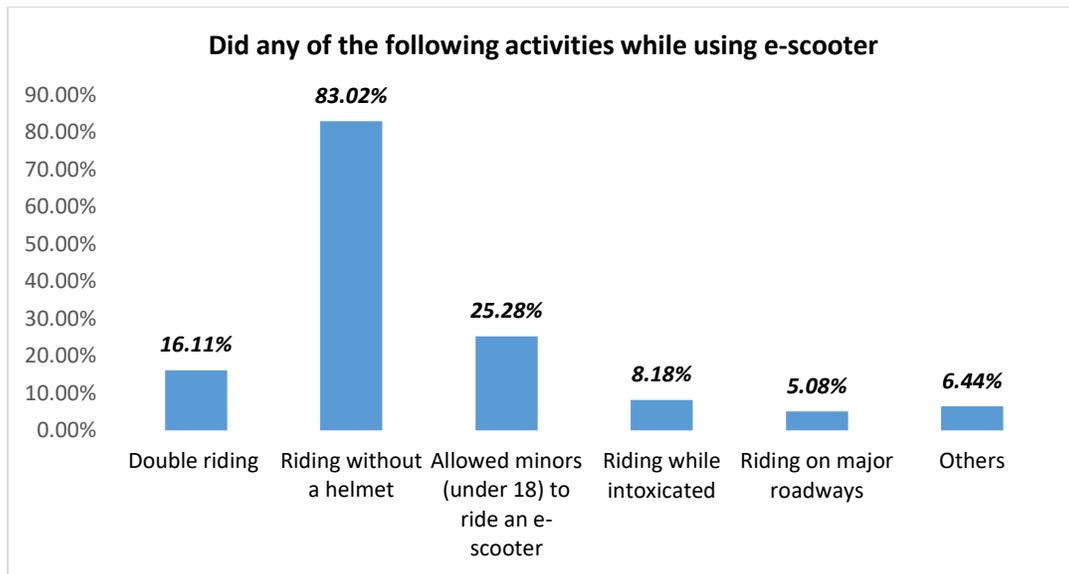
**Question 18**



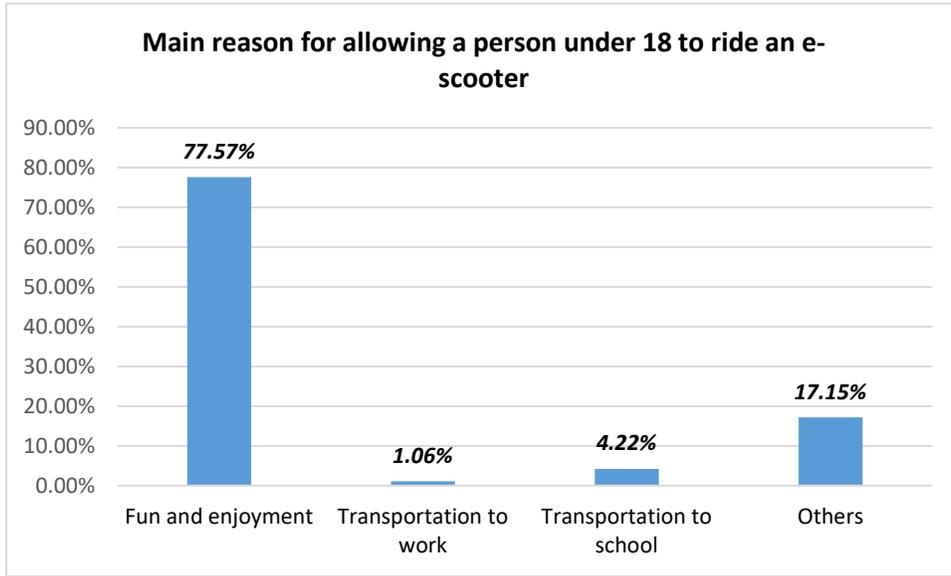
Question 19



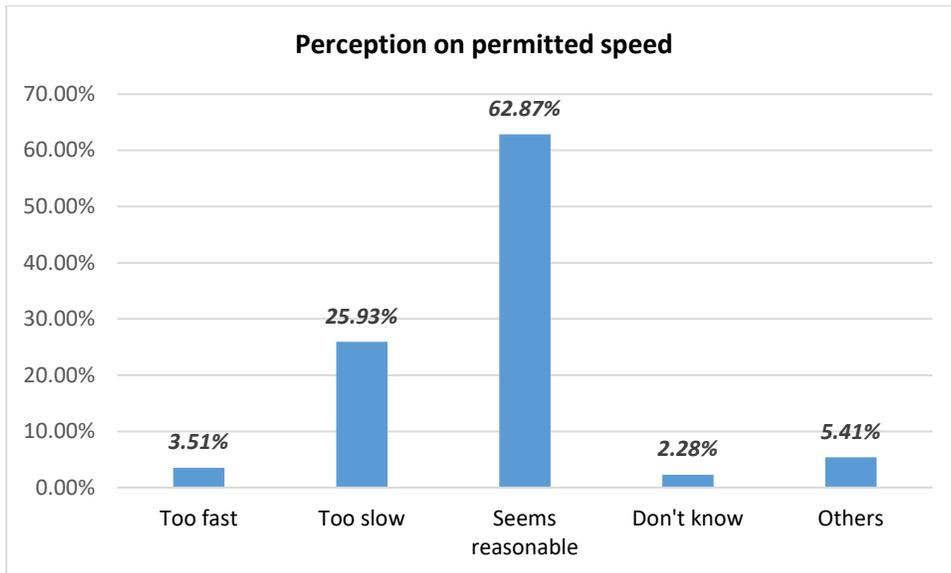
Question 20



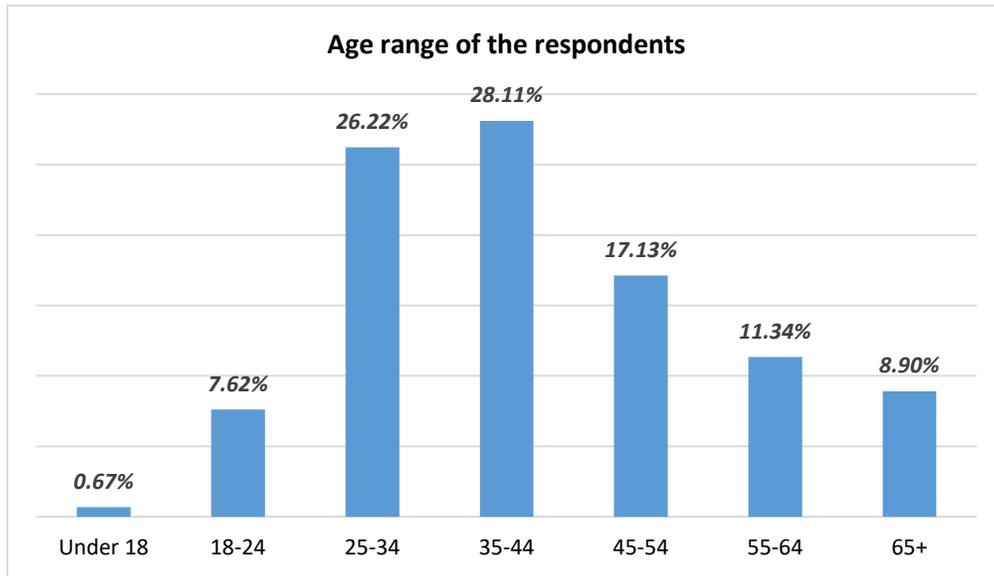
**Question 21**



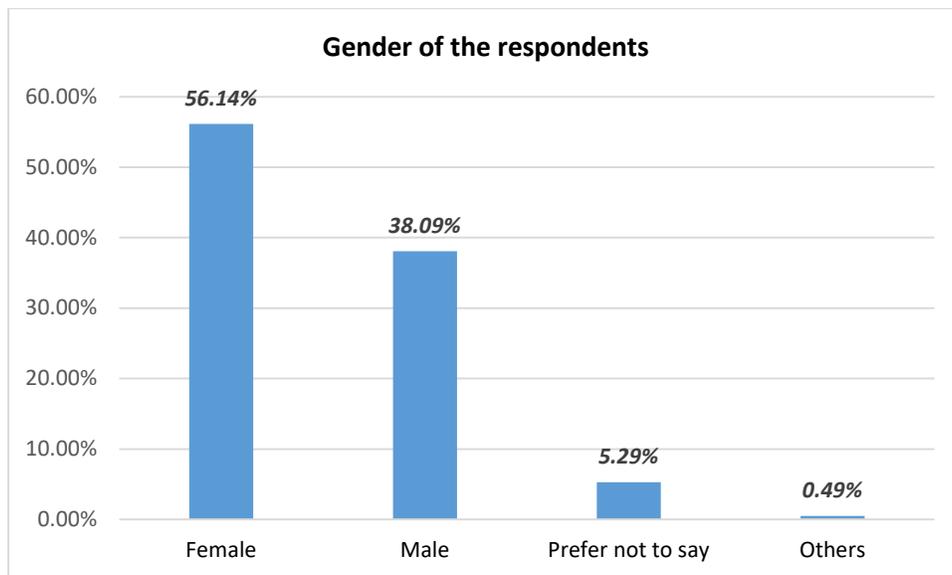
**Question 22**



**Question 24**



**Question 25**



**BYLAW 3186/A-2022**

Being a bylaw to amend Bylaw 3186/1997, the *Traffic Bylaw* of The City of Red Deer as described herein.

COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, AMENDS BYLAW 3186/1997 AS FOLLOWS:

1 After section 22.1, insert a new section 22.2, as follows:

**PROHIBITED OPERATION**

22.2 No person shall operate a bicycle, skateboard, e-scooter, or similar device, without due care and attention or reasonable consideration for persons using the highway, sidewalk or trail.

2 After Section 73.2, insert new sections 73.3 and 73.4 as follows:

73.3 A person operating an E-Scooter shall not use the E-Scooter to carry a passenger.

73.4 A person less than 18 years old shall not operate an E-Scooter.

3 Amend Schedule "L" by deleting and replacing section 22.1 and adding section 22.2, 73.3 and 73.4 in numerical order:

22.1	Operating bicycle, E-Scooter, skateboard, roller blades in Transit Terminal	100.00
22.2	Operating without due care and attention	250.00
73.3	Operating an E-Scooter with a passenger	100.00
73.4	Operating an E-Scooter under 18 years old	60.00

4 This Bylaw shall come into force and effect on the day it is passed.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      , 2022.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      , 2022.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      , 2022.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      , 2022.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

Strikethrough Version

## BYLAW NO. 3186/97

Being a bylaw of the City of Red Deer, in the Province of Alberta, to control and manage traffic upon Highways within the City of Red Deer;

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

1 This bylaw may be called the "Traffic Bylaw".

### DEFINITIONS

2<sup>1</sup> The definitions contained in the Interpretation Bylaw of the City of Red Deer and Section 1 of the *Traffic Safety Act*, R.S.A. 2000, c.T-6 and regulations thereunder shall apply to this bylaw unless a contrary intention is specifically stated in this Bylaw. In this Bylaw, the following terms shall have the meanings shown:

"City Engineer" means the Director of Development Services or his deputy, agent, or representative;

<sup>2</sup>"Commercial loading zone" means a space on a highway, marked with a City authorized sign containing the words "Commercial Loading Zone", for parking of commercial vehicles during actual loading or unloading of goods or other materials.

"Courier Service" means a business that provides courier services;

"Curb" means the actual curb, if there is one or, if there is none, means the point of division between the roadway and that part of the highway not intended for vehicular use;

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<sup>1</sup> 3186/B-2000, 3186/A-2005

<sup>2</sup> 3186/B-2006

“Curb Cut” means a driveway across a sidewalk or curb for vehicular traffic;

<sup>1</sup>“E-Scooter” means a motor vehicle that:

- i) has a permit to operate granted by the province of Alberta;
- ii) has steering handlebars;
- iii) consists of a footboard mounted on two or three wheels; and
- iv) while capable of being propelled by muscular power, may be propelled by one or more electric motors;

“Exhibition Grounds” means the following described lands:

Lot 5, Block 1, Plan 822-2274

excepting thereout all that portion of the aforesaid lands used as a racetrack;

<sup>1</sup>“Heavy Vehicle” means a vehicle with or without a load that exceeds any of the following dimensions:

- (a) 2 axles;
- (b) 11 m in length;
- (c) a licensed gross vehicle weight of 7,500 kg

but does not include the type of vehicle commonly known as “recreation vehicle”, which is a vehicle or combination of vehicle and trailer designed for vacation, camping, or similar recreation purposes.

“Holiday” includes Sundays;

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<sup>1</sup> 3186/A-2021

<sup>1</sup> 3186/B-2002

“Holiday Trailer” means:

- (i) a trailer that is designated, constructed, and equipped as a permanent or temporary dwelling or sleeping place; or
- (ii) any structure that is designated, constructed and equipped as a permanent or temporary dwelling or sleeping place and intended or capable of being loaded on to or carried upon a motor vehicle or trailer;

“Inspections and Licensing Manager” means the manager appointed by the City Manager to that position;

“Metered Space” means a space or portion of highway in a metered zone marked out pursuant to this bylaw by painted lines or otherwise for the parking of a vehicle and at which space or portion a parking meter has been installed;

“Metered Zone” refers to a portion of highway or other public place within the City where parking meters are installed;

<sup>1</sup>“Oversize Load or Oversize Vehicle” means a load or vehicle size which exceeds the Normal Maximum weights or dimensions specified in the vehicle registration certificate or in the *Traffic Safety Act* of Alberta and regulations thereunder for that vehicle, or which exceeds the following maximum dimensions:

- (a) length – 23 m
- (b) height – 4.15 m

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<sup>1</sup> 3186/B-2002

(c) width – 2.6 m

“Parking Meter” means a mechanical device designed for the purpose of indicating the time during which a vehicle may be parked in a metered space;

“Parks Manager” means the Recreation, Parks and Culture Manager appointed by the City Manager to that position;

“Peace Officer”, “Special Constable”, and “Bylaw Enforcement Officer” shall include any employee of the City appointed as a special constable or bylaw enforcement officer and any member of the Canadian Corps of Commissionaires or the City Detachment of the R.C.M.P. appointed or assigned to enforce the provisions of this bylaw;

<sup>1</sup>“Playground Zone” means that portion of a highway identified as a playground zone by a traffic control device;

<sup>2</sup>“Public loading zone” means a space on a highway, marked with a City authorized sign containing the words “Public Loading Zone”, for the parking of non-commercial vehicles during actual loading or unloading of goods or other materials.

“Recreation Vehicle” means a motor vehicle designed, constructed, modified, or equipped as a temporary dwelling place, living abode, or sleeping place;

<sup>3</sup>“School Zone” means that portion of a highway identified as a school zone by a traffic control device;

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<sup>1</sup> 3186/A-2016

<sup>2</sup> 3186/B-2006

<sup>3</sup> 3186/A-2016

“Sign” or “Traffic Control Device” means any sign, signal, marking, or device placed, marked or erected under the authority of this bylaw for the purpose of regulating, warning or guiding as defined in the *Traffic Safety Act* of Alberta and regulations thereunder;

<sup>1</sup>“Special Event” means a promotion, parade, procession, race or display that requires use of City property or a highway within the City, and for that purpose:

- (a) “promotion” means one or more persons gathered for the purpose of soliciting, protesting, rallying, entertaining, evangelizing or selling goods or services;
- (b) “parade”, “procession”, “race” or “display” means any group of pedestrians or vehicles or a combination of pedestrian and vehicles, other than a funeral or military processions, marching, walking, running, standing, proceeding or riding upon City property or a highway within the City;

“Taxi-Cab” means a vehicle licensed as a taxi-cab under the Taxi Business Bylaw of the City;

“Time” means either Mountain Standard Time or Mountain Daylight Saving Time, whichever is proclaimed to be in effect by the Province of Alberta;

“Trailer” means a vehicle which is designated to be attached to or drawn by a motor vehicle;

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<sup>1</sup> 3186/B-2001

<sup>1</sup>“Transit Terminal” means an area intended exclusively for use by public transit vehicles to allow passengers to embark and disembark and for use by passengers awaiting rides on public transit, and includes all buildings, surfaces, structures, walls, fences and street furniture associated therewith and in particular the area shown in the sketch attached as Schedule “M” to this Bylaw.

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<sup>1</sup> 3186/C-2002

**PART 1**

**SPEED**

**SPEED LIMIT GENERAL**

- 3 Unless otherwise provided for in this bylaw, the speed limit in the City shall be 50 kilometres per hour.

**SPEED LIMIT IN LANES**

- 4 No person shall drive a vehicle in an alley at a speed in excess of 20 kilometres per hour.

**<sup>1</sup>SPEED LIMIT IN SCHOOL ZONES AND PLAYGROUND ZONES**

- 4.1 (1) The maximum speed limit for a school zone or a playground zone is 30 kilometers per hour.
- 4.1 (2) The maximum speed limit for a school zone is in effect between the hours of 8:00 a.m. and 4:30 p.m. on any day that school is held.
- 4.1 (3) The maximum speed limit for a playground zone is in effect between the hours of 8:00 a.m. and 9:00 p.m.

**SPEED LIMIT IN EXHIBITION GROUNDS**

- 5 No person shall drive a vehicle on the Exhibition Grounds at a speed in excess of 50 kilometres per hour or in excess of such other lower limit as may be posted by the Westerner Exposition Association.

**SPEED LIMIT IN TRAILER PARKS; SCHOOLS; SHOPPING**

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<sup>1</sup> 3186/A-2016

**CENTERS; MEMORIAL CENTER; CONDOMINIUMS**

- 6 No person shall drive a vehicle in excess of 20 kilometres per hour on any land which is part of a trailer park, school, shopping center, condominium property, or the Memorial Center, being Lot E, Plan 3962 HW;

**SPEED LIMIT RE: SCHEDULE "A" - 30 Kilometres per Hour**

- 7 No person shall drive a vehicle in excess of 30 kilometres per hour on any highway referred to in Schedule "A" of this bylaw.

**SPEED LIMIT RE: SCHEDULE "B" - 60 Kilometres per Hour**

- 8 No person shall drive a vehicle in excess of 60 kilometres per hour on any highway referred to in Schedule "B" of this bylaw.

**SPEED LIMIT RE: SCHEDULE "C" - 70 Kilometres per Hour**

- 9 No person shall drive a vehicle in excess of 70 kilometres per hour on any highway referred to in Schedule "C" of this bylaw.

**SPEED LIMIT RE: SCHEDULE "D" - 80 Kilometres per Hour**

- 10 No person shall drive a vehicle in excess of 80 kilometres per hour on any highway referred to in Schedule "D" of this bylaw.

**SPEED LIMIT RE: SCHEDULE "E" - 100 Kilometres per Hour**

- 11 No person shall drive a vehicle in excess of 100 kilometres per hour on any highway referred to in Schedule "E" of this bylaw.

**SPEED LIMIT RE: SCHEDULE “G”**

12 No person shall operate a slow moving vehicle on highways referred to in Schedule “G” of this bylaw, between the hours of 7:00 a.m. and 9:00 a.m. or between the hours of 4:00 p.m. and 6:00 p.m., Monday to Friday inclusive.

13 The provisions of Section 12 shall not apply to any vehicle owned by or under contract to the City or any other public utilities service including, but not limited to, telephone, electric, natural gas, and cablevision systems, as well as emergency vehicles of every nature and kind including, but not limited to, fire trucks, ambulance services, police services, bylaw enforcement services while such vehicle is:

- (i) actually engaged in maintenance or emergency operations; or
- (ii) travelling to any location for the purpose of emergency street maintenance operations.

**PART 2**

**RIGHTS AND DUTIES OF PEDESTRIANS**

**STREET CROSSING WHERE SIGN PROHIBITS OBSTRUCTING HIGHWAY**

- 14            No pedestrian shall cross any highway at a point where a sign prohibits such crossing.
  
- 15            Two or more persons shall not stand so near to each other on any highway as to obstruct the entrance to buildings or to obstruct or prevent any other persons using such highway, and forthwith upon request being made by any peace officer or other person duly authorized to do so, shall disperse and move away.
  
- <sup>1</sup>16           No person shall obstruct, impede or inconvenience vehicular or pedestrian traffic or a permitted Special Event.

**PUBLIC MEETINGS**

- 17            Nothing in Sections 15 and 16 shall be construed as prohibiting the congregating or assembling of individuals to attend and listen to public speaking so long as the proceedings thereat are peaceable and orderly and sufficient space is left on the highway to allow free movement of the ordinary traffic, but should any highway at or near such assembly become in consequence thereof so obstructed as to obstruct or impede such ordinary traffic, the persons so obstructing or impeding shall forthwith move away on being requested to so do by any peace officer or by any other person duly authorized. Any person refusing or failing to forthwith

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<sup>1</sup> 3156/B-2001

move away upon being requested as aforesaid shall be guilty of an offence under this bylaw.

### **WATCHING PARADE**

- 18 Nothing in Sections 15 or 16 shall be construed as prohibiting the assembling of persons for the purpose of watching a parade or procession duly authorized by the City Manager.

### **HITCH HIKING**

- 19 No person shall stand upon or walk along a highway for the purpose of soliciting a ride from the driver of any vehicle.

**PART 3**

**BICYCLE PATHS-SIDEWALKS**

**OPERATE MOTOR VEHICLE ON SIDEWALK**

20<sup>1</sup> No person shall operate or park a motor vehicle, other than an E-Scooter, on any sidewalk, pedestrian overpass, bicycle path or pedestrian path on any public lands owned by the City.

**BICYCLES ON SIDEWALKS**

21 No person shall ride a bicycle on a sidewalk where prohibited by doing so by a sign.

**SKATEBOARDS ON SIDEWALKS**

22 (1) No person shall operate a skateboard on City sidewalk on which the operation of a bicycle is prohibited.

(2) A peace officer may seize and impound for a period of up to 14 days any bicycle or skateboard which is used or operated in contravention of any City bylaw.

22.1<sup>1</sup> No person shall operate a bicycle, E-Scooter, skateboard, roller blades or any similar device on any Transit Terminal or parkade.

**PROHIBITED OPERATION**

22.2 No person shall operate a bicycle, skateboard, e-scooter, or similar device, without due care and attention or reasonable consideration for persons using the highway, sidewalk or trail.

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<sup>1</sup> 3186/A-2021

<sup>1</sup> 3186/C-2002, 3186/A-2010, 3186/A-2021

**PART 4**

**PARKING-GENERAL**

**PROHIBITED STOPPING**

23 No person shall stop a vehicle where prohibited from doing so by a sign.

**PROHIBITED PARKING**

24 <sup>1</sup>No person shall stop or park a vehicle at any of the following locations: (a)<sup>2</sup>

**Construction Area** – with the exception of authorized construction personnel, upon any portion of a highway marked by a sign as a construction area;

(b)<sup>3</sup> **Bus Area** – (any portion of a highway marked by a sign as a bus stop or bus zone);

(c)<sup>4</sup> **Emergency Door** - in any place where the vehicle will in any way interfere with the use of a doorway intended as a fire or emergency exit from any building abutting the highway;

(d)<sup>5</sup> **Entrance to Fire Hall or Hospital** - in the entranceway to any fire hall or the ambulance entranceway to any hospital;

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<sup>1</sup> 3186/B-2006

<sup>2</sup> 3186/B-2006

<sup>3</sup> 3186/B-2006

<sup>4</sup> 3186/A-2000

<sup>5</sup> 3186/A-2000

(e)<sup>1</sup> **Designated Vehicles Only** – with the exception of designated vehicles, upon any portion of a highway marked by a sign as an area for designated vehicles. Without limiting the generality of the foregoing, the following classes of vehicles are designated vehicles:

- (i) police vehicles;
- (ii) Red Deer Transit System vehicles;
- (iii) bylaw enforcement vehicles ;
- (iv) funeral cars owned and being operated by a funeral chapel in the course of performing a funeral; and
- (v) school buses during such time that such buses are being used to transport students to and from the school, and loading and unloading of such students.

(f)<sup>2</sup> **No Parking Zone** - on any portion of a highway marked by a “No Parking” sign,

(g)<sup>3</sup> **Fire Lane** - on any portion of a highway marked by a “Fire Lane No Parking” sign.

## LOADING AND UNLOADING

24.14 No owner or operator shall stop or park in a Commercial Loading Zone unless:

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<sup>1</sup> 3186/A-2000, 3186/B-2006

<sup>2</sup> 3186/A-2000

<sup>3</sup> 3186/A-2000

<sup>4</sup> 3186/A-2000, 3186/A-2005, <sup>2</sup> 3186/B-2006, <sup>3</sup> 3186/A-2008

- (a) the vehicle bears a commercial license plate or is identified as a commercial vehicle through signage; and
- (b) the owner or operator is actively engaged in loading or unloading of the merchandise or other materials; and
- (c) the commercial vehicle is not stopped or parked for a period of time exceeding 30 minutes.

24.22 No owner or operator shall stop or park a vehicle in any Public loading zone unless:

- (a) the owner or operator is actively engaged in loading or unloading a vehicle; and
- (b) the vehicle is not stopped or parked for a period or time exceeding 10 minutes.

24.3<sup>3</sup> No person shall park a motor vehicle in such a manner as to obstruct passage on any sidewalk or walkway or on a ramp or access designed to accommodate persons with mobility challenges.

25 (1) **Authority of City Engineer** - The City Engineer is hereby authorized to make provisions and regulations in times of emergencies, during snow removal or street cleaning operations, and in areas where construction or repairs are being carried out upon or near highways, related to the control and regulation of traffic, and without restricting the generality of the foregoing, may:

- (a) designate any highway as one which is closed temporarily in whole or in part to traffic and shall cause such highways to be so marked;

- (b) designate any area as one which parking privileges are temporarily suspended and shall cause such area to be so marked;
  - <sup>1</sup>(c) cause moveable signs to be placed on or near a roadway or at the entrance to an area to show where on-street parking is temporarily suspended due to road repair or snow plowing or removal activities at least 12 hours prior to the parking restrictions taking effect;
  - (d) temporarily suspend the existing speed limit and restrict the speed of vehicles to such speed as may be indicated in a sign placed in such areas.
- (2) No person shall park or drive a vehicle in contravention of any sign or signal placed in accordance with any such provision or regulation.
  - (3) No person shall tear down, remove or interfere with any such signs, signals, barricades, flares or other things placed in accordance with such provisions and regulations.
  - (4) <sup>2</sup>No person shall park a vehicle in any location in which parking has been suspended. This section only applies during the period when the parking restrictions declared by the City Engineer are in effect.

## ALLEYS

- 26 (1) No person shall park a vehicle in an alley, unless a sign permits parking, but alleys may be used for:

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<sup>1</sup> 3186/A-2014

<sup>2</sup> 3186/A-2014

- (a) the loading or unloading of goods from a commercial vehicle for a period not exceeding 30 minutes; or
  - (b) the loading or unloading of goods or passengers from vehicles other than a commercial vehicle for a period not exceeding 5 minutes, provided that the vehicle concerned in such loading or unloading of passengers or goods does not obstruct the alley as to prevent other vehicles or persons from passing along such lane.
- (2) The portion of alleys designated "Parking Permitted" in Schedule "H" of this bylaw are exempt from the provisions of Section 26.

### **LIMITED PARKING**

27 (1) No person shall park a vehicle in excess of the time designated and marked on a sign posted for the purpose of restricting the time for parking a vehicle.

(1.1)<sup>1</sup> For the purpose of this Section, a vehicle shall be deemed to be continuously parked in the same location unless it has been moved at least one City block away from that location.

### **SECOND OFFENCE**

(2) After the issuance of an offence ticket concerning a vehicle for the first violation of Section 27 and the vehicle remains parked in excess of the time permitted on the sign for a further period, then a second offence shall be deemed to have occurred and a further offence ticket may be issued for such offence.

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<sup>1</sup> 3186/A-2005

- (3) Section 27 shall not apply on a holiday, or such other day excepted by resolution of Council.

### **UNATTACHED HOLIDAY TRAILER**

- 28 (1) No person shall park a holiday trailer upon a highway unless it is attached to a motor vehicle by which it is carried, drawn or propelled.
- (2) When attached to a motor vehicle, a holiday trailer is deemed to be part of the motor vehicle.

### **TAXI STAND**

- 29 (1) No person shall park a vehicle other than a taxi-cab in a marked taxi-cab stand.
- (2) No person shall park and leave a taxi-cab unattended for a period exceeding 5 minutes at any taxi-cab stand unless such stand is at or adjoining the office of the taxi-cab company with which such taxi-cab is affiliated.
- (3) No person shall park a taxi-cab at a taxi-cab stand unless it is for hire.

### **TAXI CABS**

- 30 No person shall park a taxi-cab upon a highway except where authorized by a sign or as permitted by this bylaw.

- 31 A taxi-cab not for hire may park at a place where a sign so designates or as authorized by this bylaw for the parking of any vehicle.
- 32 In this bylaw a taxi-cab shall be deemed to be “for hire” unless, when parked:
- (a) its windows and doors are closed and locked;
  - (b) there is visibly displayed in the front windshield a printed sign in a form approved by the City Manager stating that the vehicle is not for hire; and
  - (c) the operator or any occupant of the taxi-cab does not solicit any business for such vehicle.

### **PROHIBITED PARKING/STOPPING**

- 32.11 (1) Except as required or permitted by this bylaw, by a traffic control device, or in compliance with the directions of a peace officer, or to avoid conflict with other traffic, **a driver shall not stop or park his vehicle:**
- (a) on a sidewalk or boulevard;
  - (b) on a crosswalk;
  - (c) within an intersection other than immediately next to the curb in a “T” intersection;

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<sup>1</sup> 3186/B-98, 3186/A-2021

- (d) at an intersection nearer than 5 metres to the projection of the lateral curb line of the highway at right angles to the direction of travel of the vehicle;
  - (e) within 5 metres of the approach to a stop sign or yield sign;
  - (f) within 5 metres of any fire hydrant, or when the hydrant is not located at the curb, within 5 metres of the point on the curb nearest the hydrant;
  - (g) within 1.5 metres of an access to a garage, private road or driveway, or a vehicle crossway over a sidewalk;
  - (h) within 5 metres of the near side of a marked crosswalk;
  - (i) alongside or opposite any street excavation or obstruction when the stopping or parking would obstruct traffic;
  - (j) at any other place where a traffic control device prohibits stopping or parking, during the times stopping or parking is so prohibited;
  - (k) on the roadway side of a vehicle parked or stopped at the curb of edge of the roadway;
- (2)<sup>1</sup> Section 32.1 (1) (a) shall not apply to E-scooters.

## **PARALLEL PARKING**

- 32.2<sup>1</sup> When parking on a roadway, a driver shall park his vehicle facing the direction of travel authorized for that portion of the roadway on which the

vehicle is parked, with its sides parallel to and its wheels not more than 500 millimetres from the curb or edge of the roadway.

### **ANGLE PARKING**

32.3<sup>2</sup> Where angle parking is permitted or required, a driver shall park his vehicle with one front wheel not more than 500 millimetres from the curb or edge of the roadway and with its sides between and parallel to any two of the visible parking guidelines, or at an angle of between 30 and 60 degrees to the curb or edge of the roadway where no parking guidelines are visible.

### **VEHICLE ON JACK**

32.4<sup>3</sup> No person shall leave a vehicle unattended on a highway while it is supported by a jack or similar device.

### **ABANDONING OF VEHICLE**

32.5<sup>1</sup> (1) No person shall park a vehicle, holiday trailer or recreation vehicle on a highway at the same location in excess of 72 continuous hours.

(2) Where public parking is permitted on public or private property, no person shall park a vehicle, holiday trailer or recreation vehicle in excess of 48 continuous hours without the express or implied consent of the owner or person in lawful possession or control of the property.

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<sup>1</sup> 3186/A-2021

<sup>1</sup> 3186/B-98

<sup>2</sup> 3186/B-98

<sup>3</sup> 3186/B-98

- (3) Except as provided for in the City of Red Deer Land Use Bylaw, no owner or occupant of a site shall permit a vehicle, holiday trailer or recreation vehicle parked on such site to be used for living or sleeping accommodation.
- (4) In a residential district no person shall park a recreation vehicle or holiday trailer on a highway immediately adjacent to or directly in front of a residence without the consent of the owner or occupant of that residence.
- (5) For the purpose of subsection 32.5(1) and (2), a vehicle shall be deemed to be continuously parked in a location unless it has been moved at least one City block from that location.

32.6<sup>2</sup> No person shall drive or park a vehicle on any highway so as to block, obstruct, impede or hinder traffic thereon. This prohibition does not apply where the obstruction is unavoidable due to mechanical failure of the vehicle provided that the person promptly takes measures to remove the vehicle from the highway within 48 hours.

## **EMERGENCY VEHICLES**

33 Nothing in this bylaw prohibits police vehicles, bylaw enforcement vehicles, ambulances, fire trucks, or any other emergency vehicle as well as vehicles engaged in highway repair, maintenance, or inspection from being parked on the roadway by their operators in the performance of their duties.

## **DISABLED PARKING**

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<sup>1</sup> 3186/B-98, 3186/A-2005

<sup>2</sup> 3186/A-2005 / <sup>2</sup> 3186/A-98, 3186/A-2000, 3186/B-2000

34<sup>2</sup> (1) The owner or operator of a motor vehicle which is not identified by a disabled persons placard or license plate that is issued or recognized by the Solicitor General for persons with disabilities shall not stop or park or permit the stopping or parking of the vehicle in a parking space designated for disabled parking.

(2) Where, pursuant to subsection 34(1), the vehicle is identified by a disabled persons placard, the owner or operator shall have such placard visibly displayed while the vehicle is stopped or parked in a parking space designated for Disabled Parking.

## **PART 5**

### **PARKING ON PRIVATE PROPERTY**

#### **PRIVATE PROPERTY**

35 (1) No person shall park a vehicle, or trailer on private land which has been clearly marked as such by a sign containing the words meaning "No Parking on Private Property. Unauthorized vehicles will be towed at owners expense", or words to the like effect, erected by the owner, tenant, or their agent unless such person has obtained the permission of the owner, tenant, occupant or person in charge of the said private land.

(2) No person shall park a vehicle or trailer on a parking lot on private land to which the public has access contrary to the terms, conditions, or prohibitions contained in a clearly marked sign erected at the entrance to or within the boundaries of such private land by the owner, tenant, occupant or person in charge of such private land.

(3)<sup>1</sup> Deleted

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<sup>1</sup> 3186/A-2005

## **PARKING IN LEASED STALLS**

36 (1) No person other than the lessee shall park a vehicle in any leased parking stall without the express permission of the lessee thereof.

36.1<sup>1</sup> A property owner, lessee, or the agent of the property owner or lessee, may report the license number and location of a vehicle parked in contravention of Section 35(1), 35(2) or 36(1) to any bylaw enforcement officer or peace officer and shall give his or her name, address and telephone number to the bylaw enforcement officer or peace officer upon request.

(2)<sup>2</sup> Deleted

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<sup>1</sup> 3186/A-2005

<sup>2</sup> 3186/A-2005

**PART 6****PARKING ON CITY PROPERTY****CITY PROPERTY**

37<sup>1</sup> No person shall operate or park any vehicle upon any land owned by the City which the City uses or permits to be used as a playground, boulevard, recreation or public park, Transit Terminal or any utility right of way, except on such part thereof as the City Engineer may designate by a sign or signs for vehicular use or parking.

37.1<sup>2</sup> Section 37 shall not apply to police, fire, emergency or City owned vehicles.

37.23 Unless permitted by The City, no person shall do any of the following on a highway or boulevard:

- (a) display any goods for sale;
- (b) offer any goods for sale;
- (c) sell any goods;
- (d) park a vehicle that is being displayed for sale or that is displaying advertising directing persons to a commercial premises.

**CITY EMPLOYEE PARKING**

38 No person except a City employee to whom a space is assigned, shall park any vehicle in any parking space upon City owned property, between 7:00 a.m. and 5:00 p.m., Monday to Friday inclusive, except holidays,

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<sup>1</sup> 3186/C-2002, <sup>2</sup> 3186/C-2002, <sup>3</sup> 3186/B-2006

where such space has been reserved for a vehicle operated by a City employee.

### **CITY PARKING LOT**

- 39 (1) Council may, by resolution, designate such City owned lands as it deems necessary as City parking lots in which parking stalls may be rented to persons.
- (2) No person shall park a vehicle on a City owned parking lot in contravention of the prohibitions stated on any sign.
- (3) <sup>1</sup>No person shall park a vehicle in any City parking lot or parkade without first obtaining a daily or monthly parking pass permitting parking therein, subject to the terms and conditions of any sign or printed on the said pass, and approved by the Inspections and Licensing Manager.
- (4) <sup>2</sup>No person shall store any vehicle in any City parking lot or parkade without a permit. A vehicle shall be deemed to be stored when it remains in the parking lot or parkade for 36 consecutive hours or longer. Any vehicle so stored may be removed and stored by the City and the costs thereof shall be charged to and shall be payable by the owner, in addition to any fine or penalty imposed in respect to any such violation.
- (5) The City shall not be liable for any loss or damage howsoever caused that may occur to any personal property, including a vehicle while any vehicle is parked on any City parking lot, or upon any City lands, or as a result of any removal and/or storage pursuant to Section 39(4).

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<sup>1</sup> 3186/A-2010, <sup>2</sup> 3186/A-2010

**PART 7**

**PARKING METERS**

**METER VIOLATION**

- 40 No person shall park a vehicle or allow a vehicle to remain in a metered space while the violation or time expired indicator shows on the parking meter for such space during the hours and days shown on the meter head or pipe, except on a holiday, or such other day except by resolution of Council.

**METER VIOLATION SECOND OFFENCE**

- 41 After the issuance of an offence ticket concerning a vehicle for a first violation of Section 40 and, should the vehicle be found in the same metered space after the expiration of the maximum time indicated on the parking meter, or 120 minutes in the case of parking meters providing for 2 hour parking or more, while the violation or time expired indicator shows on the parking meter, a second violation shall be deemed to have occurred.
- 42 For the purposes of Part 7 of this bylaw, a vehicle shall not be deemed to be “parked” by reason only of its standing in a metered space while the violation or time expired indicator shows on the parking meter, if a person is engaged in putting the parking meter into operation.

**METER EXEMPTION STICKER**

- 43 Sections 40 and 41 shall not apply where a vehicle bearing a card, sticker or permit authorized by the Inspections and Licensing Manager is displayed on the lower center of the windshield of the vehicle is parked in accordance with the restrictions or privileges stated on such card, sticker or permit.
- 43.1<sup>1</sup> Vehicles bearing a valid handicapped placard or license plate issued or approved under the Traffic Safety Act and regulations thereunder are exempt from the required meter payments in a Marked Handicapped Stall.
- 43.2<sup>2</sup> Sections 40 and 41 do not apply to a vehicle operated by a licensed delivery/courier service occupying a metered space for not more than fifteen (15) consecutive minutes and on which is displayed a valid parking permit in a form duly authorized by the Inspections and Licensing Manager.

#### **UNAUTHORIZED METER EXEMPTION STICKER**

- 44 No person shall display on a vehicle a card, sticker or permit purporting to exempt the vehicle from the provisions of Sections 40 and 41 unless the said card, sticker or permit is duly authorized by the Inspections and Licensing Manager.

#### **METERED SPACE REGULATIONS**

- 45 Any operator of a vehicle when parking in a metered space shall conform to the following regulations:

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<sup>1</sup> 3186/A-98, 3186/A-2005, 3186/B-2006, <sup>2</sup>3186/B-2006

- (a) Park within lines: the vehicle shall be parked wholly within the area designated as a metered space by lines or other markings;
- (b) Angle parking: if the metered space is at an angle to the curb or sidewalk, the operator of any vehicle occupying such space shall park the vehicle at the angle so designated, with the foremost part thereof parked at the curb;
- (c) Parallel parking: if the metered space is parallel to the curb or sidewalk, the operator of any vehicle occupying such space shall park the vehicle parallel to such curb or sidewalk so that the foremost part or rearmost thereof shall be alongside of and as near to the parking meter for that metered space as practicable;
- (d) Notwithstanding the provisions of this section, a vehicle, or a combination of a vehicle and attached trailer, may be parallel parked in two adjoining metered spaces parallel to the curb where the required fee is inserted in the meters for each metered space.

## **INSERTING FEE**

- 46           The required fee shall be deposited in the parking meter by the operator of a vehicle as soon as the vehicle is parked in a metered space, and the person inserting the coin or coins shall put the parking meter in operation by turning the handle provided for that purpose except where the meter is automatic. Thereafter the metered space may be lawfully occupied by such vehicle until the violation or time expired indicator shows on the parking meter. Such operator may use the unexpired time remaining on the meter from its previous use without depositing a coin. The right of occupation of a metered space by a vehicle is subject to the prohibition against parking indicated on any sign attached to the parking meter.

**METER FEES**

- 47 The fee for parking in any metered space shall be such amount as shown upon the parking meter, and as authorized by Council.

**HOODED METERS**

- 48 No person shall park a vehicle upon a highway at any metered space where the parking meter has been hooded pursuant to the Use of Streets Bylaw, other than persons to whom such spaces have been leased. Any vehicle found parked in violation of this section may be removed in the same manner as provided for in Section 39(4).

**TAXI CABS**

- 49 Except as hereinafter provided, a taxi cab shall not occupy a metered space except when taking on or discharging passengers providing such period does not exceed 2 minutes.
- 50 Subject to deposit of the required fee in a parking meter, the operator of a taxi cab may park such vehicle in a metered space regulated by such parking meter whenever:
- (a) the said taxi cab is not for hire; or
  - (b) the said taxi cab is in use and the meter is running.
- 51 Notwithstanding anything herein contained, all vehicles owned by or under contract to the City, any emergency vehicles such as ambulances, fire

trucks, police or enforcement vehicles, as well as any utilities service including telephone, electrical, natural gas and cable vision services are hereby exempt from Sections 26 and 27 and all of Part 7 of this bylaw when parked in performance of their duties.

**PART 7A**

**TRANSIT TERMINAL**

**LOITERING WITHIN A TRANSIT TERMINAL**

51.1<sup>1</sup> (1) DELETED

- (2) <sup>2</sup>No person shall enter upon the grounds of the Transit Terminal or parkade outside the normal operating hours of Red Deer Transit. This provision shall not apply to police or emergency services personnel, or to municipal employees or their agents while on official City business.

**WALKING WITHIN TRANSIT TERMINAL**

- (3) <sup>3</sup>No person, who is not in a motor vehicle, shall travel in any area of the Transit Terminal or parkade ramp that is meant only for the passage of motor vehicles. This provision shall not apply to police or emergency services personnel, or to municipal employees or their agents while on official City business.

**LITTERING**

(4) <sup>4</sup>DELETED

(5) <sup>5</sup>DELETED

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<sup>1</sup> 3186/C-2002, 3186/A-2010

<sup>2</sup> 3186/A-2010

<sup>3</sup> 3186/A-2010

<sup>4</sup> 3186/A-2010

<sup>5</sup> 3186/A-2010

**ANIMALS WITHIN TRANSIT TERMINAL AREA**

- (6) No person shall bring any animal into a Transit Terminal area.
  
- (7) Section 51.1(6) shall not apply to a registered medical service animal, a police service animal, or any other animal which is specifically authorized by the Transit Manager to be brought into the area.

**PART 8****SPECIAL CLASSES OF VEHICLES****ANGLE PARKING OF VEHICLE EXCEEDING 6 METRES**

- 52 No person shall angle park, or load or unload any public service vehicle or commercial vehicle which exceeds 6 metres in overall length upon any highway, except at such locations as have been designated by the City Engineer either by a sign or in writing.

**PARKING VEHICLE EXCEEDING 6 METRES NEAR RESIDENCE**

- 53 (1)<sup>1</sup> With the exception of a recreation vehicle, no person shall park a vehicle or a vehicle with a trailer attached exceeding 6 metres in length, or a truck tractor unit with or without a semi-trailer or trailer attached, on a highway, in front of, across from or adjacent to residential property.
- (2)<sup>2</sup> No person shall park an unattached trailer on a highway in front of, across from, or adjacent to residential property.
- (3)<sup>3</sup> This section shall not apply to:
- (a) a vehicle being parked on a highway while unloading or loading goods to or from a premises;
  - (b) a utility or other trailer being temporarily used for the purpose of construction, demolition, or landscaping, providing that such utility

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<sup>1</sup> 3186/B-98

<sup>2</sup> 3186/B-98

<sup>3</sup> 3186/B-98

or other trailer does not obstruct other users of the highway and is clearly visible and attended at all times.

### **OCCUPYING RECREATION VEHICLE OR TRAILER WHILE PARKED**

54 No person shall occupy any recreation vehicle or holiday trailer as a dwelling or sleeping place at any time while it is parked on a highway.

### **OVERDIMENSION/OVERWEIGHT PERMITS**

<sup>1</sup>55 (1) No person shall operate a vehicle:

(a) which exceeds 4.5 m in height, including load, under the bridge located at 60 Street and Gaetz Avenue; or

(b) <sup>2</sup>Deleted.

(2) No person may park any vehicle containing an Oversize Load on any street within the City.

(3) No person shall operate a vehicle which exceeds any of the following dimensions on any road within the City of Red Deer, except upon the High and Wide Load Corridor:

(a) length – 27.7 m

(b) height – 5.4 m

(c) width – 4.45 m

(d) weight – 90,000 kg

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<sup>1</sup> 3186/B-2002, <sup>2</sup>3186/C-2011

- (4) No person shall operate a vehicle which exceeds any of the following dimensions on the High and Wide Load Corridor within the City of Red Deer:
- (a) length – 48.7 m
  - (b) height – 8.3 m
  - (c) width – 7.6 m
  - (d) weight – 181,800 kg
- (5) A person may operate an Oversize Vehicle or a vehicle carrying an Oversize Load, provided that the vehicle is operated on the roads permitted under the provisions of Section 55 (3) or Section 55 (4), whichever is applicable, and further provided that:
- (a) the operator is in possession of a permit from the Motor Transport Branch of Alberta Transportation and Utilities;
  - (b) the operator is in possession of a Move Approval permit issued by the City; and
  - (c) the operator operates such Oversize Vehicle or vehicle carrying an Oversize Load within the conditions stipulated on the permits.
- (6) The routing for and permitted hours of operation of the High and Wide Load Corridor for the City are as follows:

Routing

- Taylor Drive, from Highway 11A to Edgar Industrial Drive
- Edgar Industrial Drive, from Taylor Drive to 68 Avenue
- 68 Avenue, from Edgar Industrial Drive to 67 Street

- 67 Street, from 30 Avenue to 68 Avenue
- 30 Avenue, from 55 Street to 67 Street
- 55 Street, from 20 Avenue to 30 Avenue

Hours of Operation

- 4 a.m. to 7 a.m., 7 days a week, with restrictions on Statutory Holidays  
(based on availability of manpower)

- (7) No movement of an Oversize Vehicle or a vehicle carrying an Oversize Load shall be allowed within the City without three days prior notice to the City Engineer.
- (8) <sup>1</sup>The fee for a Move Approval permit on the High and Wide Corridor will be assessed at a rate determined by The City annually based upon the average cost to The City for manpower, administrative and equipment costs related to Over Dimension Vehicles or Oversize Load Requests.
- (9) <sup>3</sup>The provisions of Section 55(3) and (4) do not apply to a person who has received a Move Approval Permit under the provisions of Section 102.1 and who moves an Oversize Load or Oversize Vehicle in accordance with the terms of such permit.

56<sup>2</sup> A person who operates an Oversize Vehicle or a vehicle carrying an Oversize Load shall produce to a Peace Officer or a Bylaw Officer on demand a copy of the Permit issued by the Motor Transport Branch of Alberta Transportation and a copy of the Move Approval permit or shall identify the Permit number(s).

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<sup>1</sup>3186/B-2006, <sup>2</sup>3186/B-2002, <sup>3</sup>3186/C-2011

57<sup>1</sup> (1) The City Engineer may issue a Move Approval Permit on receipt of the applicable fee together with an application containing information with respect to the following:

- (a) the name and address of the owner, operator, and driver of the vehicle and their telephone numbers;
  - (b) a description of the Oversize Vehicle or Load containing all pertinent information as to the type, dimensions, and weight of the vehicle and load;
  - (c) the day, date, and hours during which it is proposed that the Oversized Vehicle or Load will travel and the route which it is proposed the vehicle will take;
  - (d) such other information as in the reasonable opinion of the City Engineer is required in order to consider any of the matters in respect of which the Permit may be granted.
- (2) The City Engineer may include in any Move Approval Permit any provisions which are reasonably necessary to ensure the safe passage of the Oversized Vehicle or Oversized Load through the City, including provisions with respect to the following:
- (a) the need for a pilot truck escort;

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<sup>1</sup> 3186/B-2002

- (b) special route restrictions due to road closures or construction;
- (c) any unusual restrictions as to the times within which the Oversized Vehicle or Load may travel on City streets;
- (d) bridge and roadway structural capacity; and
- (e) geometric design of intersections and roadways.

#### **VIOLATION OF PERMIT CONDITIONS**

58 Any person who:

- (a) fails to obtain a permit as required under this part;
- (b) contravenes the conditions of any permit issued under this part;

is guilty of an offence.

#### **WEIGHT LIMITS**

59 (1) Notwithstanding that a permit has been issued, no person shall operate a vehicle on a bridge where such vehicle, with or without load, exceeds the weight designated by a sign at or near the bridge as the maximum load permitted on such bridge.

(2)<sup>1</sup> No vehicles shall be operated on City streets in an overloaded condition and contrary to the axle loadings as cited in the Regulations under the *Traffic Safety Act*.

### **REFUSING TO STOP FOR PEACE OFFICER**

60 An operator of a public vehicle or combination of vehicles:

- (a) who fails or refuses to stop and permit the vehicle or combination of vehicles to be inspected by a peace officer; or
- (b) who fails or refuses, when directed by a peace officer, to permit the weighing of a vehicle or combination of vehicles or to stop the vehicle or combination of vehicles, in a suitable place designated by a peace officer pending removal of excess weight;

is guilty of an offence.

### **VEHICLE WITH METAL LUGS**

61 Unless a permit to do so has been issued by the City Engineer, no person shall operate on a highway a vehicle or trailer having metal spikes, lugs, cleats, skids, or bands projecting from the surface of the wheel, tire or track for such vehicle. This prohibition does not apply to the use of studded tires or tires with chains.

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<sup>1</sup> 3186/A-2005

**TRUCK ROUTES**

- <sup>1</sup>62 Except as provided in Sections 64, 65, and 66, no person shall operate a Heavy Vehicle upon a highway within the City of Red Deer other than on a highway specified as a Truck Route in Schedule "F" of this Bylaw.
- <sup>2</sup>63 No person shall park a Heavy Vehicle upon a highway within the City of Red Deer other than upon a highway specified as a Truck Route in Schedule "F" of this Bylaw.

**EXEMPTIONS**

- 64 Section 63 shall not apply when the heavy vehicle is being operated on the most direct and practicable route between the premises or location concerned and the nearest truck route:
- (a) when delivering or collecting goods or merchandise to or from the premises of bona fide customers;
  - (b) when moving a building for which an over dimension permit has been issued by the City;
  - (c) when going to or from non-residential premises for the servicing of the heavy vehicle;
  - (d) when pulling a disabled vehicle from a highway prohibited to heavy vehicles.

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<sup>1</sup> 3186/B-2002

<sup>2</sup> 3186/B-2002

- 65 Section 63 shall not apply to:
- (a) persons driving a public passenger vehicle; or
  - (b) persons driving a vehicle that is owned by or under contract to the City, including emergency vehicles such as ambulances, fire trucks, police or enforcement vehicles as well as any public utilities vehicles including telephone, electrical, natural gas and cable vision system while such vehicle is actually engaged in work at locations not designated as a truck route. The onus for establishing that the vehicle is actually in work for the purposed aforesaid is on the person operating or in charge of the vehicle and such proof must be provided upon the demand of a peace officer.
- 66 Persons that have more than one delivery, collection or service in the same area, may make all deliveries, collections or services within that area before proceeding by the most direct and practical route to the nearest truck route. In this section "area" is defined as one bounded on all sides by a truck route, or separated from other areas of the City by a truck route. Nothing in this section shall be deemed to exempt any person from the provisions of Sections 59 to 61 inclusive of this bylaw.

#### **SHIPPER AND CARRIER LIABLE**

- 67 Where the operation of a public vehicle contravenes any provision of this bylaw, the shipper and the carrier are jointly and severally liable for the contravention unless the shipper or the carrier, as the case may be, proves to the satisfaction of the court that the contravention occurred without his consent, express or implied.

### **CONTRAVENTION PRIOR TO CERTIFICATE**

- 68           The granting of a certificate or permit for any operation of a public vehicle is not a defense with respect to any contravention in the operation of such vehicle which occurred prior to the granting of the certificate or permit.

### **DOCUMENT AS EVIDENCE**

- 69           Every document purporting to be signed by the City Engineer shall be admitted in evidence as prima facie proof of the facts stated therein without proof of the signature or official character of the person signing the certificate.

### **CERTIFICATE UNDER *WEIGHTS AND MEASURES ACT (CANADA)***

- 70           In a prosecution under this bylaw or any order made under this bylaw, a certificate purporting to be issued and signed by an inspector under the *Weights and Measures Act (Canada)* and bearing a date not more than one year either before or after the date of the offence charged, shall be admitted in evidence as prima facie proof of the facts stated in the certificate without proof of the signature or official character of the person signing the certificate.

**CERTIFICATE OF PEACE OFFICER**

71 In a prosecution under this bylaw, a certificate purportedly signed by a peace officer stating;

- (a) that the weight was measured on a portable scale; and
- (b)
  - (i) the gross weight of a public vehicle or a combination of public vehicles and the load being carried thereby; or
  - (ii) the gross axle weight transferred to the road through any point or points of contact of the vehicle or combination of vehicles with the road; or
  - (iii) that the operator of the vehicle or combination of vehicles accepted the weight determined as being accurate;

shall be admitted in evidence as prima facie proof of the facts stated therein without proof of the signature or official character of the person signing the certificate.

**BILLS OF LADING AS EVIDENCE**

72 In a prosecution under this bylaw, the bills of lading produced to a peace officer by the operator of a public vehicle, or certified true copies thereof, shall be admitted in evidence as prima facie proof of the origin and destination of the trip and description of the load carried, without proof of the signature or official character of the person signing the bills of lading or certifying the copies.

**OPERATING RULES FOR CITY BUSES**

- 73 (1) Notwithstanding any other provisions of this bylaw, where a bus of the Red Deer Transit System is stopped at or has approached within 9 metres of an intersection and signalled that the driver intends to turn right at such intersection, then the driver of a vehicle travelling in the same direction shall not overtake or pass to the right of such bus.
- (2) Every bus of the Red Deer Transit System shall carry a notice on the rear, near the right turning signal reading “do not pass on right when signal on” or similar words.
- 73.1<sup>1</sup> With the exception of police vehicles and City of Red Deer vehicles, no person shall operate a vehicle on a highway or other place within the City of Red Deer where the operation of vehicles is restricted to Red Deer Transit bus use only.

**OPERATING RULES FOR E-SCOOTERS**

- 73.2 No person shall operate an E-Scooter on or across any highway except on
- a:
- (a) designated bicycle lane;
  - (b) sidewalk or boulevard;
  - (c) trail;
  - (d) crosswalk; or
  - (e) lane.
- 73.3 A person operating an E-Scooter shall not use the E-Scooter to carry a passenger.
- 73.4 A person less than 18 years old shall not operate an E-Scooter.

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<sup>1</sup> 3186/A-2005

<sup>1</sup> 3186/A-2021

**PART 9****PARADES AND PROCESSIONS****PERMIT NECESSARY**

<sup>1</sup>74 (1) No person or organization shall hold, organize, or take part in any Special Event on a highway without first obtaining a Special Even permit from the City Manager.

(2)<sup>2</sup>(a) Notwithstanding anything in this bylaw, a procession of vehicles within the City that is part of a military or funeral procession does not require a permit, but must comply with the provisions of the *Traffic Safety Act* and regulations thereunder.

(b) Vehicles in a funeral procession may enter an intersection without stopping provided they comply with the provisions of the *Traffic Safety Act* and regulations thereunder.

(3) Every participant in a Special Event and the organization and leaders thereof shall be guilty of an offence for each violation of Section 74 (1).

<sup>3</sup>75 (1) Any person desiring to hold a Special Event on City property or a highway within the City shall apply in writing to the City Manager at least 4 weeks prior to the proposed date of the event. The application shall include thee following information:

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<sup>1</sup> 3186/B-2001

<sup>2</sup> 3186/A-2005

<sup>3</sup> 3186/B-2001

- (a) the name, address and telephone number of the applicant and, if the applicant is an organization, the names, addresses and occupations of the executive thereof;
  - (b) a signed undertaking from the person who will be in control of the event, agreeing to be responsible for the good order and conduct thereof;
  - (c) the nature and object of the Special Event;
  - (d) the date and time during which the Special Event is proposed to be held;
  - (e) the intended route or area proposed to be covered by the Special Event;
  - (f) the approximate number of people and/or vehicles anticipated to take part in the event;
  - (g) any other information required by the City Manager.
- (2) Where an event requires the partial or complete closure of a road or other public area, then, an applicant must pay all costs incurred by the City in connection with the event including advertising, signage barricading and staff time in respect of road closure and traffic control measures.

<sup>1</sup>76 (1) On receipt of a completed application the City Manager shall issue a Special Event permit unless, in the reasonable opinion of the City Manager:

- (a) there are grounds to believe that the event will substantially and unreasonably interfere with the right of members of the public to use City roads for the free passage of persons and vehicles; or
- (b) the event constitutes a danger to the health and safety of the public or to the security of property.

(2) The City Manager may add conditions to a Special Event Permit which are reasonably necessary to ensure the safety of the public, protection of property and the orderly conduct of the event. Such conditions may include a requirement for the provision of liability insurance.

<sup>2</sup>77 Nothing in Sections 15 or 16 shall be construed as prohibiting the assembly of persons for the purpose of watching a Special Event duly authorized by the City Manager.

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<sup>1</sup>3186/B-2001

<sup>2</sup>3186/B-2001

**PART 10**  
**MISCELLANEOUS**

- 78 No person shall operate a heavy vehicle on or across any sidewalk except at a curb cut or approved crossing without first planking the sidewalk to ensure that such sidewalk will not be damaged.
- 79 (1) No person shall be entitled to obtain vehicular access to a lot or parcel of land from any highway at a point not approved by the City Engineer in his sole discretion and subject to such conditions as the City Engineer may impose.
- (2) The City Engineer may refuse permission to any person applying for access across a sidewalk or boulevard if, in his discretion, local conditions do not justify such access.
- 80 (1)<sup>1</sup> Any person being in or upon any City bus or Transit Terminal Area or parkade owned or operated by the City shall observe and obey any rules, regulations, or orders made or approved by Council for and in respect thereof.
- (2)<sup>2</sup> Any peace officer, operator, or other person from time to time in charge of a City bus, Transit Terminal, or parkade may evict there from any person breaching the rules, regulations or orders, using such force as is reasonably necessary.

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<sup>1</sup> 3186/C-2002, 3186/A-2010, <sup>2</sup> 3186/C-2002 , 3186/A-2010

**PLACEMENT OF SNOW ON ROADWAY**

- 81 (1) No person shall place, or cause to be placed, upon any roadway any snow, ice, dirt or other obstruction, other than snow from the immediately adjacent sidewalk.
- (2) Any person who contravenes Section 81(1) shall remove any such snow, ice, dirt, or obstruction from the roadway within 24 hours of the time that such snow, ice, dirt, or obstruction was placed thereon.
- (3) The City may after the expiry of the 24 hours aforesaid, or if deemed necessary at any time, remove and clear away the snow, ice, dirt, or obstruction required to be removed by Section 81(2).
- (4) The person who has placed, caused or allowed to be placed the snow, ice, dirt, or obstruction contrary to Section 81(1), shall pay to the City on demand all costs of removal.
- (5) No employee of the City shall be liable for contravention of Section 81(1) when acting in the performance of his duties.

**SNOW REMOVAL FROM SIDEWALKS**

- 82<sup>1</sup>(1) All persons owning premises in the following areas of the City shall be responsible for the removal and clearing away of snow, ice, dirt and other obstructions from the sidewalk in any highway adjoining such premises within 48 hours of the time that such snow, ice, dirt or obstruction was deposited thereon;

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<sup>1</sup> 3186/B-99, 3186/B-2006

- (a) Land zoned Commercial C1, C1A, C2A, C2B, C3 or C4 under the City's Land Use Bylaw;
- (b) Land zoned industrial I1A/BSR under the City's Land Use Bylaw;
- (c) Land zoned residential R1, R1A, R1N, R2, R3, or R4 under the City's Land Use Bylaw, and
- (d) Land used for schools.

(2) The City may, after the termination of the 48 hours aforesaid, remove and clear away all snow, dirt, and other obstruction required to be removed by Section 82(1).

(3)<sup>1</sup> The owner shall make payment on demand to the City of all costs of removal under Section 82 (2).

83 No person shall place or shall cause, suffer, permit, or allow to be placed or maintained, at any location in the City, a light, sign, or any object that emits or reflects light in such manner so as to distract, or interfere with the vision of, persons operating vehicles on any highway in the City.

84 No person operating premises for the sale of new or used vehicles or for washing vehicles shall permit or allow water, mud, or any material washed from a vehicle to flow or be deposited upon a highway.

85 No person shall load or unload goods or merchandise across a sidewalk or boulevard where loading and unloading facilities have been provided in the premises to which the goods or merchandise are being delivered or from which they are being taken.

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<sup>1</sup> 3186/B-2006

- 86 No person shall place any goods, wares, merchandise or other articles of any kind upon a highway or shall expose any goods, wares, or merchandise, or other articles outside any shop, warehouse or building which shall project over any part of the highway unless a license for such use is first obtained from the City, but the provisions of this section does not prohibit the moderate use of a portion of a sidewalk for a reasonable time during the taking in, or delivering of, goods, wares, or merchandise.
- 87 No person shall allow himself to be pulled by a vehicle while he is on a sled, toboggan, skateboard, skis, or other conveyance.

#### **ANIMAL TRAFFIC**

- 88 No person shall permit any livestock, horse drawn vehicle or sleigh to stand or be upon any highway whether attended or unattended, so as to obstruct traffic thereon.
- 89 No person shall lead, ride, or drive a horse or other livestock on any City property other than on City roadways, except as provided in other City bylaws. This section shall not apply to those lands known as the Exhibition Grounds.

#### **ROADWAY/HIGHWAY REPAIRS**

- 90 No person shall damage any roadway or highway or remove any earth, gravel, concrete, pavement, or other roadway or highway appurtenance or make any excavation within or under any roadway or highway within the City without having first obtained a permit from the City Engineer.

**OBSTRUCTIONS**

- 91 No person shall build any fence, house, building, or structure of any kind, or part thereof, over the property line of any highway after the same has been duly established by law, registered survey plan, or resolution of Council, or shall obstruct in any way the highways within the City except as specifically permitted for in this bylaw or except in accordance with any contract that may be entered into between the City and that person.
- 92 (1) No person shall place, pile or store any material or equipment on City property without first applying for and obtaining a permit for such purpose from the City Engineer under the Use of Streets Bylaw.
- (2) Any person placing or causing to be placed, any dirt, gravel, concrete or any such obstruction on City property without a permit shall remove or cause the removal thereof as soon as reasonably possible and in any event no later than 24 hours after notification to do so by the City Engineer. After 24 hours or such lesser time as specified by the City Engineer, the City may remove the obstruction, perform all necessary repairs and charge the costs thereof to the person causing the obstruction.

**PLACEMENT OF SALT ON SIDEWALKS**

- 93 No person shall sprinkle, spread, or place any salt on a sidewalk, or on a roadway, unless with the permission, or under the direction, of the City Engineer.
- 94 No person shall drain the radiator or any other fluid of a vehicle so that the contents thereof fall upon or flow to any highway.

**<sup>1</sup>BOULEVARD DEVELOPMENT/MAINTENANCE**

<sup>2</sup>95 An owner of private property shall ensure that trees or shrubs growing on his property, and on adjacent boulevards between his property line and the curb, shall be trimmed so that no branches project over a sidewalk at an elevation of less than 225 cm (7.5 ft.) or over a roadway or alley at an elevation of less than 412 cm (13.5 ft.).

<sup>3</sup>96 Except for trimming required under Section 95, no person shall remove, pollard, destroy, or injure any tree that is planted or growing on a boulevard planting strip or on any City lands adjacent to any street without prior written permission from the Recreation Parks & Culture Manager. Where such permission is granted, the person requesting such permission shall be responsible for all costs associated with the removal, as well as for the value of the tree as determined by the Recreation Parks & Culture Manager.

97 The Parks Manager shall not grant a request for the removal of such a tree unless, in the opinion of the Parks Manager, there are exceptional circumstances which warrant such removal. If a request for removal for a tree is granted, the owner shall be responsible for the cost of such removal plus the value of the tree as approved by the Parks Manager.

**RECOVERY OF COSTS**

98 (1) The City Engineer may require any person concerned to comply with and remedy a breach of the provisions of Sections 90 through 97. If a person

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<sup>1</sup>3186/B-2002

<sup>2</sup>3186/B-2002

<sup>3</sup>3186/B-2002

fails to comply with such notice, the City Engineer may direct employees or agents of the City to carry out the work and to enter upon private property, if necessary, for such purpose.

- (2) All costs incurred by the City to remedy such default shall be paid on demand to the City by the person in default.

### **OFF-HIGHWAY VEHICLES**

- 99 (1) A peace officer, City employee or agent of the City, or a park control officer may operate an off-highway vehicle on highways or lands owned by the City where such operation is required in connection with the patrol or maintenance duties of such person.

- (2) For the purpose of this section, "off-highway vehicle" shall have the meaning given to it in the *Off-Highway Vehicle Act* and "Park Control Officer" shall have the meaning given to it in the Parks and Public Facilities Bylaw.

### **OPERATION OF SCHOOL BUSES**

- 100 No person shall activate the flashing red lights or stop arms of a school bus on any highway where such highway has been constructed with curbs and gutters.

### **DANGEROUS GOODS**

- 101 No person shall dump or spill, or suffer, allow or permit the dumping or spilling of any dangerous goods for which placards are required by the

*Transportation of Dangerous Goods Control Act* and regulations made thereon or any similar legislation on any City lands or highway.

**PART 11**  
**AUTHORITY OF THE CITY MANAGER**

- 102           The City Manager is hereby authorized to designate:
- (a)    any highway for through traffic purposes;
  - (b)    the location of cross-walks upon highways;
  - (c)    any intersection, highway, or place on a highway, including a place where a railway right-of-way crosses a highway, as a place where U-turns are prohibited;
  - (d)    any highway as one which is closed temporarily in whole or in part to traffic;
  - (e)    any areas as one in which parking privileges are temporarily suspended;
  - (f)    any highway as one to be divided into traffic lanes of such number as the City Manager considers proper;
  - (g)<sup>1</sup>   the location of school zones and playground zones by the placement of traffic control devices;
  - (h)    any boulevard upon which parking is permitted;
  - (i)<sup>2</sup>   loading or unloading zones;

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<sup>1</sup>3186/A-2016

<sup>2</sup>3186/A-2000

- (j) the location of bus stops;
- (k) the distance from any intersection within which no parking is permitted;
- (l) portions of highways where parking is limited to a period of time;
- (m) portions of highway where stopping is prohibited entirely, or for a specified period of time;
- (n) City employee parking areas wherein parking for employees is allowed only between 7:30 o'clock in the forenoon and 5:00 o'clock in the afternoon from Monday to Friday Inclusive;
- (o) the location of metered zones, meter locations, and metered spaces;
- (p) areas for angle parking and parallel parking;
- (q) the maximum load permitted on any bridge;
- (r) parking spaces upon a highway for the use of any taxi cab business holding a valid and subsisting taxi cab license issued by the City, as a taxi stand;
- (s)<sup>1</sup> parking spaces designated for Disabled Parking.

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<sup>1</sup> 3186/A-2000

- 102.1 (a) <sup>1</sup>The City Manager may authorize the City Engineer to issue a Move Approval Permit in special cases for Oversize Vehicles or for vehicles carrying an Oversize Load which are in excess of the maximum dimensions set out in Section 55(4), or which allow a move on routes other than the High and Wide Corridor, or which allow a move at times other than those specified in Section 55(6), provided that the City Manager is of the opinion that such move may be made safely and without damage to municipal infrastructure.
- (b) The City Manager may authorize the City Engineer to specify in a Move Approval Permit issued under this section any or all of the following:
- (i) the maximum allowable dimensions of the Oversize Vehicles or Oversize Load;
  - (ii) the times during which the move may be made;
  - (iii) the route over which the move is permitted to travel;
  - (iv) any special safety considerations which the applicant must employ;
  - (v) the amount of any fee which the applicant must pay to the City where there is no applicable fee provided for pursuant to Section 55(8), provided that such fee must be reasonable fee reflecting the cost to the City for manpower, administrative and equipment costs relating to the permitted move.
- (c) In the exercise of the discretion granted under this section, the City Manager shall ensure that appropriate measures are imposed to ensure

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<sup>1</sup> 3186/C-2011

public safety and to ensure that there is no damage to municipal infrastructure.

- (d) All of the provisions of the Traffic Bylaw related to the movement of Oversize Loads and Oversize Vehicles apply to moves permitted under the authority of this section, except as modified hereunder.
- 103 (1) The Council hereby delegates the power to direct where traffic control devices are to be installed or removed according to the table set out in Schedule "K" of this bylaw.
- (2) The City Manager shall cause a record of the locations of all erected signs to be kept, which shall be open to public inspection during the hours that City Hall is open for business.
- 104 The City Manager may:
- (a) issue a card or sticker exempting a vehicle from the provisions of Sections 40 and 41 of this bylaw, which said card, sticker or permit shall state the parking restrictions applicable to the said vehicles;
  - (b) temporarily prohibit parking at any parking meter;
  - (c) prohibit or restrict the movement of vehicles from a private driveway onto a highway or from a highway onto a private driveway when the City Manager considers such prohibition or restriction is in the public interest and the better regulation of traffic;
  - (d)<sup>1</sup> engage members of the Canadian Corps of Commissionaires to issue and place on vehicles parked in contravention of the *Traffic*

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<sup>1</sup> 3186/A-2005

*Safety Act*, and amendments thereto or this bylaw, the offence ticket in the form approved, from time to time, by the Chief Bylaw Enforcement Officer of the City;

- (e) specify the types of vehicles which are prohibited from parking on any City owned parking lot;
- (f) approve the form and content of all signs and traffic control devices utilized by the City and by the owners of private land regulated under the provisions of this bylaw.

- <sup>1</sup>105 (1) The City Manager may issue permits for Special Events. These permits will contain such directions to the applicant as the City Manager considers necessary to prevent unnecessary and unreasonable obstruction of highway or to prevent a breach of the peace.
- (2) The City Manager may direct the temporary closure of highways, parking lots, or any other City property during a Special Event where, in the sole discretion of the City Manager, such temporary closure is desirable for the public safety.
- (3) If the City Manager refuses to issue a Special Event Permit, the applicant may appeal to Council. Council may direct the issuance of such permit subject to the provisions of this bylaw, and such other conditions as it deems necessary.

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<sup>1</sup> 3186/B-2001

## **PART 12**

### **PENALTIES AND POWERS OF PEACE OFFICERS**

#### **REMOVAL AND IMPOUNDMENT OF VEHICLES**

- 106 (1) A peace officer is hereby authorized to remove or cause to be removed any vehicle or trailer:
- (a) operated or parked in contravention of any provision of this bylaw; or
  - (b) where emergency conditions may require such removal from a highway.
- (2) Such vehicle may be removed to a place designated by the City Manager, where it will remain until claimed by the owner thereof or his agent.
- (3) No impounded vehicle shall be released to its owner or his agent until the impounding charge and removal charge on the vehicle have been paid, such charges shall be in addition to any fine or penalty imposed in respect of any such violation, or to any payment made in lieu of prosecution as hereinafter provided. The City is not responsible for impounding, towing or removal charges.

#### **DURING SNOW REMOVAL OR STREET CLEANING**

- 107 Notwithstanding anything herein contained, in conjunction with snow removal, street cleaning or road repair operations carried on by the City employees or contractors, the City may tow or remove vehicles from the

street being cleaned, cleared or repaired and, without impounding them, may remove them to an adjacent street. In the case of removal of vehicles from streets within the downtown area (the area bounded on the north by 55th Street, on the south by 43rd Street, on the east by 47th Avenue, and on the west by 52 Avenue), the vehicles may be towed to the parking lot located on 43rd Street south of the Recreation Center and north of the Red Deer Arena.

- 108 Where a vehicle is driven, used, parked or left in contravention of any provision of this bylaw, the owner of the vehicle is liable for the contravention and shall make payment of the penalty prescribed herein unless there is evidence before the court that at the time of the contravention, the vehicle was not driven, used, parked or left by him or by any other person with his consent, express or implied.

### **PROSECUTION OF OFFENCES**

- 109 Any person who contravenes any provisions or requirements of this bylaw is guilty of an offence and is liable for and subject to the penalties herein provided.
- 110 The penalties hereinafter specified in Schedule "L" aforesaid are hereby established for contravention of the sections of this bylaw listed in Schedule "L".
- 110.1<sup>1</sup> Notwithstanding the penalties specified in Schedule "L" or Section 113 herein, where a vehicle or trailer is towed in connection with a contravention of this bylaw, without impounding it, the penalty for the contravention shall be increased by an additional \$70.00."

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<sup>1</sup> 3186/B-2010

- 111 Where a peace officer has reasonable grounds to believe that a person has contravened any provision of this bylaw listed in Schedule “L” annexed hereto and made part of this bylaw, he may serve upon such person an offence ticket allowing the payment of the specified penalty to the City which shall be accepted by the City in lieu of prosecution for the offence.
- 112 Service of an offence ticket shall be sufficient if it is:
- (a) personally served; or
  - (b) attached to the vehicle in respect of which an offence is alleged to have been committed; or
  - (c) if mailed to the address of the registered owner of the vehicle or to the person in possession of the said vehicle.
- 112.1<sup>1</sup>
- (1) If an e-bike or E-Scooter is involved in an offence under the bylaw, the owner of that e-bike or E-Scooter, is guilty of that offence.
  - (2) For section 112.1(1), owner includes any person or corporation issued a business licence for e-bike or E-Scooter operations.
  - (3) Section 112.1(1) does not apply if the owner of the e-bike or E- Scooter satisfies the court, at the time that the vehicle was involved in the offence, it was not operated or parked with the owner’s express or implied consent.

## GENERAL

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<sup>1</sup> 3186/A-2021

- 113<sup>1</sup> Any person who contravenes any of the provisions of this bylaw for which no penalty has been specified, shall be liable on summary conviction to a fine not exceeding \$500.00, exclusive of costs, and in the case of non-payment of the penalty and costs imposed by the court, and subject to Section 160 of the *Traffic Safety Act*, to imprisonment for a period not exceeding 60 days.

**PART 13**  
**TRANSITIONAL PROVISIONS**

- 114 Notwithstanding the repeal of Bylaw 2800/82, the provisions of Bylaw 2800/82 shall remain in full force and effect for the purposes of any traffic tags, offence tickets, or prosecutions pending or entered for contravention of Bylaw 2800/82 prior to third reading of this bylaw
- 115 All Commissioners Orders or City Manager's Orders issued under the provisions of Bylaw 2800/82 shall for all purposes be deemed to be issued by the City Manager under this bylaw and shall remain in full force and effect, unless expired by their terms.
- 116 Bylaw No. 2800/82 is hereby repealed.

READ A FIRST TIME IN OPEN COUNCIL this 15 day of December A.D. 1997. READ A SECOND TIME IN OPEN COUNCIL this 15 day of December A.D. 1997. READ A THIRD TIME IN OPEN COUNCIL this 15 day of December A.D. 1997 AND SIGNED BY THE MAYOR AND CITY CLERK this 15 day of December A.D. 1997

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<sup>1</sup> 3186/A-2005

"G. D. Surkan"

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MAYOR

"Kelly Kloss"

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CITY CLERK

67

Bylaw No. 3186/97

Strikethrough Version

Bylaw No. 3186/97

**SCHEDULE "L"<sup>1</sup>****INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 1 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
<b>PART 2 RIGHTS AND DUTIES OF PEDESTRIANS</b>		
14	Crossing street where sign prohibits	30.00
15	Obstructing a highway	30.00
16	Pedestrians not involved in Special Event	50.00
17	Unauthorized public meetings	35.00
19	Hitchhiking	30.00
<b>PART 3 SIDEWALKS-BICYCLE PATHS</b>		
20	Operate a motor vehicle upon a sidewalk, trail, path	50.00
21	Bicycles on sidewalk where prohibited	35.00
22	Skateboards on sidewalk where prohibited	35.00
22.1	Operating bicycle, E-Scooter, skateboard, roller blades in Transit Terminal	100.00
22.2	Operating without due care and attention	250.00
<b>PART 4 PARKING</b>		
23	Stopping where prohibited	90.00
24(a)	Park in construction area	90.00
24(b)	Park in bus stop	90.00
24(c)	Park to obstruct Fire-Emergency door	100.00
24(d)	Park in entrance, fire hall or hospital	100.00
24(e)	Park in area for special class of vehicles	70.00
24(f)	Parking in area signed "NO PARKING"	90.00
24(g)	Parking in a fire lane	100.00

Bylaw No. 3186/97

**SCHEDULE "L"<sup>1</sup>****INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 2 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
24.1	Park in loading or unloading zone longer than permitted	90.00
24.1 (a) <sup>2</sup>	Park in a Commercial loading zone without a commercial License plate or commercial signage	90.00
24.1 (b) <sup>2</sup>	Park in a Commercial loading zone without loading or Unloading	90.00
24.1 (c) <sup>2</sup>	Park in a Commercial loading zone for more than 30 minutes	90.00
24.2 (a) <sup>2</sup>	Park in a Pubic loading zone without loading or Unloading	90.00
24.2 (b) <sup>2</sup>	Park in a Public loading zone for more than 10 minutes	90.00
24.3 <sup>3</sup>	Park to obstruct sidewalk	90.00
25(1)	Driving a vehicle contrary to the Road Repair Sign	70.00
25(3)	Interfering with Road Repair Sign	70.00
25(4)	No Parking - street cleaning, snow removal	65.00
26(1)	Parking in an alley	90.00
27(1)	Parking longer than designated time	65.00
27(2)	Parking longer than designated time (second offence)	70.00
28(1)	Parking unattached holiday trailer on highway	90.00
29(1)	Parking in taxi stand	70.00
29(2)	Leave taxi cab unattended	70.00
29(3)	Park taxi in taxi stand when not for hire	70.00
30	Park taxi other than place allowed	70.00
32.1	Stopping or Parking:	90.00

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 3 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
	(a) on a sidewalk or boulevard	
	(b) on a crosswalk	
	(c) within an intersection	
	(d) at an intersection nearer than 5 metres to a curb	
	(e) within 5 metres from a stop sign	
	(g) within 1.5 metres of access to any garage, private road or vehicle access over sidewalk	
	(h) within 5 metres of a crosswalk	
	(i) stopping or parking so as to obstruct traffic	
	(j) where prohibited by a traffic control device	
	(k) beside a parked vehicle	
32.1	Stopping or Parking	100.00
	(f) within 5 metres from any fire hydrant	
32.2	Parallel Parking	90.00
32.3	Angle Parking	90.00
32.4	Vehicle on a Jack	90.00
32.5 (1)	Park in excess of 72 hours	150.00
32.5 (2)	Park without consent	150.00
32.5 (3)	Permitting a vehicle, holiday trailer or recreation vehicle to be used for sleeping accommodation	325.00

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>

**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 4 of 7

<b><i>Section</i></b>	<b><i>Title of Offence</i></b>	<b><i>Penalty</i></b>
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Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 5 of 7

<b>Section Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
32.5 (4)	Park where not permitted	150.00
32.6	Park so as to obstruct traffic	150.00
34(1)	Parking in disabled space	210.00
34(2)	DELETED	

**PART 5 PARKING ON PRIVATE PROPERTY**

35(1)	Park on private property	90.00
35(2)	Park on parking lot on private land - public access	90.00
36(1)	Park in a leased stall	90.00

**PART 6 CITY PARKING**

37	Park or operate vehicle - City owned land	90.00
37.2(a) <sup>2</sup>	Display goods for sale	60.00
37.2(b) <sup>2</sup>	Offer goods for sale on highway or boulevard	60.00
37.2(c) <sup>2</sup>	Sell goods on highway or boulevard	60.00
37.2(d) <sup>2</sup>	Park a vehicle that is being displayed for sale or that is displaying advertising directing persons to a commercial premises	90.00
38	Park in City employee stall	90.00
39(2)	Park contrary to signs - City parking lot	90.00

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 6 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
39(3)	<sup>3</sup> Parking in City lot or parkade	70.00
39(4)	<sup>4</sup> Parking prohibited in City lot or parkade in excess of 36 hours	100.00

**PART 7 PARKING METERS**

40	Meter violations	65.00
41	Meter violation - second offence	70.00
43.2 <sup>2</sup>	Park licensed courier/delivery vehicle over time limit	65.00
44	Unauthorized meter exemption sticker	100.00
45(a)	Not parking within lines - metered space	65.00
45(b)	Improper angle park - metered space	65.00
45(c)	Improper parallel park - metered space	65.00
48	Park at hooded meter	100.00
49	Taxi cab in metered space	70.00

**PART 7A TRANSIT TERMINAL**

51.1(1)	<sup>5</sup> DELETED	
51.1(2)	<sup>6</sup> Enter Transit Terminal or parkade after hours	35.00
51.1(3)	Run or walk in area for passage of motor vehicles	35.00
51.1(4)	<sup>7</sup> DELETED	
51.1(5)	<sup>8</sup> DELETED	
51.1(6)	Bring animals into Transit Terminal	35.00

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 7 of 7

<i>Section</i>	<i>Title of Offence</i>	<i>Penalty</i>
<b>PART 8 SPECIAL CLASSES OF VEHICLES</b>		
52	Angle park vehicle exceeding 6 metres	100.00
53(1)	Park vehicle over 6 metres - residential district	210.00
53(2)	Park Unattached Trailer	100.00
54	Residing in holiday trailer or recreation vehicle	100.00
55(a)	Overdimension permits	100.00
55(b)	Overweight permits	100.00
58(a)	Failure to obtain permit	100.00
58(b)	Violation of permit conditions	100.00
59	Weight limits on bridge	100.00
60(a)	Refusing to stop for Peace Officer	100.00
60(b)	Refusal to permit weighing of vehicle	100.00
61	Vehicle with metal lugs without permit	100.00
62 <sup>1</sup>	Heavy vehicle operation off truck routes	100.00
63 <sup>2</sup>	Heavy vehicle parking off truck routes	125.00
73(1)	Overtake transit bus on right side	60.00
73.1	Operate a vehicle in area restricted to City transit buses only	175.00
73.3	Operating an E-Scooter with a passenger	100.00
73.4	Operating an E-Scooter under 18 years old	60.00
<b>PART 9 RULES FOR PARADES AND PROCESSIONS</b>		
74(1)	Hold a Special Event without a permit	60.00

Bylaw No. 3186/97

**SCHEDULE "L"<sup>1</sup>**

**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 8 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
74(3)	Be a member of an unauthorized Special Event	35.00
<sup>1</sup> 3186/A-2006,	<sup>2</sup> 3186/A-2010, 3186/A-2010	

**SCHEDULE "L"<sup>1</sup>****INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 9 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
<b>PART 10 MISCELLANEOUS</b>		
78	Heavy vehicle operation across sidewalks	100.00
79(1)	Vehicular access on sidewalk or boulevard	60.00
80(1)	<sup>2</sup> Failure to obey transit or parkade regulations	30.00
81(1)	Placing obstructions and snow on roadway	35.00
82(1)	Failure to clean sidewalks	35.00
83	Distraction by light or object	100.00
84	Washing vehicles - drainage to highway	100.00
85	Unloading across sidewalk	35.00
86	Placing goods on highway	35.00
87	Sledding behind moving vehicles	35.00
88	Allowing livestock to obstruct traffic	35.00
89	Livestock on City property	35.00
90	Damaging a roadway	100.00
91	Encroachment or obstruction on highway	35.00
92	Storing material on City property without permit	100.00
93	Placing salt on sidewalk	30.00
94	Draining radiator on roadway	500.00
95	Failing to trim overhanging shrubs	35.00
96	Unauthorized damage to boulevard trees	35.00
101	Dumping dangerous goods on highway	500.00

<sup>1</sup> 3186/A-2006, <sup>2</sup>3186/A-2010

Bylaw 3186/97

**SCHEDULE "M"**

Page 1 of 1

(Transit Terminal Map)

Bylaw No. 3186/97

**SCHEDULE "N"<sup>1</sup>**

**100 km/h**

Page 1 of 1

**STREETS**

- 1 19 Street, from the East City Limit to 270 metres east of Vermont Avenue,  
for westbound motorists
- 2 19 Street, from 395 metres east of Vermont Avenue to the East City Limit,  
for eastbound motorists

<sup>1</sup> 3186/A-2015

## BYLAW NO. 3186/97

Being a bylaw of the City of Red Deer, in the Province of Alberta, to control and manage traffic upon Highways within the City of Red Deer;

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

1 This bylaw may be called the "Traffic Bylaw".

### DEFINITIONS

2<sup>1</sup> The definitions contained in the Interpretation Bylaw of the City of Red Deer and Section 1 of the *Traffic Safety Act*, R.S.A. 2000, c.T-6 and regulations thereunder shall apply to this bylaw unless a contrary intention is specifically stated in this Bylaw. In this Bylaw, the following terms shall have the meanings shown:

"City Engineer" means the Director of Development Services or his deputy, agent, or representative;

<sup>2</sup>"Commercial loading zone" means a space on a highway, marked with a City authorized sign containing the words "Commercial Loading Zone", for parking of commercial vehicles during actual loading or unloading of goods or other materials.

"Courier Service" means a business that provides courier services;

"Curb" means the actual curb, if there is one or, if there is none, means the point of division between the roadway and that part of the highway not intended for vehicular use;

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<sup>1</sup> 3186/B-2000, 3186/A-2005

<sup>2</sup> 3186/B-2006

“Curb Cut” means a driveway across a sidewalk or curb for vehicular traffic;

<sup>1</sup>“E-Scooter” means a motor vehicle that:

- i) has a permit to operate granted by the province of Alberta;
- ii) has steering handlebars;
- iii) consists of a footboard mounted on two or three wheels; and
- iv) while capable of being propelled by muscular power, may be propelled by one or more electric motors;

“Exhibition Grounds” means the following described lands:

Lot 5, Block 1, Plan 822-2274

excepting thereout all that portion of the aforesaid lands used as a racetrack;

<sup>1</sup>“Heavy Vehicle” means a vehicle with or without a load that exceeds any of the following dimensions:

- (a) 2 axles;
- (b) 11 m in length;
- (c) a licensed gross vehicle weight of 7,500 kg

but does not include the type of vehicle commonly known as “recreation vehicle”, which is a vehicle or combination of vehicle and trailer designed for vacation, camping, or similar recreation purposes.

“Holiday” includes Sundays;

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<sup>1</sup> 3186/A-2021

<sup>1</sup> 3186/B-2002

“Holiday Trailer” means:

- (i) a trailer that is designated, constructed, and equipped as a permanent or temporary dwelling or sleeping place; or
- (ii) any structure that is designated, constructed and equipped as a permanent or temporary dwelling or sleeping place and intended or capable of being loaded on to or carried upon a motor vehicle or trailer;

“Inspections and Licensing Manager” means the manager appointed by the City Manager to that position;

“Metered Space” means a space or portion of highway in a metered zone marked out pursuant to this bylaw by painted lines or otherwise for the parking of a vehicle and at which space or portion a parking meter has been installed;

“Metered Zone” refers to a portion of highway or other public place within the City where parking meters are installed;

<sup>1</sup>“Oversize Load or Oversize Vehicle” means a load or vehicle size which exceeds the Normal Maximum weights or dimensions specified in the vehicle registration certificate or in the *Traffic Safety Act* of Alberta and regulations thereunder for that vehicle, or which exceeds the following maximum dimensions:

- (a) length – 23 m
- (b) height – 4.15 m

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<sup>1</sup> 3186/B-2002

(c) width – 2.6 m

“Parking Meter” means a mechanical device designed for the purpose of indicating the time during which a vehicle may be parked in a metered space;

“Parks Manager” means the Recreation, Parks and Culture Manager appointed by the City Manager to that position;

“Peace Officer”, “Special Constable”, and “Bylaw Enforcement Officer” shall include any employee of the City appointed as a special constable or bylaw enforcement officer and any member of the Canadian Corps of Commissionaires or the City Detachment of the R.C.M.P. appointed or assigned to enforce the provisions of this bylaw;

<sup>1</sup>“Playground Zone” means that portion of a highway identified as a playground zone by a traffic control device;

<sup>2</sup>“Public loading zone” means a space on a highway, marked with a City authorized sign containing the words “Public Loading Zone”, for the parking of non-commercial vehicles during actual loading or unloading of goods or other materials.

“Recreation Vehicle” means a motor vehicle designed, constructed, modified, or equipped as a temporary dwelling place, living abode, or sleeping place;

<sup>3</sup>“School Zone” means that portion of a highway identified as a school zone by a traffic control device;

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<sup>1</sup> 3186/A-2016

<sup>2</sup> 3186/B-2006

<sup>3</sup> 3186/A-2016

“Sign” or “Traffic Control Device” means any sign, signal, marking, or device placed, marked or erected under the authority of this bylaw for the purpose of regulating, warning or guiding as defined in the *Traffic Safety Act* of Alberta and regulations thereunder;

<sup>1</sup>“Special Event” means a promotion, parade, procession, race or display that requires use of City property or a highway within the City, and for that purpose:

- (a) “promotion” means one or more persons gathered for the purpose of soliciting, protesting, rallying, entertaining, evangelizing or selling goods or services;
- (b) “parade”, “procession”, “race” or “display” means any group of pedestrians or vehicles or a combination of pedestrian and vehicles, other than a funeral or military processions, marching, walking, running, standing, proceeding or riding upon City property or a highway within the City;

“Taxi-Cab” means a vehicle licensed as a taxi-cab under the Taxi Business Bylaw of the City;

“Time” means either Mountain Standard Time or Mountain Daylight Saving Time, whichever is proclaimed to be in effect by the Province of Alberta;

“Trailer” means a vehicle which is designated to be attached to or drawn by a motor vehicle;

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<sup>1</sup> 3186/B-2001

<sup>1</sup>“Transit Terminal” means an area intended exclusively for use by public transit vehicles to allow passengers to embark and disembark and for use by passengers awaiting rides on public transit, and includes all buildings, surfaces, structures, walls, fences and street furniture associated therewith and in particular the area shown in the sketch attached as Schedule “M” to this Bylaw.

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<sup>1</sup> 3186/C-2002

**PART 1**

**SPEED**

**SPEED LIMIT GENERAL**

- 3 Unless otherwise provided for in this bylaw, the speed limit in the City shall be 50 kilometres per hour.

**SPEED LIMIT IN LANES**

- 4 No person shall drive a vehicle in an alley at a speed in excess of 20 kilometres per hour.

**<sup>1</sup>SPEED LIMIT IN SCHOOL ZONES AND PLAYGROUND ZONES**

- 4.1 (1) The maximum speed limit for a school zone or a playground zone is 30 kilometers per hour.
- 4.1 (2) The maximum speed limit for a school zone is in effect between the hours of 8:00 a.m. and 4:30 p.m. on any day that school is held.
- 4.1 (3) The maximum speed limit for a playground zone is in effect between the hours of 8:00 a.m. and 9:00 p.m.

**SPEED LIMIT IN EXHIBITION GROUNDS**

- 5 No person shall drive a vehicle on the Exhibition Grounds at a speed in excess of 50 kilometres per hour or in excess of such other lower limit as may be posted by the Westerner Exposition Association.

**SPEED LIMIT IN TRAILER PARKS; SCHOOLS; SHOPPING**

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<sup>1</sup> 3186/A-2016

**CENTERS; MEMORIAL CENTER; CONDOMINIUMS**

- 6 No person shall drive a vehicle in excess of 20 kilometres per hour on any land which is part of a trailer park, school, shopping center, condominium property, or the Memorial Center, being Lot E, Plan 3962 HW;

**SPEED LIMIT RE: SCHEDULE "A" - 30 Kilometres per Hour**

- 7 No person shall drive a vehicle in excess of 30 kilometres per hour on any highway referred to in Schedule "A" of this bylaw.

**SPEED LIMIT RE: SCHEDULE "B" - 60 Kilometres per Hour**

- 8 No person shall drive a vehicle in excess of 60 kilometres per hour on any highway referred to in Schedule "B" of this bylaw.

**SPEED LIMIT RE: SCHEDULE "C" - 70 Kilometres per Hour**

- 9 No person shall drive a vehicle in excess of 70 kilometres per hour on any highway referred to in Schedule "C" of this bylaw.

**SPEED LIMIT RE: SCHEDULE "D" - 80 Kilometres per Hour**

- 10 No person shall drive a vehicle in excess of 80 kilometres per hour on any highway referred to in Schedule "D" of this bylaw.

**SPEED LIMIT RE: SCHEDULE "E" - 100 Kilometres per Hour**

- 11 No person shall drive a vehicle in excess of 100 kilometres per hour on any highway referred to in Schedule "E" of this bylaw.

**SPEED LIMIT RE: SCHEDULE “G”**

12 No person shall operate a slow moving vehicle on highways referred to in Schedule “G” of this bylaw, between the hours of 7:00 a.m. and 9:00 a.m. or between the hours of 4:00 p.m. and 6:00 p.m., Monday to Friday inclusive.

13 The provisions of Section 12 shall not apply to any vehicle owned by or under contract to the City or any other public utilities service including, but not limited to, telephone, electric, natural gas, and cablevision systems, as well as emergency vehicles of every nature and kind including, but not limited to, fire trucks, ambulance services, police services, bylaw enforcement services while such vehicle is:

- (i) actually engaged in maintenance or emergency operations; or
- (ii) travelling to any location for the purpose of emergency street maintenance operations.

**PART 2****RIGHTS AND DUTIES OF PEDESTRIANS****STREET CROSSING WHERE SIGN PROHIBITS OBSTRUCTING HIGHWAY**

- 14 No pedestrian shall cross any highway at a point where a sign prohibits such crossing.
- 15 Two or more persons shall not stand so near to each other on any highway as to obstruct the entrance to buildings or to obstruct or prevent any other persons using such highway, and forthwith upon request being made by any peace officer or other person duly authorized to do so, shall disperse and move away.
- <sup>1</sup>16 No person shall obstruct, impede or inconvenience vehicular or pedestrian traffic or a permitted Special Event.

**PUBLIC MEETINGS**

- 17 Nothing in Sections 15 and 16 shall be construed as prohibiting the congregating or assembling of individuals to attend and listen to public speaking so long as the proceedings thereat are peaceable and orderly and sufficient space is left on the highway to allow free movement of the ordinary traffic, but should any highway at or near such assembly become in consequence thereof so obstructed as to obstruct or impede such ordinary traffic, the persons so obstructing or impeding shall forthwith move away on being requested to so do by any peace officer or by any other person duly authorized. Any person refusing or failing to forthwith

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<sup>1</sup> 3156/B-2001

move away upon being requested as aforesaid shall be guilty of an offence under this bylaw.

### **WATCHING PARADE**

- 18 Nothing in Sections 15 or 16 shall be construed as prohibiting the assembling of persons for the purpose of watching a parade or procession duly authorized by the City Manager.

### **HITCH HIKING**

- 19 No person shall stand upon or walk along a highway for the purpose of soliciting a ride from the driver of any vehicle.

**PART 3**

**BICYCLE PATHS-SIDEWALKS**

**OPERATE MOTOR VEHICLE ON SIDEWALK**

20<sup>1</sup> No person shall operate or park a motor vehicle, other than an E-Scooter, on any sidewalk, pedestrian overpass, bicycle path or pedestrian path on any public lands owned by the City.

**BICYCLES ON SIDEWALKS**

21 No person shall ride a bicycle on a sidewalk where prohibited by doing so by a sign.

**SKATEBOARDS ON SIDEWALKS**

22 (1) No person shall operate a skateboard on City sidewalk on which the operation of a bicycle is prohibited.

(2) A peace officer may seize and impound for a period of up to 14 days any bicycle or skateboard which is used or operated in contravention of any City bylaw.

22.1<sup>1</sup> No person shall operate a bicycle, E-Scooter, skateboard, roller blades or any similar device on any Transit Terminal or parkade.

**PROHIBITED OPERATION**

22.2 No person shall operate a bicycle, skateboard, e-scooter, or similar device, without due care and attention or reasonable consideration for persons using the highway, sidewalk or trail.

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<sup>1</sup> 3186/A-2021

<sup>1</sup> 3186/C-2002, 3186/A-2010, 3186/A-2021

**PART 4**

**PARKING-GENERAL**

**PROHIBITED STOPPING**

23 No person shall stop a vehicle where prohibited from doing so by a sign.

**PROHIBITED PARKING**

24 <sup>1</sup>No person shall stop or park a vehicle at any of the following locations: (a)<sup>2</sup>

**Construction Area** – with the exception of authorized construction personnel, upon any portion of a highway marked by a sign as a construction area;

(b)<sup>3</sup> **Bus Area** – (any portion of a highway marked by a sign as a bus stop or bus zone);

(c)<sup>4</sup> **Emergency Door** - in any place where the vehicle will in any way interfere with the use of a doorway intended as a fire or emergency exit from any building abutting the highway;

(d)<sup>5</sup> **Entrance to Fire Hall or Hospital** - in the entranceway to any fire hall or the ambulance entranceway to any hospital;

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<sup>1</sup> 3186/B-2006

<sup>2</sup> 3186/B-2006

<sup>3</sup> 3186/B-2006

<sup>4</sup> 3186/A-2000

<sup>5</sup> 3186/A-2000

(e)<sup>1</sup> **Designated Vehicles Only** – with the exception of designated vehicles, upon any portion of a highway marked by a sign as an area for designated vehicles. Without limiting the generality of the foregoing, the following classes of vehicles are designated vehicles:

- (i) police vehicles;
- (ii) Red Deer Transit System vehicles;
- (iii) bylaw enforcement vehicles ;
- (iv) funeral cars owned and being operated by a funeral chapel in the course of performing a funeral; and
- (v) school buses during such time that such buses are being used to transport students to and from the school, and loading and unloading of such students.

(f)<sup>2</sup> **No Parking Zone** - on any portion of a highway marked by a “No Parking” sign,

(g)<sup>3</sup> **Fire Lane** - on any portion of a highway marked by a “Fire Lane No Parking” sign.

## LOADING AND UNLOADING

24.14 No owner or operator shall stop or park in a Commercial Loading Zone unless:

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<sup>1</sup> 3186/A-2000, 3186/B-2006

<sup>2</sup> 3186/A-2000

<sup>3</sup> 3186/A-2000

<sup>4</sup> 3186/A-2000, 3186/A-2005, <sup>2</sup> 3186/B-2006, <sup>3</sup> 3186/A-2008

- (a) the vehicle bears a commercial license plate or is identified as a commercial vehicle through signage; and
- (b) the owner or operator is actively engaged in loading or unloading of the merchandise or other materials; and
- (c) the commercial vehicle is not stopped or parked for a period of time exceeding 30 minutes.

24.22 No owner or operator shall stop or park a vehicle in any Public loading zone unless:

- (a) the owner or operator is actively engaged in loading or unloading a vehicle; and
- (b) the vehicle is not stopped or parked for a period or time exceeding 10 minutes.

24.3<sup>3</sup> No person shall park a motor vehicle in such a manner as to obstruct passage on any sidewalk or walkway or on a ramp or access designed to accommodate persons with mobility challenges.

25 (1) **Authority of City Engineer** - The City Engineer is hereby authorized to make provisions and regulations in times of emergencies, during snow removal or street cleaning operations, and in areas where construction or repairs are being carried out upon or near highways, related to the control and regulation of traffic, and without restricting the generality of the foregoing, may:

- (a) designate any highway as one which is closed temporarily in whole or in part to traffic and shall cause such highways to be so marked;

- (b) designate any area as one which parking privileges are temporarily suspended and shall cause such area to be so marked;
  - <sup>1</sup>(c) cause moveable signs to be placed on or near a roadway or at the entrance to an area to show where on-street parking is temporarily suspended due to road repair or snow plowing or removal activities at least 12 hours prior to the parking restrictions taking effect;
  - (d) temporarily suspend the existing speed limit and restrict the speed of vehicles to such speed as may be indicated in a sign placed in such areas.
- (2) No person shall park or drive a vehicle in contravention of any sign or signal placed in accordance with any such provision or regulation.
  - (3) No person shall tear down, remove or interfere with any such signs, signals, barricades, flares or other things placed in accordance with such provisions and regulations.
  - (4) <sup>2</sup>No person shall park a vehicle in any location in which parking has been suspended. This section only applies during the period when the parking restrictions declared by the City Engineer are in effect.

## ALLEYS

- 26 (1) No person shall park a vehicle in an alley, unless a sign permits parking, but alleys may be used for:

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<sup>1</sup> 3186/A-2014

<sup>2</sup> 3186/A-2014

- (a) the loading or unloading of goods from a commercial vehicle for a period not exceeding 30 minutes; or
  - (b) the loading or unloading of goods or passengers from vehicles other than a commercial vehicle for a period not exceeding 5 minutes, provided that the vehicle concerned in such loading or unloading of passengers or goods does not obstruct the alley as to prevent other vehicles or persons from passing along such lane.
- (2) The portion of alleys designated "Parking Permitted" in Schedule "H" of this bylaw are exempt from the provisions of Section 26.

### **LIMITED PARKING**

- 27 (1) No person shall park a vehicle in excess of the time designated and marked on a sign posted for the purpose of restricting the time for parking a vehicle.

(1.1)<sup>1</sup> For the purpose of this Section, a vehicle shall be deemed to be continuously parked in the same location unless it has been moved at least one City block away from that location.

### **SECOND OFFENCE**

- (2) After the issuance of an offence ticket concerning a vehicle for the first violation of Section 27 and the vehicle remains parked in excess of the time permitted on the sign for a further period, then a second offence shall be deemed to have occurred and a further offence ticket may be issued for such offence.

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<sup>1</sup> 3186/A-2005

- (3) Section 27 shall not apply on a holiday, or such other day excepted by resolution of Council.

### **UNATTACHED HOLIDAY TRAILER**

- 28 (1) No person shall park a holiday trailer upon a highway unless it is attached to a motor vehicle by which it is carried, drawn or propelled.
- (2) When attached to a motor vehicle, a holiday trailer is deemed to be part of the motor vehicle.

### **TAXI STAND**

- 29 (1) No person shall park a vehicle other than a taxi-cab in a marked taxi-cab stand.
- (2) No person shall park and leave a taxi-cab unattended for a period exceeding 5 minutes at any taxi-cab stand unless such stand is at or adjoining the office of the taxi-cab company with which such taxi-cab is affiliated.
- (3) No person shall park a taxi-cab at a taxi-cab stand unless it is for hire.

### **TAXI CABS**

- 30 No person shall park a taxi-cab upon a highway except where authorized by a sign or as permitted by this bylaw.

- 31 A taxi-cab not for hire may park at a place where a sign so designates or as authorized by this bylaw for the parking of any vehicle.
- 32 In this bylaw a taxi-cab shall be deemed to be “for hire” unless, when parked:
- (a) its windows and doors are closed and locked;
  - (b) there is visibly displayed in the front windshield a printed sign in a form approved by the City Manager stating that the vehicle is not for hire; and
  - (c) the operator or any occupant of the taxi-cab does not solicit any business for such vehicle.

### **PROHIBITED PARKING/STOPPING**

- 32.11 (1) Except as required or permitted by this bylaw, by a traffic control device, or in compliance with the directions of a peace officer, or to avoid conflict with other traffic, **a driver shall not stop or park his vehicle:**
- (a) on a sidewalk or boulevard;
  - (b) on a crosswalk;
  - (c) within an intersection other than immediately next to the curb in a “T” intersection;

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<sup>1</sup> 3186/B-98, 3186/A-2021

- (d) at an intersection nearer than 5 metres to the projection of the lateral curb line of the highway at right angles to the direction of travel of the vehicle;
  - (e) within 5 metres of the approach to a stop sign or yield sign;
  - (f) within 5 metres of any fire hydrant, or when the hydrant is not located at the curb, within 5 metres of the point on the curb nearest the hydrant;
  - (g) within 1.5 metres of an access to a garage, private road or driveway, or a vehicle crossway over a sidewalk;
  - (h) within 5 metres of the near side of a marked crosswalk;
  - (i) alongside or opposite any street excavation or obstruction when the stopping or parking would obstruct traffic;
  - (j) at any other place where a traffic control device prohibits stopping or parking, during the times stopping or parking is so prohibited;
  - (k) on the roadway side of a vehicle parked or stopped at the curb of edge of the roadway;
- (2)<sup>1</sup> Section 32.1 (1) (a) shall not apply to E-scooters.

## **PARALLEL PARKING**

- 32.2<sup>1</sup> When parking on a roadway, a driver shall park his vehicle facing the direction of travel authorized for that portion of the roadway on which the

vehicle is parked, with its sides parallel to and its wheels not more than 500 millimetres from the curb or edge of the roadway.

### **ANGLE PARKING**

32.3<sup>2</sup> Where angle parking is permitted or required, a driver shall park his vehicle with one front wheel not more than 500 millimetres from the curb or edge of the roadway and with its sides between and parallel to any two of the visible parking guidelines, or at an angle of between 30 and 60 degrees to the curb or edge of the roadway where no parking guidelines are visible.

### **VEHICLE ON JACK**

32.4<sup>3</sup> No person shall leave a vehicle unattended on a highway while it is supported by a jack or similar device.

### **ABANDONING OF VEHICLE**

32.5<sup>1</sup> (1) No person shall park a vehicle, holiday trailer or recreation vehicle on a highway at the same location in excess of 72 continuous hours.

(2) Where public parking is permitted on public or private property, no person shall park a vehicle, holiday trailer or recreation vehicle in excess of 48 continuous hours without the express or implied consent of the owner or person in lawful possession or control of the property.

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<sup>1</sup> 3186/A-2021

<sup>1</sup> 3186/B-98

<sup>2</sup> 3186/B-98

<sup>3</sup> 3186/B-98

- (3) Except as provided for in the City of Red Deer Land Use Bylaw, no owner or occupant of a site shall permit a vehicle, holiday trailer or recreation vehicle parked on such site to be used for living or sleeping accommodation.
- (4) In a residential district no person shall park a recreation vehicle or holiday trailer on a highway immediately adjacent to or directly in front of a residence without the consent of the owner or occupant of that residence.
- (5) For the purpose of subsection 32.5(1) and (2), a vehicle shall be deemed to be continuously parked in a location unless it has been moved at least one City block from that location.

32.6<sup>2</sup> No person shall drive or park a vehicle on any highway so as to block, obstruct, impede or hinder traffic thereon. This prohibition does not apply where the obstruction is unavoidable due to mechanical failure of the vehicle provided that the person promptly takes measures to remove the vehicle from the highway within 48 hours.

## **EMERGENCY VEHICLES**

33 Nothing in this bylaw prohibits police vehicles, bylaw enforcement vehicles, ambulances, fire trucks, or any other emergency vehicle as well as vehicles engaged in highway repair, maintenance, or inspection from being parked on the roadway by their operators in the performance of their duties.

## **DISABLED PARKING**

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<sup>1</sup> 3186/B-98, 3186/A-2005

<sup>2</sup> 3186/A-2005 / <sup>2</sup> 3186/A-98, 3186/A-2000, 3186/B-2000

34<sup>2</sup>(1) The owner or operator of a motor vehicle which is not identified by a disabled persons placard or license plate that is issued or recognized by the Solicitor General for persons with disabilities shall not stop or park or permit the stopping or parking of the vehicle in a parking space designated for disabled parking.

(2) Where, pursuant to subsection 34(1), the vehicle is identified by a disabled persons placard, the owner or operator shall have such placard visibly displayed while the vehicle is stopped or parked in a parking space designated for Disabled Parking.

## **PART 5**

### **PARKING ON PRIVATE PROPERTY**

#### **PRIVATE PROPERTY**

35 (1) No person shall park a vehicle, or trailer on private land which has been clearly marked as such by a sign containing the words meaning "No Parking on Private Property. Unauthorized vehicles will be towed at owners expense", or words to the like effect, erected by the owner, tenant, or their agent unless such person has obtained the permission of the owner, tenant, occupant or person in charge of the said private land.

(2) No person shall park a vehicle or trailer on a parking lot on private land to which the public has access contrary to the terms, conditions, or prohibitions contained in a clearly marked sign erected at the entrance to or within the boundaries of such private land by the owner, tenant, occupant or person in charge of such private land.

(3)<sup>1</sup> Deleted

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<sup>1</sup> 3186/A-2005

## **PARKING IN LEASED STALLS**

36 (1) No person other than the lessee shall park a vehicle in any leased parking stall without the express permission of the lessee thereof.

36.1<sup>1</sup> A property owner, lessee, or the agent of the property owner or lessee, may report the license number and location of a vehicle parked in contravention of Section 35(1), 35(2) or 36(1) to any bylaw enforcement officer or peace officer and shall give his or her name, address and telephone number to the bylaw enforcement officer or peace officer upon request.

(2)<sup>2</sup> Deleted

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<sup>1</sup> 3186/A-2005

<sup>2</sup> 3186/A-2005

**PART 6****PARKING ON CITY PROPERTY****CITY PROPERTY**

37<sup>1</sup> No person shall operate or park any vehicle upon any land owned by the City which the City uses or permits to be used as a playground, boulevard, recreation or public park, Transit Terminal or any utility right of way, except on such part thereof as the City Engineer may designate by a sign or signs for vehicular use or parking.

37.1<sup>2</sup> Section 37 shall not apply to police, fire, emergency or City owned vehicles.

37.23 Unless permitted by The City, no person shall do any of the following on a highway or boulevard:

- (a) display any goods for sale;
- (b) offer any goods for sale;
- (c) sell any goods;
- (d) park a vehicle that is being displayed for sale or that is displaying advertising directing persons to a commercial premises.

**CITY EMPLOYEE PARKING**

38 No person except a City employee to whom a space is assigned, shall park any vehicle in any parking space upon City owned property, between 7:00 a.m. and 5:00 p.m., Monday to Friday inclusive, except holidays,

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<sup>1</sup> 3186/C-2002, <sup>2</sup> 3186/C-2002, <sup>3</sup> 3186/B-2006

where such space has been reserved for a vehicle operated by a City employee.

### **CITY PARKING LOT**

- 39 (1) Council may, by resolution, designate such City owned lands as it deems necessary as City parking lots in which parking stalls may be rented to persons.
- (2) No person shall park a vehicle on a City owned parking lot in contravention of the prohibitions stated on any sign.
- (3) <sup>1</sup>No person shall park a vehicle in any City parking lot or parkade without first obtaining a daily or monthly parking pass permitting parking therein, subject to the terms and conditions of any sign or printed on the said pass, and approved by the Inspections and Licensing Manager.
- (4) <sup>2</sup>No person shall store any vehicle in any City parking lot or parkade without a permit. A vehicle shall be deemed to be stored when it remains in the parking lot or parkade for 36 consecutive hours or longer. Any vehicle so stored may be removed and stored by the City and the costs thereof shall be charged to and shall be payable by the owner, in addition to any fine or penalty imposed in respect to any such violation.
- (5) The City shall not be liable for any loss or damage howsoever caused that may occur to any personal property, including a vehicle while any vehicle is parked on any City parking lot, or upon any City lands, or as a result of any removal and/or storage pursuant to Section 39(4).

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<sup>1</sup> 3186/A-2010, <sup>2</sup> 3186/A-2010

**PART 7**

**PARKING METERS**

**METER VIOLATION**

- 40 No person shall park a vehicle or allow a vehicle to remain in a metered space while the violation or time expired indicator shows on the parking meter for such space during the hours and days shown on the meter head or pipe, except on a holiday, or such other day except by resolution of Council.

**METER VIOLATION SECOND OFFENCE**

- 41 After the issuance of an offence ticket concerning a vehicle for a first violation of Section 40 and, should the vehicle be found in the same metered space after the expiration of the maximum time indicated on the parking meter, or 120 minutes in the case of parking meters providing for 2 hour parking or more, while the violation or time expired indicator shows on the parking meter, a second violation shall be deemed to have occurred.
- 42 For the purposes of Part 7 of this bylaw, a vehicle shall not be deemed to be “parked” by reason only of its standing in a metered space while the violation or time expired indicator shows on the parking meter, if a person is engaged in putting the parking meter into operation.

**METER EXEMPTION STICKER**

- 43 Sections 40 and 41 shall not apply where a vehicle bearing a card, sticker or permit authorized by the Inspections and Licensing Manager is displayed on the lower center of the windshield of the vehicle is parked in accordance with the restrictions or privileges stated on such card, sticker or permit.
- 43.1<sup>1</sup> Vehicles bearing a valid handicapped placard or license plate issued or approved under the Traffic Safety Act and regulations thereunder are exempt from the required meter payments in a Marked Handicapped Stall.
- 43.2<sup>2</sup> Sections 40 and 41 do not apply to a vehicle operated by a licensed delivery/courier service occupying a metered space for not more than fifteen (15) consecutive minutes and on which is displayed a valid parking permit in a form duly authorized by the Inspections and Licensing Manager.

#### **UNAUTHORIZED METER EXEMPTION STICKER**

- 44 No person shall display on a vehicle a card, sticker or permit purporting to exempt the vehicle from the provisions of Sections 40 and 41 unless the said card, sticker or permit is duly authorized by the Inspections and Licensing Manager.

#### **METERED SPACE REGULATIONS**

- 45 Any operator of a vehicle when parking in a metered space shall conform to the following regulations:

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<sup>1</sup> 3186/A-98, 3186/A-2005, 3186/B-2006, <sup>2</sup>3186/B-2006

- (a) Park within lines: the vehicle shall be parked wholly within the area designated as a metered space by lines or other markings;
- (b) Angle parking: if the metered space is at an angle to the curb or sidewalk, the operator of any vehicle occupying such space shall park the vehicle at the angle so designated, with the foremost part thereof parked at the curb;
- (c) Parallel parking: if the metered space is parallel to the curb or sidewalk, the operator of any vehicle occupying such space shall park the vehicle parallel to such curb or sidewalk so that the foremost part or rearmost thereof shall be alongside of and as near to the parking meter for that metered space as practicable;
- (d) Notwithstanding the provisions of this section, a vehicle, or a combination of a vehicle and attached trailer, may be parallel parked in two adjoining metered spaces parallel to the curb where the required fee is inserted in the meters for each metered space.

## **INSERTING FEE**

- 46           The required fee shall be deposited in the parking meter by the operator of a vehicle as soon as the vehicle is parked in a metered space, and the person inserting the coin or coins shall put the parking meter in operation by turning the handle provided for that purpose except where the meter is automatic. Thereafter the metered space may be lawfully occupied by such vehicle until the violation or time expired indicator shows on the parking meter. Such operator may use the unexpired time remaining on the meter from its previous use without depositing a coin. The right of occupation of a metered space by a vehicle is subject to the prohibition against parking indicated on any sign attached to the parking meter.

**METER FEES**

- 47 The fee for parking in any metered space shall be such amount as shown upon the parking meter, and as authorized by Council.

**HOODED METERS**

- 48 No person shall park a vehicle upon a highway at any metered space where the parking meter has been hooded pursuant to the Use of Streets Bylaw, other than persons to whom such spaces have been leased. Any vehicle found parked in violation of this section may be removed in the same manner as provided for in Section 39(4).

**TAXI CABS**

- 49 Except as hereinafter provided, a taxi cab shall not occupy a metered space except when taking on or discharging passengers providing such period does not exceed 2 minutes.
- 50 Subject to deposit of the required fee in a parking meter, the operator of a taxi cab may park such vehicle in a metered space regulated by such parking meter whenever:
- (a) the said taxi cab is not for hire; or
  - (b) the said taxi cab is in use and the meter is running.
- 51 Notwithstanding anything herein contained, all vehicles owned by or under contract to the City, any emergency vehicles such as ambulances, fire

trucks, police or enforcement vehicles, as well as any utilities service including telephone, electrical, natural gas and cable vision services are hereby exempt from Sections 26 and 27 and all of Part 7 of this bylaw when parked in performance of their duties.

**PART 7A**

**TRANSIT TERMINAL**

**LOITERING WITHIN A TRANSIT TERMINAL**

51.1<sup>1</sup> (1) DELETED

- (2) <sup>2</sup>No person shall enter upon the grounds of the Transit Terminal or parkade outside the normal operating hours of Red Deer Transit. This provision shall not apply to police or emergency services personnel, or to municipal employees or their agents while on official City business.

**WALKING WITHIN TRANSIT TERMINAL**

- (3) <sup>3</sup>No person, who is not in a motor vehicle, shall travel in any area of the Transit Terminal or parkade ramp that is meant only for the passage of motor vehicles. This provision shall not apply to police or emergency services personnel, or to municipal employees or their agents while on official City business.

**LITTERING**

(4) <sup>4</sup>DELETED

(5) <sup>5</sup>DELETED

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<sup>1</sup> 3186/C-2002, 3186/A-2010

<sup>2</sup> 3186/A-2010

<sup>3</sup> 3186/A-2010

<sup>4</sup> 3186/A-2010

<sup>5</sup> 3186/A-2010

**ANIMALS WITHIN TRANSIT TERMINAL AREA**

- (6) No person shall bring any animal into a Transit Terminal area.
  
- (7) Section 51.1(6) shall not apply to a registered medical service animal, a police service animal, or any other animal which is specifically authorized by the Transit Manager to be brought into the area.

**PART 8****SPECIAL CLASSES OF VEHICLES****ANGLE PARKING OF VEHICLE EXCEEDING 6 METRES**

- 52 No person shall angle park, or load or unload any public service vehicle or commercial vehicle which exceeds 6 metres in overall length upon any highway, except at such locations as have been designated by the City Engineer either by a sign or in writing.

**PARKING VEHICLE EXCEEDING 6 METRES NEAR RESIDENCE**

- 53 (1)<sup>1</sup> With the exception of a recreation vehicle, no person shall park a vehicle or a vehicle with a trailer attached exceeding 6 metres in length, or a truck tractor unit with or without a semi-trailer or trailer attached, on a highway, in front of, across from or adjacent to residential property.
- (2)<sup>2</sup> No person shall park an unattached trailer on a highway in front of, across from, or adjacent to residential property.
- (3)<sup>3</sup> This section shall not apply to:
- (a) a vehicle being parked on a highway while unloading or loading goods to or from a premises;
  - (b) a utility or other trailer being temporarily used for the purpose of construction, demolition, or landscaping, providing that such utility

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<sup>1</sup> 3186/B-98

<sup>2</sup> 3186/B-98

<sup>3</sup> 3186/B-98

or other trailer does not obstruct other users of the highway and is clearly visible and attended at all times.

### **OCCUPYING RECREATION VEHICLE OR TRAILER WHILE PARKED**

54 No person shall occupy any recreation vehicle or holiday trailer as a dwelling or sleeping place at any time while it is parked on a highway.

### **OVERDIMENSION/OVERWEIGHT PERMITS**

<sup>1</sup>55 (1) No person shall operate a vehicle:

(a) which exceeds 4.5 m in height, including load, under the bridge located at 60 Street and Gaetz Avenue; or

(b) <sup>2</sup>Deleted.

(2) No person may park any vehicle containing an Oversize Load on any street within the City.

(3) No person shall operate a vehicle which exceeds any of the following dimensions on any road within the City of Red Deer, except upon the High and Wide Load Corridor:

(a) length – 27.7 m

(b) height – 5.4 m

(c) width – 4.45 m

(d) weight – 90,000 kg

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<sup>1</sup> 3186/B-2002, <sup>2</sup>3186/C-2011

- (4) No person shall operate a vehicle which exceeds any of the following dimensions on the High and Wide Load Corridor within the City of Red Deer:
- (a) length – 48.7 m
  - (b) height – 8.3 m
  - (c) width – 7.6 m
  - (d) weight – 181,800 kg
- (5) A person may operate an Oversize Vehicle or a vehicle carrying an Oversize Load, provided that the vehicle is operated on the roads permitted under the provisions of Section 55 (3) or Section 55 (4), whichever is applicable, and further provided that:
- (a) the operator is in possession of a permit from the Motor Transport Branch of Alberta Transportation and Utilities;
  - (b) the operator is in possession of a Move Approval permit issued by the City; and
  - (c) the operator operates such Oversize Vehicle or vehicle carrying an Oversize Load within the conditions stipulated on the permits.
- (6) The routing for and permitted hours of operation of the High and Wide Load Corridor for the City are as follows:

Routing

- Taylor Drive, from Highway 11A to Edgar Industrial Drive
- Edgar Industrial Drive, from Taylor Drive to 68 Avenue
- 68 Avenue, from Edgar Industrial Drive to 67 Street

- 67 Street, from 30 Avenue to 68 Avenue
- 30 Avenue, from 55 Street to 67 Street
- 55 Street, from 20 Avenue to 30 Avenue

Hours of Operation

- 4 a.m. to 7 a.m., 7 days a week, with restrictions on Statutory Holidays  
(based on availability of manpower)

(7) No movement of an Oversize Vehicle or a vehicle carrying an Oversize Load shall be allowed within the City without three days prior notice to the City Engineer.

(8) <sup>1</sup>The fee for a Move Approval permit on the High and Wide Corridor will be assessed at a rate determined by The City annually based upon the average cost to The City for manpower, administrative and equipment costs related to Over Dimension Vehicles or Oversize Load Requests.

(9) <sup>3</sup>The provisions of Section 55(3) and (4) do not apply to a person who has received a Move Approval Permit under the provisions of Section 102.1 and who moves an Oversize Load or Oversize Vehicle in accordance with the terms of such permit.

56<sup>2</sup> A person who operates an Oversize Vehicle or a vehicle carrying an Oversize Load shall produce to a Peace Officer or a Bylaw Officer on demand a copy of the Permit issued by the Motor Transport Branch of Alberta Transportation and a copy of the Move Approval permit or shall identify the Permit number(s).

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<sup>1</sup>3186/B-2006, <sup>2</sup>3186/B-2002, <sup>3</sup>3186/C-2011

57<sup>1</sup> (1) The City Engineer may issue a Move Approval Permit on receipt of the applicable fee together with an application containing information with respect to the following:

- (a) the name and address of the owner, operator, and driver of the vehicle and their telephone numbers;
  - (b) a description of the Oversize Vehicle or Load containing all pertinent information as to the type, dimensions, and weight of the vehicle and load;
  - (c) the day, date, and hours during which it is proposed that the Oversized Vehicle or Load will travel and the route which it is proposed the vehicle will take;
  - (d) such other information as in the reasonable opinion of the City Engineer is required in order to consider any of the matters in respect of which the Permit may be granted.
- (2) The City Engineer may include in any Move Approval Permit any provisions which are reasonably necessary to ensure the safe passage of the Oversized Vehicle or Oversized Load through the City, including provisions with respect to the following:
- (a) the need for a pilot truck escort;

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<sup>1</sup> 3186/B-2002

- (b) special route restrictions due to road closures or construction;
- (c) any unusual restrictions as to the times within which the Oversized Vehicle or Load may travel on City streets;
- (d) bridge and roadway structural capacity; and
- (e) geometric design of intersections and roadways.

#### **VIOLATION OF PERMIT CONDITIONS**

58 Any person who:

- (a) fails to obtain a permit as required under this part;
- (b) contravenes the conditions of any permit issued under this part;

is guilty of an offence.

#### **WEIGHT LIMITS**

59 (1) Notwithstanding that a permit has been issued, no person shall operate a vehicle on a bridge where such vehicle, with or without load, exceeds the weight designated by a sign at or near the bridge as the maximum load permitted on such bridge.

(2)<sup>1</sup> No vehicles shall be operated on City streets in an overloaded condition and contrary to the axle loadings as cited in the Regulations under the *Traffic Safety Act*.

### **REFUSING TO STOP FOR PEACE OFFICER**

60 An operator of a public vehicle or combination of vehicles:

- (a) who fails or refuses to stop and permit the vehicle or combination of vehicles to be inspected by a peace officer; or
- (b) who fails or refuses, when directed by a peace officer, to permit the weighing of a vehicle or combination of vehicles or to stop the vehicle or combination of vehicles, in a suitable place designated by a peace officer pending removal of excess weight;

is guilty of an offence.

### **VEHICLE WITH METAL LUGS**

61 Unless a permit to do so has been issued by the City Engineer, no person shall operate on a highway a vehicle or trailer having metal spikes, lugs, cleats, skids, or bands projecting from the surface of the wheel, tire or track for such vehicle. This prohibition does not apply to the use of studded tires or tires with chains.

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<sup>1</sup> 3186/A-2005

**TRUCK ROUTES**

- <sup>1</sup>62 Except as provided in Sections 64, 65, and 66, no person shall operate a Heavy Vehicle upon a highway within the City of Red Deer other than on a highway specified as a Truck Route in Schedule “F” of this Bylaw.
- <sup>2</sup>63 No person shall park a Heavy Vehicle upon a highway within the City of Red Deer other than upon a highway specified as a Truck Route in Schedule “F” of this Bylaw.

**EXEMPTIONS**

- 64 Section 63 shall not apply when the heavy vehicle is being operated on the most direct and practicable route between the premises or location concerned and the nearest truck route:
- (a) when delivering or collecting goods or merchandise to or from the premises of bona fide customers;
  - (b) when moving a building for which an over dimension permit has been issued by the City;
  - (c) when going to or from non-residential premises for the servicing of the heavy vehicle;
  - (d) when pulling a disabled vehicle from a highway prohibited to heavy vehicles.

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<sup>1</sup> 3186/B-2002

<sup>2</sup> 3186/B-2002

- 65 Section 63 shall not apply to:
- (a) persons driving a public passenger vehicle; or
  - (b) persons driving a vehicle that is owned by or under contract to the City, including emergency vehicles such as ambulances, fire trucks, police or enforcement vehicles as well as any public utilities vehicles including telephone, electrical, natural gas and cable vision system while such vehicle is actually engaged in work at locations not designated as a truck route. The onus for establishing that the vehicle is actually in work for the purposed aforesaid is on the person operating or in charge of the vehicle and such proof must be provided upon the demand of a peace officer.
- 66 Persons that have more than one delivery, collection or service in the same area, may make all deliveries, collections or services within that area before proceeding by the most direct and practical route to the nearest truck route. In this section "area" is defined as one bounded on all sides by a truck route, or separated from other areas of the City by a truck route. Nothing in this section shall be deemed to exempt any person from the provisions of Sections 59 to 61 inclusive of this bylaw.

#### **SHIPPER AND CARRIER LIABLE**

- 67 Where the operation of a public vehicle contravenes any provision of this bylaw, the shipper and the carrier are jointly and severally liable for the contravention unless the shipper or the carrier, as the case may be, proves to the satisfaction of the court that the contravention occurred without his consent, express or implied.

**CONTRAVENTION PRIOR TO CERTIFICATE**

- 68 The granting of a certificate or permit for any operation of a public vehicle is not a defense with respect to any contravention in the operation of such vehicle which occurred prior to the granting of the certificate or permit.

**DOCUMENT AS EVIDENCE**

- 69 Every document purporting to be signed by the City Engineer shall be admitted in evidence as prima facie proof of the facts stated therein without proof of the signature or official character of the person signing the certificate.

**CERTIFICATE UNDER *WEIGHTS AND MEASURES ACT (CANADA)***

- 70 In a prosecution under this bylaw or any order made under this bylaw, a certificate purporting to be issued and signed by an inspector under the *Weights and Measures Act (Canada)* and bearing a date not more than one year either before or after the date of the offence charged, shall be admitted in evidence as prima facie proof of the facts stated in the certificate without proof of the signature or official character of the person signing the certificate.

**CERTIFICATE OF PEACE OFFICER**

71 In a prosecution under this bylaw, a certificate purportedly signed by a peace officer stating;

- (a) that the weight was measured on a portable scale; and
- (b)
  - (i) the gross weight of a public vehicle or a combination of public vehicles and the load being carried thereby; or
  - (ii) the gross axle weight transferred to the road through any point or points of contact of the vehicle or combination of vehicles with the road; or
  - (iii) that the operator of the vehicle or combination of vehicles accepted the weight determined as being accurate;

shall be admitted in evidence as prima facie proof of the facts stated therein without proof of the signature or official character of the person signing the certificate.

**BILLS OF LADING AS EVIDENCE**

72 In a prosecution under this bylaw, the bills of lading produced to a peace officer by the operator of a public vehicle, or certified true copies thereof, shall be admitted in evidence as prima facie proof of the origin and destination of the trip and description of the load carried, without proof of the signature or official character of the person signing the bills of lading or certifying the copies.

**OPERATING RULES FOR CITY BUSES**

- 73 (1) Notwithstanding any other provisions of this bylaw, where a bus of the Red Deer Transit System is stopped at or has approached within 9 metres of an intersection and signalled that the driver intends to turn right at such intersection, then the driver of a vehicle travelling in the same direction shall not overtake or pass to the right of such bus.
- (2) Every bus of the Red Deer Transit System shall carry a notice on the rear, near the right turning signal reading “do not pass on right when signal on” or similar words.
- 73.1<sup>1</sup> With the exception of police vehicles and City of Red Deer vehicles, no person shall operate a vehicle on a highway or other place within the City of Red Deer where the operation of vehicles is restricted to Red Deer Transit bus use only.

**OPERATING RULES FOR E-SCOOTERS**

- 73.2 No person shall operate an E-Scooter on or across any highway except on  
a:  
(a) designated bicycle lane;  
(b) sidewalk or boulevard;  
(c) trail;  
(d) crosswalk; or  
(e) lane.
- 73.3 A person operating an E-Scooter shall not use the E-Scooter to carry a passenger.
- 73.4 A person less than 18 years old shall not operate an E-Scooter.

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<sup>1</sup> 3186/A-2005

<sup>1</sup> 3186/A-2021

**PART 9****PARADES AND PROCESSIONS****PERMIT NECESSARY**

<sup>1</sup>74 (1) No person or organization shall hold, organize, or take part in any Special Event on a highway without first obtaining a Special Even permit from the City Manager.

(2)<sup>2</sup> (a) Notwithstanding anything in this bylaw, a procession of vehicles within the City that is part of a military or funeral procession does not require a permit, but must comply with the provisions of the *Traffic Safety Act* and regulations thereunder.

(b) Vehicles in a funeral procession may enter an intersection without stopping provided they comply with the provisions of the *Traffic Safety Act* and regulations thereunder.

(3) Every participant in a Special Event and the organization and leaders thereof shall be guilty of an offence for each violation of Section 74 (1).

<sup>3</sup>75 (1) Any person desiring to hold a Special Event on City property or a highway within the City shall apply in writing to the City Manager at least 4 weeks prior to the proposed date of the event. The application shall include thee following information:

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<sup>1</sup> 3186/B-2001

<sup>2</sup> 3186/A-2005

<sup>3</sup> 3186/B-2001

- (a) the name, address and telephone number of the applicant and, if the applicant is an organization, the names, addresses and occupations of the executive thereof;
  - (b) a signed undertaking from the person who will be in control of the event, agreeing to be responsible for the good order and conduct thereof;
  - (c) the nature and object of the Special Event;
  - (d) the date and time during which the Special Event is proposed to be held;
  - (e) the intended route or area proposed to be covered by the Special Event;
  - (f) the approximate number of people and/or vehicles anticipated to take part in the event;
  - (g) any other information required by the City Manager.
- (2) Where an event requires the partial or complete closure of a road or other public area, then, an applicant must pay all costs incurred by the City in connection with the event including advertising, signage barricading and staff time in respect of road closure and traffic control measures.

<sup>1</sup>76 (1) On receipt of a completed application the City Manager shall issue a Special Event permit unless, in the reasonable opinion of the City Manager:

- (a) there are grounds to believe that the event will substantially and unreasonably interfere with the right of members of the public to use City roads for the free passage of persons and vehicles; or
- (b) the event constitutes a danger to the health and safety of the public or to the security of property.

(2) The City Manager may add conditions to a Special Event Permit which are reasonably necessary to ensure the safety of the public, protection of property and the orderly conduct of the event. Such conditions may include a requirement for the provision of liability insurance.

<sup>2</sup>77 Nothing in Sections 15 or 16 shall be construed as prohibiting the assembly of persons for the purpose of watching a Special Event duly authorized by the City Manager.

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<sup>1</sup>3186/B-2001

<sup>2</sup>3186/B-2001

**PART 10**  
**MISCELLANEOUS**

- 78 No person shall operate a heavy vehicle on or across any sidewalk except at a curb cut or approved crossing without first planking the sidewalk to ensure that such sidewalk will not be damaged.
- 79 (1) No person shall be entitled to obtain vehicular access to a lot or parcel of land from any highway at a point not approved by the City Engineer in his sole discretion and subject to such conditions as the City Engineer may impose.
- (2) The City Engineer may refuse permission to any person applying for access across a sidewalk or boulevard if, in his discretion, local conditions do not justify such access.
- 80 (1)<sup>1</sup> Any person being in or upon any City bus or Transit Terminal Area or parkade owned or operated by the City shall observe and obey any rules, regulations, or orders made or approved by Council for and in respect thereof.
- (2)<sup>2</sup> Any peace officer, operator, or other person from time to time in charge of a City bus, Transit Terminal, or parkade may evict there from any person breaching the rules, regulations or orders, using such force as is reasonably necessary.

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<sup>1</sup> 3186/C-2002, 3186/A-2010, <sup>2</sup> 3186/C-2002 , 3186/A-2010

**PLACEMENT OF SNOW ON ROADWAY**

- 81 (1) No person shall place, or cause to be placed, upon any roadway any snow, ice, dirt or other obstruction, other than snow from the immediately adjacent sidewalk.
- (2) Any person who contravenes Section 81(1) shall remove any such snow, ice, dirt, or obstruction from the roadway within 24 hours of the time that such snow, ice, dirt, or obstruction was placed thereon.
- (3) The City may after the expiry of the 24 hours aforesaid, or if deemed necessary at any time, remove and clear away the snow, ice, dirt, or obstruction required to be removed by Section 81(2).
- (4) The person who has placed, caused or allowed to be placed the snow, ice, dirt, or obstruction contrary to Section 81(1), shall pay to the City on demand all costs of removal.
- (5) No employee of the City shall be liable for contravention of Section 81(1) when acting in the performance of his duties.

**SNOW REMOVAL FROM SIDEWALKS**

- 82<sup>1</sup> (1) All persons owning premises in the following areas of the City shall be responsible for the removal and clearing away of snow, ice, dirt and other obstructions from the sidewalk in any highway adjoining such premises within 48 hours of the time that such snow, ice, dirt or obstruction was deposited thereon;

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<sup>1</sup> 3186/B-99, 3186/B-2006

- (a) Land zoned Commercial C1, C1A, C2A, C2B, C3 or C4 under the City's Land Use Bylaw;
- (b) Land zoned industrial I1A/BSR under the City's Land Use Bylaw;
- (c) Land zoned residential R1, R1A, R1N, R2, R3, or R4 under the City's Land Use Bylaw, and
- (d) Land used for schools.

(2) The City may, after the termination of the 48 hours aforesaid, remove and clear away all snow, dirt, and other obstruction required to be removed by Section 82(1).

(3)<sup>1</sup> The owner shall make payment on demand to the City of all costs of removal under Section 82 (2).

83 No person shall place or shall cause, suffer, permit, or allow to be placed or maintained, at any location in the City, a light, sign, or any object that emits or reflects light in such manner so as to distract, or interfere with the vision of, persons operating vehicles on any highway in the City.

84 No person operating premises for the sale of new or used vehicles or for washing vehicles shall permit or allow water, mud, or any material washed from a vehicle to flow or be deposited upon a highway.

85 No person shall load or unload goods or merchandise across a sidewalk or boulevard where loading and unloading facilities have been provided in the premises to which the goods or merchandise are being delivered or from which they are being taken.

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<sup>1</sup> 3186/B-2006

- 86 No person shall place any goods, wares, merchandise or other articles of any kind upon a highway or shall expose any goods, wares, or merchandise, or other articles outside any shop, warehouse or building which shall project over any part of the highway unless a license for such use is first obtained from the City, but the provisions of this section does not prohibit the moderate use of a portion of a sidewalk for a reasonable time during the taking in, or delivering of, goods, wares, or merchandise.
- 87 No person shall allow himself to be pulled by a vehicle while he is on a sled, toboggan, skateboard, skis, or other conveyance.

#### **ANIMAL TRAFFIC**

- 88 No person shall permit any livestock, horse drawn vehicle or sleigh to stand or be upon any highway whether attended or unattended, so as to obstruct traffic thereon.
- 89 No person shall lead, ride, or drive a horse or other livestock on any City property other than on City roadways, except as provided in other City bylaws. This section shall not apply to those lands known as the Exhibition Grounds.

#### **ROADWAY/HIGHWAY REPAIRS**

- 90 No person shall damage any roadway or highway or remove any earth, gravel, concrete, pavement, or other roadway or highway appurtenance or make any excavation within or under any roadway or highway within the City without having first obtained a permit from the City Engineer.

**OBSTRUCTIONS**

- 91 No person shall build any fence, house, building, or structure of any kind, or part thereof, over the property line of any highway after the same has been duly established by law, registered survey plan, or resolution of Council, or shall obstruct in any way the highways within the City except as specifically permitted for in this bylaw or except in accordance with any contract that may be entered into between the City and that person.
- 92 (1) No person shall place, pile or store any material or equipment on City property without first applying for and obtaining a permit for such purpose from the City Engineer under the Use of Streets Bylaw.
- (2) Any person placing or causing to be placed, any dirt, gravel, concrete or any such obstruction on City property without a permit shall remove or cause the removal thereof as soon as reasonably possible and in any event no later than 24 hours after notification to do so by the City Engineer. After 24 hours or such lesser time as specified by the City Engineer, the City may remove the obstruction, perform all necessary repairs and charge the costs thereof to the person causing the obstruction.

**PLACEMENT OF SALT ON SIDEWALKS**

- 93 No person shall sprinkle, spread, or place any salt on a sidewalk, or on a roadway, unless with the permission, or under the direction, of the City Engineer.
- 94 No person shall drain the radiator or any other fluid of a vehicle so that the contents thereof fall upon or flow to any highway.

**<sup>1</sup>BOULEVARD DEVELOPMENT/MAINTENANCE**

<sup>2</sup>95 An owner of private property shall ensure that trees or shrubs growing on his property, and on adjacent boulevards between his property line and the curb, shall be trimmed so that no branches project over a sidewalk at an elevation of less than 225 cm (7.5 ft.) or over a roadway or alley at an elevation of less than 412 cm (13.5 ft.).

<sup>3</sup>96 Except for trimming required under Section 95, no person shall remove, pollard, destroy, or injure any tree that is planted or growing on a boulevard planting strip or on any City lands adjacent to any street without prior written permission from the Recreation Parks & Culture Manager. Where such permission is granted, the person requesting such permission shall be responsible for all costs associated with the removal, as well as for the value of the tree as determined by the Recreation Parks & Culture Manager.

97 The Parks Manager shall not grant a request for the removal of such a tree unless, in the opinion of the Parks Manager, there are exceptional circumstances which warrant such removal. If a request for removal for a tree is granted, the owner shall be responsible for the cost of such removal plus the value of the tree as approved by the Parks Manager.

**RECOVERY OF COSTS**

98 (1) The City Engineer may require any person concerned to comply with and remedy a breach of the provisions of Sections 90 through 97. If a person

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<sup>1</sup>3186/B-2002

<sup>2</sup>3186/B-2002

<sup>3</sup>3186/B-2002

fails to comply with such notice, the City Engineer may direct employees or agents of the City to carry out the work and to enter upon private property, if necessary, for such purpose.

- (2) All costs incurred by the City to remedy such default shall be paid on demand to the City by the person in default.

### **OFF-HIGHWAY VEHICLES**

- 99 (1) A peace officer, City employee or agent of the City, or a park control officer may operate an off-highway vehicle on highways or lands owned by the City where such operation is required in connection with the patrol or maintenance duties of such person.

- (2) For the purpose of this section, "off-highway vehicle" shall have the meaning given to it in the *Off-Highway Vehicle Act* and "Park Control Officer" shall have the meaning given to it in the Parks and Public Facilities Bylaw.

### **OPERATION OF SCHOOL BUSES**

- 100 No person shall activate the flashing red lights or stop arms of a school bus on any highway where such highway has been constructed with curbs and gutters.

### **DANGEROUS GOODS**

- 101 No person shall dump or spill, or suffer, allow or permit the dumping or spilling of any dangerous goods for which placards are required by the

*Transportation of Dangerous Goods Control Act* and regulations made thereon or any similar legislation on any City lands or highway.

**PART 11**  
**AUTHORITY OF THE CITY MANAGER**

- 102 The City Manager is hereby authorized to designate:
- (a) any highway for through traffic purposes;
  - (b) the location of cross-walks upon highways;
  - (c) any intersection, highway, or place on a highway, including a place where a railway right-of-way crosses a highway, as a place where U-turns are prohibited;
  - (d) any highway as one which is closed temporarily in whole or in part to traffic;
  - (e) any areas as one in which parking privileges are temporarily suspended;
  - (f) any highway as one to be divided into traffic lanes of such number as the City Manager considers proper;
  - (g)<sup>1</sup> the location of school zones and playground zones by the placement of traffic control devices;
  - (h) any boulevard upon which parking is permitted;
  - (i)<sup>2</sup> loading or unloading zones;

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<sup>1</sup>3186/A-2016

<sup>2</sup>3186/A-2000

- (j) the location of bus stops;
- (k) the distance from any intersection within which no parking is permitted;
- (l) portions of highways where parking is limited to a period of time;
- (m) portions of highway where stopping is prohibited entirely, or for a specified period of time;
- (n) City employee parking areas wherein parking for employees is allowed only between 7:30 o'clock in the forenoon and 5:00 o'clock in the afternoon from Monday to Friday Inclusive;
- (o) the location of metered zones, meter locations, and metered spaces;
- (p) areas for angle parking and parallel parking;
- (q) the maximum load permitted on any bridge;
- (r) parking spaces upon a highway for the use of any taxi cab business holding a valid and subsisting taxi cab license issued by the City, as a taxi stand;
- (s)<sup>1</sup> parking spaces designated for Disabled Parking.

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<sup>1</sup> 3186/A-2000

- 102.1 (a) <sup>1</sup>The City Manager may authorize the City Engineer to issue a Move Approval Permit in special cases for Oversize Vehicles or for vehicles carrying an Oversize Load which are in excess of the maximum dimensions set out in Section 55(4), or which allow a move on routes other than the High and Wide Corridor, or which allow a move at times other than those specified in Section 55(6), provided that the City Manager is of the opinion that such move may be made safely and without damage to municipal infrastructure.
- (b) The City Manager may authorize the City Engineer to specify in a Move Approval Permit issued under this section any or all of the following:
- (i) the maximum allowable dimensions of the Oversize Vehicles or Oversize Load;
  - (ii) the times during which the move may be made;
  - (iii) the route over which the move is permitted to travel;
  - (iv) any special safety considerations which the applicant must employ;
  - (v) the amount of any fee which the applicant must pay to the City where there is no applicable fee provided for pursuant to Section 55(8), provided that such fee must be reasonable fee reflecting the cost to the City for manpower, administrative and equipment costs relating to the permitted move.
- (c) In the exercise of the discretion granted under this section, the City Manager shall ensure that appropriate measures are imposed to ensure

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<sup>1</sup> 3186/C-2011

public safety and to ensure that there is no damage to municipal infrastructure.

- (d) All of the provisions of the Traffic Bylaw related to the movement of Oversize Loads and Oversize Vehicles apply to moves permitted under the authority of this section, except as modified hereunder.
- 103 (1) The Council hereby delegates the power to direct where traffic control devices are to be installed or removed according to the table set out in Schedule "K" of this bylaw.
- (2) The City Manager shall cause a record of the locations of all erected signs to be kept, which shall be open to public inspection during the hours that City Hall is open for business.
- 104 The City Manager may:
- (a) issue a card or sticker exempting a vehicle from the provisions of Sections 40 and 41 of this bylaw, which said card, sticker or permit shall state the parking restrictions applicable to the said vehicles;
  - (b) temporarily prohibit parking at any parking meter;
  - (c) prohibit or restrict the movement of vehicles from a private driveway onto a highway or from a highway onto a private driveway when the City Manager considers such prohibition or restriction is in the public interest and the better regulation of traffic;
  - (d)<sup>1</sup> engage members of the Canadian Corps of Commissionaires to issue and place on vehicles parked in contravention of the *Traffic*

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<sup>1</sup> 3186/A-2005

*Safety Act*, and amendments thereto or this bylaw, the offence ticket in the form approved, from time to time, by the Chief Bylaw Enforcement Officer of the City;

- (e) specify the types of vehicles which are prohibited from parking on any City owned parking lot;
- (f) approve the form and content of all signs and traffic control devices utilized by the City and by the owners of private land regulated under the provisions of this bylaw.

- <sup>1</sup>105 (1) The City Manager may issue permits for Special Events. These permits will contain such directions to the applicant as the City Manager considers necessary to prevent unnecessary and unreasonable obstruction of highway or to prevent a breach of the peace.
- (2) The City Manager may direct the temporary closure of highways, parking lots, or any other City property during a Special Event where, in the sole discretion of the City Manager, such temporary closure is desirable for the public safety.
- (3) If the City Manager refuses to issue a Special Event Permit, the applicant may appeal to Council. Council may direct the issuance of such permit subject to the provisions of this bylaw, and such other conditions as it deems necessary.

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<sup>1</sup> 3186/B-2001

## **PART 12**

### **PENALTIES AND POWERS OF PEACE OFFICERS**

#### **REMOVAL AND IMPOUNDMENT OF VEHICLES**

- 106 (1) A peace officer is hereby authorized to remove or cause to be removed any vehicle or trailer:
- (a) operated or parked in contravention of any provision of this bylaw; or
  - (b) where emergency conditions may require such removal from a highway.
- (2) Such vehicle may be removed to a place designated by the City Manager, where it will remain until claimed by the owner thereof or his agent.
- (3) No impounded vehicle shall be released to its owner or his agent until the impounding charge and removal charge on the vehicle have been paid, such charges shall be in addition to any fine or penalty imposed in respect of any such violation, or to any payment made in lieu of prosecution as hereinafter provided. The City is not responsible for impounding, towing or removal charges.

#### **DURING SNOW REMOVAL OR STREET CLEANING**

- 107 Notwithstanding anything herein contained, in conjunction with snow removal, street cleaning or road repair operations carried on by the City employees or contractors, the City may tow or remove vehicles from the

street being cleaned, cleared or repaired and, without impounding them, may remove them to an adjacent street. In the case of removal of vehicles from streets within the downtown area (the area bounded on the north by 55th Street, on the south by 43rd Street, on the east by 47th Avenue, and on the west by 52 Avenue), the vehicles may be towed to the parking lot located on 43rd Street south of the Recreation Center and north of the Red Deer Arena.

- 108 Where a vehicle is driven, used, parked or left in contravention of any provision of this bylaw, the owner of the vehicle is liable for the contravention and shall make payment of the penalty prescribed herein unless there is evidence before the court that at the time of the contravention, the vehicle was not driven, used, parked or left by him or by any other person with his consent, express or implied.

### **PROSECUTION OF OFFENCES**

- 109 Any person who contravenes any provisions or requirements of this bylaw is guilty of an offence and is liable for and subject to the penalties herein provided.
- 110 The penalties hereinafter specified in Schedule "L" aforesaid are hereby established for contravention of the sections of this bylaw listed in Schedule "L".
- 110.1<sup>1</sup> Notwithstanding the penalties specified in Schedule "L" or Section 113 herein, where a vehicle or trailer is towed in connection with a contravention of this bylaw, without impounding it, the penalty for the contravention shall be increased by an additional \$70.00."

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<sup>1</sup> 3186/B-2010

- 111 Where a peace officer has reasonable grounds to believe that a person has contravened any provision of this bylaw listed in Schedule "L" annexed hereto and made part of this bylaw, he may serve upon such person an offence ticket allowing the payment of the specified penalty to the City which shall be accepted by the City in lieu of prosecution for the offence.
- 112 Service of an offence ticket shall be sufficient if it is:
- (a) personally served; or
  - (b) attached to the vehicle in respect of which an offence is alleged to have been committed; or
  - (c) if mailed to the address of the registered owner of the vehicle or to the person in possession of the said vehicle.
- 112.1<sup>1</sup>
- (1) If an e-bike or E-Scooter is involved in an offence under the bylaw, the owner of that e-bike or E-Scooter, is guilty of that offence.
  - (2) For section 112.1(1), owner includes any person or corporation issued a business licence for e-bike or E-Scooter operations.
  - (3) Section 112.1(1) does not apply if the owner of the e-bike or E- Scooter satisfies the court, at the time that the vehicle was involved in the offence, it was not operated or parked with the owner's express or implied consent.

## GENERAL

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<sup>1</sup> 3186/A-2021

- 113<sup>1</sup> Any person who contravenes any of the provisions of this bylaw for which no penalty has been specified, shall be liable on summary conviction to a fine not exceeding \$500.00, exclusive of costs, and in the case of non-payment of the penalty and costs imposed by the court, and subject to Section 160 of the *Traffic Safety Act*, to imprisonment for a period not exceeding 60 days.

### **PART 13**

#### **TRANSITIONAL PROVISIONS**

- 114 Notwithstanding the repeal of Bylaw 2800/82, the provisions of Bylaw 2800/82 shall remain in full force and effect for the purposes of any traffic tags, offence tickets, or prosecutions pending or entered for contravention of Bylaw 2800/82 prior to third reading of this bylaw
- 115 All Commissioners Orders or City Manager's Orders issued under the provisions of Bylaw 2800/82 shall for all purposes be deemed to be issued by the City Manager under this bylaw and shall remain in full force and effect, unless expired by their terms.
- 116 Bylaw No. 2800/82 is hereby repealed.

READ A FIRST TIME IN OPEN COUNCIL this 15 day of December A.D. 1997. READ A SECOND TIME IN OPEN COUNCIL this 15 day of December A.D. 1997. READ A THIRD TIME IN OPEN COUNCIL this 15 day of December A.D. 1997 AND SIGNED BY THE MAYOR AND CITY CLERK this 15 day of December A.D. 1997

---

<sup>1</sup> 3186/A-2005

“G. D. Surkan”

---

MAYOR

“Kelly Kloss”

---

CITY CLERK



Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 1 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
<b>PART 2 RIGHTS AND DUTIES OF PEDESTRIANS</b>		
14	Crossing street where sign prohibits	30.00
15	Obstructing a highway	30.00
16	Pedestrians not involved in Special Event	50.00
17	Unauthorized public meetings	35.00
19	Hitchhiking	30.00
<b>PART 3 SIDEWALKS-BICYCLE PATHS</b>		
20	Operate a motor vehicle upon a sidewalk, trail, path	50.00
21	Bicycles on sidewalk where prohibited	35.00
22	Skateboards on sidewalk where prohibited	35.00
22.1	Operating bicycle, E-Scooter, skateboard, roller blades in Transit Terminal	100.00
22.2	Operating without due care and attention	250.00
<b>PART 4 PARKING</b>		
23	Stopping where prohibited	90.00
24(a)	Park in construction area	90.00
24(b)	Park in bus stop	90.00
24(c)	Park to obstruct Fire-Emergency door	100.00
24(d)	Park in entrance, fire hall or hospital	100.00
24(e)	Park in area for special class of vehicles	70.00
24(f)	Parking in area signed "NO PARKING"	90.00
24(g)	Parking in a fire lane	100.00

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 2 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
24.1	Park in loading or unloading zone longer than permitted	90.00
24.1 (a) <sup>2</sup>	Park in a Commercial loading zone without a commercial License plate or commercial signage	90.00
24.1 (b) <sup>2</sup>	Park in a Commercial loading zone without loading or Unloading	90.00
24.1 (c) <sup>2</sup>	Park in a Commercial loading zone for more than 30 minutes	90.00
24.2 (a) <sup>2</sup>	Park in a Public loading zone without loading or Unloading	90.00
24.2 (b) <sup>2</sup>	Park in a Public loading zone for more than 10 minutes	90.00
24.3 <sup>3</sup>	Park to obstruct sidewalk	90.00
25(1)	Driving a vehicle contrary to the Road Repair Sign	70.00
25(3)	Interfering with Road Repair Sign	70.00
25(4)	No Parking - street cleaning, snow removal	65.00
26(1)	Parking in an alley	90.00
27(1)	Parking longer than designated time	65.00
27(2)	Parking longer than designated time (second offence)	70.00
28(1)	Parking unattached holiday trailer on highway	90.00
29(1)	Parking in taxi stand	70.00
29(2)	Leave taxi cab unattended	70.00
29(3)	Park taxi in taxi stand when not for hire	70.00
30	Park taxi other than place allowed	70.00
32.1	Stopping or Parking:	90.00

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 3 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
	(a) on a sidewalk or boulevard	
	(b) on a crosswalk	
	(c) within an intersection	
	(d) at an intersection nearer than 5 metres to a curb	
	(e) within 5 metres from a stop sign	
	(g) within 1.5 metres of access to any garage, private road or vehicle access over sidewalk	
	(h) within 5 metres of a crosswalk	
	(i) stopping or parking so as to obstruct traffic	
	(j) where prohibited by a traffic control device	
	(k) beside a parked vehicle	
32.1	Stopping or Parking	100.00
	(f) within 5 metres from any fire hydrant	
32.2	Parallel Parking	90.00
32.3	Angle Parking	90.00
32.4	Vehicle on a Jack	90.00
32.5 (1)	Park in excess of 72 hours	150.00
32.5 (2)	Park without consent	150.00
32.5 (3)	Permitting a vehicle, holiday trailer or recreation vehicle to be used for sleeping accommodation	325.00

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>

**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 4 of 7

<b><i>Section</i></b>	<b><i>Title of Offence</i></b>	<b><i>Penalty</i></b>
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1

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 5 of 7

<b>Section Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
32.5 (4)	Park where not permitted	150.00
32.6	Park so as to obstruct traffic	150.00
34(1)	Parking in disabled space	210.00
34(2)	DELETED	
<b>PART 5 PARKING ON PRIVATE PROPERTY</b>		
35(1)	Park on private property	90.00
35(2)	Park on parking lot on private land - public access	90.00
36(1)	Park in a leased stall	90.00
<b>PART 6 CITY PARKING</b>		
37	Park or operate vehicle - City owned land	90.00
37.2(a) <sup>2</sup>	Display goods for sale	60.00
37.2(b) <sup>2</sup>	Offer goods for sale on highway or boulevard	60.00
37.2(c) <sup>2</sup>	Sell goods on highway or boulevard	60.00
37.2(d) <sup>2</sup>	Park a vehicle that is being displayed for sale or that is displaying advertising directing persons to a commercial premises	90.00
38	Park in City employee stall	90.00
39(2)	Park contrary to signs - City parking lot	90.00

Bylaw No. 3186/97

**SCHEDULE "L"**<sup>1</sup>**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 6 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
39(3)	<sup>3</sup> Parking in City lot or parkade	70.00
39(4)	<sup>4</sup> Parking prohibited in City lot or parkade in excess of 36 hours	100.00
<b>PART 7 PARKING METERS</b>		
40	Meter violations	65.00
41	Meter violation - second offence	70.00
43.2 <sup>2</sup>	Park licensed courier/delivery vehicle over time limit	65.00
44	Unauthorized meter exemption sticker	100.00
45(a)	Not parking within lines - metered space	65.00
45(b)	Improper angle park - metered space	65.00
45(c)	Improper parallel park - metered space	65.00
48	Park at hooded meter	100.00
49	Taxi cab in metered space	70.00
<b>PART 7A TRANSIT TERMINAL</b>		
51.1(1)	<sup>5</sup> DELETED	
51.1(2)	<sup>6</sup> Enter Transit Terminal or parkade after hours	35.00
51.1(3)	Run or walk in area for passage of motor vehicles	35.00
51.1(4)	<sup>7</sup> DELETED	
51.1(5)	<sup>8</sup> DELETED	
51.1(6)	Bring animals into Transit Terminal	35.00

Bylaw No. 3186/97

**SCHEDULE "L"<sup>1</sup>****INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 7 of 7

<i>Section</i>	<i>Title of Offence</i>	<i>Penalty</i>
<b>PART 8 SPECIAL CLASSES OF VEHICLES</b>		
52	Angle park vehicle exceeding 6 metres	100.00
53(1)	Park vehicle over 6 metres - residential district	210.00
53(2)	Park Unattached Trailer	100.00
54	Residing in holiday trailer or recreation vehicle	100.00
55(a)	Overdimension permits	100.00
55(b)	Overweight permits	100.00
58(a)	Failure to obtain permit	100.00
58(b)	Violation of permit conditions	100.00
59	Weight limits on bridge	100.00
60(a)	Refusing to stop for Peace Officer	100.00
60(b)	Refusal to permit weighing of vehicle	100.00
61	Vehicle with metal lugs without permit	100.00
62 <sup>1</sup>	Heavy vehicle operation off truck routes	100.00
63 <sup>2</sup>	Heavy vehicle parking off truck routes	125.00
73(1)	Overtake transit bus on right side	60.00
73.1	Operate a vehicle in area restricted to City transit buses only	175.00
73.3	Operating an E-Scooter with a passenger	100.00
73.4	Operating an E-Scooter under 18 years old	60.00
<b>PART 9 RULES FOR PARADES AND PROCESSIONS</b>		
74(1)	Hold a Special Event without a permit	60.00

Bylaw No. 3186/97

**SCHEDULE "L"<sup>1</sup>**

**INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 8 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
74(3)	Be a member of an unauthorized Special Event	35.00
<sup>1</sup> 3186/A-2006,	<sup>2</sup> 3186/A-2010, 3186/A-2010	

**SCHEDULE "L"<sup>1</sup>****INDEX TO OFFENCES AND SPECIFIED PENALTIES**

Page 9 of 7

<b>Section</b>	<b>Title of Offence</b>	<b>Penalty</b>
<b>PART 10 MISCELLANEOUS</b>		
78	Heavy vehicle operation across sidewalks	100.00
79(1)	Vehicular access on sidewalk or boulevard	60.00
80(1)	<sup>2</sup> Failure to obey transit or parkade regulations	30.00
81(1)	Placing obstructions and snow on roadway	35.00
82(1)	Failure to clean sidewalks	35.00
83	Distraction by light or object	100.00
84	Washing vehicles - drainage to highway	100.00
85	Unloading across sidewalk	35.00
86	Placing goods on highway	35.00
87	Sledding behind moving vehicles	35.00
88	Allowing livestock to obstruct traffic	35.00
89	Livestock on City property	35.00
90	Damaging a roadway	100.00
91	Encroachment or obstruction on highway	35.00
92	Storing material on City property without permit	100.00
93	Placing salt on sidewalk	30.00
94	Draining radiator on roadway	500.00
95	Failing to trim overhanging shrubs	35.00
96	Unauthorized damage to boulevard trees	35.00
101	Dumping dangerous goods on highway	500.00

<sup>1</sup> 3186/A-2006, <sup>2</sup>3186/A-2010

Bylaw 3186/97

**SCHEDULE "M"**

Page 1 of 1

(Transit Terminal Map)

Bylaw No. 3186/97

**SCHEDULE "N"<sup>1</sup>**

**100 km/h**

Page 1 of 1

**STREETS**

- 1 19 Street, from the East City Limit to 270 metres east of Vermont Avenue,  
for westbound motorists
- 2 19 Street, from 395 metres east of Vermont Avenue to the East City Limit,  
for eastbound motorists

13186/A-2015

August 17, 2021

Dear Mayor Veer:

I am writing on behalf of CNIB to bring what we feel are key safety concerns forward as the City of Red Deer continues to evaluate the role of e-scooters in the city.

CNIB recognizes the benefits e-scooters bring to the city in providing an option for residents in their “last kilometre of travel,” and in offering an environmentally friendly way to move around the city. However, for people who are blind or partially sighted, e-scooters present a hazard if used improperly. With that in mind, CNIB would like to offer two important points we would like the city of Red Deer to take into consideration when deciding on whether to make e-scooters a permanent addition to the city’s infrastructure:

**1) Designated parking zones:** Improperly parked scooters present a tripping hazard to people with sight loss and if left in the middle of a sidewalk, create an impediment to all residents in the area, including seniors, wheelchair users, and people pushing strollers, to name a few.

We urge the city to mandate the use of designated parking zones for e-scooters. In conversations with e-scooter companies, we have expressed the importance of educating their riders on parking scooters in designated spaces out of harm’s way, and we hope the city will mandate a system of designated parking zones for e-scooters.

**2) Sound emitted from e-scooters:** The silent nature of e-scooters presents another safety concern, not only for people who are blind or partially sighted, but also for other residents who may be caught off guard by an e-scooter coming up behind them.

We believe it is essential for e-scooters to emit a sound when they are in motion to alert anyone walking nearby that an e-scooter is present. We would also prefer to see scooters emit a sound when they are parked, especially if a scooter is parked in an area that would create a hazard, such as on a sidewalk.

E-scooters are becoming a part of the landscape in more and more cities, and much like automobiles evolved over time with features and regulations that made them safer for all citizens, CNIB asks that city administration create policies designed to make the use of e-scooters in Red Deer safe for everyone.

Sincerely,

Marc Workman

Manager, Operations | Western Canada



# ROLL

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## End of Season 2021 Report

Red Deer, AB

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**01** Message from Executive Team

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**02** Ridership Data

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**03** Successes and Challenges

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**04** Economic Contribution

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**06** Equity and Accessibility

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**08** Education and Outreach

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**11** Community Partnerships and Initiatives

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**13** Rider Feedback

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# Message from Executive Team

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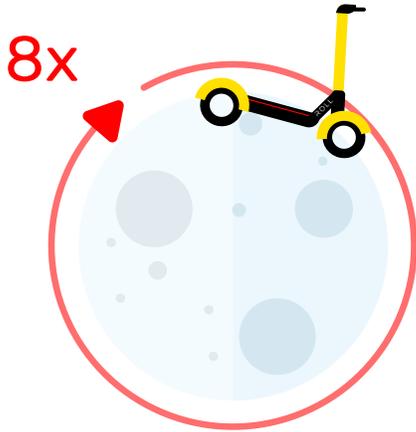
It is our honor to present Roll's End of Season 2021 Report for the Micromobility Permit Program. The report highlights some high-level information about the ridership, our rider education efforts, partnerships and initiatives.

As the only Canadian-owned, developed, and operated micromobility provider, we offer a community-first model to deliver shared mobility service to the cities we support. We have been investing our most recent multimodal hardware and software to provide a safe, fun, and sustainable mode of transportation in the midst of a global pandemic. We would like to thank everyone at the City for working closely with us to make the pilot a success.

We look forward to serving the residents and visitors of Red Deer again next year! We welcome the City's feedback and would be happy to answer any questions.



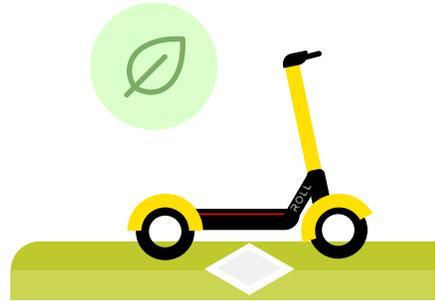
# Ridership Data



The equivalent of driving around the Moon almost 8 times

# 77,158

total distance travelled (km)



# 11.42

carbon emissions saved (metric tonnes)



# 20.76

average duration per ride (min)



# 3.59

average distance per ride (km)



# 6684

total unique users



# Safety & Compliance

---



**96.8%**

Compliance rate for adhering to local rules, e.g., *not riding on roadways, not double riding.*



**94.3%**

Compliance rate for following proper parking procedures

**0**

reported injuries

99.3% of Roll riders become compliant after receiving a warning for improper parking or sidewalk riding.



# Economic Contribution

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# \$ 291,674

## Total Investment

We hired amazing talents to help us with our daily operations. These jobs include Logistics Associate, Patrol and Emergency Team Associate, General Manager, and Mechanics. We will continue adding more jobs as we increase our fleet size. In addition to the jobs created, Red Deerians had a convenient way to Roll around and visit local businesses. As a proudly Canadian company, we are very proud of supporting local businesses.



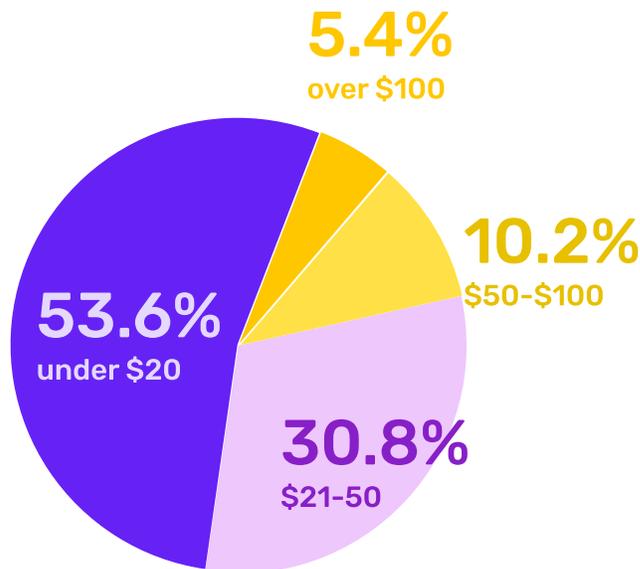


**72.8% of survey respondents said that they visited a local business as their final destination using a shared e-scooter**

## Roll to Support

We feature and promote small businesses on our app to encourage our riders to try their products by offering them credits and discounts. If a rider ends their trip in one of these promoted locations, they receive a ride discount as well as a discount from the local business. As a means to encourage and promote local business, we do not charge the businesses for this collaboration.

## Out of the 72.8% of survey respondents, a percentage of these riders spent:



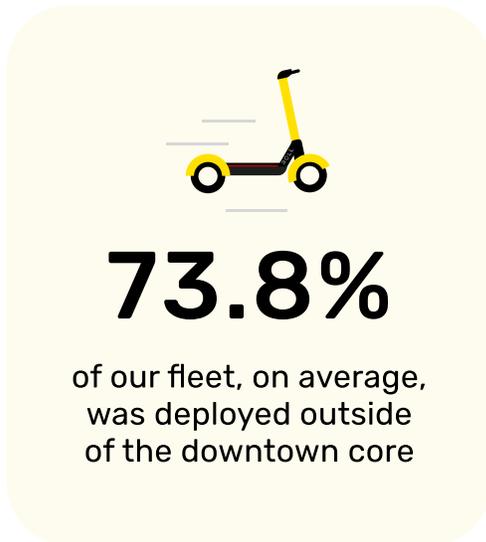
## Tourism

Our tourism page helped many visitors of Red Deer to easily navigate where to see in the city. Many of our Rollers visited these popular spots using our e-scooters.  
<https://www.rollscoters.com/reddeer-things-todo>



# Equity and Accessibility

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## Roll for Everyone

We are committed to providing a sustainable and equitable mobility option with a pricing structure that is affordable to every resident including individuals with limited resources. We designed Canada’s first equity program for shared micromobility. Our qualified participants in our Roll for Everyone program are eligible for discounted rates (50 percent off).

We also recognize those community members that may not have credit cards or smartphones. Roll for Everyone program also allows the unbanked (those without a debit or credit card) to purchase a Roll Card with cash at partner locations - removing two primary barriers to equitable mobility.





## Access 2 Card

Roll is proud to be the only shared micro-mobility partner of Access 2. The Access 2 Card program helps to ensure that entertainment, transportation and recreational opportunities are more available and accessible to all. Access 2 has emerged as a national leader in helping create opportunities for individuals with disabilities and raising awareness about the importance of accessible services such as transportation.

People with permanent disabilities who require a support person carry a personalized Access 2 card with them (an authorized healthcare provider certifies the need for an attendant during the application process). The card indicates the individual requires the support of an attendant. Access 2 participants can submit a form on our website with their proof of eligibility. Roll provides free rides to the support person.

# Education and Outreach

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Education is the most important component of shared e-scooter programs. Rider education has been our main focus this year.

## Helmet Distribution

We introduced our very own patrol team, Roll Squad, to distribute helmets to our riders in the field. Helmet request was also available through our app and website.

## Rolling 101: Safety Events

We organized safety events in Red Deer to provide a hands-on experience with our product and distribute free helmets.



## First-time Speed Limit

According to a CDC report on e-scooter injuries, 33% of the injuries occur in the first ten minutes of the first ride.

In order to prevent injuries, our scooters are adjusted to a lower speed for first time riders to ensure safety and a better learning experience.

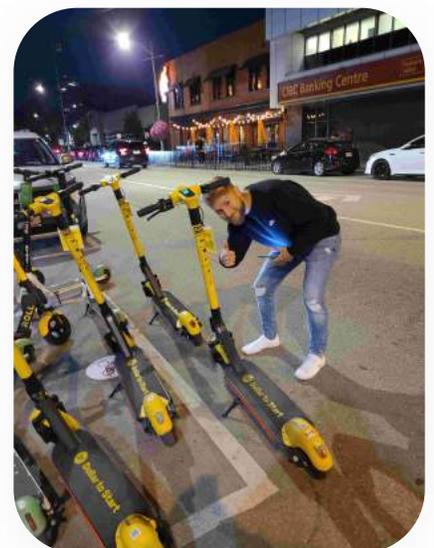
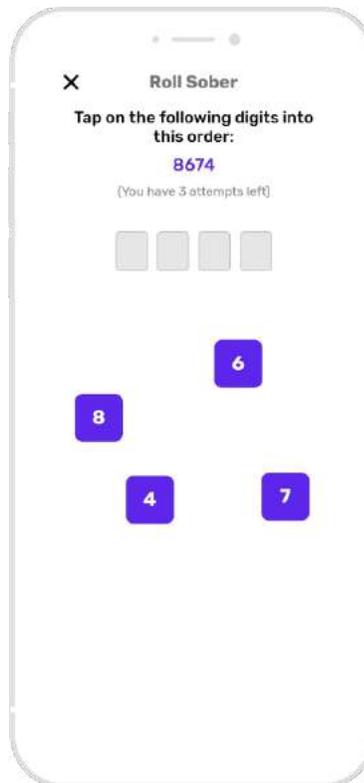


**Our cognitive test reduced drunk riding by 71% based on the preliminary data.**

## Cognitive Test

Roll Sober test is the industry’s most effective cognitive test to check if our riders are alert enough to ride responsibly. It is designed to deter people from riding under the influence of alcohol or illegal drugs. Riders need to pass our cognitive test during certain hours to make sure that they are able to ride safely. Riders have 3 attempts to pass the test. Otherwise, they won’t be able to unlock a scooter.

We worked very closely with experts and healthcare professionals from reputable educational institutions such as University of Toronto to design our cognitive test.



## In-app Tutorial

After registration on the app, detailed instructions with illustrations are shown in the app before unlocking a scooter including riding instructions, helmet laws, proper parking and riding paths such as bicycle lanes.

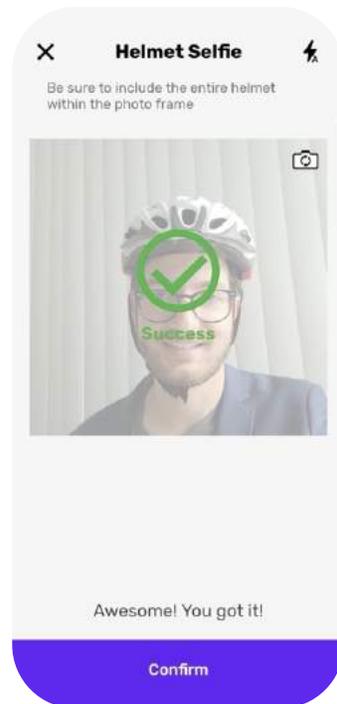
The riders can also review educational materials in-app on the side menu. Video tutorials and safety instructions are also be available on our social media pages and on the website.



**Over \$1,000 worth of ride credits were distributed to our riders that submitted a valid helmet selfie.**

## Helmet Selfie

Roll riders have an opportunity to submit a helmet selfie within the Roll app to receive ride credits.



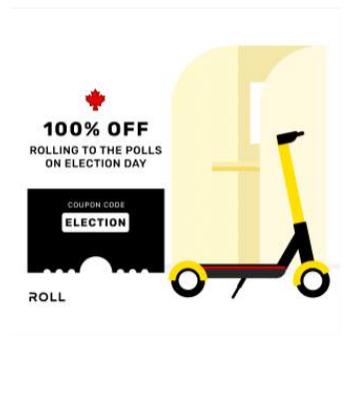
# Community Partnerships & Initiatives

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Throughout the program, we have been developing strategic partnerships to maintain an accessible and equitable utilization of our shared electric scooters while promoting safe use of micro-mobility options in the city.

## Free Rides on Election 2021

We provided free rides to Red Deer residents during the federal and municipal elections to make voting more accessible.



## Heroes without Capes

We've made healthcare heroes' capes' fly in the wind on our e-scooters! We worked closely with the City and Alberta Health Services to provide free rides to all health care professionals in Red Deer.



## Student Price Card

We know how much students love riding Roll Scooters to have fun with their friends and on their commutes to school or work. We partnered up with the largest national student discount program, Student Price Card (SPC) to offer discounted rides for students.



## Moovit, Transit App

We partnered up with transportation planning apps like Transit app and Moovit. With these partnerships, our Rollers conveniently plan multimodal trips with Roll scooters, making it that much simpler to get to a variety of destinations.



## Neo Financial

We partnered with Calgary-based fintech company Neo Financial to provide incentive for their customers while supporting local businesses.



# Rider Feedback

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Our riders' feedback plays a crucial role in how we run our operations. After each trip, riders have the option to complete a brief feedback form. It includes the safety score, accessibility, price, and speed. In Red Deer, we received the following feedback:



**4.8/5.0**

Safety



**4.2/5.0**

Price



**4.8/5.0**

Overall



**4.7/5.0**

Speed



**4.6/5.0**

Accessibility



As someone with a disability that makes driving a car difficult, e-scooters have been provided a significant improvement to my life. They have made the city much more accessible to me, by enabling me to travel in a very quick and versatile manner.

Loved the adventure, hope it continues. Date nights will never be the same.

The e scooters are a great way to spend the day with friends or commute. It encourages an active life style while staying safe.

I love Roll. Everyone has a huge smile on their face when they are riding down the road

Really happy to have Roll available. I frequently use them to commute home. Don't take up a parking spot and have a relaxing (and kind of fun trip home) after work. Cost of the scooter ride is less than parking.

-John

I love the scooters in Red Deer! Would definitely continue to use them in the future!

# Red Deer 2021 Season Report



December 2021

# Red Deer Business License Overview

## Permitted Operating Date

- July 1 to Oct 31

## Number of E-Scooters in Market

- 50, added an additional 150 to have 200 in total

## Deployment

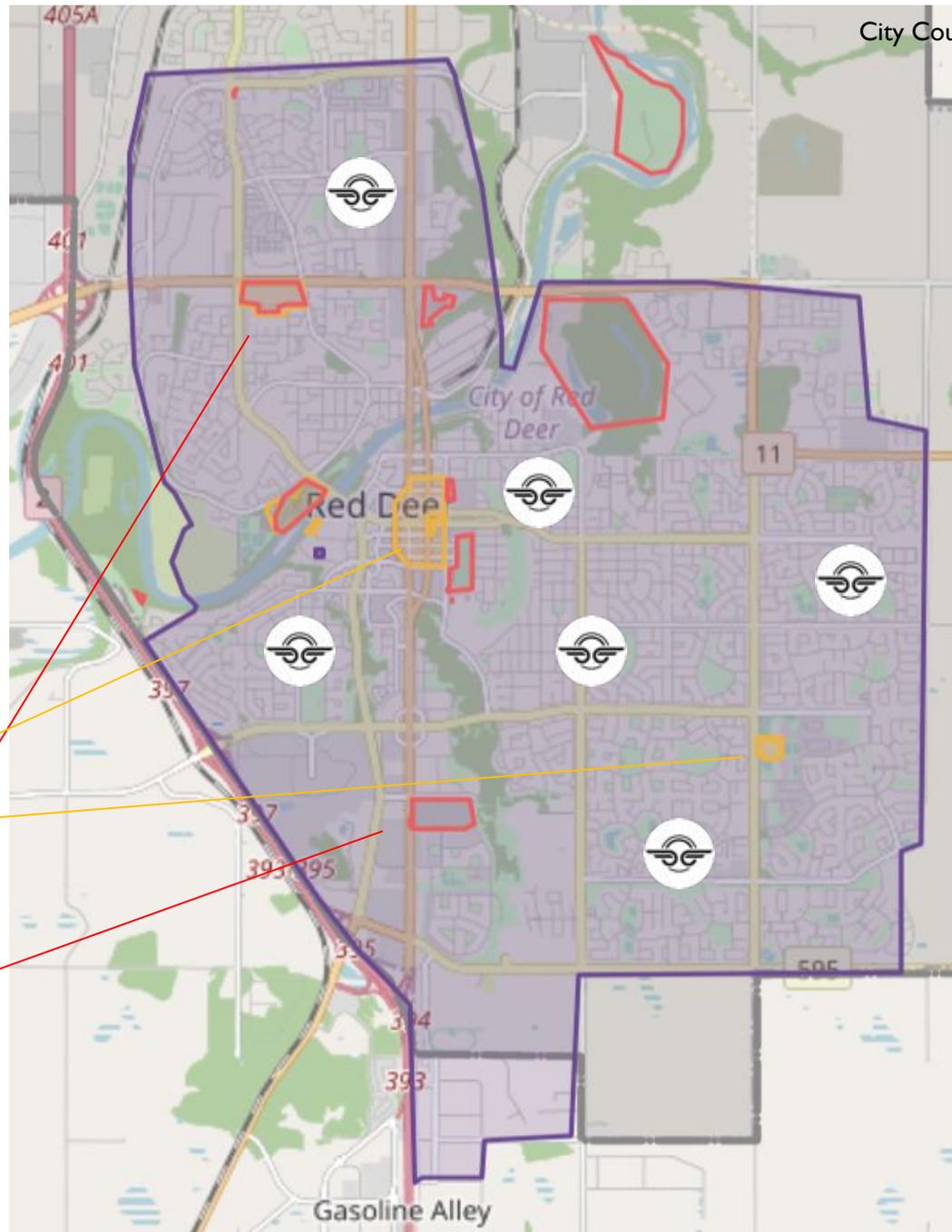
- Placed at busiest areas

## Slow Speed Zones

- Bower Ponds
- Bower Transit Terminals
- G.W. Harris Plaza and Culture Services
- Heritage Ranch
- Rotary Recreation Park
- Dawe Centre
- River Bend
- Canada 150 Plaza (Capstone)
- Three Mile Bend
- Kerry Wood Nature Centre
- Downtown

## No Park/No Ride Zones

- Glendale Skate Park
- Bowerplace Parking Lot
- Gaetz Lake Sanctuary
- River Bend Golf Course
- Parkland Mall
- City Hall Park & Sorensen Station



# Fun Data

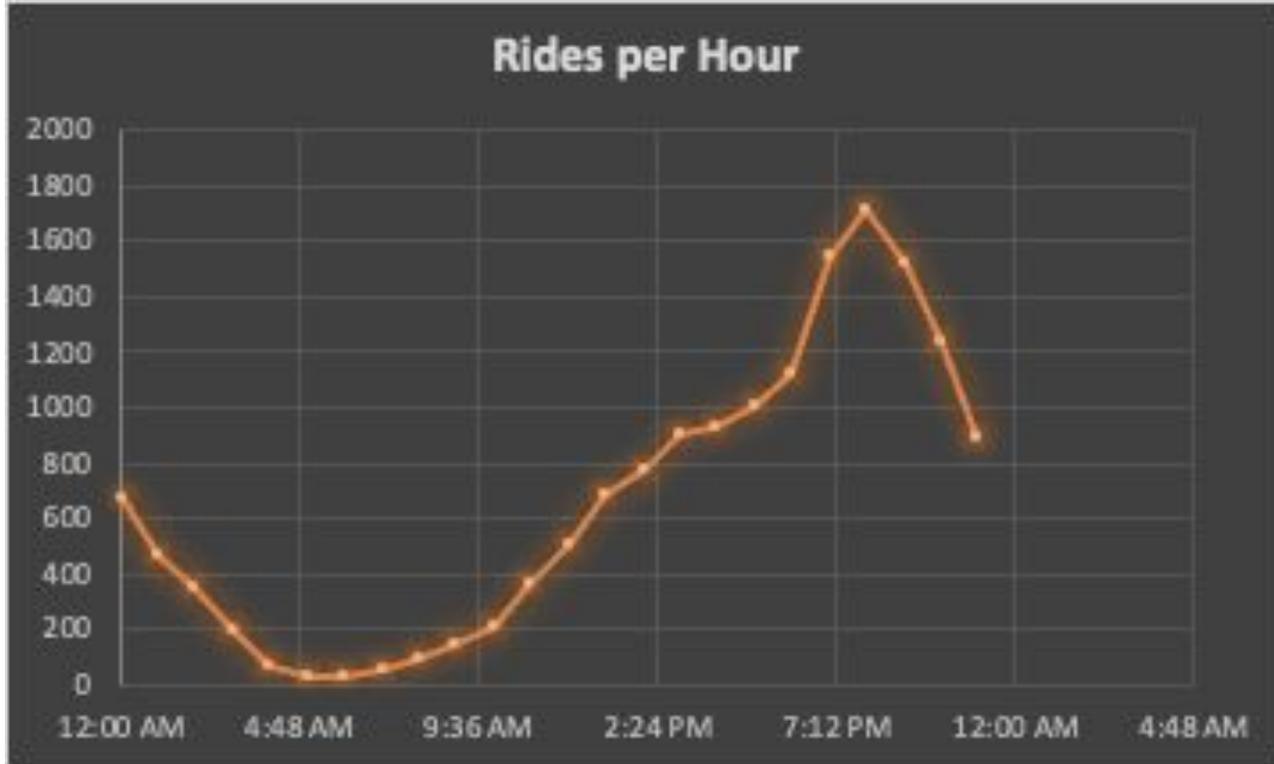
Aerial view of ride starts and ends. Ride Starts are in Green and Ride Ends are in Red. A bulk of rides start from downtown Red Deer and park entrances on the west and south side of the city.



**The  
Longest  
Ride in  
Red Deer  
was 28 km**

**When  
Birds  
are  
Used**

Demand for e-scooters begins to climb starting at 3pm and gets progressively busier with peak hours from 5pm to 8pm



There is little to no activity during the hours between 3am to 6am

# Bird Events

Bird Canada participated in the Red Deer Media Event where all e-scooter operators came out to show the public their e-scooters and how to ride and learn the local rules for safe riding and parking



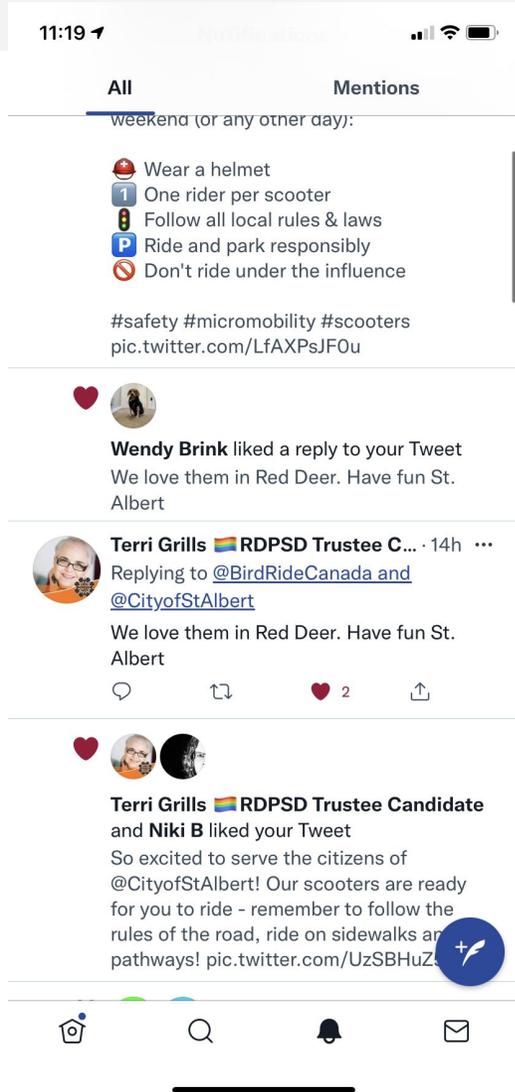
# Bird Events

Bird Canada's Safe Streets Team organized an e-scooter safety and training event on July 1 to show residents how to properly ride while being safe and to educate on local rules.



# Bird Tweets

## Bird Canada is highly active on social media and has a lot of support on Twitter



## Bird Season Takeaways

Bird Canada e-scooters were a great addition to Red Deer this year. Below is what we believe worked well this season and what we hope to improve on for next year.

<b>What Worked this Season</b>	<b>Opportunities for Enhancement</b>
Kept a conservative amount of e-scooters in market	More Red Deer safe riding events
Quick response time to any mis-parked e-scooter	Participation in more Red Deer community events
Low safety issues	Start the program earlier in 2022 (e.g. March/April)
High usage and adoption in the City of Red Deer	
Trips distributed equally throughout the operational zone	

Thank You!



Alex Petre

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Originally submitted at the  
May 10, 2021 Council  
Meeting

May 10, 2021

## E-Scooter Pilot

Prepared by: Amy Fengstad, Parking and Licensing Supervisor  
Department: Inspections and Licensing

### **Report Summary & Recommendation**

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Administration is seeking Council approval to implement an Electric Scooter (E-Scooter) pilot project for a two-year term. Following several inquiries from private businesses, Administration conducted a review of the pilot programs ran in Calgary and Edmonton to determine if this would be a good fit for Red Deer.

Administrative analysis of those pilots identified a potential opportunity for the City of Red Deer. As it would be difficult to determine the success of the program in our municipal setting based on Calgary and Edmonton, Administration recommends trialing E-Scooters for a two-year term and evaluating following that term to guide the ongoing nature of E-Scooters in Red Deer.

### **Proposed Resolutions**

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Resolved that Council of The City of Red Deer having considered the reports from Inspections & Licensing, dated May 10, 2021 re: E-Scooters, hereby approves the two-year E-Scooter Pilot program, starting on July 1, 2021 and ending October 31, 2023 with no limits on the number of companies or E-Scooters.

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing, dated May 10, 2021 re: E-Scooters, hereby approves a one-time allocation of \$15,000 in the Operating Reserve Tax Supported budget for communication costs.

That Bylaw 3609/A-2021 be read a first time.

That Bylaw 3186/A-2021 be read a first time.

That Bylaw 3255/A-2021 be read a first time.

### **Rationale for Recommendation**

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- 1) **The two-year pilot provides an opportunity to trial E-Scooters and how they would be received and used by Red Deer's citizens.** The two seasons of usage and feedback provides Administration the information to review and determine if this business model would work well long term.

- 2) **E-Scooters aligns with The City’s Multimodal Transportation Plan.** This pilot helps determine if E-Scooters help achieve The City’s stated mobility goals in our Multimodal Transportation Plan.
- 3) **Supports business initiatives for Red Deer.** The two-year pilot opens the door for new opportunities, with potential of longer-term options. With the current inquiries from interested businesses, this pilot would provide the opportunity for them to also trial Red Deer for their market and profitability analysis before making longer-term decisions on this market.
- 4) **Supports the City’s strategic plan.** Aligns with the goal of being a four-season destination where visitors and residents enjoy our parks, trails and distinctive amenities, all within our “city in a park”. E-Scooters would provide the opportunity for visitors and citizens to enjoy our parks, trails and amenities in a new and fun way!

## Background

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Electric Scooters (E-Scooters) are a motor vehicle that are capable of being propelled by muscular power, but may be propelled by one or more electric motors. They have steering handle bars and consist of a footboard mount on two or three wheels. Here is a sample photo for reference.



In the summer of 2020, E-Scooter businesses expressed an initial interest in opening in Red Deer. Those inquiries prompted the more detailed look at Calgary and Edmonton’s pilot programs and the learnings from those pilots. Administration received more inquiries in winter 2020 and early in 2021. Reviewing the successes and challenges for our neighbouring municipalities, Administration feels this would be a good opportunity for Red Deer.

## Analysis

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Within the two-year pilot program concept, Administration explored a few options on how to navigate within that term. Those options were:

**Option 1 – Open Market** – no caps on the number of businesses that can apply to the program or the number of E-Scooters the businesses can bring into the pilot. This will allow for the market in Red Deer to determine the demand and the ongoing nature of what E-Scooters look like in Red Deer.

**Option 2 – Cap on the number of businesses** – a proposed cap on the number of E-Scooter businesses that could enter the pilot program. Administration discussed this option; however felt that the selection process with a cap on businesses would not make this a fair and equitable process. If all applications met the application and selection criteria, the challenge would be in determine who is permitted to open and who is not.

**Option 3 – Cap on the number of E-Scooters per business with no cap on the number of businesses.** Administration was challenged with this option as well. It would be difficult to pick a cap on E-Scooters as each business would have different operational costs and a cap could hinder the ability of a business to enter Red Deer from a financial standpoint, not allowing for a fully equitable pilot. The City would not be able to determine or estimate ridership for our City. Proposing a cap on the number of E-Scooters a business could run may force some out of the pilot from a viability standpoint.

After looking at these three options, Administration is recommending Option 1 for the pilot program with the understanding that a review will be conducted on the pilot program and make recommendations moving forward under a more permanent structure, should the program be successful.

Administration has received letters of support from the DBA and Tourism Red Deer, which are included in Appendix L of your package. These letters comment on the economic benefit and tourism factors that E-Scooters can bring, allowing tourist and residents an opportunity to explore our amazing trails within Red Deer. Tourism Red Deer, commented, “I truly feel this would be a great step in the right direction in offering something new to our locals and visitors.”

#### **Implementation Plan:**

If approved by Council, Administration would prepare the application details and advertise the pilot program for a quick implementation. We would have all applications of interest submitted by June 2<sup>nd</sup> with approvals granted by June 11<sup>th</sup>. The successful applicants could launch when they have received their approval or are fully ready to roll out their program.

The City would develop a strong communication plan, website updates, and advertising to inform citizens the pilot program is up and running. Similar to Calgary and Edmonton, Administration would work with the successful applicants to have consistent messaging between the businesses themselves and City materials. The City would take an active role in engaging citizens and informing them on safety, COVID and E-Scooters and complaint management.

Licensing agreements would be set up with each E-Scooter business, outlining the conditions of operations, the deposits, how those will function, and the term of the pilots. Administration would require deposits for damages and educational components, like Calgary, to offset costs for The City.

Costs incurred by The City for property repair or for removing and storing E-Scooters will be charged against the security deposit as outlined in the licensing agreements. This will also be used to recover costs if a permit holder fails to remove their E-Scooters from all public right of ways, parks and City property. The security deposits will be \$25 per E-Scooter or a minimum of \$5,000. If the security deposit is utilized, the business would have to top up the deposit back to \$5,000.

**Drop Locations:**

Administration has explored drop points on City infrastructure that could be used for E-Scooters. The pilot is recommended to be the dockless E-Scooters, so the charging stations do not need to be installed on City Lands or infrastructure. That process would require development approval and is something we could explore following the review of the pilot program. Suggestions for drop off locations would be recreation facilities, transit bus stops (in use and not in use), parking stalls in the downtown, city parking lots and community centres.

**Risks and Concerns:**

E-Scooters are growing in popularity and are another mode of transportation for citizens. With the recommendation for the pilot program to be on trails and sidewalks only, Administration felt the risk of having E-Scooters on a roadway and low speeds was a far greater safety concern, than E-Scooters on a sidewalk or paved trail. User safety rules and communication will need to come from both The City and the E-Scooter businesses.

The other concern is around the risks associated with the E-Scooters potentially ending up in rivers, ponds or involved in other acts of vandalism. There would be a larger draw on City resources for these issues, which was experienced in Calgary and Edmonton during their pilot programs. With these risks in mind, the E-Scooter companies would be required to hold commercial general liability insurance, property insurance and automobile third party liability insurance to cover possible risks associated with the use of E-Scooters.

When scooters are permitted to operate in a municipality, they are given an exception to the provisions of the Traffic Safety Act, which would otherwise bar a powered vehicle from operating on the sidewalks. Rather than enforcing safety rules through provincial legislation or regulations, rules applicable to scooters must be set out in bylaws. To ensure we have suitable tools for enforcement, the necessary bylaw amendments are included with this proposal should Council endorse the pilot.

The bylaw amendments are:

1. *Business Licence Bylaw 3609/2018*; adding a new section on the E-Scooter business requirements and adding definitions for E-Scooters. Addition of penalties for infractions under the amendments.
2. *Traffic Bylaw 3186/97*; amending sections 20, 22.1, 32.1, and 102 of the bylaw to permit the use of E-Scooters and adding definitions for E-Scooters.
3. *Parks and Public Facilities Bylaw 3255/2000*; amending the bylaw to permit the use of E-Scooters on the sidewalks and paved trails, where bikes are permitted and adding definitions for E-Scooters.

**Required Resources:**

This pilot program is the mechanism to identify future budgetary requirements. The pilot concept is to gain information for future planning, as the market interest for Red Deer is currently unknown, as well as the operational impacts to The City.

The resources required for this pilot would be administrative time for processing the applications, potential for Parks and Public Works time to pick up E-Scooters left on our trail systems, in the river or in unsafe locations, like roadways and crosswalks. The cost for The City to pick up would be the hourly rate of \$35.74/hr plus a truck at \$20.00/hr.

There is also an enforcement component, where accidents and vandalism with an E-Scooter would require RCMP and Municipal Policing supports. In addition, if E-Scooter users are not operating the scooter within the requirements, there may be enforcement required. Failure of the business to operate within their licensing agreement or City bylaws would require enforcement through either Licence Inspectors or other Enforcement Officers.

Communication costs for social media and website development, signage creation and a communication plan for citizens are approximately \$10,000-\$15,000, which would be covered within existing budgets until we can understand the full impacts of the pilot on budgets.

**Complaints:**

Complaints received by The City would be entered into the Work Order Management System (WMS) and then directed to the businesses for first response. Then, if they not dealt with or if the complaint were deemed an imminent safety concern, they would be referred to Public Works, report a problem. The WMS system would allow us to track the volume and type of complaints received for review after each year and we would charge back to the businesses for any time needed to pick up E-Scooters parked in an unsafe location.

**Review after the Pilot:**

The term for the pilot is planned from July 1, 2021 until October 31, 2023. Through public engagement, monitoring complaint calls to The City, studying overall usage data and reviewing customer surveys, The City will determine whether and under what circumstances E-Scooters will be permitted to continue operating in the public after the pilot ends.

Following the review, Administration will return to Council with recommendations, and bylaw amendments, if necessary.

**Summary**

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In summary, Administration is recommending Council approve a two-year pilot program, with Option 1, no cap on the number of E-Scooters or the number of businesses, where the data and feedback can be collected and reviewed to assess the ongoing demand and viability of E-Scooters in our City. The recommendation is based on the structures that have worked in Calgary and Edmonton but do come with some risks. With the current interest of business investment in Red Deer and the alignment with the Multi-modal Transportation Plan, it would be worth the exploration and pilot of E-Scooter operations.

Administration recommends Council adopt the proposed amendments to the *Traffic Bylaw*, *Business Licence Bylaw*, and *Parks and Public Facilities Bylaw* to support the implementation of the pilot program. Further, that Council approve a one time funding allocation for communication costs associated with the program.

## **Appendices**

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Appendix A: Municipal Review

Appendix B: Provincial Application form

Appendix C: *Business Licence Bylaw No. 3609/A-2021* amendment

Appendix D: *Business Licence Bylaw No. 3609/A-2021* strikethrough version

Appendix E: *Business Licence Bylaw No. 3609/A-2021* clean version

Appendix F: *Parks and Public Facilities Bylaw No. 3255/A-2021* amendment

Appendix G: *Parks and Public Facilities Bylaw No. 3255/A-2021* strikethrough version

Appendix H: *Parks and Public Facilities Bylaw No. 3255/A- 2021* clean version

Appendix I: *Traffic Bylaw No. 3186/A-2021* amendment

Appendix J: *Traffic Bylaw No. 3186/A-2021* strikethrough version

Appendix K: *Traffic Bylaw No. 3186/A-2021* clean version

Appendix L: Letters of Support from Tourism Red Deer and Downtown Business Association

**DATE:** February 18, 2022  
**TO:** Amy Fengstad, Parking & Licensing Supervisor  
**FROM:** Samantha Rodwell, City Clerk  
**SUBJECT:** Bylaw 3186/A-2022

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**Bylaw Reading:**

At the Monday, February 14, 2022 Regular Council Meeting, Council passed first reading of the following bylaw:

That Bylaw 3186/A-2022 (an amendment to Traffic Bylaw 3186/97 to include fines and tools for enforcement misuses of E-Scooters) be read a first time and directs Administration to bring back the following information at second reading:

- o Impact of reducing age limits for users to 14 and 16 years of age including municipal comparables
- o Impact of introducing helmet requirements for users under 18 years of age

**Report back to Council:**

Yes.

**Comments:**

Second and Third Reading of the Bylaw scheduled for February 28, 2022.

“Samantha Rodwell”

Samantha Rodwell  
City Clerk

- c. Acting General Manager Development and Protective Services  
Inspections & Licensing Manager



February 14, 2022

## Committees Bylaw 3576/2016 Amendment to Subdivision Officer's Authority

Prepared by: Orlando Toews, Senior Planner  
Department: City Planning & Growth

### **Report Summary**

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Administration proposes an amendment to the Committees Bylaw (Appendix A) that would give administration the ability to make decisions on a broader range of subdivision applications. This will reduce red tape and further streamline the subdivision process by reducing the number of applications that must be taken to the Municipal Planning Commission for a decision. The amendment will also reduce the process timelines for applicants whose application would have otherwise had to go to the MPC for a decision.

Administration recommends Council adopt proposed Bylaw 3576/A-2022 to amend the Committees Bylaw. Note that this bylaw does not require a public hearing.

### **Proposed Resolution**

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That Bylaw 3576/A-2022 be read a first time.

If first reading is given, this bylaw will come back for second and third reading at the February 28, 2022 Council Meeting.

### **Rationale for Recommendation**

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1. **The amendment will help streamline the subdivision process and reduce red tape.** More decisions will be issued in less time if the Subdivision Officer is empowered to make decisions on a broader range of subdivision applications. This will shorten timelines which benefits administration, the MPC, and applicants.
2. **Complex applications will continue through the MPC.** The Subdivision Officer will still have the ability to bring complex applications to the MPC for a decision.

### **Discussion & Analysis**

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#### Background

Under the current Committees Bylaw (Appendix B) subdivision applications may be approved by the Subdivision Officer if the application:

- does not involve any variances of the Land Use Bylaw's development standards (i.e., minimum lot size, lot depth, lot frontage),
- meets the Act's criteria for suitability, and
- the referral process has not elicited any relevant land use planning comments/concerns.

Applications involving any of these three aspects must be presented to the Municipal Planning Commission for a decision. While some of the applications that end up before MPC truly should be decided by MPC because they raise broader land use planning issues, other applications are only brought to MPC because they involve variances of development standards, such as a variance to the minimum lot size. In the last five years five of the 53 applications processed by administration were taken to MPC for a decision. Three of these five applications involved the granting of variances (setbacks, lot depth and lot size), and two involved unique circumstances concerning the interpretation of a statutory plan and overlapping jurisdictions. Administration recommended conditional approval in all five cases and MPC concurred with those recommendations. Under the proposed amendment it is anticipated that the three applications involving variances would have been decided by the Subdivision Officer.

Processing applications through MPC requires additional administrative and MPC time and lengthens the time, typically a week or more, that the applicant must wait to receive a decision.

#### Other Municipalities

The delegation of subdivision authority varies among municipalities in Alberta, but many have empowered their Subdivision Officers to make decisions on subdivision applications, including the granting of variances, while retaining the ability to refer more complex applications to their Municipal Planning Commissions.

#### Municipal Planning Commission

On January 16, 2022, administration presented Bylaw 3576/A-2022 to the Municipal Planning Commission to review and make a recommendation to Council. MPC members noted that some of the subdivision applications brought to it in the past appeared to be routine in nature and therefore it seemed reasonable to allow administration to issue the decisions. MPC also expressed that it relied heavily on administration's expertise and recommendations when reviewing subdivision applications.

Subsequently, the MPC passed the following resolution:

Resolved that the Municipal Planning Commission, having considered the January 26, 2022 report presented by Administration regarding Bylaw 3576/A-2022 which proposes changes to the Committees Bylaw 3576/2016 with respect to Subdivision Authority, hereby endorses the proposed bylaw as presented and forwards this to Council for consideration.

## **Analysis**

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The proposed amendment will help streamline the subdivision process for administration and MPC and will reduce red tape for applicants by reducing processing time for some applications. Administration will still bring complex applications to MPC for a decision. The amendment will also enable the Subdivision Officer to exercise discretion in granting variances in the same way that the Development Officers already do for development permits.

## **Appendices**

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Appendix A – Bylaw 3576/A-2022

Appendix B – Excerpt from Committees Bylaw 3576/2016

**Appendix A – Bylaw 3576 / A - 2022**



**Appendix B – Excerpt from Committees Bylaw 3576 / 2016**

## Excerpt from Committees Bylaw 3576 / 2016

### 53. Committee Name: Municipal Planning Commission

### 54. Purpose

The purpose of the Municipal Planning Commission is to act as the Subdivision Authority for The City of Red Deer for subdivision applications referred to it by the Subdivision Officer, and as the Development Authority in all matters assigned to it under the Land Use Bylaw, by Council, or referred to it by the Development Officer.

### 55. Committee Outcomes

(1) The Development Authority of The City of Red Deer is:

- (a) Development Officer and any employee of The City of Red Deer to whom the City Manager has delegated authority to carry out the duties or functions of a Development Officer; and
- (b) The Municipal Planning Commission in respect of any matter assigned to it under the Land Use Bylaw, by Council or referred to it by the Development Officer.

(2) The Subdivision Authority for The City of Red Deer is:

- (a) The Subdivision Officer, who is the Director of Planning Services or designate, for all subdivision applications, except as provided for in subsection 2(b) below;
- (b) The Municipal Planning Commission for any subdivision application that:

Bylaw 3576/A- 2022 proposes to replace Section 2(b) with:  
*(b) The Municipal Planning Commission for any subdivision application referred to it by the Subdivision Officer.*

- i. Involves a relaxation of the Land Use Bylaw standards;
- ii. May not meet the criteria of Section 654(1) of the MGA;
- iii. Elicits written planning concerns from those persons and local authorities to whom the application was required to be circulated; and
- iv. Any other subdivision application that the Subdivision Officer refers to the MPC.

(3) When a registerable instrument is submitted for endorsement, the Subdivision Officer is authorized to accept minor modifications to lot lines, provided:

- (a) No more than one additional lot is created;

- (b) Municipal, school or environmental reserve does not change;
  - (c) Roadway standards of The City of Red Deer are not compromised; and
  - (d) Such adjustments comply with City bylaws with the exception that minor changes to the Land Use Bylaw standards may be included as provided for in the Municipal Government Act.
- (4) The Subdivision Officer has the authority to:
- (a) Extend the time within which a Plan of Subdivision is required to be submitted to the Subdivision Authority for endorsement;
  - (b) Following endorsement, extend the time within which a plan of subdivision or other instrument pertaining to a subdivision is required to be submitted to the Registrar of Land Titles for registration; and
  - (c) Refer requests for extensions of time under subsections (a) and (b) above to the Municipal Planning Commission.
- (5) In addition to the duties set out in the Land Use Bylaw and Municipal Government Act, the Municipal Planning Commission has the following responsibilities pertaining to subdivision and development issues:
- (a) Act in an advisory role to Council on policy issues;
  - (b) Act in an advisory role to Administration on issues that may impact the implementation or administration of policy;
  - (c) Exercise all the powers and perform all the duties prescribed for it in the Municipal Government Act and City bylaws;
  - (d) Decide on all matters referred to it by the Development Officer and the Subdivision Officer; and
  - (e) Act for the City by providing a position in respect of proposed wells, pipelines, oil and gas facilities within the Intermunicipal Development Plan boundary, as well as Utilities which are referred to MPC by administration.
- (6) The Municipal Planning Commission shall not be bound to follow any formal rules of evidence.

## **56. Membership**

- (1) The Municipal Planning Commission consists of seven Members as follows:

- (a) The Mayor;
  - (b) Two Councillors; and
  - (c) Four Citizen Representatives.
- (2) Council will also appoint one Councillor as an alternate Member of the Municipal Planning Commission, who, if the Mayor or an appointed Councillor is unable to participate in a meeting, will serve in his/her place.
- (3) The Mayor is chairperson of the Municipal Planning Commission.
- (4) In the absence of the Mayor, a Councillor will act as chairperson. If a Councillor is not present or must leave the meeting, a Citizen Representative will assume the position of chairperson in the interim.

### **57. Meetings**

The Municipal Planning Commission meets every Wednesday commencing at 9:00 a.m. as required.



**Municipal Planning Commission  
Decision – January 26, 2022**

**DATE:** January 26, 2022

**TO:** Acting General Manager, Development and Protective Services

**FROM:** Mayor Ken Johnston, Chair, Municipal Planning Commission

**SUBJECT:** Bylaw 3576/A-2022 Which Proposes Changes to the Committees  
Bylaw 3576/2016

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At the January 26, 2022 meeting of the Municipal Planning Commission, the motion as set out below was introduced and passed:

Resolved that the Municipal Planning Commission, having considered the January 26, 2022 report presented by Administration regarding Bylaw 3576/A-2022 which proposes changes to the Committees Bylaw 3576/2016 with respect to Subdivision Authority, hereby endorses the proposed bylaw as presented and forwards this to Council for consideration.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Ken Johnston', with a large, stylized flourish at the end.

Mayor Ken Johnston  
Chair, Municipal Planning Commission

c. Manager, City Planning and Growth  
Orlando Toews, Senior Planner  
Corporate Meeting Administrator



February 14, 2022

## Land Use Bylaw Amendment 3357/E-2022 Rezoning 6798 52 Ave from II Industrial (Business Service) District to IC Industrial/Commercial (Mixed Use) District

Prepared by: David Girardin, Major Projects Planner  
Department: City Planning and Growth

### Report Summary

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Administration has received an external application to rezone 6798 52 Avenues from II Industrial (Business Service) District to IC Industrial/Commercial (Mixed) District to accommodate the introduction of office and recreational uses on the site while also permitting some of the existing industrial uses to continue. The property owner intends to add commercial facilities for managing and training for the Blackfalds Bulldogs hockey team. The owner envisions the property will transition to more commercial uses similar to what has occurred to other nearby properties.

Administration recommends Council proceed with option 1 and give first reading to Land Use Bylaw 3357/E-2022.

The area surrounding the property has been slowly transitioning from light industrial to commercial uses. A rezoning to the IC Industrial/Commercial (Mixed Use) District will provide the landowner added flexibility to introduce new commercial uses while also maintaining the existing industrial uses while the neighbourhood is in transition.

Administration is using this application as a test case to expedite low-risk land use bylaw amendment applications.

### Proposed Resolution

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The Bylaw 3357/E-2022 be read a first time,

If first reading is given, this bylaw will be advertised with a Public Hearing to be held Monday, March 14, 2022.

### Rationale for Recommendation

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The rationale for administration's recommendation is as follows:

**I. Rezoning to IC provides the landowner greater flexibility in uses allowed on site.**

The IC district allows the office and recreational uses that the landowner requires and are not listed in the II district.



**2. The IC District is compatible and complementary to surrounding uses.**

The proposed IC district provides uses that are compatible and complementary to the adjacent uses that are zoned I1 Industrial (Business Service) District and C4 Commercial (Major Arterial) District.

**3. The IC District provides an opportunity for the site and neighbourhood to slowly transition.**

The neighbourhood is slowly transitioning from light industrial to commercial. Several properties have been rezoned from I1 Industrial to C4 Commercial. The relatively new IC district is a more suitable district to support this transition without abandoning the industrial users.

## **Background**

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An application has been received to rezone 6798 52 Avenues (Lot 6, Block 4, Plan 9321880) from I1 Industrial (Business Service) District to IC Industrial/Commercial (Mixed Use) District to accommodate office and recreation uses in the existing buildings on the site. The landowner would like to gradually transition the buildings from the current industrial uses to more commercial tenants and the IC Industrial/Commercial (Mixed Use) District can facilitate this transition.

The landowner owns the Blackfalds Bulldogs hockey team. They would like to operate and manage the team from the existing office/administration area in the building. They also intend to build an indoor recreation/gym facility to serve as the training facilities for the hockey team and staff. The remaining areas in the building are intended to be a mix of commercial and industrial uses. The applicant's rationale and intended building uses are attached in Appendix A.

The property is located within the 52 Avenue neighbourhood that stretches between 67 and 71 Streets. This area has been under a slow transition since the early 2000s moving from light industrial uses to commercial uses. Approximately half of the properties on the block between 67 and 68 Streets, where this property is located, have been rezoned from I1 Industrial (Business Service) District to C4 Commercial (Major Arterial) District. The area to the north is mostly I1 with two properties zoned C4. The land to the west is P1 Parks and Recreation District with community gardens. Maps and images of the property and area are provided in Appendix B.

### **Strategic Alignment:**

The 2019-2022 Strategic Plan provides the framework for creating a strong, dynamic economy. The application is consistent with the 2019-2022 Strategic Plan.

The Municipal Development Plan (MDP) provides policy direction to create positive business environments, economic diversification, and land use compatibility. The generalized land use concept in the MDP shows this general area as a mix of commercial and industrial. This property is also adjacent to the Gaetz Avenue Primary Arterial Commercial Corridor. The application is consistent with the MDP.

See Appendix C for relevant policies and objectives of the 2019-2022 Strategic Plan and MDP.

### **Policy Linkage:**

There is no area structure plan or area redevelopment plan covering the subject property.



The City has the *52nd Avenue Land Use Designation Study: 2004 Update* that was completed when the property at 6899 52 Avenue (Currently EZ Motors) was rezoned from I1 to C4. The plan had recommended, but not required, an ARP for the area; an ARP was never developed. Since the study was completed, several properties have been rezoned, 9 of the 33 properties on the two blocks have been rezoned from I1 Industrial to C4 Commercial District, including the large Save-on-Food site.

The Land Use Bylaw (LUB) identifies the general purpose of the IC Industrial/ Commercial District is to allow for light industrial, commercial, and recreational uses that are compatible and complementary to one another, the operation of which create or emit little to no noises, odours, dust, fumes or other factors which are regarded as nuisances.

The following land use constraints for the site are identified within the LUB:

- Cannabis Retail Site Minimum Separation Distance

See Appendix C for relevant sections of the LUB and a comparison of land uses between I1 and C4.

### **Stakeholder Consultation:**

The application was circulated to various City departments for review. All comments have been considered within the proposed bylaw.

An advanced public consultation package has not been sent out for this low-risk application. This allows administration to increase the processing speed for external applications. If council gives the bylaw first reading, all landowners within 100m of the site will be notified of the public hearing and will be offered the opportunity to provide feedback on this proposed rezoning.

## **Operational Impacts**

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### **Financial:**

There are no direct budget or financial implications as a result of the recommendation.

Assessment shifts will likely occur with the change of use, change of the physical characteristics of the improvements and/or change of valuation methodology, however, this is not unexpected nor concerning.

### **Other Risks:**

This application has been used as a test case for expediting low-risk external applications. Administration had intended to expedite the public hearing process by reducing the time between the first reading and the public hearing from 4-weeks to 2-weeks, as has been done for some past applications. The legislative advertising requirements for the public hearing could not be satisfied. Therefore, using the standard process has introduced a low-risk impact to the City's reputation by reintroducing additional time for the applicant. Administration continues to explore sustainable mitigation measures to expedite future public hearings and shorten the overall application processing time.



Should the application be tabled for an extended amount of time without a clear indication of why there may be medium reputational and low strategic risks. Administration is using this application as a test case to expedite low-risk land use bylaw amendment applications.

## **Analysis**

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Approximately half of the properties on the south block of 52 Avenue have been rezoned to C4 Commercial District. Two properties on the north block, including the property kitty-corner to the subject site, have been rezoned to C4 Commercial District. The majority of these rezoning's occurred before the development of the new IC Industrial Commercial (Mixed Use) District.

The IC Industrial Commercial (Mixed Use) District is a suitable district for properties along 52 Avenue. It provides compatible and similar uses to both the adjacent I1 and C4 uses. Rezoning to this district would provide the landowner the ability to slowly transition the property, introducing new commercial uses while not abandoning the historical industrial uses in the area. It also would give them the flexibility to introduce their desired Office and Recreational uses.

The application is consistent with the City's strategic and policy framework in the 2019-2022 Strategic Plan, MDP, and LUB.

The application is in alignment with standard operations at the City.

### **Options:**

#### ***Option #1 Grant first reading to the bylaw to allow for a public hearing consideration***

##### Benefits

- Similar and compatible to existing adjacent development.
- Consistent with City's strategic and policy framework.
- No foreseeable operational impacts.
- Allows for public hearing feedback prior to final consideration of third reading.

##### Risks

- Only if the process is delayed.

#### ***Option #2 Table the bylaw***

##### Benefits

- Allows for time to prepare additional information that Council may require.

##### Risks

- Potential reputational and strategic risk if tabled for an extended amount of time.

#### ***Option #3 Defeat the bylaw***

##### Benefits

- The MDP identifies the area as either commercial or industrial. Though contrary to the landowner's development future proposal, if the land remained Industrial, industrial development could occur.

##### Risks

- The reputational risk of not allowing similar and compatible development to existing adjacent development.



- Delay in land development due to the current lack of industrial development demand.
- The Business owner locates the administration and team training facilities outside of the City.

***Recommended Option***

Administration recommends Option #1 based on the numerous benefits and low risk.

**Appendices**

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Appendix A – Applicant’s Rationale and Intended Building Uses

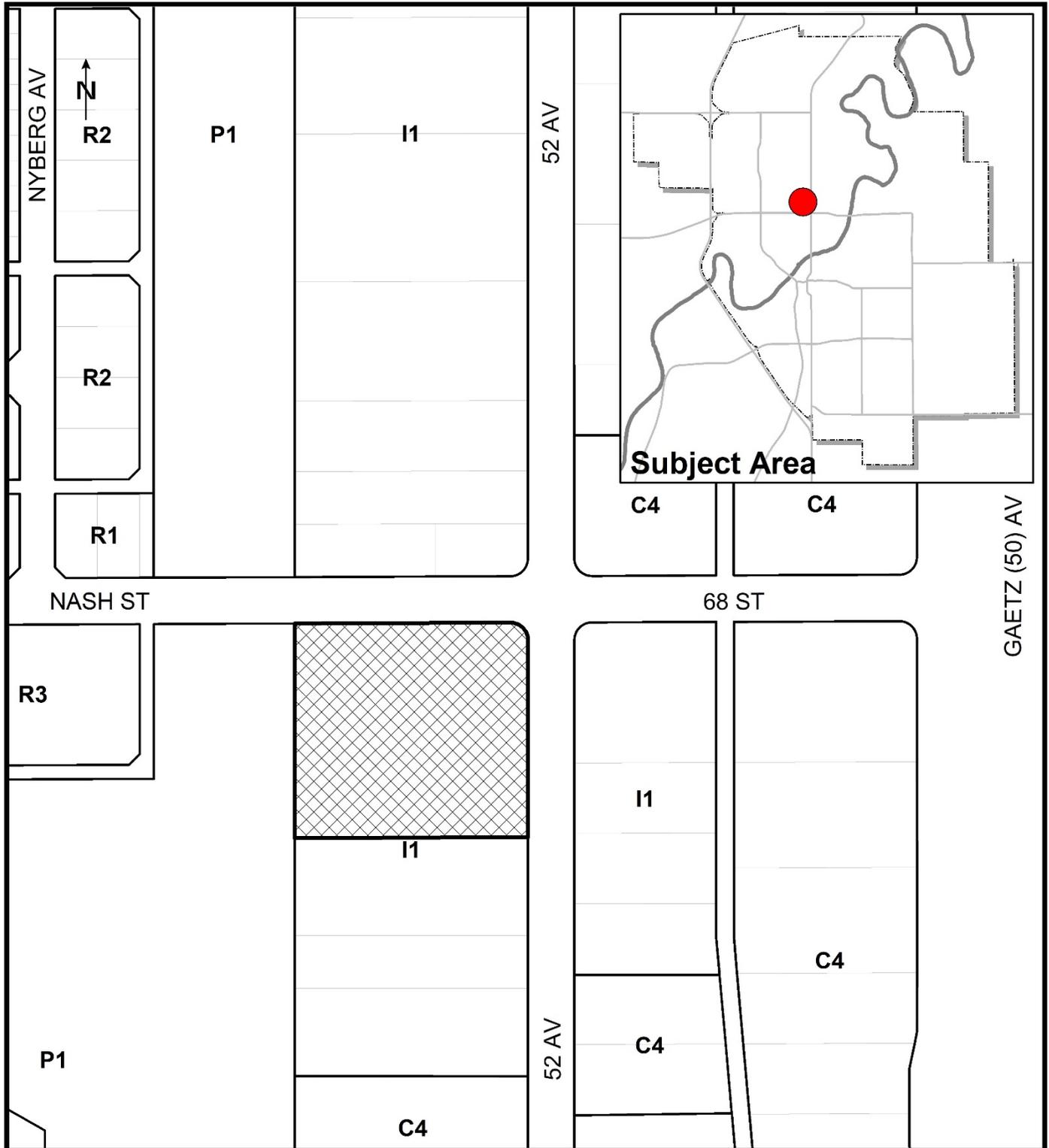
Appendix B – Area Maps and Images

Appendix C – Relevant City Policies, Objectives, and Regulations



Schedule "A"

 THE CITY OF  
**Red Deer** Proposed Amendment to Land Use Bylaw 3357/2006



**Change District:**

 I1 to IC - Industrial/Commercial (Mixed Use) District

Proposed Amendment  
Map: 5 / 2022  
Bylaw: 3357 / E-2022  
Date: Jan. 14, 2022

## APPENDIX A

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### Applicant's Rationale and Intended Building Uses



INSPECTIONS AND LICENSING DEPARTMENT  
4914 - 48 Avenue, Red Deer AB  
Phone: 403-342-8190 Email: [inspections@reddeer.ca](mailto:inspections@reddeer.ca)  
PO Box 5008 Red Deer AB T4N 3T4

### LETTER OF INTENT

The purpose of this letter is to explain, in detail, the intention for the property or location.  
(New development, tenant improvements, bylaw variances, renovations/alterations, Business Licence, etc.)

Name of Applicant: Camdon Construction Ltd. for Quinn Production Services Inc.

Site Address: 6798-50th Avenue

Type of Application:  Building Permit  Business Licence  
 Development Permit  Other LUB Re-zoning

I/We intend to:

Camdon is applying on behalf of Quinn Production Services. The intent is to apply for a change land use designation from an existing I-1 Industrial to a new I/C Industrial/Commercial mixed use.

The Owner's vision is to gradually transition this building from its historical & current industrial(I-1) use to a newer more relevant mixed-use occupancy with both industrial/commercial (I/C) tenants. In this particular neighborhood, the majority of the businesses are commercial occupancies (C4) and overtime it is the Owners hope to re-purpose the building to attract more commercial tenants, adding value to the property and neighborhood.

The property owner also personally owns and manages the Bulldogs hockey team together with his wife. They want to continue to run operations and manage the hockey team utilizing the current office and administration area in this building. They also want to add an indoor recreation/gym area attached to the administration area to serve as a training facility for the hockey team players and staff. This commercial occupancy will have little impact to the neighborhood infrastructure, traffic and parking.

The remaining areas in the current facility are intended to be mixed warehousing, servicing, rental, repair, processing and also industrial as shown on the colored rendering.

January 17, 2022

Date

Signature of Applicant

The City of Red Deer collects personal information, including name and contact information, for the purpose of providing programs, services and contacting customers in this regard. The City of Red Deer is authorized to collect this personal information under section 33 of the Freedom of Information and Protection of Privacy Act and by section 3 of the Municipal Government Act. Please contact the Inspections & Licensing Manager at The City of Red Deer, 4914 48 Avenue, Red Deer, Alberta, or phone 403-342-8190 if you have questions about this collection of information.





# APPENDIX B

## Area Maps and Images

Air Photo – Subject Site in Red



Land Use District Map – Subject Site in Red



Looking South Along 52 Avenue from the Intersection with 68 Street – Property on Right



Looking West Along 68 Street from the Intersection with 52 Street – Property on Left



Bird Eye View – Looking West – Subject Site in Red



Bird Eye View – Looking South – Subject Site in Red



## APPENDIX C

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### Relevant City Policies, Objectives, and Regulations

## 2019-2022 Strategic Plan

An Economic Leader: We have a strong, dynamic economy, fostered by entrepreneurship and innovation. Leveraging our central location, Red Deer is an economic hub with a revitalized downtown and diverse local economy.

## Municipal Development Plan

### 6.2 Creating a Positive Business Environment

The City should foster a competitive business climate through policies and actions that help maintain competitive operating costs and streamline approval processes and timelines.

### 6.3 Economic Diversification

The City should pursue opportunities to diversify the local and regional economic base by promoting and attracting value-added industries.

### 6.8 Community Economic Development

The City should pursue community economic development, which emphasizes community self reliance and fosters growth from within the community, with emphasis on nurturing small business, supporting skills training, and entrepreneurship.

### 12.8 Gaetz Avenue and 67 Street Commercial Corridors

The Gaetz Avenue commercial corridor shall be the primary arterial commercial area within the city and the 67 Street commercial corridor shall be a secondary arterial commercial area. In the areas shown on the Generalized Land Use Concept map as a major urban corridor, opportunities for intensification of land use, mixed use development and improvements to make these corridors more pedestrian friendly and transit oriented should be promoted and encouraged.

### 13.1 Location of Industrial Land Uses

The City shall direct industrial development to areas designated for this purpose on the Generalized Land Use Concept map.

### 13.2 Maintaining an Adequate Supply of Industrial Land

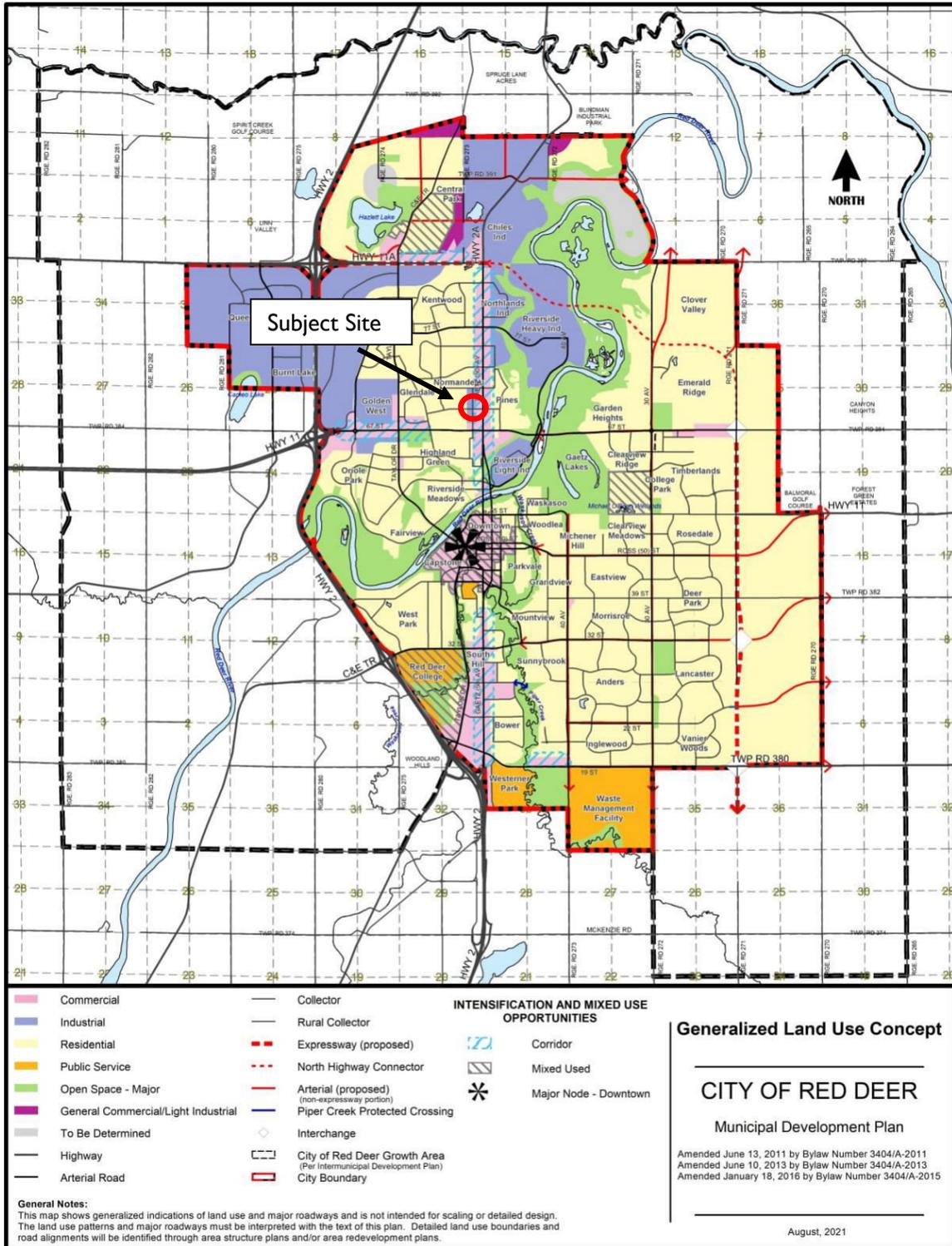
The City should maintain and/or facilitate an adequate inventory of serviced industrial sites of various lot sizes and type (light and heavy) to meet the needs of business and industry.

### 13.4 Land Use Compatibility with Industrial Development

The City, through provisions in the Land Use Bylaw and other planning documents, shall ensure that appropriate separation distances and transition between industrial and non-industrial uses are maintained.

### Generalized Land Use Concept

- Identifies area for a mix of industrial and commercial uses.
- Adjacent to the Gaetz Primary Arterial Commercial Corridor



<sup>1</sup> Bylaw 3404/A-2015

<sup>2</sup> Bylaw 3404/A-2021

**6.1 I1 Industrial (Business Service) District**



General Purpose

<sup>1</sup>The general purpose of this District is to provide for a limited range of light industrial, warehousing, storage, and industrial support services within the performance standards of section 6.6 subsection (2)(a), the operation of which do not create or emit noises, odours, dust, fumes or other factors which are regarded as nuisances. In addition, this district will provide for certain other businesses which are incompatible in commercial districts.

**1. I1 Permitted and Discretionary Uses Table**

<b>(a) Permitted Uses</b>	
(i)	Accessory buildings or uses excluding sales subject to section 3.5.
(ii)	Accessory sales related to manufacturing, processing, and/or distribution of any article.
(iii)	Accessory sales of used trucks, used automobiles and used holiday trailers, providing that collectively there are not more than three units for sale on the site at any one time.
(iv)	<sup>2</sup> Building Sign; and
(v)	<sup>3</sup> Freestanding Sign.
(vi)	Industrial support services.
(vii)	<sup>4</sup> DELETED
(viii)	Manufacture, processing, distribution, repair, servicing, and/or rental of any articles.
(ix)	Service stations.
(x)	<sup>5</sup> Warehousing.
(xi)	<sup>6</sup> Outdoor storage.
<b>(b) Discretionary Uses</b>	
(i)	Above ground storage tanks for motor fuel products including propane and used oil.
(ii)	Animal services.
(iii)	Auction marts (excluding livestock).
(iv)	<sup>7</sup> Billboard Sign;

<sup>1</sup> 3357/N-2019, 3357/M-2019

<sup>2</sup> 3357/B-2018

<sup>3</sup> 3357/B-2018

<sup>4</sup> 3357/B-2018

<sup>5</sup> 3357/E-2006

<sup>6</sup> 3357/E-2006

<sup>7</sup> 3357/B-2018

City of Red Deer Land Use Bylaw 3357/2006

<b>(b) Discretionary Uses <i>continued</i></b>	
(v)	<sup>1</sup> DELETED
(vi)	<sup>2</sup> DELETED
(vii)	<sup>3</sup> Dynamic Fascia Sign; and
(viii)	<sup>4</sup> Dynamic Freestanding Sign.
(ix)	Crematorium
(x)	Dangerous goods occupancy.
(xi)	Restaurant.
(xii)	<sup>5</sup> Sale of large trucks over 10,000 Kg, Manufactured Homes, heavy construction equipment and machinery
(xiii)	Sale of horse, stock, and light flatdeck and cargo trailers.
(xiv)	<sup>6</sup> DELETED
(xv)	Transportation, communication or utility facility.
(xvi)	<sup>7</sup> Industrial trade schools (maximum capacity of 60 persons).
(xvii)	<sup>8</sup> Accessory outdoor display or sale of goods
(xviii)	<sup>9</sup> Pet Crematorium
(xix)	<sup>10</sup> Alternative/Renewable Energy Facility on sites designated in an Eco Industrial Park Overlay District.
(xx)	<sup>11</sup> Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation within the Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales.
(xxi)	<sup>12</sup> Uses that may consume waste materials, outputs, or by-products that are produced by an industrial operation within an Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales.

**2. I1 Industrial (Business Service) District Regulations**

(a) Table 6.1 I1 Regulations

<b>Regulations</b>	<b>Requirements</b>
Floor Area Minimum	n/a
Building Height	n/a

<sup>1</sup> 3357/G-2016, 3357/B-2018

<sup>2</sup> 3357/G-2016, 3357/B-2018

<sup>3</sup> 3357/B-2018

<sup>4</sup> 3357/B-2018

<sup>5</sup> 3357/E-2016

<sup>6</sup> 3357/B-2018

<sup>7</sup> 3357/L-2011

<sup>8</sup> 3357/E-2006

<sup>9</sup> 3357/M-2008

<sup>10</sup> Correction 38

<sup>11</sup> 3357/L-2018

<sup>12</sup> 3357/L-2018

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City of Red Deer Land Use Bylaw 3357/2006

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<b>Regulations</b>	<b>Requirements</b>
Maximum	
Front Yard Minimum	6.0 m, except Edgar Industrial Drive “and I1 <sup>1</sup> zoned lands located within an Eco Industrial Park Overlay District” which is 9 m
Side Yard Minimum	6.0 m one side
Rear Yard Minimum	3.0 m
Landscaped Area	40 % of minimum front yard
Parking Spaces	Subject to section 3.1 and 3.2
Loading Space	Subject to section 3.7
Site Area Minimum	929.0 m <sup>2</sup>
Frontage Minimum	22.0 m

- (b) <sup>2</sup>I1 District is subject to any applicable industrial regulations listed within section 6.6.
- (c) Notwithstanding section 6.1(2)(a) Table 6.1, buildings on properties abutting a major arterial or abutting a service road adjacent to a major arterial shall be constructed at least 18.0 m from the said arterial or service road. The building on Lot 10A, Block A, Plan 782 0258 (2404 - 50 Avenue) shall be exempted from this regulation, but shall have a minimum front yard setback of 15.0 m.

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<sup>1</sup> 3357H-2014

<sup>2</sup> 3357/N-2019, 3357/M-2019

**16.5 IC Industrial/Commercial (Mixed Use) District**

**General Purpose**

The general purpose of the IC Industrial/ Commercial District is to allow for light industrial, commercial and recreational uses that are compatible and complementary to one another, the operation of which create or emit little to no noises, odours, dust, fumes or other factors which are regarded as nuisances. The IC District is intended for the Riverside Light Industrial area or other areas as identified in an area structure plan.

**1. IC Permitted and Discretionary Uses Table**

<b>(a) Permitted Uses</b>	
(i)	Any development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019
(ii)	Accessory buildings or uses (excluding sales)
(iii)	Accessory sales related to manufacturing, processing &/or distribution of any article
(iv)	Accessory sales of used trucks, automobiles, and used vehicles whose function is for recreation, providing that collectively there are not more than three units for sale on the site at any one time.
(v)	Building Sign
(vi)	Freestanding Sign
(vii)	Industrial Support Services
(viii)	Manufacture, processing, distribution, repair, servicing, and/or rental of any articles
(ix)	Service Stations
(x)	Warehousing
(xi)	Outdoor Storage
<b>(b) Discretionary Uses</b>	
(i)	Any expansion and/or intensification of Development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019 Above ground storage tanks for motor fuel products including propane and used oil.
(ii)	Animal Services
(iii)	Auction Marts (excluding livestock)
(iv)	Dynamic Fascia Sign
(v)	Dynamic Freestanding Sign
(vi)	Crematorium
(vii)	Dangerous goods occupancy
(viii)	Restaurant
(ix)	Sale of large trucks over 10,000 KG, Manufactured Homes, heavy construction equipment & machinery

<sup>1</sup> 3357/M-2019

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City of Red Deer Land Use Bylaw 3357/2006

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- (x) Sale of horse, stock & light flat deck & cargo trailers
- (xi) Transportation, communication or utility facility
- (xii) Industrial Trade Schools (max. capacity of 60 persons))
- (xiii) Accessory outdoor display or sale of goods
- (xiv) Pet Crematorium
- (xv) Indoor Recreation Facility
- (xvi) Industrial/Commercial Training Facility up to 929m<sup>2</sup> of the gross leasable area of the lot on which it is located
- (xvii) Microbrewery
- (xviii) Office up to 929m<sup>2</sup> of the gross leasable area of the lot on which it is located
- (xix) Supporting Merchandise Sales

**2. IC Development Standards**

(a) Table 6.5 IC Development Standards

Regulations	Requirements
Floor Area Minimum	n/a
Building Height Maximum	n/a
Front Yard Minimum	6.0 m
Side Yard Minimum	6.0 m
Rear Yard Minimum	3.0 m
Landscaped Area	40 % of minimum Front Yard
Parking Spaces	Subject to section 3.1 and 3.2
Loading Spaces	Subject to section 3.7
Site Area Minimum	929.0 m <sup>2</sup>
Frontage Minimum	22.0 m

- (b) The IC District is subject to any applicable development standards listed within section 6.6 General Industrial District Regulations.
- (c) All Development shall meet the requirements of section 7.15 Major Entry Areas Overlay District.
- (d) <sup>1</sup>DELETED

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<sup>1</sup> 3357/L-2020

## II and C4 District Use Comparison

II Uses	IC Uses
<p>Above ground storage tanks for motor fuel products (D)</p> <p>Accessory Building or use (P)</p> <p>Accessory Outdoor Display of Sale of Goods (D)</p> <p>Accessory sales related to manufacturing, processing, and/or distribution of any article. (P)</p> <p>Accessory sales of used trucks, used automobiles and used holiday trailers, providing that collectively there are not more than three units for sale on the site at any one time (P)</p> <p>Alternative/Renewable Energy Facility within the Eco Industrial Park Overlay District (D)</p> <p>Animal Services (D)</p> <p>Auction marts (excluding livestock) (D)</p> <p>Billboard Sign (D)</p> <p>Building Sign (P)</p> <p>Crematorium (D)</p> <p>Dangerous Goods Occupancy (D)</p> <p>Dynamic Fascia Sign (D)</p> <p>Dynamic Freestanding Sign (D)</p> <p>Freestanding Sign (P)</p> <p>Industrial Support Services (P)</p> <p>Industrial Trade School (D)</p> <p>Manufacture, processing, distribution, repair, servicing, and/or rental of any articles (P)</p> <p>Outdoor Storage (P)</p> <p>Pet Crematorium (D)</p> <p>Restaurant (D)</p> <p>Sale of horse, stock, and light flatdeck and cargo trailers (D)</p> <p>Sale of large trucks over 10,000 kg, Manufacture Homes, heavy construction equipment and machinery (D)</p> <p>Service stations (P)</p> <p>Transportation, Communication or Utility Facility (D)</p> <p>Uses that may consume water materials, outputs, or by-products that are produced by an industrial operation within the Eco Industrial Park Overlay District. (D)</p> <p>Uses that produce water materials, outputs, or by-products that may be uses as inputs for an industrial operation within the Eco Industrial Park Overlay District. (D)</p> <p>Warehousing (P)</p>	<p>Any development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019 (P)</p> <p>Any expansion and/or intensification of Development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019</p> <p>Above ground storage tanks for motor fuel products including propane and used oil. (D)</p> <p>Accessory buildings or uses (excluding sales) (P)</p> <p>Accessory outdoor display or sale of goods (D)</p> <p>Accessory sales related to manufacturing, processing &amp;/or distribution of any article (P)</p> <p>Accessory sales of used trucks, automobiles, and used vehicles whose function is for recreation, providing that collectively there are not more than three units for sale on the site at any one time. (P)</p> <p>Animal Services (D)</p> <p>Auction Marts (excluding livestock) (D)</p> <p>Building Sign (P)</p> <p>Crematorium (D)</p> <p>Dangerous goods occupancy (D)</p> <p>Dynamic Fascia Sign (D)</p> <p>Dynamic Freestanding Sign (D)</p> <p>Freestanding Sign (P)</p> <p>Industrial Support Services (P)</p> <p>Industrial Trade Schools (max. capacity of 60 persons)) (D)</p> <p>Industrial/Commercial Training Facility up to 929m2 of the gross leasable area of the lot on which it is located (D)</p> <p>Indoor Recreation Facility (D)</p> <p>Manufacture, processing, distribution, repair, servicing, and/or rental of any articles (P)</p> <p>Microbrewery (D)</p> <p>Office up to 929m2 of the gross leasable area of the lot on which it is located (D)</p> <p>Outdoor Storage (P)</p> <p>Pet Crematorium (D)</p> <p>Restaurant (D)</p> <p>Sale of horse, stock &amp; light flat deck &amp; cargo trailers (D)</p> <p>Sale of large trucks over 10,000 KG, Manufactured Homes, heavy construction equipment &amp; machinery (D)</p> <p>Service Stations (P)</p> <p>Supporting Merchandise Sales (D)</p> <p>Transportation, communication or utility facility (D)</p> <p>Warehousing (P)</p>

(P) Permitted Use

(D) Discretionary Use

Use in both II and IC

Uses no longer able to be developed if rezoned to IC:

- Alternative/Renewable Energy Facility within the Eco Industrial Park Overlay District (D)
- Uses that may consume water materials, outputs, or by-products that are produced by an industrial operation within the Eco Industrial Park Overlay District. (D)
- Uses that produce water materials, outputs, or by-products that may be uses as inputs for an industrial operation within the Eco Industrial Park Overlay District. (D)

New uses if rezoned to IC:

- Any development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019 (P)
- Any expansion and/or intensification of Development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019
- Industrial/Commercial Training Facility up to 929m<sup>2</sup> of the gross leasable area of the lot on which it is located (D)
- Indoor Recreation Facility (D)
- Microbrewery (D)
- Office up to 929m<sup>2</sup> of the gross leasable area of the lot on which it is located (D)
- Supporting Merchandise Sales (D)

**DATE:** February 18, 2022

**TO:** Orlando Toews, Senior Planner  
David Girardin, Major Projects Planner

**FROM:** Samantha Rodwell, City Clerk

**SUBJECT:** Consent Calendar: Bylaws

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**Bylaw Reading:**

At the Monday, February 14, 2022 Regular Council Meeting, Council approved the following items as part of the Consent Calendar: Bylaws:

- Bylaw 3576/A-2022
  - First Reading
    - Will be brought back for second and third reading on February 28, 2022.
- Bylaw 3357/E-2022
  - First Reading:
    - Will be brought back for a public hearing on March 14, 2022.

“Samantha Rodwell”

Samantha Rodwell  
City Clerk

- c. Acting General Manager Development & Protective Services  
City Planning & Growth Manager



February 14, 2022

## Annexation – Notice of Intent to Annex

Prepared by: David Girardin  
Department: City Planning and Growth

### Report Summary

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On June 22, 2021, Council gave direction to administration to prepare a Notice of Intent to Annex for the land north of the Queen's Industrial Business Park and west of Highway QEII. Following preliminary discussions with Red Deer County, City Administration returns today with a Notice of Intent to Annex. This information was previously presented to Council in camera on January 31, 2022, as protected under the Freedom of Information and Protection of Privacy Act.

Administration recommends Council moves to the open meeting, add annexation to the agenda and endorses the Notice of Intent to Annex. The annexation will become public knowledge. City administration will initiate the annexation by serving the Notice of Intent to Annex (Appendix A) and begin to fulfil the subsequent requirements for annexation.

The City is deficient in highway fronting commercial land. The proposed small-scale annexation would address this deficiency. The landowner and developer are eager to proceed with a highway-fronting commercial power center on these lands once the lands are annexed and the required statutory plans are adopted. This annexation is a precursor for a potential economic development opportunity that supports Council's Strategic Plan and the Municipal Development Plan's (MDP) goals to attract and retain business investments, create employment opportunities, and expand the local tax base. The proposed annexation is consistent with the Intermunicipal Development Plan (IDP).

In the June 22, 2021, In-Camera Annexation Exploration Council Report administration had provided exploratory information supporting the proposed annexation. This previously provided information outlines administration's recommendations, the risks, and the financial impacts of annexation and subsequent development. Administration continues to support the previous recommendations.

### Proposed Resolution

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Resolved that Council of The City of Red Deer having considered the report from City Planning and Growth dated February 14, 2022 re: Annexation – Notice of Intent to Annex hereby agrees to lift from the table consideration of Annexation – Notice of Intent.

Resolved that Council of The City of Red Deer having considered the report from City Planning and Growth dated February 14, 2022 re: Annexation – Notice of Intent hereby endorses Option 1 and the Notice of Intent to Annex as shown in Appendix A.

### Rationale for Recommendation

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The rationale for administration's recommendation is as follows:



**1. The Notice of Intent to Annex is consistent with the annexation principles.**

The Notice of Intent to Annex has been prepared to be consistent with the requirements of the Land and Property Rights Tribunal's annexation principles approved by the Tribunal's predecessor, the former Municipal Government Board. It is also consistent with the requirements outlined in Division 6 of Part of 4 of the Municipal Government Act.

**2. The annexation supports Council's Strategic Direction to be an economic leader.**

Commercial development along Highway QEII leverages Red Deer's central location and contributes to expanding and diversifying Red Deer as a long-term economic hub.

**3. The annexation is supported by city plans and policies.**

The proposed annexation is permitted by the Intermunicipal Development Plan (IDP) and supported by the Municipal Development Plan (MDP). The City of Red Deer should encourage a competitive business climate along the Calgary/Edmonton corridor to provide economic development opportunities.

## **Background**

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On November 23, 2020, administration brought to Council a report identifying a potential small-scale annexation that would satisfy the City's lack of highway fronting lands. Council provided direction for administration to explore the implications of pursuing this annexation.

On June 22, 2021, administration returned with a report detailing the implications of pursuing the small-scale annexation for land adjacent to Highway QEII. Following the consideration of this information, Council directed administration to prepare a Notice of Intent to Annex.

This information provided in the above noted reports will remain confidential as protected under the Freedom of Information and Protection of Privacy Act, Section 23(1)(a) Local public body confidences, Section 24(1)(a) Advice from officials and Section 25(1)(c) Disclosure harmful to economic and other interests of a public body.

## **Operational Impacts**

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### **Financial:**

The costs of processing the Annexation will be covered by the previously approved Growth FAR.

The estimated immediate operational costs were previously included in the June 22, 2021, In-Camera Annexation Exploration Council Report. The immediate costs are limited and would commence in 2023 and continue if the lands remained undeveloped. However, it's anticipated that development would begin shortly after annexation and the adoption of the required statutory plans. Therefore, there are anticipated costs in subsequent years of the budget. Administration is in the process of developing the estimated costs and these will be presented in the next budget as a single corporate FAR for Council's consideration.



### **Regulatory & Compliance (including Legal):**

A small annexation of this type is unconventional, as most of the recent annexations in Alberta have been for large areas of land, but this does not preclude The City from pursuing such an annexation. Small annexations were the norm pre-2000.

The Notice of Intent to Annex has been prepared in accordance with the Land and Property Rights Tribunal's (formerly the Municipal Government Board) 15 annexation principles. The principles establish a foundation for the Tribunal's consideration of proposed annexations.

The Notice of Intent to Annex follows a specific format to ensure that it has satisfied the annexation requirements that are outlined in Division 6 of Part 4 of the Municipal Government Act, sections 112.1 to 128.1.

### **Analysis**

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The considerations to pursue annexation were included in the June 22, 2021, In-Camera Annexation Exploration Council Report. The report contains the best available information that supports Council's prior direction for administration to prepare a Notice of Intent to Annex. Administration continues to support those prior recommendations.

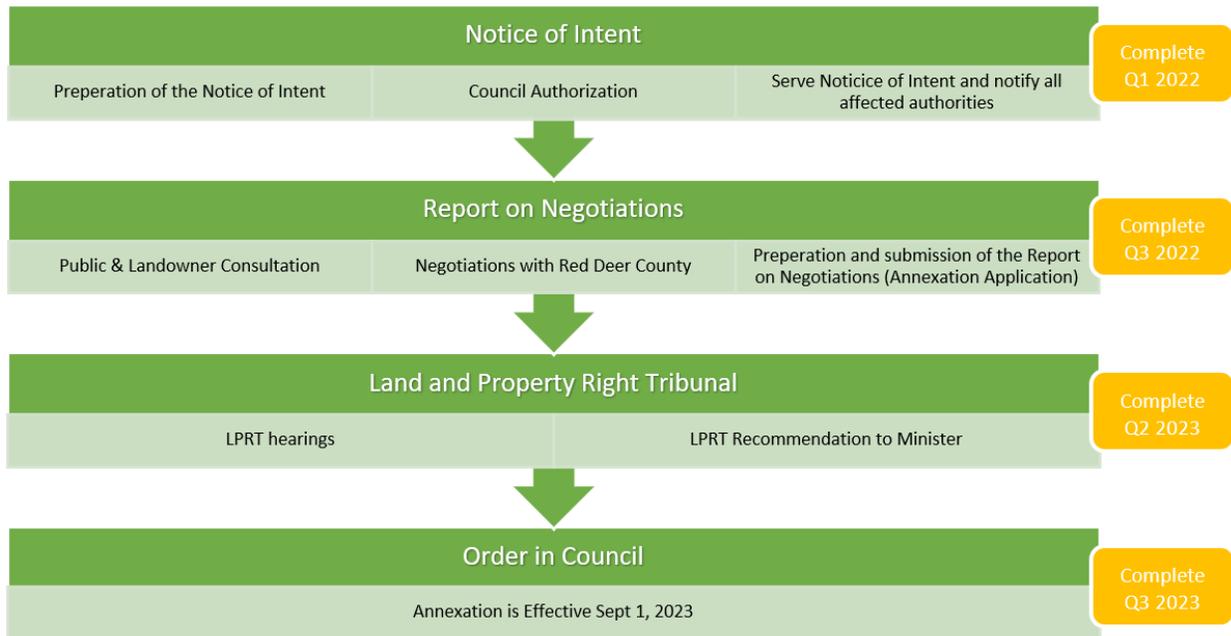
Council's endorsement of the Notice of Intent to Annex is the last step in which the annexation will be kept confidential. When Council endorses the Notice of Intent to Annex it must be done in the open meeting. The annexation will become public knowledge and will start the annexation process. Council's next intervention in the Annexation process will be the endorsement of the Report on Negotiations. Council will need to endorse the Report on Negotiations to then trigger the LPRT's process and hearings. It is at this time that Council could instead choose to abandon the Annexation. It would only be advisable to abandon the annexation in an extreme situation. It is advised that Council should be confident in pursuing the annexation before endorsing the Notice of Intent to Annex.

This annexation is a precursor for a potential economic development opportunity that supports Council's Strategic Plan and the MDP's goals to attract and retain business investments, create employment opportunities, and expand the local tax base. The future development of these lands will leave a lasting impact on The City of Red Deer.

The City's collective mindset for annexation has typically focused on large-tract annexations. City and County administration in preliminary discussions have agreed that this proposed small-scale annexation is permitted under the current IDP.

### **Annexation Process and Timelines**

An overview of the annexation process has been attached in Appendix B; though, the process flowchart can be simplified to the most likely scenario that is outlined below.



The 27-month timeline from the 2009 Annexation has been attached in Appendix C for context and comparison. If the City proceeds with the proposed annexation, it's assumed that the annexation could be processed faster as the area is smaller and there is only one landowner. Furthermore, there is provincial interest in the proposed annexation, which may help accelerate the time to obtain an Order in Council. Nonetheless, many process steps are outside of the City's ability to control and we are compelled to follow the established processes.

As outlined in the IDP, annexations must be effective on September 1 in the year following the filing of the Report on Negotiations. Therefore, the City will attempt to obtain an effective annexation of September 1, 2023. If the Order in Council can not be obtained in time for September 1, 2023, administration will request a 1-year deferral to September 1, 2024, instead of backdating the effective annexation date. This will be done to reduce the confusion and complexity of processing a backdated annexation. This detail will need to be discussed with Red Deer County and included in the Report on Negotiations.

If Council endorses the Notice of Intent to Annex, the first step to initiate annexation will be to provide the notice to Red Deer County, the chair of the LPRT, and the Minister of Municipal Affairs, among other authorities. This will trigger the start of the formal annexation process.

Once the annexation process has started, The City will enter into negotiations with Red Deer County and carry out the proposed landowner/public consultation program. These process steps will culminate with the Report on Negotiations, which will return to Council for endorsement before being submitted to the Land and Property Right Tribunal.



## **Options:**

### ***Option #1 – Annexation***

Administration recommends Council moves to the open meeting, add annexation to the agenda and endorses the Notice of Intent to Annex. The annexation will become public knowledge. City administration will initiate the annexation by serving the Notice of Intent to Annex (Appendix A) and begin to fulfil the subsequent requirements for annexation.

### ***Option #2 – Dismiss Interest in Annexation***

Council dismisses the proposed annexation and the City does not pursue annexation. The contents of this report remain in camera.

Administration will inform Red Deer County that we will not be pursuing Annexation. Administration will also inform the landowner and developer that the City will not be pursuing annexation.

### ***Recommended Option***

Administration recommends Option 1 in support of commencing the proposed small-scale annexation. This recommendation is in alignment with the confidential information previously provided in camera on June 22, 2021.

## **Appendices**

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Appendix A – Notice of Intent to Annex

Appendix B – Overview of the Annexation Process

Appendix C – 2009 Annexation Timelines for Context and Comparison

**Appendix A**  
*Notice of Intent*



**NOTICE OF INTENT**  
**To**  
**ANNEX LAND**

Submitted by The City of Red Deer

February 14, 2022



February 14, 2022

## Notice of Annexation Application

Mr. Curtis Herzberg  
County Manager  
38106 Range Rd 275  
Red Deer County, AB, T4S 2L9

### **Formal Notice of The City of Red Deer's Annexation Application**

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On February 14, 2022, Red Deer City council authorized The City of Red Deer (the "City") Administration to proceed with a Notice of Annexation Application.

The purpose of this letter is to fulfil the requirements of Section 116 of the *Municipal Government Act* ("MGA") and to initiate an annexation application for the areas on the attached map. By copy of this letter, all affected authorities as required by Section 116 of the MGA have been notified.

#### **NOTIFICATION**

This notification is being sent to you as the municipal authority from which the land is to be annexed, to the Land and Property Rights Tribunal (the "LPRT"), and all relevant local authorities as identified in Section 1(1)(m) of the MGA and outlined in Appendix 5.

#### **DESCRIPTION OF LANDS TO BE ANNEXED**

Appendix 1 contains a description and map of the lands that are the subject of this proposed annexation. The City of Red Deer seeks to annex those lands identified on Figure 1.

#### **REASON FOR THE PROPOSED ANNEXATION**

Appendix 2 contains a summary of the reasons for the proposed annexation. A complete justification for the annexation will be provided as part of the *Report on Negotiations* as required under sections 118 and 119 of the MGA.

#### **PROPOSAL FOR CONSULTING WITH THE PUBLIC AND LANDOWNERS**

Appendix 3 contains the proposed public consultation program.

#### **AUTHORIZATION**

Appendix 4 includes a copy of the City Council resolution from February 14, 2022, with respect to this notice, which authorizes the City's Administration to proceed with the Notice of Annexation Application.

This application is consistent with the mutually adopted 2007 Intermunicipal Development Plan (“IDP”) between The City and Red Deer County (“The County”).

**NEGOTIATION / MEDIATION COMMITTEE**

Appendix 5 contains an expanded list of authorities that may be affected by the proposed annexation. This list of authorities includes those listed in section 116(1) of the MGA, all relevant authorities listed in Section 6.1 of the *Municipal Government Board’s Annexation Procedure Rules – Effective June 15, 2018*, and other authorities and parties that The City would like to inform. These authorities and parties will receive a copy of this Notice of Intent.

Should you have any further questions with respect to the proposed annexation please contact David Girardin, Major Projects Planner by telephone at 403-406-8707 or by email at david.girardin@reddeer.ca

Sincerely,

Tara Lodewyk,

Interim City Manager,  
The City of Red Deer

Enclosures

c: Minister Ric McIver, Alberta Municipal Affairs  
Susan McRory, Chair, Land and Property Rights Tribunal

## Appendix I – Description of Lands to be Annexed

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The lands proposed to be annexed into the City of Red Deer are illustrated on attached Figure I.0. The lands proposed for annexation include all titles and road plans that lie within the listed Sections unless otherwise stated, and are described as follows:

### Lands within Red Deer County

#### I.1 NORTHWEST OF RED DEER – SIZE: ±137.38 HA

Figure I.0 contains a map of the lands that are subject of this proposed annexation. The City of Red Deer seeks to annex the lands within the blue dashed line. The lands are described as follows:

All lands contained within

- That portion of the SW ¼ Sec 8; 39-27-W4M located south of the CN Railway (Plan 2712 AK) and excluding the CN Railway (Plan 2712 AK);
- That portion of the SE ¼ Sec 8; 39-27-W4M located south of the CN Railway (Plan 2712 AK) and west of the Queen Elizabeth II Highway (Plan 2058 LZ). Excluding the CN Railway (Plan 2712 AK);
- That portion of the W ½ Sec 5; 39-27-W4M located west of the Queen Elizabeth II Highway (Plan 2058 LZ); and
- That portion of SE ¼ Sec 6; 39-27-W4M located south of and including Linnvalley Lane and Plan I 12 3127 excluding the westernmost 120m of Plan I 12 3127 and Lot P, Block 4, Plan 6222KS.

All portions of all intervening and adjacent roads and public utility rights-of-way including the interchange for Queen Elizabeth II Highway and Highway I 1A.

Excepting there out all mines and minerals.

Land use in this area is agricultural and is east of the residential community of Linn Valley, west of Queen Elizabeth II Highway and the future residential community of Hazlett Lake, and north of Highway I 1A and the Queens Business Park industrial area.

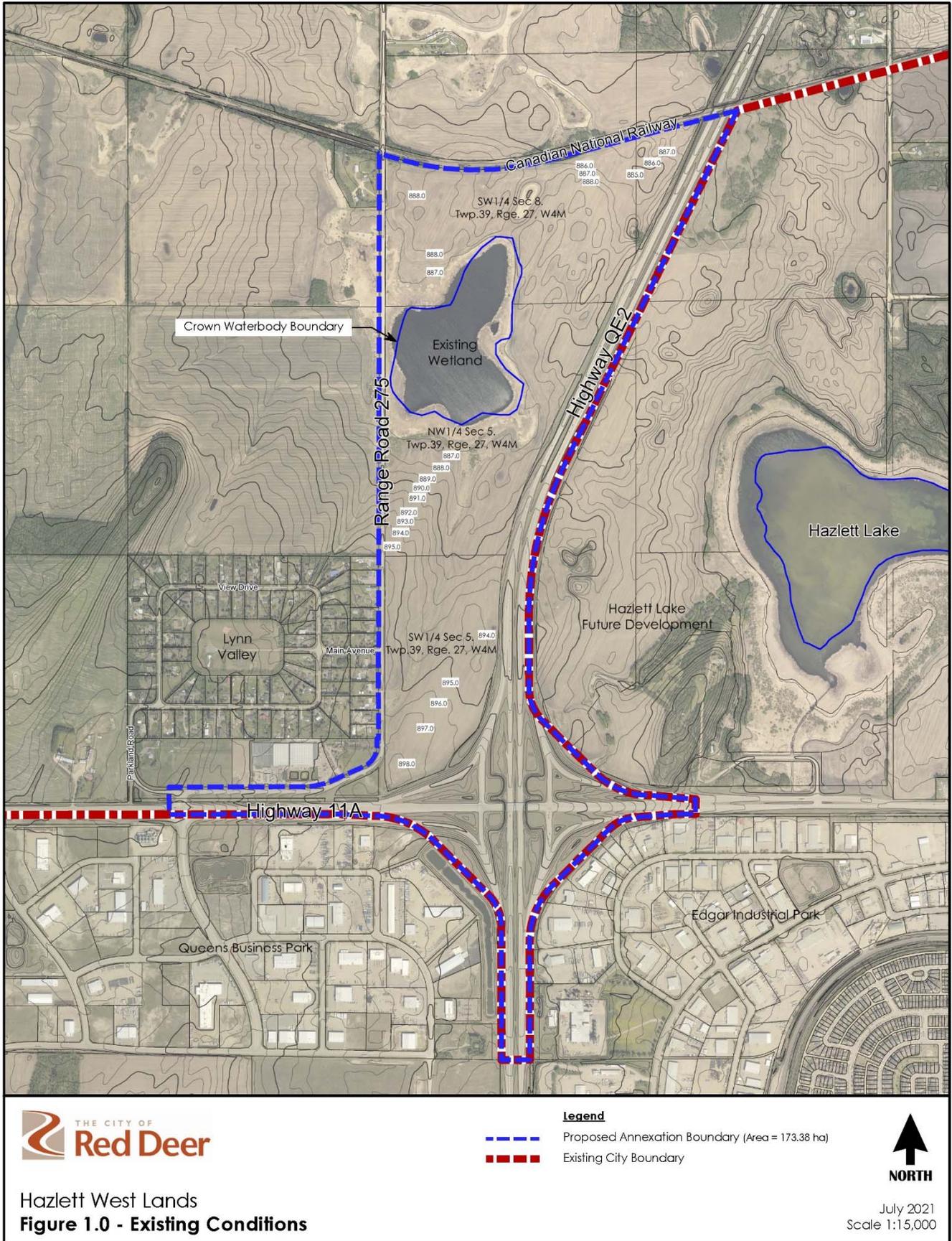


FIGURE 1 - PROPOSED ANNEXATION AREAS

## Appendix 2 – Annexation Justification

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The MGA Section 116(2)(b) requires as part of a written notice of a proposed annexation, that the notice “set out the reasons for the proposed annexation.” The following is an overview of the context and foremost reasons why the City of Red Deer is pursuing annexation of the lands identified in Appendix 1. A more detailed annexation justification will be provided as part of the *Report on Negotiations* that will further describe the results of the annexation negotiations and public consultation process.

This appendix examines the justification for annexation in the context of the Annexation Principles from *Municipal Government Board Order No. MGB 123/06*. The Annexation Principles are set out in Appendix 6. The preliminary review indicates the proposed annexation is consistent with all 15 of the principles. The City has outlined below those principles that can be addressed today and intends to fully address the suite of Annexation Principles in the *Report on Negotiations*.

### 2.1 GROWTH NEEDS AND HIGHWAY COMMERCIAL LANDS

The City of Red Deer has a limited land supply to accommodate growth in the mid- to long-term.

Consistent with Annexation Principle 4 this Notice of Intent is based on growth projections that demonstrate the City of Red Deer has limited lands for development. These growth projections are based on a formula outlined in the Intermunicipal Development Plan and calculated annually by the municipal administrations and presented to both Councils at an annual joint meeting. The growth projection assumes that The City will develop our remaining residential lands at a density that is 20% more dense than our current developed densities.

The jointly adopted IDP recommends the City should have a minimum of 30 years, but no more than 50 years of developable land supply. Based on the land supply forecasting formula adopted in the IDP, it is estimated the City has 18.3 years of developable land within its jurisdiction. Provincial projections forecast the City of Red Deer will continue to grow for the foreseeable future due to its strategic location on the Edmonton-Calgary corridor.

This proposed annexation will not satisfy the IDP’s recommended minimum supply of developable land, as this annexation is intended to satisfy the immediate need for highway fronting commercial lands. The municipalities have agreed to work together to develop a new Intermunicipal Development Plan to direct a phased approach that will guide future annexations and will better address the City and County’s land requirements.

The City of Red Deer currently has a deficiency and an immediate need for highway fronting commercial lands. The City of Red Deer is mostly built-out to its western boundary and the remaining undeveloped lands along this boundary have already been planned for residential and industrial uses through the adoption of area structure plans.

The City of Red Deer is pursuing this small annexation of the lands identified in Appendix I to increase the land supply of highway fronting lands onto the Queen Elizabeth II Highway for the intended use as future commercial development.

A commercial presence along the Queen Elizabeth II Highway corridor is critical for meeting the City of Red Deer's Municipal Plan objectives to *maintain Red Deer's position as the major urban service centre in Central Alberta and a major growth centre in the Calgary/Edmonton corridor*, ensuring an adequate commercial land supply, and growing economic development and tourism opportunities.

## **2.2 FINANCIAL RESPONSIBILITY**

The City of Red Deer's populations projections and current land supply justify the need for a significantly larger annexation. However, in more recent years, Red Deer's growth has slowed from the previous years of exceptional growth. For this reason, the City, in alignment with Annexation Principle 9, is being financially prudent and is requesting to only annex lands for which it has an immediate need. It is for these reasons the City is pursuing the proposed small-scale annexation. The City will continue to monitor the projected growth rates and land supply and will work with Red Deer County to develop a phased approach to future larger annexations.

This small-scale annexation minimizes the financial risk to The City of Red Deer. The City is confident that this smaller annexation can be cost-effective, efficient, and a coordinated undertaking as outlined in Annexation Principle 6.

Lastly, in alignment with Annexation Principle 14, the proposed annexation area boundary was drawn to only encompass lands that are developable and do not contain pre-existing development.

## **2.3 EFFICIENT, CONTIGUOUS URBAN GROWTH**

The City is developed along the majority of its western jurisdictional boundary. Additionally, the undeveloped areas along this boundary have adopted area structure plans that will consequentially be developed in the short- to mid-term.

Consistent with Annexation Principle 5, the proposed annexation areas will enable a logical extension of growth patterns and provide the opportunity for contiguous urban development where the City is currently constrained.

## **2.4 INTERMUNICIPAL DEVELOPMENT PLAN BETWEEN THE CITY AND THE COUNTY**

The City of Red Deer and Red Deer County Intermunicipal Development Plan (IDP) was adopted in 2007 and is jointly reviewed on an annual basis by both municipalities. It provides a mutually agreed upon policy for annexation and designates specific areas for the City's and County's growth. Furthermore, the IDP outlines a specific formula to calculate land supply estimates.

The identification of City and County Growth Areas in the IDP ensures Annexation Principle 2 is upheld. The identification of these areas facilitates rational growth direction, cost-effective utilization of resources, and fiscal accountability for both municipalities without encumbering each other. The proposed annexation areas are consistent with the City's Growth Area as identified in the IDP.

The policies of the IDP are indicative of the careful consideration, weight, and support that goes into The City's and The County's intermunicipal relationship and is consistent with Annexation Principle 1. The lands proposed for annexation are consistent with the IDP.

Annexation Principle 3 outlines the importance of the local autonomy given to municipalities in the MGA. The IDP was adopted by both municipalities in open meetings after each had the opportunity to consult with their respective residents and obtain independent legal advice. The lands being proposed for annexation in this Notice of Intent are consistent with the IDP's policy and do not infringe upon either municipalities' autonomy.

In consideration of Principle 9, the mitigation for impacts to the initiating and responding municipality we will rely on the policies of the IDP as it includes a previous agreement that outlines the compensation to be provided to The County when annexation occurs. This does not preclude the need for negotiations as outlined in the *Annexation Procedures and Rules* but instead provides a mutually agreed-upon understanding and a foundation to begin annexation negotiations.

## **2.5 SENSITIVITY AND RESPECT FOR KEY ENVIRONMENTAL AND NATURAL FEATURES**

In addition to the IDP, which provides policy direction for the preservation of Natural Capital, The City and The County have mutually adopted the *River Valley and Tributaries Park Concept Plan* ("RVTPC Plan") as a planning tool to identify the lands best suited for potential trails and parks within the City of Red Deer Growth Area. The process of identifying new parklands for the RVTPC Plan made natural resources a priority, especially water resources. Lands adjacent to the rivers; small, intermittent, or ephemeral streams; wetlands and sloughs are included in the concept. As part of the public park system, these sensitive or significant environmental lands and their associated ecological services can be protected and fulfill the community's desire for more natural parkland.

The proposed annexation area respects Annexation Principle 7, which is consistent with the principles in the IDP and the RVTPC Plan, most notably "Respect Nature - Valuable ecological resources included in an expanded park system can be managed, protected and preserved for future generations."

It is the City's intent to protect the wetland within the proposed boundary when future development occurs on the annexed lands.

## **Appendix 3 – Proposed Public Consultation Program**

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Section 116(2)(c)(i) and (ii) of the MGA indicates the notice for annexation must include the proposals for consulting with the public and meeting with the owners of the land to be annexed and keeping them informed about the progress of the negotiations. Additionally, Annexation Principle 12 of *Municipal Government Board Order No. MGB 123/06* outlines the importance of effective public consultation both prior to and during any annexation hearing or proceedings. The following public consultation program is proposed to meet these requirements.

A summary of the Public Consultation Program will be included in the report to the Land and Property Rights Tribunal as required in section 118 and 119 of the MGA.

This plan may be altered when implemented to adapt to public health measures and COVID-19 controls to protect the community. If changes are implemented The City will endeavour to provide meaningful engagement opportunities that are satisfactory to the LPRT.

### **3.1 WEBSITE**

The City proposes to develop a webpage on the City of Red Deer website to disseminate information related to the proposed annexation. The webpage will be updated regularly to reflect the progression of the annexation process. Information geared towards affected landowners on topics such as property taxes and future land uses will be provided on the website. The website will also include a sign-up for an email mailing list which will be used to send updates to interested parties throughout the annexation process. The website will also provide instructions on how interested parties can provide comments on the proposed annexation.

### **3.2 LETTERS TO AFFECTED LANDOWNERS**

The City proposes to send a letter to all affected landowners within the annexation area advising them of the Notice of Intent. These letters will be mailed out at the same time as the notices to the affected authorities. The letters will be accompanied by an information package and comment sheets that can be filled out and returned to The City. A similar notice will also be provided to subsurface right holders.

Notice will also be provided to utility providers, regulators, and authorities. A list of these groups and information on engaging them is included in Appendix 5.

### **3.3 EMAIL LIST**

The City proposes to maintain an email list as a mechanism for distributing information to interested parties.

### **3.4 ADVERTISING**

The City proposes to publish general notices to inform the public of the annexation and their opportunities for engagement. These advertisements will likely be published in the local newspapers, on social media, and by news release on the City's Website. These notices will

identify the proposed annexation area and explain how to obtain more information about the annexation process.

### **3.5 OPEN HOUSE**

Due to the small area of the proposed annexation, the City proposes to hold one open house for landowners and the public. The open house will provide details of the proposed annexation area, the annexation process, and explain the implications of annexation for landowners. City staff will be in attendance to answer questions. The open house will also provide a forum to gather comments. Due to the COVID-19 pandemic, the open house may alternately be held online using Cisco WebEx, Microsoft Teams, or some other appropriate platform to accommodate required health measures.

### **3.6 INDIVIDUAL MEETINGS**

The City proposes to provide the opportunity for one-on-one meetings with individual landowners as requested. This will provide a means for consultation for landowners that are unable to attend the open house. Due to the COVID-19 pandemic, these meetings may alternately be held online instead of in-person to accommodate required health measures. The City will endeavour to find a solution that is suitable for the individual(s) that have requested the meeting.

### **3.7 TELEPHONE CALLS**

City staff will be available to answer telephone calls to answer questions and provide details on how to engage in the planned public consultation.

### **3.8 CONSULTATION WITH ALBERTA TRANSPORTATION**

The City proposes direct consultation with Alberta Transportation that will satisfy and conform to the *Municipal Government Board Annexation Bulletin No. 2 – 2008* and *Provincial Land Use Policies Order in Council 522/96*.

## **Appendix 4 – Authorization by The City of Red Deer**

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On February 14, 2022, Red Deer City Council passed the following resolution:

A copy of the record of Council's resolution endorsing this Notice of Intent to Annex will be inserted here.

## **Appendix 5 – Additional Notice to the Land and Property Right Tribunal**

Section 6.1 of the *Municipal Government Board's Annexation Procedure Rules – Effective June 15, 2018*, requires that written notice to the Land and Property Rights Tribunal under section 116(1)(b) of the MGA must be accompanied by a list of the authorities that The City of Red Deer believes may be affected by the proposed annexation. The below lists of authorities is provided to meet this requirement.

This notification is being sent to Red Deer County (the municipal authorities from which the land is to be annexed), the Land and Property Rights Tribunal, and all relevant local authorities as defined in Section 1(1)(m) of the MGA. These lists of notice to authorities are also intended to demonstrate The City of Red Deer's willingness to comply with Principle 10 to provide satisfactory inter-agency consultation, coordination, and cooperation.

### **5.1 LIST OF AFFECTED AUTHORITIES THAT NOTICE HAS BEEN PROVIDED TO BY COPY OF THIS LETTER AS REQUIRED BY THE MUNICIPAL GOVERNMENT ACT:**

- Minister of Municipal Affairs;
- Land and Property Right Tribunal;
- Alberta Health Services Board;
- Minister of Health;
- Chinook's Edge School Board;
- Conseil Scolaire Centre-Nord;
- Red Deer Catholic Regional School Board;
- Red Deer Public School Board;
- Sylvan Lake Regional Wastewater Services Commission;

### **5.2 LIST OF AUTHORITIES THAT MAY BE AFFECTED, THAT NOTICE WILL BE PROVIDED BY COPY OF THIS LETTER, IN ACCORDANCE WITH THE LAND AND PROPERTY RIGHTS TRIBUNAL'S ANNEXATION PROCEDURE RULES:**

- Alberta Transportation;
- Bell Canada;
- Shaw Communications Inc.;
- Telus Corporation;
- Valo Networks;
- Direct Energy Regulated Services;
- ENMAX Power Corp.;
- EPCOR Utilities Inc.;
- Fortis Alberta Inc.;
- TransAlta Utilities Corporation;

- AltaGas;
- Bonavista Energy Corporation;
- Chevron Canada Limited;
- AltaLink;
- ATCO Electric;
- ATCO Gas;
- ATCO Pipelines;
- TransCanada Pipelines, LP;
- Trans-Northern Pipelines Inc. & Alberta Products Pipeline Ltd.

**5.3 LIST OF OTHER AUTHORITIES THAT NOTICE HAS BEEN PROVIDED TO BY COPY OF THIS LETTER:**

- Alberta Energy Regulator;
- Alberta Utilities Commission;
- Alberta Environment and Parks;
- Alberta Culture;
- Canada Post;
- Red Deer Chamber of Commerce;
- Red Deer Housing Authority;
- Red Deer Regional Airport Authority;
- Red Deer Public Libraries;
- Canadian National Railway;
- Canadian Pacific Railway;
- Minister Adriana LaGrange, MLA Red Deer North;
- Jason Stephan, MLA Red Deer South;
- Devin Dreesen, MLA Innisfail-Sylvan Lake.

## **Appendix 6 – Board Order No. MGB 123/06 – Annexation Principles**

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### **PART 3 - ANNEXATION PRINCIPLES**

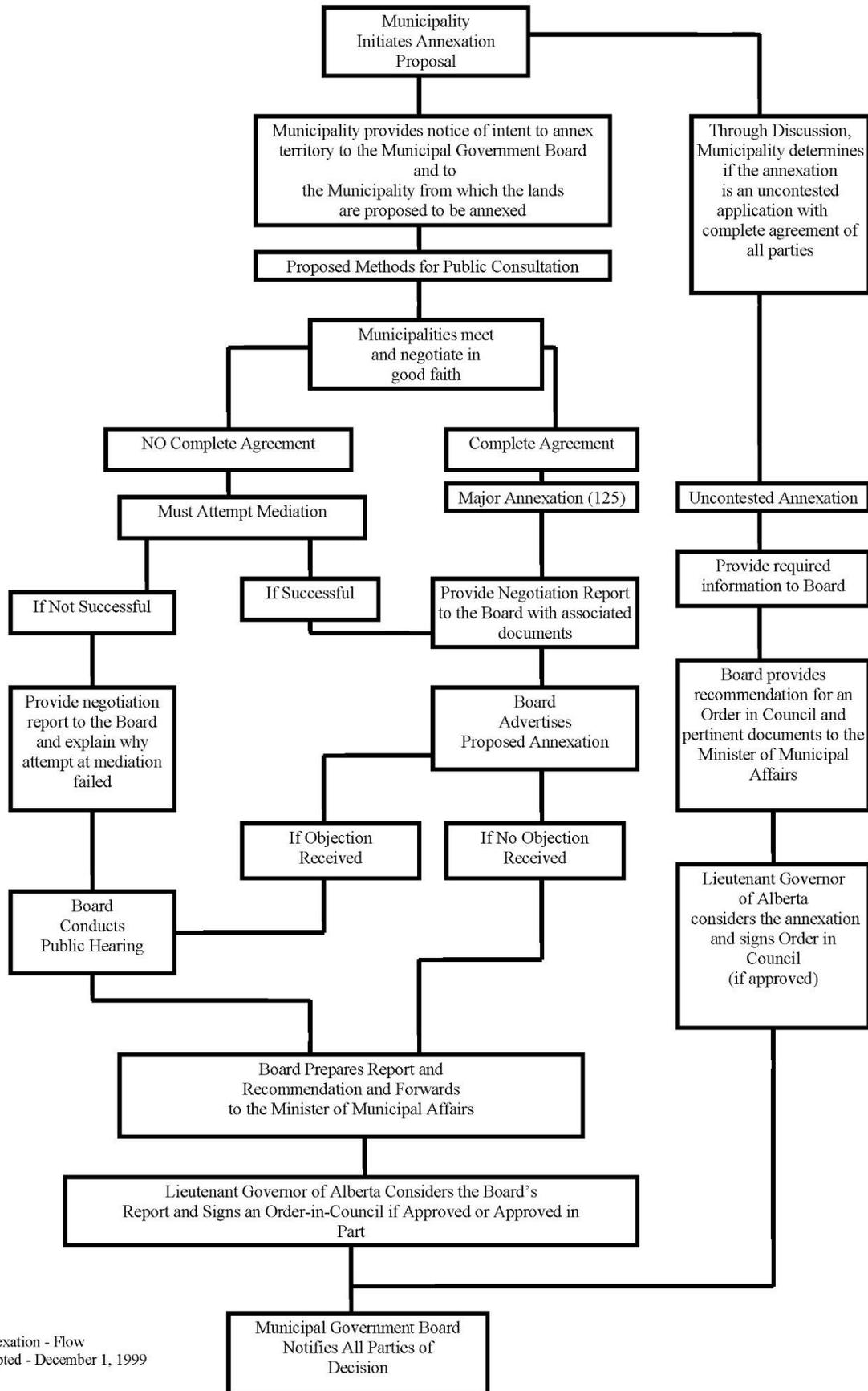
In the absence of criteria authorized by section 76 of the Act and in order to deal with the various issues raised by the affected parties, the landowners and the interest groups, the MGB has developed a series of annexation principles. The MGB has developed these principles from the examination of the annexation provisions in the Act, the Provincial Land Use Policies and previous annexation orders and recommendations. These principles are based on significant annexation decisions prior to 1995 and a total of nearly 170 annexations processed since the introduction of the 1995 Municipal Government Act. In summary, these principles include the following:

1. Annexations that provide for intermunicipal cooperation will be given considerable weight. Cooperative intermunicipal policies in an intermunicipal development plan will be given careful consideration, weight and support so long as they do not conflict with Provincial policies or interests.
2. Accommodation of growth by all municipalities (urban or rural) must be accomplished without encumbering the initiating municipality and the responding municipality's ability to achieve rational growth directions, cost effective utilization of resources, fiscal accountability and the attainment of the purposes of a municipality described in the Act.
3. An annexation or annexation conditions should not infringe on the local autonomy given to municipalities in the Act unless provisions of the Act have been breached or the public interest and individual rights have been unnecessarily impacted.
4. An annexation must be supported by growth projections, availability of lands within current boundaries, consideration of reasonable development densities, accommodation of a variety of land uses and reasonable growth options within each municipality (initiating and responding municipality).
5. An annexation must achieve a logical extension of growth patterns, transportation and infrastructure servicing for the affected municipalities.
6. Each annexation must illustrate a cost effective, efficient and coordinated approach to the administration of services.
7. Annexations that demonstrate sensitivity and respect for key environmental and natural features will be regarded as meeting provincial land use policies.
8. Coordination and cost effective use of resources will be demonstrated when annexations are aligned with and supported by intermunicipal development plans, municipal development plans, economic development plans, transportation and utility servicing plans and other related infrastructure plans.

9. Annexation proposals must fully consider the financial impact on the initiating and responding municipality.
10. Inter-agency consultation, coordination and cooperation is demonstrated when annexations proposals fully consider the impacts on other institutions providing services to the area.
11. Annexation proposals that develop reasonable solutions to impacts on property owners and citizens with certainty and specific time horizons will be given careful consideration and weight.
12. Annexation proposals must be based on effective public consultation both prior to and during any annexation hearing or proceedings.
13. Revenue sharing may be warranted when the annexation proposal involves existing or future special properties that generate substantive and unique costs to the impacted municipality(s) as part of the annexation or as an alternative to annexation.
14. Annexation proposals must not simply be a tax initiative. Each annexation proposal must have consideration of the full scope of costs and revenues related to the affected municipalities. The financial status of the initiating or the responding municipality(s) cannot be affected to such an extent that one or the other is unable to reasonably achieve the purposes of a municipality as outlined in section 3 of the Act. The financial impact should be reasonable and be able to be mitigated through reasonable conditions of annexation.
15. Conditions of annexation must be certain, unambiguous, enforceable and be time specific.

**Appendix B**

*Overview of the Annexation Process*



Annexation - Flow  
Adopted - December 1, 1999

**Appendix C**

*2009 Annexation Timeline for Context and Comparison*

Table 2: 2009 Annexation Timelines for Context and Comparison

<b>ANNEXATION TIMELINE</b>	<b>Months</b>	<b>Running Total</b>
Inform Red Deer County at Annual Joint IDP Meeting	0	0
Administration prepares and submits Notice of Intent to Annex to LPRT	1.5	1.5
Notice of Intent to Annex sent to affected landowners/stakeholders	0.5	2.0
Open houses and I-to-I meetings with landowners, stakeholders, and the public	3.0	5.0
Info package and consent forms sent to landowners	1.0	6.0
Negotiations with Red Deer County, culminating in administration drafting the Report on Negotiations to Annex	3.0	9.0
Report on Negotiations to Annex submitted for County and City Council agendas	1.0	10.0
County and City Councils endorse the Report on Negotiations to Annex and send Report to LPRT	1.0	11.0
LPRT issues notice of Annexation Hearing	3.0	14.0
LPRT Hearings	3.0	17.0
Annexation Order in Council issued.	10.0	27.0

**DATE:** February 18, 2022  
**TO:** David Girardin, Major Projects Planner  
**FROM:** Samantha Rodwell, City Clerk  
**SUBJECT:** Annexation

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**Bylaw Reading:**

At the Monday, February 14, 2022 Regular Council Meeting, Council passed the following resolution:

Resolved that Council of The City of Red Deer having considered the report from City Planning and Growth dated February 14, 2022 re: Annexation hereby endorses Option I and the Notice of Intent to Annex as shown in Appendix A.

**Report back to Council:**

No

**Comments:**

None

“Samantha Rodwell”

Samantha Rodwell  
City Clerk

c. Acting General Manager Development and Protective Services