

**FILE**

**DATE:** March 16, 1999  
**TO:** All Departments  
**FROM:** City Clerks  
**RE:** *PLEASE POST FOR THE INFORMATION OF ALL EMPLOYEES*

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**SUMMARY OF DECISIONS**



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

HELD IN THE COUNCIL CHAMBERS, CITY HALL

**MONDAY, MARCH 15, 1999**

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



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

**DECISION - Confirmed as transcribed**

PAGE #

- (2) **UNFINISHED BUSINESS**

- (3) **PUBLIC HEARINGS**

City Clerk - Re: Land Use Bylaw Amendment No. 3156/E-99 / Proposed Direct Control District No. 8 / Former Downtown Rail Lands / (Consideration of 2<sup>nd</sup> & 3<sup>rd</sup> Readings of the Bylaw)

.. 1

(4) **REPORTS**

1. Director of Corporate Services - Re: Short Term Borrowing Bylaw No. 3220/99 / (Consideration of Three Readings of the Bylaw) . . . 4

**DECISION - Short Term Borrowing Bylaw No. 3220/99 was given three Readings**

2. Community Services Director - Re: Photo Radar and Red Light Cameras . . . 6

**DECISION - Council tabled these issues to the Tuesday, May 25, 1999 meeting of Council to provide the Administration an opportunity to gather comments and feedback from the community regarding Photo Radar and Red Light Cameras and to prepare a detailed report outlining these two separate issues**

3. Recreation, Parks & Culture Manager - Re: Cemetery Reserve - Columbariums . . . 16

**DECISION - Council approved the construction of a third Columbarium in the Alto Reste Cemetery in the amount of \$15,000, to be funded from the Cemetery Reserve Capital**

4. Parkland Community Planning Services - Re: Landfill Reclamation Concept Plan . . . 18

**DECISION - Council agreed to table consideration of this item until mid May 1999 so as to facilitate the public participation component of the planning process**

(5) **CORRESPONDENCE**

1. Red Deer Twilight Homes Foundation - Re: Appointment of Citizen-at-large . . . 20

**DECISION - Council appointed Mrs. Trish Myrol as a citizen-at-large to the Red Deer Twilight Homes Foundation for a term to expire February 2000**

(6) **PETITIONS AND DELEGATIONS**

(7) **NOTICES OF MOTION**

1. Councillor Volk - Re: Notice of Motion: City to Pay Down Existing Debt and Incur No Further Debt in Future . . 22

**DECISION - Council directed The City's Administration to examine the implications of a permanent *pay as you go* financing policy verses debt financing, as part of the infrastructure financing strategy in the draft Strategic Plan and to provide Council with a detailed report prior to the commencement of the Year 2000 Budget deliberations**

2. Councillor Pimm - Re: Notice of Motion: Clearing of Snow from Residential Sidewalks Within 48 Hours of Snow Fall - Request for Bylaw . . 24

**DECISION - Council agreed to table this item to August 1999 to provide the Administration an opportunity to prepare a detailed report for Council's consideration**

(8) **WRITTEN INQUIRIES**

(9) **BYLAWS**

1. 3156/E-99 - Land Use Bylaw Amendment / Proposed Direct Control District No. 8 / Former Downtown Rail Lands / - 2<sup>nd</sup> & 3<sup>rd</sup> Readings . . 26

. . 1

**DECISION - Bylaw given 2<sup>nd</sup> and 3<sup>rd</sup> Readings**

2. 3220/99 - Short Term Borrowing Bylaw / - Three Readings . . 32

. . 4

**DECISION - Bylaw given three Readings**

**A G E N D A**



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

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Committee of the Whole:

- (a) Administrative Matter

**DATE:** February 17, 1999

**TO:** City Council

**FROM:** City Clerk

**RE:** *Land Use Bylaw Amendment No. 3156/E-99, Proposed Direct Control District No. 8, Former Downtown Rail Lands*

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A Public Hearing has been advertised for the above noted Land Use Bylaw Amendment, to be held on Monday, March 15, 1999 in the Council Chambers at 7:00 p.m.

Land Use Bylaw Amendment 3156/E-99 will provide for the creation of "Direct Control District No. 8", incorporating the architectural standards and requirements for an overall development theme as agreed to by Council and as contained in the Rail Lands Ad Hoc Committee's Report. Under the proposed Direct Control designation of this site, all aspects of any future development proposal including land use, architectural and development standards development theme, site plan, landscaping and parking would be subject to the approval of City Council. The proposed land uses listed for this new Direct Control District are similar to and based on the uses that are currently allowed under the present C1A Commercial (City Centre West) zoning of the site.

***Recommendations***

That following the Public Hearing, Land Use Bylaw Amendment 3156/E-99 may be given 2<sup>nd</sup> and 3<sup>rd</sup> readings.

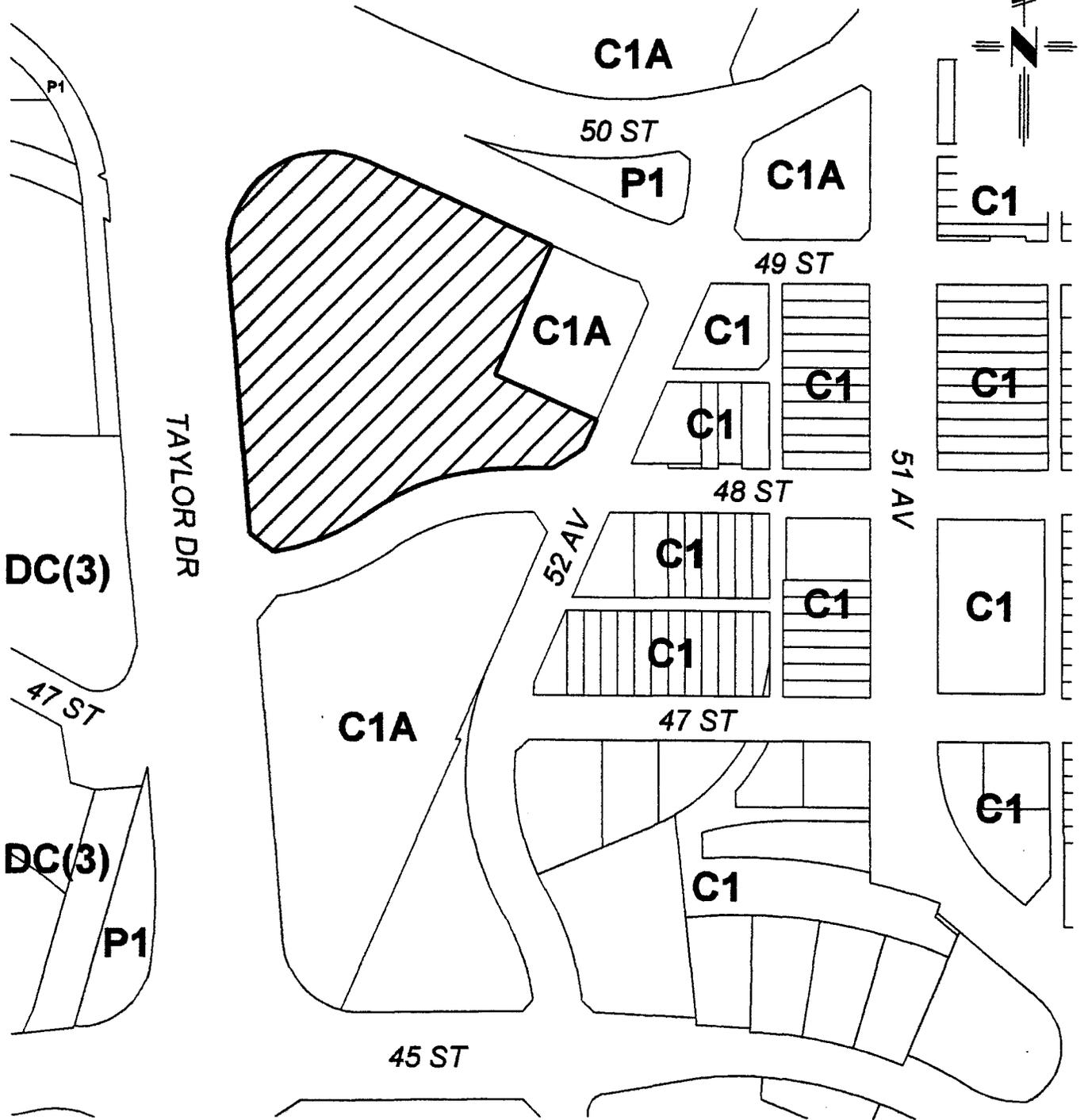


Kelly Kloss  
City Clerk

/clr  
attchs.

# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



**Change from: C1A to DC(8)** 

**AFFECTED DISTRICTS:**

*C1A - Commercial (City Centre West)*

*DC(8) - Direct Control District No. 8*

**MAP No. 3 / 99**

**BYLAW No. 3156 / E - 99**

***Comments:***

We concur with the recommendations of the City Clerk.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**LAND USE BYLAW AMENDMENT**

BYLAW NO. 3156/ E-99

DESCRIPTION: Downtown former Rail Lands  
redesignation to DC8

FIRST READING: Feb. 16/99

DATE OF FIRST PUBLICATION: Feb. 26

DATE OF SECOND PUBLICATION: March 5

SECOND READING: March Feb. 15

THIRD READING: March 15

LETTERS REQUIRED TO PROPERTY OWNERS: YES  NO

DEPOSIT REQUIRED: NO  YES  AMOUNT \$ \_\_\_\_\_

ACTUAL COST OF ADVERTISING: \$ \_\_\_\_\_

MAP PREPARATION: \$ \_\_\_\_\_

TOTAL \$ \_\_\_\_\_

REFUND \_\_\_\_\_ INVOICE \_\_\_\_\_ \$ \_\_\_\_\_

**COMPLETED**

(Map)

**LAND USE BYLAW AMENDMENT  
FORMER DOWNTOWN RAIL LANDS**

1. Red Deer City Council plans to pass Land Use Bylaw Amendment 3156/E-99 for the purpose of redesignating the north portion of the downtown rail land site to DC - Direct Control (8) to allow for commercial use. The purpose is to provide guidance to potential commercial developers to ensure a consistent architectural theme and appropriate land uses. This bylaw requires that any proposed development will require the approval of City Council.
2. A copy of the proposed Bylaw may be inspected by the public at the office of the City Clerk, 2<sup>nd</sup> Floor of City Hall during regular office hours.
3. Prior to considering this Bylaw, City Council will hold a Public Hearing in the Council Chambers, 2<sup>nd</sup> Floor of City Hall on **Monday, March 15, 1999, at 7:00 p.m.**, for the purpose of hearing any person claiming to be affected. Letters or petitions are also acceptable if received by the City Clerk no later than 4:30 p.m. on the Monday prior to the date of the Public Hearing.

KELLY KLOSS  
CITY CLERK

(Publication Dates: February 26 and March 5, 1999)

**Office of the City Clerk**

February 24, 1999

**BUFFALO HOTEL 1973 LTD.  
5031- 50 STREET  
RED DEER, AB T4N 1Y2**

Dear Sir/Madam:

RE: LAND USE BYLAW AMENDMENT 3156/E-99  
FORMER DOWNTOWN RAIL LANDS

---

As a property owner adjacent to lands that are the subject matter of a Land Use Bylaw Amendment, please be advised that Council of The City of Red Deer has given First Reading to the above Land Use Bylaw Amendment.

Red Deer City Council plans to pass Land Use Bylaw Amendment 3156/E-99 for the purpose of redesignating the north portion of the downtown rail land site to DC - Direct Control (8) to allow for commercial use. The purpose is to provide guidance to potential commercial developers to ensure a consistent architectural theme and appropriate land uses. This bylaw requires that any proposed development will require the approval of City Council.

Council of The City of Red Deer intend to hold a Public Hearing on Land Use Bylaw Amendment 3156/E-99 on **Monday, March 15, 1999, at 7:00 p.m.**, or as soon thereafter as Council may determine, for the purpose of hearing objections and/or objectors to the proposed Bylaw.

Any person claiming to be affected by the proposed Bylaw shall be heard. Any other interested party may be heard if Council agrees.

To ensure the Public Hearing is conducted in an orderly manner, each speaker shall be limited to a maximum of ten minutes exclusive of questions put to the speaker by Council. The speakers must direct their remarks to the advisability of the Bylaws under consideration and should not repeat at length points made by other speakers.

2.....

Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*



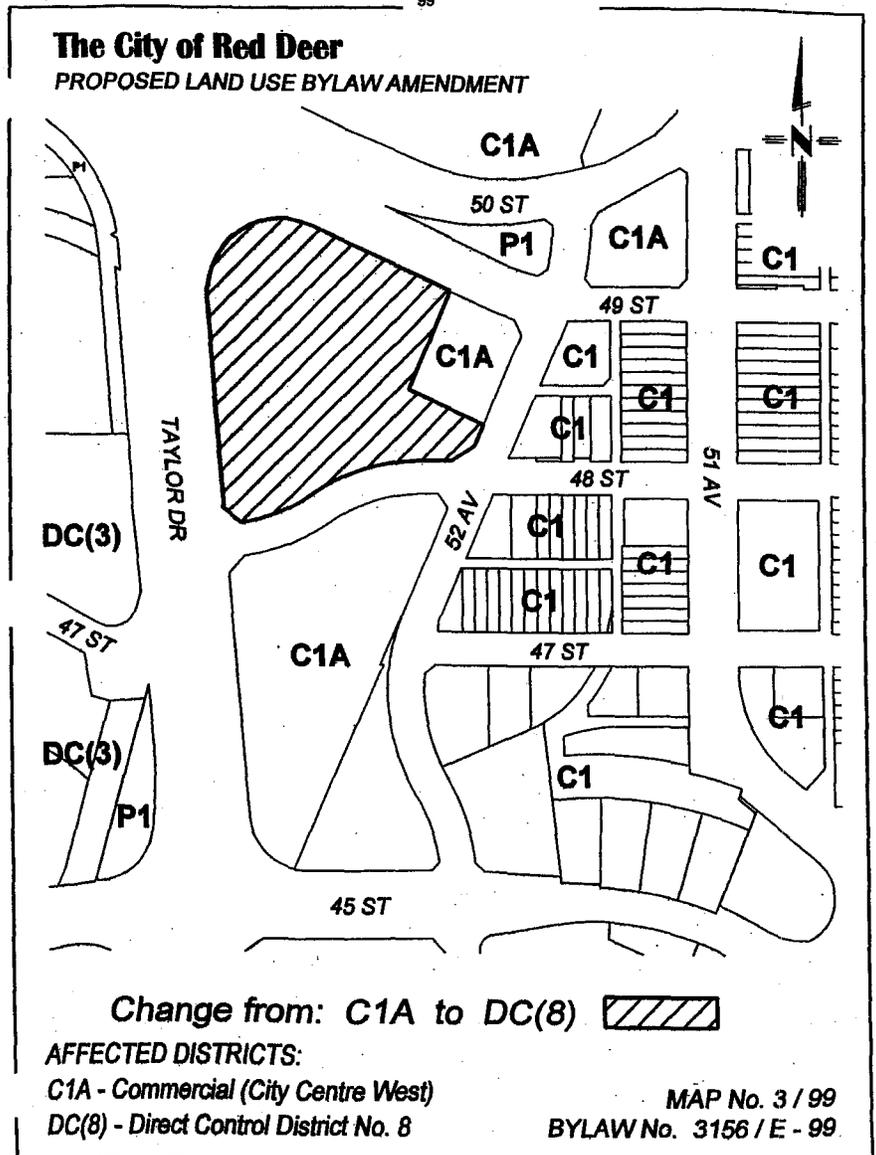
A written representation or petition shall be heard by Council of The City of Red Deer providing:

- (a) such representation or petition is filed with the City Clerk no later than 4:30 p.m. on the Monday prior to the date of the Public Hearing, and
- (b) it contains the names and addresses of all persons making the representation, and
- (c) it states the names and addresses of all persons authorized to represent a group of persons.

Yours truly,



KELLY KLOSS  
CITY CLERK





Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

**Office of the City Clerk**

February 24, 1999

**678486 ALBERTA LTD  
P. O. BOX 300, STATION M  
3225 - 12 STREET N.E.  
CALGARY, AB T2P 2H9**

Dear Sir/Madam:

RE: LAND USE BYLAW AMENDMENT 3156/E-99  
FORMER DOWNTOWN RAIL LANDS

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**Office of the City Clerk**

February 24, 1999

Box 5008  
Red Deer, Alberta  
T4N 3T4

**HARANDON HOTELS LTD  
4905 - 51 AVE.  
RED DEER, AB T4N 4H4**

Dear Sir/Madam:

RE: LAND USE BYLAW AMENDMENT 3156/E-99  
FORMER DOWNTOWN RAIL LANDS

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*The City of Red Deer*

**Office of the City Clerk**

February 24, 1999

**A J F HOLDINGS LTD  
18 MCKEE CLOSE  
RED DEER, AB T4N 0L9**

Dear Sir/Madam:

RE: LAND USE BYLAW AMENDMENT 3156/E-99  
FORMER DOWNTOWN RAIL LANDS

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**Office of the City Clerk**

February 24, 1999

**FAS GAS REALTY LTD  
236, 4919 - 59 STREET  
RED DEER, AB T4N 6C9**

Dear Sir/Madam:

RE: LAND USE BYLAW AMENDMENT 3156/E-99  
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Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*



**Office of the City Clerk**

February 24, 1999

**QUANTUM III DEVELOPMENTS INC  
1927 - 50 AVE.  
RED DEER, AB T4R 1Z4**

Dear Sir/Madam:

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**Office of the City Clerk**

February 24, 1999

Box 5008  
Red Deer, Alberta  
T4N 3T4

**IMPERIAL OIL LTD  
BOX 422  
DON MILLS, ON M3C 2T2**

Dear Sir/Madam:

**RE: LAND USE BYLAW AMENDMENT 3156/E-99  
FORMER DOWNTOWN RAIL LANDS**

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**Office of the City Clerk**

February 24, 1999

**FOURELL ALBERTA LTD.  
860 WHEELER ROAD  
EDMONTON, AB T6M 2E1**

Dear Sir/Madam:

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Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*



**Office of the City Clerk**

February 24, 1999

**KENNETH & DONNA ING  
4718- 43A AVE.  
RED DEER, AB T4N 3G8**

Dear Sir/Madam:

**RE: LAND USE BYLAW AMENDMENT 3156/E-99  
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*The City of Red Deer*

**Office of the City Clerk**

February 24, 1999

**MCDONALD'S RESTAURANTS OF CANADA LIMITED  
4400 STILL CREEK DRIVE  
BURNABY, BC V5C 6C6**

Dear Sir/Madam:

**RE: LAND USE BYLAW AMENDMENT 3156/E-99  
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*The City of Red Deer*



Box 5008  
Red Deer, Alberta  
T4N 3T4

**Office of the City Clerk**

February 24, 1999

**698863 ALBERTA LTD  
5402 - 47 STREET  
RED DEER, AB T4N 6Z4**

Dear Sir/Madam:

**RE: LAND USE BYLAW AMENDMENT 3156/E-99  
FORMER DOWNTOWN RAIL LANDS**

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*The City of Red Deer*



Box 5008  
Red Deer, Alberta  
T4N 3T4

**Office of the City Clerk**

February 22, 1999

«OwnerName»  
«OwnerAdd1»  
«OwnerAdd2»  
«OwnerAdd3»  
«OwnerAdd4»

Dear Sir/Madam:

RE: LAND USE BYLAW AMENDMENT 3156/E-99  
FORMER DOWNTOWN RAIL LANDS

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Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*



DATE: FEBRUARY 17, 1999  
TO: TONY WOODS, DRAFTING  
FROM: SANDRA LADWIG, CITY CLERKS  
RE: LAND USE BYLAW AMENDMENT 3156/E-99  
PROPOSED DIRECT CONTROL DISTRICT NO. 8  
FORMER DOWNTOWN RAIL LANDS

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FEB 17 1999

I enclose herewith the map to accompany the Land Use Bylaw Amendment Ad to appear in the newspaper. Could you please re-do the map so that it is about 3 1/4" wide by 3 1/4 to 3 1/2 " long. I will do the explanation of the redesignation in the first paragraph of the ad.

Could I possibly have this by Tuesday, February 23, 1999.

Thanks Tony.



SANDRA LADWIG  
City Clerk's Department

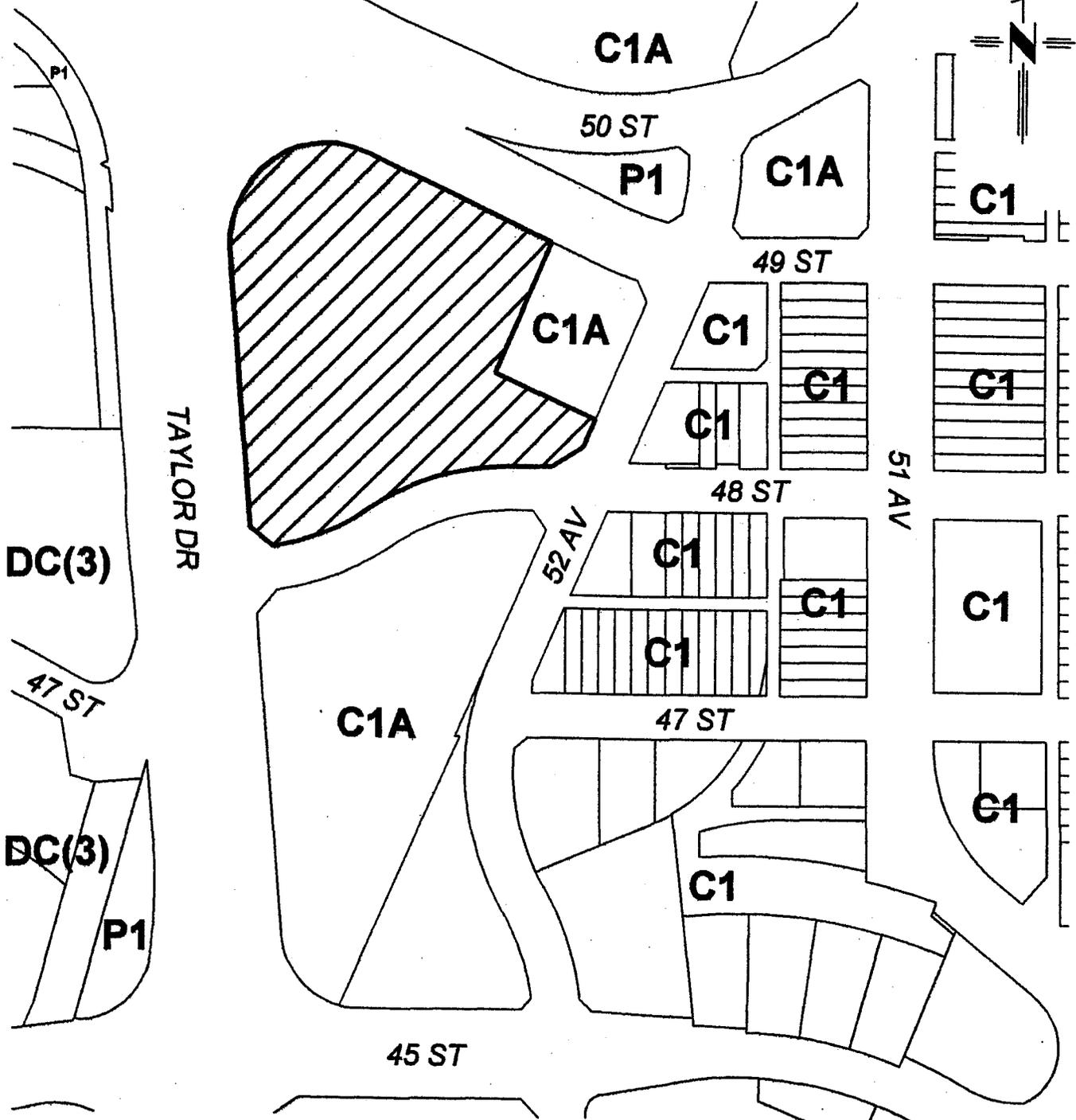
COST OF MAP PREPARATION:

\$.....<sup>#</sup>32.80.....

February 18/99  
AK

# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



**Change from: C1A to DC(8)** 

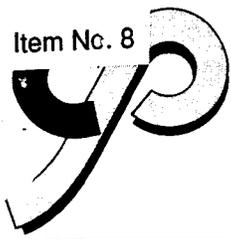
**AFFECTED DISTRICTS:**

**C1A - Commercial (City Centre West)**

**DC(8) - Direct Control District No. 8**

**MAP No. 3 / 99**

**BYLAW No. 3156 / E - 99**



48

**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

Suite 500, 4808 Ross Street  
Red Deer, Alberta T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
e-mail: pcps@telusplanet.net

---

**DATE: February 5, 1999**

**TO: City Clerk**

**FROM: Tony Lindhout, Planner**

**RE: Land Use Bylaw Amendment No. 3156/E-99  
Proposed Direct Control District No. 8  
Former Downtown Rail Lands**

---

City Council at their February 1, 1999 Council meeting considered a report from the CP Rail Land Development Ad Hoc Committee regarding future development of the City's vacant Downtown rail lands. Council subsequently directed the Administration to prepare a Land Use Bylaw amendment to provide for the rezoning of the north portion of the site to a Direct Control District. The Direct Control designation was favoured so that the City would retain effective control over the architectural standards and the overall theme of the development of the former CP Rail Lands.

The proposed Bylaw amendment which will create "Direct Control District No. 8", incorporates the architectural standards and requirement for an overall development theme as agreed to by Council and as contained in the Rail Lands Ad Hoc Committee's report. Under the proposed Direct Control designation of this site, all aspects of any future development proposal including land use, architectural and development standards, development theme, site plan, landscaping and parking would be subject to the approval of City Council. The proposed land uses listed for this new Direct Control District are similar to, and based on the uses that are currently allowed under the present C1A Commercial (City Centre West) zoning of the site.

Staff Recommendation

Planning staff recommend that City Council proceed with first reading of Land Use Bylaw Amendment 3156/E-99.

Sincerely,

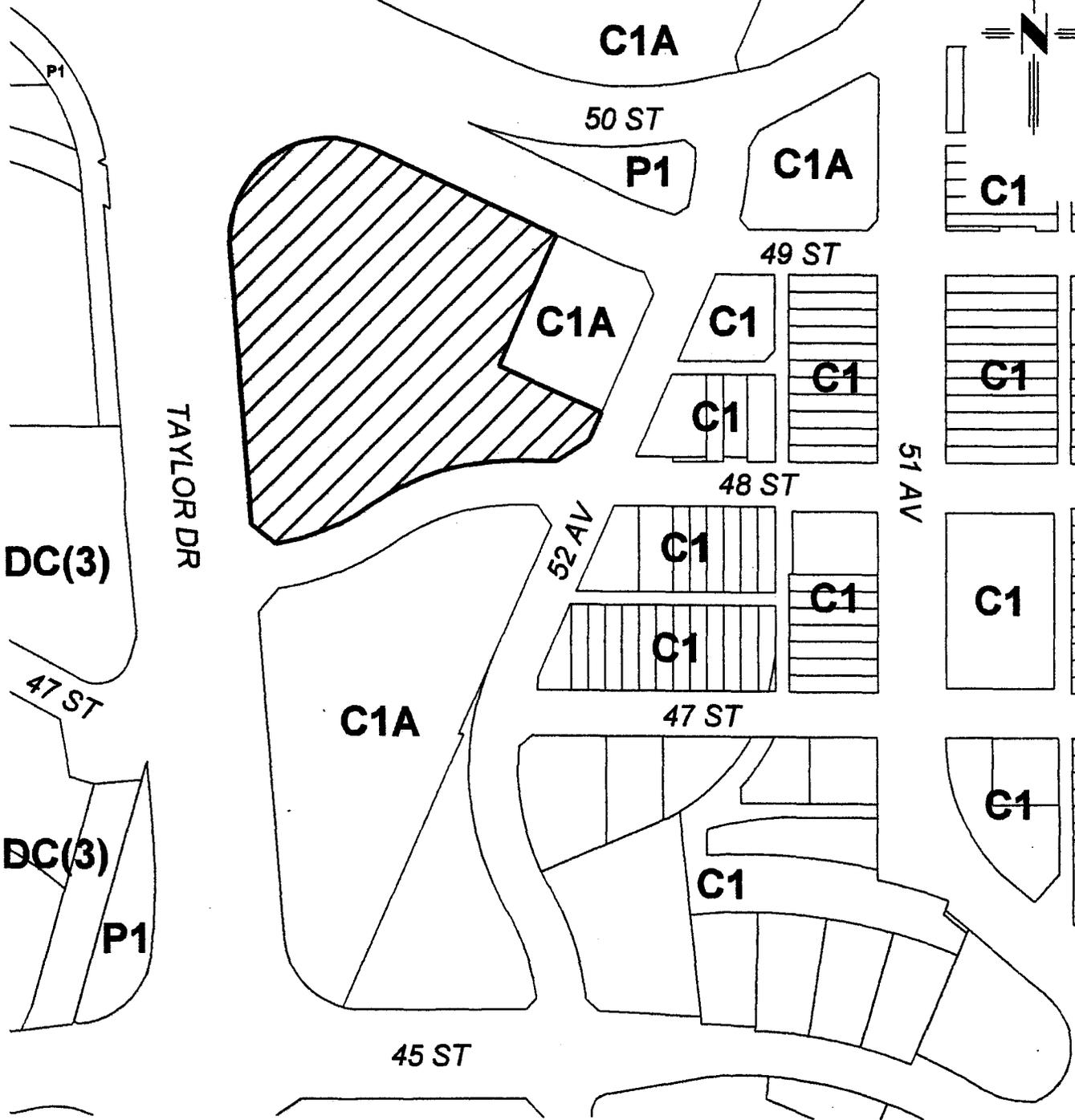
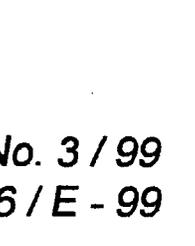
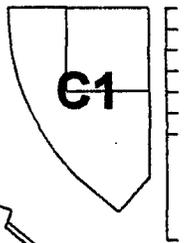
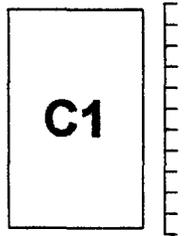
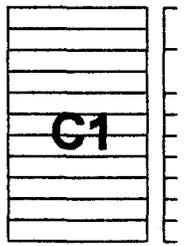
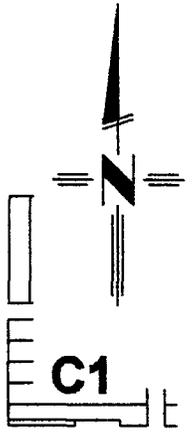
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Tony J. Lindhout, ACP, MCIP  
PLANNER

Attachment

# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



**Change from: C1A to DC(8)** 

**AFFECTED DISTRICTS:**

C1A - Commercial (City Centre West)

DC(8) - Direct Control District No. 8

MAP No. 3 / 99

BYLAW No. 3156 / E - 99

# <sup>E</sup> **BYLAW 3156/D-99**

## **DOWNTOWN RAIL LANDS**

### **BACKGROUND**

The north portion of the downtown rail land site is proposed to be redesignated to DC(8) to allow for commercial use.

### **PURPOSE OF THE BYLAW**

The bylaw is intended to provide guidance to potential commercial developers of the rail lands. It is intended to ensure a consistent architectural theme and appropriate land uses. This bylaw requires that any proposed development will require the approval of City Council.

Item No. 7

**BYLAW NO. 3156/E-99**

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

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

- 1 The "Use District Maps F8 and F9" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 3/99 attached hereto and forming part of the bylaw.
- 2 The following DC Direct Control District is added with the following sections:

**"DC (8) Direct Control District No. 8**

**138.3 (1) Site Development**

All aspects of development in this Direct Control District including land use, development standards, site plan, site access, the relationship between buildings, structures and open space, the architectural treatment of buildings, the provision and architecture of landscaped areas, and the parking layout shall be subject to approval by City Council.

**(2) Uses that will be considered by City Council:**

- (a) Commercial recreation facility;
- (b) Commercial entertainment facility;
- (c) Commercial service facility;
- (d) Food and/or beverage service facility, excluding against a portion of this site:
  - (i) any fast food outlet or restaurant specializing in the sale of "hamburgers" (restrictive covenant placed by McDonald's Restaurants of Canada Ltd.);
- (e) Institutional service facility;
- (f) Office;

- (g) Merchandise sales, excluding:
  - (i) agricultural and industrial vehicles or machinery, and fuel,
  - (ii) a food store, a pharmacy or a drug store (restrictive covenant placed by 422984 Alberta Ltd./Westfair Foods against this entire site);
- (h) Hotel or motel;
- (i) Residential dwelling units above the ground floor;
- (j) Home occupations;
- (k) Parking lot or parking structure in conjunction with any of the above uses;
- (l) Accessory building or use to any of the above;
- (m) Signs; identification and local advertising on the following types of signs:
  - (i) awning, canopy and marquee signs;
  - (ii) under canopy signs;
  - (iii) fascia signs;
  - (iv) free standing signs;
  - (v) painted wall signs;
  - (vi) projecting signs.

**(3) Regulations**

The following development standards shall apply:

- (a) All development to be based on a common theme compatible with the existing former CP Railway Station, which is a heritage resource. The following architectural guidelines must be incorporated into all buildings:

- (i) high quality exterior building materials that maximizes the use of wood, brick and stone work, and contains limited use of stucco and metal finishes;
  - (ii) pitched non-metal roofs;
  - (iii) pedestrian oriented store fronts emphasizing special window and entrance treatments;
  - (iv) incorporation of cantilevers and canopies;
  - (v) tasteful colour schemes,
  - (vi) aesthetics of each building must be pleasing from all elevations and shall feature street oriented design elements including street level windows for all elevations visible from adjacent public roadways.
- (b) Warehouse type buildings are not permitted;
  - (c) No outdoor storage areas are permitted;
  - (d) All waste containers must be enclosed, screened and/or be fully integrated into the overall building or site development;
  - (e) Development must be complementary to the downtown and emphasize uses that would attract patrons, both during the day and evening;
  - (f) Development should strive to produce a seamless connection to the area south of 48<sup>th</sup> Street which will include a City park site;
  - (g) Development should facilitate and encourage pedestrian movement within the site and to adjacent developments. Site to include sidewalks incorporating the use of paving stones, and public area landscaping, lighting and street furniture;
  - (h) All signage, lighting, and street furniture must complement the overall building theme;

- (i) **Landscaping:**
  - (i) must be of high quality, incorporating mature plantings;
  - (ii) perimeter of site must be landscaped including all adjoining road boulevard areas surrounding the site; in lieu of the boulevard landscaping required by the developer, the minimum onsite landscaping requirement is 10% of site area rather than the 15% of site area required on adjoining properties in the area;
  - (iii) all perimeter and boulevard landscaping must be a continuation of the overall onsite landscaping plan;
  - (iv) landscaping should be comprehensive throughout the development and appear seamless among the various components of the development,
  - (v) landscaping should be designed to screen parking areas and tie public areas to the commercial areas.
- (j) **Vehicle access to site:**
  - (i) all vehicle site access is restricted to either 52<sup>nd</sup> Avenue or 48<sup>th</sup> Street:
  - (ii) vehicle access from 52<sup>nd</sup> Street is restricted to a common access point with, and adjoining, the existing McDonald's Restaurant access,
  - (iii) vehicle access from 48<sup>th</sup> Street will be restricted to one common access point located approximately midway between 52<sup>nd</sup> Avenue and Taylor Drive.
- (k) Prospective developers of the site are encouraged to be innovative in their site design. They should examine opportunities for such features as landscaped covered parking which could maximize the use of the site, use of decorative and/or unique fencing, feature walls, flags, banners, sculptures, and extensive use of hard and soft landscaping.

- (l) Building Height - as approved by City Council
- (m) Front Yard - minimum 6 m
- (n) Side Yard - 6.0 m when it abuts a street
- (o) Rear Yard - minimum 6 m
- (p) Landscaped Area - 10% of site area
- (q) Parking - subject to Section 47
- (r) Loading Spaces - one required opposite each loading door
- (s) Site Area - minimum 900 m<sup>2</sup>
- (t) Frontage - minimum 20 m
- (u) Residential unit - minimum 37 m<sup>2</sup> per dwelling unit"

READ A FIRST TIME IN OPEN COUNCIL this                    day of                    A.D. 1999.  
 READ A SECOND TIME IN OPEN COUNCIL this                    day of                    A.D. 1999.  
 READ A THIRD TIME IN OPEN COUNCIL this                    day of                    A.D. 1999.  
 AND SIGNED BY THE MAYOR AND CITY CLERK this                    day of                    A.D. 1999.

---

 MAYOR

---

 CITY CLERK

# FILE

## Council Decision - March 15, 1999 Meeting

**DATE:** March 16, 1999  
**TO:** Principal Planner  
**FROM:** Deputy City Clerk  
**RE:** *Land Use Bylaw Amendment No. 3156/E-99, Proposed Direct Control District No. 8, Former Downtown Rail Lands*

---

**Reference Report:** City Clerk dated February 17, 1999

**Bylaw Readings:**

Land Use Bylaw Amendment No. 3156/E-99 was given 2<sup>nd</sup> and 3<sup>rd</sup> Readings, a copy of which is attached hereto.

**Report Back to Council Required:** No

**Comments/Further Action:**

Land Use Bylaw Amendment 3156/E-99 provides for the creation of "Direct Control District No. 8", incorporating the architectural standards and requirements for an overall development theme as agreed to by Council and as contained in the Rail Lands Ad Hoc Committee's Report. All aspects of any future development proposal including land use, architectural and development standards, development theme, site plan, landscaping and parking will be subject to the approval of City Council. The land uses listed for this new Direct Control District are similar to and based on the uses that are currently allowed under the present C1A Commercial (City Centre West) zoning of the site.

A Public Hearing was held with respect to Land Use Bylaw Amendment 3156/E-99, following which same was given second and third readings. Our office will now be updating the office consolidation copy of the Land Use Bylaw and distributing same in due course.



Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c Director of Development Services  
Director of Community Services  
E. L. & P. Manager  
Fire Chief/Manager Emergency Services  
City Assessor

Land & Economic Development Manager  
Doug Kutinski, Graphics Designer  
Administrative Assistant, S. Ladwig  
C. Rausch, City Clerk's Office

Item No. 1  
Reports

**DATE: March 4, 1999**  
**TO: City Clerk**  
**FROM: Director of Corporate Services**  
**RE: SHORT TERM BORROWING BYLAW NO. 3220/99**

---

Council approval is respectfully requested for the above.

The bylaw authorizes the short term borrowing of funds, as required, to meet current expenditures. The need for short term funds is expected to only occur if an unforeseen significant expenditure happens prior to the maturity of an investment.

One of the requirements of the Municipal Government Act is that a maximum rate of interest must be stated. The maximum rate has been set at 20%. The actual rate charged is the prime interest rate.

Council is reminded that funds are only borrowed when required and are repaid as soon as funds become available.

**Recommendation**

Approval of Bylaw No. 3220/99.



A. Wilcock, B. Comm., C.A.  
Director of Corporate Services

Att.

**Comments:**

We agree with the recommendation of the Director of Corporate Services.

It should be noted that the provisions under the Bylaw to borrow up to \$20 million dollars from our bank have not been used in any way for many years. However, it does provide The City with a Line of Credit that could be used in the event that it becomes absolutely necessary.

Past practice would indicate that the Line of Credit is not likely to be used in the coming year.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

**FILE**

BYLAW NO. 3220/99

WHEREAS the amount of the taxes levied or estimated to be levied for the year 1999 by The City of Red Deer (hereinafter referred to as "the Corporation") for all purposes is the sum of Forty-Six Million Dollars (\$46,000,000.00);

AND WHEREAS the Council of the Corporation deems it necessary to borrow the sum of Twenty-Five Million Dollars (\$25,000,000.00) to meet its current expenditures and obligations for the current year until the taxes levied or to be levied therefor can be collected;

AND WHEREAS the amount of temporary loans hereby authorized to be borrowed and outstanding will not exceed the amount of taxes levied or estimated to be levied for the year 1999 by the Corporation;

NOW THEREFORE BE IT ENACTED by the Council of the Corporation as a Bylaw thereof as follows:

- 1 That the Council of the Corporation do borrow from the Bank of Montreal (herein called "the Bank") the sum of Twenty-Five Million Dollars (\$25,000,000.00) which the Council deems necessary to meet the current expenditures and obligations of the Corporation for the year 1999 until such time as the taxes levied therefor can be collected and agree to pay interest thereon, either in advance of or at maturity and in either case after maturity, at the rate of Prime per centum per annum not to exceed 20%. In the event the rate of Prime did exceed 20% the loan would become payable immediately.
- 2 That for and in respect of the sum or sums so borrowed the promissory note or notes of the Corporation under its corporate seal, duly attested by the signatures of either its Mayor and its Treasurer, and payable within the year 1999, be delivered to and in favour of the Bank.

3 That the Council of the Corporation doth hereby pledge and charge to the Bank as security for the payment of the moneys to be borrowed hereunder and interest thereon as aforesaid the whole of the unpaid taxes and penalties on taxes assessed or levied by the Corporation in prior years, together with penalties thereon, and the whole of the taxes for the year 1999 and the Corporation shall deposit in a special account with the Bank all of the said taxes and penalties as collected, as collateral security for the payment of the moneys to be borrowed hereunder and interest thereon, but the Bank shall not be restricted to the said taxes and penalties for such payment, nor shall it be bound to wait for payment until such taxes and penalties can be collected nor be required to see that they are deposited as aforesaid.

4 That nothing herein contained shall waive, prejudicially affect or exclude any right, power, benefit, or security, by statute, common law or otherwise given to or implied in favour of the Bank.

READ A FIRST TIME IN OPEN COUNCIL this 15 day of March A.D. 1999.

READ A SECOND TIME IN OPEN COUNCIL this 15 day of March A.D. 1999.

READ A THIRD TIME IN OPEN COUNCIL this 15 day of March A.D. 1999.

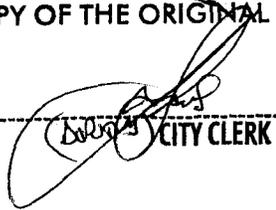
AND SIGNED BY THE MAYOR AND CITY CLERK this 15 day of March A.D. 1999.

MAYOR



CERTIFIED TO BE A TRUE AND CORRECT COPY OF THE ORIGINAL BYLAW.

CITY CLERK

CITY CLERK

**FILE**

**Council Decision - March 15, 1999 Meeting**

**DATE:** March 16, 1999  
**TO:** Director of Corporate Services  
**FROM:** Deputy City Clerk  
**RE:** Short Term Borrowing Bylaw No. 3220/99

***Reference Report:***

Director of Corporate Services dated March 4, 1999

***Resolution:***

Short Term Borrowing Bylaw No. 3220/99 was given three readings, a copy of which is attached hereto.

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

***Comments/Further Action:***

  
Jeff Graves  
Deputy City Clerk

/clr

**DATE:** March 1, 1999

**TO:** KELLY KLOSS  
City Clerk

**FROM:** LOWELL R. HODGSON  
Community Services Director

**RE:** PHOTO RADAR and RED LIGHT CAMERAS

---

The officer-in-charge, Inspector Guertin and the Policing Committee, have been investigating the costs and benefits of applying both *photo radar* and *red light cameras* in Red Deer. There has been significant interest and feedback from the community. Inspector Guertin remains committed to continue a complete public information process to describe the benefits of both applications. Opportunities will be provided for further public input through a display at the Red Deer Home Show, March 16-19, and at a Mall Display on April 24<sup>th</sup>.

The following resolution was passed unanimously by the Policing Committee:

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

I very much appreciate the approach taken by Inspector Guertin and the Policing Committee to focus on the benefits offered with these devices, rather than any consideration of penalization or revenue generation. If having this equipment means we can reduce accidents and injury, there should be community support for it. Those who obey the law have no reason for concern.

It is recommended that City Council give an indication of support in principle for this undertaking, asking Inspector Guertin and the Policing Committee to continue to present this to the community for reaction. More detailed information is required regarding the cost of procuring this equipment. These findings should be reported back to Council in May, so that consideration can be given at that time as to whether or not to proceed with these installations.

### **RECOMMENDATION**

THAT Council of The City of Red Deer, having received a report from Inspector Guertin and the Policing Committee, agree to table this information, seek further community comment and request more information, with further consideration being given to this matter in May 1999.



LOWELL R. HODGSON

:dmg

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

MEMORANDUM

DATE: 1999 FEB 18

TO: POLICING COMMITTEE

FROM: OIC Red Deer City Detachment

RE: PHOTO RADAR & RED LIGHT CAMERA

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Inquiries were conducted with our Edmonton Traffic Section regarding the availability of various systems in Canada and the United States. The following companies are in no particular order and offer various services.

UNITED STATES

EDS - New York  
AMERICAN TRAFFIC SYSTEM - Arizona

CANADA

MULTI NOVA  
LOCKHEED MARTIN  
MEGA-TECH

The RCMP is currently using AMERICAN TRAFFIC SYSTEM in the Province of British Columbia while LOCKHEED MARTIN have established some contracts with the Municipality of Strathcona and Fort McMurray in Alberta. The above noted companies offer a multitude of costing formulas with their systems. These range from providing the equipment outright to entering into a contract with the client. In my view, it would be unwise to cite the exact costs of any particular system as it may impair a future request for proposal if the City of Red Deer chose to pursue this initiative. Instead, I will provide some methodology which will assist the Policing Committee in their decision making process to obtain the equipment.

---

## **OPTION 1: PURCHASE OF THE EQUIPMENT**

The cost of equipment and technology associated with the Photo Radar and Red Light Camera is excessive. If this option was chosen, the following would be the basic equipment required to operate either system:

- 1 Red Light camera;
- 2 Motorized Pole Housing;
- 3 Dummy Camera;
- 4 Installation of the equipment at several intersections;
- 5 Photo Radar Camera;
- 6 Maintenance costs associated with the equipment;
- 7 Digitalization of notices;
- 8 Films and their development;
- 9 Storing of the information (software/hardware);
- 10 Link to the Motor Vehicle branch;
- 11 Not included is the cost associated with the operating the equipment, court process, and staffing.

This option is in my view cost prohibitive. The equipment cost is excessive and the administrative overhead is a burden.

**OPTION 2: "TURN KEY" SERVICE DELIVERY**

Some companies have adopted this type of service. It simply means that the customer is provided with all equipment on a contract basis. This package has various options to suit the need of the client:

- 1 Marketing of the technology in the proposed area;
- 2 Responsibility for activating/deactivating the equipment;
- 3 Training;
- 4 Film developing;
- 5 Storing of information;
- 6 Staffing;
- 7 All court responsibilities;
- 8 Maintenance costs;

Based on this package the company takes a certain percentage on each paid ticket to the court.

**OPTION 3: VARIATION OF OPTION 2**

A variation of Option 2, where the City of Red Deer remains the operator of the photo radar, would provide a tripartite partnership with various vested interest. It could be proposed that company "X" would provide the following:

- 1 Equipment (Photo Radar/Red light Camera);
- 2 Training;
- 3 Installation of the equipment;
- 4 Maintenance of the equipment as and when needed;
- 5 Processing the following:
  - a) photo developing;
  - b) digitisation;
  - c) storing of the information;
  - d) all functions associated with the court process;

The City of Red Deer would provide the following:

- 1 Operator for the photo radar;
- 2 Cost associated with the acquisition of a vehicle and its operation

**REVENUE:**

On February 11, 1999, I was asked to provide some statistics on revenue generation based on other communities who utilize this type of technology. In my opinion, the policing committee would err badly if it focussed on making recommendations to City Council based on its revenue generation. Many communities have failed in their endeavour to bring in this technology as a result of this type of focus. In fact, I would not support it myself based on this alone. It is safe to say that there are some upfront costs to the Municipality to the tune of approximately \$12,000 for the installation of pole housing at intersections. This, of course, will be offset by the revenue generation. We must concentrate on the fact that traffic cameras will afford the following:

- Frees up police officers. They in turn can concentrate on other traffic enforcement.
- Traffic cameras have the impact of additional traffic members without the increase in human resources.
- Places an awareness on safe driving within a specific area.
- Reduces the possibility of high speed chases.
- Reduces the severity of traffic accident.
- It is a user pay system.
- Either system is cost neutral.

Lastly, the policing committee wished to make some recommendations to Council on what the City should do with the revenue. I will reply by saying that, first of all, Council must focus on whether or not they will accept the policing committee's recommendation to put this technology in place within Red Deer City. Secondly, revenue decisions are best left to be made by corporate management to City Council. The priority of the policing committee is not revenue generation but ensuring proper enforcement procedures in the City of Red Deer.



(Gilles Guertin) Insp  
OIC Red Deer City Det.

February 26th, 1999

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

From: Stan Vandenberg

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

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

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

Thank-you for this opportunity to speak to you.

Sincerely,



Stan Vandenberg  
Red Deer Resident

THE CITY OF RED DEER  
CLERK'S DEPARTMENT

RECEIVED	
TIME	
DATE	Feb 2/99
BY	[Signature]

24 February 1999

TO WHOM IT MAY CONCERN

Re: Photo Radar -

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

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

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

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

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

Your comments would be appreciated.

Regards

A handwritten signature in black ink, appearing to read 'J. Thoreson', with a long horizontal flourish extending to the right.

Jim Thoreson  
69 Otterbury Avenue  
Red Deer, AB

346-6731

**Comments:**

We agree with the recommendations of the Community Services Director to seek further community comment on *Photo Radar and Red Light Cameras*. It would be useful, in seeking further comments from the community, if a distinction were to be made between feedback on *Photo Radar* and feedback on *Red Light Cameras*. The two serve significantly different purposes in terms of traffic control and the input from the community should make that distinction.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

**FILE**

## **Council Decision - March 15, 1999 Meeting**

**DATE:** March 16, 1999  
**TO:** Community Services Director  
**FROM:** Deputy City Clerk  
**RE:** *Photo Radar and Red Light Cameras*

---

**Reference Report:** Community Services Director dated March 1, 1999

**Resolution:**

“RESOLVED that Council of The City of Red Deer, having considered report from the Community Services Director dated March 1, 1999, re: Photo Radar and Red Light Cameras, hereby agrees to table consideration of this item to the Council meeting of Tuesday, May 25, 1999, and further directs the Administration:

1. to gather comments and feedback from the community regarding Photo Radar and Red Light Cameras, independently of each other; and
2. to prepare a detailed reported outlining these two separate issues and the feedback received from the community,

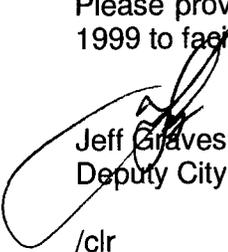
and as presented to Council March 15, 1999.”

**Report Back to Council Required:** Yes

As directed above, Council has tabled consideration of this item to the May 25<sup>th</sup> Council meeting to allow the Administration an opportunity to gather further community input and to provide a more detailed report outlining these two separate issues.

**Comments/Further Action:**

Please provide your report, together with the community's comments, prior to Friday, May 14, 1999 to facilitate agenda preparations for the Tuesday, May 25<sup>th</sup> meeting of Council.

  
Jeff Graves  
Deputy City Clerk

/clr

c Director of Corporate Services  
Director of Development Services  
Insp. G. Guertin, OIC RCMP City Detachment  
Red Deer Policing Committee



Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

**FILE**

**Office of the City Clerk**

March 16, 1999

Mr. Jim Thoreson  
69 Otterbury Avenue  
Red Deer, AB

Dear Mr. Thoreson:

**Re: Photo Radar and Red Light Cameras**

Thank you for your letter of February 24<sup>th</sup> and for your attendance at the March 15<sup>th</sup> meeting of Council.

As you are aware, at the Monday, March 15<sup>th</sup> meeting of Red Deer City Council, the issues of Photo Radar and Red Light Cameras were presented. Prior to consideration of these issues, Council passed a resolution agreeing to table the issues to the Tuesday, May 25, 1999 meeting of Council to enable the Administration to gather further public input and to prepare a detailed report outlining these two separate issues.

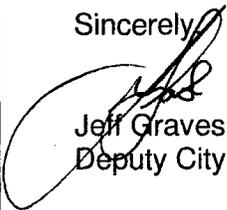
For your information, I have enclosed the administrative reports that appeared on the agenda of March 15, 1999.

If you wish to be present and/or speak at the Council meeting of Tuesday, May 25<sup>th</sup>, please telephone our office on Friday, May 21<sup>st</sup> and we will advise you of the approximate time that Council will be discussing this item. Upon arrival at City Hall, please enter the park side entrance and proceed to the Council Chambers on the second floor.

Council meetings are open to the general public and are televised live on Shaw Cable, Channel 3. Council Meetings commence at 4:30 p.m., adjourn for the supper hour at 6:00 p.m., and reconvene at 7:00 p.m. Council agendas are available to the public and media from the City Clerk's Department.

If you have any questions or require further assistance, please do not hesitate to contact me.

Sincerely,

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c Director of Community Services  
Insp. G. Guertin, OIC Red Deer City RCMP

**Office of the City Clerk**

**FILE**

March 16, 1999

Mr. Stan Vandenberg  
5928 - 59 Avenue  
Red Deer, AB T4N 4V6

Dear Mr. Vandenberg:

**Re: Photo Radar and Red Light Cameras**

Thank you for your letter of February 26<sup>th</sup> and for your attendance at the March 15<sup>th</sup> meeting of Council.

As you are aware, at the Monday, March 15<sup>th</sup> meeting of Red Deer City Council, the issues of Photo Radar and Red Light Cameras were presented. Prior to consideration of these issues, Council passed a resolution agreeing to table the issues to the Tuesday, May 25, 1999 meeting of Council to enable the Administration to gather further public input and to prepare a detailed report outlining these two separate issues.

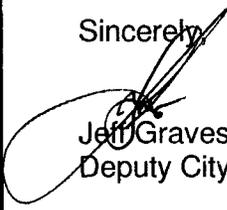
For your information, I have enclosed the administrative reports that appeared on the agenda of March 15, 1999.

If you wish to be present and/or speak at the Council meeting of Tuesday, May 25<sup>th</sup>, please telephone our office on Friday, May 21<sup>st</sup> and we will advise you of the approximate time that Council will be discussing this item. Upon arrival at City Hall, please enter the park side entrance and proceed to the Council Chambers on the second floor.

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If you have any questions or require further assistance, please do not hesitate to contact me.

Sincerely,



Jeff Graves  
Deputy City Clerk

/clr  
attchs.

c Director of Community Services  
Insp. G. Guertin, OIC Red Deer City RCMP



**DATE: March 5, 1999**

**TO: KELLY KLOSS**  
**City Clerk**

**FROM: DON BATCHELOR**  
**Recreation, Parks & Culture Manager**

**RE: CEMETERY RESERVE - COLUMBARIUM**

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The Cemetery Operations has a reserve fund for capital improvements at Alto Reste and Red Deer Cemeteries. The balance in the reserve, as of February 28, 1999, is \$59,109.

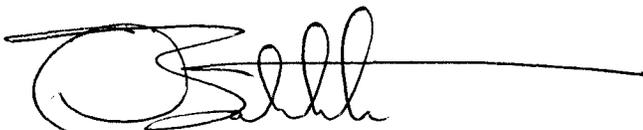
Alto Reste Cemetery has two columbariums which provide an alternative to the public to have cremation urns placed above ground in a vault/niche compartment within the columbarium. Sales of these niches have greatly accelerated over the last quarter of 1998 and into 1999 and, as a result, only four niches are left for sale to the public.

In the preparation of the 1999 budget, we were anticipating not having to build a new (third) columbarium until the year 2000. However, the need for one to be built has become immediate.

I am requesting to spend \$15,000 from the Cemetery Reserve in 1999 to construct a columbarium, enabling sales to continue to the public. The 1999 budget identifies \$15,000 in the year 2000 for the construction of this new (third) columbarium. This request would advance the project one year and would have no effect on the net Recreation, Parks and Culture Department operating or capital budget as the funding is proposed from existing reserves.

**RECOMMENDATION:**

That City Council advance the development of a columbarium, in the amount of \$15,000, with funding provided from the Cemetery Reserve Capital.



DON BATCHELOR

DB/lb

c.c. Lowell Hodgson  
Ron Kraft  
Ed Clermont  
Cheryl Adams  
Al Wilcock

**Comments:**

We concur with the recommendations of the Recreation, Parks and Culture Manager.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**FILE**

**Council Decision - March 15, 1999 Meeting**

**DATE:** March 16, 1999  
**TO:** Recreation, Parks & Culture Manager  
**FROM:** Deputy City Clerk  
**RE:** *Cemetery Reserve - Columbarium*

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**Reference Report:** Recreation, Parks & Culture Manager, dated March 5, 1999

**Resolution:**

"RESOLVED that Council of The City of Red Deer, having considered report from the Recreation, Parks and Culture Manager dated March 5, 1999, re: Cemetery Reserve - Columbarium, hereby agrees to the construction of a third Columbarium in the Alto Reste Cemetery, in the amount of \$15,000 to be funded from the Cemetery Reserve Capital, and as presented to Council March 15, 1999."

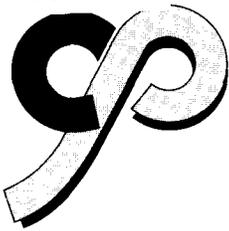
**Report Back to Council Required:** No

**Comments/Further Action:**

  
Jeff Graves  
Deputy City Clerk

/clr

c Director of Community Services  
Director of Corporate Services  
Construction Maintenance Superintendent, R. Kraft  
Financial Officer, E. Clermont  
Administrative Assistant, Cheryl Adams (Cemetery Services)



**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

Suite 500, 4808 Ross Street  
Red Deer, Alberta T4N 1X5  
Phone: (403) 343-3394  
FAX: (403) 346-1570  
e-mail: pcps@telusplanet.net

**DATE:** March 9, 1999  
**TO:** City Clerk  
**FROM:** Tony Lindhout, Planner  
**RE:** Landfill Reclamation Concept Plan

Attached for Council's information and review, please find a copy of the draft Landfill Reclamation Concept Plan as prepared by Parkland Community Planning Services under the direction of the Ad-hoc Planning Committee assigned to this project. The completion of this draft Plan represents the efforts of various City Departments (Engineering Services, Recreation, Parks & Culture, and Public Works) and significant consultation and input from the Westerner Exposition Association. The County of Red Deer has also provided review and input into the development of this draft Plan.

The City's Senior Management Team has reviewed this draft Plan and has approved it in principle subject to it being tabled with Red Deer City Council in order to initiate the public consultation process. Upon this Plan being tabled by City Council, the following steps would be undertaken:

- circulation of draft Plan to all applicable external agencies (e.g. Alberta Environment, the Environmental Advisory and Recreation, Parks and Culture Boards, etc.)
- a public open house meeting held to present the Plan to the community and to facilitate public input and representations
- revision of draft Plan as appropriate
- presentation of the final draft Plan at open Council, for their adoption.

**Recommendation**

Planning staff recommendation that this draft Plan be provided as information to City Council members and then tabled by Council in order to facilitate the public participation component of the planning process. Following input from the public and all applicable referral agencies, the final Plan will be presented at a future open Council meeting for City Council adoption/approval.

Tony J. Lindhout, ACP, MCIP  
PLANNER

c. Lowell Hodgson, Director of Community Services

*Please Note: Landfill Reclamation Concept Plan, dated February 1999, is being submitted as an attachment to this agenda.*

**Comments:**

We concur with the recommendations of Parkland Community Planning Services.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

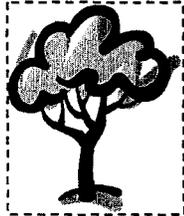
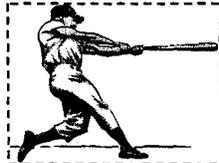
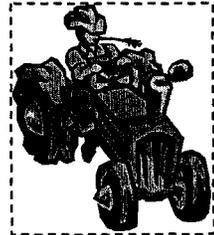
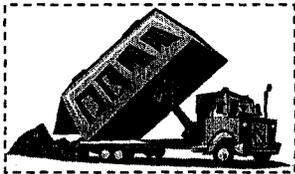
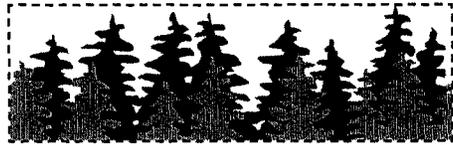
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CITY OF RED DEER

# LANDFILL RECLAMATION CONCEPT PLAN

N½ Section 33-37-27-4

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February 1999

(c:Landfill.con)

PARKLAND COMMUNITY PLANNING SERVICES

## **ACKNOWLEDGEMENTS**

The preparation of this End Use Concept Plan for the City of Red Deer's solid waste landfill site was co-ordinated through the Landfill Planning Ad-hoc Steering Committee. This committee comprised of staff from Parkland Community Planning Services, the City's Development and Community Services Divisions, and representatives of the Westerner Exposition Association. The County of Red Deer was also consulted regarding various components of the Plan. Thank you to all who contributed ideas and information for inclusion in this document.

# LANDFILL RECLAMATION CONCEPT PLAN

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Map 1 -	Plan Area	(following Page 1)
Map 2 -	Existing Features	(following Page 15)
Map 3 -	End Use Concept Plan	(following Page 15)

## 1.0 INTRODUCTION

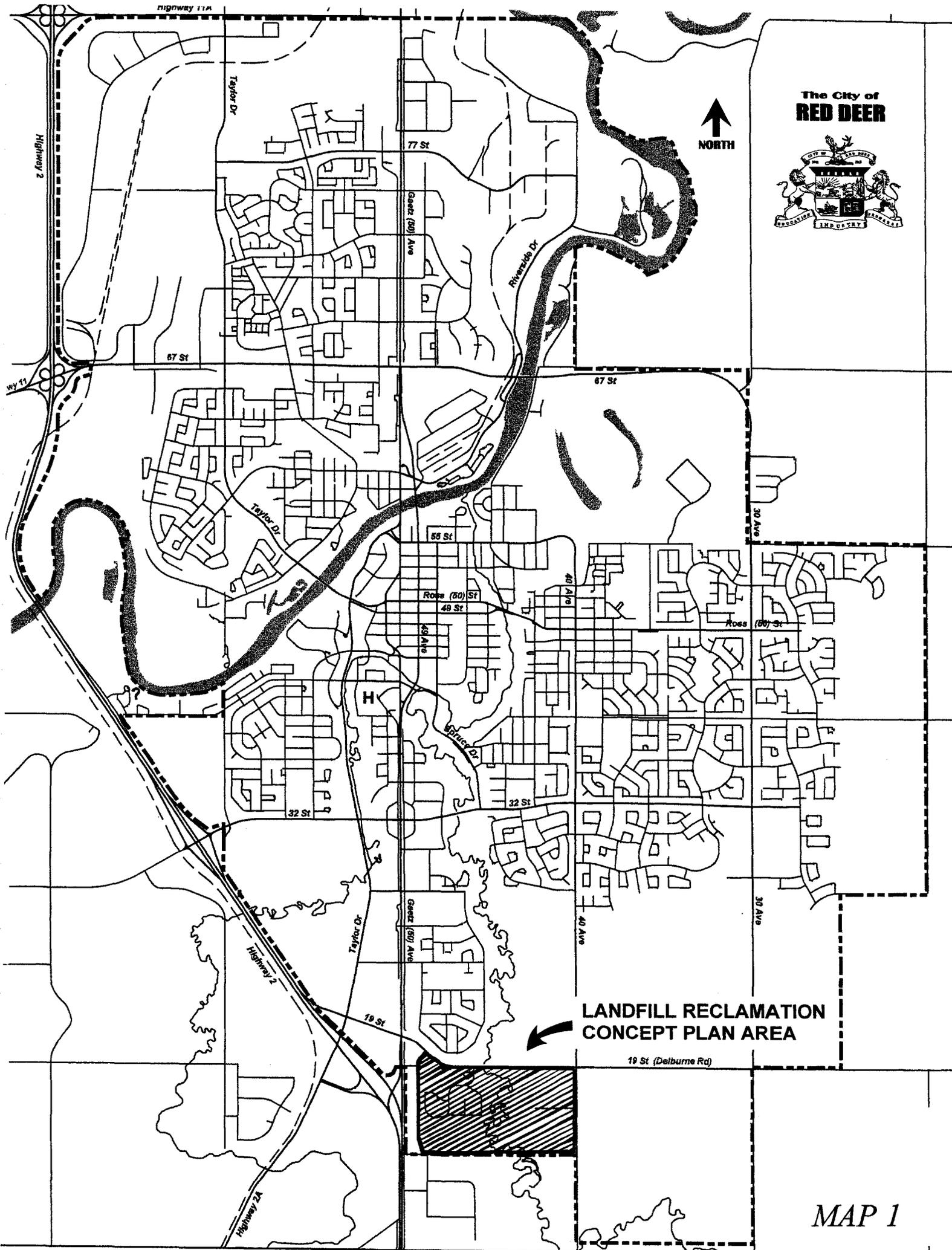
This Landfill Reclamation Concept Plan provides for an end use development strategy for the City's current solid waste landfill site located south of 19<sup>th</sup> Street (Delburne Road) and west of 40<sup>th</sup> Avenue. The need for this Concept Plan was identified several years ago by the City's Administration and its planners. The Solid Waste Utility (Public Works Department) who operate and manage the current landfill operation, predict that this sanitary waste disposal site will be filled to capacity by the year 2002. Full site capacity is based on the entire site being filled to an approximately flat top elevation about  $\pm 10\text{m}$  (30 feet) above the surrounding ground with applicable contoured side sloping. If any areas within the designated landfill area are not to be filled to its design capacity, the projected life span of the landfill operation would be shortened due to decreased fill capacity. This potentially affects the scheduling of the closure of the current landfill site and the opening of the new landfill site further to the east. Furthermore, any lost landfill capacity translates into a financial impact and/or liability for the Solid Waste Utility. It is imperative and timely that the Solid Waste Utility be provided with sufficient lead-time to prepare the current landfill site for closure. It is therefore essential that the City has an adopted end use plan in place so that plan implementation may be undertaken in a timely manner.

As illustrated on Map 1, the area contained within the Concept Plan includes more than just the actual landfill site. Due to the landfill's proximity to the Westerner Exposition Association (Westerner) facilities and the interest shown by them in expanding portions of their operation onto the landfill site, the entire Westerner site has been included within the Concept Plan. Also, the extensive natural area located between the Westerner and landfill sites has been included within the Plan area. The total Plan area therefore encompasses all those lands located between 40<sup>th</sup> and 49<sup>th</sup> Avenues, and 17<sup>th</sup> and 19<sup>th</sup> Streets; all being contained within the corporate boundaries of the City of Red Deer.

Early planning objectives for determining a final end use for the landfill site identified possible private recreational preferences and the desire to accommodate possible interests of the Westerner. The need for an end use strategy that would be revenue generating for the Solid Waste Utility was an important consideration. Also important was the need to protect and manage the existing environment and that any future development of the site be of low cost to the City thereby minimizing public capital expenditures in preference to potential private sector and non-profit group investment. This Concept Plan has been prepared in the context of a long-range development strategy whereby for the most part, it will be left to the market place to determine the time frame for actual development.

The Concept Plan deals with such issues as the existing and ultimate road network, access to the completed landfill area, environmental considerations, service levels, staging of future development options, and other matters that the City has deemed necessary. The Concept Plan will encourage and promote orderly development in the context of a City that strives to maintain and improve its living and working environments, promoting a healthy and balanced community.

In order to avoid uncoordinated and uneconomical development in this area, it is essential



The City of  
**RED DEER**



**LANDFILL RECLAMATION  
CONCEPT PLAN AREA**

19 St (Delburne Rd)

MAP 1

that any future development be related to an overall plan that has been presented for public input and endorsed by City Council. This way, both private and public interests will be more certain of future expectations and plans for the development of this area, particularly the end use of the current solid waste landfill site. This Landfill Reclamation Concept Plan therefore, can subsequently be used as a sound basis for making decisions related to future improvements and development applications.

## **2.0 EXISTING FEATURES, DEVELOPMENT and CONSTRAINTS**

As illustrated on Map 2, the existing site containing both natural and man made elements significantly impacts potential future development and/or redevelopment of the area. The following factors need to be considered:

### **2.1 Land Uses**

The Concept Plan area is comprised of three distinct land use areas; the Westerner site, the Piper Creek Natural Area and the City's current sanitary landfill site. While each of these areas contain varying degrees of development potential, each also impacts and/or constrains development of the other.

#### **2.1.1. Westerner Exposition Association (Westerner)**

The Westerner site is located on 120 acres of land leased from the City of Red Deer. This multi purpose facility, capable of hosting major convention, sporting and agricultural events, includes the 6,000 seat Centrium, the Stockman's Pavilion, the North Pavilion, and the Parkland Pavilion. The Westerner has identified area traffic congestion, shortage of parking and limited potential for on site expansion as the three major constraints regarding the future operation of their facility.

Considerable area traffic congestion and delays are being experienced during major events held at the Westerner grounds, particularly with events held at the Centrium. The Westerner site has two major entrance/exit gates commonly referred to as the north and west gates. Past studies have indicated that up to 80% of the Westerner's traffic accesses these two gates via the Delburne Road. The remaining 20% of the traffic is estimated to originate from south of the City, accessing the Westerner's west gate from the south on 49<sup>th</sup> Avenue via the Highway 2 service roads.

The north gate which has direct access onto the Delburne Road is the scene of considerable traffic flow difficulty often resulting in backed up traffic and traffic delays on either the Delburne Road or within the Westerner site itself. The majority of this traffic comes from within the City of Red Deer that lies to the north of the Delburne Road. A recent change respecting an additional internal access point to the Westerner's north parking lot, while alleviating some of the on site traffic circulation problems, does little to change the actual traffic volumes from Delburne Road.

The Westerner also has a third entrance gate along its south boundary at the east end of 17<sup>th</sup>

(Spruce) Street, which dead-ends at this location. This entrance is designated primarily for exhibitor access to the barn and show ring areas. Access via this gate is not intended for the general public attending events on the Westerner grounds. Due to the location of this gate at a dead-end roadway (17<sup>th</sup> Street) and due to its location relative to the rest of the Westerner facilities, this entrance gate is too inconvenient to serve the general public. Under its present configuration, this entrance has very low potential to alleviate any of the existing traffic problems and pressures associated with the north and west gates.

The Westerner site presently contains 3,000 parking stalls. While present parking areas for the most part can accommodate existing Westerner functions including simultaneous events, the Westerner has identified the need for an additional 5,000 parking stalls over the next 5-10 years. Long range plans call for the expansion of the AgriCentre and expansion of the current 6,000 seat Centrum to 10,000 seats. Future major events are anticipated to simultaneously attract 15,000 to 20,000 persons at one time. Using an average of 2.5 persons per vehicle, this represents the need for a total of  $\pm 8,000$  parking stalls. Present events such as the summer Westerner Days, during which time the midway is located on prime portions of parking, strain the availability and ease of parking.

While the existing Westerner site is essentially fully developed, two areas possibly offer potential for limited new development or expansion of current facilities. The one area, located east of the race track, is presently used for open storage while the second area, located in the north east corner of the Westerner site, is currently being leased to the City of Red Deer Recreation Department for a baseball playing field. This lease agreement with the City is re-negotiated on a year to year basis. Potentially, these two sites offer the Westerner some plausible options regarding limited future expansion of their current facilities.

### 2.1.2. Piper Creek Natural Area

The Piper Creek natural area effectively divides the Concept Plan area into two large parts, the landfill area to the east and the developed Westerner facilities to the west. This natural area is a north-south running corridor that contains Piper Creek, wetlands, grasslands, significant treed areas, wildlife and wildlife habitat areas. Preservation of this natural area is identified in the City's Community Services Master Plan, Environmental Action Plan, the 17<sup>th</sup> (Spruce) Street area Ecological Profile and the Waskasoo Park Master Plan.

### 2.1.3 Landfill Site

This area is currently being used as the City of Red Deer's sanitary (solid waste) landfill site. When full, the finished landfill site is proposed to have a raised flat top elevation of about  $\pm 10\text{m}$  (30 feet) above surrounding ground levels with uniform side sloping. By its very nature, a landfill site creates its own problems. The geotechnical properties of completed landfill areas containing landfill waste material restricts any subsequent re-contouring of the site and the location of structures and utilities for reasons of stability, settlement and drainage. The rate and magnitude of refuse settlement varies primarily with refuse consolidation related to type of waste, waste density, overburden weight, and biological decomposition related to temperature and water content. Landfill settlements generally occur in the order of 15 to 20%

of the finished height of the landfill areas with up to 90% of this settlement occurring within five years of completion. The generation of methane gas from the decay of buried waste material becomes a limiting factor regarding any future use of, or development on this site.

A 2.09 ha ( $\pm 5.16$  acre) parcel owned by the County of Red Deer is located adjacent to the northeast corner of the landfill site. This site, used by the County for their Field Services Division (maintenance yard), contains outdoor vehicle and equipment storage areas and a metal quonset storage building. Due to the presence of the landfill site, adjoining public roadways and access and development setbacks, significant limitations exist on any upgrading and/or redevelopment of this site.

## **2.2 Environmental Considerations**

Many unique and biologically diverse features are contained within the Piper Creek natural area. Throughout this largely untouched natural area the land is relatively flat, thereby reducing the creek flow which results in a meandering creek. Numerous oxbows have formed over the years creating considerable shallow water table areas. These conditions have brought about abundant levels of biological diversity and unique areas of ecological interest. This area also serves as a travel corridor for many wildlife species and contains sensitive habitat for beaver, deer and many bird species. Any disturbance of the creek and its surrounding environs including interference with the undulations of its seasonal flow patterns could substantially impact the biodiversity and ecological integrity of this natural area. Any type of future development in the vicinity of the creek, its embankment or escarpment areas should be adequately setback to prevent potential erosion and damage to this environmentally sensitive area. Development setbacks should be determined through a geotechnical evaluation study.

Site drainage and the potential for leachate (water contaminated by waste material) must be taken into account and fully considered within the overall planning process and any redevelopment and/or end use development envisioned on or near any completed landfill areas.

## **2.3 Transportation**

The demands being placed on the existing road system within the area has become one of the major constraints regarding the potential for any additional development and/or redevelopment of those lands contained within the plan area. In particular, considerable area traffic congestion and delays are experienced at major events held at the Westerner grounds. As previously mentioned in Section 2.1.1, the majority of traffic entering and exiting the Westerner grounds through both its north and west gates are using the Delburne Road which simply is not designed to handle current peak event traffic flows. During these events, traffic on the Delburne Road often comes to a complete standstill due to the Westerner's north and west gates not being able to accommodate patron traffic. At times traffic backs up to both the Delburne Road & 40<sup>th</sup> Avenue and Delburne Road & Gaetz Avenue intersections. This not only creates an inconvenience for those patrons accessing the Westerner grounds but also the general travelling public who face delays on vicinity area roads and on the Delburne

Road which is designated as a regional Secondary Highway. Disruption of normal traffic flows and blockage of traffic lanes also becomes a potential public safety issue.

While the Delburne Road contains turn lanes at both the Westerner's north gate and at the 49<sup>th</sup> Avenue intersection, there are no turn lanes at the Delburne Road and 40<sup>th</sup> Avenue intersection. During Westerner pre-event and post-event peak hours, traffic on both the Delburne Road and the Delburne Road & 40<sup>th</sup> Avenue intersection are being operated beyond their present design capacity.

The Westerner has long recognised the need for a third major access to their facilities. Funded by the Westerner, a 1996 road feasibility study by Infrastructure Systems Ltd. (ISL), examined the possible eastward extension of 17<sup>th</sup> Street to 40<sup>th</sup> Avenue as an alternative means of access to the Westerner's south boundary and in particular, the existing south entrance gate. An analysis of the projected Westerner pre-event and post-event traffic volumes as the City and area population increases, indicates benefits to the construction of an extended 17<sup>th</sup> Street. Although being a more circuitous route to the Westerner site for some patrons, 17<sup>th</sup> Street would provide immediate relief to the Delburne Road traffic flows both before and after Westerner events. The traffic analysis indicated that if a 2-lane 17<sup>th</sup> Street were in place today, it would normally carry approximately 1,300 vehicles per day. During major Westerner events, the traffic volume on this road would double to about 2,600 vehicles per day representing about 15% of total Westerner event traffic. The projected construction costs of the 17<sup>th</sup> Street extension is \$ 792,500 (in 1996 dollars) based on using a culvert type structure for the actual Piper Creek crossing. Other types of creek crossing structures would substantially increase costs.

In the final analysis, the ISL road study concluded that not enough Westerner traffic would use this route to warrant its construction at this time. However, the Westerner still strongly supports the future construction of the extension of 17<sup>th</sup> Street as they feel this overall enhanced traffic circulation for the area would definitely benefit the Westerner and improve the efficiency of their south entrance gate. The timing of its construction should be reconsidered in the future concurrent with any future development proposals for south of the existing landfill site based on an approved area structure plan for this area. It was further concluded that until Delburne Road is upgraded, traffic delays would still be experienced on Delburne Road between 40<sup>th</sup> and 49<sup>th</sup> Avenues.

## **2.4 Utilities and Servicing**

The Westerner site is currently serviced with power, gas, telecommunications and City water and sanitary sewer services. Storm water drainage is accommodated through two separate systems. One system, draining the northerly one-quarter of the Westerner site feeds north into the Bower Place storm sewer system, which eventually discharges into Waskasoo Creek. The remainder of the Westerner site drains into a dry detention pond located east of the baseball diamond near the north entrance gate. Accumulated storm water then slowly discharges into Piper Creek. The extension of utility infrastructure within the present Westerner site to facilitate any future on site expansion plans can logically be accommodated. To extend any of these services beyond the present Westerner boundaries, especially east

across the Piper Creek natural area, would be prohibitively expensive.

The landfill site is currently serviced with only power and telephone connections at the weigh scale building located near the main landfill entrance. The weigh scale facility uses propane for heat, sewage is accommodated by way of a pump out tank, and water is delivered to a holding tank. This level of service infrastructure would likely be of limited use to any future development that may be envisioned for the area. Due to long-term earth settlement and gas generation on landfill sites from the decomposition of waste material located beneath the surface, the development of any permanent buildings and installation of underground utility infrastructure on any landfill areas would not be possible. Should any form of limited development occur on undisturbed ground at either the weigh scale or County maintenance yard sites, possible full municipal and other utility services could be extended to these areas from developed City areas to the north. Alternatively, for very limited development, sewage collection by way of a sewage-holding tank and pump out option could be explored. This level of independent servicing would be subject to meeting all health, environmental and safety requirements.

### **3.0 END USE CONCEPT PLAN**

Historically it has been assumed that the completed landfill site would likely be used for agricultural purposes in the form of agricultural leases that would generate a small revenue stream for the Solid Waste Utility. Other early planning objectives identified possible use of the site for private recreational uses such as mini golf, ball diamonds or soccer fields. Simultaneously, the Westerner began to show interest in the landfill site with the intention that some of their expansion plans could be accommodated at this location including expanded parking areas, and possible outdoor amphitheatre and RV/camping areas.

Much of the initial discussion by the Planning Committee centred on the need to determine the basic philosophy upon which an ultimate end use plan could be developed for the landfill area following its closure and reclamation. Preparation of this Plan was based on the following three major thrusts that emerged in the early stages of the planning process:

- the need by the Solid Waste Utility to maximize the full fill potential of the landfill site and to generate a revenue stream from the site following its closure,
- the desire by the Westerner Exposition Association to expand their operation onto the landfill site (see Appendix "A" regarding City Council's conditional approval for the future leasing of the completed landfill site to the Westerner), and
- that any future development on the landfill site other than agricultural uses and possibly parking would face significant development restrictions due to problems associated with completed landfill sites.

Preparation of this End Use Concept Plan involved significant research and consultation with the two major landowners within the plan area, the City of Red Deer and the Westerner Exposition Association. The consultation process yielded much in the way of input from various stakeholders who have an interest in this area. The Parks, Recreation & Culture Department have an interest in how the natural area between the Westerner and landfill sites

would be developed. The Solid Waste Utility would accept the guidance of an end use concept plan so long as potential fill capacities of their landfill operation would not be compromised. The Westerner continued to express interest in the landfill site area by narrowing their potential use of the site to only future parking. The Engineering Department provided input regarding area servicing and transportation requirements. Other stakeholders, including the County of Red Deer who own a small portion of land within the Plan area, and more importantly who are the municipal jurisdiction governing adjoining lands to the south, were also consulted during the planning process. Public input and consultation will be obtained prior to any Plan approval.

The proposed land use development concepts envisioned for the Plan area are illustrated on Map 3. This Plan is based on the following principles:

- Protection and management of the natural environment.
- Maximum utilization of the fill capacity of the present landfill site and future revenue generation from the site for the Solid Waste Utility.
- Severe development restrictions on the landfill site and limited availability of municipal services and infrastructure to landfill site area.
- Desire by the Westerner to use the landfill site for only future expanded parking.
- Limited demand for private sector recreational opportunities on the site although opportunity will exist for these types of facilities including those by “non-profit organizations and sport groups”.
- Minimal public capital expenditures in deference to potential private sector investment.
- Orderly development in the context of a City that strives to maintain and improve its living and working environments, promoting a healthy and balanced community.
- A public consultation process prior to Plan adoption.

### **3.1 Westerner Exposition Association Site**

#### **3.1.1 Land Use**

Most of the Westerner’s known future expansion and upgrading plans can be accommodated within the physical boundaries of their present site. One exception however, is with regard to their anticipated future parking requirements and the massive amounts of land required to provide adequate parking. With anticipated future Westerner expansion of their Centrum and AgriCentre facilities, additional future parking requirements are essential.

While the Concept Plan proposes that most of the Westerner’s future parking needs could be accommodated at the landfill site, the southeast and northeast corners of the present Westerner site each contains land that potentially could also be used for expanded parking. The relatively under utilized ±2.5 acre site east of the race track near the Westerner’s south gate has potential for future development of a ± 300 vehicle parking lot. The northeast corner site, ±3.7 acres presently occupied by the baseball diamond, could be redeveloped for additional parking if this facility were to be relocated to another location in the City. This area could accommodate approximately 450 vehicles and has the advantage of being close to the

Westerner's main north entrance gate.

Alternatively, the baseball diamond site could also be developed as a partially or fully serviced recreation vehicle (RV) campground to meet a growing need by the Westerner to provide a suitable location for limited overnight accommodation for exhibitors. For certain major events (trade shows, rodeo, animal shows, etc.) some exhibitors come with their recreation vehicles in tow. These units are currently being accommodated in a random fashion in an open area in the southeast corner of the Westerner site that provides only limited utility hook-ups and basic washroom facilities. Also, limited camping (tenting) has been permitted on the grass areas adjacent to the west side of the northwest parking lot. Overnight site amenities normally associated with a more formalised campground environment are currently not available on the Westerner site. Consideration should be given to the development of an extensive campground facility at this northeast corner location that would include both serviced and unserviced sites. Campground areas containing utility hook-ups would need to be located above the escarpment while tenting areas, and other campground facilities having less impact on the environment, could possibly be located below the escarpment. This type of full service campground could be a supplementary facility for Westerner patrons to augment the services already contained on the Westerner site.

### 3.1.2 Servicing

The current Westerner site offers a full range of utility infrastructure to accommodate any of their future on-site expansion plans. Full municipal services (water, sanitary and storm sewer, etc.) and telecommunication services are readily extendable to any of the areas lying west of the Piper Creek natural area.

### 3.1.3 Transportation

As already mentioned in Section 2.5 of this report, the Westerner has long recognized the need for improved vehicular access to their facilities. Map 3, the End Use Concept Plan illustrates 2 major thrusts in which improved Westerner access is envisioned to be achieved.

First, the Plan indicates an upgraded Delburne Road. The City, early in 1999, approved funding to upgrade the Delburne Road between 40<sup>th</sup> and 49<sup>th</sup> Avenues to a divided and lighted four lane arterial roadway with full intersectional treatments (turn bays) at the 40<sup>th</sup> Avenue and Westerner north gate intersections. This road improvement project is scheduled for completion by the end of 1999. Signalized traffic lights will be added at the appropriate intersections as warranted, based on traffic volumes.

Second, the construction of the eastward extension of 17<sup>th</sup> (Spruce) Street to 40<sup>th</sup> Avenue will allow the Westerner to better utilize their existing south gate. By improving vehicle accessibility to the Westerner's south entrance gate, a portion of the traffic currently using the north and west entrance gates would have a viable third access alternative. The traffic analysis undertaken by Infrastructure Systems Ltd. in their 1996 17<sup>th</sup> (Spruce) Street Feasibility Study concluded that between 10 – 15% of Westerner traffic would use 17<sup>th</sup> Street if it were available. Possible expanded parking in the southeast corner of the Westerner site

would create logical parking areas tied directly to an improved south gate access entrance.

As part of the Delburne Road upgrading project, consideration will be given to determining the safest and best location for the pedestrian/bike path crossing on Delburne Road. Due to flat site topography at the existing trail access location on the north side of Delburne Road, its proximity to Piper Creek, and construction costs, a future underground pedestrian/bike path crossing at this location is remote. In all likelihood, the pedestrian/bike path access and crossing of Delburne Road will need to be relocated westerly to the intersection of the Westerner's north gate entrance with Delburne Road. It is possible that at some time in the future, this intersection will be signalized.

### **3.2 Landfill Site**

#### **3.2.1 Land Use**

The End Use Concept Plan (Map 3) indicates that, other than the area required for the access roadway, the existing landfill site will be filled to its original design capacity based on the entire site being filled to an approximately flat top elevation of  $\pm 10\text{m}$  (30 feet) above surrounding ground. The top of the completed fill area will have a finished grade containing a slope of between 1-5% to maintain adequate surface drainage. If any portions of the site are to be used for the development of a sports field(s), finished grades need to be  $\pm 1.5\%$ . Appropriate contoured side slopes will be provided around the perimeter of the landfill area. The proposed access roadway to the completed landfill site will be from 40<sup>th</sup> Avenue near where the present weigh scale is located thereby giving central physical access to the top of the filled area. The Solid Waste Utility had originally planned to fill the landfill site to the maximum level possible but agreed to accommodate the proposed access roadway even though the provision of this roadway meant that some fill capacity would be lost. The access roadway would be constructed to a gravel standard with a grade of 6-10%. A second access roadway to the top of the north edge of the landfill area may be possible from the Delburne Road. This potential second access would be subject to a feasibility study confirming the merits and suitability of a future road at this location relative to any specific development concept(s) under consideration at that time.

Due to geotechnical properties associated with a completed landfill site, future land use options for this site are severely limited. In order to allow for viable land uses which would be suitable for a site that potentially needs to accommodate surface settlement, drainage problems and gas generation, three different land use category options have been developed. Proposed future land uses for the two distinctive large development nodes identified as areas A & B on Map 3 are any one, or a combination of the following three interchangeable options:

- expanded parking areas for the Westerner Exposition Association,
- private sector and/or non-profit group recreational opportunities related to such activities as soccer, golf, sports fields, etc., and
- agricultural production.

Due to this site being a former landfill, subdivision of the site into individual titles is not likely

to occur. Therefore, any development proposal would be subject to the negotiation of a suitable lease agreement with the City of Red Deer who will retain ownership to the entire site including the Piper Creek natural area. As indicated in the attached Appendix "A", City Council has conditionally agreed that all or a portion of the current landfill site be turned over to the Westerner Exposition Association under the terms of the current lease agreement with the City regarding their present site. In this regard, the Recreation, Parks & Culture Department has indicated that the lease agreement contain provisions whereby the Westerner must consider subleases on a portion of the landfill site ( $\pm 15$  acres) to private sector and/or non-profit sport groups for possible recreational and sports field developments. This requirement has been included in the above noted land use options.

In the event that the County of Red Deer maintenance yard in the southwest corner of the Delburne Road & 40<sup>th</sup> Avenue intersection becomes surplus to their needs, the City of Red Deer should give consideration to the acquisition of this parcel. There are provisions in an agreement between the County and the City for the eventual transfer of ownership of this site back to the City. Should the City acquire this site, it could be considered as a location for a future City of Red Deer Public Works, Recreation, Parks & Culture, and/or E.L. & P. satellite maintenance yard to service the southeast area of the City.

### 3.2.2 Westerner Exposition Association "People Mover" Connection

Due to the physical separation distance between the current Westerner facilities and the landfill site that potentially could be the location of considerable future Westerner parking, a suitable means of conveying Westerner patrons between the two sites is required. In order for this concept to be realistically feasible, the Westerner recognizes their need to provide some type of motorized shuttle service between the two sites. This mini transportation system, accommodated on a narrow roadway linking the two sites, is referred to as the "people mover". A footpath and/or sidewalk would also be incorporated into this linkage concept in order to accommodate pedestrian foot traffic between the two sites.

Map 3, the End Use Concept Plan illustrates two "people mover" alignment alternatives that would accommodate both motorized and pedestrian foot traffic associated with any Westerner parking that may be located on the landfill site. A potential third alignment alternative was initially considered as part of the 17<sup>th</sup> (Spruce) Street Feasibility Study that indicated additional 17<sup>th</sup> Street road right-of-way could be taken to accommodate the "people mover". However, due to construction costs and uncertainty of the timing of any 17<sup>th</sup> Street extension, and the likely need by the Westerner to require the "people mover" connection prior to 17<sup>th</sup> Street being extended, a separate "people mover" alignment was favoured. By designating separate alternative "people mover" alignments, the Westerner will have more flexibility regarding their desire to eventually obtain a link to the landfill site that could proceed on its own merit.

Construction of the "people mover" at the 'Alignment #1' location will impact the Piper Creek natural area by the need to cut and fill portions of the escarpment area, and the likely need for a significant bridge structure to cross the creek. The 'Alignment #2' alternative would be located adjacent to the south side of the Delburne Road right-of-way and would require only a culvert crossing across Piper Creek. However, the merits of the 'Alignment #2' routing would

need to be confirmed through a feasibility study indicating this is a viable alignment and that a proper and safe access to the top of the landfill area could be obtained.

### 3.2.3 Servicing

As previously mentioned in this report, geotechnical properties associated with a completed landfill site severely limit its future development options including provision of municipal services and other utility infrastructure. The completed landfill site could never contain normal underground utilities due to the shallow depth of buried refuse material and severe settlement anticipated with the site. Any site services required at the top of the completed landfill area would in all likelihood, be limited to only overhead power and/or telecommunications lines. In conjunction with the proposed main entrance roadway to the top of the landfill site, a small area of land in the vicinity of the present weigh scale facility could remain as undisturbed ground. Although expensive, this small area has the potential to be fully serviced as previously outlined in Section 2.4 should this higher level of servicing be required relative to any future development on the completed landfill site.

## 3.3 Piper Creek Natural Area

### 3.3.1 Land Use

It is proposed that the Piper Creek Natural Area be retained in its natural state and protected under the Environmental Preservation (A2) District of the City's Land Use Bylaw. This area is contained within the boundaries of Waskasoo Park and as such, this area can be used for recreational purposes consistent with the mandate of Waskasoo Park. It is proposed that this area be governed by the Westerner (under a lease agreement with the City) in much the same way as the River Bend Society and Normandeau Society manages escarpment lands within their respective lease areas.

No disturbance will be permitted in this environmentally sensitive area except those areas affected by the extension of 17<sup>th</sup> Street, the provision of the bike/pedestrian trail system along Piper Creek, provision for the Westerner's "people mover" link to the landfill site and the possible camping/RV area proposed near the Westerner's north gate. It is suggested that consideration also be given to enhancing Piper Creek as a "constructed wetland" to assist in the processing of leachate coming from the landfill area into the creek system. Detailed monitoring of the leachate is recommended to determine the required methods of treatment for leachate and to determine if other kinds of devices are required to achieve environmental standards of the creek water quality.

### 3.3.2 Creek Crossings

The proposed alignment of the 17<sup>th</sup> Street extension and the proposed Alignment #1 "people mover" link, both of which cross Piper Creek, take into account their environmental impact on the creek valley. These alignments were recommended in feasibility studies undertaken for these crossings. The proposed Alignment #2 link for the "people mover" is likely to have little effect on the creek. Regarding the actual design of creek crossing structures, the use of

culverts is the most economical type of structure. The construction of bridges and/or arch type structures across the creek while not essential from a traffic or creek hydrology viewpoint, may be required to accommodate certain environmental criteria including the north/south movement of wildlife along the creek and its escarpment. This level of construction detail will be undertaken at the time of the detailed design phase of any creek crossing.

An environmental impact assessment for the proposed 17<sup>th</sup> Street Piper Creek crossing was undertaken by Spencer Environmental Management Services Ltd. in 1996 with their report contained within the completed 17<sup>th</sup> (Spruce) Street Feasibility Study. No environmental impact assessment has been undertaken for either of the two "people mover" creek crossing options and therefore, will likely be required.

### **3.4 Sequence of Development**

Little development can occur on the landfill site until the site has been filled, closed and fully reclaimed in accordance with the concepts illustrated on Map 3, the End Use Concept Plan. As final portions of the site are filled, accommodation for the future main access road from 40<sup>th</sup> Avenue will be provided. Completion and final closure of the landfill site is scheduled to occur around the year 2002. In the interim, completed portions of the landfill will be reclaimed on an ongoing basis, with these areas being offered for only agricultural leases as has been the case in the past. Until such time as the entire landfill site has been fully reclaimed, no end use of the site other than for agricultural purposes will be permitted. All reclaimed areas not initially leased for agricultural purposes will be finished to a City Level 1 landscaping standard of topsoil and seeded grass. Costs related to all other end use developments are to be borne fully by the lessee and/or developer. Neither the City nor the Solid Waste Utility will be responsible for any costs associated with new development or improvements on the completed landfill site beyond the standard of an agricultural lease and/or Level 1 landscaping.

In accordance with this Concept Plan, and upon approval by the City of Red Deer regarding a suitable lease agreement for any development of the finished landfill area, the construction of the main access road to the top of the landfill area would be the responsibility of the lessee. Similarly, the construction of the second access to the Delburne Road, if approved by the City, would be the responsibility of the lessee. Any lease (or sub-lease) agreement and/or development agreement with any future user of this site would, among other items, address the specifics of the site design, any construction, site maintenance, level of landscaping, fencing and security/access issues, etc.

The construction of the bike/pedestrian path along Piper Creek, the possible Westerner "people mover" link and potential RV/campground, and the eastward extension of 17<sup>th</sup> Street, could all occur independently of each other based on their individual need, availability of funding and economic viability of their construction. An environmental impact assessment and/or a geotechnical report would be necessary to determine any applicable development setback limitations from the edge of escarpment areas. Conversion of the present ball diamond facility near the Westerner's north gate to either an expanded parking area or

possible R.V. campground area could be undertaken at any time upon expiry of the current lease agreement affecting the site. However, consideration should be given to not terminating the lease on the baseball diamond site until an alternate diamond is developed elsewhere in the City. This type and size of diamond is critical to the program needs of the Red Deer Baseball Association.

Upgrading of the Delburne Road and Delburne Road and 40<sup>th</sup> Avenue intersection is scheduled to be undertaken and completed during 1999. The proposed eastward extension of 17<sup>th</sup> Street through to 40<sup>th</sup> Avenue is very likely tied to the timing of future development of the lands located to the south of the existing landfill site.

### **3.5 Plan Implementation Costs**

The following projected costs will give a cursory indication of both private and public sector investments required to implement major portions of this Landfill Reclamation Concept Plan. This is not an inclusive list of all capital costs associated with implementation of this Plan. These estimates are projected costs only and were extracted from various studies, City documents and/or from discussions with applicable resource personnel and where possible, are based on 1998 construction dollars. Further feasibility studies, detailed design stage analysis, timing, and economic factors all have potential to affect the actual final costs of the following plan components:

• Delburne Road upgrading and related improvements:	\$ 2,500,000
• 17 <sup>th</sup> Street extension with culvert creek crossing	800,000
• Paved 2.5 metre wide bike/pedestrian path along Piper Creek 1,000 metres @ \$ 80.00/metre	80,000
• Conversion of ball diamond facility into paved parking (450 stalls) 15,000 square meters (3.7 acres) @ \$ 15.00 m <sup>2</sup>	225,000
• Conversion of ball diamond facility into R.V. site (cost is a guesstimate varying considerably with level of services)	500,000
• Main gravel access road to top of reclaimed landfill site ±400 metres long by 6 metres wide @ \$ 12.00 m <sup>2</sup>	30,000
• Gravel parking on reclaimed landfill site 162,000 square metres (40.0 acres) @ \$ 12.00 m <sup>2</sup>	1,945,000
• "People Mover" road connection to reclaimed landfill area	175,000
• Baseball diamond relocation (possibly on the landfill site)	60,000

The above cost estimates do not include such items as landscaping, fencing, access gates & security; lighting and "people mover" related equipment. Also, no costs estimates have been included regarding the extension of any City municipal sewer and/or water utilities to the present weigh scale location at the landfill site, as the need for such services at this location appears to be remote and prohibitively expensive.

No cost estimates have been provided regarding final landfill reclamation and closure costs by the City. The Public Works Department will undertake the preparation of a separate study

detailing these closure costs in anticipation of the subsequent opening of the City's new solid waste landfill site to be located east of 40<sup>th</sup> Avenue and south of Delburne Road.

#### **4.0 LANDFILL CLOSURE**

Closure of the existing landfill is continually being undertaken on an ongoing basis as areas are filled to the final design elevation of about  $\pm 10\text{m}$  (30 feet) above original grade. Approximately 85% of the existing landfill site has been filled to date and reclaimed in accordance with measures that include re-grading and a final cover over all waste material. The designed finish top cover cross section is 0.6m (24 inches) of compacted clay, 0.35m (14 inches) intermediate/subsoil, and 0.2m (8 inches) of topsoil. The topsoil depth may actually vary between 0.2 m (8 inches) and 1.0 m (39 inches) depending on location. The intermediate or subsoil layer consists of a lighter colour soil intended as the root zone beneath the topsoil layer. To date, all completed landfill areas that have been fully reclaimed have been leased for agricultural production (i.e. hay crop) purposes. Upon final closure and reclamation of all landfill areas, lands will continue to be leased for agricultural purposes until such time as the City, in accordance with this Landfill Reclamation Concept Plan, offers and completes a lease agreement with another party(s) for the development of this site or, portions thereof.

The present closure measures will be followed until a final closure and post closure plan has been prepared by the Public Works Department. These final closure plans need to be prepared at least 12 months prior to actual closure of the present landfill site and subsequent opening of the new landfill area. The key components of the post closure plan will include a monitoring program and contingency plans. Monitoring will involve:

- regular inspection of the landfill cover layer for signs of excessive erosion, rodent activity, visible cracks that may extend into the compacted low permeability layer and depressions that may encourage infiltration of rainwater,
- annual groundwater quality monitoring of the 13 existing test wells at the site, and
- semi-annual monitoring of the water quality in Piper Creek both upstream and downstream of the landfill site.

Monitoring will continue after closure until Alberta Environmental Protection advises that the monitoring may be discontinued.

## Appendix 'A'

### Council Decision - April 6, 1998 Meeting

**DATE:** April 7, 1998  
**TO:** Director of Development Services  
**FROM:** City Clerk  
**RE:** Westerner Exposition Association - Use of Existing Landfill

**Reference Report:** Director of Development Services, dated March 31, 1998

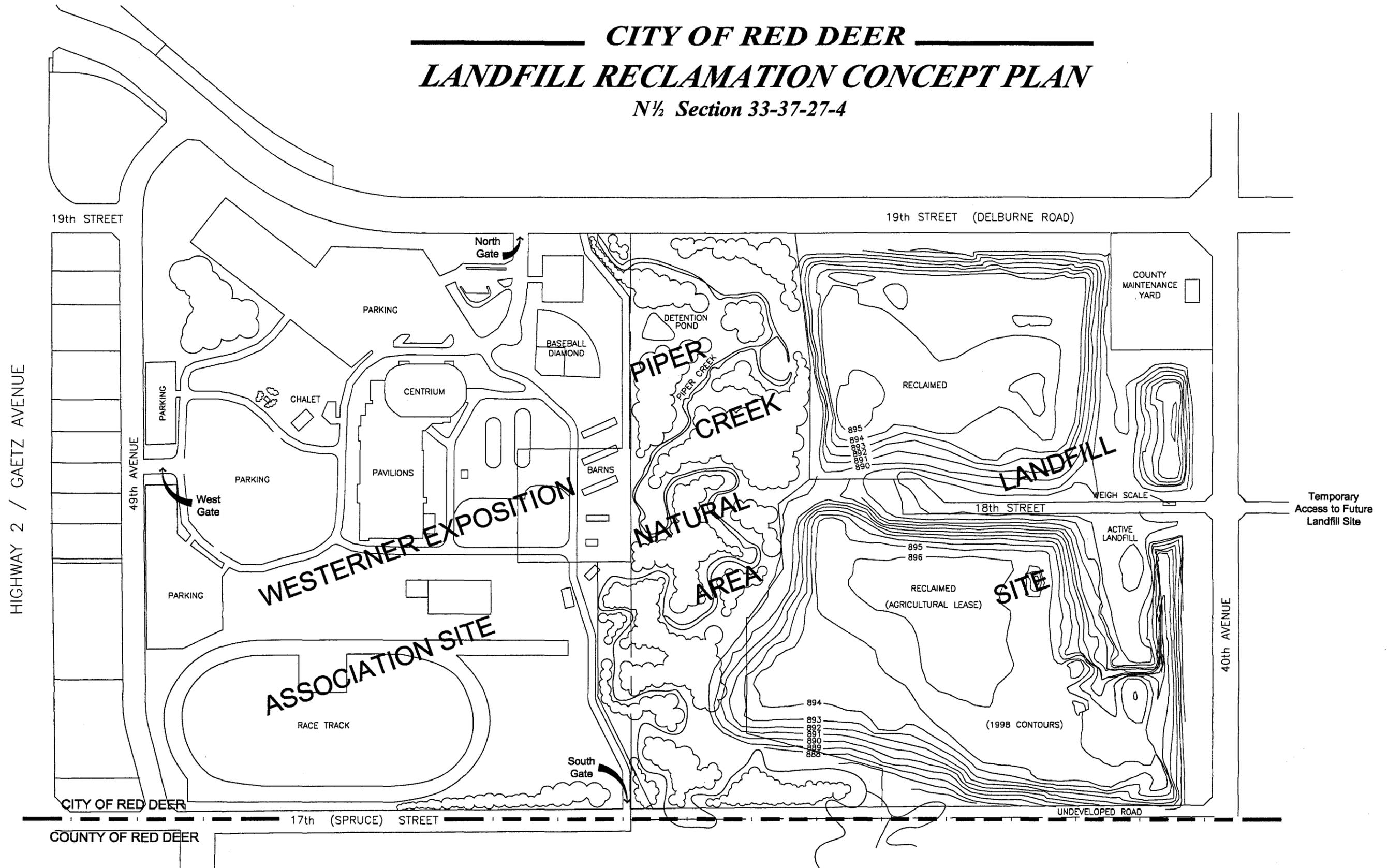
**Resolution:**

"RESOLVED that Council of The City of Red Deer, having considered report from the Director of Development Services dated March 31, 1998, re: Westerner Exposition Association Use of Existing Landfill, hereby agrees that all or a portion of the current landfill site be turned over to the Westerner Exposition Association under the terms of the current lease, subject to the following conditions:

1. That said site not be available until the Public Works Department declares the site to be closed;
2. That the City will continue to have access to the site to carry out post closure monitoring activities;
3. That the addition of the site to the current lease would be subject to the Westerner and the Recreation, Parks and Culture Department concluding a mutually satisfactory agreement that accommodates the objectives of each group;
4. The present County of Red Deer site not be included in the areas added to the lease;
5. That the creek and natural area be protected to the satisfaction of the Recreation, Parks and Culture Department;
6. That the proposed plans and uses the Westerner intends to place on the site be presented to Council to afford them an opportunity to review and approve the proposed plans;
7. The City of Red Deer will assume no responsibility for the costs associated with the Westerner's planned development,

and as presented to Council April 6, 1998."

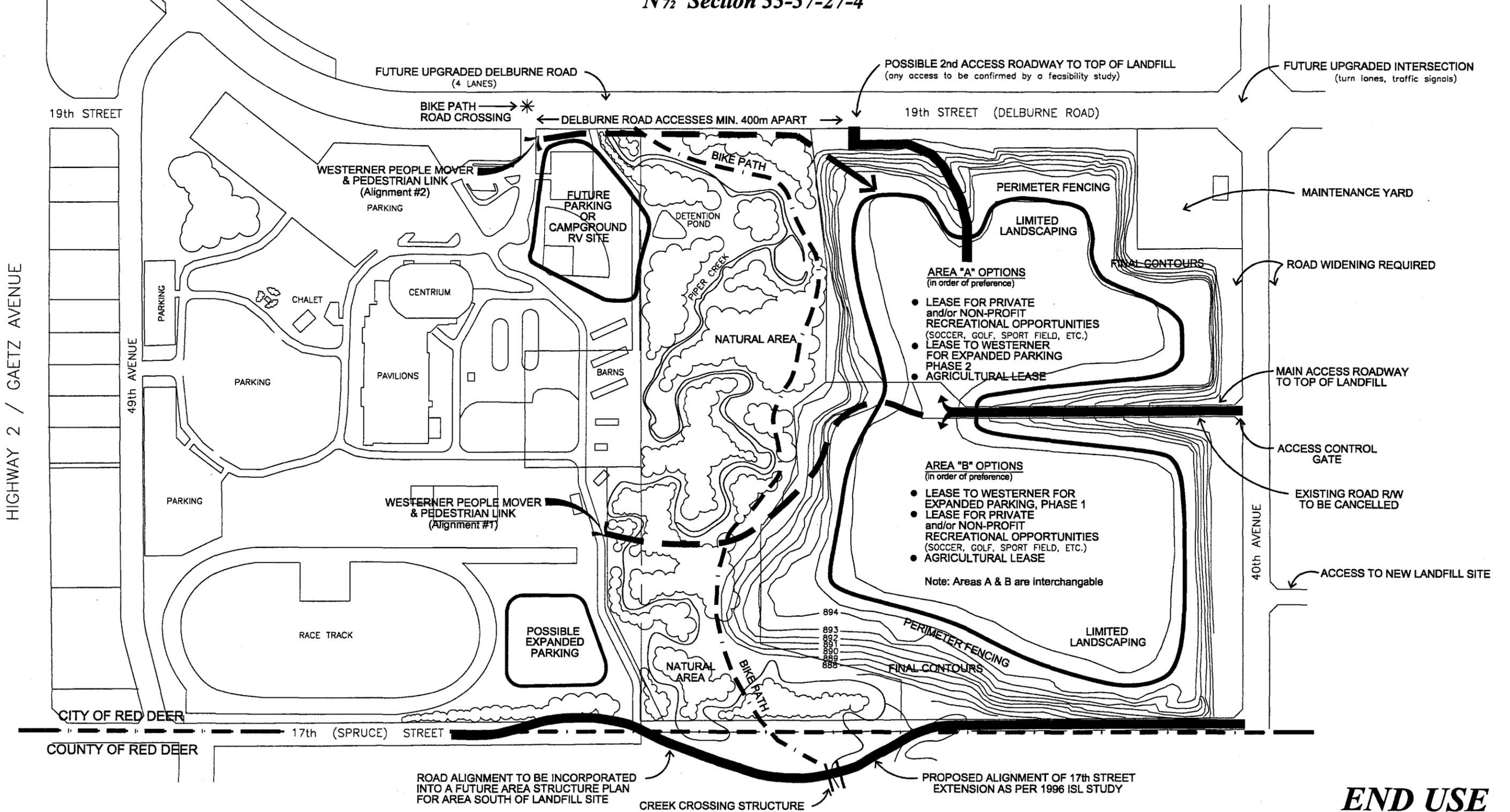
**CITY OF RED DEER**  
**LANDFILL RECLAMATION CONCEPT PLAN**  
*N½ Section 33-37-27-4*



# CITY OF RED DEER

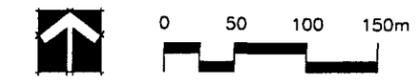
## LANDFILL RECLAMATION CONCEPT PLAN

N½ Section 33-37-27-4



HIGHWAY 2 / GAETZ AVENUE

CITY OF RED DEER  
COUNTY OF RED DEER



# FILE

## Council Decision - March 15, 1999 Meeting

**DATE:** March 16, 1999  
**TO:** Principal Planner  
**FROM:** Deputy City Clerk  
**RE:** *Landfill Reclamation Concept Plan*

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**Reference Report:** Tony Lindhout, Planner, dated March 9, 1999

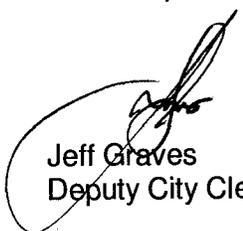
**Resolution:**

“RESOLVED that Council of The City of Red Deer, having considered report from Parkland Community Planning Services dated March 9, 1999, re: Landfill Reclamation Concept Plan, hereby agrees to table consideration of this item until mid 1999 so as to facilitate the public participation component of the planning process.”

**Report Back to Council Required:** Yes

**Comments/Further Action:**

As directed by Council, consideration of this item has been tabled to mid 1999 so as to facilitate the public participation component of the planning process. Council looks forward to your further report outlining the community's comments.



Jeff Graves  
Deputy City Clerk

/clr

c Director of Community Services  
Director of Corporate Services  
Director of Development Services  
Public Works Manager

**Red Deer Twilight Homes Foundation**

Item No. 1  
Correspondence

4809 - 34 Street,  
Red Deer, Alberta T4N 0P2

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Phone 343-0680  
Fax 341-5955

March 05, 1999

K.Kloss  
City Clerk  
The City of Red Deer  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4

Dear Mr. Kloss:

Re: Appointment - Citizen at Large

Every year the City of Red Deer renews the appointment of the position for the Citizen at Large which sits as one of the directors for the Red Deer Twilight Homes Foundation Board.

For the previous 3 years the City has re-appointed at our recommendation, Mrs. Rhonda Olafson. She has advised the foundation that she wishes to resign her position from our board due to other commitments.

The Red Deer Twilight Homes Foundation is now requesting and recommending the following name as a replacement for Mrs. Olafson:

Mrs. Trish Myrol  
4922 - 52 Street,  
Red Deer, Alberta  
T4N 2C8

If you require any additional information please feel free to contact the undersigned

Sincerely,



Debbie G. Irwin  
Chief Administrative Officer

**Comments:**

We concur with the recommendations of the Red Deer Twilight Homes Foundation that Mrs. Trish Myrol be appointed as a citizen-at-large to the Red Deer Twilight Homes Foundation.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

**FILE**

**Office of the City Clerk**

March 16, 1999

Red Deer Twilight Homes Foundation  
4809 - 34 Street  
Red Deer, AB T4N 0P2

Att: Ms. Debbie G. Irwin,  
Chief Administrative Officer

Dear Ms. Irwin:

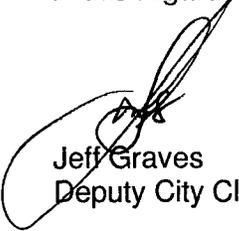
**Re: Red Deer Twilight Homes Foundation - Appointment of Citizen-at-Large**

At the City of Red Deer's Council meeting held Monday, March 15, 1999, consideration was given to your correspondence dated March 5, 1999, recommending the appointment of a citizen-at-large to the Twilight Homes Foundation. At that meeting, Council passed the following resolution:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from the Red Deer Twilight Homes Foundation dated March 5, 1999, re: Appointment of Citizen-at-Large, hereby agrees to appoint Mrs. Trish Myrol to the Red Deer Twilight Homes Foundation for a term to expire February 2000."

I trust you will advise Mrs. Myrol of her appointment.

Please do not hesitate to contact me should you require any further assistance or information in this regard.

  
Jeff Graves  
Deputy City Clerk

/clr

c Frieda McDougall, Committee Directory Updates



Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

**DATE:** March 9, 1999  
**TO:** City Council  
**FROM:** Deputy City Clerk  
**RE:** ***Notice of Motion: Councillor Volk - City to Pay Down Existing Debt and Incur No New Debt In Future***

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At the Council meeting of March 2, 1999, Councillor Volk submitted a Notice of Motion and asked that it be placed before Council at their meeting of March 15, 1999. On March 9<sup>th</sup> Councillor Volk provided a revised wording for this Notice of Motion, as follows:

*“WHEREAS, The City has seen large surpluses in the past number of years contributing to large reserves; and*

*WHEREAS, it appears as though surpluses will continue to be significant in coming years; and*

*WHEREAS, The City has operated successfully without incurring debt for the past eight years; and*

*WHEREAS, the public is encouraging governments to pay down debt,*

*THEREFORE BE IT RESOLVED, that the City of Red Deer examine the implications of a permanent *pay as you go* financing policy verses debt financing, as part of the infrastructure financing strategy in the new Strategic Plan, and further*

*BE IT RESOLVED that the Administration provide Council with a detailed report prior to the start of the Year 2000 Budget deliberations.”*



Jeff Graves  
Deputy City Clerk  
/clr

**Comments:**

This Notice of Motion is being reviewed by the Senior Management Team. Comments regarding this Notice of Motion will be provided as an attachment to this agenda.

“G. D. Surkan”  
Mayor

“N. Van Wyk”  
City Manager

**COUNCIL MEETING OF  
MARCH 15, 1999**

**ATTACHMENT TO REPORT  
ON  
OPEN AGENDA**

**RE: NOTICE OF MOTION:  
COUNCILLOR VOLK -  
City to Pay Down Existing Debt and Incur  
No New Debt in Future**

**DATE: March 4, 1999**  
**TO: Senior Management Team**  
**FROM: Director of Corporate Services**  
**RE: NOTICE OF MOTION: COUNCILLOR VOLK – CITY TO PAY DOWN EXISTING DEBT AND INCUR NO FUTURE DEBT**

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The purpose of this report is to provide background information and make recommendations on actions for the above notice of motion.

**Background:**

The City of Red Deer has not issued long term debt since 1991.

Attached, as Appendix “A”, is a list of the borrowings, and the purpose of the borrowings, for the period 1985 to 1991, inclusive. The list is provided for information on the reason for borrowings prior to 1992. During the seven year period 1985 to 1991 the City issued \$17.2 million of long term debt. The major projects were:

- Bridges, Roads and Sidewalks           \$7.0 million
- Westerner Agriplex                         \$3.8 million
- Electric Utility                             \$1.9 million
- Recreation Facilities                     \$1.3 million
- Subdivision Development               \$1.2 million

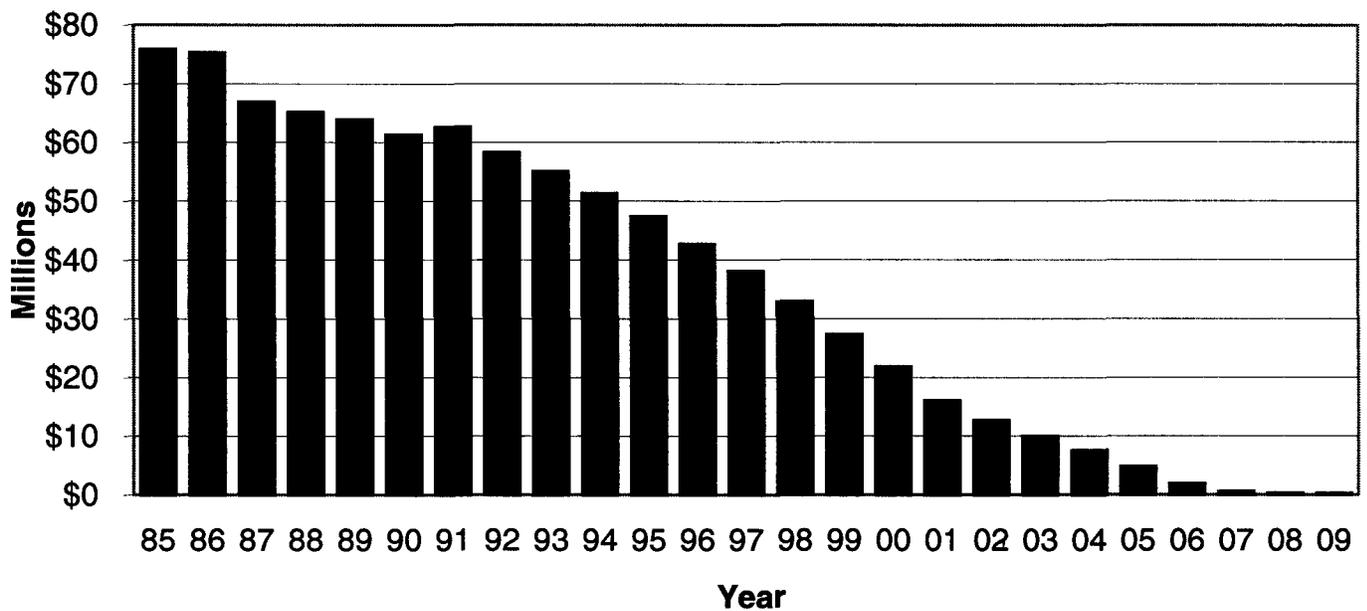
The City was able to avoid long term borrowings since 1991 because:

- a moratorium was placed on major new recreation facilities
- the construction of new roads and bridges was deferred
- City growth was minimal. This reduced the need for new capital projects.
- capital projects completed in prior years provided some capacity to absorb additional users and defer the construction of new facilities.
- the Provincial and Federal governments participated in providing an infrastructure grant program that made additional funding available.

Over much of the period from 1991 the public wanted governments to exercise restraint. As a result, the public accepted the need to defer most major capital expenditures. The deferment was also possible because there was some unused capacity in existing facilities that could be utilized. This, in addition to slow growth reducing the need to incur major capital expenditures, resulted in The City of Red Deer being able to build up reserves while reducing or maintaining tax rates.

The result of no long term borrowings since 1991 has meant a significant reduction in the amount of outstanding long term debt. The following graph illustrates the substantial reduction from \$76 million in 1985 to \$33 million in 1998.

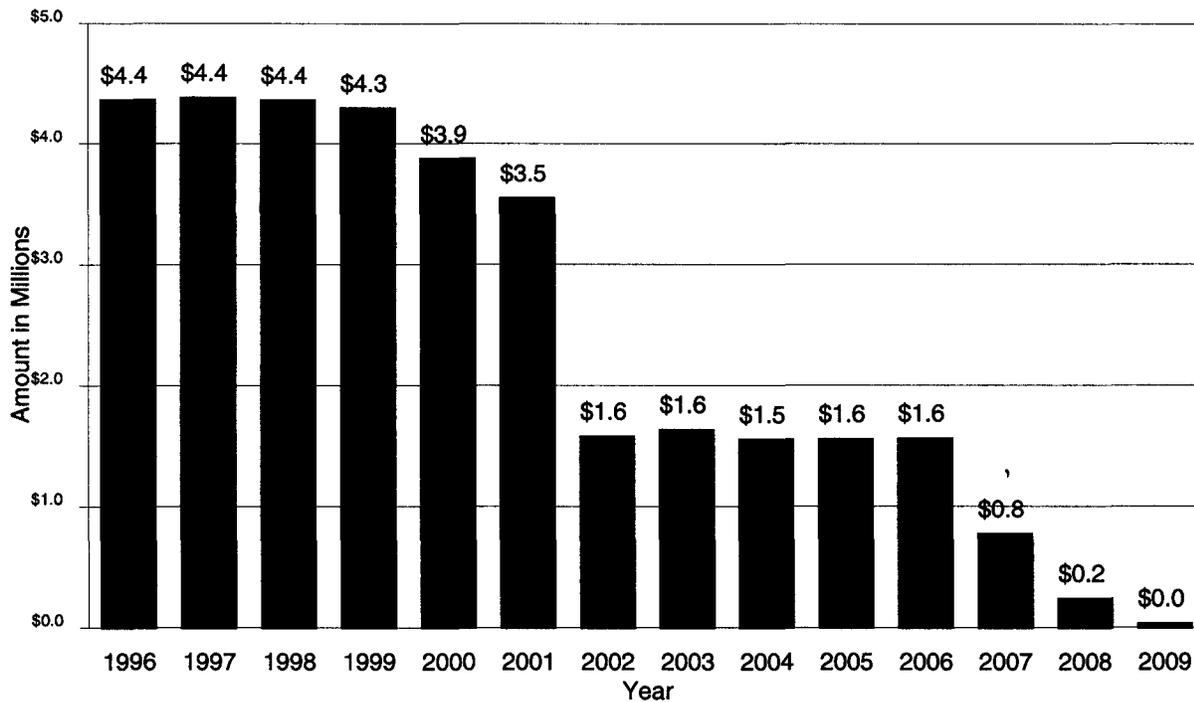
### DEBENTURES OUTSTANDING at December 31 st



The continued decline of long term debt is, of course, dependent on not incurring additional debt.

The result of the decline in long term debt means a substantial reduction in the long term debt payments funded by taxation is forecast. The following graph illustrates the forecasted reduction.

### LONG TERM DEBT PAYMENTS FUNDED BY TAXATION



The significant reduction of long term debt payments funded by taxation of \$2.8 million, projected to occur from 1999 to 2002, has been allocated by Council to fund the following items on an annual basis:

- \$800,000 to finance the reduction in residential municipal property taxes that started in 1996. The reduction is presently being funded from the Tax Rate Stabilization Reserve.
- \$240,000 starting in 2001 to replace the contribution from the Power Utility for infrastructure maintenance. The funding will no longer be available due to Electrical Industry restructuring reducing Power Utility revenues.
- \$560,000 to replace the use of interest earnings on the Capital Project reserve to fund general municipal operating expenditures. This is necessary due to the projected elimination of the Capital Project reserve

- \$315,000 to replace the interest earned on the Infrastructure Maintenance Plan reserve due to the reserve's elimination.
- \$90,000 to replace the interest earned on the Waskasoo Park reserve due to the reserve's elimination.
- \$350,000 to fund a portion of the cost of transit bus capital costs because of Provincial Transportation grants not being sufficient to fund all requirements.
- \$428,000 to be allocated for funding reduced interest earnings as a result of the early maturity of some investments in 1998 and the subsequent reinvestment at reduced interest rates.

In order to achieve a reduction in debt payments the City must not incur new debt in the next few years. The following table illustrates the proposed major capital expenditures for 1999 to 2003 that would normally be funded by issuing debt if no other funding was available. The debt incurred would have been budgeted for repayment by property taxation. Capital expenditures for utility operations are not included.

**Financing From the Capital Project Reserve That Would Normally  
 Need to be Funded By New Debt (1999 to 2003)**

Description of Capital	Year (Amounts in Thousands of \$)					Totals
	1999	2000	2001	2002	2003	
Emergency Services	\$210	\$210	\$120	\$600	\$1,500	\$2,640
Transportation Projects	2,046	311	357	392	928	4,034
Information Technology Services	854	742	1,807	1,463	1,347	6,213
Snow Storage Sites	200	750	300	0	0	1,250
Airport Maintenance Shop	0	0	0	230	0	230
New Recreation Facility	18,800	0	0	0	0	18,800
Other Recreation Facilities	20	25	285	0	0	330
	<b>\$22,130</b>	<b>\$2,038</b>	<b>\$2,869</b>	<b>\$2,685</b>	<b>\$3,775</b>	<b>\$33,497</b>

As indicated on the above table; \$33.5 million of capital expenditure is forecast for 1999 to 2003, inclusive.

To finance the proposed expenditure it is proposed to provide funding from the Capital Project Reserve. The following table discloses the transactions required in the Capital Project Reserve for 1999 to 2003. A small deficit of \$0.5 million is projected by the end of 2002 that could require long term debt financing. This grows to \$4.3 million by the end of 2003. Each year, of course, a review would be made of annual surpluses to determine if any additional funds could be made available for the Capital Project Reserve.

**Proposed Financing For the 1999 to 2003 Capital Expenditure  
 From the Capital Project Reserve (CPR)**

Description	Year (Amounts in Millions of \$)					Totals
	1999	2000	2001	2002	2003	
Beginning year balance of CPR	\$28.0	\$6.9	\$5.6	\$2.2	(\$0.5)	
Add: Contribution from the Power Utility	1.9	2.0	0.0	0.0	0.0	3.9
Interest earnings on reserve	0.8	0.0	0.0	0.0	0.0	0.8
Less: Capital expenditure funded	(22.1)	(2.0)	(2.9)	(2.7)	(3.8)	(33.5)
Contribution to taxation	(1.7)	(1.2)	(0.6)	0.0	0.0	(3.5)
Year end balance of CPR	\$6.9	\$5.6	\$2.2	(\$0.5)	(\$4.3)	

When funds are no longer available in the Capital Project Reserve to fund capital expenditures, Council has the following options:

- incur long term debt
  - this has implications on future year's property taxes because each \$1.0 million borrowed could increase tax rates by 0.6%. Assuming \$3.0 million is borrowed each year, an annual Municipal tax rate increase of 1.8% would be required just to fund additional debt repayments..
- defer capital projects
  - new capital facilities may be required due to growth. If projects are deferred, existing infrastructure would become overloaded.
- Fund from the current operating budget
  - Assuming \$3.0 million of capital projects must be funded each year, an annual Municipal tax rate increase of 12.6% would be required just to fund capital expenditures.

At a recent strategic planning session, Council agreed to the inclusion of the following principle in a draft Strategic Plan for review by the public before Council consideration of a final Strategic Plan :

“Pay as you go” will be The City’s primary goal, with debt used as a last resort to meet long-term capital needs.

The following long term goal and strategies were also included in the draft Strategic Plan.

**“Debt Management:**

In order to pay for the demands of growth and the higher service level expectations of the citizens of Red Deer The City **may need to start using debt as a financing tool by 2002.** The City has incurred no additional debt since 1991.

**Long-term Goal:** To maintain appropriate debt levels recognizing the capital needs, financial resources available, and long-term implications for the taxpayers.

**Strategy:**

**4.2.1** Develop a debt management policy.

**4.2.2** The City will not incur additional long-term debt until at least 2002.”

The draft goal and strategies are considered appropriate for purposes of public discussion and input prior to Council finalizing and approving the Strategic Plan. The development of the debt management policy will ensure that all concerns regarding the use of debt are considered. In addition, by deferring any new debt to at least 2002, the next Council will have an opportunity to review whatever debt management policy is approved.

**Recommendation:**

The Senior Management Team recommend that Council agree, in principle, to the goal and strategies contained in the draft Strategic Plan regarding debt management in order to allow Public review and consultation before finalizing a debt management goal and strategies.



A. Wilcock, B. Comm., C.A.  
Director of Corporate Services

Att.

ANALYSIS OF LONG TERM DEBT ISSUES  
1985 TO 1991

Appendix A

Issue Year	Description	Total Amount	Analysis of Borrowings								
			Local Improvement	Subdivision Development	Roads, Sdwks., & Bridges	Computer Equip.	Sewer Utility	Recreation Facilities	Agriplex	Electric Utility	Emergency Services
1985	Sidewalks - Local Improvement	\$113,999	\$113,999								
	Paved Street - Local Improvement	73,900	73,900								
	Subdivision Servicing	1,195,400		1,195,400							
	<b>Total 1985 Issues</b>	<b>1,383,299</b>	<b>187,899</b>	<b>1,195,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1986	Computer Equipment	220,000				220,000					
	Lana/Storm Sewer	34,000			34,000						
	Library Computer System	250,000				250,000					
	Sanitary Sewer	102,500					102,500				
	67th St. Bridge & Roads	1,000,000			1,000,000						
	Roads & Sidewalks	208,500			208,500						
	Indoor Pool Tank	160,000						160,000			
	Sidewalks	118,000			118,000						
<b>Total 1986 Issues</b>	<b>2,093,000</b>	<b>0</b>	<b>0</b>	<b>1,360,500</b>	<b>470,000</b>	<b>102,500</b>	<b>160,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	
1987	Electric Distribution System	856,858								856,858	
	Electric Distribution System	1,068,673								1,068,673	
	Traffic Signal Control System	302,500			302,500						
	Gravel Lane - Local Improvement	5,916	5,916								
	Emergency Services Ladder Truck	344,380									344,380
	67th St. Bridge & Roads	949,000			949,000						
	Sidewalks - Local Improvement	3,471	3,471								
	Sidewalks	370,236			370,236						
	Gaetz Ave. & 67th St. Reconstruction	353,000			353,000						
	Riverside Drive	358,000			358,000						
	Local Improvement	67,100	67,100								
	Gaetz Ave. Construction	439,000			439,000						
	Decorative Street Lighting	236,300			236,300						
	67th St. Bridge & Roads	1,261,000			1,261,000						
Gaetz Ave. & 67th St. Reconstruction	470,000			470,000							
<b>Total 1987 Issues</b>	<b>7,085,434</b>	<b>76,487</b>	<b>0</b>	<b>4,739,036</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,925,531</b>	<b>344,380</b>	
1988	Transportation Projects	894,125			894,125						
	Kin City Ice Arena	746,000						746,000			
	<b>Total 1988 Issues</b>	<b>1,640,125</b>	<b>0</b>	<b>0</b>	<b>894,125</b>	<b>0</b>	<b>0</b>	<b>746,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
1989	Library Renovations	387,899						387,899			
	Ross St. Street Lighting	260,724	260,724								
	Computer Equipment	518,300				518,300					
	<b>Total 1989 Issues</b>	<b>1,166,923</b>	<b>260,724</b>	<b>0</b>	<b>0</b>	<b>518,300</b>	<b>0</b>	<b>387,899</b>	<b>0</b>	<b>0</b>	<b>0</b>
1991	Agriplex	385,500							385,500		
	Agriplex	1,132,158							1,132,158		
	Agriplex	2,293,210							2,293,210		
	<b>Total 1991 Issues</b>	<b>3,810,868</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,810,868</b>	<b>0</b>	<b>0</b>
<b>Total Issues 1985 to 1991 (Inclusive)</b>		<b>\$17,179,649</b>	<b>\$525,110</b>	<b>\$1,195,400</b>	<b>\$6,993,661</b>	<b>\$988,300</b>	<b>\$102,500</b>	<b>\$1,293,899</b>	<b>\$3,810,868</b>	<b>\$1,925,531</b>	<b>\$344,380</b>

**FILE**

**Council Decision - March 15, 1999 Meeting**

**DATE:** March 16, 1999  
**TO:** Director of Corporate Services  
**FROM:** Deputy City Clerk  
**RE:** *Notice of Motion: Councillor Volk - City to Pay Down Existing Debt and Incur No New Debt in Future*

---

**Reference Report:** Deputy City Clerk dated March 9, 1999

**Resolution:**

*“WHEREAS, The City has seen large surpluses in the past number of years contributing to large reserves; and*

*WHEREAS, it appears as though surpluses will continue to be significant in coming years; and*

*WHEREAS, The City has operated successfully without incurring debt for the past eight years; and*

*WHEREAS, the public is encouraging governments to pay down debt,*

*THEREFORE BE IT RESOLVED, that the City of Red Deer examine the implications of a permanent *pay as you go* financing policy verses debt financing, as part of the infrastructure financing strategy in the draft Strategic Plan, and further*

*BE IT RESOLVED that the Administration provide Council with a detailed report prior to the start of the Year 2000 Budget deliberations.”*

**Report Back to Council Required:** Yes

**Comments/Further Action:**

As directed by Council, please prepare a detailed report regarding the above prior to the commencement of the Year 2000 Budget deliberations.

  
Jeff Graves  
Deputy City Clerk

/clr

c Mayor  
Councillor Volk  
City Manager  
Director of Community Services  
Director of Development Services

Item No. 2

**DATE:** March 9, 1999  
**TO:** City Council  
**FROM:** Deputy City Clerk  
**RE:** *Notice of Motion: Councillor Pimm - Clearing of Snow from Residential Sidewalks Within 48 Hours of a Snow Fall*

---

On March 9<sup>th</sup> Councillor Pimm submitted to this office a Notice of Motion regarding the clearing of snow from residential sidewalks. Councillor Pimm requested that the following Notice of Motion be presented for Council's consideration at their meeting of March 15<sup>th</sup>, 1999:

*“WHEREAS*, uncleared sidewalks impair mobility and create a hazard during the winter months; and

*WHEREAS*, convenient mobility is a necessity for successfully living in a private residence; and

*WHEREAS*, many of Red Deer's seniors are being encouraged to remain in their private residences longer and longer; and

*WHEREAS*, the Cities of Edmonton and Calgary have found a bylaw requiring property owners to clear their sidewalks to be helpful in ensuring safer mobility,

*NOW THEREFORE BE IT RESOLVED*, that the Council of The City of Red Deer pass a bylaw requiring property owners to clear abutting sidewalks of snow within 48 hours of a snow fall.”



Jeff Graves  
Deputy City Clerk

/clr

**Comments:**

There may be significant implications for The City in considering a bylaw requiring property owners to clear sidewalks of snow within 48 hours of a snow fall.

Before considering the preparation of a bylaw, it is our recommendation that this matter be referred to the Administration for a complete report. The report will address the experiences in other municipalities with such a bylaw and clearly outline the potential implications for The City of Red Deer.

"G. D. Surkan"  
Mayor

"N. Van Wyk"  
City Manager

**FILE**

**Council Decision - March 15, 1999 Meeting**

**DATE:** March 16, 1999  
**TO:** Public Works Manager  
**FROM:** Deputy City Clerk  
**RE:** *Notice of Motion: Councillor Pimm - Clearing of Snow from Residential Sidewalks Within 48 Hours of a Snow Fall*

---

**Reference Report:** Deputy City Clerk dated March 9, 1999

**Resolution:**

“RESOLVED that Council of The City of Red Deer hereby agrees to table the item re: Notice of Motion: Clearing of Snow from Residential Sidewalks Within 48 Hours of Snow Fall - Request for Bylaw, to August 1999, for the purpose of providing the Administration an opportunity to prepare a detailed report for Council’s consideration.”

**The resolution noted below was tabled to August 1999:**

*WHEREAS*, uncleared sidewalks impair mobility and create a hazard during the winter months; and

*WHEREAS*, convenient mobility is a necessity for successfully living in a private residence; and

*WHEREAS*, many of Red Deer’s seniors are being encouraged to remain in their private residences longer and longer; and

*WHEREAS*, the Cities of Edmonton and Calgary have found a bylaw requiring property owners to clear their sidewalks to be helpful in ensuring safer mobility,

*NOW THEREFORE BE IT RESOLVED*, that the Council of The City of Red Deer pass a bylaw requiring property owners/residents to clear abutting sidewalks of snow within 48 hours of a snow fall.”

**Report Back to Council Required:** Yes

**Comments/Further Action:**

Please note that Council passed a resolution tabling this item to August 1999 to provide the Administration an opportunity to prepare a detailed report outlining the above. Please include in the report, details on the experiences of Calgary and Edmonton in the implementation of their bylaws relating to snow removal.

Council requested that you consider the following issues when preparing your report:

- (a) Sidewalk clearing at bus stops;
- (b) The use of part time non-unionized staff who could be on call for snow removal;
- (c) Definition of snow removal;
- (d) Will snow removal apply to commercial establishments;
- (e) How we would communicate this bylaw to those residents that are away during the winter months.



Jeff Graves  
Deputy City Clerk

/clr

c Mayor  
Councillor Pimm  
City Manager  
Director of Community Services  
Director of Corporate Services  
Director of Development Services

please file with Councillor Pimm's Notice of Motion *OR*

**FILE**

**Office of the City Clerk**

March 16, 1999

Mrs. Gladys Hamilton  
5825 West Park Crescent  
Red Deer, AB T4N 1E7

Dear Mrs. Hamilton:

**Re: Clearing of Sidewalks in Red Deer**

*Mrs. Hamilton's letter, attached, dated March 5/99, did not appear on the agenda. This issue was on the agenda as a result of a Notice of Motion by Councillor Pimm. *OR**

At the City of Red Deer's Council meeting held Monday, March 15, 1999, the following Notice of Motion was submitted by Councillor Pimm:

*"WHEREAS, uncleared sidewalks impair mobility and create a hazard during the winter months; and*

*WHEREAS, convenient mobility is a necessity for successfully living in a private residence; and*

*WHEREAS, many of Red Deer's seniors are being encouraged to remain in their private residences longer and longer; and*

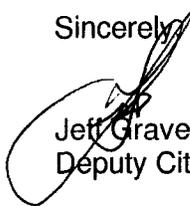
*WHEREAS, the Cities of Edmonton and Calgary have found a bylaw requiring property owners to clear their sidewalks to be helpful in ensuring safer mobility,*

*NOW THEREFORE BE IT RESOLVED, that the Council of The City of Red Deer pass a bylaw requiring property owners/residents to clear abutting sidewalks of snow within 48 hours of a snow fall."*

At that meeting Council agreed to table this item to August 1999 to provide the Administration an opportunity to prepare a detailed report for consideration by Council. Once the report is received by this office and this item has been scheduled to appear on a Council agenda, I will advise you of the date of the Council meeting and the time at which this issue will be dealt with.

Please do not hesitate to contact me should you require any further information or clarification regarding the above.

Sincerely,

  
Jeff Graves  
Deputy City Clerk

/clr

c Public Works Manager

*The City of Red Deer*



Box 5008  
Red Deer, Alberta  
T4N 3T4

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL  
MAR - 6 1999

Dated Mar 5/99

City Clerk.  
City of Red Deer, Ab.,

Red Deer, Ab..

Dear Sir,

I am writing in regards to city side walks, streets & alleys.

I am fed up and so are some of the neighbors in this area. We can't walk on the side walks because of snow and ice and we cannot walk in the street or alley.

I went to the Clinic downtown a couple of weeks ago I had to walk carefully out in the street. The side walk ~~was~~ was like a skating rink. The Associate Clinic had their sidewalk and the front of their building cleared of ice & snow.

In the next two weeks I have about twelve convalescers out walking for the "Kidney Foundation" as well as myself. It is going to be real hard, how are we going to walk?

I do not want to fall and break a arm leg etc nor do the others.

A woman in Edmonton had the same trouble she could not afford to pay for her work. She phoned her council, he went and cleared her driveway and side walk for her. If she didn't get it cleared she was going to be fined \$83.00

Our taxes are going up. We can't get our streets in this area ploughed or sanded. The road around the "Catholic School" up here should be ploughed, it is for the safety of the children. I don't know why the "Catholic board" does not

complained to the city. The street in front of  
the back of the school is just like a  
'wash board'

If the city is raising the taxes it is  
about time they gave us something for the  
raise.

I have to walk for my blood pressure  
and diabetes to keep it in check. Also have to  
walk my animals, this is not fair.

I Remain Yours Truly  
Gladys W. Hamlett.

P.S.

I will expect a prompt reply and some action  
GWH.



Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*

**Office of the City Clerk**

BACK UP INFORMATION  
NOT SUBMITTED TO COUNCIL

**FILE**

March 8, 1999

Mrs. Gladys Hamilton  
5825 West Park Crescent  
Red Deer, AB T4N 1E7

Dear Mrs. Hamilton:

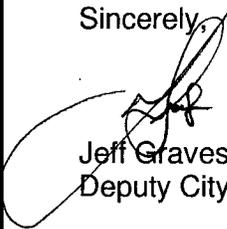
**Re: *Clearing of Sidewalks in Red Deer***

Thank you for your letter dated March 5, 1999 wherein you set out your concerns and requests regarding the clearing of sidewalks in Red Deer.

I forwarded your concerns to Mr. Paul Goranson, Public Works Manager for The City. I have asked Mr. Goranson to contact you with respect to your letter. As well, I provided a copy of your letter to each member of Council.

If, once Mr. Goranson has contacted you, you wish to pursue this matter further, please contact me at 342-8201, at the City Clerk's Office.

Sincerely,



Jeff Graves  
Deputy City Clerk

/clr

c     City Council  
      City Manager  
      Public Works Manager

**FILE**

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

**DATE:** March 8, 1999  
**TO:** Public Works Manager  
**FROM:** Deputy City Clerk  
**RE:** *Mrs. Gladys Hamilton - Request for Reply and Action Regarding Snow Clearing in Red Deer*

---

On March 8<sup>th</sup> this office received a letter from Mrs. Gladys Hamilton, outlining her concerns and requesting action from The City regarding the clearing of snow in Red Deer.

I wrote a letter to Mrs. Hamilton advising her that I would be forwarding her concerns to you. A copy of Mrs. Hamilton's letter is attached for your information. Once you have corresponded with Mrs. Hamilton, it would be appreciated if you would provide this office with a copy for our information.

  
Jeff Graves  
Deputy City Clerk

/clr  
attchs.

Public Works Department

"Proud to Serve our Community!"

March 16, 1999

Gladys Hamilton  
5825 West Park Crescent  
Red Deer AB T4N 1E7

Dear Mrs. Hamilton:

**RE: SNOW REMOVAL ON ROADS AND SIDEWALKS IN RED DEER**

Unfortunately, we do not plow residential/local streets on a regular basis due to the cost. We do not plow unless there is danger to the public or there is a potential problem for emergency vehicles to get to areas in your subdivision.

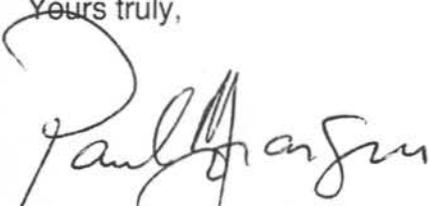
Our Council Policy is to clear higher traffic volume roads only, unless the above conditions are met. We will sand residential streets upon request if the conditions warrant it.

The City of Red Deer has a bylaw in place regarding snow removal from sidewalks in the downtown C1 district only. There is no bylaw in place for sidewalk snow removal in residential areas or other commercial districts.

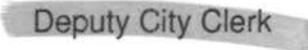
Please call the undersigned or Chris Beaumont, the Roads Superintendent, at 342-8238 between 7:30 a.m. and 4:30 p.m. Monday through Friday if you wish to discuss this matter further.

Thank you.

Yours truly,

  
Paul A. Goranson, P.Eng.  
Public Works Manager

CEJB/blm

c  Deputy City Clerk

Box 5008  
Red Deer, Alberta  
T4N 3T4

*The City of Red Deer*



**BYLAW NO. 3156/E-99**

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

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

- 1 The "Use District Maps F8 and F9" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 3/99 attached hereto and forming part of the bylaw.
- 2 The following DC Direct Control District is added with the following sections:

**"DC (8) Direct Control District No. 8****138.3 (1) Site Development**

All aspects of development in this Direct Control District including land use, development standards, site plan, site access, the relationship between buildings, structures and open space, the architectural treatment of buildings, the provision and architecture of landscaped areas, and the parking layout shall be subject to approval by City Council.

**(2) Uses that will be considered by City Council:**

- (a) Commercial recreation facility;
- (b) Commercial entertainment facility;
- (c) Commercial service facility;
- (d) Food and/or beverage service facility, excluding against a portion of this site:
  - (i) any fast food outlet or restaurant specializing in the sale of "hamburgers" (restrictive covenant placed by McDonald's Restaurants of Canada Ltd.);
- (e) Institutional service facility;
- (f) Office;

- (g) Merchandise sales, excluding:
  - (i) agricultural and industrial vehicles or machinery, and fuel,
  - (ii) a food store, a pharmacy or a drug store (restrictive covenant placed by 422984 Alberta Ltd./Westfair Foods against this entire site);
- (h) Hotel or motel;
- (i) Residential dwelling units above the ground floor;
- (j) Home occupations;
- (k) Parking lot or parking structure in conjunction with any of the above uses;
- (l) Accessory building or use to any of the above;
- (m) Signs; identification and local advertising on the following types of signs:
  - (i) awning, canopy and marquee signs;
  - (ii) under canopy signs;
  - (iii) fascia signs;
  - (iv) free standing signs;
  - (v) painted wall signs;
  - (vi) projecting signs.

(3) **Regulations**

The following development standards shall apply:

- (a) All development to be based on a common theme compatible with the existing former CP Railway Station, which is a heritage resource. The following architectural guidelines must be incorporated into all buildings:

- (i) high quality exterior building materials that maximizes the use of wood, brick and stone work, and contains limited use of stucco and metal finishes;
  - (ii) pitched non-metal roofs;
  - (iii) pedestrian oriented store fronts emphasizing special window and entrance treatments;
  - (iv) incorporation of cantilevers and canopies;
  - (v) tasteful colour schemes,
  - (vi) aesthetics of each building must be pleasing from all elevations and shall feature street oriented design elements including street level windows for all elevations visible from adjacent public roadways.
- (b) Warehouse type buildings are not permitted;
  - (c) No outdoor storage areas are permitted;
  - (d) All waste containers must be enclosed, screened and/or be fully integrated into the overall building or site development;
  - (e) Development must be complementary to the downtown and emphasize uses that would attract patrons, both during the day and evening;
  - (f) Development should strive to produce a seamless connection to the area south of 48<sup>th</sup> Street which will include a City park site;
  - (g) Development should facilitate and encourage pedestrian movement within the site and to adjacent developments. Site to include sidewalks incorporating the use of paving stones, and public area landscaping, lighting and street furniture;
  - (h) All signage, lighting, and street furniture must complement the overall building theme;

- (i) Landscaping:
  - (i) must be of high quality, incorporating mature plantings;
  - (ii) perimeter of site must be landscaped including all adjoining road boulevard areas surrounding the site; in lieu of the boulevard landscaping required by the developer, the minimum onsite landscaping requirement is 10% of site area rather than the 15% of site area required on adjoining properties in the area;
  - (iii) all perimeter and boulevard landscaping must be a continuation of the overall onsite landscaping plan;
  - (iv) landscaping should be comprehensive throughout the development and appear seamless among the various components of the development,
  - (v) landscaping should be designed to screen parking areas and tie public areas to the commercial areas.
- (j) Vehicle access to site:
  - (i) all vehicle site access is restricted to either 52<sup>nd</sup> Avenue or 48<sup>th</sup> Street:
  - (ii) vehicle access from 52<sup>nd</sup> Street is restricted to a common access point with, and adjoining, the existing McDonald's Restaurant access,
  - (iii) vehicle access from 48<sup>th</sup> Street will be restricted to one common access point located approximately midway between 52<sup>nd</sup> Avenue and Taylor Drive.
- (k) Prospective developers of the site are encouraged to be innovative in their site design. They should examine opportunities for such features as landscaped covered parking which could maximize the use of the site, use of decorative and/or unique fencing, feature walls, flags, banners, sculptures, and extensive use of hard and soft landscaping.

- (l) Building Height - as approved by City Council
- (m) Front Yard - minimum 6 m
- (n) Side Yard - 6.0 m when it abuts a street
- (o) Rear Yard - minimum 6 m
- (p) Landscaped Area - 10% of site area
- (q) Parking - subject to Section 47
- (r) Loading Spaces - one required opposite each loading door
- (s) Site Area - minimum 900 m<sup>2</sup>
- (t) Frontage - minimum 20 m
- (u) Residential unit - minimum 37 m<sup>2</sup> per dwelling unit"

READ A FIRST TIME IN OPEN COUNCIL this 16 day of February A.D. 1999.

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

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

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

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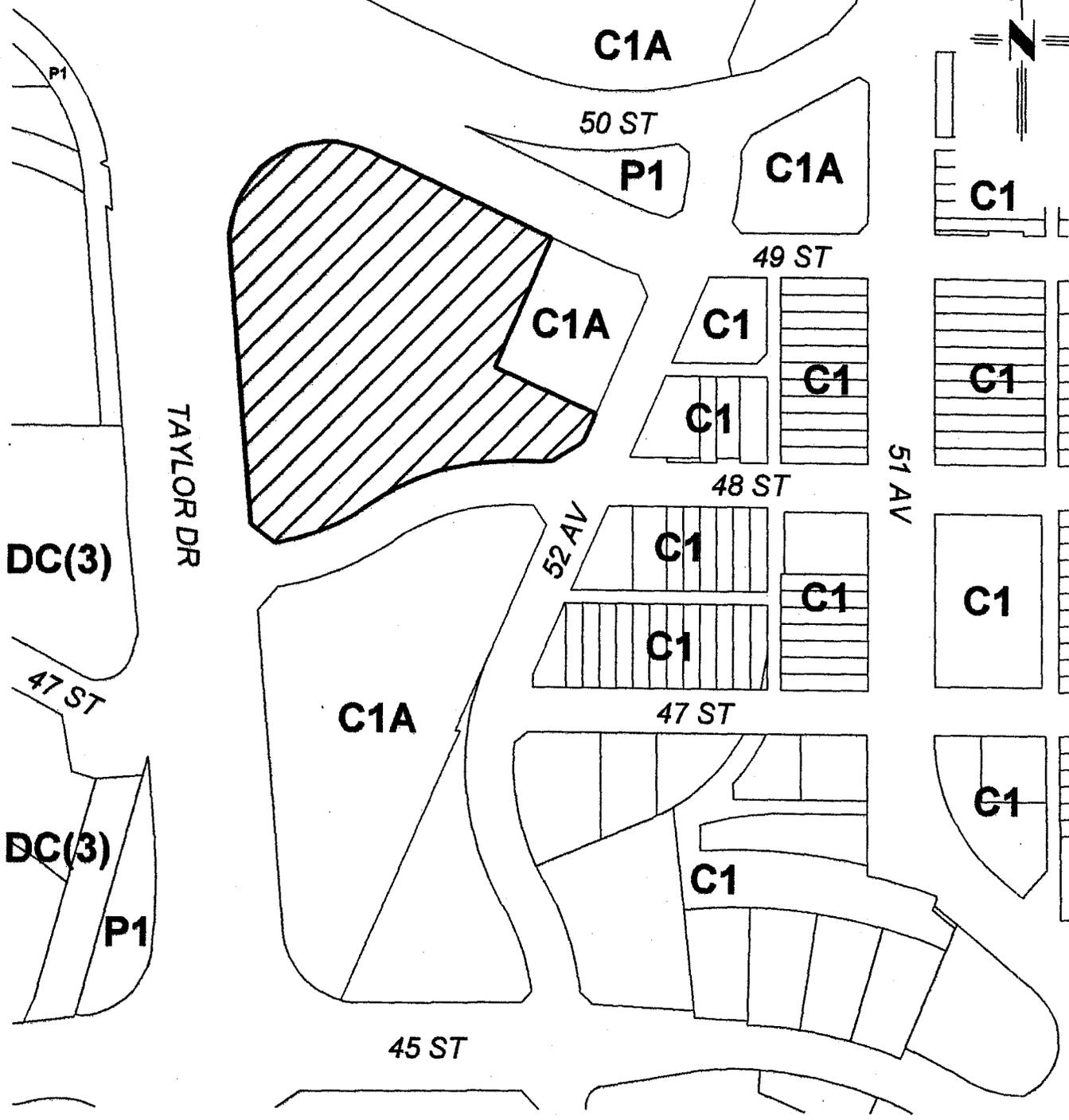
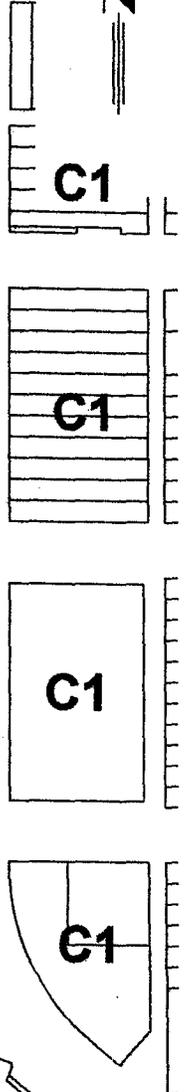
MAYOR

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CITY CLERK

# The City of Red Deer

## PROPOSED LAND USE BYLAW AMENDMENT



**Change from: C1A to DC(8)** 

**AFFECTED DISTRICTS:**

C1A - Commercial (City Centre West)

DC(8) - Direct Control District No. 8

MAP No. 3 / 99

BYLAW No. 3156 / E - 99

## BYLAW NO. 3220/99

WHEREAS the amount of the taxes levied or estimated to be levied for the year 1999 by The City of Red Deer (hereinafter referred to as "the Corporation") for all purposes is the sum of Forty-Six Million Dollars (\$46,000,000.00);

AND WHEREAS the Council of the Corporation deems it necessary to borrow the sum of Twenty-Five Million Dollars (\$25,000,000.00) to meet its current expenditures and obligations for the current year until the taxes levied or to be levied therefor can be collected;

AND WHEREAS the amount of temporary loans hereby authorized to be borrowed and outstanding will not exceed the amount of taxes levied or estimated to be levied for the year 1999 by the Corporation;

NOW THEREFORE BE IT ENACTED by the Council of the Corporation as a Bylaw thereof as follows:

- 1 That the Council of the Corporation do borrow from the Bank of Montreal (herein called "the Bank") the sum of Twenty-Five Million Dollars (\$25,000,000.00) which the Council deems necessary to meet the current expenditures and obligations of the Corporation for the year 1999 until such time as the taxes levied therefor can be collected and agree to pay interest thereon, either in advance of or at maturity and in either case after maturity, at the rate of Prime per centum per annum not to exceed 20%. In the event the rate of Prime did exceed 20% the loan would become payable immediately.
- 2 That for and in respect of the sum or sums so borrowed the promissory note or notes of the Corporation under its corporate seal, duly attested by the signatures of either its Mayor and its Treasurer, and payable within the year 1999, be delivered to and in favour of the Bank.

- 3 That the Council of the Corporation doth hereby pledge and charge to the Bank as security for the payment of the moneys to be borrowed hereunder and interest thereon as aforesaid the whole of the unpaid taxes and penalties on taxes assessed or levied by the Corporation in prior years, together with penalties thereon, and the whole of the taxes for the year 1999 and the Corporation shall deposit in a special account with the Bank all of the said taxes and penalties as collected, as collateral security for the payment of the moneys to be borrowed hereunder and interest thereon, but the Bank shall not be restricted to the said taxes and penalties for such payment, nor shall it be bound to wait for payment until such taxes and penalties can be collected nor be required to see that they are deposited as aforesaid.
- 4 That nothing herein contained shall waive, prejudicially affect or exclude any right, power, benefit, or security, by statute, common law or otherwise given to or implied in favour of the Bank.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.  
 READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.  
 READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 1999.  
 AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 1999.

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 MAYOR

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 CITY CLERK