



AGENDA



FOR THE *REGULAR MEETING OF RED DEER CITY COUNCIL*

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL

MONDAY, JULY 12, 2004

COMMENCING AT *4:30 P.M.*



- (1) Confirmation of the Minutes of the Regular Meeting of Monday, June 28, 2004

- (2) **UNFINISHED BUSINESS**
 - 1. Transit Manager – Re: *2003/2004 Transit and Special Transportation Study* . . .1

 - 2. Legislative & Administrative Services Manager - Re: *Debenture Borrowing Bylaws for the Water & Wastewater Treatment Plants:*
 - (a) *Bylaw 3333/2004 – City Wastewater Treatment Plant*
(Consideration of 2nd & 3rd Readings of the Bylaw)

 - (b) *Bylaw 3334/2004 – City Water Treatment Plant*
(Consideration of 2nd & 3rd Readings of the Bylaw) . . .8

(3) PUBLIC HEARINGS

1. Parkland Community Planning Services - Re: *Land Use Bylaw Amendment 3156/Q-2004 / Rezoning of Approx. 6.2 ha (15.32 ac) of Land from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service (Institutional or Governmental) District / Inglewood West – Phase 7 / Inglewood Communities Inc.*
(Consideration of 2nd & 3rd Readings of the Bylaw) . .11
2. Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/R-2004 / Rezoning of Approx. 8.1 ha (20.0 ac) of Land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District / West Park Extension (Westlake) – Phase 6 / Trademark West Park Inc.*
(Consideration of 2nd & 3rd Readings of the Bylaw) . .15
3. Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/S-2004 / Rezoning of Deer Park Alliance Church Site from A1 Future Urban Development District to P1 Public Service (Institutional or Governmental) District / The Western Canadian District of the Christian & Missionary Alliance*
(Consideration of 2nd & 3rd Readings of the Bylaw) . .19

(4) REPORTS

1. Social Planning Manager – Re: *New Provincial FCSS Funding* . .22
2. Recreation, Parks & Culture Manager – Re: *Ghost Project No. 9-04: Mickey the Beaver* . .25

3. Legislative & Administrative Services Manager – Re: ***Drinking Establishments Licensing Bylaw – Appeal Committee / Committees Bylaw Amendment 3265/B-2004***
(Consideration of 3 Readings of the Bylaw) . .30

 4. Parkland Community Planning Services – Re: - ***Inglewood East Neighbourhood:***
 - a) ***Bylaw 3217/B-2004 – Inglewood East Neighbourhood Area Structure Plan / Melcor Developments Ltd.***
(Consideration of 1st Reading of the Bylaw) . .34

 - b) ***Land Use Bylaw Amendment 3156/W-2004 - Rezoning of Land from A1 Future Urban Development District to PS Public Service District, R1 Residential (Low Density) District, and to R1N Residential (Narrow Lot) District / Inglewood East Phase 1 / Melcor Developments Ltd.***
(Consideration of 1st Reading of the Bylaw) . .43

 5. Parkland Community Planning Services – Re: ***Land Use Bylaw Amendment 3156/V-2004 / Rezoning of Approx. 1.25 ha (3.1 ac) of Land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District / Kentwood Northeast (Kingsgate) – Phase 25 / Laebon Developments Ltd.***
(Consideration of 1st Reading of the Bylaw) . .48

 6. Parkland Community Planning Services – Re: ***Bylaw 3217/C-2004 – Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment***
(Consideration of 1st Reading of the Bylaw) . .52
-
- (5) CORRESPONDENCE
- (6) PETITIONS AND DELEGATIONS

(7) NOTICES OF MOTION

(8) WRITTEN INQUIRIES

(9) BYLAWS

1. **3156/Q-2004** – Land Use Bylaw Amendment 3156/Q-2004 / Rezoning of Approx. 6.2 ha (15.32 ac) of Land from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service (Institutional or Governmental) District / Inglewood West – Phase 7 / Inglewood Communities Inc.
(2nd & 3rd Readings) . .56
. .11

2. **3156/R-2004** - Land Use Bylaw Amendment 3156/R-2004 / Rezoning of Approx. 8.1 ha (20.0 ac) of Land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District / West Park Extension (Westlake) – Phase 6 / Trademark West Park Inc.
(2nd & 3rd Readings) . .58
. .15

3. **3156/S-2004** - Land Use Bylaw Amendment 3156/S-2004 / Rezoning of Deer Park Alliance Church Site from A1 Future Urban Development District to P1 Public Service (Institutional or Governmental) District / The Western Canadian District of the Christian & Missionary Alliance
(2nd & 3rd Readings) . .60
. .19

4. **3156/V-2004** - Land Use Bylaw Amendment 3156/V-2004 / Rezoning of Approx. 1.25 ha (3.1 ac) of Land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District / Kentwood Northeast (Kingsgate) – Phase 25 / Laebon Developments Ltd.
(1st Reading) . .62
. .48

5. **3217/B-2004** – Inglewood East Neighbourhood Area Structure Plan / Melcor Developments Ltd.
(1st Reading) . .64
. .34

6. **3156/W-2004** – Land Use Bylaw Amendment - Rezoning of Land from A1 Future Urban Development District to PS Public Service District, R1 Residential (Low Density) District, and to R1N Residential (Narrow Lot) District / Inglewood East Phase 1 / Melcor Developments Ltd.
(1st Reading) . .100
. .43

7. **3217/C-2004** – Amendment to Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
(1st Reading) . .104
. .52

8. **3265/B-2004** – Amendment to the Committees Bylaw 3265/2000 / Addition of the Drinking Establishment Licensing Bylaw Appeal Committee
(3 Readings) . .117
. .30

9. **3333/2004** – Debenture Borrowing Bylaw for the City Wastewater Treatment Plant
(2nd & 3rd Readings) . .119
. .8

10. **3334/2004** – Debenture Borrowing Bylaw for the City Water Treatment Plant
(2nd & 3rd Readings) . .121
. .8



Transit Department
Social Planning Department

DATE: July 5, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Kevin Joll, Transit Manager
Scott Cameron, Social Planning Manager

SUBJECT: 2003/2004 Transit and Special Transportation Study

On June 28, 2004 a presentation on the findings of the 2003/2004 Transit and Special Transportation Study was made by IBI Group to City Council. Council agreed to receive the report as information and table the document until July 12, 2004 when debate and discussion would take place prior to possible acceptance of the report. The tabling motion ensures that the community has the opportunity to review the report contents and convey their interests to Council and administration.

The contents of the transit and special transportation report had been reviewed by the study steering committee and the Transportation Advisory Board prior to the Council presentation in a meeting on June 17, 2004. The discussion from that meeting was then incorporated into the report presented to Council. On June 29, 2004 the Transportation Advisory Board further considered the report contents at a special meeting.

Administration is satisfied that the Transportation Advisory Board has engaged in significant discussion concerning the vision and principles of future transit development and that the concerns identified through the study have been appropriately addressed. A summary of the vision and basic principles is attached to this report (Appendix A). It is recognized that the study provides both direction and rationale for policies and service levels. In addition, the study provides operational detail for use by administration in the development of implementation strategies. These implementation strategies would be subject to established planning processes and approvals.

The Transportation Advisory Board recommends the following:

Resolved that the Transportation Advisory Board, having considered the 2003/2004 Transit and Special Transportation Study, accept in principle the vision, goals and strategies as outlined and support the use of this report as a planning document in the regular planning processes of administration; and further

That the Transportation Advisory Board recommends that this report be integrated in the Transportation Master Plan.

The Transit and Social Planning Departments will use the report contents in development of future business plans. Council will have the opportunity to further comment on the future directions of transit and special transportation as details of the implementation planning emerge during budget discussions.

Transit Department
Social Planning Department

The matter of affordability of transit fares for persons on AISH and other low-income programs is an issue that must also be considered. The Transportation Advisory Board and members of the community have an expectation that their concerns in this regard be considered. This Study suggests that Transit should not be involved in the business of income supports. Nevertheless, feedback received from the Transportation Advisory Board members and the study steering committee suggests that a decision is required at the political level. This will be deferred and brought forward during the 2005 business plan and budget process.

Concerns about liability and the definition of service options, for the delivery of specialized transit service, have been outlined in an attachment to this report (Appendix B).

Recommendation

We respectfully recommend that City Council accept the 2003/2004 Transit and Special Transportation Study as the planning tool for administration to respond and plan public transit services in the short and longer term, through the business plan and budget process, and that this study be integrated in the Transportation Master Plan.



Kevin Joll
Transit Manager

Scott Camerson
Social Planning Manager

Attachments

Administrative Summary of Vision; Principles
Specialized Public Transit Service, Service Standard Definition

Appendix A

2003/2004 TRANSIT AND SPECIAL TRANSPORTATION STUDY ADMINISTRATIVE SUMMARY OF STRATEGIC PLANNING PRINCIPLES

POLICY FRAMEWORK

Transit and special transportation services within the City of Red Deer will be built upon the following Vision and policy framework:

- *Quality of Life:* Transit needs to provide mobility options for all residents to ensure access to work, education, health care, shopping, social and recreational opportunities
- *Sustainable:* Transit needs to be a cost effective alternative to the automobile for environmental reasons, affordable for the community, fiscally responsible to the taxpayers
- *Economic Development:* Transit needs to position itself as the “economic engine” for community growth and prosperity, with services and costs reflective of the City’s economic development initiatives and consistent with the growth in its residential and commercial sectors

MISSION

To provide cost-effective, safe and affordable public transit services using clean and environmentally friendly equipment that enables all residents to access work, education, health care, shopping, social and recreation opportunities, and to connect with outside transportation systems so that region residents can also access these opportunities.

STRATEGIC DIRECTION FOR PUBLIC TRANSIT SERVICES

The goals, objectives and standards recommended in this study have been developed to meet the Vision and policy framework. The following provides an overview of key policy changes and the strategic direction that administration will take in planning public transit service.

1. Phased integration of conventional and specialized Transit Service
 - a. The City will embrace the concept that public transit service includes special transportation and that the management of this service can be appropriately handled by the Transit Department
 - b. The Transit Department will embrace both conventional and special transportation services and begin to identify costs and implementation strategies to manage both services in the near and longer term
 - i. Our approach will be to begin our evaluation of the most effective and efficient delivery mechanisms for special transit service. The current level of specialized transit service is not sustainable without increased cost and strategic evaluation of the method and delivery of services to best meet demographic demand. The cost to provide this service will increase. Our goal is to control the costs given the impacts of growth and the substantial demographic changes anticipated over the longer term.
 - ii. As a family of services, which includes conventional and special transportation, we will encourage customers to use conventional transit where possible and seek alternatives to free up accessible action buses to effectively meet future demographic demand. This will be achieved through:

- Direct management of specialized transit services
 - Client screening for special transit eligibility
 - Maintaining an ongoing data base with relevant and updated information on special transit clients
 - Identifying and continually evaluating special transit service levels (door-to-door vs. enhanced door-to-door)
 - Coordination of transportation services utilizing existing transportation resources in the community
 - c. Synchronize the hours of service for both conventional and special transit services. Additional resources will be required for earlier and later conventional transit service and then to match special transit hours with these hours of service.
- 2. Respond to the growth of the city and encourage more use of conventional transit service by providing:
 - a. Revised route system that more effectively meets growth and future demand for improved service.
 - i. Growth and improved service will incrementally require more resources. With increasing usage and revenues the net effect is then expected to be stable or improve over the short term. The major system expansion being implemented in August 2004, and which then moves forward into 2005, constitutes the majority of the projected net cost increase for 2005. The remainder is to address more community growth and for earlier and later service. This system expansion for growth and costs to do this was considered and approved during the 2004 Budget deliberations.
 - Projections assume the net effect of increasing usage; revenue and cost for future expansion and for service improvements
 - Fares are projected to increase in line with inflation and to partially support service expansion
 - Revenue passengers are projected to increase 5% per annum – this is achievable based on current growth and serving an increased area population base
 - Our strategic direction will be to maintain net cost levels over the short term, along with improving the revenue to cost ratio over the short and longer term, as the system expands through to 2008 and then to increase with inflation up to 2015
 - b. Increase accessible service routes including purchasing new low floor accessible buses.
 - c. Hours of service to start earlier and run later with increased resources to do this.
 - d. Consideration of the joint use of specialized transit vehicles and/or the use of contracted services beyond the base conventional levels of transit service to efficiently respond to new budding growth; low ridership during off peak hours.

SUMMARY OF KEY PRINCIPLES; GOALS; OBJECTIVES, TERMS

- **Integrated service approach** – builds upon the concept of a “transit family” that offers a continuum of accessible transportation options for a wide variety of mobility needs within the community.
- **Improve service levels and ridership; conventional transit** – through incremental expansion; and through service improvements, providing momentum to encourage increased use of public transit service and to subsequently decrease usage of the personal automobile.

- **Financial Policy; conventional transit** – encourages efficient and effective use of resources, while meeting expansion/growth and encouraging increased use of public transit service; maintaining and incrementally improving revenue to cost recovery and the number of passengers per hour on the system; freeze the net operating cost per capita at \$60 through to 2008, increasing this to \$74 by 2015 and \$83 by 2030, which is an annual increase of 1.5% per annum which is not likely higher than inflation and the service expansions that are required.
- **Fare Policy; conventional transit** – maintains fairness for all customer categories as the system is expanded in the future. Fare increases are to be increased in line with inflation and the significant improvements over the short term and then in line with inflation; operating costs; and Financial Policy.
- **Service Standards; conventional transit** – established to meet the Vision, Goals and Objectives. These standards provide direction for route coverage and structure; day and hours of service; service frequency; and other general performance criteria. These service standards will be brought forward through annual business plan and budgets.
- **Mobility Management** – better assists and influences travel behaviour and mode choice amongst Red Deer's older adults and disability community, and maximize the use of community-based resources.
- **Shared ride; specialized transit** – as much as possible, the special transportation system will strive to coordinate trip planning to maximize the capacity of each vehicle used within the fleet; it is expected that more than one client will be on the action bus at any one time.
- **Door-to-door service; specialized transit** – the special transportation service will provide assistance to clients from the nearest location inside the door of their place of origin to the door inside their destination. Drivers will strive to ensure that their vehicle is always within their sight.
- **Hours of operation** - as much as possible, the hours of operation for the special transportation service would be consistent with the schedule of the conventional transit service.
- **Direct service provision** – in the areas of governance and administration for special transit service, The City of Red Deer will evaluate the benefits of providing direct service in the short-term within the operations of the Transit Department. This evaluation will also determine the appropriateness of transferring service provision (drivers and buses) to Red Deer Transit as well.
- **User independence** – the proposed special transportation system is based on the assumption that clients can “act independently” upon arrival at their destination; clients shall take responsibility for supports required beyond the door-to-door transportation service. Options to assist customers to “act independently” will need to be explored.

Appendix B

2003/2004 TRANSIT AND SPECIAL TRANSPORTATION STUDY SERVICE STANDARD DEFINITION AND LIABILITY – SPECIALIZED TRANSIT SERVICE

Curb-To-Curb

Customer pickup and drop off at the street curb near the point of origin and destination with no driver assistance other than assistance to board and get off the bus.

Liability Considerations

Customers boarding and getting off of the bus – there is increased liability as customers must get to and from the street on their own.

Customers on the bus – liability is limited as the driver stays at and near the transit vehicle

Door-To-Door

Customer pickup and drop off from within the door at trip origin to within the first set of doors at the point of destination. Customers are responsible to be ready and waiting at the point of origin and for any additional assistance at their destination, beyond the front door.

Liability Considerations

Customers boarding and getting off of the bus – there is decreased liability as customers are picked up at their door and taken to the door at their destination.

Customers on the bus – there is a reduced level of liability as the transit vehicle is as a rule within the in the sight of the operator and the time away from the vehicle is reduced.

Enhanced Door-To-Door

Door-To-Door service is provided with additional assistance provided at point of origin and destination, as required.

Liability Considerations

Customers boarding and getting off of the bus – liability is decreased as customers are picked up at their door and taken to their destination; liability may also be increased by providing “beyond the door” care.

Customers on the bus – there is more substantial levels of liability as transit vehicles are left unattended for extended periods when customers are taken into buildings and destination points.

In essence Door-To-Door service provides the opportunity to improve trip efficiencies while minimizing liabilities.

Comments:

We concur with the policy direction of the Transit/Special Transportation Study. It forms the foundation for future business planning in the short term as well as the long term.

As The City continues to grow, more emphasis is required on the use of other “modes” of transportation of which Transit/Special Transportation will play a very important role. An effective and well-used system will remove some of the future traffic pressures identified in the recently completed 2003/2004 Transportation Plan Update.

The strategies proposed in this study call for enhanced services that will require significant expenditure increases but result in substantial ridership growth. As a result the net impact on budget is projected to be within manageable growth expectations. The projections are based on the premise that Red Deer is at a critical point in its transportation development and is well positioned for strategic changes in its transportation services. It is an opportune time to make a strong commitment to Transit/Special Transportation as an important alternate mode of transportation for The City’s future. Such commitment will be key to achieving significant long-term social, environmental and economic benefits for our community.

We recommend that Council accept the Transit/Special Transportation Study, 25-Year Strategy, as the planning basis for planning future business plans and directs the strategy to be integrated into the Transportation Master Plan.

“G.D. Surkan”
Mayor

“Rodney Burkard”
City Manager

July 12/04 Council Agenda
COPIED TO: C. JENSEN
SCOTT CAMERON
KELLY KLOSS

July 7, 2004

TO:

Mayor Gail Surkan
Councillor Jeffrey Dawson
Councillor Morris Flewwelling
Councillor Vesna Higham
Councillor Bev Hughes
Councillor Dennis Moffat
Councillor Larry Pimm
Councillor Diana Rowe
Councillor Lorna Watkinson-Zimmer

RE: CHANGES TO ACTION BUS SERVICE

As a frequent user of the Action Bus service I would like to provide you with my comments due to the possibility of future changes to the service that will be discussed by Council commencing July 12, 2004.

Presently the service is invaluable to me. It allows me the independence to attend medical appointments and activities with the CABIS and COSMOS groups. Without the service I would be very restricted in being able to be out during the day. My condition is that I have difficulties with balance and can become fatigued quickly which affects my balance even more so. Depending on the type of day I'm having, I use a cane, walker or wheelchair. With the exception of a wheelchair ramp or lift, our home has been modified to allow me to function independently, however, I do require some assistance when exiting and entering my home and often the places I am going. At the present time, the assistance I require does not warrant having a care provider. The assistance provided by the drivers gets me to and from.

In the past, on occasion, when the Action Bus is double booked, a cab has been sent instead. I dread the times this happens for the following reasons:

- It is difficult for me to get in or out of a cab as the vehicle is much closer to the ground and the driver provides no assistance.
- The vehicle often parks on the street opposed to the driveway and the driver provides no assistance.
- Heaven knows what they would do a day I'd be using the wheelchair – leave the wheelchair and me at the bottom of the steps?

Comments were made indicating a concern for the Action Bus being left running while the driver leaves the bus to assist a passenger while other passengers are

on the bus. I understand that presently, when there is a need and the schedule permits; a transit driver is able to leave the bus running with passengers on the bus. The driver is able to secure the bus so it cannot be stolen. Could not the Action buses be secured in a similar manner?

As I have said, the present service is invaluable to me (and many others I know). Changes to the service could have a significant impact to users who are dependent on the service provided. Please consider my comments, as changes are being considered and discussed.

Yours truly,

A handwritten signature in black ink, appearing to read "Ron Brown". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ron Brown
194 Dowler Street
Red Deer, AB T4R 2J5
Phone: 343-3327

July 5, 2004

Transit study available online

(Red Deer, Alberta) – The Transit/Special Transportation Study was recently presented to Red Deer City Council for review. Members of the public are invited to attend the City Council meeting on July 12, 2004 to provide feedback on the study, after which Council will make a decision on whether or not to approve the strategy.

“The Red Deer Transit/Special Transportation Study was initiated in June 2003 to advise Council and staff on future directions for The City’s transit and special transportation services,” said Kevin Joll, Transit Services Manager, The City of Red Deer. “The goal of the study is to identify the most effective and efficient ways of delivery public transportation services as the city population continues to grow.”

The study involved a comprehensive review and assessment of needs, the identification of strategies for meeting the needs over the next 25 years and the development of short-term plans for the services, infrastructure, resources and budgets of the transit system.

An extensive public outreach program was undertaken to gather input into the current Transit system. It involved customer surveys, citizen open houses, and stakeholder consultation to determine what users and non-users liked and disliked about the transit system and what The City should be doing to improve the systems as the city grows in the future.

A copy of the study is available on The City’s Web site at www.city.red-deer.ab.ca, under the Keeping You Informed, Projects and Initiatives section. Anyone wishing to provide feedback on the study is invited to attend the July 12, 2004 City Council meeting, or e-mail The City of Red Deer Transit Department at transit@reddeer.ca.

- end -

For more information, contact:

Kevin Joll
Transit Services Manager
The City of Red Deer
(403) 342-8225

Legislative & Administrative Services

DATE: July 13, 2004
TO: Kevin Joll, Transit Manager
Scott Cameron, Social Planning Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: 2003/2004 Transit and Special Transportation Study

Reference Report:

Transit Manager and Social Planning Manager, dated July 5, 2004.

Resolutions:

“Resolved that Council of the City of Red Deer having considered the report from the Transit Manager and Social Planning Manager, dated July 5, 2004, re: 2003/2004 Transit and Special Transportation Study, accepts the Special Transportation components of the 2003/2004 Transit/Special Transportation Study, 25-Year Strategy as the planning basis for future business plans and directs the strategy to be integrated into the Transportation Master Plan.”

“Resolved that Council of the City of Red Deer having considered the report from the Transit Manager and Social Planning Manager, dated July 5, 2004, re: 2003/2004 Transit and Special Transportation Study, accepts the conventional transit components of the 2003/2004 Transit/Special Transportation Study, 25-Year Strategy as the planning basis for future business plans and directs the strategy to be integrated into the Transportation Master Plan.”

Report Back to Council: No


Kelly Kloss
Manager

/chk

c Community Services Director
Director of Development Services
Engineering Services Manager

**Legislative & Administrative Services**

DATE: July 5, 2004
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Debenture Borrowing
Bylaw 3333/2004 – City Wastewater Treatment Plant
Bylaw 3334/2004 – City Water Treatment Plant

History

At the Monday, June 14, 2004 meeting of Council, Debenture Borrowing Bylaw 3333/2004 (Wastewater Treatment Plant) and Bylaw 3334/2004 (Water Treatment Plant) were given first readings.

In order to finance improvements to the Wastewater Treatment Plant and the Water Treatment Plant and systems it is necessary to borrow a total of \$36,600,000. Debenture Borrowing Bylaw 3333/2004 provides for the borrowing of \$22,600,000 for the Wastewater Treatment Plant and Bylaw 3334/2004 provides for the borrowing of \$14,000,000 for the Water Treatment Plant.

Public Consultation Process

Notice of intent to borrow funds has been advertised to allow electors a 15 day period to petition Council for a vote on the borrowing bylaws. The deadline is July 10, 2004.

Recommendations

That if no petitions are received, Council may proceed with 2nd and 3rd readings of Bylaw 3333/2004 and 3334/2004.



Kelly Kloss
Manager

DATE: June 4, 2004
TO: Legislative and Administrative Services Manager
FROM: Controller
RE: DEBENTURE BORROWING

In order to finance improvements to the Wastewater Treatment Plant and the Water Treatment Plant and systems it will be necessary to borrow an estimated total of \$36,600,000. Council has received a report from the Public Works Manager outlining the need to borrow \$14,000,000 for the Water Treatment Plant. Council has previously approved the 2004 Capital Budget that indicated the need to borrow \$22,600,000 for the Wastewater Treatment Plant. It is our intent to borrow the funds from the Alberta Capital Financing Authority (ACFA). This report outlines the steps required to issue debentures for the borrowing required.

The steps that are necessary, with approximate timelines, are as follows:

1. June 14/04 – First Reading of the Borrowing Bylaws
2. June 18/04 – First publication of a notice of the proposed bylaws
3. June 25/04 – Second publication of a notice of the proposed bylaws
4. July 10/04 – Last day of the 15-day period for electors to petition Council for a vote on the borrowing by-law.
5. July 12/04 – Council gives second and third reading of bylaws, assuming no petition has been received.
6. August 11 – Last day of the 30-day period an application to have a bylaw declared invalid can be made to the Court of Queen's Bench. ACFA will not approve applications until the expiration of this thirty-day period.
7. August 12/04 – All required documentation is forwarded to the ACFA as follows:
 - a. A completed and signed "Application to Sell Debentures to ACFA".
 - b. A "Certified True Copy" of the by-law, sealed, with dates of all three readings.
 - c. A copy of our 2003 audited financial statement and financial information return.
 - d. A completed Debt Limit Worksheet
8. Sept 15/04 - Upon receipt of all of the above, the application will be given consideration by the ACFA for the issuance of a debenture. The tentative borrowing date is Sept 15.

We have confirmed with the ACFA that multiple borrowings can be made against one bylaw. Accordingly, the full \$36,600,000 will be borrowed over the next 5 years as per the following table:

Year	Water	Wastewater	Total
2004	4,500	7,500	12,000
2005	3,000	8,500	11,500
2006	0	4,700	4,700
2007	0	1,900	1,900
2008	6,500	0	6,500
Total	14,000	22,600	36,600

RECOMMENDATION

Council proceed with 1st reading of Bylaws 3333/2004 and 3334/2004.

Dean Krejci, B.Comm, CA
Controller

- c. Paul Goranson, Public Works Manager
Leslie Wannop, Public Works Office Supervisor
Gary Mullin, Treasury Services Manager

**IMPROVEMENTS TO THE CITY WASTEWATER TREATMENT
PLANT AND WATER TREATMENT PLANT AND SYSTEM
Borrowing Bylaws**

Red Deer City Council proposes to pass Bylaws 3333/2004 and 3334/2004. Bylaw 3333/2004 provides for debenture borrowing in the amount of \$22,600,000 to finance improvements to the Wastewater Treatment Plant over the next 5 years. Bylaw 3334/2004 provides for debenture borrowing in the amount of \$14,000,000 to finance improvements to the Water Treatment Plant and system. The public may inspect the proposed bylaws at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours.

The electors may submit a petition for a vote of the electors to determine whether the proposed bylaw should be passed. A separate petition must be filed with respect to each bylaw. The petition must meet the formal requirements of sections 221-6 of the Municipal Government Act and be filed with the Manager, Legislative & Administrative Services within 15 days after the last date the proposed bylaw is advertised; the last date of advertisement for these bylaws is scheduled to be June 25, 2004. Any petition will be public information. If you have any questions regarding the petition process or the use of the petition, please contact the Manager, Legislative & Administrative Services at 342-8132.

BORROWING BYLAWS

3333/2004 & 3334/2004

DESCRIPTION: Wastewater Treatment Plant & City Water Treatment Plant

FIRST READING: June 14, 2004

FIRST PUBLICATION: June 18, 2004

SECOND PUBLICATION: June 25, 2004

PUBLIC HEARING & SECOND READING: July 12, 2004

THIRD READING: July 12, 2004

LETTERS REQUIRED TO PROPERTY OWNERS: YES NO

DEPOSIT? YES \$ _____ NO BY: CITY

ACTUAL COST OF ADVERTISING:

\$ 175.54 X 2 TOTAL: \$ 351.08

MAP PREPARATION: \$ _____

TOTAL COST: \$ _____

LESS DEPOSIT RECEIVED: \$ _____

AMOUNT OWING/ (REFUND): \$ 351.08

INVOICE NO.: _____

(Account No. 59.5901)

CHRYL



Council Decision – June 14, 2004

Legislative & Administrative Services

DATE: June 15, 2004
TO: Dean Krejci, Controller
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Debenture Borrowing
Bylaw 3333/2004 – City Wastewater Treatment Plant
Bylaw 3334/2004 – City Water Treatment Plant

Reference Report:

Controller, dated June 4, 2004

Bylaw Readings:

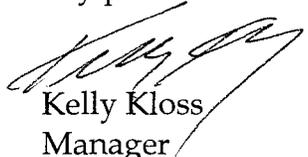
Bylaw 3333/2004 and Bylaw 3334/2004 were given first reading. Copies of the bylaws are attached for your information.

Report Back to Council: Yes

Public Hearings for the above bylaws will be held on Monday, July 12, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Notice of the proposed bylaws will be advertised in the local newspaper on Friday, June 18, 2004 and Friday, June 25, 2004 noting that July 10, 2004 will be the last day of a 15-day period for electors to petition Council for a vote on the borrowing by-law.


Kelly Kloss
Manager
/attach.
/chk

- c Director of Corporate Services
- Treasury Services Manager
- Public Works Manager

BYLAW NO. 3333/2004

Being a bylaw to authorize the borrowing of \$22,600,000 to pay for improvements to the City Wastewater Treatment Plant.

WHEREAS:

The cost of improvements to the City's Wastewater Treatment Plant is estimated to be \$30,300,000, which the City proposes to pay for as follows:

Reserves	\$ 7,700,000
Debentures	\$ 22,600,000
Total Cost	\$ 30,300,000

To pay for completion of the project the City needs to borrow \$22,600,000 for a period not to exceed 20 years, which by the issuance of debentures and on the terms and conditions referred to in this bylaw.

The expected lifetime of the improvements to the Wastewater Treatment Plant is at least 20 years.

The City has the authority to pass a borrowing bylaw under the provisions of the Municipal Government Act, sections 251 and 258.

All required approvals for the project have been, or will be, obtained and the project is and will be in compliance with all Acts and Regulations of the Province of Alberta.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

1. The City is authorized to borrow the sum of TWENTY TWO MILLION SIX HUNDRED THOUSAND DOLLARS (\$ 22,600,000) from the Alberta Capital Finance Authority by way of debenture on the credit and security of the City of Red Deer at large.
2. The purpose of the borrowing is to pay for the construction of improvements to the Wastewater Treatment Plant.
3. The City shall repay the indebtedness by equal consecutive semi-annual or annual payments of principal and interest over a term not to exceed TWENTY (20) years. The interest rate of the borrowing shall be at the rate fixed by the Alberta Capital Finance Authority on the date of the borrowing, not to exceed a maximum of ten (10) percent annual interest.
4. The indebtedness shall be repaid by way of revenue raised through rates charged to the City's wastewater utility service customers from time to time. Should those revenues be insufficient to repay the indebtedness due in any given year, the shortfall shall be paid through general municipal property tax revenue.

- 5. The proper officers of the City are hereby authorized to issue debenture(s) on behalf of the City on the terms and for the amount and purpose set forth in this by-law.

- 6. This by-law comes into force on the date it is passed.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

BYLAW NO. 3334/2004

Being a bylaw to authorize the borrowing of 14,000,000 to pay for improvements to the existing Water Treatment Plant and system.

WHEREAS:

The cost of improvements to the City's Water Treatment Plant and system is estimated to be \$24,000,000 which the City proposes to pay for as follows:

Reserves	\$10,000,000
Debentures	\$ 14,000,000
Total Cost	\$ 24,000,000

To pay for completion of the project the City needs to borrow \$14,000,000 for a period not to exceed 10 years, which by the issuance of debentures and on the terms and conditions referred to in this bylaw.

The expected lifetime of the improvements to the Water Treatment Plant and system is at least 10 years.

The City has the authority to pass a borrowing bylaw under the provisions of the Municipal Government Act, sections 251 and 258.

All required approvals for the project have been, or will be, obtained and the project is and will be in compliance with all Acts and Regulations of the Province of Alberta.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

1. The City is authorized to borrow the sum of FOURTEEN MILLION DOLLARS (\$14,000,000) from the Alberta Capital Finance Authority by way of debenture on the credit and security of the City of Red Deer at large.
2. The purpose of the borrowing is to pay for the construction of improvements to the Water Treatment Plant and system.
3. The City shall repay the indebtedness by equal consecutive semi-annual or annual payments of principal and interest over a term not to exceed TEN (10) years. The interest rate of the borrowing shall be at the rate fixed by the Alberta Capital Finance Authority on the date of the borrowing, not to exceed a maximum of ten (10) percent annual interest.

- 4. The indebtedness shall be repaid by way of revenue raised through rates charged to the City's water utility service customers from time to time. Should those revenues be insufficient to repay the indebtedness due in any given year, the shortfall shall be paid through general municipal property tax revenue.
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READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

Legislative & Administrative Services

DATE: July 13, 2004
TO: Dean Krejci, Controller
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Debenture Borrowing Bylaws for the Water & Wastewater Treatment Plants
Bylaw 3333/2004 – City Wastewater Treatment Plant
Bylaw 3334/2004 – City Water Treatment Plant

Reference Report:

Controller, dated June 4, 2004.

Bylaw Readings:

As no petitions were received, Bylaw 3333/2004 and Bylaw 3334/2004 were given second and third readings. Copies of the bylaws are attached.

Report Back to Council: No

Comments/Further Action:

In order to finance improvements to the Wastewater Treatment Plant and the Water Treatment Plant and systems it is necessary to borrow a total of \$36,600,000. Debenture Borrowing Bylaw 3333/2004 provides for the borrowing of \$22,600,000 for the Wastewater Treatment Plant and Bylaw 3334/2004 provides for the borrowing of \$14,000,000 for the Water Treatment Plant.


Kelly Kloss
Manager

/chk

/attach.

c Director of Corporate Services
Treasury Services Manager
Public Works Manager

BYLAW NO. 3333/2004

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- 5. The proper officers of the City are hereby authorized to issue debenture(s) on behalf of the City on the terms and for the amount and purpose set forth in this by-law.

- 6. This by-law comes into force on the date it is passed.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004

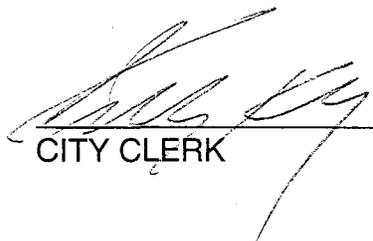
READ A SECOND TIME IN OPEN COUNCIL this 12th day of July 2004.

READ A THIRD TIME IN OPEN COUNCIL this 12th day of July 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 12th day of July 2004.



MAYOR



CITY CLERK

BYLAW NO. 3334/2004

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READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

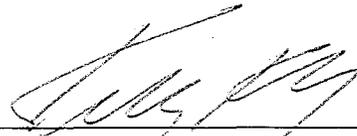
READ A SECOND TIME IN OPEN COUNCIL this 12th day of July 2004.

READ A THIRD TIME IN OPEN COUNCIL this 12th day of July 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 12th day of July 2004.



 MAYOR



 CITY CLERK



Legislative & Administrative Services

DATE: July 5, 2004
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/Q-2004
Inglewood West – Phase 7
Inglewood Communities Inc.

History

At the Monday, June 14, 2004 Council meeting, Council gave first reading to Land Use Bylaw Amendment 3156/Q-2004.

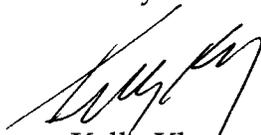
Land Use Bylaw Amendment 3156/Q-2004 provides for the development of Phase 7 of the Inglewood West Subdivision. Approximately 6.2ha (15.32 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service (Institutional or Governmental) District. Two public utility lots will be zoned P1. Phase 7 will consist of 62 single-family lots, 2 public utility lots, and 1 lot for the development of a school site.

Public Consultation Process

A Public Hearing has been advertised for Monday, July 12, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Recommendations

That following the Public Hearing, Council proceed with second and third readings of the bylaw.


Kelly Kloss
Manager



DATE: May 25, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

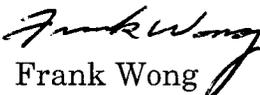
FROM: Frank Wong, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/Q-2004
Part of the SW ¼ Sec. 3-38-27-4
Inglewood West – Phase 7
Inglewood Communities Inc.

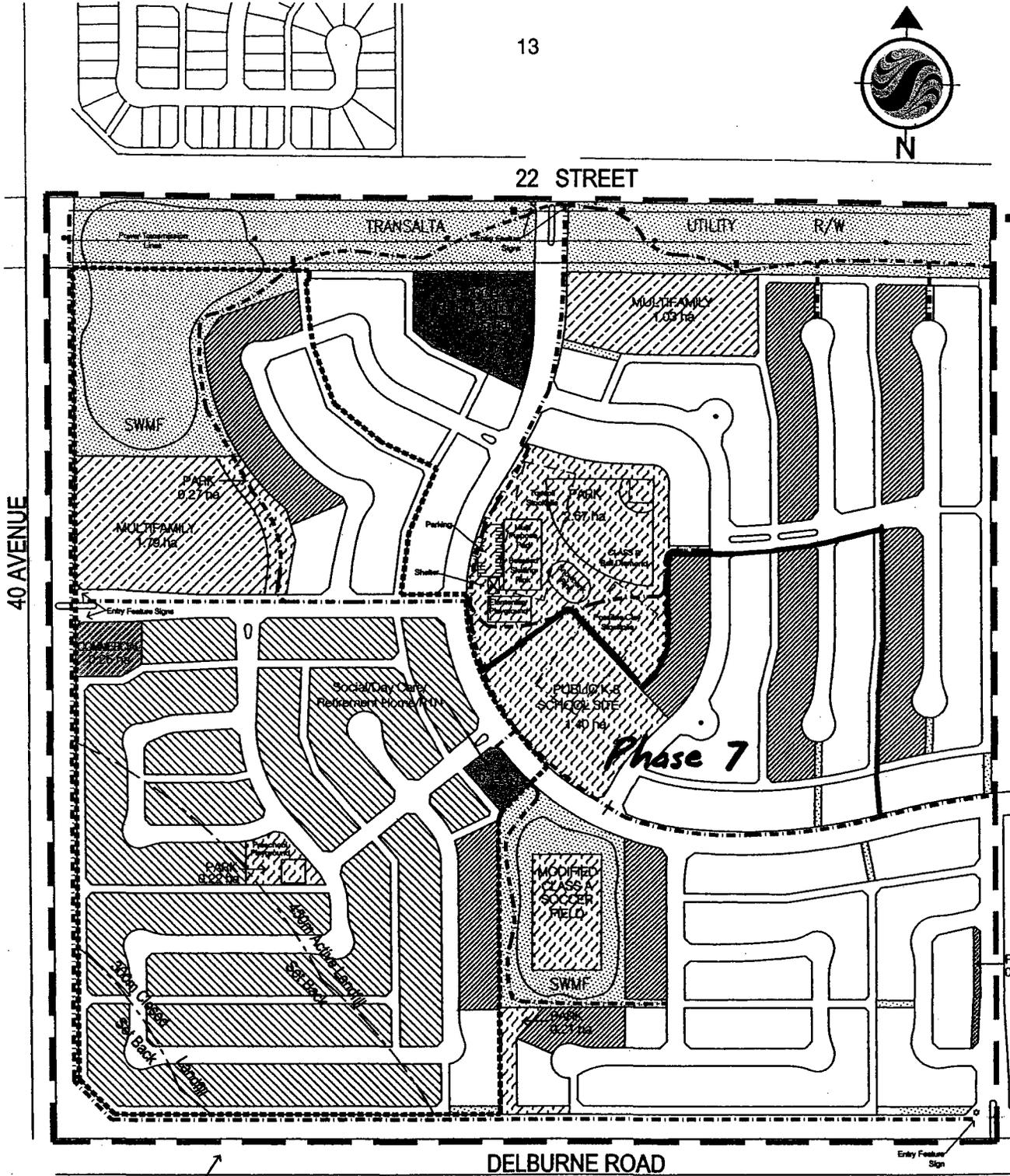
Inglewood Communities Inc., is proposing to develop Phase 7 of the Inglewood West Subdivision. Phase 7 consists of 62 single-family lots, 2 public utility lots, and 1 lot for the development of a school site. This proposal rezones approximately 6.2ha (15.32ac) of land from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service (Institutional or Governmental) District. The two public utility lots are being zoned P1 as they are informal pedestrian/bicycle links to the main multi-purpose trail on the south.

Staff Recommendation

The proposal complies with the Inglewood West Neighbourhood Area Structure Plan; therefore it is recommended that City Council proceed with first reading of this Land Use Bylaw Amendment 3156/Q-2004.


Frank Wong
Planning Assistant

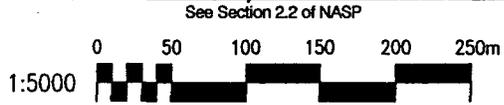
Attachments



40 AVENUE

22 STREET

DELBURNE ROAD



See Section 2.2 of NASP

Possible Future Industrial Area



Stantec

- Legend**
- ASP Boundary
 - R1 Residential
 - R1 Residential 2 Storey Walkout
 - R1N Residential Narrow Lot
 - R2/R3 Residential Multi Family
 - LIMIT OF EXISTING DEVELOPMENT

- Multi-Purpose Trail
- PUL
- Park
- Church/Social Facility
- C3 Commercial
- Landfill Setback
- Entry Feature Sign
- Power/Transmission
- Poles

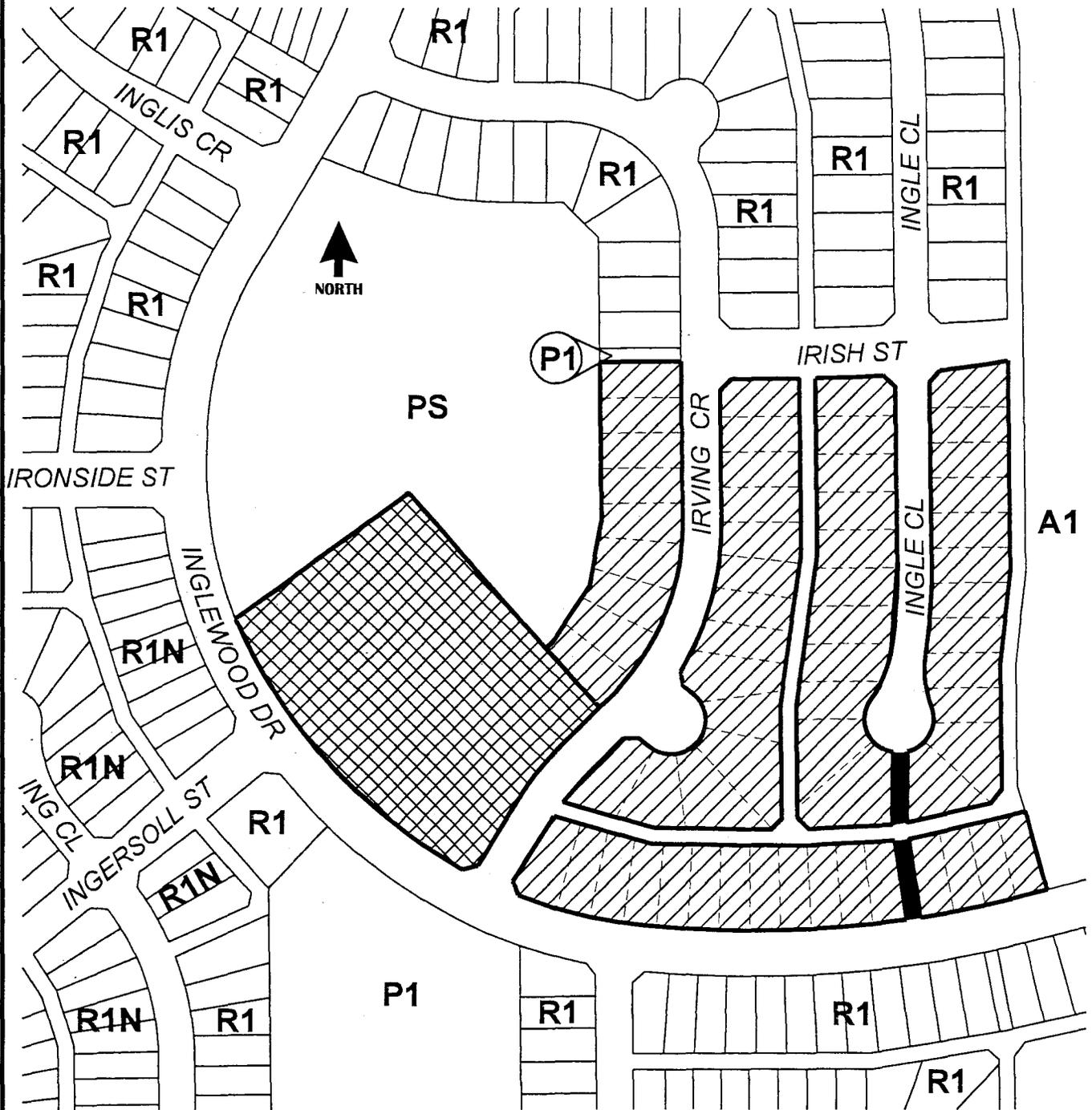
Client/Project
 RED DEER
 INGLEWOOD
 NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.
3.0

Title
Development Concept

February, 2003
 128 70620

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreational
- PS - Public Service (Institutional or Governmental)

Change from :

- A1 to R1 
- A1 to P1 
- A1 to PS 

MAP No. 10/2004
 BYLAW No. 3156 / Q - 2004

INGLEWOOD WEST - Phase 7
LUB 3156/Q-2004

DESCRIPTION: Phase 7 Development

FIRST READING: June 14, 2004

FIRST PUBLICATION: June 25, 2004

SECOND PUBLICATION: July 2, 2004

PUBLIC HEARING & SECOND READING: July 12, 2004

THIRD READING: July 12, 2004

LETTERS REQUIRED TO PROPERTY OWNERS: YES NO

DEPOSIT? YES \$ 400. NO BY: Inglewood Properties

ACTUAL COST OF ADVERTISING:

\$ 319.64 X 2 TOTAL: \$ 639.28

MAP PREPARATION: \$ —

TOTAL COST: \$ 639.28

LESS DEPOSIT RECEIVED: \$ 400.-

AMOUNT OWING/ (REFUND): \$ 239.28

INVOICE NO.: 172192

(Account No. 59.5901)



THE CITY OF RED DEER RECEIPT

04/06/25
Year Month Day

RECEIVED FROM Langwood Developments \$ 400.00
THE SUM OF Four hundred Dollars
DESCRIPTION Lang 7 Advert Fee

	Account Number (Business Unit, Object, Subsidiary)	Subledger	T	Asset ID No.	Amount
G.L. DIST	59.5901				400.00
G.L. DIST					
G.L. DIST					
G.L. DIST					
G.L. DIST					
G.L. DIST					
G.S.T.	2.3210				

GST Registration #R119311785

Not Valid Unless Machine Printed Here

For Deposit Only To
 City of Red Deer
 JUN 25 2004
 Bank of Montreal
 Main Br., Red Deer, AB
 001-05519-1065-001

REMITTANCE ADVICE

DATE			PAYEE	THE CITY OF RED DEER	AMOUNT	PAGE		
18	6	2004	BANK	IN Canadian Imperial Bank of Commerce	400.00	1		
DOCUMENT DATE			DOCUMENT NUMBER	DOCUMENT AMOUNT	BALANCE	GROSS AMOUNT	DISCOUNT	NET PAYMENT
18	6	2004	ING 7 AD FEE	400.00		400.00	0.00	400.00
				400.00		400.00	0.00	400.00

DETACH THIS PORTION BEFORE DEPOSITING

FILE

June 23, 2004

«OwnerName»

«OwnerAdd1»

«OwnerAdd2»

«OwnerAdd3»

Dear Sir/Madam:

**Re: Inglewood West – Phase 7
Land Use Bylaw Amendment 3156/Q-2004**

Council of the City of Red Deer is considering a change to the Land Use Bylaw that controls the use and development of land and buildings in the city. As a property owner in the Inglewood area you have an opportunity to ask questions about the intended use and to let Council know your views.

Red Deer City Council proposes to pass **Land Use Bylaw Amendment 3156/Q-2004** which provides for the rezoning of approximately 6.2 ha (15.32 acres) of land from A1 Future Urban Development District to R1 Residential (Low Density) District, P1 Parks and Recreation and PS Public Service (Institutional or Governmental) District. Phase 7 will consist of 62 single-family lots, 2 public utility lots and 1 lot for the development of a school site. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, July 12, 2004** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to our office by **Tuesday, July 6, 2004**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,



Kelly Kloss

Manager, Legislative & Administrative Services, w/encl.

OwnerName	OwnerAdd1	OwnerAdd2	Owner
Harmony Group of Care Homes Ltd.	409 97 Carry Drive S E	MEDICINE HAT, AB T1B 3M6	
Inglewood Communities Inc	900 10310 Jasper Avenue	EDMONTON, AB T5J 1Y8	
Rene & Dana Rondeau	228 Inglewood Drive	RED DEER, AB T4R 3K9	
Candace & Darrell & Amber Klatt	226 Inglewood Drive	RED DEER, AB T4R 3K9	
Daniel J. Milinazzo	224 Inglewood Drive	RED DEER, AB T4R 3K9	
Anusorn Narong	222 Inglewood Drive	RED DEER, AB T4R 3K9	
John M. Mjolsness & Brenda Joan Hiscock	Box 1041	CORONATION, AB T0C 1C0	
Kallis Developments Inc.	Box 255	RED DEER, AB T4N 5E8	
Douglas William Charles & Shaaron Lee Hopps	216 Inglewood Drive	RED DEER, AB T4R 3K9	
Jan Leicht & Miranda Charbonneau	214 Inglewood Drive	RED DEER, AB T4R 3K9	
Cambridge Homes Inc	64 Edgevalley Place NW	CALGARY, AB T3A 4Z1	

**INGLEWOOD WEST - Phase 7
Land Use Bylaw Amendment**

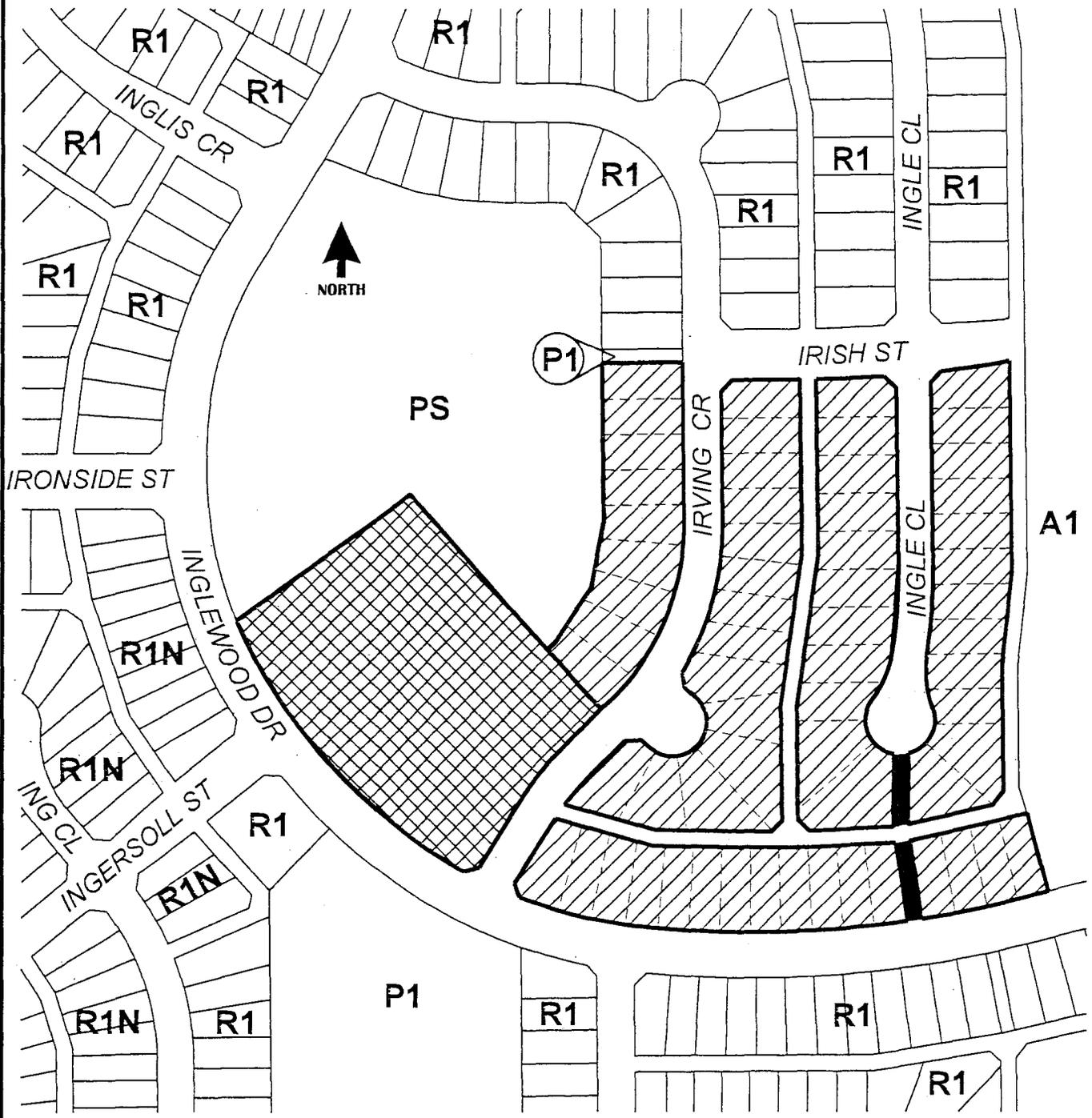
Red Deer City Council proposes to pass an amendment to the Land Use Bylaw, which controls the use and development of land and buildings in the city. Bylaw amendment **3156/Q-2004** provides for the rezoning of approximately 6.2 ha (15.32 acres) of land from A1 Future Urban Development District to R1 Residential (Low Density) District, P1 Parks and Recreation and PS Public Service (Institutional or Governmental) District. Phase 7 will consist of 62 single-family lots, 2 public utility lots and 1 lot for the development of a school site. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

"Map"

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(Publication Dates: June 25 & July 2, 2004)

The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreational
- PS - Public Service (Institutional or Governmental)

Change from :

- A1 to R1 
- A1 to P1 
- A1 to PS 

MAP No. 10/2004
 BYLAW No. 3156/Q - 2004

Date: June 15, 2004
To: Joni Baillie, Assessment
From: Cheryl Adams
Legislative & Administrative Services
Re: LUB Amendment 3156/Q-2004
Inglewood West – Phase 7

Please provide **Bev Greter** with the names and addresses of the subject property owners and all contiguous/adjacent property owners as outlined on the attached map.

It would be helpful if the lists could be received at your earliest convenience in order to process the letters within the required time period. I have attached the map that appeared on the Council agenda for your reference.

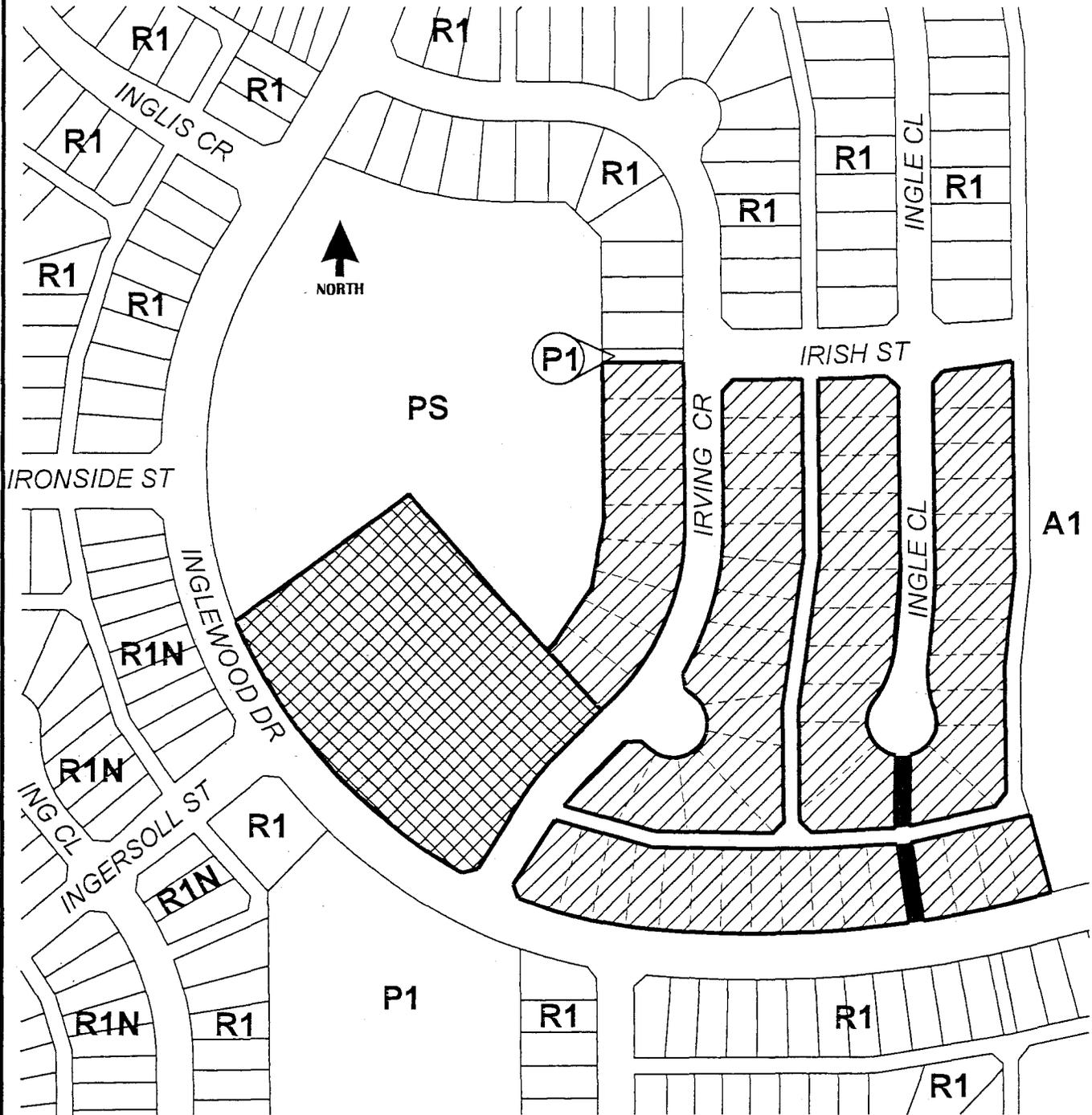
Thanks Joni.



Cheryl Adams
Legislative & Administrative Services

Attach.

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreational
- PS - Public Service (Institutional or Governmental)

Change from :

- A1 to R1 
- A1 to P1 
- A1 to PS 

MAP No. 10/2004
 BYLAW No. 3156/Q - 2004



Council Decision – June 14, 2004

Legislative & Administrative Services

DATE: June 15, 2004
TO: Frank Wong, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/Q-2004
Inglewood West – Phase 7
Inglewood Communities Inc.

Reference Report:

Parkland Community Planning Services, dated May 25, 2004

Bylaw Readings:

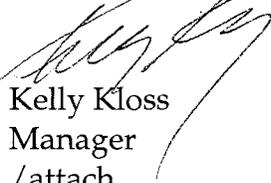
Land Use Bylaw Amendment 3156/Q-2004 was given first reading. A copy of the bylaw is attached for your information.

Report Back to Council: Yes

A Public Hearing will be held on Monday, July 12, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/Q-2004 provides for the development of Phase 7 of the Inglewood West Subdivision. Approximately 6.2ha (15.32 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service (Institutional or Governmental) District. Two public utility lots will be zoned P1. Phase 7 will consist of 62 single-family lots, 2 public utility lots, and 1 lot for the development of a school site. This office will now proceed with the advertising for a Public Hearing. Inglewood Communities Inc. will be responsible for the advertising costs in this instance.



Kelly Kloss
Manager

/attach.
/chk

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- C. Adams, Administrative Assistant
- B. Greter, Clerk Steno

BYLAW NO. 3156/Q-2004

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

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

- 1 The "Use District Map I4" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 10/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

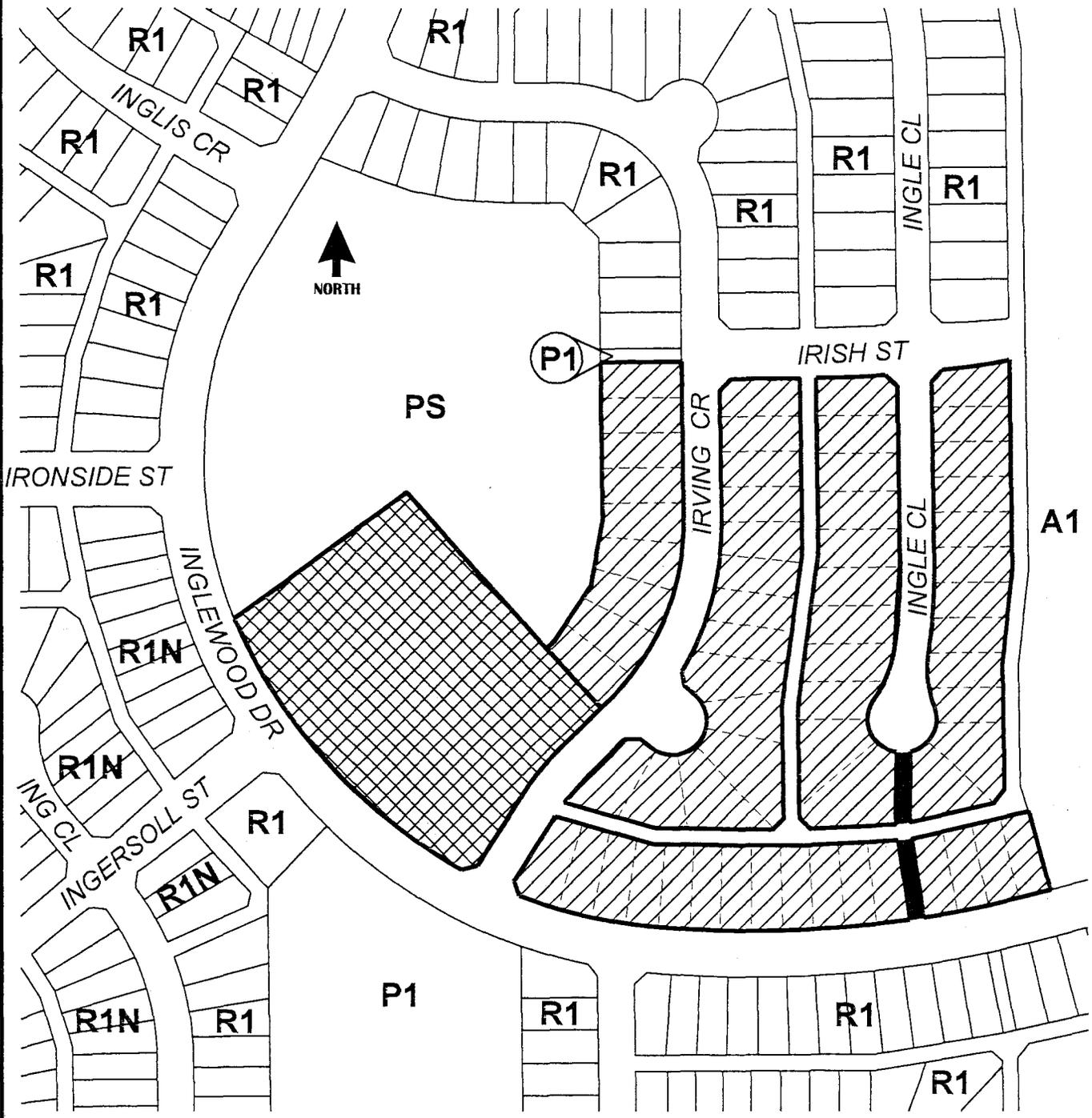
READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 R1 - Residential (Low Density)
 P1 - Parks and Recreational
 PS - Public Service (Institutional or Governmental)

Change from :
 A1 to R1 [diagonal lines]
 A1 to P1 [solid black]
 A1 to PS [cross-hatch]

MAP No. 10/2004
 BYLAW No. 3156/Q-2004



FILE

Council Decision – July 12, 2004

Legislative & Administrative Services

DATE: July 13, 2004
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/Q-2004
Part of the SW ¼ Sec. 3-38-27-4
Inglewood West – Phase 7 / Inglewood Communities Inc.

Reference Report:

Parkland Community Planning Services, dated May 25, 2004.

Bylaw Readings:

Land Use Bylaw Amendment 3156/Q-2004 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

Land Use Bylaw Amendment 3156/Q-2004 provides for the development of Phase 7 of the Inglewood West Subdivision. Approximately 6.2ha (15.32 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service (Institutional or Governmental) District. Two public utility lots will be zoned P1. Phase 7 will consist of 62 single-family lots, 2 public utility lots, and 1 lot for the development of a school site. This office will amend the Land Use Bylaw and distribute copies in due course.

A handwritten signature in black ink, appearing to read 'Kelly Kloss'.

Kelly Kloss
Manager

/chk
/attach.

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- City Assessor
- D. Kutinsky, Graphics Designer
- C. Adams, Administrative Assistant
- L. Soley, Clerk Steno

BYLAW NO. 3156/Q-2004

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

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

- 1 The "Use District Map I4" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 10/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this 12th day of July 2004.

READ A THIRD TIME IN OPEN COUNCIL this 12th day of July 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 12th day of July 2004.

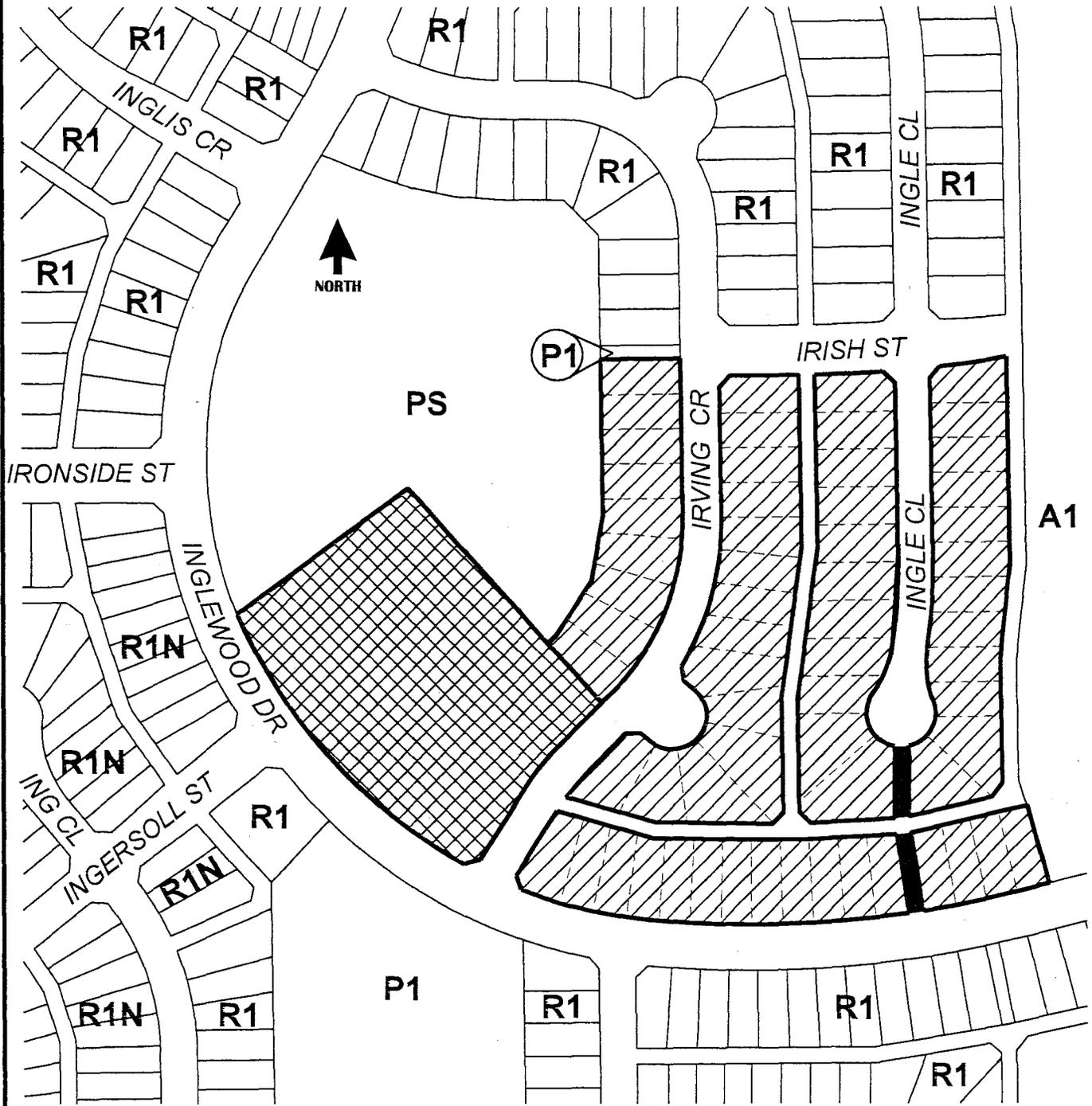


MAYOR



CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreational

PS - Public Service (Institutional or Governmental)

Change from :

A1 to R1 

A1 to P1 

A1 to PS 

MAP No. 10/ 2004
 BYLAW No. 3156 / Q - 2004



LE

LEGISLATIVE & ADMINISTRATIVE SERVICES

July 13, 2004

Melcor Developments Ltd.
502, 4901 – 48 Street
Red Deer, AB T4N 6M4

Dear Sirs:

Land Use Bylaw Amendment 3156/Q-2004
Part of the SW ¼ Sec. 3-38-27-4
Inglewood West – Phase 7
Inglewood Communities Inc.

At the City of Red Deer's Council Meeting held July 12, 2004, a Public Hearing was held with respect to *Land Use Bylaw Amendment 3156/Q-2004*. Following the Public Hearing, *Land Use Bylaw Amendment 3156/Q-2004* was given second and third readings, a copy of which is attached.

Land Use Bylaw Amendment 3156/Q-2004 provides for the development of Phase 7 of the Inglewood West Subdivision. Approximately 6.2ha (15.32 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service (Institutional or Governmental) District. Two public utility lots will be zoned P1. Phase 7 will consist of 62 single-family lots, 2 public utility lots, and 1 lot for the development of a school site.

Please call me if you have any questions or require additional information.

Sincerely,



Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

**Legislative & Administrative Services**

DATE: July 5, 2004
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/R-2004
West Park Extension (Westlake) – Phase 6
Trademark West Park Inc.

History

At the Monday, June 14, 2004 Council meeting, Council gave first reading to Land Use Bylaw Amendment 3156/R-2004.

Land Use Bylaw Amendment 3156/R-2004 provides for the development of Phase 6 of the West Park Extension (Westlake) Subdivision. Approximately 8.1ha (20.0ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District. As well, 0.81ha (2.0 ac) of land will be rezoned from A1 to P1 to form part of a central park area as a municipal reserve requirement. Phase 6 will consist of 110 single-family lots, 1 municipal reserve lot and 1 public utility lot.

Public Consultation Process

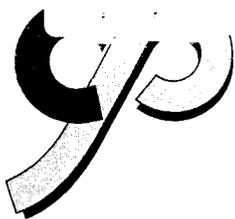
A Public Hearing has been advertised for Monday, July 12, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Recommendations

That following the Public Hearing, Council proceed with second and third readings of the bylaw.



Kelly Kloss
Manager



DATE: June 7, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

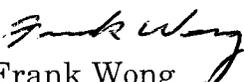
FROM: Frank Wong, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/R-2004
Part of the E ½ Sec. 7-38-27-4
West Park Extension (Westlake) – Phase 6
Trademark West Park Inc.

Trademark West Park Inc. is proposing to develop Phase 6 of the West Park Extension (Westlake) Subdivision. Phase 6 consists of 110 single-family lots, 1 municipal reserve lot and 1 public utility lot. This proposal rezones approximately 8.1ha (20.0ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District. This proposal also rezones 0.81ha (2.0ac) of land from A1 to P1 to form part of the central park area as municipal reserve requirement from Phase 5.

Staff Recommendation

The proposal complies with the West Park Extension (Westlake) Neighbourhood Area Structure Plan; therefore it is recommended that City Council proceed with first reading of this Land Use Bylaw Amendment 3156/R-2004.


Frank Wong
Planning Assistant

Attachments

West Park Extension in Red Deer

Neighbourhood Area Structure Plan

Within:
Section 7, Township 38, Range 20

Prepared for: Trademark Western Properties.

Plan Statistics	Acres	Hectares	%
Total Area	158.26	63.24	
Environmental Reserve	11.19	4.53	
Total Developable	146.07	58.71	
Single family Large Lots	8.08	3.27	5.07
Single family Std. Lots	46.51	18.74	31.92
Single family Narrow Lots	4.18	3.31	5.84
Single family Adult Living	19.84	8.03	13.68
Multifamily - Town House	8.21	3.32	5.68
Biread and Lanes	28.73	11.63	19.80
Public Utility Lots	7.88	3.18	5.42
Church Site	1.0	0.40	0.89
Social Care Site (Social Housing/Day Care/ Retirement Home/2)	0.50	0.12	0.21
Municipal Reserve *	16.86	6.70	11.42
Net Developable Area	146.07	58.71	100.0

* Municipal Reserve Summary	Acres	Hectares
Central Park	8.87	3.58
Highway 2 Buffer	4.19	1.70
Buffer - Existing Community	1.18	0.47
Tot Lot	0.55	0.22
Feature Park	1.03	0.42
N.E. Storm Pond	0.78	0.31
Total Area for Municipal Reserve	16.86	6.70

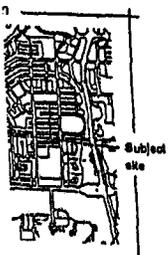
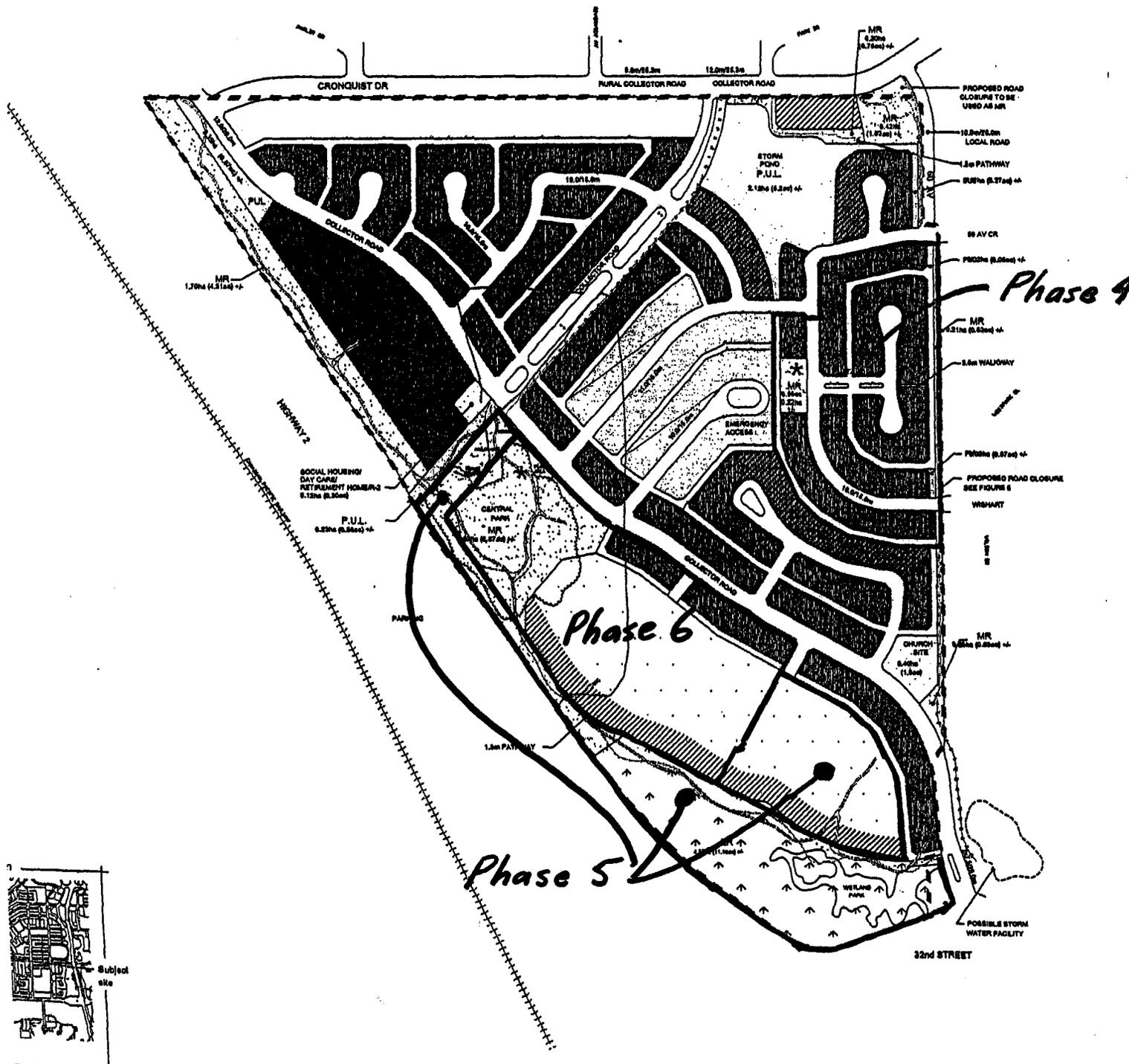
Legend

- Neighbourhood Structure Plan Boundary
- Existing Power Poles
- Proposed 1.5m Pathway
- Proposed Walkway
- Existing Tree Cover
- Children Play Area
- Potential Walkout lots
- Landscaped Medians
- Proposed 2.5m Regional Pathway

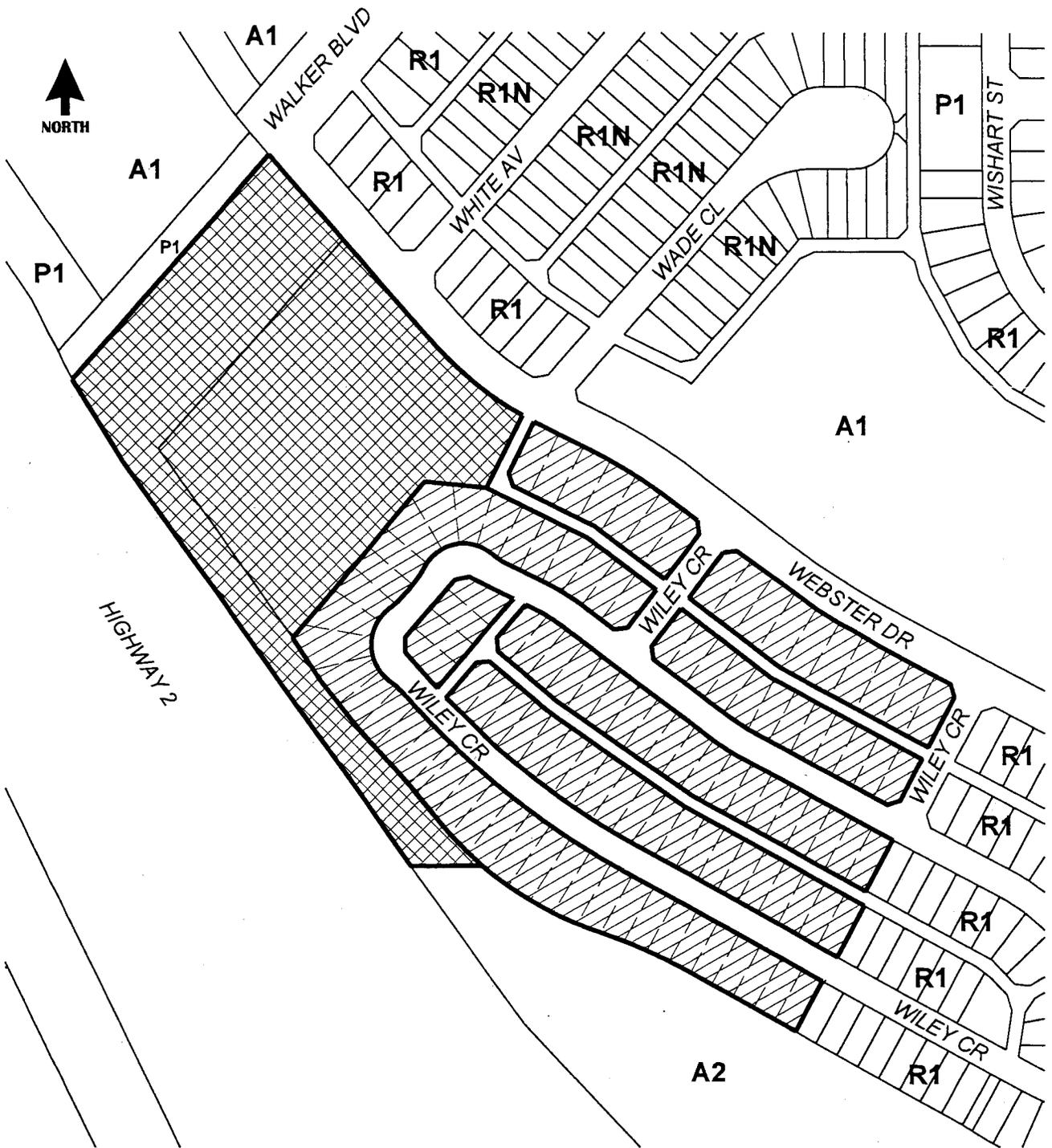
Planning Team: InterPlan Strategies Inc., Al-Tara Engineering Ltd., LM Associates Inc., PMA Transportation Consultants, Weather Resources Engineering Inc., McHenry Consulting Services Ltd., Group 2 Architects

Prepared By: InterPlan Strategies Inc. Land Planning Services

Date	Scale	Figure
Nov. 2001	0 20 40 100m	4
Rev		
Feb 14, 03 (RPO)		



The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 R1 - Residential (Low Density)
 P1 - Parks and Recreational

Change from :
 A1 to R1 
 A1 to P1 

MAP No. 11/ 2004
 BYLAW No. 3156 / R - 2004



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

July 13, 2004

Mr. G. Grelish
Trademark Pacific Properties Ltd.
#200, 6245 – 136 Street
Surrey, BC V3X 1H3

Dear Mr. Grelish:

Land Use Bylaw Amendment 3156/R-2004
Part of the E ½ Sec. 7-38-27-4
West Park Extension (Westlake) – Phase 6
Trademark West Park Inc.

At the City of Red Deer's Council Meeting held July 12, 2004, a Public Hearing was held with respect to *Land Use Bylaw Amendment 3156/R-2004*. Following the Public Hearing, *Land Use Bylaw Amendment 3156/R-2004* was given second and third readings, a copy of which is attached.

Land Use Bylaw Amendment 3156/R-2004 provides for the development of Phase 6 of the West Park Extension (Westlake) Subdivision. Approximately 8.1ha (20.0ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District. As well, 0.81ha (2.0 ac) of land will be rezoned from A1 to P1 to form part of a central park area as a municipal reserve requirement. Phase 6 will consist of 110 single-family lots, 1 municipal reserve lot and 1 public utility lot.

Please call me if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written over the typed name and title.

Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

WEST PARK EXTENSION Westlake) Phase 6
LUB 3156/R-2004

DESCRIPTION: Phase 6 Development

FIRST READING: June 14, 2004

FIRST PUBLICATION: June 25, 2004

SECOND PUBLICATION: July 2, 2004

PUBLIC HEARING & SECOND READING: July 12, 2004

THIRD READING: July 12, 2004

LETTERS REQUIRED TO PROPERTY OWNERS: YES NO

DEPOSIT? YES \$ 400. NO BY: Trademark Westpark

ACTUAL COST OF ADVERTISING:

\$ 330.¹² X 2 TOTAL: \$ 660.²⁴

MAP PREPARATION: \$ _____

TOTAL COST: \$ 660.²⁴

LESS DEPOSIT RECEIVED: \$ (400.-)

AMOUNT OWING/ (REFUND): \$ 260.²⁴

INVOICE NO.: 122193

(Account No. 59.5901)

13 641725

FILE

June 23, 2004

«OwnerName»

«OwnerAdd1»

«OwnerAdd2»

«OwnerAdd3»

Dear Sir/Madam:

**Re: West Park Extension (Westlake) – Phase 6
Land Use Bylaw Amendment 3156/R-2004**

Council of the City of Red Deer is considering a change to the Land Use Bylaw that controls the use and development of land and buildings in the city. As a property owner in the West Park area you have an opportunity to ask questions about the intended use and to let Council know your views.

Red Deer City Council proposes to pass **Land Use Bylaw Amendment 3156/R-2004** which provides for the rezoning of approximately 8.1 ha (20.0 acres) of land from A1 Future Urban Development District to R1 Residential (Low Density) District and P1 Parks and Recreation. In addition, 0.81 ha (2.0 acres) will be rezoned from A1 to P1 to form part of a central park area as a municipal reserve requirement. Phase 6 will consist of 110 single-family lots, 1 municipal reserve lot and 1 public utility lot. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, July 12, 2004** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to our office by **Tuesday, July 6, 2004**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,



Kelly Kloss
Manager, Legislative & Administrative Services, w/encl.

OwnerName	OwnerAdd1	OwnerAdd2	OwnerAdd3
Trademark West Park Inc.	200 6245 136 St	SURREY, BC V3X 1H3	
Legend One Homes Inc.	Deer Park P.O. Box 25122	RED DEER, AB T4R 2M2	
Norman M. & Linda Gillespie	290 Webster Dr	RED DEER, AB T4N 7E4	
Asset Builders Corp.	Box 395	RED DEER, AB T4N 5E9	
Frank Ernest & Eunice Marie Wilson	Box 753	DRUMHELLER, AB T0J 0Y0	
True-Line Contracting Ltd.	PO Box 161	RED DEER, AB T4N 5E8	
Dustin & Melissa Deacon	21 Wade Close	RED DEER, AB T4N 7E6	

**WEST PARK EXTENSION (Westlake) – Phase 6
Land Use Bylaw Amendment**

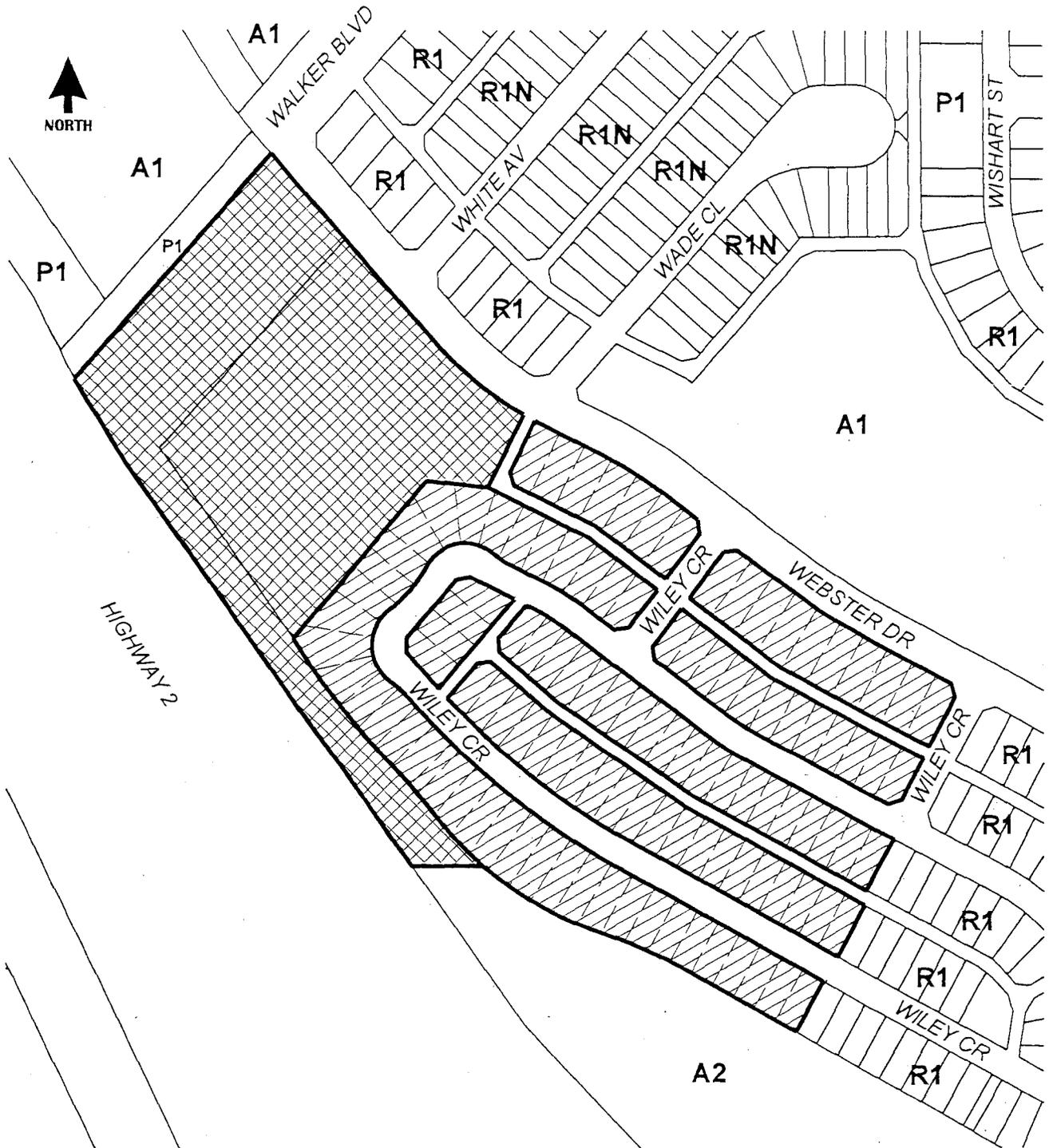
Red Deer City Council proposes to pass an amendment to the Land Use Bylaw, which controls the use and development of land and buildings in the city. Bylaw amendment **3156/R-2004** provides for the rezoning of approximately 8.1 ha (20.0 acres) of land from A1 Future Urban Development District to R1 Residential (Low Density) District and P1 Parks and Recreation. In addition, 0.81 ha (2.0 acres) will be rezoned from A1 to P1 to form part of a central park area as a municipal reserve requirement. Phase 7 will consist of 110 single-family lots, 1 municipal reserve lot and 1 public utility lot. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

“Map”

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday, July 12, 2004** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, July 6, 2004**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: June 25 & July 2, 2004)

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreational

Change from :

- A1 to R1
- A1 to P1

MAP No. 11/2004
 BYLAW No. 3156/R - 2004

Date: June 15, 2004
To: Joni Baillie, Assessment
From: Cheryl Adams
Legislative & Administrative Services
Re: LUB Amendment 3156/R-2004
West Park Extension (Westlake) – Phase 6

Please provide **Bev Greter** with the names and addresses of the subject property owners and all contiguous/adjacent property owners as outlined on the attached map.

It would be helpful if the lists could be received at your earliest convenience in order to process the letters within the required time period. I have attached the map that appeared on the Council agenda for your reference.

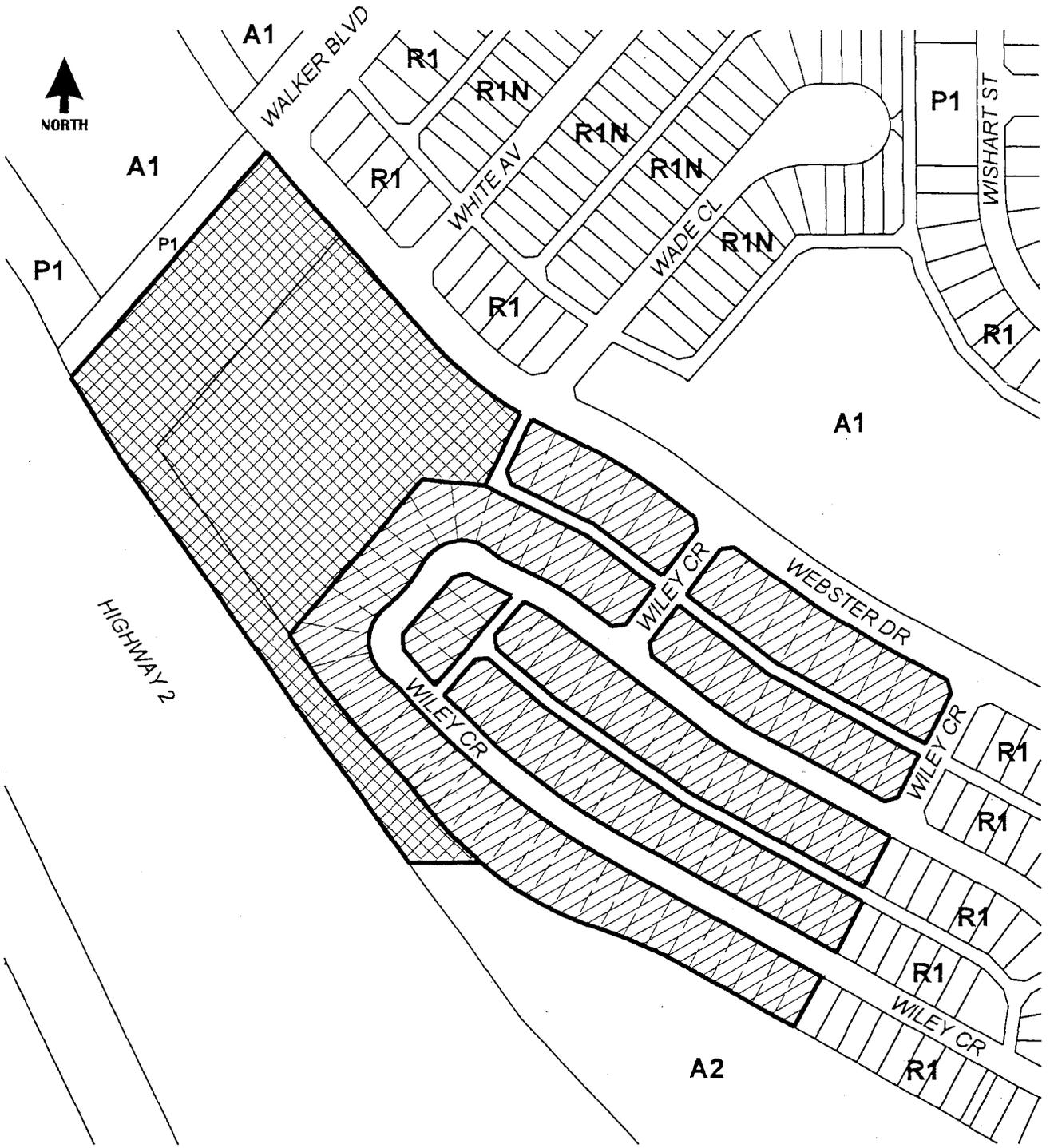
Thanks Joni.



Cheryl Adams
Legislative & Administrative Services

Attach.

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 R1 - Residential (Low Density)
 P1 - Parks and Recreational

Change from :
 A1 to R1 
 A1 to P1 

MAP No. 11/2004
 BYLAW No. 3156 / R - 2004



WESTLAKE

at Heritage Ranch

TRADEMARK WEST PARK INC.
#200, 6245 - 136th Street, Surrey, BC V3X 1H3
Telephone (Surrey) 604 590-1155 ext. 31
Telephone: (Red Deer) 403 343-7503 ext. 31
Fax: 604 590-6766

TRANSMITTAL

Tuesday, June 15, 2004

To: City of Red Deer
4914 -48 Avenue
Red Deer, AB T4N 3T4 403 342-8132
Attention: Kelly Kloss, Legislative & Administrative Services

Re: Land Use Bylaw Amendment 3156/R-2004
Part of the E ½ Sec. 7-38-27-4
West Park Extension (Westlake) – Phase 6
Trademark West Park Inc.

Items Transmitted:

Cheque in the amount of \$400.00 as a deposit toward the Public Hearing advertising cost.

From: Alvin Schellenberg



THE CITY OF RED DEER
City Clerk's Department Payment Receipt

04 | 06 | 17
Year Month Day

Name: Trademark West Park Reference: advertising

NOT VALID ULESS MACHINE PRINTED HERE

ITEM	Account Number (Cost Centre.Object.Subeldiary)	Subledger	T	Asset ID No.	Amount
L.U.B. Advert	59.5901				400.00
D.A.B. Fee	54.5722				
D.A.B. Advert	54.5901				
GST. REGISTRATION # R119311785				TOTAL	400.00

PAID
CITY OF RED DEER
JUN 17 2004
AMT 400.00

Legislative & Administrative Services

DATE: June 15, 2004

TO: Frank Wong, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/R-2004
West Park Extension (Westlake) – Phase 6
Trademark West Park Inc.

Reference Report:

Parkland Community Planning Services, dated June 7, 2004

Bylaw Readings:

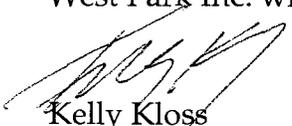
Land Use Bylaw Amendment 3156/R-2004 was given first reading. A copy of the bylaw is attached for your information.

Report Back to Council: Yes

A Public Hearing will be held on Monday, July 12, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/Q-2004 provides for the development of Phase 6 of the West Park Extension (Westlake) Subdivision. Approximately 8.1ha (20.0ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District. As well, 0.81ha (2.0 ac) of land will be rezoned from A1 to P1 to form part of a central park area as a municipal reserve requirement. Phase 6 will consist of 110 single-family lots, 1 municipal reserve lot and 1 public utility lot. This office will now proceed with the advertising for a Public Hearing. Trademark West Park Inc. will be responsible for the advertising costs in this instance.



Kelly Kloss
Manager
/attach.
/chk

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
C. Adams, Administrative Assistant
B. Greter, Clerk Steno

BYLAW NO. 3156/R-2004

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

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

- 1 The "Use District Map D7" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 11/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

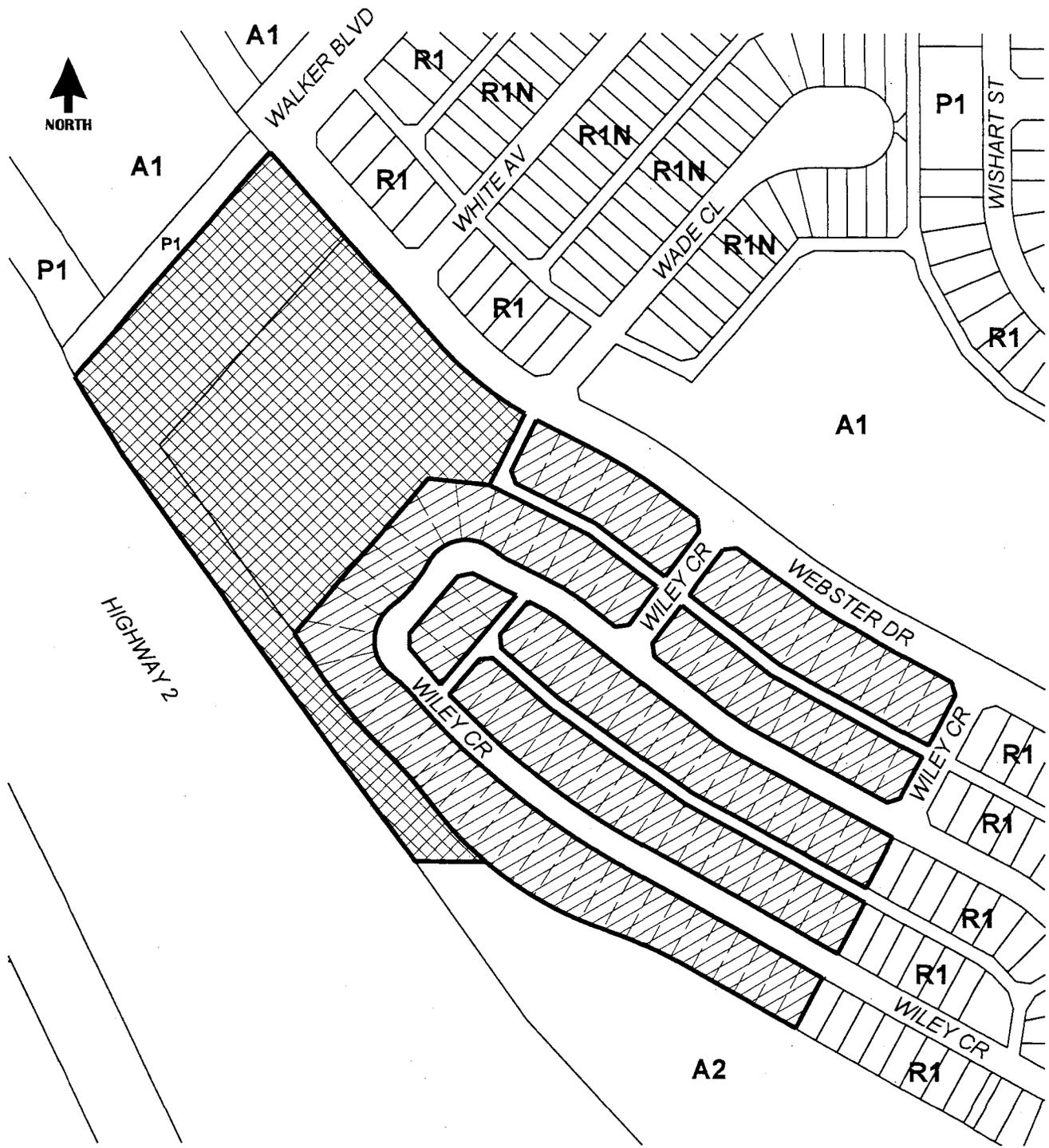
READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 R1 - Residential (Low Density)
 P1 - Parks and Recreational

Change from :
 A1 to R1 
 A1 to P1 

MAP No. 11/ 2004
 BYLAW No. 3156 / R - 2004

Legislative & Administrative Services

DATE: July 13, 2004
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/R-2004
Part of the E ½ Sec. 7-38-27-4
West Park Extension (Westlake) – Phase 6
Trademark West Park Inc.

Reference Report:

Parkland Community Planning Services, dated June 7, 2004.

Bylaw Readings:

Land Use Bylaw Amendment 3156/R-2004 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

Land Use Bylaw Amendment 3156/R-2004 provides for the development of Phase 6 of the West Park Extension (Westlake) Subdivision. Approximately 8.1ha (20.0ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District. As well, 0.81ha (2.0 ac) of land will be rezoned from A1 to P1 to form part of a central park area as a municipal reserve requirement. Phase 6 will consist of 110 single-family lots, 1 municipal reserve lot and 1 public utility lot.

This office will amend the Land Use Bylaw and distribute copies in due course.



Kelly Kloss
Manager

/chk

/attach.

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- City Assessor
- D. Kutinsky, Graphics Designer
- C. Adams, Administrative Assistant
- L. Soley, Clerk Steno

BYLAW NO. 3156/R-2004

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

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

- 1 The "Use District Map D7" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 11/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this 12th day of July 2004.

READ A THIRD TIME IN OPEN COUNCIL this 12th day of July 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 12th day of July 2004.

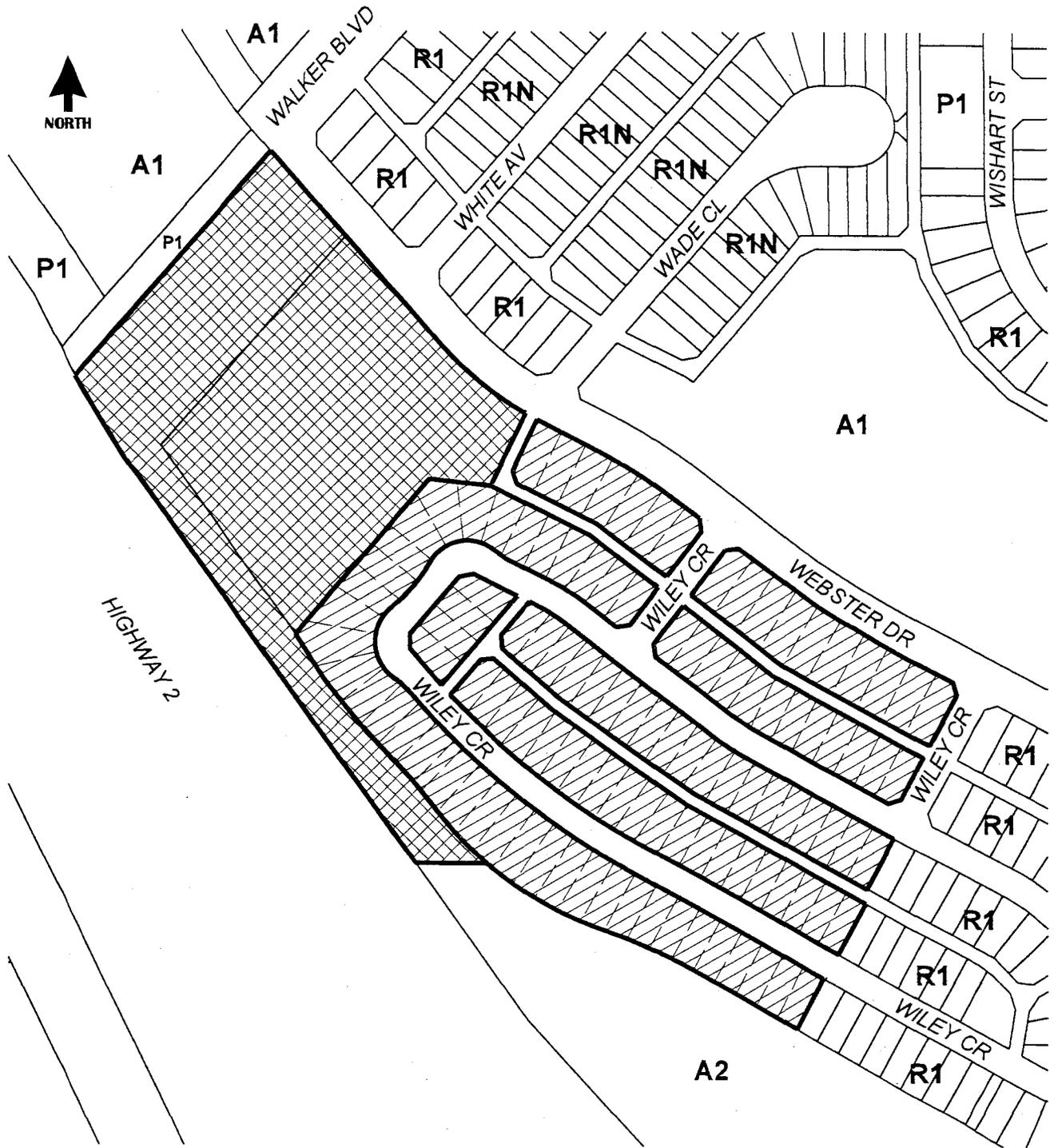


MAYOR



CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreational

Change from :

- A1 to R1
- A1 to P1

MAP No. 11/2004
 BYLAW No. 3156 / R - 2004

Item No. 3

**Legislative & Administrative Services**

DATE: July 5, 2004
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/S-2004
Deer Park North Subdivision
The Western Canadian District of the Christian & Missionary Alliance

History

At the Monday, June 14, 2004 Council meeting, Council gave first reading to Land Use Bylaw Amendment 3156/S-2004.

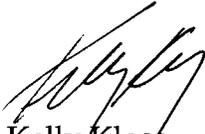
Land Use Bylaw Amendment 3156/S-2004 provides for the rezoning of the Deer Park Alliance Church site from A1 Future Urban Development District to PS Public Service (Institutional or Governmental) District to allow the church to be a "permitted use". The utility lot adjacent to the Church property is being rezoned from A1 to ROAD.

Public Consultation Process

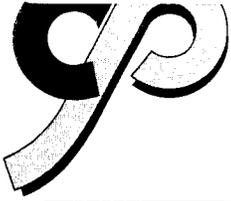
A Public Hearing has been advertised for Monday, July 12, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Recommendations

That following the Public Hearing, Council proceed with second and third readings of the bylaw.



Kelly Kloss
Manager



DATE: June 7, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

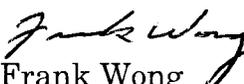
FROM: Frank Wong, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/S-2004
Remainder of the SW ¼ Sec. 14-38-27-4 and
Utility Lot, Plan 6649 NY
Dear Park North Subdivision
The Western Canadian District of the Christian & Missionary Alliance

The Western Canadian District of the Christian & Missionary Alliance is proposing to rezone the Deer Park Alliance Church site from A1 Future Urban Development District to PS Public Service (Institutional or Governmental) District. The Deer Park Alliance Church was developed in 1978 while it was in the Red Deer County. In 1980, the area was part of the annexation into the City of Red Deer and thus zoned A1 Future Urban Development District. On June 7, 2004 the Municipal Planning Commission dealt with an application for additions to the Deer Park Alliance Church and one of the conditions is to have the site rezoned to PS Public Service so that the church could be a permitted use. Future additions are anticipated. The utility lot adjacent to the Church property is being zoned from A1 to ROAD.

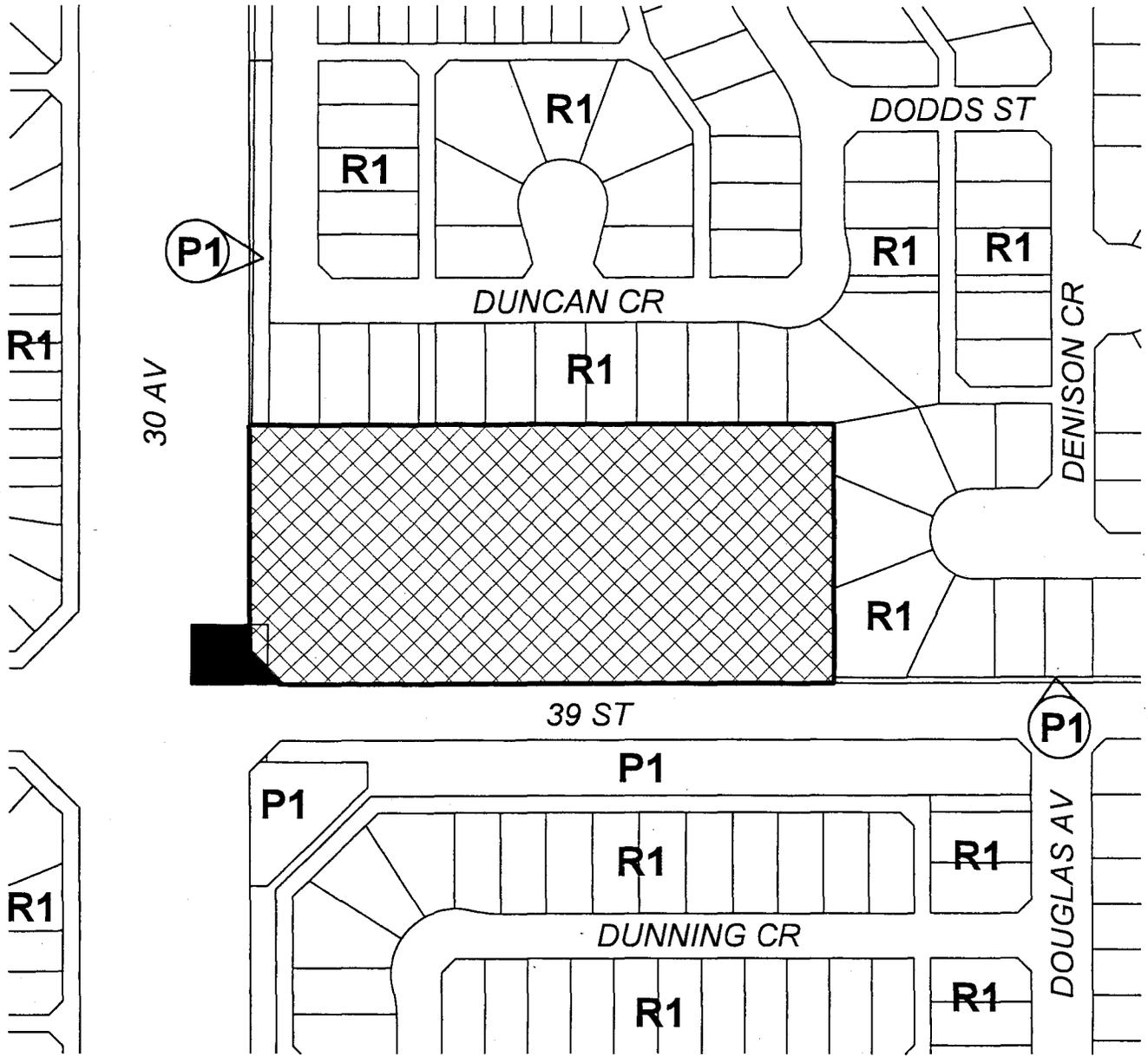
Staff Recommendation

It is recommended that City Council proceed with first reading of this Land Use Bylaw Amendment 3156/S-2004.


Frank Wong
Planning Assistant

Attachments

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

PS - Public Service (Institutional or Governmental)

Change from :

A1 to PS 

A1 to Road 

MAP No. 12 / 2004
BYLAW No. 3156 / S - 2004



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

July 13, 2004

The Western Canadian District of the Christian &
Missionary Alliance
Deer Park Alliance Church
2963 – 39 Street
Red Deer, AB T4R 2G2

Dear Sirs:

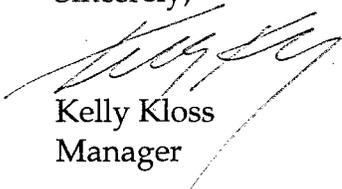
***Land Use Bylaw Amendment 3156/S-2004
Remainder of the SW ¼ Sec. 14-38-27-4 and
Utility Lot, Plan 6649 NY
Deer Park North Subdivision***

At the City of Red Deer's Council Meeting held July 12, 2004, a Public Hearing was held with respect to *Land Use Bylaw Amendment 3156/S-2004*. Following the Public Hearing, *Land Use Bylaw Amendment 3156/S-2004* was given second and third readings, a copy of which is attached.

Land Use Bylaw Amendment 3156/S-2004 provides for the rezoning of the Deer Park Alliance Church site from A1 Future Urban Development District to PS Public Service (Institutional or Governmental) District to allow the church to be a "permitted use". The utility lot adjacent to the Church property is being rezoned from A1 to ROAD.

Please call me if you have any questions or require additional information.

Sincerely,



Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

DEER PARK NORTH - Alliance Church
LUB 3156/S-2004

DESCRIPTION: Allow for existing church to be a permitted use.

FIRST READING: June 14, 2004

FIRST PUBLICATION: June 25, 2004

SECOND PUBLICATION: July 2, 2004

PUBLIC HEARING & SECOND READING: July 12, 2004

THIRD READING: July 12, 2004

LETTERS REQUIRED TO PROPERTY OWNERS: YES NO

DEPOSIT? YES \$ 400. NO BY: Deer Park Alliance Ch.

ACTUAL COST OF ADVERTISING:

\$ 314.40 X 2

TOTAL: \$ 628.80

MAP PREPARATION: \$ _____

TOTAL COST: \$ 628.20

LESS DEPOSIT RECEIVED: \$ (400.-)

AMOUNT OWING/ (REFUND): \$ 228.80

INVOICE NO.: 122194

(Account No. 59.5901)

FILE

June 23, 2004

«OwnerName»

«OwnerAdd1»

«OwnerAdd2»

«OwnerAdd3»

Dear Sir/Madam:

**Re: Deer Park – North Subdivision
Land Use Bylaw Amendment 3156/S-2004**

Council of the City of Red Deer is considering a change to the Land Use Bylaw that controls the use and development of land and buildings in the city. As a property owner in the Deer Park area you have an opportunity to ask questions about the intended use and to let Council know your views.

Red Deer City Council proposes to pass **Land Use Bylaw Amendment 3156/S-2004** which provides for the rezoning of the Deer Park Alliance Church site from A1 Future Urban Development District to PS Public Service (Institutional or Governmental) District to allow the church to be a permitted use. The utility lot adjacent to the church property is being rezoned from A1 to Road. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, July 12, 2004** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to our office by **Tuesday, July 6, 2004**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,



Kelly Kloss

Manager, Legislative & Administrative Services, w/encl.

OwnerName	OwnerAdd1	OwnerAdd2
The Western Canadian District	Of The Christian & Missionary	Alliance
Ray Archer & Sylvia Mary Goodman	70 Duncan Crescent	RED DEER, AB T4R 2C1
Mark Franklin & Judy Robinson	74 Duncan Crescent	RED DEER, AB T4R 2C1
James Danny & Linnea Lynn Thompson	78 Duncan Crescent	RED DEER, AB T4R 2C1
Robert Charles & Sharon Rae Fuczak	82 Duncan Crescent	RED DEER, AB T4R 2C1
Wesley G. & Doreen Kern	86 Duncan Crescent	RED DEER, AB T4R 2C1
William E. & Kathleen A. Ponto	90 Duncan Crescent	RED DEER, AB T4R 2C1
Gerry & Peggy Knebel	94 Duncan Crescent	RED DEER, AB T4R 2C1
Dale A. & Noreen R. Miller	98 Duncan Crescent	RED DEER, AB T4R
Edward L. & Cynthia M. Bryant	102 Duncan Crescent	RED DEER, AB T4R 2C1
Wayne Albert & Shannon Gayle Brown	55 Denison Crescent	RED DEER, AB T4R 2E9
Donald Arden & Deborah Jean Schroderus	110 Duncan Crescent	RED DEER, AB T4R 2C1
Douglas & Joan Schmidt	114 Duncan Crescent	RED DEER, AB T4R 2C1
Craig & Shelly Massey	95 Denison Crescent	RED DEER, AB T4R 2G1
Neil & Shelley Kundert	91 Denison Crescent	RED DEER, AB T4R 2G1
Vinh Ky Bao	87 Denison Crescent	RED DEER, AB T4R 2E9
Rod W. & Lorna J. Boden	83 Denison Crescent	RED DEER, AB T4R 2E9
Cheryl G. Murphy	79 Denison Crescent	RED DEER, AB T4R 2E9
Gordon Stanley & Heather Mae Hamill	75 Denison Crescent	RED DEER, AB T4R 2E9
Allan Warren & Candace Lee Fertig	71 Denison Crescent	RED DEER, AB T4R 2E9
Robert S. Mcleod	P.O. Box 9035 Stn Main	SYLVAN LAKE, AB T4S 1S6
James Moreau	75 Elliot Crescent	RED DEER, AB T4R 2J6
Michelle N. Braden	71 Elliot Crescent	RED DEER, AB T4R 2J6
Gerald E Hill & Kathleen Mary Moore	67 Elliot Crescent	RED DEER, AB T4R 2J6
Lee Arthur & Barbara Elaine Sloan	63 Elliot Crescent	RED DEER, AB T4R 2J7
Kent William Saunders	59 Elliot Crescent	RED DEER, AB T4R 2J7
Colleen Marie Stewart	55 Elliot Crescent	RED DEER, AB T4R 2G7
Ronald F. Whittemore	51 Elliot Crescent	RED DEER, AB T4R 2J7
Oliver & Bonnie Anne Stearns	47 Elliot Crescent	RED DEER, AB T4R 2J7
Wayne & Darlene Arendt	43 Elliot Crescent	RED DEER, AB T4R 2J7
Marcel & Brenda Van Dyke	14 Inglis Crescent	RED DEER, AB T4R 3H3
Craig D. & Lisa M. Properzi	35 Elliot Crescent	RED DEER, AB T4R 2J7
Atco Gas And Pipelines Ltd.	10035 105 Street	EDMONTON, AB T5J 2V6
Michael & Gloria Glute	190 Douglas Avenue	RED DEER, AB T4R 2G2
Donald Gabriel &	Veronica Patricia Weinberger	194 Douglas Avenue
Michael David & Erin M. & Maureen P. Bakken	130 Dunning Crescent	RED DEER, AB T4R 2G2
Darrell Kramer	126 Dunning Crescent	RED DEER, AB T4R 2G2
John & Donna Stewart	122 Dunning Crescent	RED DEER, AB T4R 2G2
Paul & Mabel Herman	118 Dunning Crescent	RED DEER, AB T4R 2G3
Bradley J. Jacobs & Sharon K. Lewis	114 Dunning Crescent	RED DEER, AB T4R 2G2
Ronald E. & Loreen Hewitson	110 Dunning Crescent	RED DEER, AB T4R 2G3
Harold Everett & Shirley Sanderson	106 Dunning Crescent	RED DEER, AB T4R 2G3
Nand K. & Usha R. Bakshi	102 Dunning Crescent	RED DEER, AB T4R 2G3
Robert J. & Carol Rose Marie Kinnear	98 Dunning Crescent	RED DEER, AB T4R 2G3
Tamie Bilton	90 Dunning Crescent	RED DEER, AB T4R 2G3
Calvin G. & Beverly K. Koswin	86 Dunning Crescent	RED DEER, AB T4R 2G3
Jay & Shirley Chahley	101 McDougall Crescent	RED DEER, AB T4R 1T2
Susan Elizabeth Proctor	97 McDougall Crescent	RED DEER, AB T4R 1T2
Brian R. & Kari J. Crossman	93 McDougall Crescent	RED DEER, AB T4R 1T2

**DEER PARK - North Subdivision
Land Use Bylaw Amendment**

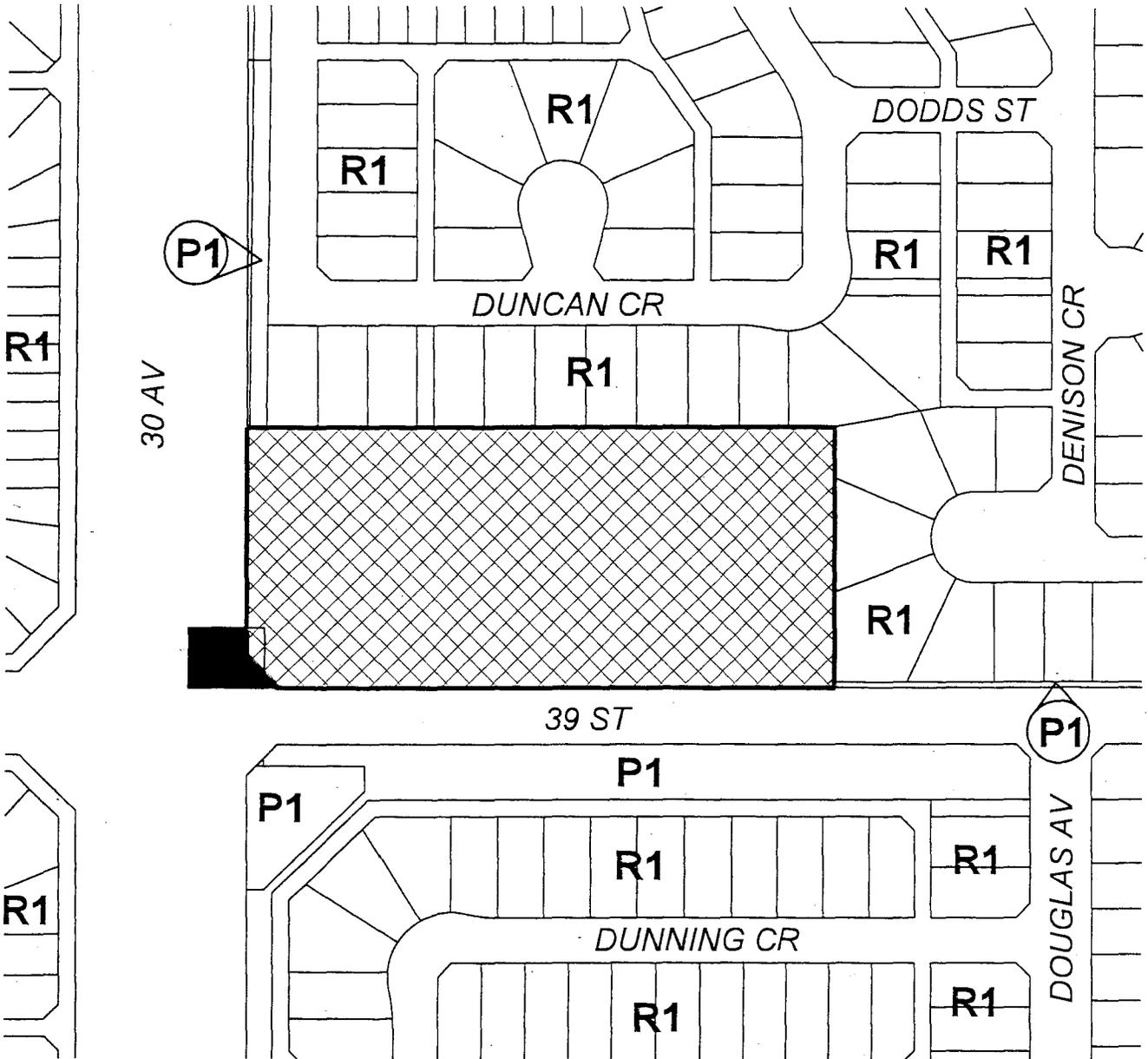
Red Deer City Council proposes to pass an amendment to the Land Use Bylaw, which controls the use and development of land and buildings in the city. Bylaw amendment **3156/S-2004** provides for the rezoning of the Deer Park Alliance Church site from A1 Future Urban Development District to PS Public Service (Institutional or Governmental) District to allow the church to be a permitted use. The utility lot adjacent to the church property is being rezoned from A1 to Road. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

“Map”

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday, July 12, 2004** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, July 6, 2004**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: June 25 & July 2, 2004)

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 PS - Public Service (Institutional or Governmental)

Change from :
 A1 to PS 
 A1 to Road 

MAP No. 12 / 2004
 BYLAW No. 3156 / S - 2004



THE CITY OF RED DEER
City Clerk's Department Payment Receipt

04.06.11
Year Month Day

Name: DEER PARK ALLIANCE CHURCH Reference: LUB AMENDMENT 3156/5-
ADVERTISING 2011

NOT VALID ULESS MACHINE PRINTED HERE

ITEM	Account Number (Cost Centre.Object.Subidiary)	Subledger	T	Asset ID No.	Amount
L.U.B. Advert	59.5901				400
D.A.B. Fee	54.5722				
D.A.B. Advert	54.5901				
				TOTAL	400

GST. REGISTRATION # R119311785

Date: June 15, 2004
To: Joni Baillie, Assessment
From: Cheryl Adams
Legislative & Administrative Services
Re: LUB Amendment 3156/S-2004
Deer Park North – Deer Park Alliance Church

Please provide **Bev Greter** with the names and addresses of the subject property owners and all contiguous/adjacent property owners as outlined on the attached map.

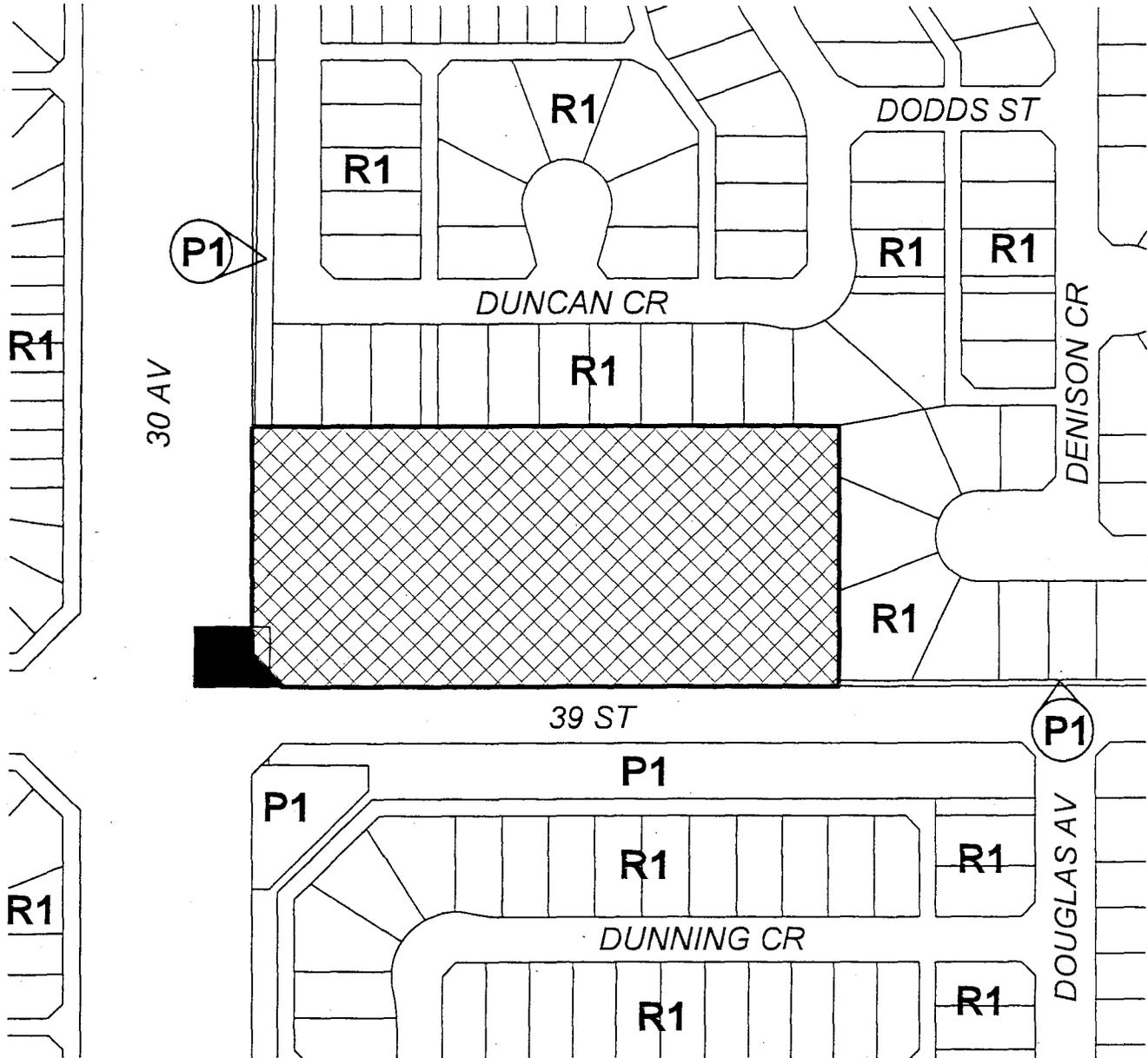
It would be helpful if the lists could be received at your earliest convenience in order to process the letters within the required time period. I have attached the map that appeared on the Council agenda for your reference.

Thanks Joni.


Cheryl Adams
Legislative & Administrative Services

Attach.

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 PS - Public Service (Institutional or Governmental)

Change from :
 A1 to PS 
 A1 to Road 

MAP No. 12 / 2004
 BYLAW No. 3156 / S - 2004



Council Decision – June 14, 2004

Legislative & Administrative Services

DATE: June 15, 2004
TO: Frank Wong, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/S-2004
Deer Park North Subdivision
The Western Canadian District of the Christian & Missionary Alliance

Reference Report:

Parkland Community Planning Services, dated June 7, 2004

Bylaw Readings:

Land Use Bylaw Amendment 3156/S-2004 was given first reading. A copy of the bylaw is attached for your information.

Report Back to Council: Yes

A Public Hearing will be held on Monday, July 12, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/S-2004 provides for the rezoning of the Deer Park Alliance Church site from A1 Future Urban Development District to PS Public Service (Institutional or Governmental) District to allow the church to be a "permitted use". The utility lot adjacent to the Church property is being rezoned from A1 to ROAD. This office will now proceed with the advertising for a Public Hearing. The Western Canadian District of the Christian & Missionary Alliance will be responsible for the advertising costs in this instance.


Kelly Kloss

Manager

/attach.

/chk

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- C. Adams, Administrative Assistant
- B. Greter, Clerk Steno

BYLAW NO. 3156/S-2004

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

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

- 1 The "Use District Map K8" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 12/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

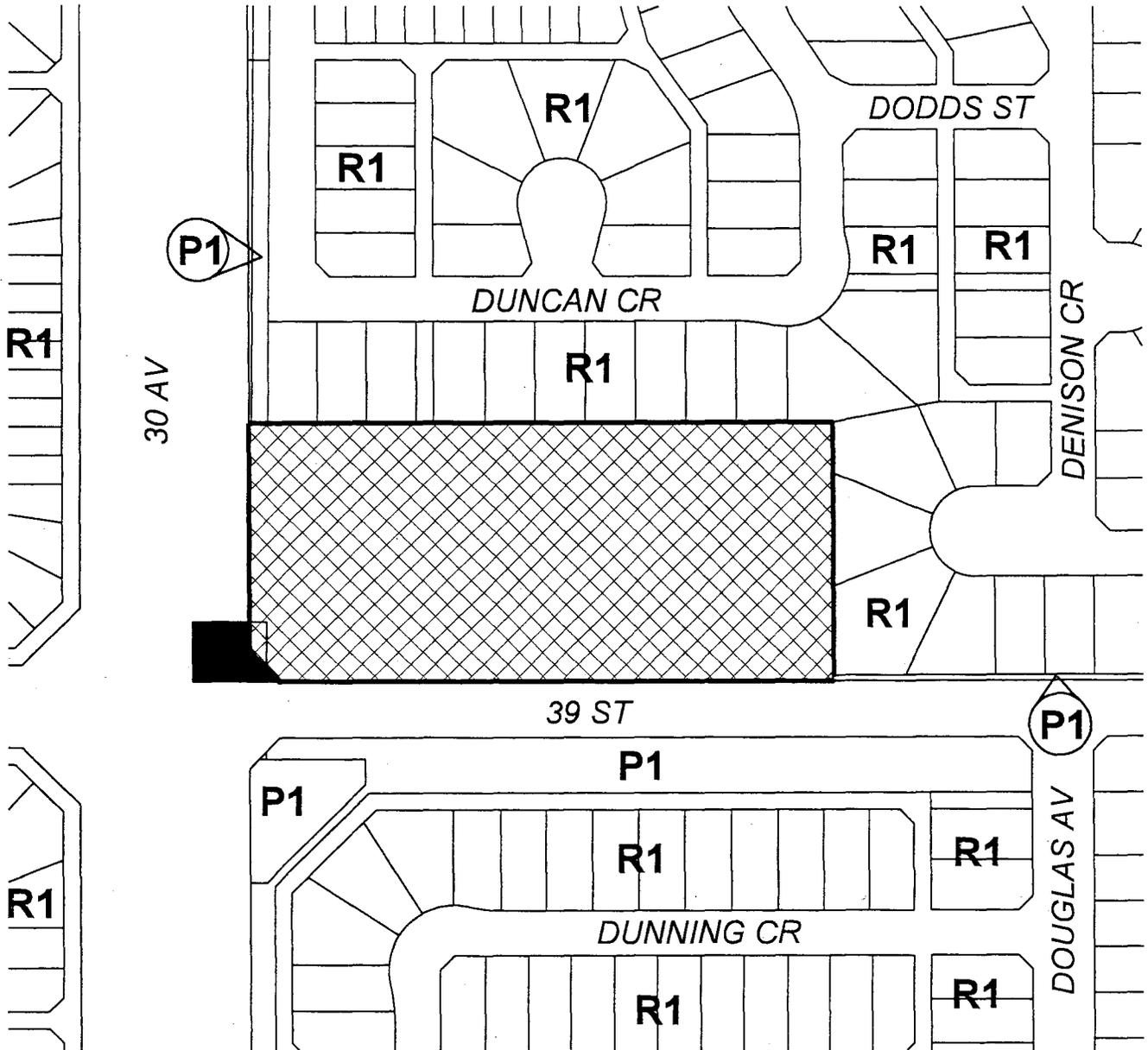
READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

PS - Public Service (Institutional or Governmental)

Change from :

A1 to PS



A1 to Road



MAP No. 12 / 2004
 BYLAW No. 3156 / S - 2004

Legislative & Administrative Services

DATE: July 13, 2004

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/S-2004
Remainder of the SW ¼ Sec. 14-38-27-4 and Utility Lot, Plan 9949 NY
Deer Park North Subdivision
The Western Canadian District of the Christian & Missionary Alliance

Reference Report:

Parkland Community Planning Services, dated June 7, 2004.

Bylaw Readings:

Land Use Bylaw Amendment 3156/S-2004 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

Land Use Bylaw Amendment 3156/S-2004 provides for the rezoning of the Deer Park Alliance Church site from A1 Future Urban Development District to PS Public Service (Institutional or Governmental) District to allow the church to be a "permitted use". The utility lot adjacent to the Church property is being rezoned from A1 to ROAD. This office will amend the Land Use Bylaw and distribute copies in due course.



Kelly Kloss
Manager

/chk
/attach.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
City Assessor
D. Kutinsky, Graphics Designer
C. Adams, Administrative Assistant
L. Soley, Clerk Steno

BYLAW NO. 3156/S-2004

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

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

- 1 The "Use District Map K8" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 12/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this 12th day of July 2004.

READ A THIRD TIME IN OPEN COUNCIL this 12th day of July 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 12th day of July 2004.

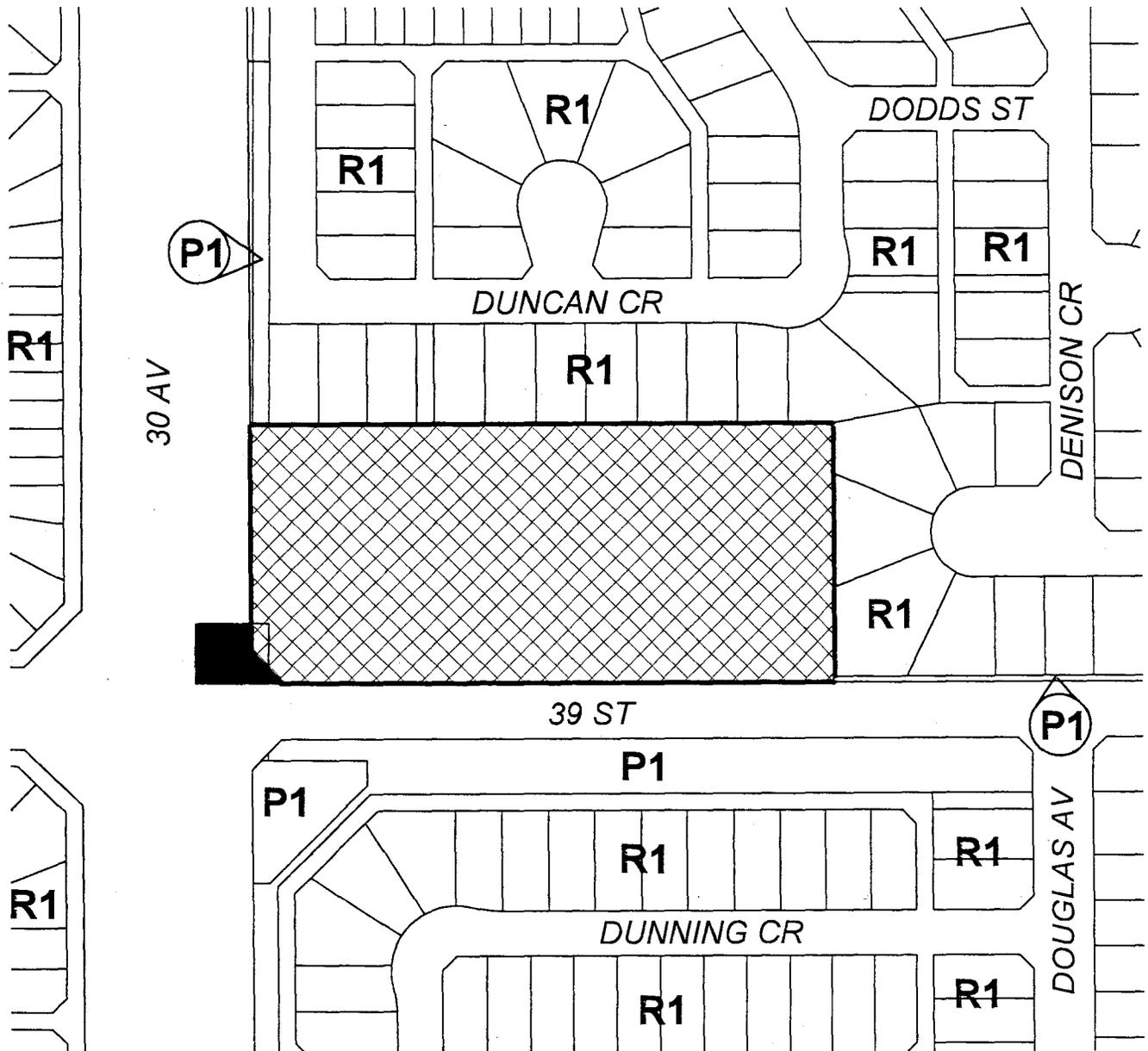


MAYOR



CITY CLERK

The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*



AFFECTED DISTRICTS:

A1 - Future Urban Development

PS - Public Service (Institutional or Governmental)

Change from :

A1 to PS



A1 to Road



MAP No. 12 / 2004
 BYLAW No. 3156 / S - 2004

**Social Planning Department**

DATE: July 7, 2004
TO: Kelly Kloss, Legislative and Administration Manager
FROM: Scott Cameron, Social Planning Manager
SUBJECT: NEW PROVINCIAL FCSS FUNDING

With the announcement of the 2004-05 provincial budget on March 24, 2004 the Red Deer and District FCSS Board was notified of a provincial funding increase in the amount of \$66,297. In anticipation of new provincial funding, the FCSS Board considered a number of options related to the use of these new funds. It was determined that the most appropriate use of these new FCSS funds would be in the areas of children and youth, and implementation of the Rural Services Strategy report (December,2003).

After review by the FCSS Finance Committee, the Red Deer and District FCSS Board has recommended enhanced funding to a number of existing projects. The attached summary outlines each program and its corresponding cost share information. The cost share principles established by the FCSS Board in 2002 have been used to calculate The City's share in the new program expenses.

To achieve the cost share required for these new provincial FCSS funds, the Social Planning Department is seeking an increase to its base budget in the amount of \$10,345 for 2004. While projected at this point, the impact of these new funds on the 2005 Social Planning budget would be approximately \$13,700 to account for the differences between the calendar year used by municipalities and the fiscal year budget used by the Province of Alberta.

Over the past three years, the Province of Alberta has increased funding for FCSS resulting in mid-year budget amendments for our participating municipalities. The Department has not requested additional base budget funding mid-year and, rather, opted to fund the changes from reserves and/or program funds resulting from the former preschool daycare subsidy. At present, the funds previously used to support the preschool daycare subsidy are reallocated to programs for children and families including the Strategy Fund for Children and Families. The majority of these former subsidy funds have been matched with provincial FCSS resources.

The Social Planning Department is at a point whereby only \$25,000 remains from the original \$133,000 available for the preschool daycare subsidy. These funds are currently used to support child and family research/development initiatives through the Strategy Fund for Children and Families.

Recommendation

That Council approves the funding recommendation from the Red Deer and District FCSS Board and increases the Social Planning Department base budget in the amount of \$10,345 to meet the cost share requirements.

Changes to 2004 Cost Share									
- YVC In-School Mentoring	22,139	17,711	4,118	310					4,428
- YVC Teen Networks	(22,139)	(17,711)	(1,505)	(2,922)					(4,427)
Amended Provincial Agreement	2,328,900	1,863,120							465,780
- New Funding for Allocation	82,872	66,298							16,574
Finance Committee Recommendations for 2004									
- CARE - Youth Program	7,482	5,986	1,392	105					1,496
- CAWES	13,200	10,560	2,455	185					2,640
- Chinook's Edge FSW	7,500	6,000		700	400		400		1,500
- Parkland Youth Homes	13,686	10,948	2,546	192					2,737
- Playschools - Bowden	850	680		34	136				170
- YVC - Big Brothers/Sisters	11,000	8,800	2,046	154					2,200
- YVC - Boys & Girls Club	14,200	11,360	2,641	199					2,840
- YVC - Teen Networks	17,833	14,266		1,902	951		713		3,567
- Reduction to Agency Cap Bldg	(18,000)	(14,400)	(3,348)	(252)					(3,600)
Sub-total	67,751	54,201	10,345	606	1,487	-	713	400	13,551

Comments:

We concur with the recommendation that the Social Planning contribution to FCSS be increased in order to access the additional provincial funding. However, rather than changing the base budget of the Social Planning Department mid-year, we recommend the required matching dollars be taken from the anticipated 2004 Budget Surplus and that the required increase in the base budget be reflected as a high priority strategic initiative in the 2005 Budget presentation.

"G.D. Surkan"

Mayor

"Rodney Burkard"

Acting City Manager

Legislative & Administrative Services

DATE: July 13, 2004
TO: Scott Cameron, Social Planning Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: New Provincial FCSS Funding

Reference Report:

Social Planning Manager, dated July 7, 2004.

Resolutions:

“Resolved that Council of the City of Red Deer having considered the report from the Social Planning Manager, dated July 7, 2004, re: New Provincial FCSS Funding, hereby:

1. Approves an amendment to the 2004 Operating Budget by adding \$10,345.00 to the Social Planning budget to be funded from the anticipated 2004 Budget Surplus.
2. Directs the Administration to include, for the 2005 Budget Deliberations, the additional funding as a business plan funding strategic initiative.”

Report Back to Council: No


Kelly Kloss
Manager

/chk

c Community Services Director
Treasury Services Manager
Mary Bovair, Financial Analyst

DATE: July 6, 2004
TO: Kelly Kloss, Legislative and Administrative Manager
FROM: Greg Scott, Recreation, Parks & Culture Manager
Kerry Dawson, Culture Development Superintendent
SUBJECT: Ghost Project #9-04 - Mickey The Beaver

Background

The Red Deer Downtown Business Association (DBA) initiated Ghost projects in 1994 and to date Red Deer is renowned for having installed eight life-sized bronze Ghost statues depicting historical events, figures and landmarks from Red Deer's past. The Ghosts are owned, managed and maintained by the DBA while community organizations are the primary source of funding for the Ghosts.

Process

In March, 2004, the City's Culture Services Section received an application from the DBA for a ghost project. The applicant is the Central Alberta's Pioneers and Oldtimers Association. Mr. Earl Beck is the contact person.

The proposed artwork is a statue of Doris Forbes, as a child, holding Mickey the Beaver. The height of the proposed bronze sculpture would be approximately 3 feet and the footprint dimensions are 4 feet x 4 feet. The site requested is #1 - Coronation Park which is one of the 12 sites pre-approved by City Council on July 29, 2002 and amended on December 2, 2002 (Attachment I - Map). Local artist, Brian McArthur, Voyager Art and Tile, has been selected to create the bronze sculpture. A copy of the artist's rendering is attached (Attachment II).

Consultation

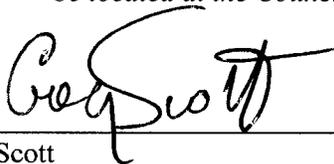
Feedback was solicited from City Departments, Parkland Planning and Community Services and the Heritage Preservation Committee as per the process established for dealing with Ghost projects. All feedback has been analyzed and, in general, is positive and supportive of the statue being located at the requested site.

It is the role of the Culture Board to review the application, along with the summary of comments received from City Departments, Parkland Community Planning Services, and the Heritage Preservation Committee, and make a recommendation on the requested site for City Council's consideration. In accordance with the City of Red Deer Public Art Policy #3106, the City's role with regard to Ghost projects is to review and approve the specific site where each Ghost statue is to be located.

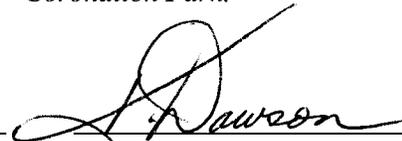
Recommendation

At their meeting on June 2, 2004, the Culture Board moved the following:

Resolved that the Culture Board recommends that the Ghost Statue #9-04 Mickey the Beaver be located at the Council-approved site #1 - Coronation Park.



G. Scott



K. Dawson

Proposed 'Mickey The Beaver'
Ghost Location



Waskasoo Trail



NORTH

Scale: NTS

R P&C Dept. July 7/2004

52 ST

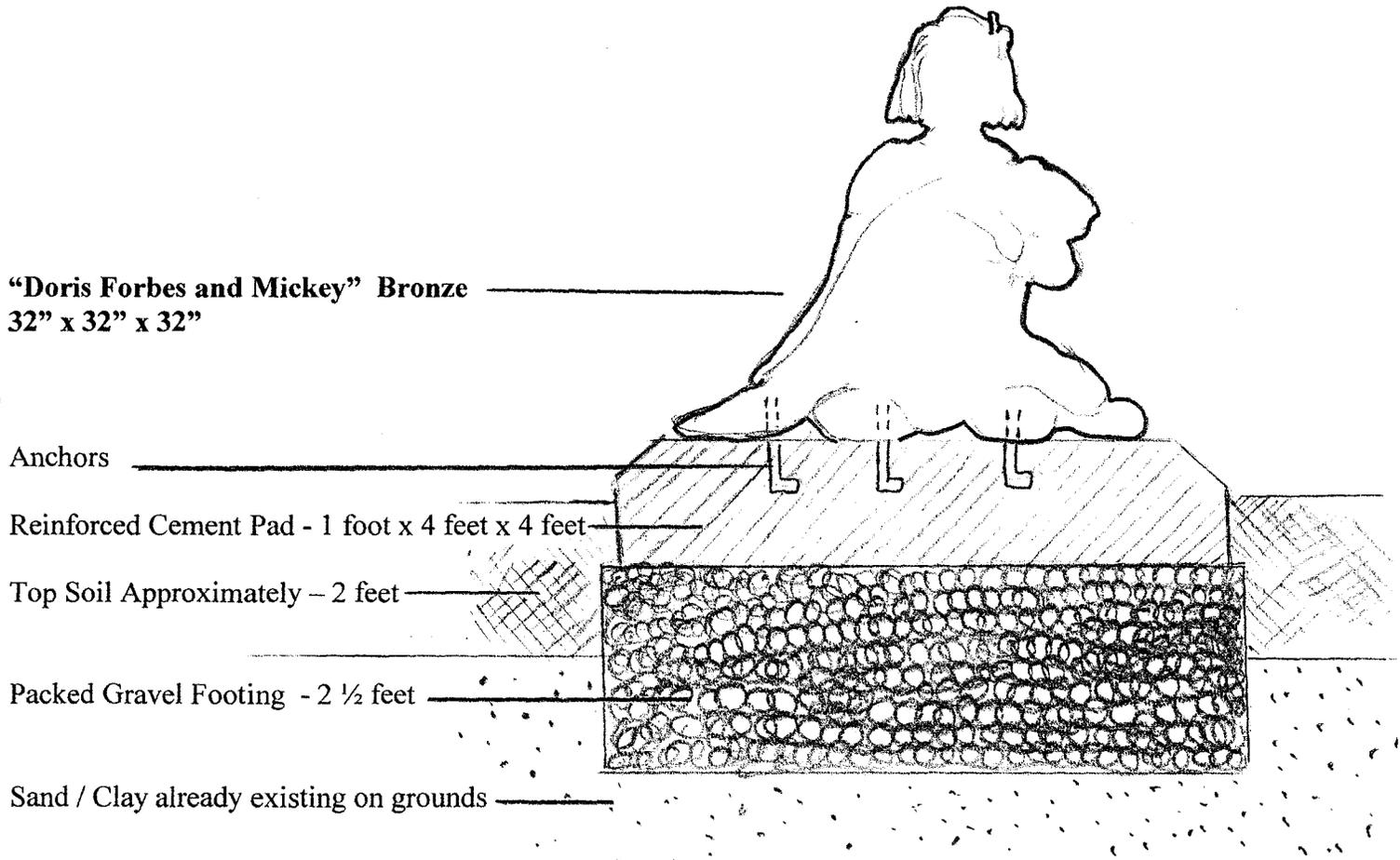
46 AV

51 ST

Brian McArthur

Artist Rendering with Details of Structure

“Doris Forbes and Mickey” Bronze





"Doris Forbes and Mickey" Bronze 32" x 32" x 32"
Front View
Brian McArthur 2004



"Doris Forbes and Mickey" Bronze 32" x 32" x 32"
Back View
Brian McArthur 2004

March 18/04



THE CITY OF RED DEER

APPLICATION FOR INSTALLATION OF PERMANENT ARTWORK ON PUBLIC PROPERTY

Reference - Public Art Policy No. 3106
August 11, 2003

Application No/Project # 9-04

Request for installing a piece of permanent artwork on public property is a two-part process.

PART 1 - NOTICE OF INTENT

Part 1 - Application is to be completed by the organization (Applicant) wishing to install a piece of permanent artwork on public property, and submitted to the Red Deer Downtown Business Association (DBA).

The DBA reviews the Application to ensure that all of the information is accurate and complete, and forwards it to the Culture Development Superintendent, City of Red Deer for processing. The Culture Development Superintendent forwards the information contained in the Application to respective City of Red Deer Departments which might be impacted by the installation, as well as the Parkland Community Planning Services and the Heritage Preservation Committee. The Application must be received by the City of Red Deer a minimum of three months prior to actual installation date.

Applicant Information

Name of Applicant (Organization) Central Alberta's Pioneers' and Old Timers' Assoc.

Name of Contact Person Earl Beck - Vice Chairman

Address # 330 - 4805-45st. Red Deer

Phone Bus: N/A Res./Cell 347-2928 Fax: _____

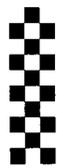
E-mail Address egbeck@telusplanet.net

Title of Proposed Work Mickey the Beaver with Doris Forbes

Description of Proposed Work a statue of Doris Forbes (child) holding Mickey the Beaver. Height approx 3' (BRONZE Sculpture)

Footprint (dimensions) 4' x 4'

Site Specific (Identify site location) #1 on Site Plan. Just east of 4535-52st. (Forbes house on the Park) at corner of intersecting pathways.



THE CITY OF RED DEER

APPLICATION FOR INSTALLATION OF PERMANENT ARTWORK ON PUBLIC PROPERTY

Description of Proposed Artwork (please include all details pertaining to final installation piece)

Mickey the Beaver with Doris Forbes - Bronze Sculpture

Site Specific (please identify exact location on specific site #1 on site plan. Just east of 435-52 st. (Forbes house on Park) at corner of intersecting pathwa
Footprint (specific any changes from Part 1) 4 x 4.

Comments a statue of Doris Forbes (child) holding Mickey the Beaver. Height 3'

The DBA hereby agrees and accepts the terms and conditions of this Application.

Per [Signature] Date 3-16-04
Downtown Business Association

OFFICIAL USE: CITY COUNCIL APPROVAL

Date Received _____ Date Returned _____

City Council Meeting Date _____

(3135 - Application for Installation)

Comments:

We agree with the recommendations of Administration.

"G.D. Surkan"
Mayor

"Rodney Burkard"
City Manager

Legislative & Administrative Services

DATE: July 13, 2004

FILE

TO: Greg Scott, Recreation, Parks & Culture Manager
Kerry Dawson, Culture Development Superintendent

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Ghost Project #9-04 – Mickey the Beaver

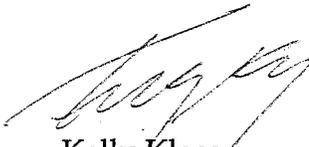
Reference Report:

Recreation, Parks & Culture Manager and Culture Development Superintendent, dated July 6, 2004.

Resolutions:

“Resolved that Council of the City of Red Deer, having considered the report from the Recreation, Parks & Culture Manager and the Culture Development Superintendent, dated July 6, 2004, approves the placement of Ghost Statue #9-04, Mickey the Beaver in Coronation Park at the location specified in the above noted report”

Report Back to Council: No


Kelly Kloss
Manager

/chk

c Community Services Director
Downtown Business Association

**Legislative & Administrative Services**

DATE: July 6, 2004
TO: City Council
FROM: Legislative & Administrative Services Manager
SUBJECT: Drinking Establishment Licensing Bylaw – Appeal Committee
Amendment to the Committees Bylaw

History

At the Council meeting of June 14, 2004, the Drinking Establishment Licensing Bylaw was approved. Within the Bylaw an appeal process was established with an Appeal Committee being the main component.

Discussion

Although the Drinking Establishment Licensing Bylaw established the Appeal Committee, it is still necessary to set out the mandate and procedures for this Committee within the Committee's Bylaw. The details as proposed are as follows:

17.1 "The Drinking Establishment Licensing Bylaw Appeal Committee"

- (1) The Appeal Committee consists of five members as specified in Section 17 of the Drinking Establishment Licensing Bylaw, namely:
 - (a) two members of Council;
 - (b) one citizen member of the Policing Committee;
 - (c) one business person; and
 - (d) one citizen at large.
- (2) The duty and purpose of the Appeal Committee is to hear and make decisions on appeals pursuant to its mandate as set out in the Drinking Establishment Licensing Bylaw.

City Council
July 6, 2004
Page 2

- (3) In hearing appeals, the Appeal Committee shall follow such procedures and requirements as may, from time to time be provided for in the Drinking Establishment Licensing Bylaw, but in addition may set out such other rules of practice as the Appeal Committee deems necessary to conduct its hearings properly and fairly.
- (4) As provided for in Section 197 of the *Municipal Government Act*, the proceedings and deliberations of the Appeal Committee must be conducted in public except where the Committee deals with information protected from disclosure under the provisions of the *Freedom of Information and Protection of Privacy Act*.
- (5) Within the scope of the authority granted to it under the Drinking Establishment Licensing Bylaw, the Appeal Committee shall make such decision as it deems to be reasonably necessary having regard to the safety, health and welfare of the public.
- (6) A decision of the Appeal Committee shall be communicated in writing to the Appellant or any solicitor acting on behalf of the Appellant and to the Inspections and Licensing Manager or any solicitor acting on behalf of The City within the time limit established under the Drinking Establishment Licensing Bylaw or within any such extended time limit which may be established by resolution of Council.

Appointment of Members

This office is proceeding to advertise for the citizen-at-large and business person representatives on this Committee. In addition we are asking the Policing Committee to recommend a citizen member from its Committee. I anticipate nominations to be submitted for review, and appointment of members at the August 9, 2004 Council meeting.

City Council
July 6, 2004
Page 3

Recommendation

- (1) That Council give three readings to Committees Bylaw Amendment 3265/B-2004.
- (2) That two members of Council be appointed to the Appeal Committee.

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written in a cursive style.

Kelly Kloss
Manager

Comments:

We agree with the recommendations of the Legislative & Administrative Services Manager.

"G.D. Surkan"
Mayor

"Rodney Burkard"
City Manager

CHAPMAN RIEBEEK

Barristers & Solicitors

NICK P. W. RIEBEEK*
T. KENT CHAPMAN*
LORNE E. GODDARD, Q.C.
GAYLENE D. BOBB

DONALD J. SIMPSON*
GARY W. WANLESS*
NANCY A. BERGSTROM*
SUZANNE M. ALEXANDER-SMITH

300, 4808 Ross Street
Red Deer, Alberta
T4N 1X5

TELEPHONE (403) 346-6603
FAX (403) 340-1280
e-mail: dsimpson@chapmanriebEEK.com

*Denotes Professional Corporation

Your file:
Our file: Drinking Establishment Bylaw

July 8, 2004

VIA FAX TO 340-0520

VIA FAX TO: 1 (403) 260-3501

Schnell MacSween Hardy
Barristers & Solicitors
504, 4909 – 49 Street
Red Deer, Alberta
T4N 1V1

McCarthy Terrault
Barristers & Solicitors
Suite 3300, 421 – 7th Avenue S.W.
Calgary, Alberta
T2P 4K9

Attention: David L. Hardy, Q.C.

Attention: Peter J. Forrester

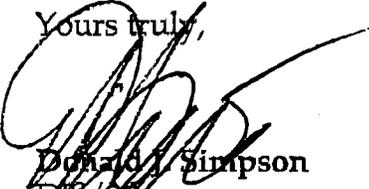
Dear Sirs:

Re: City of Red Deer Drinking Establishment Licensing Bylaw

Following Council's enactment of the Drinking Establishment Licensing Bylaw, it is now necessary to make amendments to the Committees Bylaw in order to create the Appeal Committee. The proposed amendments to the Committees Bylaw, together with a copy of the report of the City Legislative and Administrative Services Manager are attached for your information.

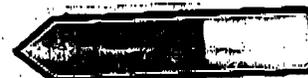
Please note that this matter will be considered at the July 12th, 2004 Council Meeting.

Yours truly,


Donald J. Simpson
LRS/011

Enclosures

c.c. Christine Kenzie @ City of Red Deer via fax: 346—6195



July 15, 2004

City calls for Drinking Establishment Licensing Bylaw Appeal Committee Members

(Red Deer, Alberta) – The City is looking for a citizen-at-large and a businessperson to sit on the newly established Drinking Establishment Licensing Bylaw Appeal Committee.

The Drinking Establishment Licensing Bylaw was approved by City Council on June 14, 2004. Under the Bylaw, drinking establishments will apply for an annual operating license that outlines a number of conditions that the drinking establishment must operate within. Ultimately, The City has the ability to suspend or revoke a license if the conditions of the license are not being followed. The Bylaw is available online at www.reddeer.ca.

As part of the Bylaw, Council also established an Appeal Committee. The purpose of the Committee is to allow drinking establishment operators an opportunity to appeal a decision that would result in the suspension or revoking a drinking establishment license. The Appeal Committee will hear the appeal and make a decision it deems to be reasonably necessary having regard to the safety, health, and welfare of the public.

The Drinking Establishment Licensing Bylaw Appeal Committee consists of two members of City Council, one citizen-at-large member of the Policing Committee, one businessperson and one citizen-at-large. Membership is for a two-year term with the meeting frequency dependent on the number of appeals received.

The City of Red Deer is seeking applications from a businessperson and a citizen-at-large, whom may be interested in serving in a voluntary capacity on this Committee. Applications are available from Legislative & Administrative Services, 2nd Floor, City Hall. Application forms, including a resume, may be returned to Legislative & Administrative Services by **Friday, July 30, 2004**. Applications can also be faxed to 346.6195. Further information is available by phoning 342-8132 or by e-mail at legislativeservices@reddeer.ca

-end-

For more information, please contact:

Kelly Kloss
Manager
Legislative & Administrative Services
(403) 342-8134

Christine Kenzie

From: Jilaire Wagner
Sent: July 06, 2004 3:23 PM
To: Christine Kenzie
Subject: RE: Drinking Establishment Licensing Bylaw Appeal Committee AD_v1.DOC

Looks good to me Christine!

Jilaire Soucy Wagner

Communications & Corporate Planning Coordinator
The City of Red Deer

Phone: 403.342.8320
Fax: 403.346.6195
E-mail: jilaire.wagner@reddeer.ca

-----Original Message-----

From: Christine Kenzie
Sent: July 06, 2004 9:45 AM
To: Jilaire Wagner
Subject: Drinking Establishment Licensing Bylaw Appeal Committee AD_v1.DOC
Importance: High

I have attached a copy of an ad that will be going into this Friday's Advocate re soliciting members for the Drinking Establishment Licensing Bylaw Appeal Committee.

Please review and advise if you have any comment or corrections to make. We would also like a news release to go out to the media regarding this. I will draft something up and send it to you for review/comment in the next day or so.

This ad will need to be ready by 10:00 A.M. – tomorrow (Wednesday, July 7th)

Thanks for your help.

Christine Kenzie
Legislative & Administrative Services
City of Red Deer
403.342.8201
christine.kenzie@reddeer.ca

<< File: Drinking Establishment Licensing Bylaw Appeal Committee AD_v1.DOC >>

**Drinking Establishment Licensing Bylaw
Appeal Committee Members**

The City of Red Deer is seeking one business member and one citizen-at-large to sit on the **Appeal Committee of the Drinking Establishment Licensing Bylaw**. The purpose of this Committee is to hear and make decisions on appeals by Licensees relating to the Drinking Establishment Licensing Bylaw. The frequency of meetings is dependent on appeals received. Membership on the Committee is voluntary with appointment made by City Council. A copy of the Drinking Establishments Licensing Bylaw 3332/2004 is available online at www.reddeer.ca

Applications and further details on the above committee are available from **Legislative & Administrative Services, 2nd Floor, City Hall**. Application forms may be returned at any time up to and including **Friday, July 30, 2004 to Legislative & Administrative Services or by fax to 346-6195**. Further information is available by phoning 342-8132 or by e-mail at legislativeservices@reddeer.ca

(July 9 & 16, 2004)

July 13, 2004

City calls for Drinking Establishment Licensing Bylaw Appeal Committee Members

(Red Deer, Alberta) – The City is looking for a citizen-at-large and a businessperson to sit on the newly established Drinking Establishment Licensing Bylaw Appeal Committee.

The Drinking Establishment Licensing Bylaw was approved by City Council on June 14, 2004. Under the Bylaw, drinking establishments will apply for an annual operating license that outlines a number of conditions that the drinking establishment must operate within. Ultimately, The City has the ability to suspend or revoke a license if the conditions of the license are not being followed. The Bylaw is available online at www.reddeer.ca.

As part of the Bylaw, Council also established an Appeal Committee. The purpose of the Committee is to allow drinking establishment operators an opportunity to appeal a decision that would result in the suspension or revoking a drinking establishment license. The Appeal Committee will hear the appeal and make a decision it deems to be reasonably necessary having regard to the safety, health, and welfare of the public.

The Drinking Establishment Licensing Bylaw Appeal Committee consists of two members of City Council, one citizen-at-large member of the Policing Committee, one businessperson and one citizen-at-large. Membership is for a two-year term with the meeting frequency dependent on the number of appeals received.

The City of Red Deer is seeking applications from a businessperson and a citizen-at-large, whom may be interested in serving in a voluntary capacity on this Committee. Applications are available from Legislative & Administrative Services, 2nd Floor, City Hall. Application forms, including a resume, may be returned to Legislative & Administrative Services by **Friday, July 30, 2004**. Applications can also be faxed to 346-6195. Further information is available by phoning 342-8132 or by e-mail at legislativeservices@reddeer.ca.

- end -

For more information, contact:

Kelly Kloss
Legislative & Administrative Services
The City of Red Deer
(403) 342-8134

Christine Kenzie

From: Kelly Kloss
Sent: July 09, 2004 8:22 AM
To: Jilaire Wagner; Yvonne Turgeon; Christine Kenzie; Paul Meyette
Subject: FW: July 6, 2004 Drinking Establishment Licensing Bylaw - Appeal Committee Members - News Release_v1.DOC

Thanks Jilarie.

I added the word "suspend" in front of revoke. Also the appealant can appeal the conditions placed on the license but that is probably too much detail for the news release.

If Council approves the bylaw Monday we would have the release go Tuesday Morning.

Thanks

Kelly

-----Original Message-----

From: Jilaire Wagner
Sent: July 08, 2004 6:52 PM
To: Christine Kenzie; Kelly Kloss
Cc: Paul Meyette; Yvonne Turgeon
Subject: RE: July 6, 2004 Drinking Establishment Licensing Bylaw - Appeal Committee Members - News Release_v1.DOC

I've made some suggestions, particularly to the description of the intent of the bylaw. I'm away Friday and Monday, but please contact Yvonne if you would like any changes and to confirm the release date.

Jilaire



July 15, 2004 -
NR - Drinking ...

Jilaire Soucy Wagner

Communications & Corporate Planning Coordinator
The City of Red Deer

Phone: 403.342.8320

Fax: 403.346.6195

E-mail: jilaire.wagner@reddeer.ca

-----Original Message-----

From: **Christine Kenzie**
Sent: July 08, 2004 7:39 AM
To: Kelly Kloss; Jilaire Wagner
Subject: FW: July 6, 2004 Drinking Establishment Licensing Bylaw - Appeal Committee Members - News Release_v1.DOC

See comments from Paul Meyette re News Release for Appeal Committee - a definition for a business person?

Christine Kenzie
Legislative & Administrative Services
City of Red Deer
403.342.8201
christine.kenzie@reddeer.ca

-----Original Message-----

From: Paul Meyette
Sent: July 07, 2004 7:57 PM
To: Christine Kenzie
Subject: RE: July 6, 2004 Drinking Establishment Licensing Bylaw - Appeal Committee Members - News Release_v1.DOC

Christine

The news release looks fine. Do we need to define what a business person is?

Paul Meyette
Inspections and Licensing Manager
City of Red Deer
Box 5008, 4914 - 48 Avenue
Red Deer, Alberta
T4N 3T4

-----Original Message-----

From: Christine Kenzie
Sent: July 07, 2004 9:01 AM
To: Jilaire Wagner; Paul Meyette
Cc: Kelly Kloss
Subject: July 6, 2004 Drinking Establishment Licensing Bylaw - Appeal Committee Members - News Release_v1.DOC

Please review the attached News Release re Appeal Committee Members for the Drinking Establishment Licensing Bylaw. This news release could be issued after the July 12, 2004 Council Meeting.

Let me know if you have any comments/changes.

Thanks.

Christine Kenzie
Legislative & Administrative Services
City of Red Deer
403.342.8201
christine.kenzie@reddeer.ca

<< File: July 6, 2004 Drinking Establishment Licensing Bylaw - Appeal Committee Members - News Release_v1.DOC >>

Legislative & Administrative Services

DATE: July 13, 2004
TO: Johan van der Bank, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Proposed Inglewood East Neighbourhood Area Structure Plan
Bylaw 3217/B-2004
Land Use Bylaw Amendment 3156/W-2004, Inglewood East Phase 1

Reference Report:

Parkland Community Planning Services, dated July 6, 2004

Resolutions:

“Resolved that Council of the City of Red Deer having considered the report from Parkland Community Planning Services, dated July 6, 2004 re: Proposed Inglewood East Neighbourhood Area Structure Plan, Bylaw 3217/B-2004 hereby agrees to table consideration of said plan to allow the Administration and Developer to submit an alternate development concept based on a distribution of the land use mix throughout the subdivision.”

Report Back to Council: Yes

Once a revised plan is completed.

Comments/Further Action:

At the Council Meeting suggestions from individual Councillors (but not directed by resolution) included:

- a) Dispersion of land use throughout the subdivision
- b) Secondary suite dispersed
- c) A review of the tot lot location

As a result of the above direction, Land Use Bylaw Amendment 3156/W-2004 was not considered at this time.


Kelly Kloss
Manager
/chk
/attach.

- c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
C. Adams, Administrative Assistant
L. Soley, Clerk Steno

FILE



LEGISLATIVE & ADMINISTRATIVE SERVICES

July 13, 2004

Fax: 343-7510

Mr. G. Pelletier
Melcor Developments Ltd.
502, 4901 – 48 Street
Red Deer, AB T4N 6M4

Dear Mr. Pelletier:

*Inglewood East Neighbourhood Area Structure Plan Amendment 3217/B-2004
Land Use Bylaw Amendment 3156/W-2004
Inglewood East Neighbourhood – Inglewood East Phase 1*

At the City of Red Deer's Council Meeting held Monday, July 12, 2004, the *Inglewood East Neighbourhood Area Structure Plan Bylaw Amendment 3217/B-2004*, *Inglewood East Neighbourhood* was discussed. As you are aware the bylaw was tabled to allow Melcor and City Administration to review an alternate development concept based on a distribution of the land use mix throughout the subdivision.

Please contact Parkland Community Planning Services to begin the discussion for an alternate plan. Once a plan is in place, I will schedule it for a future Council meeting.

Thank you for your presentation at the Council meeting.

Please call me if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written over a white background.

Kelly Kloss
Manager

c Parkland Community Planning Services

CHAPMAN RIEBEEK

Barristers & Solicitors

NICK P. W. RIEBEEK*
 T. KENT CHAPMAN*
 LORNE E. GODDARD, Q.C.
 GAYLENE D. BOBB

DONALD J. SIMPSON*
 GARY W. WANLESS*
 NANCY A. BERGSTROM*
 SUZANNE M. ALEXANDER-SMITH

300, 4808 Ross Street
 Red Deer, Alberta
 T4N 1X5

TELEPHONE (403) 346-6603
 FAX (403) 340-1280

e-mail: dsimpson@chapmanriebeck.com

*Denotes Professional Corporation

Your file:
 Our file: Drinking Establishment Bylaw

July 8, 2004

VIA FAX TO 340-0520

VIA FAX TO: 1 (403) 260-3501

Schnell MacSween Hardy
 Barristers & Solicitors
 504, 4909 - 49 Street
 Red Deer, Alberta
 T4N 1V1

McCarthy Terrault
 Barristers & Solicitors
 Suite 3300, 421 - 7th Avenue S.W.
 Calgary, Alberta
 T2P 4K9

Attention: David L. Hardy, Q.C.

Attention: Peter J. Forrester

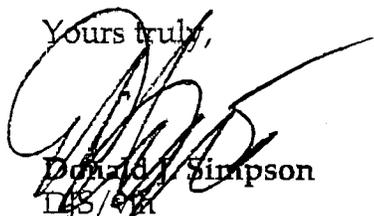
Dear Sirs:

Re: City of Red Deer Drinking Establishment Licensing Bylaw

Following Council's enactment of the Drinking Establishment Licensing Bylaw, it is now necessary to make amendments to the Committees Bylaw in order to create the Appeal Committee. The proposed amendments to the Committees Bylaw, together with a copy of the report of the City Legislative and Administrative Services Manager are attached for your information.

Please note that this matter will be considered at the July 12th, 2004 Council Meeting.

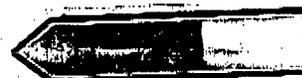
Yours truly,



Donald J. Simpson
 LBS/04

Enclosures

c.c. Christine Kenzie @ City of Red Deer via fax: 346-6195



CHAPMAN RIEBEEK

Barristers & Solicitors

NICK P. W. RIEBEEK*
T. KENT CHAPMAN*
LORNE E. GODDARD
GAYLENE D. BOBB

DONALD J. SIMPSON
GARY W. WANLESS*
NANCY A. BERGSTROM*
SUZANNE M. ALEXANDER-SMITH

300, 4808 Ross Street
Red Deer, Alberta
T4N 1X5

TELEPHONE (403) 346-6603
FAX (403) 340-1280
e-mail: info@chapmanriebeek.com

*Denotes Professional Corporation

Your file:
Our file:

June 25, 2004

City of Red Deer
P.O. Box 5008
Red Deer, AB
T4N 3T4

Backup

Attention: Kelly Kloss
Legislative & Administrative Services Manager

Dear Sir:

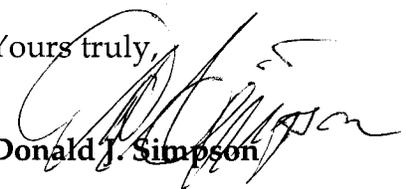
**Re: Amendment to Committees Bylaw re. Appeal Committee -
Drinking Establishment Bylaw**

Enclosed please find a revised draft amendment to the Committees Bylaw further to our meeting on June 24. Please note that I have made the following changes:

1. revised paragraph 17.1 (1) as discussed;
2. added new paragraph 17.1 (4) to state that proceedings of the appeal Committee are to be held in public as specified in the MGA.
3. added new paragraph 17.1 (5) to set out the factors that are to be considered by the Committee. Please note that I have added a reference to decisions of the Appeal Committee having to be "commercially reasonable" to make sure the a financially impossible condition is not imposed. We did not discuss this issue, but it may give some comfort to the industry and should not adversely affect the scope of the City's power to regulate the industry.
4. Minor wording changes are made throughout.

I understand that you want this to be passed by the end of July. Also, I would confirm our advice that a copy of the draft amendment be circulated to the lawyers for the industry groups.

Yours truly,


Donald J. Simpson

c.c. Paul Meyette

BYLAW NO. _____ - / 2004

Being Bylaw to amend Bylaw No. 3265/2000, the Committees Bylaw of the City of Red Deer.

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

Bylaw No. 3265/2000 is hereby amended as follows:

1. By adding to section 3(1) the following new committee:
"3(1)(q) Drinking Establishment Licensing Bylaw Appeal Committee".
2. By adding a new section 17.1:
"17.1 **"The Drinking Establishment Licensing Bylaw Appeal Committee"**
 - (1) The Appeal Committee consists of five members as specified in section 17 of the Drinking Establishment Licensing Bylaw, namely:
 - (a) two members of Council;
 - (b) one citizen members of the Policing Committee;
 - (c) one business person; and
 - (d) one citizen at large.
 - (2) The duty and purpose of the Appeal Committee is to hear and make decisions on appeals pursuant its mandate as set out in the Drinking Establishment Licensing Bylaw.
 - (3) In hearing appeals, the Appeal Committee shall follow such procedures and requirements as may, from time to time be provided for in the Drinking Establishment Licensing Bylaw, but in addition may set out such other rules of practice as the Appeal Committee deems necessary to conduct its hearings properly and fairly.
 - (4) As provided for in section 197 of the *Municipal Government Act*, the proceedings and deliberations of the Appeal Committee must be conducted in public except where the Committee deals with information protected from disclosure under the provisions of the *Freedom of Information and Protection of Privacy Act*.
 - (5) Within the scope of the authority granted to it under the Drinking Establishment Licensing Bylaw, the Appeal Committee shall make such decision as it deems to be

BYLAW NO. _____ - / 2004

Being Bylaw to amend Bylaw No. 3265/2000, the Committees Bylaw of the City of Red Deer.

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1. By adding to section 3(1) the following new committee:

“3(1)(q) Drinking Establishment Licensing Bylaw Appeal Committee”.

2 By adding a new section 17.1:

“17.1 **“The Drinking Establishment Licensing Bylaw Appeal Committee”**

- (1) The Appeal Committee consists of five members as specified in section 17 of the Drinking Establishment Licensing Bylaw, namely:
 - (a) two members of Council;
 - (b) one citizen members of the Policing Committee;
 - (c) one business person; and
 - (d) one citizen at large.
- (2) The duty and purpose of the Appeal Committee is to hear and make decisions on appeals pursuant its mandate as set out in the Drinking Establishment Licensing Bylaw.
- (3) In hearing appeals, the Appeal Committee shall follow such procedures and requirements as may, from time to time be provided for in the Drinking Establishment Licensing Bylaw, but in addition may set out such other rules of practice as the Appeal Committee deems necessary to conduct its hearings properly and fairly.
- (4) As provided for in section 197 of the *Municipal Government Act*, the proceedings and deliberations of the Appeal Committee must be conducted in public except where the Committee deals with information protected from disclosure

under the provisions of the *Freedom of Information and Protection of Privacy Act*.

- (5) A decision of the Appeal Committee shall be communicated in writing to the Appellant or any solicitor acting on behalf of the Appellant and to the Inspections and Licensing Manager or any solicitor acting on behalf of the City within the time limit established under the Drinking Establishment Licensing Bylaw or within any such extended time limit which may be established by resolution of Council."

3 In all other respects, Bylaw No. 3265/2000 is hereby ratified and confirmed.

READ A FIRST TIME IN OPEN COUNCIL this day of 2004

READ A SECOND TIME IN OPEN COUNCIL this day of 2004

READ A THIRD TIME IN OPEN COUNCIL this day of 2004

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004

MAYOR

CITY CLERK

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004

MAYOR

CITY CLERK

Kelly Kloss

From: Don Simpson [dsimpson@chapmanriebeek.com]
Sent: July 05, 2004 4:31 PM
To: Kelly Kloss
Cc: Paul Meyette; Christine Kenzie; nriebeek@chapmanriebeek.com
Subject: Re: RE: Appeal committee:Drinking Establishment Bylaw



AMDT TO Amdt.CTTEE BL.doc
DRINKING ESTABL BL.D

Kelly and Paul:

I have discussed this with Nick. We agree with Paul's point, namely that commercial effect can be considered anyway and need not be specifically mentioned. In addition, it would be preferable (though legally not essential) to amend the Drinking Bylaw itself.

Attached are two amendments - the one for the Committees Bylaw with the offending paragraph removed and the other for the main bylaw, with two variations on the relevant clause. One of the variations keeps in consideration of commercial viability but makes it secondary to public safety, etc. The other just eliminates commercial viability.

Either of the variations would work.

I hope this allows you to proceed with the agenda.

Donald J. Simpson
Chapman Riebeek
Barristers and Solicitors
300 - 4808 Ross Street
Red Deer, Alberta
T4N 1X5
Tel: (403) 346-6603
Fax: (403) 340-1280
email<<dsimpson@chapmanriebeek.com>>

[This message has been scanned for security content threats, including computer viruses.]

Kelly Kloss

From: Don Simpson [dsimpson@chapmanriebeek.com]
Sent: July 06, 2004 2:29 PM
To: Kelly Kloss
Cc: riebeek@chapmanriebeek.com; Paul Meyette
Subject: Re: RE: RE: Appeal committee:Drinking Establishment Bylaw

Kelly.Kloss@reddeer.ca writes:

>I agree that we would prefer not to amend the Drinking Establishment
>Bylaw at this point, maybe in a year when we review it. On the
>Committee's Bylaw amendment then, should we put one of the clauses you
>were proposing for the Drinking Bylaw?

Yes, I think that would be a good idea. This provision is consistent with the intent of the Bylaw as a whole and may encourage affected businesses not to launch any legal challenge to the Bylaw.

Donald J. Simpson
Chapman Riebeek
Barristers and Solicitors
300 - 4808 Ross Street
Red Deer, Alberta
T4N 1X5
Tel: (403) 346-6603
Fax: (403) 340-1280
email<<dsimpson@chapmanriebeek.com>>

[This message has been scanned for security content threats, including computer viruses.]

Legislative & Administrative Services

DATE: July 13, 2004
TO: Paul Meyette, Inspections & Licensing Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Drinking Establishment Licensing Bylaw – Appeal Committee
Amendment to the Committees Bylaw – Bylaw 3265/B-2004

Reference Report:

Legislative & Administrative Services Manager, dated July 6, 2004

Bylaw Readings:

Committees Bylaw Amendment 3265/B-2004 was given three readings. A copy of the bylaw is attached. Council also passed the following resolution appointing two Council members to the Appeal Committee

Resolutions:

“Resolved that Council of The City of Red Deer, having considered the report from the Legislative & Administrative Services Manager, dated July 6, 2004, re: Drinking Establishment Licensing Bylaw – Appeal Committee, Amendment to the Committees Bylaw, hereby appoints the following Councillors to the Drinking Establishment Licensing Bylaw Appeal Committee, for a term to expire October, 2004:

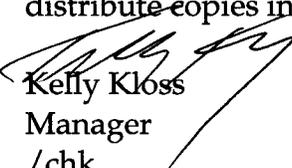
Councillor Hughes

Councillor Watkinson-Zimmer”

Report Back to Council: Yes

Applications received for the citizen-at-large, business person, and Policing Committee citizen-at-large member will be presented to Council on Monday, August 9, 2004.

The office will amend the consolidated copy of the Committees Bylaw 3265/2000 and distribute copies in due course.



Kelly Kloss

Manager

/chk

/attach.

c City Manager
City Solicitor



DATE: 06 July 2004

TO: Kelly Kloss, Manager, Legislative & Administrative Services

FROM: Johan van der Bank, Planner

RE: Proposed Inglewood East Neighbourhood Area Structure Plan
(Bylaw 3217/B-2004)

BACKGROUND

This is a new neighbourhood area structure plan prepared by Stantec Consulting Ltd. on behalf of Melcor Developments Ltd. for the lands located east of the existing Inglewood West neighbourhood. It is the second new plan to be processed in accordance with the Community Services Division's *Neighbourhood Planning & Design Guidelines & Standards*. The processing of the plan entailed referral to City departments, agencies, adjacent landowners, Red Deer County, the school authorities, and utility companies. The comments received were reviewed by the Subdivision Committee and the developer was requested to address all the unresolved issues.

NEIGHBOURHOOD MEETING

A neighbourhood meeting was hosted by Parkland Community Planning Services on June 22, 2004. Residents from the surrounding neighbourhoods in Aspen Ridge, Anders on the Lake and Inglewood West were invited through door-to-door distribution of a flyer to 40 homes. Due to the fact that most of the surrounding lands which may be affected are vacant or currently being developed, no one attended the meeting. No comments on the proposed area structure plan were received. An inquiry for more information out of interest was received from TGS Harvard Management Services, the managers of the East Hill Shopping Centre.

RECREATION & PARKS BOARD

At their meeting on June 23, 2004 the Recreation & Parks Board reviewed the proposed Neighbourhood Park Plan and resolved to support the plan as presented.

PLANNING ANALYSIS

The developer and its consultants designed the neighbourhood to create a modern community offering a wide variety of housing forms, ample recreation amenities in the form of trails, sport fields and play structures, a school site, adequate utilities and attractive streets. In addition to standard detached dwellings the neighbourhood will offer housing opportunities on smaller lots, in semi-detached dwellings, townhouse units, apartment units and secondary suites. The neighbourhood park which is accessible from all parts of the neighbourhood by trails and linear parks will include a community shelter

and will function as the local gathering place. All collector streets will be designed with separate walkways and treed boulevards on all sides.

The north boundary of the plan area is encumbered by an electrical right-of-way (AltaLink 250 kV powerlines) which the developer will provide as a naturally landscaped public utility lot. This area will contain a multi-purpose trail extending from 30th Avenue to the existing trail in Inglewood West, which ultimately will link the quarter sections to the east from 20 Avenue all the way through the Bower lands west of 40th Avenue to the trail along Piper Creek and those in the Waskasoo Park system. In addition to the requirement for a storm detention pond, also to be provided as a public utility lot, and the required 10% municipal reserve dedication, the provision of the electrical ROW means that this will be one of the better endowed neighbourhoods in the City in terms of open space (i.e. 21.11% in total).

The plan allocates the following land uses:

- R1 - 36% of the land area
- R1N - 13% of the land area (24% of the net residential land area)
- R1A - 2% of the land area
- R2 and R3 - 4% of the land area
- Municipal Reserve - 10%
- Public Utility Lot - 11%
- Streets and lanes - 23%

The plan proposes a total of 804 dwelling units, consisting of:

- 392 conventional detached dwellings
- 39 secondary suites
- 190 narrow lot detached dwellings
- 28 semi-detached dwelling units
- 174 townhouse and/or apartment style dwelling units

Low density housing (detached and semi-detached dwellings) will make up 78% of the total housing stock, while medium density housing will contribute 22% of the total number of units in the neighbourhood.

The plan complies in all respects with the Municipal Development Plan, the Intermunicipal Development Plan and the East Hill Major Area Structure Plan. The ecological profile was considered and the recommendation to preserve the existing trees on the site will be implemented, albeit with the loss of some of the trees, in consultation with the Recreation, Parks & Culture Department.

The developer has incorporated all of the requirements from City departments and agencies and, except as discussed below, the plan meets all the requirements of the City's *Neighbourhood Planning & Design Guidelines & Standards* (hereafter referred to as the *Guidelines & Standards*).

Inconsistencies of the Plan with the City's Neighbourhood Planning & Design Guidelines & Standards

The plan proposed by the developer is attached as "Plan A".

1. The *Guidelines & Standards* include a guideline (1.2 C) that requires modules of R1N narrow lot housing, semi-detached dwellings and townhouses to be kept within 50 to 60 units each, and be separated by other housing forms.

Contrary to this requirement the developer is proposing a layout with two larger clusters of R1N narrow lots, with the west cluster containing approximately 95 units and the east cluster approximately 100 units. The developer is suggesting that the requirement for smaller R1N clusters does not sufficiently allow for market flexibility.

2. The *Guidelines & Standards* also include a standard [1.1.1 (d)] requiring that where the plan adjoins existing development, a similar style and density of housing should be proposed where the developments adjoin.

Contrary to this requirement along the southwest boundary in the block east of the south collector the developer is proposing R1N housing where it adjoins proposed R1 housing in the Inglewood West plan. The developer is suggesting that the requirement for similar style and density of housing along the plan boundary is being complied with by proposing R1N housing.

The Intent of the City's Neighbourhood Planning & Design Guidelines & Standards

The *Guidelines & Standards* document was prepared on the basis of the recommendations coming out of the 'Red Deer Growing Smarter' study, which Council had adopted in December 2002. The recommendations were the culmination of research undertaken over a period of 18 months under the direction of a steering committee, which included diverse stakeholders from the community, including the Urban Development Institute, representing the development industry.

The *Guidelines & Standards* is a tool which provides direction to the development industry and enables planning staff to assess all neighbourhood plans in a consistent manner. With reference to the two items in contention, the following should be noted:

1. The objectives of the guideline requiring R1N, R1A and R2 housing forms to be designed in clusters of 50 to 60 units each and separated by other housing forms, are:
 - to encourage a finer grained housing variety within neighbourhoods, instead of having large areas of concentration of the same housing form; and
 - to deconcentrate those housing forms which typically tend to be associated and perceived as creating on-street parking congestion.
 - During the 'Red Deer Growing Smarter' study there was also mention of social concerns where higher density housing forms are concentrated in large clusters.
2. With regard to the requirement to provide similar style and density of housing where the plan adjoins existing development, the rationale is not based on land use incompatibility. In fact, R1 and R1N land uses are allowed on opposite sides of streets, lanes and open spaces where the location is internal to the plan. The rationale for this particular requirement is that, where these land uses are located in

two different adjacent plans, prospective buyers in each neighbourhood do not necessarily have an opportunity to view the adjacent plan, and may buy into a neighbourhood not knowing that the housing on the opposite side will be a different style and density. In the past the City received complaints for having allowed different styles and densities of housing in two adjoining areas (e.g. Anders on the Lake adjacent to existing development in Anders), and this particular requirement was incorporated into the *Guidelines & Standards* to address such situations. For the same reason the *Guidelines & Standards* do not allow two-storey walkout basement lots along the plan boundary, except where consensus were reached with adjacent landowners.

The *Guidelines & Standards* were approved as a policy by City Council. Subsequent amendments would be reviewed by the Standards Review Committee, consisting of the Community Services Director, representatives from Parkland Community Planning Services and the Recreation Parks & Culture Department and other members as deemed appropriate, and may be approved by the City Manager. In some instances the *Guidelines & Standards* may be revised based upon amendments to statutory documents, such as the Land Use Bylaw, in which case there would not be a requirement to follow the outlined amendment process.

The *Guidelines & Standards* define “guidelines” as “strongly recommended” and “standards” as “non-negotiable” (p. 4 in the footnotes of the *Guidelines and Standards*).

Based on the above noted planning considerations, planning staff cannot support the developer’s proposed plan.

Revised Plan Proposed by Planning Staff

Planning staff propose an alternate plan, marked as “Plan B” and attached to this letter. This plan reduces the west cluster of R1N lots to approximately 65 units and the east cluster to approximately 68 units. Planning staff are comfortable accepting this reduction of the cluster sizes. The only other plan to have been designed under the *Guidelines & Standards* to date is the City’s Johnstone Crossing Neighbourhood Area Structure Plan, where R1N clusters were kept to 65 units.

The proposed revised plan will also change the block east of the south collector to R1 housing.

The revised plan will have 16.52% of the net residential area allocated to R1N housing. The Land Use Bylaw allows up to 33% of the net residential area to be allocated as R1N.

The developer could pursue an amendment to the *Guidelines & Standards*. Such an application would have to include supportive information and a proposed alternative guideline or standard. It would have to follow the proper amendment process including referral to City departments, a review by the Standards Review Committee and a staff recommendation to Council.

MUNICIPAL PLANNING COMMISSION

In compliance with the *Neighbourhood Planning & Design Guidelines & Standards* the proposed Inglewood East Neighbourhood Area Structure Plan was forwarded to the Municipal Planning Commission for review and a recommendation to City Council. The

MPC resolved to recommend that Council support the developer's "Plan A", subject to all lanes behind R1N lots being paved to the nearest street intersection.

RECOMMENDATION

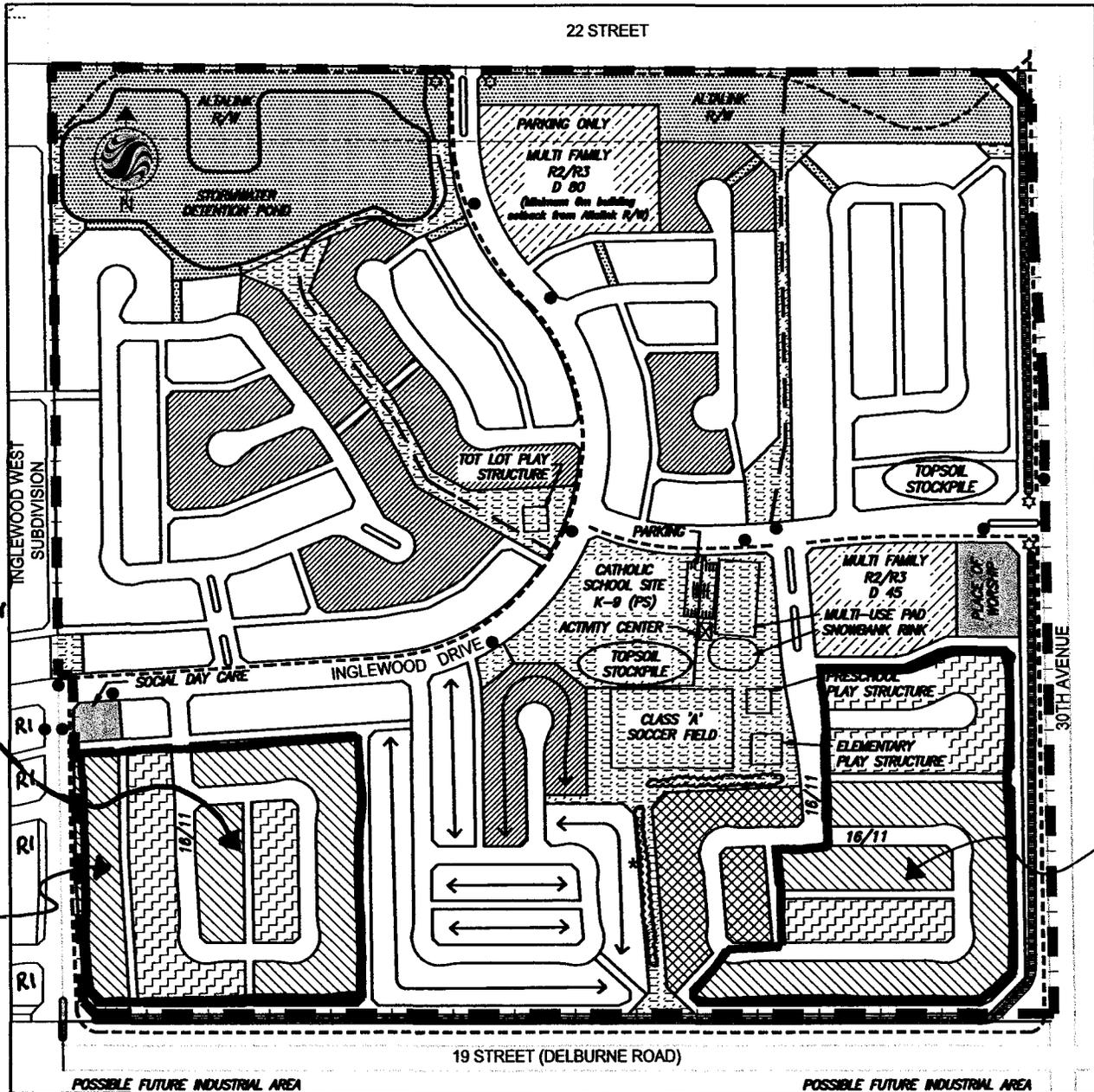
Planning staff recommend that City Council considers first reading of Bylaw Amendment No. 3217/B-2004, which proposes the Inglewood East Neighbourhood Area Structure Plan, based on alternative "Plan B" (attached).



Johan van der Bank
PLANNER

cc: Colleen Jensen, Director of Community Services Division
Guy Pelletier, Melcor Developments Ltd.
Brad Currie, Stantec Consulting Ltd.

"PLAN A" PROPOSED BY DEVELOPER



RIN cluster is too large

RIN is not similar to R1

RIN cluster is too large

LEGEND

	Single Family		R2/R3 Residential Multi Family		Lot Designed as Secondary Suites (Not to exceed 39 lots in total)
	Single Family 2 Storey Walkout		Public Utility Lot		BERM
	Single Family Narrow Lot		Municipal Reserve		Potential Bus Stop
	Semi Detached		Place of Worship(R2/R3)/ Social Care Facility(R1)		Entry Feature Sign
			Single Family Narrow 2 Story Walkout		Ex Trees to be Preserved
					Multi-Purpose Trail
					Trail
					ASP Boundary

* At Subdivision, the R.P. and C. dept must be consulted with regards to the location of property lines adjacent to existing trees.

JUNE, 2004
112870923

W:_ltd\112870923 Inglewood East Servicing Study\dwg\70923-Ing_East-ASP-MAY 17,2004.dwg
2004-06-29 06:47PM By: aprediger

ORIGINAL SHEET - ANSI A

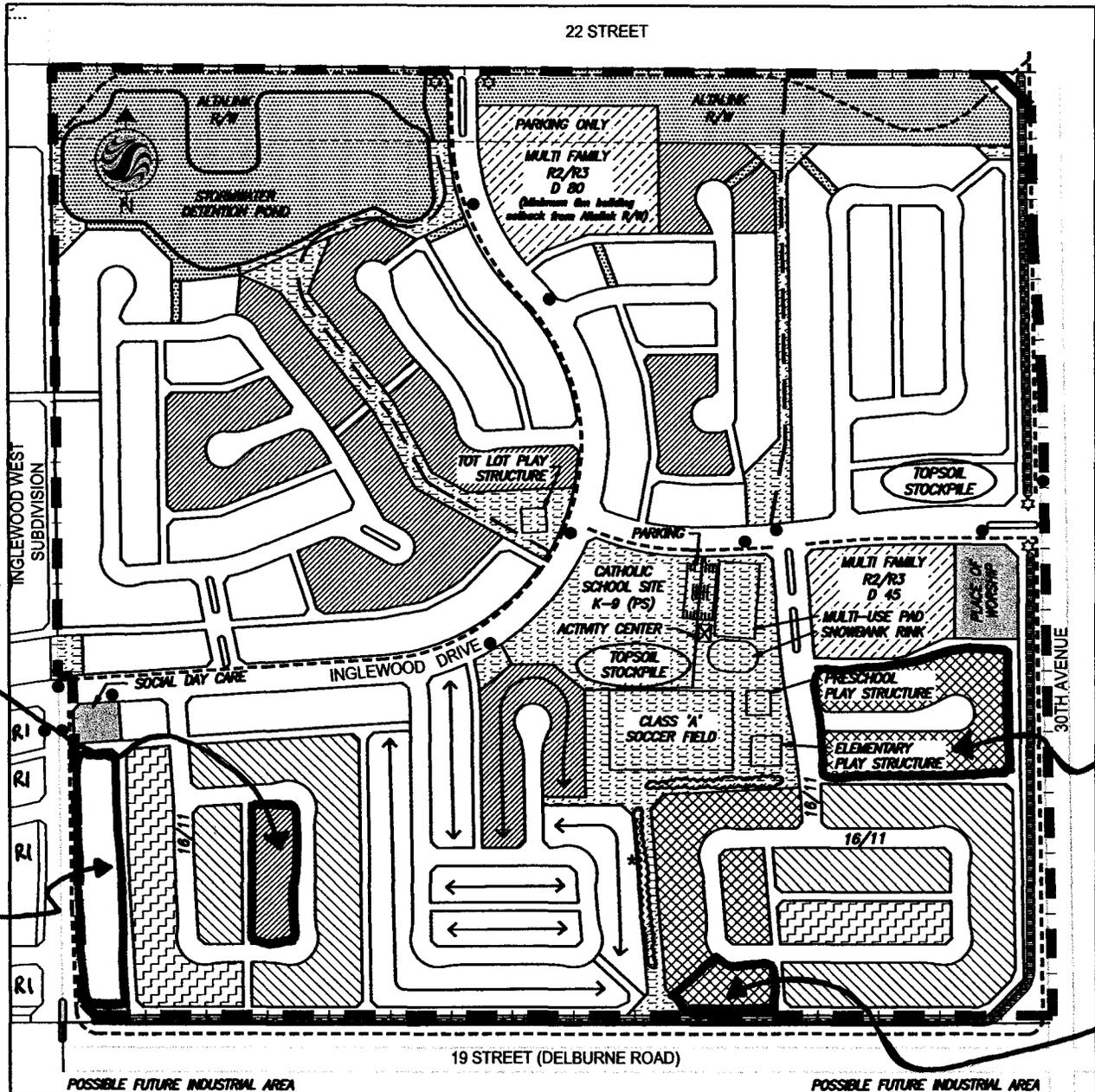


Stantec Consulting Ltd.
600, 4808 Ross Street
Red Deer AB Canada
T4N 1X5
Tel. 403.341.3320
Fax. 403.342.0969
www.stantec.com



Client/Project
MELCOR DEVELOPMENTS LTD.
INGLEWOOD EAST NEIGHBORHOOD
AREA STRUCTURE PLAN
Figure No. 4.0
Title **DEVELOPMENT CONCEPT**

"PLAN B" PROPOSED BY CITY ADMINISTRATION



LEGEND

- | | | |
|--------------------------------|---|---|
| Single Family | R2/R3 Residential Multi Family | Lot Design as Secondary Suites (Not to exceed 39 lots in total) |
| Single Family 2 Storey Walkout | Public Utility Lot | BERM |
| Single Family Narrow Lot | Municipal Reserve | Potential Bus Stop |
| Semi Detached | Place of Worship(R2/R3)/ Social Care Facility(R1) | Entry Feature Sign |
| | Single Family Narrow 2 Story Walkout | Ex Trees to be Preserved |
| | | Multi-Purpose Trail |
| | | Trail |
| | | ASP Boundary |

* At Subdivision, the R.P. and C. dept must be consulted with regards to the location of property lines adjacent to existing trees.

W:_ltd\112870923 Inglewood East Servicing Study\dwg\70923-Ing_East-ASP-OPTION 2.dwg
2004-06-29 07:21PM By: aprediger

JUNE, 2004
112870923

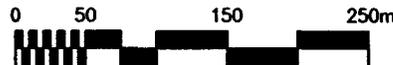
ORIGINAL SHEET - ANSI A



Stantec

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www.stantec.com

SCALE
1:5000



Client/Project
MELCOR DEVELOPMENTS LTD.
INGLEWOOD EAST NEIGHBORHOOD
AREA STRUCTURE PLAN

Figure No.

4.0

Title
**DEVELOPMENT
CONCEPT**



Legislative & Administrative Services

DATE: July 6, 2004
TO: City Council
FROM: Municipal Planning Commission
RE: Proposed Inglewood East Neighbourhood Area Structure Plan
Bylaw 3217/B-2004

On July 5, 2004 the Municipal Planning Commission gave consideration to a report from Parkland Community Planning Services, Re: Proposed Inglewood East Neighbourhood Area Structure Plan/Bylaw 3217/B-2004. Following discussion the motion as shown below was introduced and passed.

“Resolved that the Municipal Planning Commission supports the Development Concept Plan originally submitted by the developer with the requirement that R1N areas have paved back alleys with the paving to continue to the closest street access, for the proposed Inglewood East Neighbourhood Area Structure Plan and recommend Council consider first reading of Bylaw 3217/B-2004.”

This is provided for Council’s information and consideration.

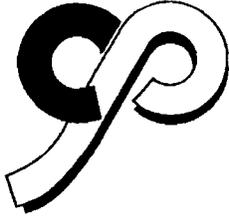
Mayor Gail Surkan, Chair
Municipal Planning Commission

Comments:

Council's direction is requested as to which "Plan" Council wishes to proceed with. Council would then proceed to first reading of the Inglewood East Neighbourhood Area Structure Plan. A Public Hearing would be held on Monday, August 9, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

"G.D. Surkan"
Mayor

"N. Van Wyk"
City Manager



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

Suite 404, 4808 Ross Street
Red Deer, Alberta, T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570
E-mail: pcps@pcps.ab.ca

DATE: July 6, 2004

TO: Kelly Kloss, Legislative & Administrative Services Manager

FROM: Johan van der Bank, Planner

RE: Land Use Bylaw Amendment No. 3156/W-2004
Map No. 15/2004
Inglewood East Phase 1
Melcor Developments Ltd. and Stantec Consulting Ltd.

BACKGROUND

Melcor Developments Ltd., being the developer of the Inglewood East subdivision, is proposing to redistrict land to facilitate subdivision and development of the first phase in this neighbourhood.

The developer is proposing that land be redistricted from A1 Future Urban Development District to PS Public Service District (0.126 ha), R1 Residential (Low Density) District (0.126 ha) and R1N Residential (Narrow Lot) District (2.215 ha). Map 15/2004 marked "Developer's Proposal" reflects the redistricting proposal. Phase 1 includes approximately 3 R1 lots, 58 R1N lots, one social care site and one public utility lot.

As explained in another item on this agenda (Bylaw Amendment No. 3217/B-2004 Inglewood East Neighbourhood Area Structure Plan) planning staff does not support the plan proposed by the developer. A revised plan is being proposed by planning staff as an alternative to the developer's proposal. The revised plan reduces the size of the R1N narrow lot modules and changes the land use of the block east of the south collector street to match that of the land proposed for the adjacent Inglewood West plan.

The revised plan proposes that land be redistricted from A1 Future Urban Development District to PS Public Service District (0.126 ha), R1 Residential (Low Density) District (0.908 ha) and to R1N Residential (Narrow Lot) District (1.433 ha). Map 15/2004 marked "City Administration's Proposal" reflects the alternative redistricting proposal. According to this plan Phase 1 would include approximately 18 R1 lots, 38 R1N lots, one social care site and one public utility lot.

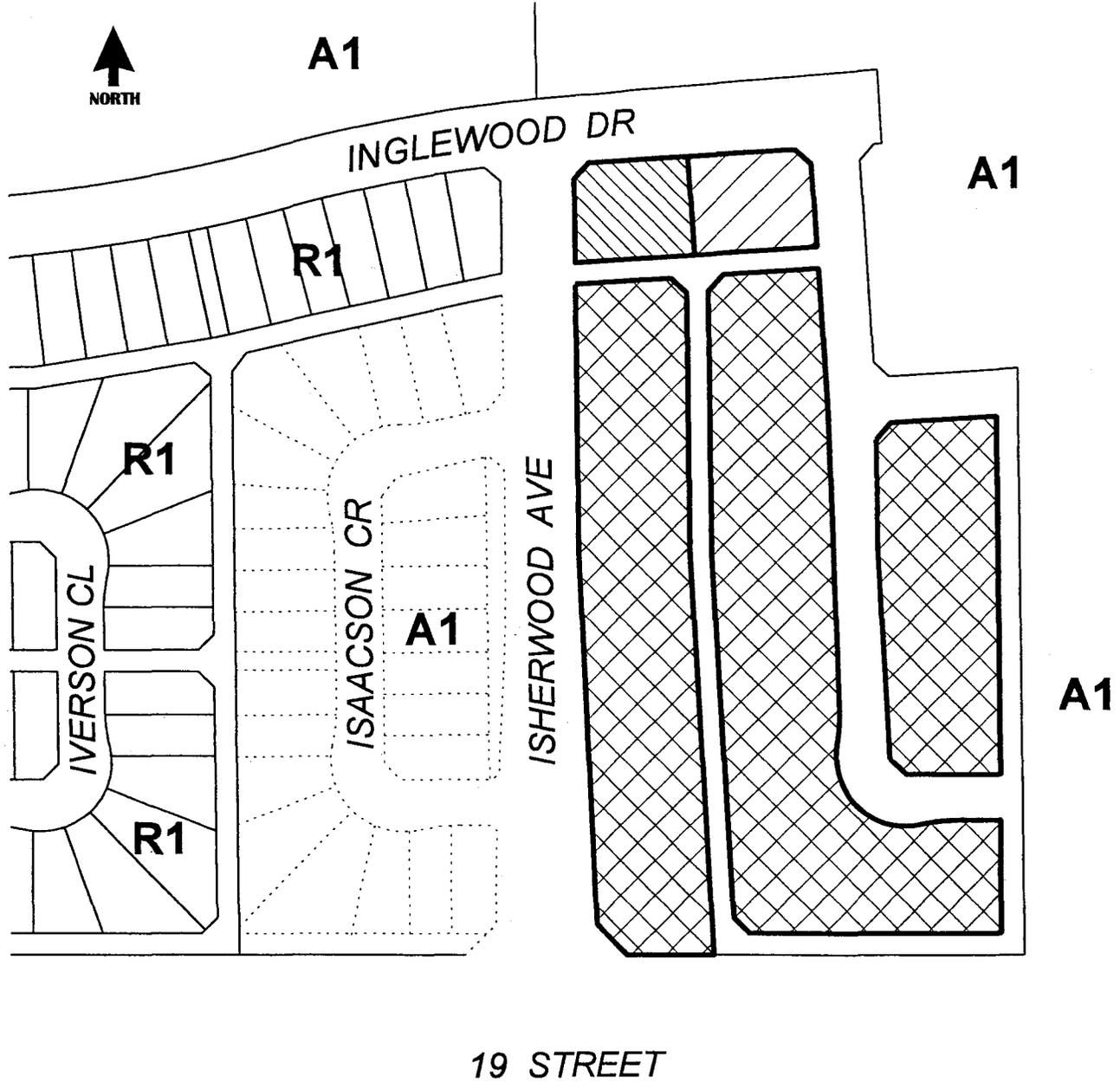
RECOMMENDATION

Subject to City Council giving first reading to Inglewood East Neighbourhood Area Structure Plan Bylaw No. 3217/B, planning staff recommends that City Council consider first reading of Land Use Bylaw Amendment 3156/W-2004 with the appropriate version of Map 15/2004.

Johan van der Bank
Planner
Attachment

cc: Colleen Jensen, Director of Community Services Division
Brad Currie, Stantec Consulting Ltd.

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

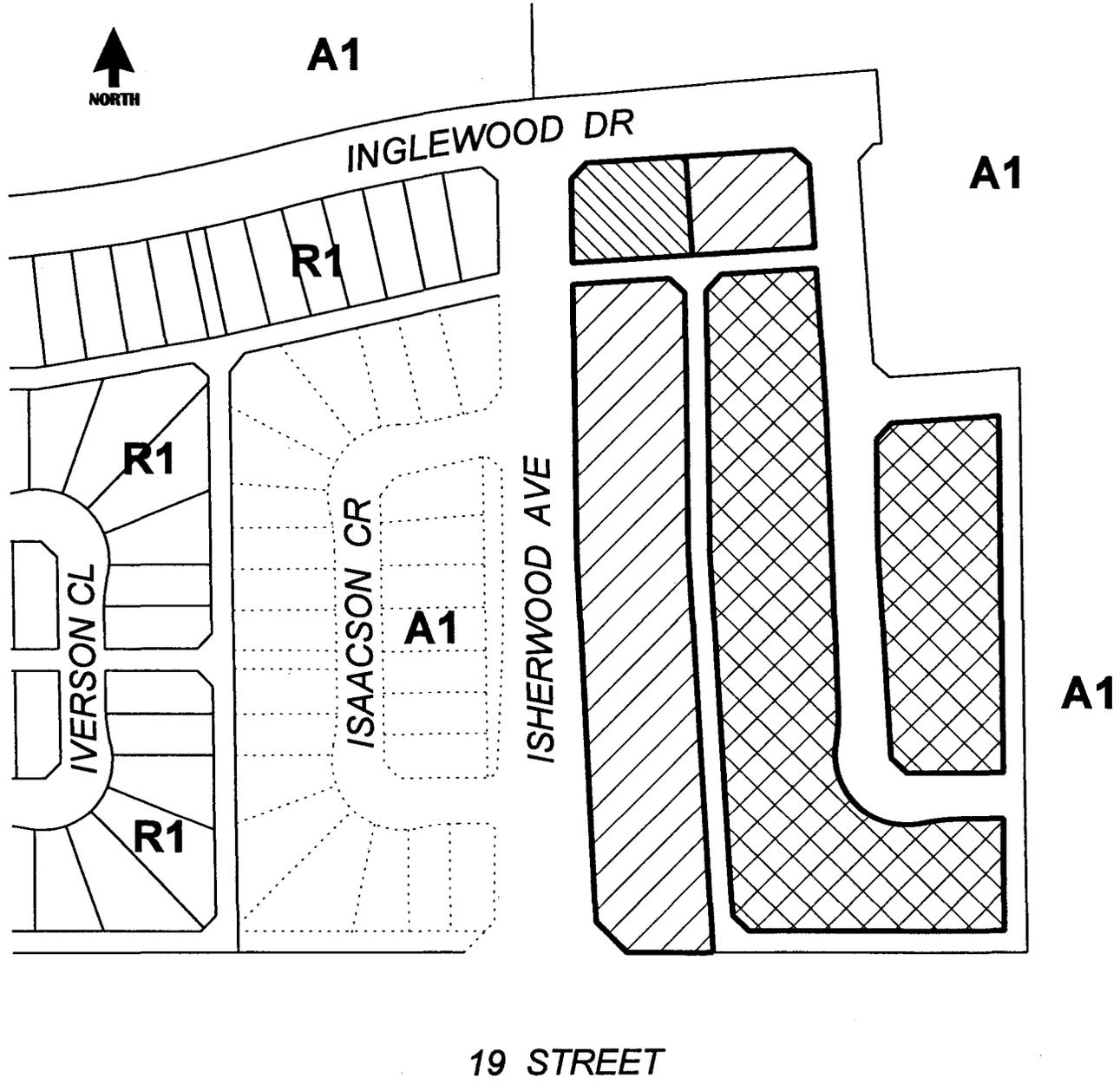
- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1N - Residential (Narrow Lot)
- PS - Public Service (Institutional or Governmental)

Change from :

- A1 to R1 
- A1 to R1N 
- A1 to PS 

MAP No. 15 / 2004
 BYLAW No. 3156 / W - 2004

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 R1 - Residential (Low Density)
 R1N - Residential (Narrow Lot)
 PS - Public Service (Institutional or Governmental)

Change from :
 A1 to R1 
 A1 to R1N 
 A1 to PS 

MAP No. 15 / 2004
 BYLAW No. 3156 / W - 2004

Comments:

Depending on the "Plan" decided on by Council for the Inglewood East Neighbourhood Area Structure Plan, Bylaw 3217/B-2004, Council may proceed with first reading of the appropriate Land Use Bylaw Amendment. A Public Hearing will be held on Monday, August 9, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

"G.D. Surkan"
Mayor

"Rodney Burkard"
City Manager



DATE: June 28, 2004
TO: Kelly Kloss, Legislative and Administrative Services Manager
FROM: Martin Kvapil, Planning Assistant
RE: Land Use Bylaw Amendment No. 3156/V-2004
Portion of NE ¼ Sec. 32-38-27-W4M
Kentwood Northeast (Kingsgate) – Phase 25
Laebon Developments Ltd.

Proposal

Laebon Developments Ltd. is proposing to develop Phase 25 of the Kentwood Northeast neighbourhood. Phase 25 is located within the southerly portion of the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan. The applicant seeks to rezone approximately 1.25 ha (3.1 ac.) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District in order to create fifteen (15) low density residential lots, one (1) public utility lot, and one (1) municipal reserve lot.

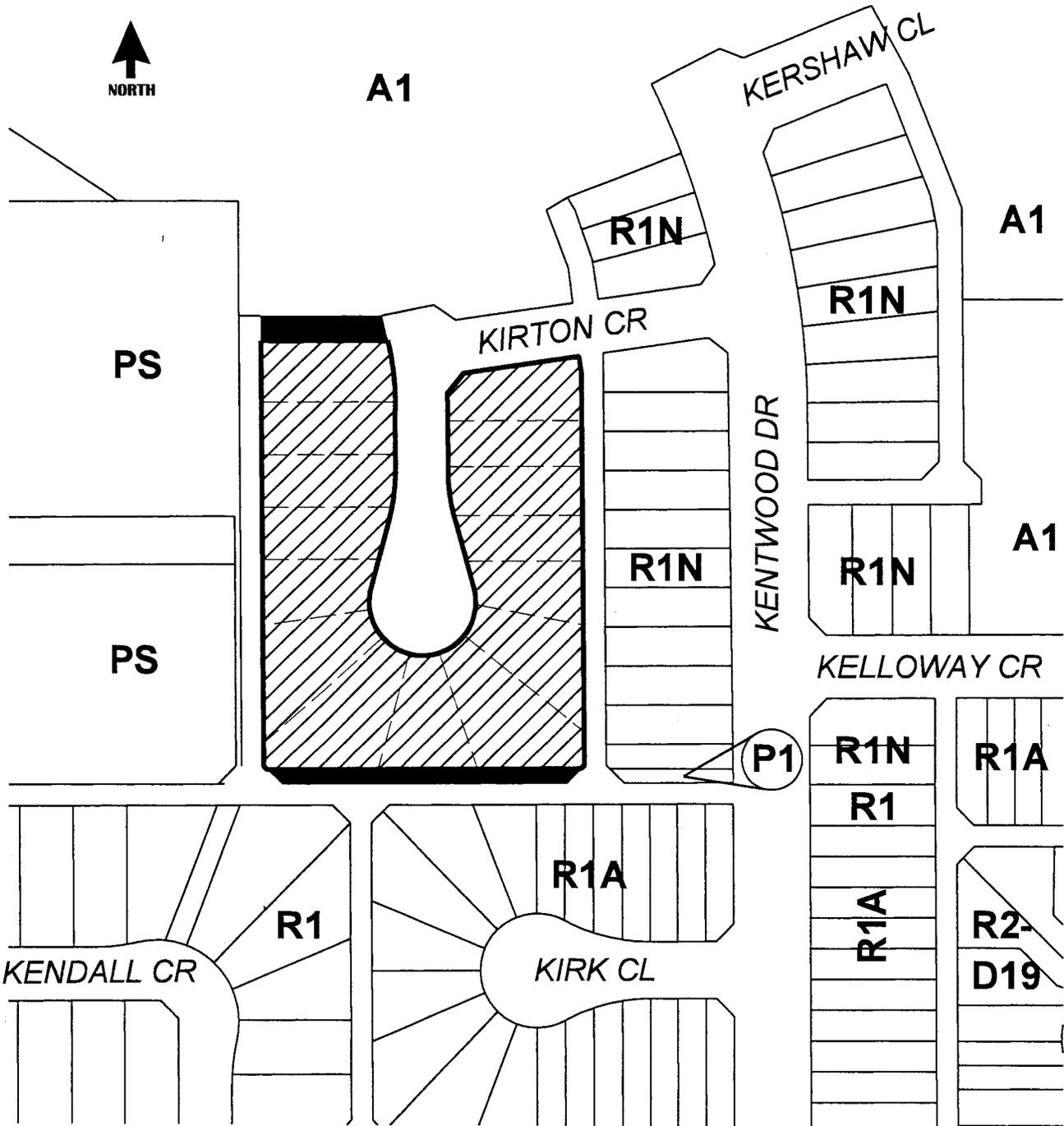
Staff Recommendation

The proposal conforms with the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/V-2004.

Martin Kvapil
Planning Assistant

Attachments

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 R1 - Residential (Low Density)
 P1 - Parks and Recreation

Change from :
 A1 to R1 
 A1 to P1 

MAP No. 14 / 2004
 BYLAW No. 3156 / V - 2004

HIGHWAY 11A

NE 1/4 SEC.
32-38-27-4

3

A1

A1

NE 1/4 SEC. 32-38-27-4

GAETZ (50) AV

4i

A1

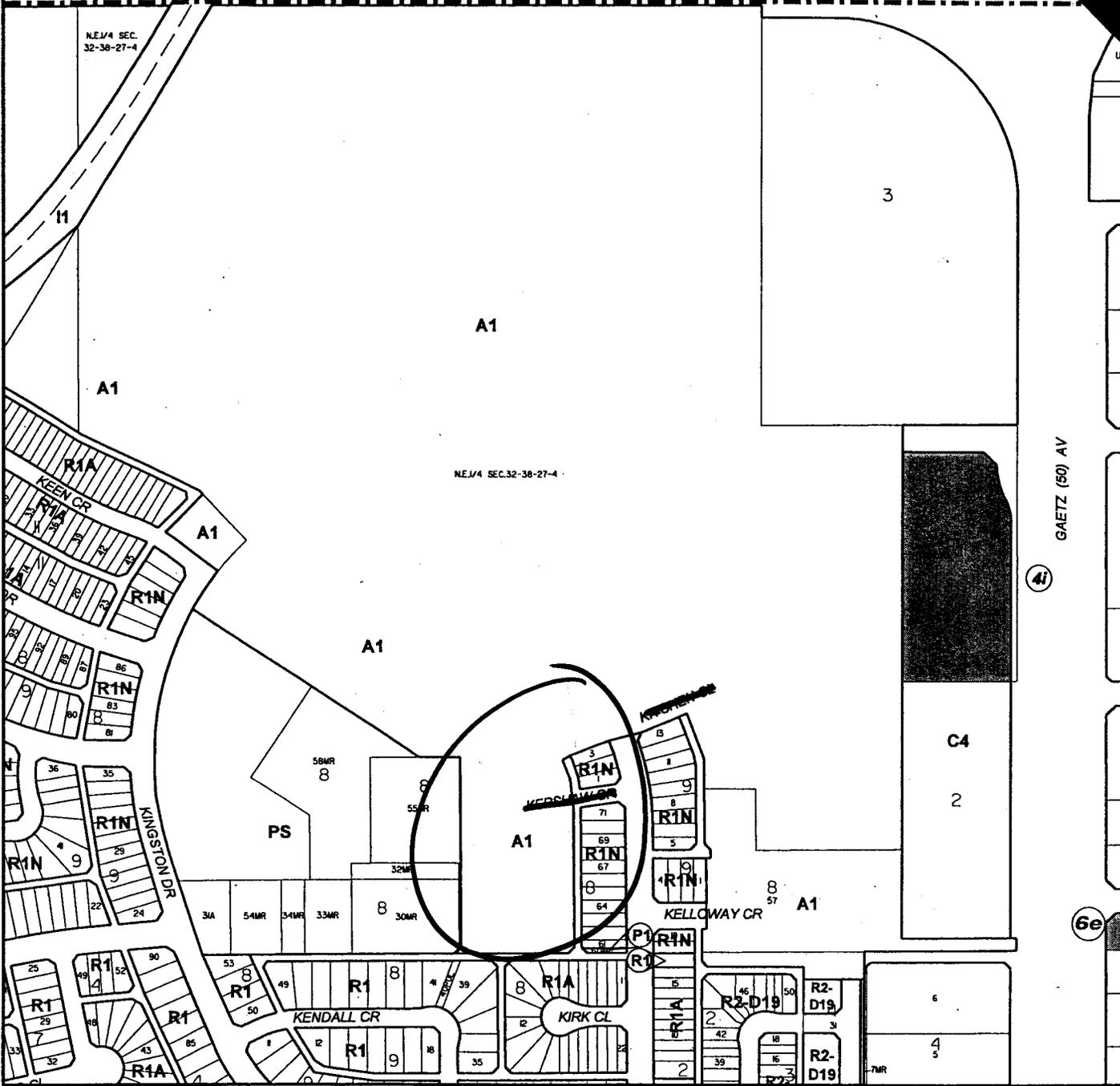
C4

2

A1

A1

6e



Part Six of the Bylaw
outlines the Land Use
District Definitions

refer to the Index Map
for the Legend



NORTH
Scale 1:5,000

© The City of Red Deer,
Engineering Department

The City of Red Deer
Land Use Bylaw 3156/96

Amendments to NE 1/4 Sec 32

- 3156 / E-96 June 17, 1996
- 3156 / N-96 Nov 4, 1996
- 3156 / E-97 Mar 10, 1997
- 3156 / LL-98 Oct 5, 1998
- 3156 / T-2001 May 22, 2001
- 3156 / PP-2001 Nov 5, 2001
- 3156 / O-2002 May 21, 2002
- 3156 / U-2003 June 16, 2003
- 3156 / LL-2003 Sept 8, 2003

E16	F16	G16
E15	F15	G15
E14	F14	G14

NE 1/4 Sec 32
Twp 38- Rge 27 - W4th

printed on
September 17, 2003

Comments:

We recommend that Council proceed with first reading of the bylaw. A Public Hearing will be held on Monday, August 9, 2004 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"G.D. Surkan"
Mayor

"Rodney Burkard"
Acting City Manager



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

July 13, 2004

Fax: 341-4165

Laebon Developments Ltd.
289, 28042 Highway 11
Red Deer County, AB T4S 2L4

Dear Sirs:

Land Use Bylaw Amendment 3156/V-2004
Kentwood Northeast (Kingsgate) – Phase 25

Red Deer City Council gave first reading to ***Land Use Bylaw Amendment 3156/V-2004*** at the City of Red Deer's Council Meeting held Monday, July 12, 2004. For your information, a copy of the bylaw is attached.

Land Use Bylaw Amendment 3156/V-2004 provides for the development of Phase 25 of the Kentwood Northeast neighbourhood. Approximately 1.25 ha (3.1 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District. Fifteen low density residential lots, one public utility lot and one municipal reserve lot will be created.

Council must hold Public Hearings before giving second and third readings to the bylaws. This office will now advertise for Public Hearings to be held on Monday, August 9, 2004 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the ***Land Use Bylaw***, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, July 21, 2004. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call me if you have any questions or require additional information.

Sincerely,



Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

* * * Transmission Result Report (MemoryTX) (Jul.13. 2004 11:02AM) * * *

1) CITY OF RED DEER
2) Legislative and Admin. Services

Date/Time: Jul.13. 2004 11:00AM

File No. Mode	Destination	Pg (s)	Result	Page Not Sent
5434 Memory TX	3414165	P. 3	OK	

Reason for error

E.1) Hang up or line fail
E.3) No answer

E.2) Busy
E.4) No facsimile connection



LEGISLATIVE & ADMINISTRATIVE SERVICES
July 13, 2004

Fax: 341-4165

Leobon Developments Ltd.
289, 28042 Highway 11
Red Deer County, AB T4S 2L4

Dear Sirs:

**Land Use Bylaw Amendment 3156/V-2004
Kentwood Northeast (Kingsgate) – Phase 25**

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According to the **Land Use Bylaw**, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, July 21, 2004. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call me if you have any questions or require additional information.

Sincerely,

Kelly Kloos
Manager

/attach.

c Parkland Community Planning Services

FILE



Council Decision – July 12, 2004

Legislative & Administrative Services

DATE: July 13, 2004
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/V-2004
Portion of NE ¼ Sec. 32-38-27-W4M
Kentwood Northeast (Kingsgate) – Phase 25
Laebon Developments Ltd.

Reference Report:

Parkland Community Planning Services, dated June 28, 2004

Bylaw Readings:

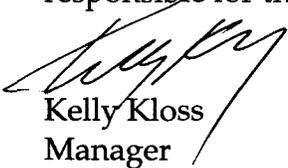
Land Use Bylaw Amendment 3156/V-2004 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, August 9, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/V-2004 provides for the development of Phase 25 of the Kentwood Northeast neighbourhood. Approximately 1.25 ha (3.1 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District. Fifteen low density residential lots, one public utility lot and one municipal reserve lot will be created. This office will now proceed with the advertising for a Public Hearing. Laebon Developments Ltd. will be responsible for the advertising costs in this instance.


Kelly Kloss
Manager

/chk
/attach.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
C. Adams, Administrative Assistant
L. Soley, Clerk Steno

BYLAW NO. 3156/V-2004

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

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

1. That "Use District Map F15" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 14/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 12th day of July 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

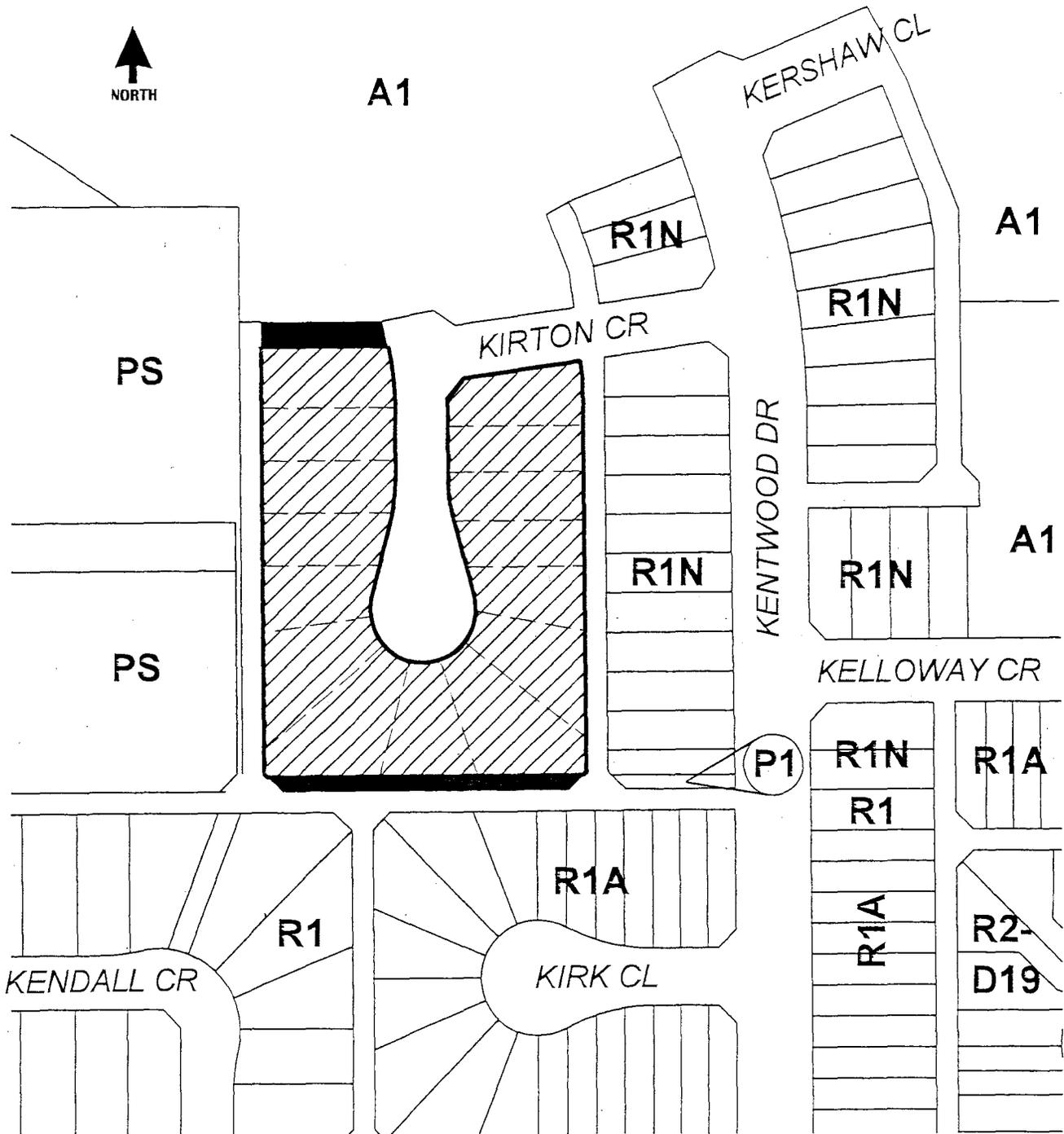
READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreation

Change from :

- A1 to R1
- A1 to P1

MAP No. 14 / 2004
 BYLAW No. 3156 / V - 2004



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

Suite 404, 4808 Ross Street
Red Deer, Alberta, T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570
E-mail: pcps@pcps.ab.ca

DATE: July 5, 2004

TO: Kelly Kloss, Legislative & Administrative Services Manager

FROM: Johan van der Bank, Planner

RE: Proposed Plan Amendment
Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
(Bylaw 3217/C-2004)

BACKGROUND

This is an existing plan, which is currently being developed by Laebon Developments. The amendment involves the redesign of a short section of lane in one location and the deletion of a short section of lane in another location. A map (Figure 2) indicating the location of Amendment #1 and Amendment #2 is attached to this letter. There are no land use changes. The proposed amendment is a minor one and was circulated to relevant City departments.

NEIGHBOURHOOD MEETING

In terms of the Neighbourhood Planning & Design Guidelines & Standards a minor plan amendment does not require a neighbourhood meeting. A flyer explaining the nature of the proposed amendment was delivered to ten potentially affected homes in the area. No comments were received.

PLANNING ANALYSIS

The proposed changes are due to refinements to the servicing study and are acceptable to all City departments. The changes are an improvement to the plan layout in general.

MUNICIPAL PLANNING COMMISSION

In compliance with the *Neighbourhood Planning & Design Guidelines & Standards* this amendment to the Kentwood Northeast Neighbourhood Area Structure Plan was forwarded to the Municipal Planning Commission for review. The MPC resolved to support the proposed plan amendment as presented.

RECOMMENDATION

That City Council considers first reading of the proposed amendment to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan, as presented in Bylaw Amendment No. 3217/C-2004.



Johan van der Bank
PLANNER

cc: Colleen Jensen, Director of Community Services Division
Bill Manning, WNM Engineering Ltd.

**Legislative & Administrative Services**

DATE: July 6, 2004
TO: City Council
FROM: Municipal Planning Commission
RE: Proposed Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment
Bylaw 3217/C-2004

On July 5, 2004 the Municipal Planning Commission gave consideration to a report from Parkland Community Planning Services, Re: Proposed Plan Amendment – Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan / Bylaw 3217/C-2004. Following discussion the motion as shown below was introduced and passed.

“Resolved that the Municipal Planning Commission support the proposed amendment to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan and recommend Council consider first reading of Bylaw 3217/C-2004.”

This is provided for Council’s information and consideration.

Mayor Gail Surkan, Chair
Municipal Planning Commission

Comments:

We recommend that Council proceed with first reading of the bylaw. A Public Hearing will be held on Monday, August 9, 2004 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"G.D. Surkan"
Mayor

"Rodney Burkard"
Acting City Manager

FILE



LEGISLATIVE & ADMINISTRATIVE SERVICES

July 13, 2004

Fax: 341-4165

Laebon Developments Ltd.
289, 28042 Highway 11
Red Deer County, AB T4S 2L4

Dear Sirs:

***Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Bylaw 3217/C-2004***

Red Deer City Council gave first reading to ***Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/C-2004*** at the City of Red Deer's Council Meeting held Monday, July 12, 2004. For your information, a copy of the bylaw is attached.

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment 3217/C-2004 provides for the redesign of a short section of lane in one location and the deletion of a short section of lane in another section.

Council must hold Public Hearings before giving second and third readings to the bylaw. This office will now advertise for a Public Hearing to be held on Monday, August 9, 2004 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the *Land Use Bylaw*, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, July 21, 2004. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call me if you have any questions or require additional information.

Sincerely,



Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

Date/Time: Jul.13. 2004 11:06AM

File No.	Mode	Destination	Page(s)	Result	Page Not Sent
5435	Memory TX	3414165	P. 14	OK	

Reason for error
 E.1) Hang up or line fail
 E.3) No answer

E.2) Busy
 E.4) No facsimile connection



LEGISLATIVE & ADMINISTRATIVE SERVICES

July 13, 2004

Fax: 341-4165

Laebon Developments Ltd.
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According to the *Land Use Bylaw*, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, July 21, 2004. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call me if you have any questions or require additional information.

Sincerely,

Kelly Kloss
 Manager

/attach.

c Parkland Community Planning Services

FILE

Legislative & Administrative Services

DATE: July 13, 2004
TO: Johan van der Bank, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Bylaw 3217/C-2004

Reference Report:

Parkland Community Planning Services, dated June 28, 2004

Bylaw Readings:

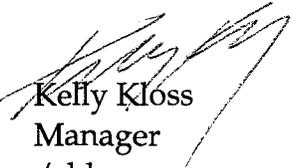
Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment 3217/C-2004 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, August 9, 2004 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment provides for the redesign of a short section of lane in one location and the deletion of a short section of lane in another section. This office will now proceed with the advertising for a Public Hearing. Laebon Developments will be responsible for the advertising costs in this instance.


Kelly Kloss
Manager

/chk
/attach.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
C. Adams, Administrative Assistant
L. Soley, Clerk Steno

BYLAW NO. 3217/C-2004

Being a bylaw to amend Bylaw No. 3217/98, the bylaw adopting the neighbourhood area structure plans as a bylaw of the City of Red Deer

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

That Bylaw No. 3217/98 is hereby amended:

1. By substituting Figures 1 through 11, attached hereto and forming part of the bylaw, for the corresponding pages in the existing Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan.

READ A FIRST TIME IN OPEN COUNCIL this 12th day of July 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

KENTWOOD NORTHEAST

(KINGSGATE)

**NEIGHBOURHOOD AREA
STRUCTURE PLAN**

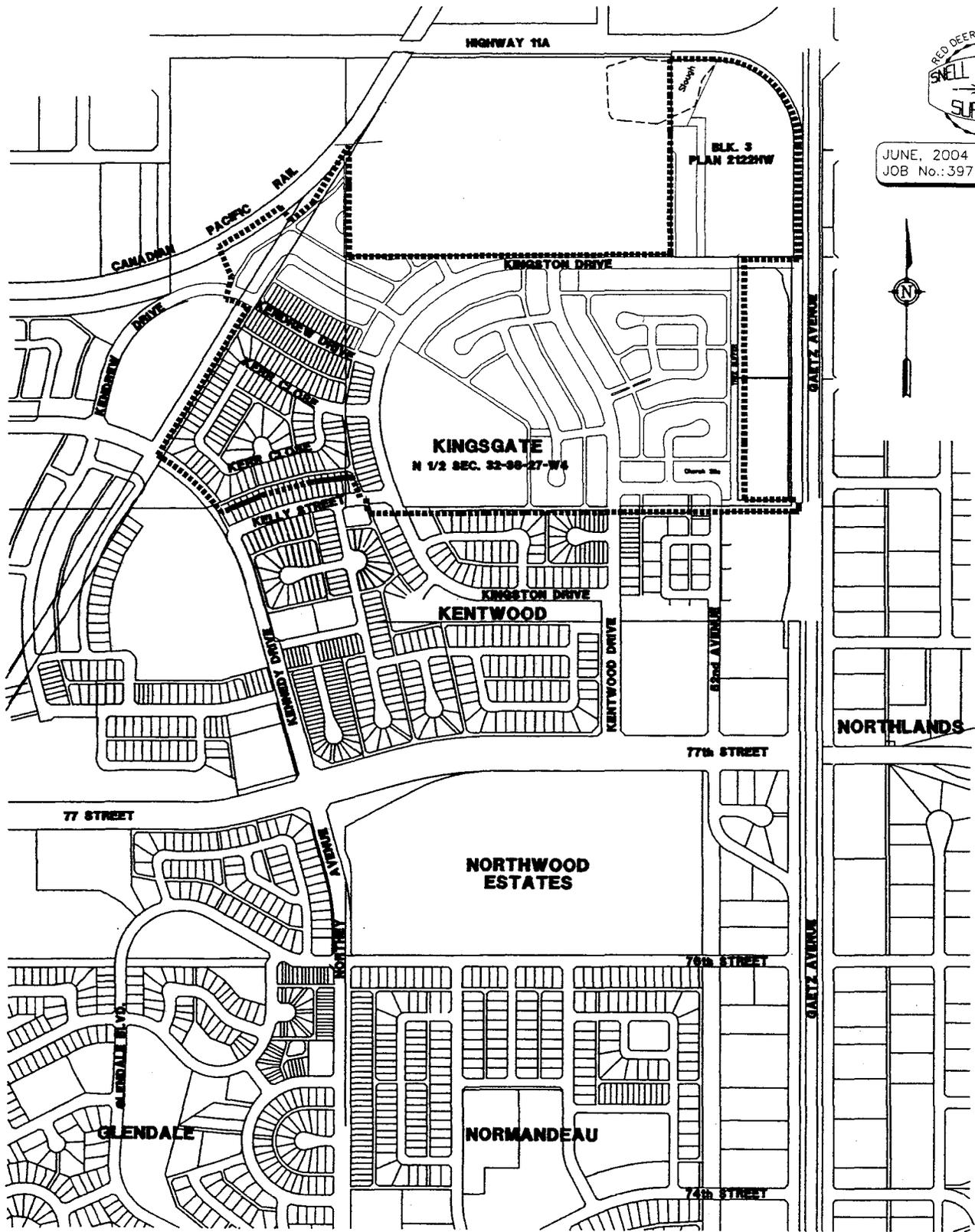
Prepared for

**Laebon Developments Ltd.
and
Quantum IV Developments Inc.**

**Adopted September 1998
Amended June 2003
Amended July 2004**



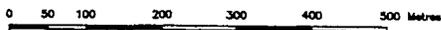
JUNE, 2004
JOB No.: 397-053F

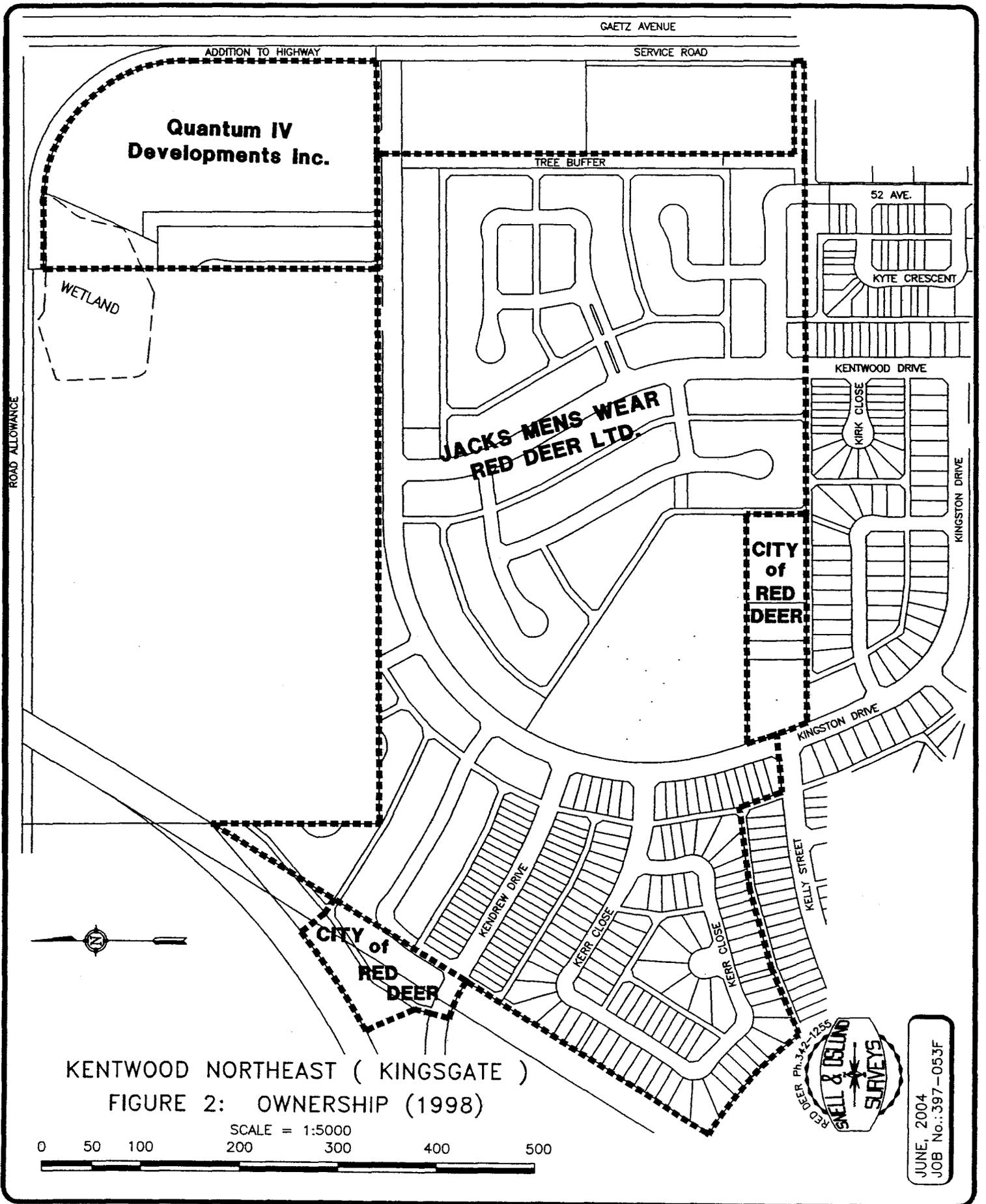


KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 1: LOCATION PLAN

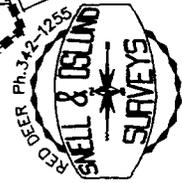
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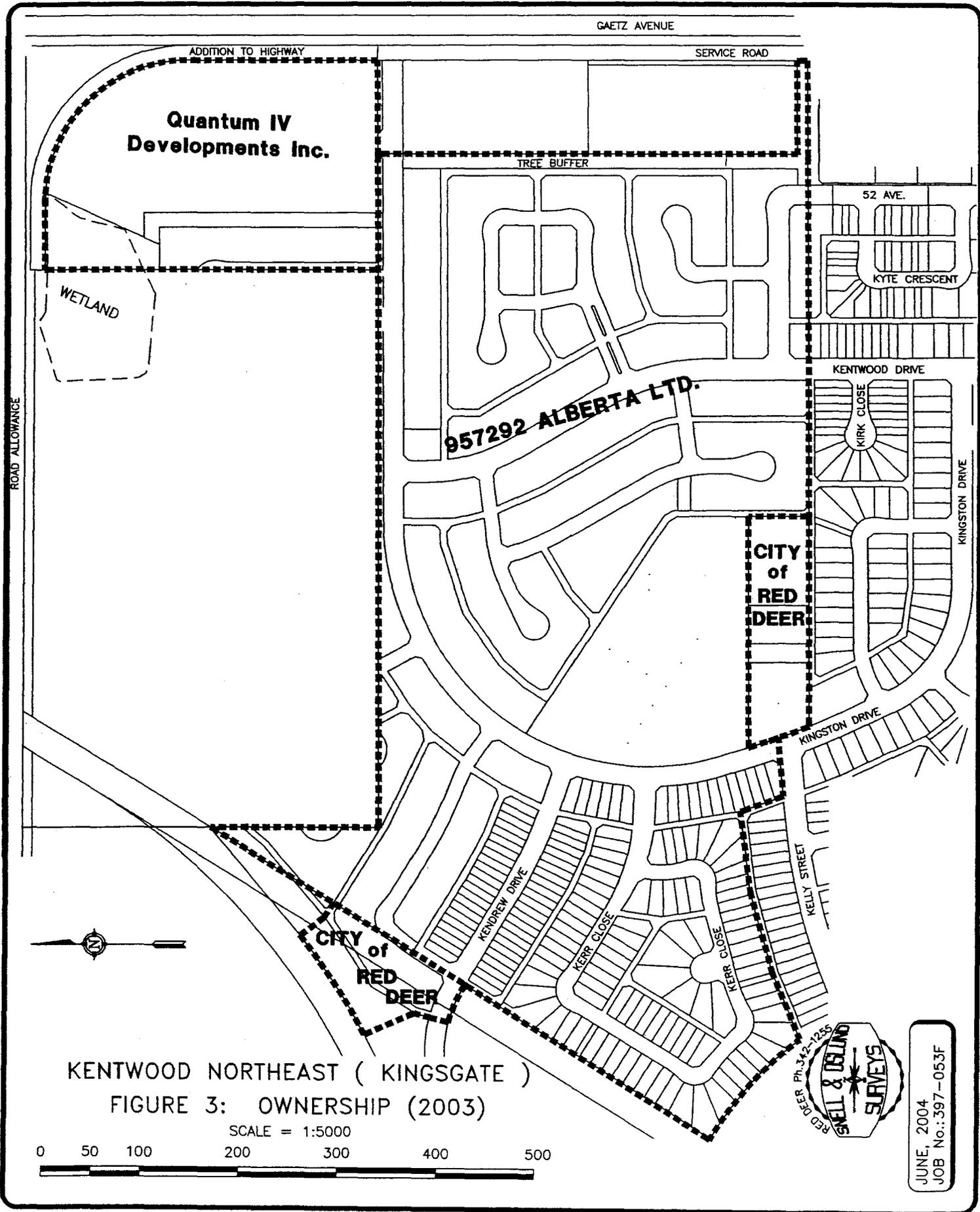


KENTWOOD NORTHEAST (KINGSGATE)
 FIGURE 2: OWNERSHIP (1998)

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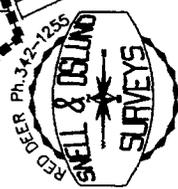


JUNE, 2004
 JOB No.: 397-053F

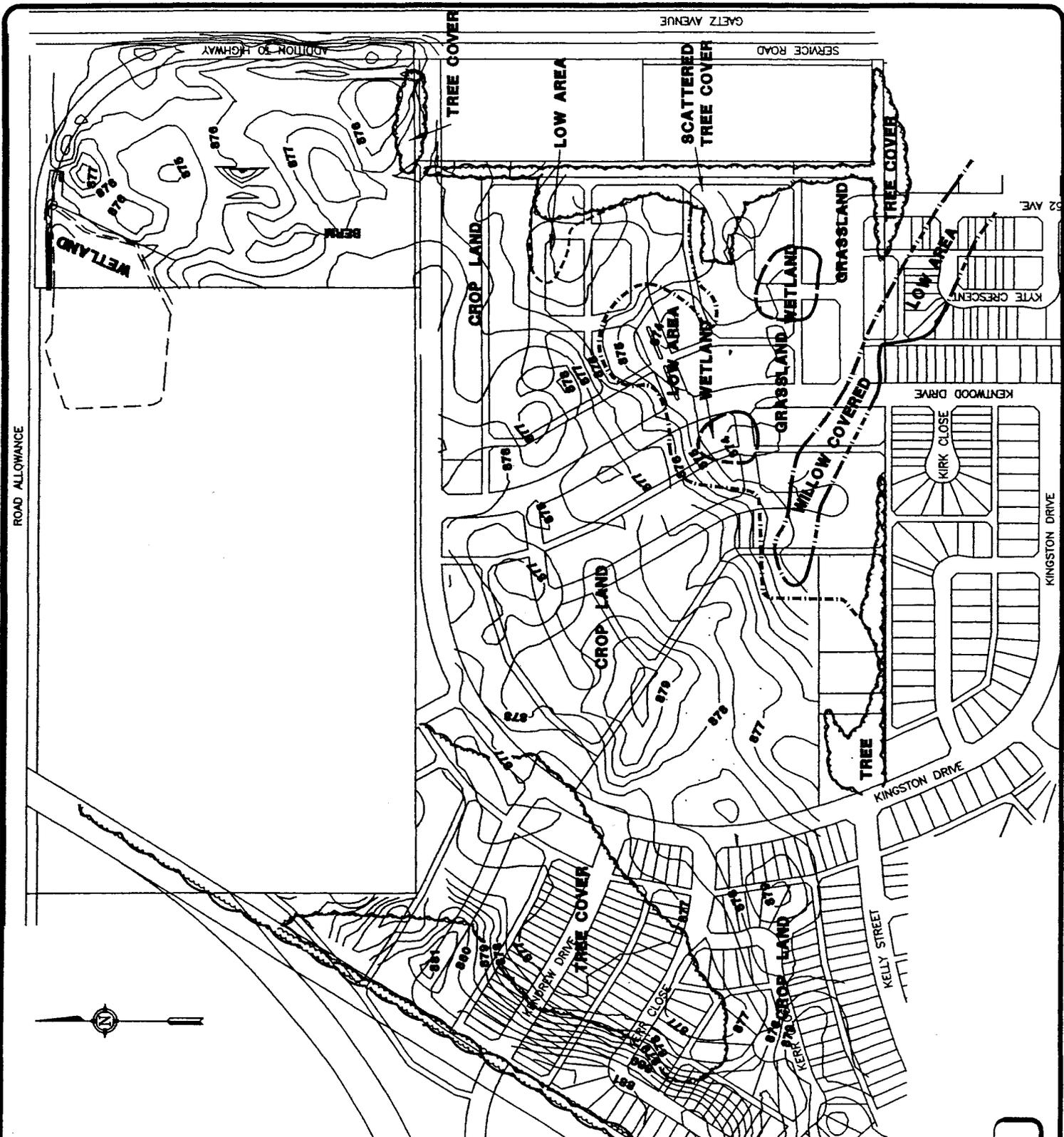


KENTWOOD NORTHEAST (KINGSGATE)
 FIGURE 3: OWNERSHIP (2003)

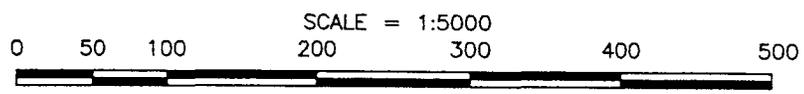
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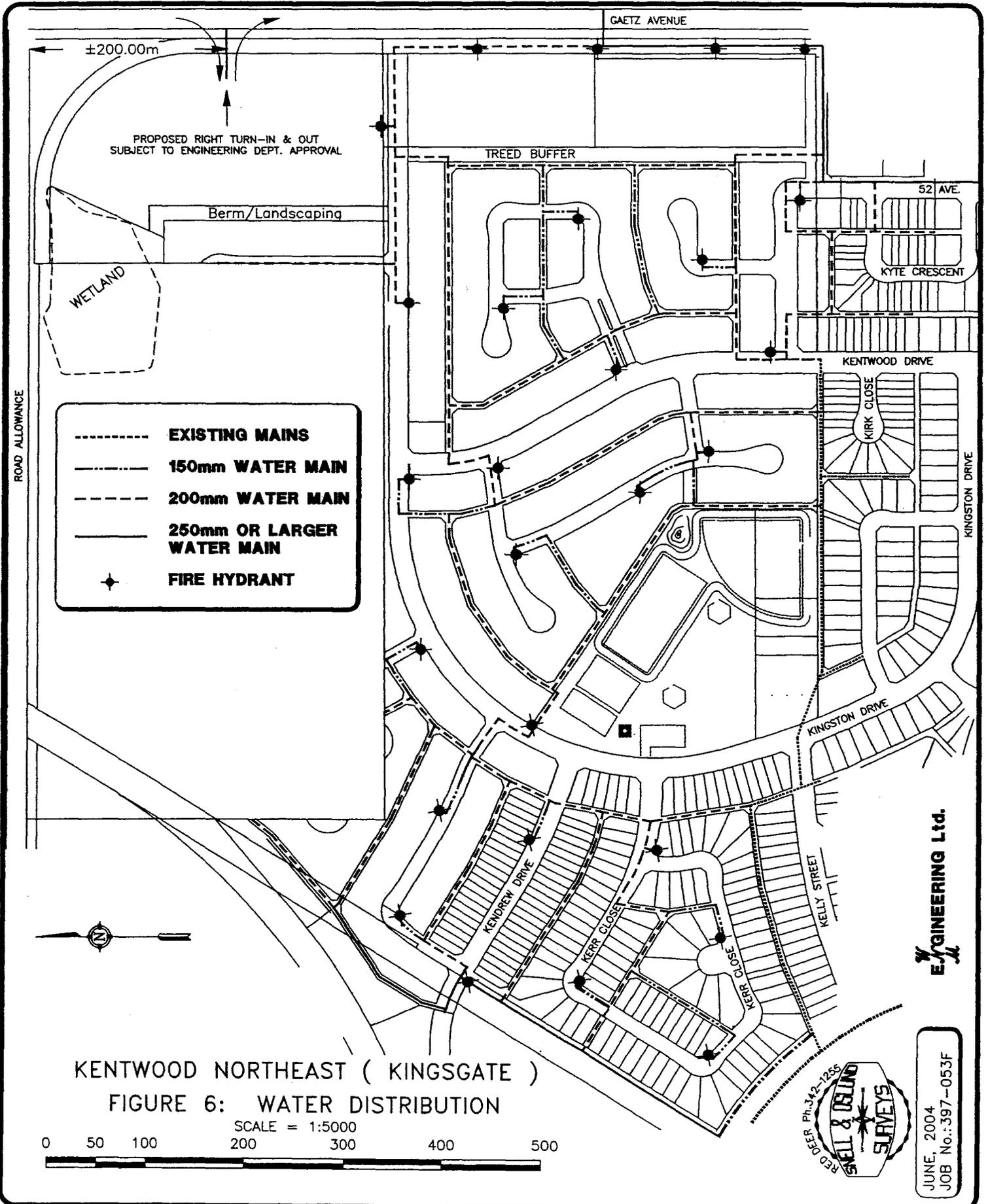
JUNE, 2004
 JOB No.: 397-053F

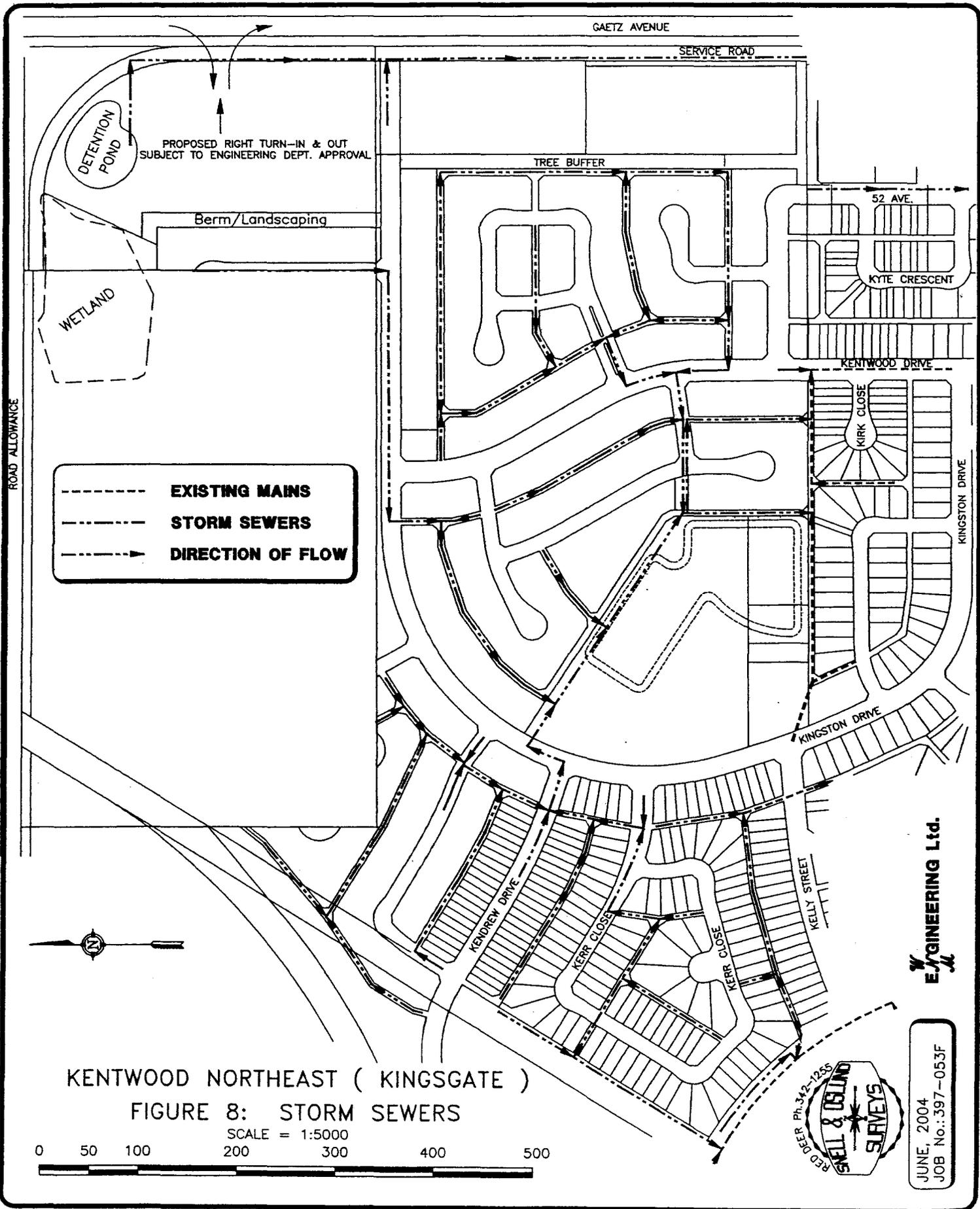


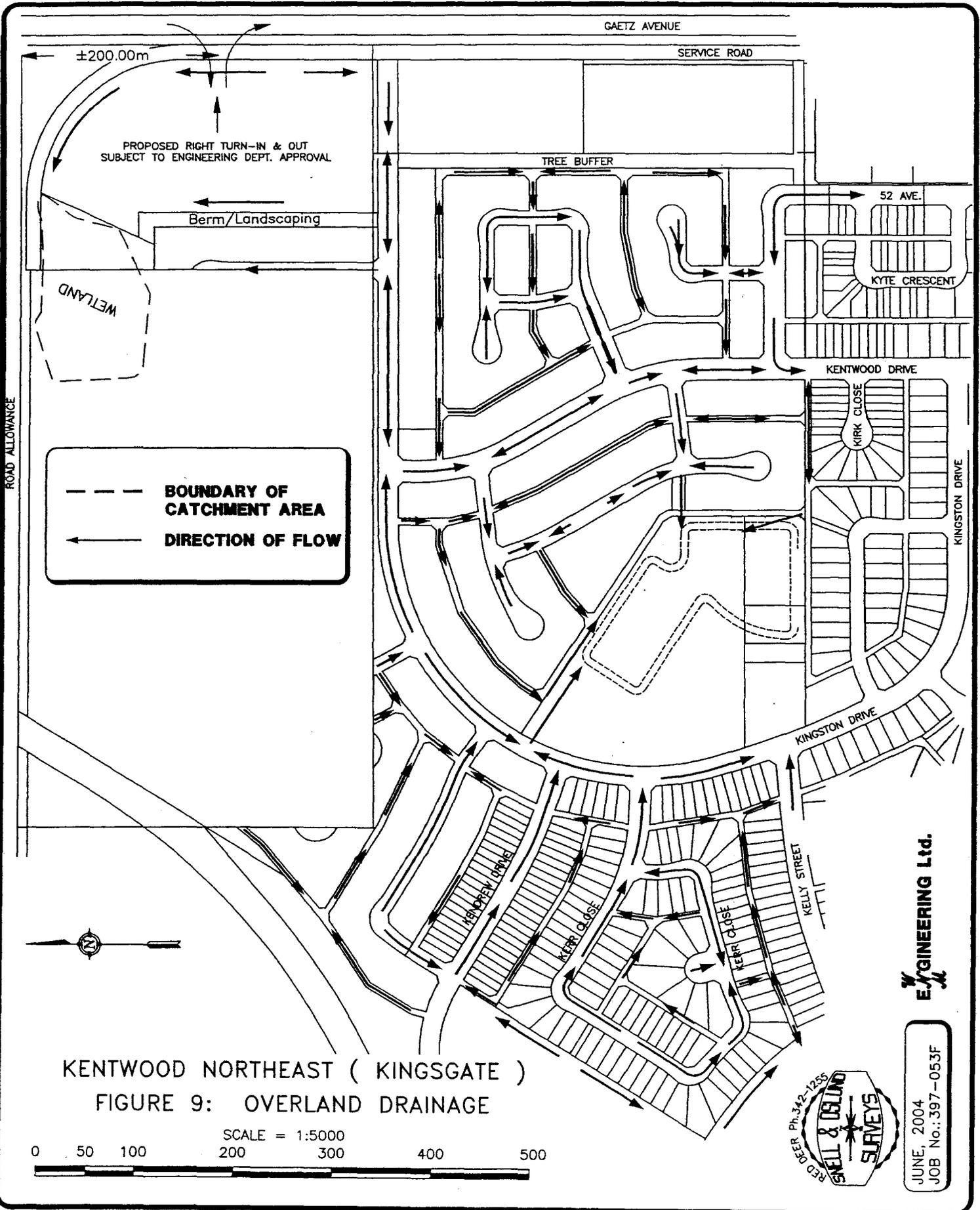
KENTWOOD NORTHEAST (KINGSGATE)
 FIGURE 4: NATURAL FEATURES

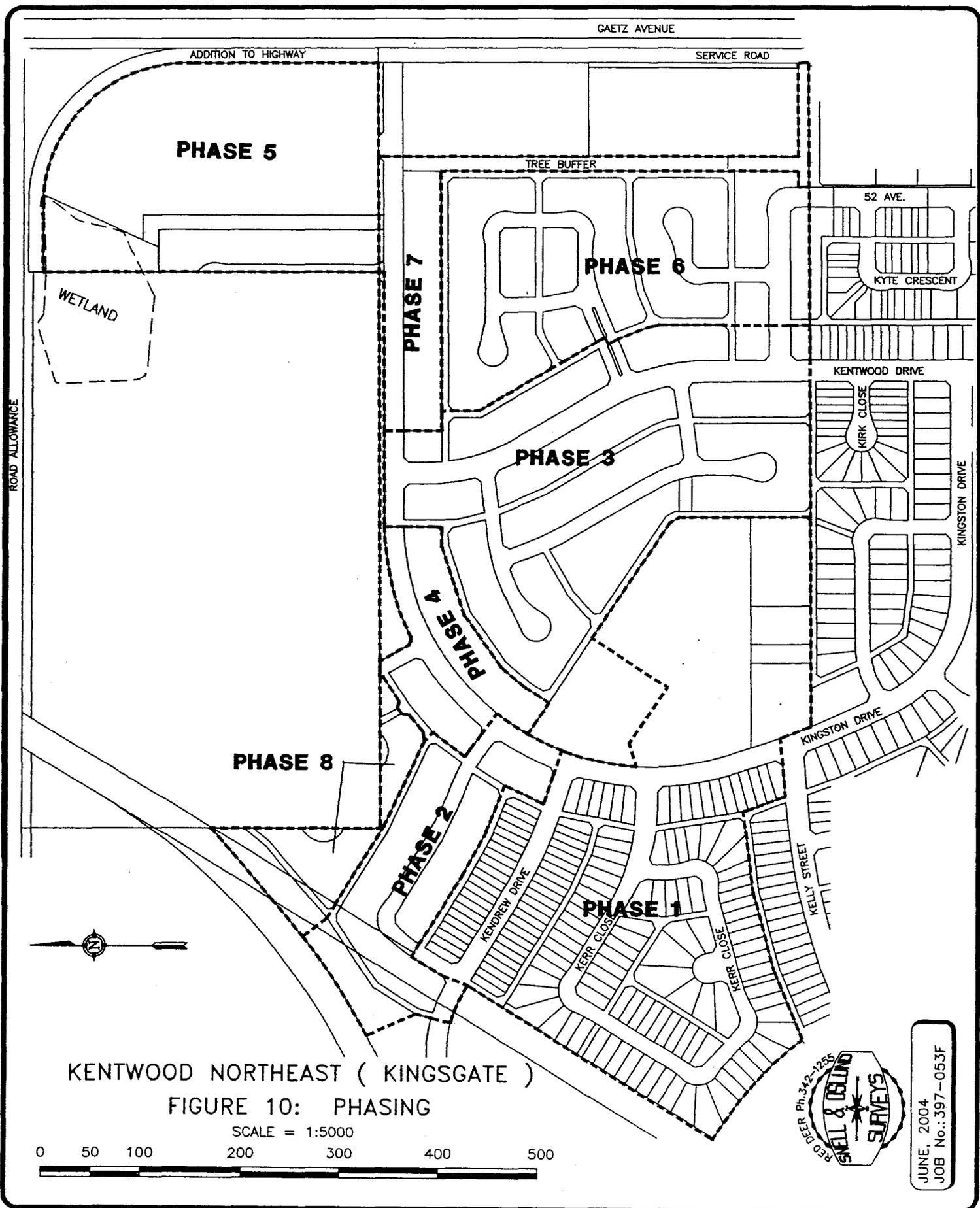


JUNE, 2004
 JOB No.: 397-053F









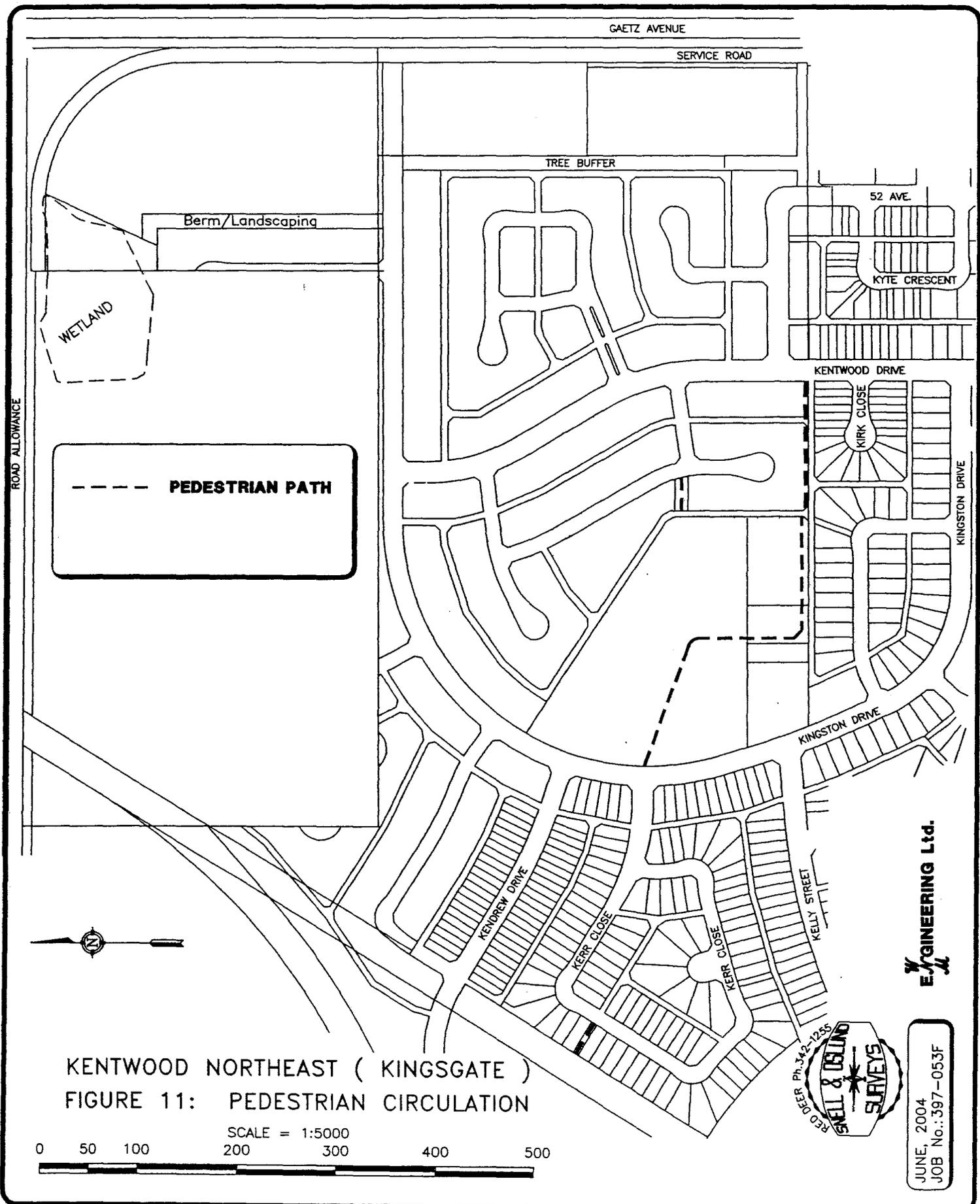
KENTWOOD NORTHEAST (KINGSGATE)
 FIGURE 10: PHASING

SCALE = 1:5000

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JUNE, 2004
 JOB No.: 397-053F



BYLAW NO. 3156/Q-2004

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

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

- 1 The "Use District Map I4" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 10/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

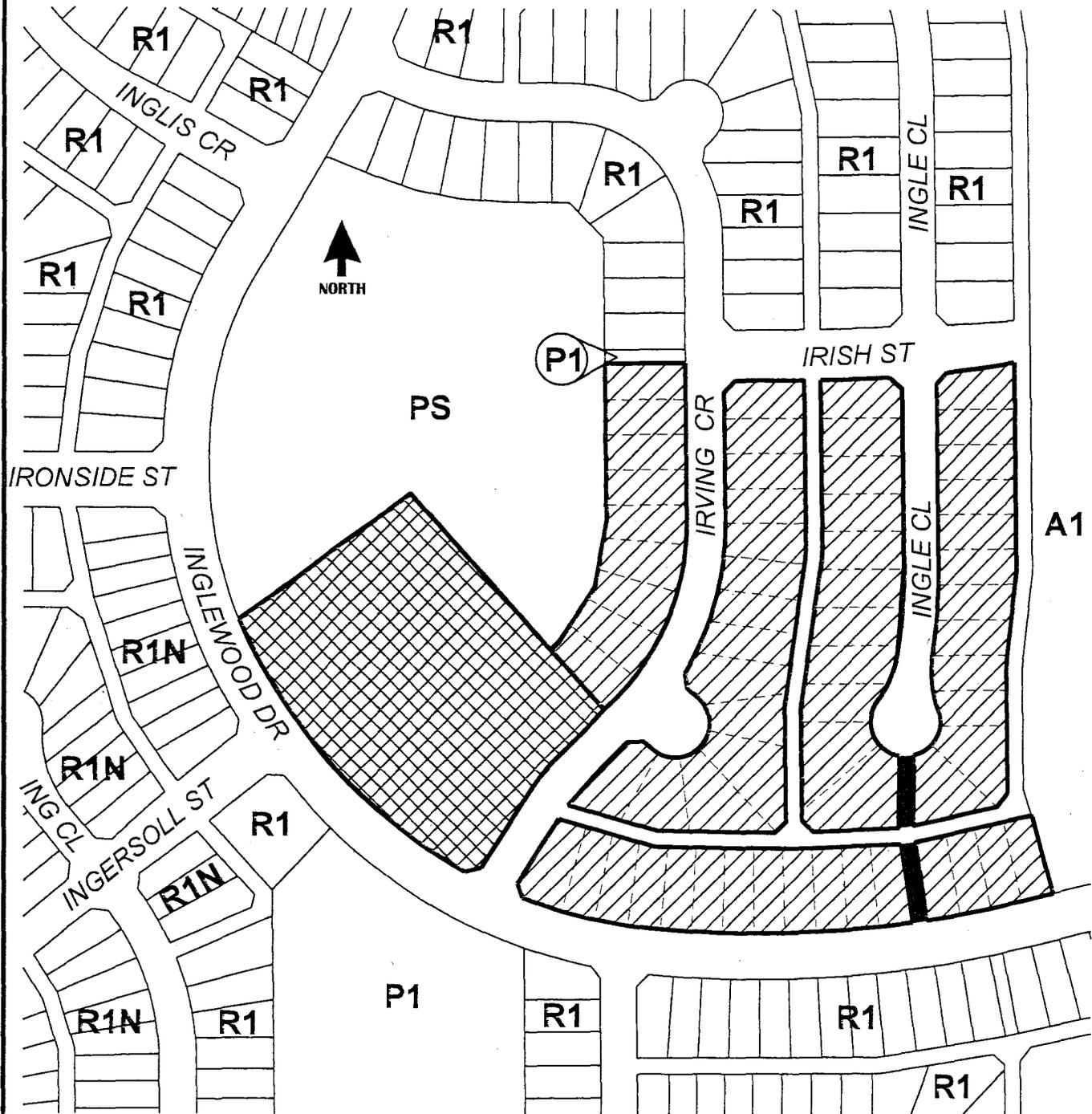
READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreational
- PS - Public Service (Institutional or Governmental)

Change from :

- A1 to R1 
- A1 to P1 
- A1 to PS 

MAP No. 10/ 2004
 BYLAW No. 3156 / Q - 2004

BYLAW NO. 3156/R-2004

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

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

- 1 The "Use District Map D7" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 11/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

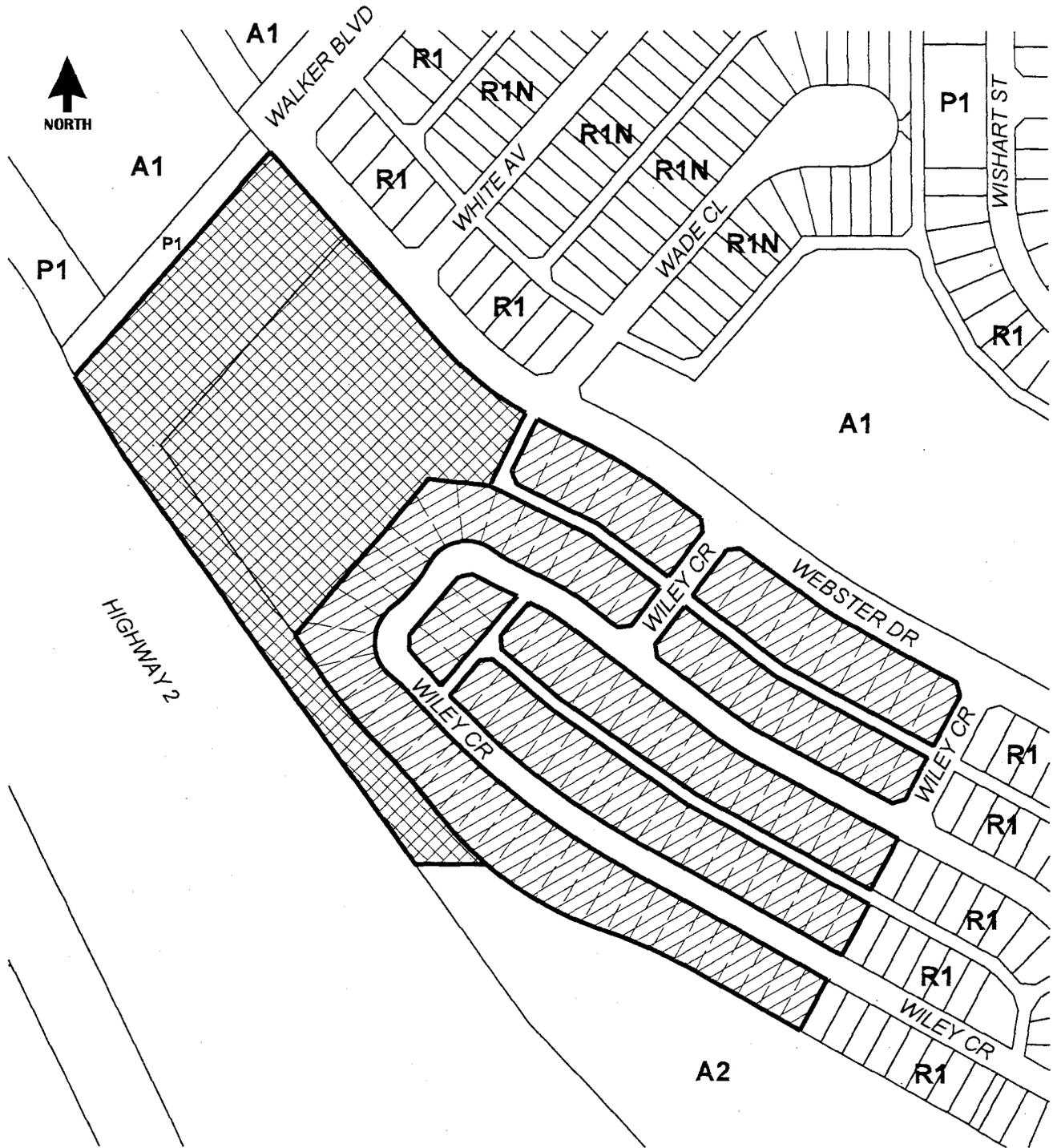
READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreational

Change from :

A1 to R1

A1 to P1

MAP No. 11/2004
BYLAW No. 3156/R-2004

BYLAW NO. 3156/S-2004

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

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

- 1 The "Use District Map K8" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 12/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

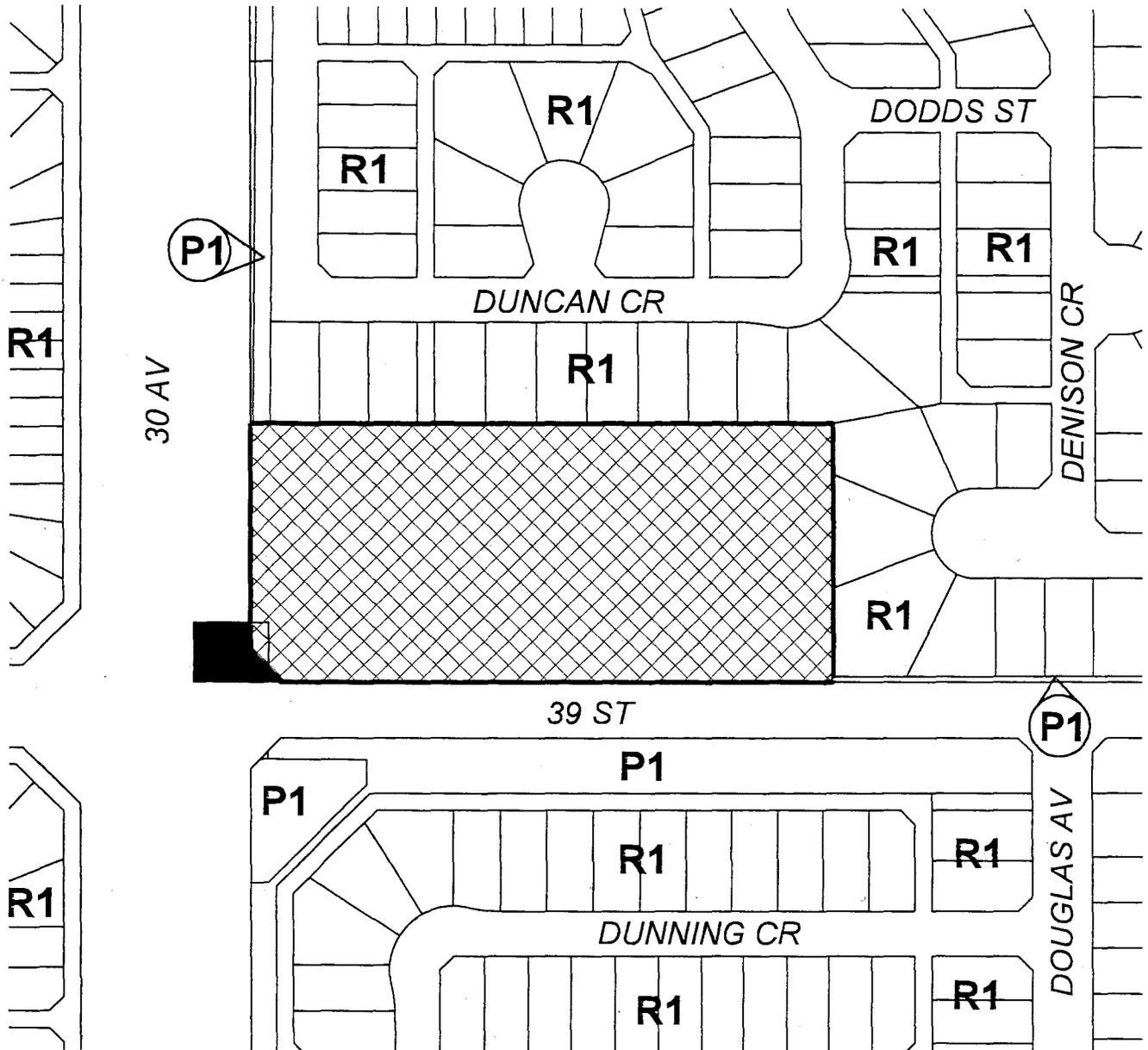
READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

PS - Public Service (Institutional or Governmental)

Change from :

A1 to PS



A1 to Road



MAP No. 12 / 2004
BYLAW No. 3156 / S - 2004

Item No. 4

BYLAW NO. 3156/V-2004

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

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

1. That "Use District Map F15" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 14/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

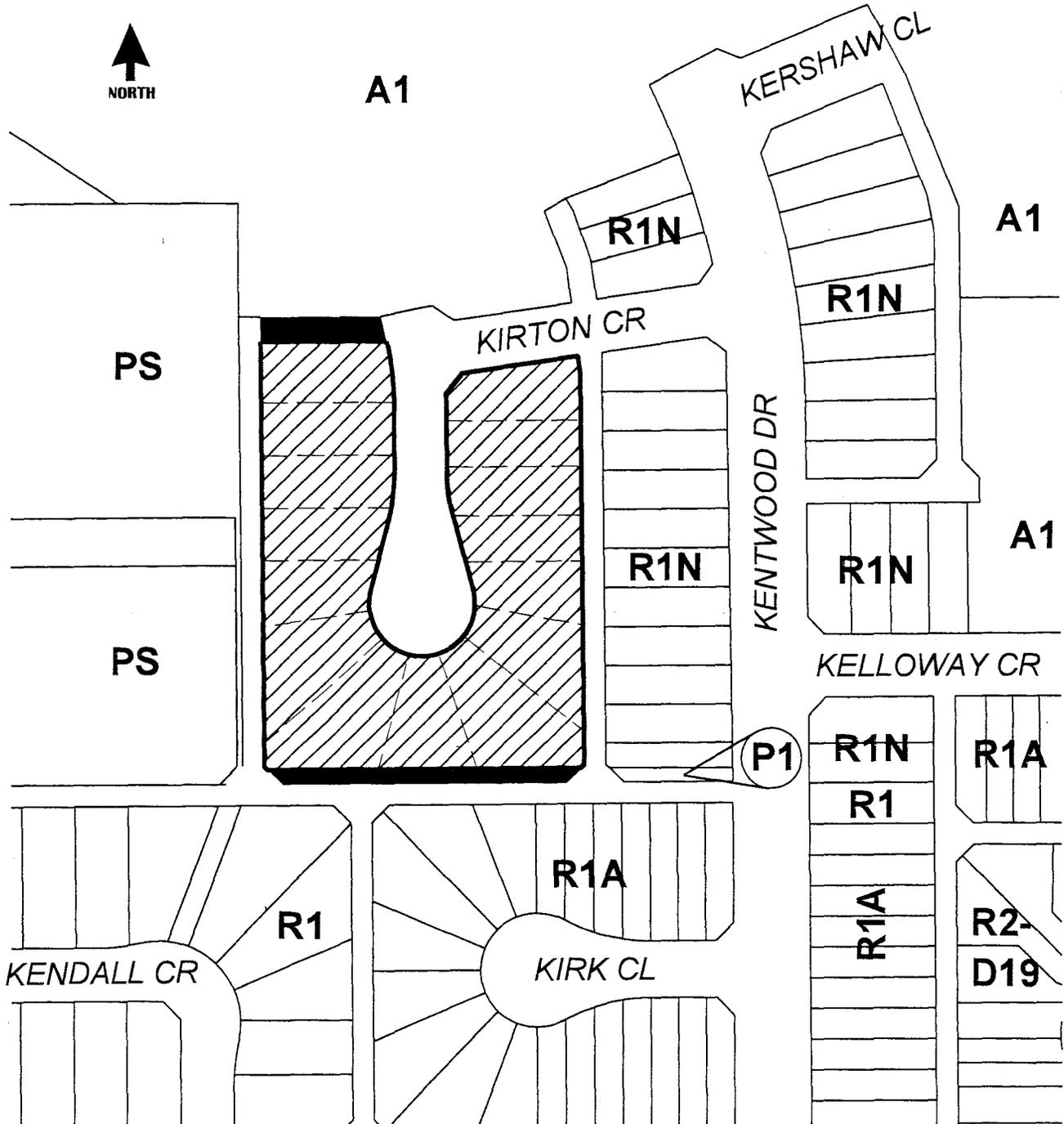
READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- P1 - Parks and Recreation

Change from :

- A1 to R1 
- A1 to P1 

MAP No. 14 / 2004
 BYLAW No. 3156 / V - 2004

**INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN**

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INGLEWOOD EAST NEIGHBOURHOOD AREA STRUCTURE PLAN

1.0 Introduction

1.1 PURPOSE

The purpose of the Inglewood East Neighbourhood Area Structure Plan (NASP) is to describe the land use framework and development objectives for the quarter section of land in southeast Red Deer located north of Delburne Road and west of 30th Avenue. Inglewood East includes an area of approximately 64.5 hectares (159 acres) and was first contemplated in the East Hill Area Structure Plan (ASP) as one of a number of neighbourhood units accommodating future growth in south Red Deer.

The Inglewood East NASP has been prepared by Stantec Consulting Ltd. on behalf of Melcor Developments Ltd.

Melcor's commitment through the Inglewood East NASP is to develop a balanced community of residential and recreational opportunities with complimentary land uses. In order to achieve this, Melcor intends to integrate the area with interconnected parks and open space linkages, and the development of high-quality residential opportunities. Together, these aspects will provide the City of Red Deer with a unique area for community development.

Approval of the Neighbourhood Area Structure Plan will provide the basis for proceeding with Melcor's and the City of Red Deer's vision for this area. The NASP provides the opportunity to develop components of the overall vision in the initial phases of development through recreational amenities, a variety of housing forms and lifestyles, and by beginning the interconnected multi-use trail system incorporated as an integral part of the overall development concept.

The purpose of this document is to describe the land use pattern and development objectives for the Inglewood NASP. The NASP will implement the land use framework and development objectives by identifying the following:

- the size and location of various land uses;
- the alignment of roadways and lanes;
- the open park system;
- the proposed development density;
- servicing concepts for deep utility servicing; and

Stantec

**INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN
INTRODUCTION**

- the development staging sequence.

The detailed design of each phase (redistrictings and plans of subdivision) will refine the concept presented by the NASP Bylaw for Inglewood East.

1.2 DEFINITION OF PLAN AREA

The Inglewood East Neighbourhood Area Structure Plan consists of land located within the SE ¼ Section 3-38-27-W4 and includes an area of approximately 64.47 hectares. As shown on Figure 1.0 – Location Context, the NASP is defined by the following boundaries:

- **North Boundary** – 22nd Street
- **West Boundary** – Inglewood West
- **East Boundary** – 30th Avenue
- **South Boundary** – Delburne Road (Secondary Highway 595)

The property is legally described as the SE ¼ Section 3, Township 38, Range 27, West of the 4th Meridian. Figure 2.0 – Legal Boundaries, illustrates the boundary of this development.

The Inglewood East NASP constitutes a logical planning unit with respect to identifiable plan boundaries and servicing considerations and is consistent with the area identified in the East Hill Area Structure Plan.

1.3 BACKGROUND

The Inglewood East Neighbourhood Area Structure Plan has been prepared as a Statutory Plan. It adheres to Section 633 of the Municipal Government Act of Alberta and follows the guidelines and policies set forth by the City of Red Deer for the development of new areas.

The Intermunicipal Development Plan between the City of Red Deer and the County of Red Deer contains general land uses for areas adjacent to their common boundaries. The City and the County of Red Deer adopted the plan to guide land use and development in a coordinated and efficient manner. Similarly, the City of Red Deer's Municipal Development Plan provides general policies and broad land use categories for areas within the City in order to consider each area distinct and yet connected with all others. The Inglewood East NASP Bylaw complies with both of these plans.

**INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN**

2.0 Site Context & Development Considerations

2.1 TOPOGRAPHY, SOILS & VEGETATION

As shown on Figure 3.0 – Existing Conditions, the topography of the Inglewood East NASP slopes generally from the highest area along the east boundary down to the west with the lowest areas in the northwest and southwest corners of the plan. Elevations range from 904m to 894m for a total difference of approximately 10.0m.

Soils in the area consist of a thin layer of topsoil underlain by lacustrine silt, sand, clay and deposits of clay till. Occasional deposits of lacustrine sand may be found near the uppermost layer of clay till. The local clay till is typically underlain by siltstone and clay shale bedrock of the Paskapoo Formation. The soil conditions do not present any impediment to urban development.

The area subject to the NASP has remained as vacant agricultural land for a considerable length of time. There is limited vegetation existing on the site aside from a windbreak of mixed poplar and spruce trees, which surround the existing farmyard, located in the southeast corner of the Plan. These tree stands are primarily located on the north and west sides of the farmyard.

2.2 ENVIRONMENTAL SITE ASSESSMENT

An Environmental Site Assessment was conducted for the subject property in September of 2003 and submitted under separate cover. From this report, the Inglewood area has been assigned a rating of “low” for environmental risk.

The City of Red Deer owns the land directly south of Delburne Road, which will be eventually used to expand the City's Waste Management Facility. These future landfill operations will be set back so that the regulatory setbacks do not impact development on the north side of Delburne Road.

2.3 HISTORICAL RESOURCES

There are no historical resources for this land identified in the current January 2001 publication (2nd Edition) of “A Listing of Significant Historical Sites and Areas” from the Alberta Historical Resources Foundation.

**INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN
SITE CONTEXT & DEVELOPMENT CONSIDERATIONS**

2.4 NATURAL FEATURES

The Inglewood East ¼ is included in the ecological profile for the Anders South and adjacent natural area, proposed by Recreation, Parks & Culture Community Services. This report was prepared in 1997 and makes two recommendations that impact this quarter section:

1. "The review recommends that consideration be given for preserving zone 9 (wetland) within the TransAlta Power Grid."
2. "In the planning and development of the subdivisions, attempt to incorporate zone 1 and utilize the landscaping and present trees at the homestead location in a comprehensive housing development. Consider zone 4 in future plans."

The outcome and implementation of these recommendations are as follows:

1. It was not feasible to preserve and incorporate the wetland, because its viability would be jeopardized by changes in surface drainage patterns, which would direct run-off away from this area. Because of this, the wetland area would eventually dry up. Consideration was also given to incorporating the wetlands in the storm detention facility, however this facility must be located at the lowest portion of the quarter, located further to the west.
2. High priority was given to preserving the tree wind break located on the north and west sides of the existing farmstead. Upon inspection of these trees by the Red Deer Recreation, Parks and Culture Department the following recommendations were made:
 - The spruce trees running east / west along the north side of the farmstead will be preserved in their entirety.
 - The popular trees running both east / west and north / south along north and west sides of the farmstead, because of trauma they experienced from improper pruning resulting in shortened life span, would be removed.
 - Some of the existing spruce trees running north / south along the west side of the farmstead will be preserved. Some of these trees, which are in poor health, will need to be removed in consultation with the Recreation, Parks and Culture Department.

INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN
SITE CONTEXT & DEVELOPMENT CONSIDERATIONS

2.5 EXISTING LAND USE

The subject area has been vacant agricultural land since the early 1900's. Utility right-of-ways are registered on the land for Calgary Power (TransAlta / Altalink).

2.6 SURROUNDING DEVELOPMENT

The Aspen Ridge neighbourhood is located north of Inglewood East across 22nd Street. This development, which is expected to be fully developed in 2004, consists of primary residential housing and a large commercial district located in the southeast corner of the development.

East of 30th Avenue is land identified for future residential development in the East Hill ASP. Presently, the area is undeveloped. There is a City of Red Deer electrical substation located in the northwest corner of this property.

The existing Inglewood West neighbourhood is located directly west of Inglewood East. It is currently about two thirds developed out with only the northeast corner remaining for to be developed.

The adjacent land to the south across Delburne Road has been used for agricultural purposes for many years. Eventually this property will be used to expand the City of Red Deer Waste Management Facility.

2.7 EXISTING FARMYARD

The existing farmyard, located in the southeast corner, is approximately 7.0 acres in size. The Anders family currently resides here, but eventually this site will be redeveloped once development proceeds into corner of Inglewood East.

Existing features of this site include, two residences, a shop, a garage, and several bins. There are also scattered trees and shrubs located throughout the yard.

**INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN**

3.0 Development Objectives & Principles

3.1 DEVELOPMENT OBJECTIVES

The Inglewood East NASP has been prepared as a comprehensively planned residential neighbourhood taking advantage of both the natural topography, utility corridor and locational attributes of the area. The main objectives of the Inglewood East NASP are:

- to develop a plan consistent with the general intent and purpose of the City of Red Deer Municipal Development Plan (MDP) and the East Hill Area Structure Plan;
- to provide a framework to deliver high quality, comprehensively planned residential areas by defining the general pattern and composition of land uses, linkages, servicing designs and development staging;
- to address and accommodate existing uses (i.e. the utility corridor and surrounding transportation routes) affecting the plan; and
- to ensure the implementation of the plan takes place on an orderly, phased basis.

3.2 DEVELOPMENT PRINCIPLES

Development of the various land uses within the Inglewood East NASP is defined through the following general principles:

3.2.1 Residential

- Encourage a variety of housing types, including single detached housing, row housing and apartments. All housing forms and options will recognize consumer preferences and be in conformance with municipal standards and policies set forth by the City of Red Deer.
- Encourage pedestrian friendly streetscapes and building siting.
- Establish sufficient overall residential densities within the Inglewood East NASP to help support the efficient provision of educational facilities, recreational facilities and municipal services such as public transit in a timely fashion.

INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN
DEVELOPMENT OBJECTIVES & PRINCIPLES

- Provide direct and safe pedestrian linkages to the community nodes such as commercial, open space, the school site and transit areas.
- Locate residential development to take advantage of features such as Stormwater Management Facilities, parks / open spaces and utility corridors.
- Orient larger parcels of medium density residential development adjacent to the collector and / or arterial road system to provide easy access and, where appropriate, to provide a transitional land use between adjacent single family development and major roads.
- Integrate smaller parcels of medium density residential development within the neighbourhoods adjacent to low density residential development to provide alternative housing options within the community.

3.2.2 Municipal Reserves and Educational / Community Facilities

- Provide a school and park site for educational and community association facilities within the neighbourhood through the dedication of municipal reserves.
- Locate and size these sites to address the student and overall populations generated within designated catchment areas using accepted methods established by the Separate School Board, Community Associations and the City of Red Deer.
- Allow for the provision of dispersed park space within the neighbourhood to provide open space and opportunities for recreation for residents through the dedication of Municipal Reserves.
- Where possible and economically viable and sustainable, utilize the existing utility corridor and future Storm Water Management Facilities to provide pedestrian linkages and open space recreational opportunities.
- Preserve if possible the tree windbreak adjacent to the existing farmyard and the neighbourhood open space system.

**INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN
DEVELOPMENT OBJECTIVES & PRINCIPLES**

3.2.3 Transportation

- Provide a logical, safe and efficient transportation system within the plan area to address pedestrian, bicycle and other multi-use modes, and the transit / vehicular transportation needs of residents moving to, from and within the Inglewood East NASP as well as the adjacent areas.
- Protect a corridor for the future improvement of roadways along the east side (30th Avenue) and south side (Delburne Road) of the neighbourhood.
- Provide non-vehicular circulation options throughout the Inglewood East area with special attention to linkages to the central School / Park site, Stormwater Management Facilities, and the existing utility corridor.
- Minimize walking distances by creating an interconnected street network and providing walkways where roadway connections are not feasible.

3.2.4 Ecological Stewardship

- Develop land in an efficient manner and encourage intensive urban development.
- Incorporate open spaces into compatible land uses such as the Storm Water Management Facilities and the utility corridor to optimize the use of these areas.
- Encourage naturalized landscaping on public and private lands to the extent acceptable to the City of Red Deer to minimize environmental and economic costs associated with their maintenance.
- Promote the development of open spaces and walkway linkages for pedestrian, bicycle and other multi-use travel, and connect them to the surrounding areas.
- Encourage energy efficient construction and other innovative building and infrastructure techniques.

INGLEWOOD EAST NEIGHBOURHOOD AREA STRUCTURE PLAN

4.0 Development Concept

4.1 NEIGHBOURHOOD UNIT

The development concept for the Inglewood East NASP has been prepared in response to current and anticipated residential market trends within Red Deer and the Red Deer region. An analysis of these trends and an assessment of their implications assist in shaping the plan with respect to the type, size and location of various land uses.

The Inglewood East NASP is comprised of 64.50 hectares of land and is bounded on the north, east and south sides by existing / future arterial roadways and on the west side by an existing residential neighbourhood. These boundary conditions create a logical planning unit and the basis for design as shown on Figure 4.0 – Development Concept. The land use statistics and number of residential units are represented in Table 1 and Table 2 following the Development Concept.

4.2 RESIDENTIAL

The majority of land within Inglewood East is intended for residential development. A mix of low and medium density residential dwelling units is described and will be implemented based on market conditions and consumer preferences at the time of development.

4.2.1 Low Density Residential (R1)

As shown on Figure 4.0, consideration has been given to the location of low density residential and the smaller lot residential development in proximity to the amenities offered by the Stormwater Management Facilities, walkways, school / park sites and utility corridors. Within the low density residential and smaller lot residential areas identified in the plan, housing forms will consist of single detached housing catering to a variety of lot and home sizes.

A majority of the conventional detached dwellings are located in the north half of the neighbourhood. There is also a cluster of these lots located in the south central portion of the Plan.

These lots will be designated R1 residential (low density) district and will typically have an average lot depth of 35 meters. Generally, the lots in the northern portion of the neighbourhood will have larger frontage width, than those in the southern portion of the Plan. It is expected that the largest lots will be constructed in the northwest

Table 1: Land Use Allocation

LAND USE CATEGORY / COMPONENT	AREA (ha)	% OF PLAN AREA	NUMBER OF DWELLING UNITS
Gross Plan Area	64.47		
Inglewood West South Collector Road	(0.40)		
Arterial Road Widening on 19 Street / 30 Avenue	(3.19)		
Net Developable Area	60.88	100.00%	
Scenario A Total Residential Development, Place of Worship Site, and Social Care Site	33.78	55.49%	804
Scenario B Total Residential Development, Place of Worship Site, Developed as Multi-Family, and Social Care Site	34.17	56.13%	822
Scenario C Total Residential Development, Place of Worship Site, and Social Care Site Developed as Multi-Family	34.29	56.32%	825
The total housing stock in the base scenario is made up as follows:			
Conventional Detached Dwellings (R1)	19.61	32.31%	353
Detached Dwellings with Secondary Suites (R1)	2.18	3.58%	39 (59)*
Narrow Lot Detached Dwellings (R1N)	8.24	13.53%	190
Semi-Detached Dwellings (R1A)	1.12	1.84%	28
Multi-Family Dwellings (R2/R3) - north site	1.58	2.60%	127
Multi-Family Dwellings (R2/R3) - east site	1.05	1.72%	47
Option: Place of Worship Site Developed as Multi-Family Dwelling (R2/R3)	0.39	0.64%	18
Option: Social Care Site Developed as Detached Dwellings (R1)	0.12	0.20%	3
Place of Worship Site	0.39	0.64%	
Social Care Site	0.12	0.20%	
Open Space	12.85	21.11%	
Municipal Reserves	6.09	10.00%	
Public Utility Lots	6.76	11.10%	
Transportation	13.74	22.57%	
Collector Roadways	3.04	4.99%	
Local Roadways	7.24	11.89%	
Lanes	3.46	5.68%	

* For density calculations each secondary suite to count as a half of a detached dwelling unit

Table 2: Density and Housing Mix

Density	Scenario A (church site and social care site developed for intended use)	13.21
(du/ha)	Scenario B (church site and social care site developed for residential use)	13.55
Housing Mix	Detached and semi-detached dwellings as a % of the total housing stock	78.4%
	Multi-family dwelling units as % of the total housing stock	21.6%
	Ratio of detached dwellings to semi-detached dwelling units	22.1
	Narrow lot land area as a % of the total net residential land area	24.4%
	Lots for detached dwelling with secondary suite as a % of the total number of R1 lots	10.0%

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corner of the neighbourhood, especially those adjacent to the storm detention pond and lineal park. Many of these lots will be designed to accommodate walkout basements.

Development of the low density and smaller lot residential areas will be planned in clusters / cells to provide a greater sense of identity for the various sub-areas and to help create a safe pedestrian environment. The area, number of dwelling units and population attributed to the low density and smaller lot residential developments are identified in the tables preceding this page.

4.2.2 Smaller Lot Residential (R1N)

The southwest and southeast area of Inglewood East is planned for smaller lot residential consisting of R1N lots requiring rear lanes. Front attached garages on these lots will be prohibited and these lots will have a minimum frontage of 10.4 meters and a minimum depth of 36.6 meters.

4.2.3 Medium Density Residential (R2 / R3)

Market trends in medium density residential development point to a growing interest in more lifestyle oriented housing and thus a shift of locating medium density sites closer to low density housing and oriented away from arterial roadways. Inglewood East proposes that the medium density residential (MDR) sites be more integrated into the community with access off the collector roadways. These sites adjacent to park sites, pipeline corridors, and stormwater management facilities help to ensure exposure of these features to many residents. It should be noted, however, that the location of MDR sites still respects that through traffic within low density residential areas should be reduced and / or eliminated wherever possible. These areas are also well served by pedestrian linkages allowing convenient access to the many neighbourhood amenities.

The medium density parcels are likely to be developed on a self-contained basis, but opportunities exist to develop street-oriented town housing designs. These developments will be integrated alongside low density residential housing through sensitive streetscape design and attention to transitioning.

Two sites are proposed for Inglewood East. The first to be located directly east of the Central Park site, and within close access to 30th Avenue. The second is located in the north Central portion of the neighbourhood, directly off of the main access from 22nd Street. A portion of this multi-family site extends into the Altalink right-of-way, which would be utilized for parking or landscaping only.

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4.2.4 Semi-detached Residential (R1A)

One cluster of semi-detached dwellings is proposed in the southeast corner adjacent to the lineal park.

These lots will typically be 35 meters deep and have a minimum width of 7.6 meters per dwelling unit.

4.3 PLACE OF WORSHIP SITE

One Place of Worship is proposed adjacent to the main entrance off of 30th Avenue. This site is ideally located because of convenient access to a major arterial road, which results in minimal traffic disturbance of the remainder of the neighbourhood. This site is also in close proximity to the Central Park and lineal park to the north.

In the event a place of worship is not identified for this site, the entire area would be available for development of medium density residential, R2 / R3 zoning. Prior to this, the place of worship site and social daycare site must be advertised for a six month period.

4.4 PARKS AND OPEN SPACES

4.4.1 Central Park Site

The central park site gathering place is located together with a K – 9 Catholic school (elementary and / or middle school) planned for Inglewood East. Red Deer Catholic Regional Division No. 39 has indicated that a school is not planned for construction on this site in the near future. The two areas providing over 9 acres of land with direct access to a multi use trail system connecting all parts of the plan (including smaller, local parks) and areas beyond. As a result, the central park site will act as the main gathering place for the entire neighbourhood.

Once the quarter section has reached a point where it is 50% developed the City of Red Deer's Recreation, Parks and Culture Department constructs the playgrounds and playfields. The construction of the remaining facilities such as the multi-purpose pad and snowbank rink are not completed until a community association for the neighborhood is formed.

4.4.2 Linear Park Sites

There are four linear parks planned for this neighbourhood, all which interconnect to the Central Park site. These lineal parks will have a minimum width of 10 meters.

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NEIGHBOURHOOD AREA STRUCTURE PLAN
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The lineal park, located south of the Central Park, was designed to preserve the existing windbreak of spruce trees located west of the existing farmyard. Also another spruce tree windbreak, located north of the farmyard will be incorporated into the Central Park site. In order to prevent vehicle traffic from accessing these parks as well as any public utility lots, bollards will be installed to prevent shortcutting.

4.4.3 Walkways and Multi Use Trail

The Inglewood East NASP is designed with an extensive neighbourhood pathway system to convey pedestrian and bike traffic throughout the neighbourhood and linking to adjacent arterial roadways, adjacent developments and the central community recreational node.

A 2.50 meter separate walk will be constructed along the collector road network to link the existing separate walk in Inglewood West to Inglewood East and eventually to the 30th Avenue city-wide trail system and 22nd Street. Also a 1.50m wide walkway will be constructed through the two lineal parks that connect the Central Park site to the stormwater management facility and Altalink right-of-way. These paths will also connect to a future path that will extend throughout the entire length of this right-of-way. Once the City of Red Deer completes upgrades to Delburne Road and 30 Avenue, a 3.0m wide paved path will be constructed along these arterial roads.

Typical cross sections of the proposed trails are shown on Figure 7.0.

4.4.4 Utility Corridors and Stormwater Management Facilities

The Altalink utility corridor and public utility lots provide additional opportunities for pedestrian linkages. As well, the Stormwater Management Facility will be used for recreational activities to the extent acceptable to the City of Red Deer. These facilities however must ensure a safe environment for all users while maintaining the integrity of the stormwater control function for which they are designed.

4.4.5 Soil Stock piles

Two topsoil stockpiles are planned for this development. The first is a small one to be located on the school site, which will be primarily to accommodate re-topsoiling of the central park site. The second pile will be located north of the 30 Avenue / collector road intersection. These piles will be sized to accommodate the landscaping needs of residential lots in this development. Any excess topsoil will be disposed in the arterial roadway berms or disposed off-site.

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4.5 EDUCATIONAL AND COMMUNITY FACILITIES

As shown on the illustration following this page (Illustration 5.0), the central school / park site has been located south of the T-intersection of the two main collector roadways for development of a school and possible community association. The site can accommodate a Catholic K-9 School along with a large park site in order to share and economize on field sizes.

The development concept for Inglewood East places the central focus on this site and incorporates a comprehensive network of pedestrian linkages leading to and extending out from the school site and central park.

Located adjacent to two internal collector roads with a direct connection to 30th Avenue and 22nd Street, the school site is also appropriately located to serve Inglewood East as well as outside areas without significantly disrupting local traffic flows.

In order to provide suitable building sites for the school (and possible community association), there may be a requirement for adjustments to the siting to accommodate variations in soil conditions. The ultimate configuration will be designed to the satisfaction of the City of Red Deer and the Red Deer Catholic Regional Division No. 39.

4.6 STORMWATER MANAGEMENT FACILITIES

The stormwater management facility has been located to take advantage of the existing topography and low lying area. The facilities also provide for recreational opportunities and have been configured to provide views from residential enclaves as well as from the linear open space linkages and the collector roadway network.

This stormwater management facility may be a dry pond or a constructed wetlands facility, which will be finalized with the submission of the detailed servicing study.

4.7 TRANSPORTATION

The system of roads proposed for the Inglewood neighbourhood provides its residents and the surrounding, traveling public with safe and efficient access for this area of Red Deer.

According to the updated East Hill Area Structure Plan, Delburne Road is designated as an expressway. In order to accommodate this designation, additional right-of-way on the north side of the existing Delburne Road right-of-way within the Inglewood West Neighborhood Area Structure Plan will be provided to the City. Access onto

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Delburne Road is restricted to a single new location centered on the quarter line that bounds Inglewood East and Inglewood West.

An additional strip of land along the south property line of the quarter has been added to the Delburne Road right-of-way for future upgrading of Delburne Road as well as for the construction of a 2.5m high berm. The eventual width required for construction of an appropriate berm will be finalized once grades along the south boundary of the quarter are set and reviewed in conjunction with the elevation of Delburne Road. The terms of the acquisition of this additional right-of-way by the City of Red Deer will be determined at a later date.

4.7.1 ARTERIAL ROADWAYS

The updated East Hill Area Structure Plan designates the following roadways adjacent to the Inglewood NASP as arterial roadway or collector roadways:

- 30th Avenue (east side) – arterial roadway
- 22nd Street (north side) – major collector

In order to accommodate future widening of 30th Avenue, additional right-of-way will be provided on the west side of the quarter section. The neighbourhood layout provides for a collector roadway intersecting with 30th Avenue at approximately the midpoint between 22nd Street and Delburne Road.

The required right-of-way for 22nd Street is provided entirely to the north of the Altalink Utility R/W.

4.7.2 COLLECTOR ROADWAYS

The Neighborhood Area Structure Plan provides three collector roadways linking the expressway and arterial roads. These collector alignments match those dictated in the East Hill Area Structure Plan.

As indicated in the East Hill ASP, a collector roadway is shown extending south from Aspen Ridge and continuing southwesterly until connecting to Inglewood West at the quarter section line. There are two additional collectors, which connect this collector road to 30th Avenue and Delburne Road.

All Collector roads will have a carriage width of 12.0 meters wide, except for junctions to arterials where the roadway will be divided by a landscaped median. All collector roadways as per the new City of Red Deer Guidelines will have separate sidewalks complete with boulevard tree planting, as shown in Figure 6.0.

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The collector road entrances at 30th Avenue, 22nd Street and Delburne Road will include entrance features to enhance the character and provide distinct identity for the Inglewood East community.

4.7.3 LOCAL ROADS

The system of local roads has been planned to provide access to individual development cells while at the same time discouraging outside traffic from short cutting through local roads. Local roads will have a 10.0 meter wide carriage way and a 15.0 meter wide right-of-way. All local roads will have monolithic curb and gutter sidewalks on each side of the roadway.

Where there is higher density housing, both in the southwest and southeast corner of the plan, some local roads have been upsized to a 11.0 meter wide carriage way and a 16.0 meter wide right-of-way. These 11 / 16 roads have been identified on Figure 4.0.

Typical cross sections of 10 / 15 and 11 / 16 local roads are shown on Figures 6.0 and 7.0.

4.7.4 LANEWAYS

The Inglewood East NASP has been designed with the majority of lots backing on to laneways, however lanes have not been provided for lots backing onto the Storm Water Management Facilities, open spaces or P.U.L.'s. Rear laneways will be designed to the City of Red Deer standards and will be 7.0 meters wide. Any lanes adjacent to M.R. or P.U.L. will have bollards installed to prevent shortcutting.

4.8 EMERGENCY SERVICES

The East Hill Area Structure Plan does not identify a emergency site for this development.

The City's Emergency Services Department indicates that presently the plan area falls outside the four-minute travel time planning guideline. Once Station 3 is relocated to the proposed location in Aspen Ridge, the plan area will be within the four-minute travel time planning guideline. The anticipated trigger for the relocation of Station 3 to Aspen Ridge is as the City's population nears 90,000.

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DEVELOPMENT CONCEPT**

4.9 OVER DEDICATION OF ROADS, LANES AND P.U.L.

The property of the Plan area is encumbered by an electrical right-of-way prior to the preparation of the Plan. The ROW is leased to AltaLink. The existence of the ROW results in an over dedication of PUL, which brings the total land area to be provided for roads and utilities to 34% of the plan area. With reference to Section 662 of the Municipal Government Act the developer recognizes that the City is not responsible for this over dedication.

INGLEWOOD EAST NEIGHBOURHOOD AREA STRUCTURE PLAN

5.0 Engineering Services

5.1 STORMWATER DRAINAGE

One large Stormwater Management Facility (SWMF) will be incorporated into the layout for Inglewood East to properly manage and control major storm events. This facility will be located in the northwest corner of the neighbourhood and the north half of the storm detention pond will extend into the Altalink transmission line right-of-way. This facility will be sized to accommodate stormwater detention for 1:100 year storm events, and in combination with the Altalink right-of-way will provide an extensive area of open space and recreational opportunities.

All storm sewers within the development will be sized to accommodate a 1 in 5 year stormwater event with stormwater being conveyed on the streets to a the stormwater detention facility during larger stormwater events. A majority of this development will discharge into the existing 22nd Street storm trunk system, at a restricted rate, and from here into Piper Creek. An existing 525mm storm stub, located in the northwest corner of the proposed storm pond, will serve as a connection to the existing 22nd Street storm trunk.

There is a small portion of land in the southwest corner of the neighbourhood where the storm sewer flows will be directed to existing storm sewer mains in Inglewood West. These existing mains were oversized to accommodate these addition flows from Inglewood East.

All stormwater facilities and storm sewers will be designed in accordance with the City of Red Deer Design Guidelines and will become the responsibility of the City of Red Deer to maintain after a two year period.

The major drainage and the overall storm system are shown in Figure 8.0, which also illustrates that the storm trunk that services this development will be extended across 30 Avenue to service the future development to the east.

5.2 SANITARY SERVICING

The sanitary sewer system to service this development is presented in Figure 9.0. The majority of this development will be serviced into a 375mm sanitary main that was recently extended into the northwest corner of this quarter section. This main extends into Aspen Ridge and eventually into the East Hill Trunk Sewer Main. Approximately 6.0 hectares of Inglewood East, located in the southwest corner, will be directed into the Inglewood West sanitary system.

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ENGINEERING SERVICES

The majority of sanitary pipes will be 200mm Dia, except for the sanitary trunk, which will be extend through the storm detention pond, through the lineal park, along the collector road, and across 30 Avenue to service future development on the quarter section to the east. More detail on sanitary system will be provided when the detailed servicing study is completed.

All sanitary sewer facilities will be designed in accordance with the City of Red Deer Design Guidelines and will become the responsibility of the City of Red Deer to maintain after a two year period.

5.3 WATER DISTRIBUTION

The overall water distribution system needed to service the Inglewood area is shown in Figure 10.0. There do exist water main stubs from Aspen Ridge to the north and Inglewood West to the west, which will be extended to service this development. Extension of these water mains will create the required grid network of water mains for this area. A 400mm diameter water main exists in the west boulevard of 30 Avenue and will be extended south to serve as a main feeder along the east boundary of this development. Also a 300mm diameter trunk will be extended along the north perimeter of the development as well as a 250mm diameter trunk along Delburne Road. More detail will be provided on the water distribution system when the system is modeled and finalized with the detailed servicing study.

All water main facilities will be designed in accordance with the City of Red Deer Design Guidelines and will become the responsibility of the City of Red Deer to maintain after a two year period.

5.4 SHALLOW UTILITIES

There are no major servicing concerns regarding shallow utilities (gas, power, telephone and cable). All shallow utilities will be extensions of those already in place in adjacent developments. Shallow utility alignments will be established during preparation of the servicing study.

INGLEWOOD EAST NEIGHBOURHOOD AREA STRUCTURE PLAN

6.0 Implementation

6.1 DEVELOPMENT STAGING

Infrastructure to service the Inglewood East NASP will be extended into the neighbourhood from 22nd Street and from the Inglewood West development. Each successive stage will be developed with the logical and economical extension of these municipal services with the intent of meeting the needs of the regional and local housing market.

As shown on Figure 11.0 - Phasing, the phasing is generally expected to begin in the southwest and northwest corners and extend easterly towards 30th Avenue. The phasing boundaries are shown conceptually and may vary from those of actual redistricting and subdivision applications. As well, portions of separate phases may be developed concurrently if there is sufficient demand and / or if the engineering design is made more efficient as a result.

6.2 REDISTRICTING & SUBDIVISION

Redistricting and subdivision applications to conform to the land use designations described in the NASP will be undertaken as necessary. Guided by the City of Red Deer MDP, the East Hill ASP and the Inglewood East NASP, redistrictings and subdivisions will be required to adhere to the City of Red Deer Land Use Bylaw and the informational requirements necessary for each application.

6.3 PLAN AMENDMENTS

An amendment to an adopted NASP is required for any change in the plan, such as:

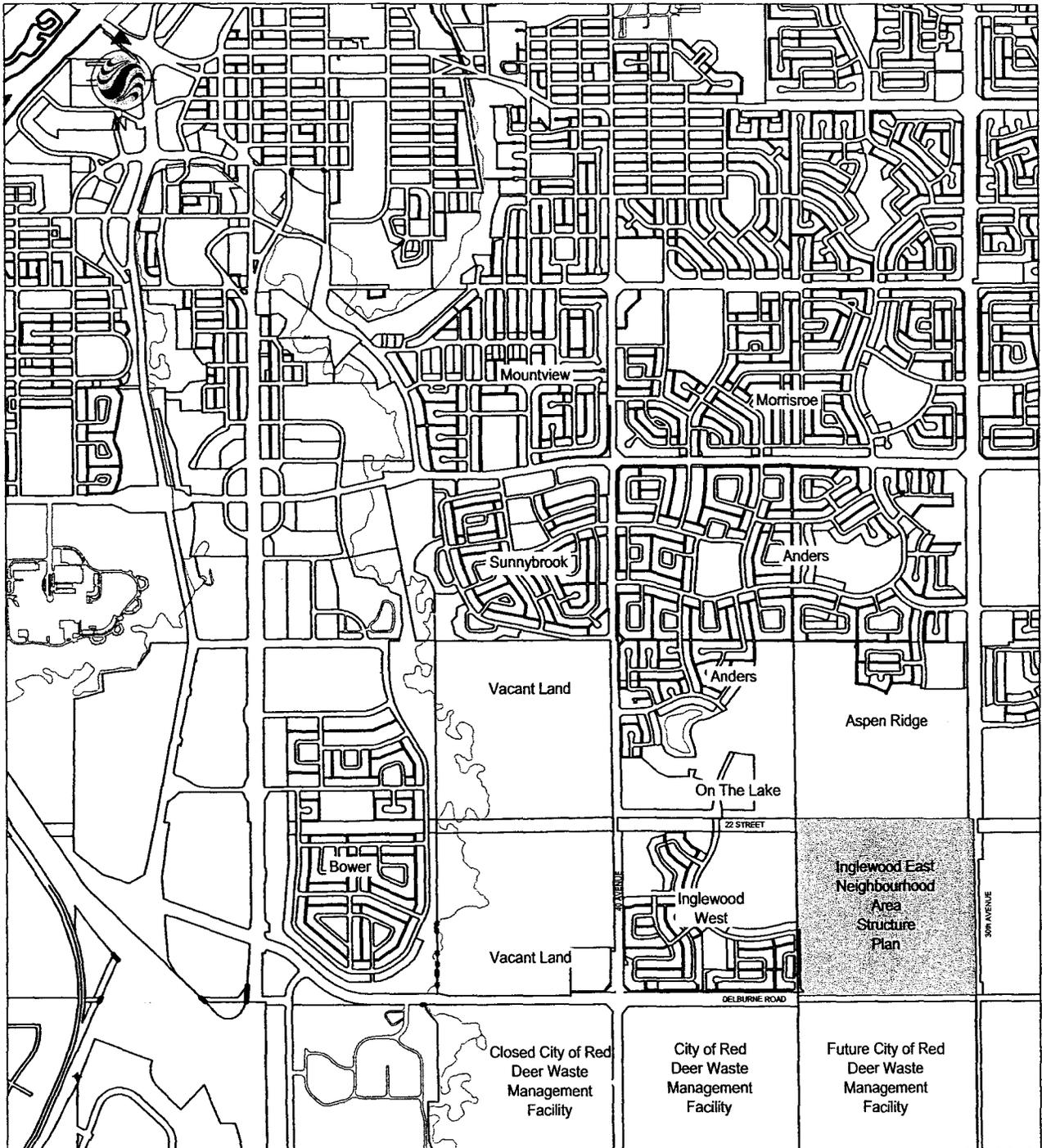
- a change in proposed land use (such as, from single-family to narrow-lots housing, or multi-family housing, or vice-versa);
- to reflect a change in other documents affecting planning and land use in the area (such as an amendment to a Major Area Structure Plan);
- the elimination or addition of any public road or lane, or reclassification of a road, unless the road or lane is self-contained within a multi-family site.

**INGLEWOOD EAST
NEIGHBOURHOOD AREA STRUCTURE PLAN
IMPLEMENTATION**

A neighbourhood meeting is not required where the amendment consists of:

- self-contained local roads or lanes (e.g. in a multi-family site);
- minor road, lane or public utility lot deletions and / or additions;
- addition or deletion of lots with walkout basements;
- designation of R1-Single Family lots from higher density residential designation, and / or amendments necessary to make the plan conform to a Major Area Structure Plan.

Providing, in the opinion of the planning staff these changes do not impact existing development and / or a lot has been sold or optioned. As an alternative to a neighbourhood meeting, a door-to-door notice will be circulated.



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ORIGINAL SHEET - ANSI A



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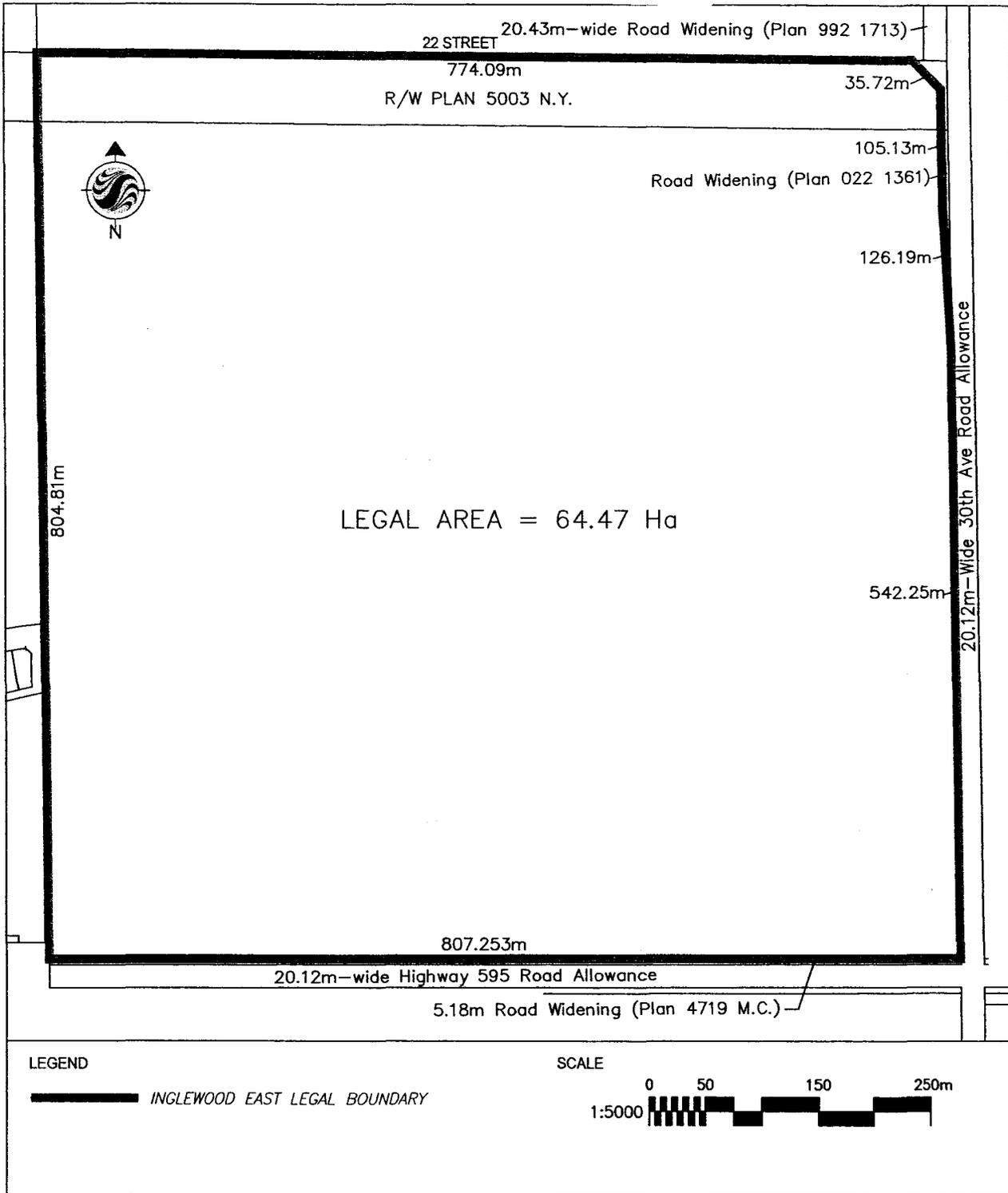
MELCOR DEVELOPMENTS LTD.
 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

1.0

Title

LOCATION PLAN



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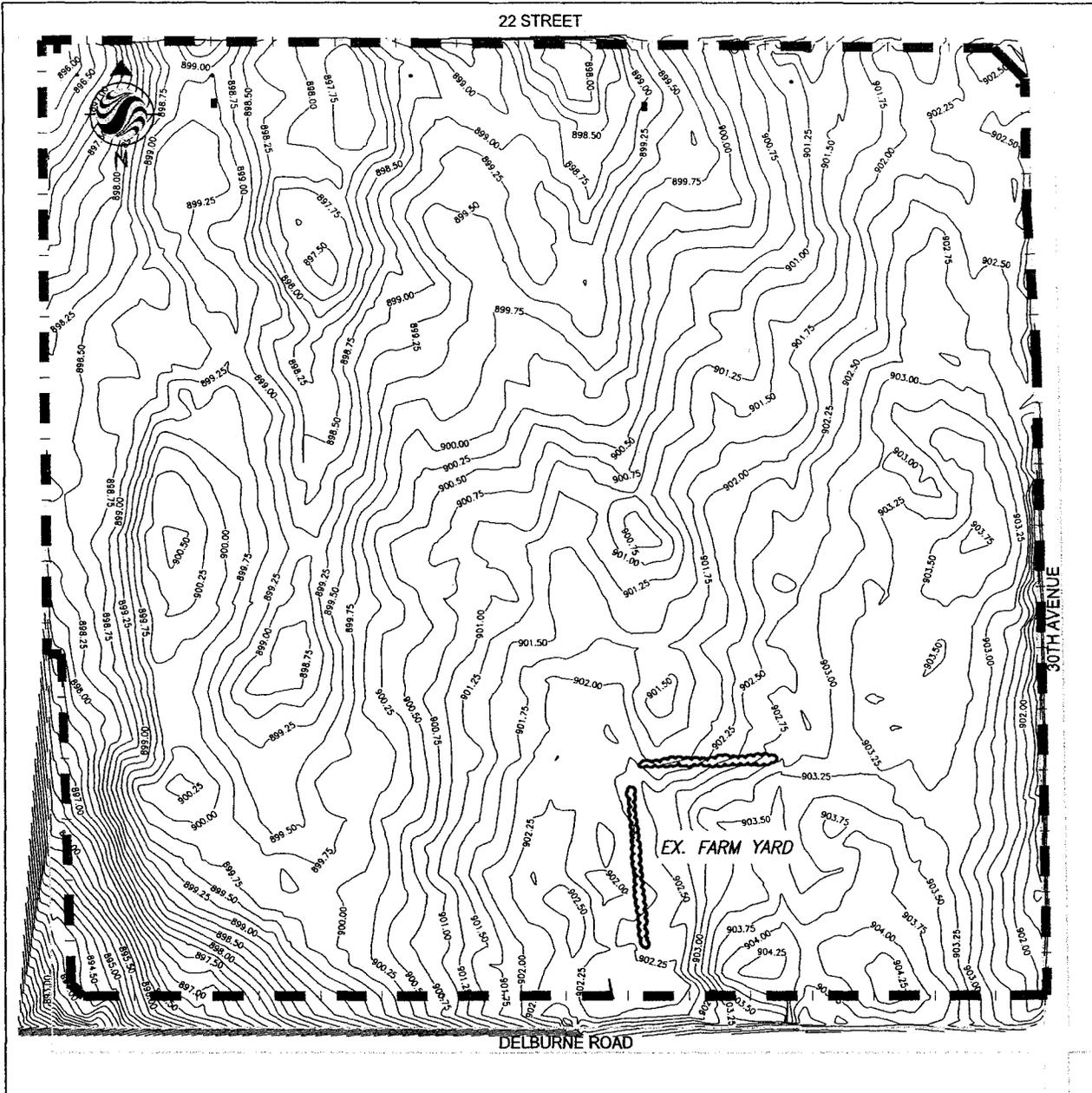
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 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.
 2.0

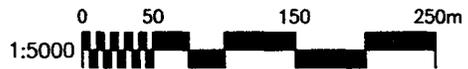
Title
 LEGAL BOUNDARY



LEGEND

-  ASP BOUNDARY
-  EXISTING SPRUCE TREES TO BE PRESERVED
-  EXISTING GROUND CONTOURS
-  TRANSFORMER POLE
-  TRANSFORMER TOWER

SCALE



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JUNE, 2004
 112870923

ORIGINAL SHEET - ANSI A



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Stantec Consulting Ltd.
 600, 4808 Ross Street
 Red Deer AB Canada
 T4N 1X5
 Tel. 403.341.3320
 Fax. 403.342.0969
 www.stantec.com

Client/Project

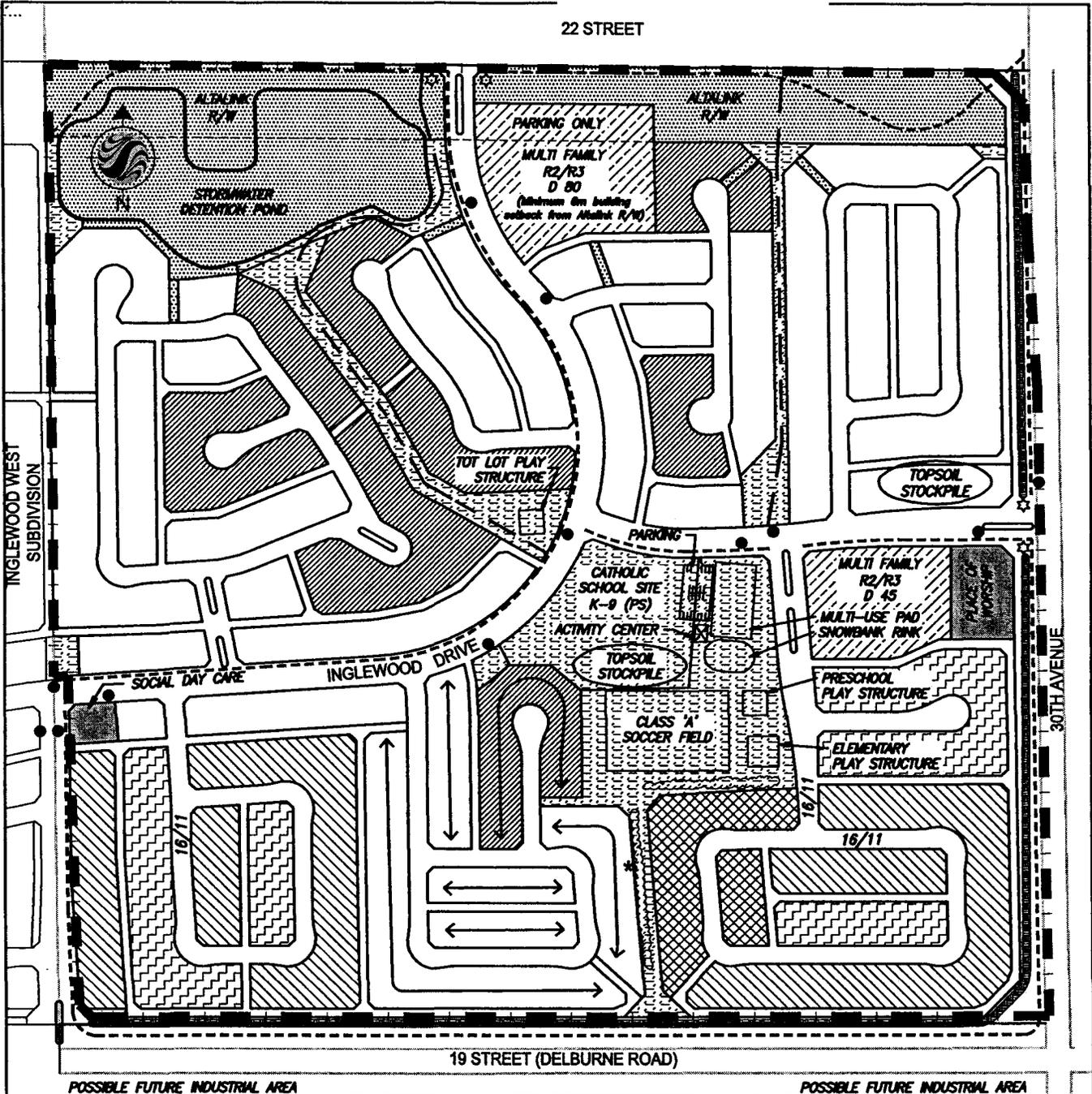
MELCOR DEVELOPMENTS LTD.
 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

3.0

Title

EXISTING CONDITIONS
 PLAN



LEGEND

- | | | | | | |
|--|--------------------------------|--|--|--|--|
| | Single Family | | R2/R3 Residential Multi Family | | Lot Designated as Secondary Suites
(Not to exceed 39 lots in total) |
| | Single Family 2 Storey Walkout | | Public Utility Lot | | BERM |
| | Single Family Narrow Lot | | Municipal Reserve | | Potential Bus Stop |
| | Semi Detached | | Place of Worship (R2/R3)/
Social Care Facility (R1) | | Entry Feature Sign |
| | | | Single Family Narrow 2 Story Walkout | | Ex Trees to be Preserved |
| | | | | | Multi-Purpose Trail |
| | | | | | Trail |
| | | | | | ASP Boundary |

* At Subdivision, the R.P. and C. dept must be consulted with regards to the location of property lines adjacent to existing trees.

W:_ltd\112870923 Inglewood East Servicing Study\dwg\70923-Ing_East-ASP-MAY 17,2004.dwg
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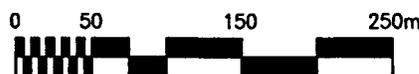
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1:5000



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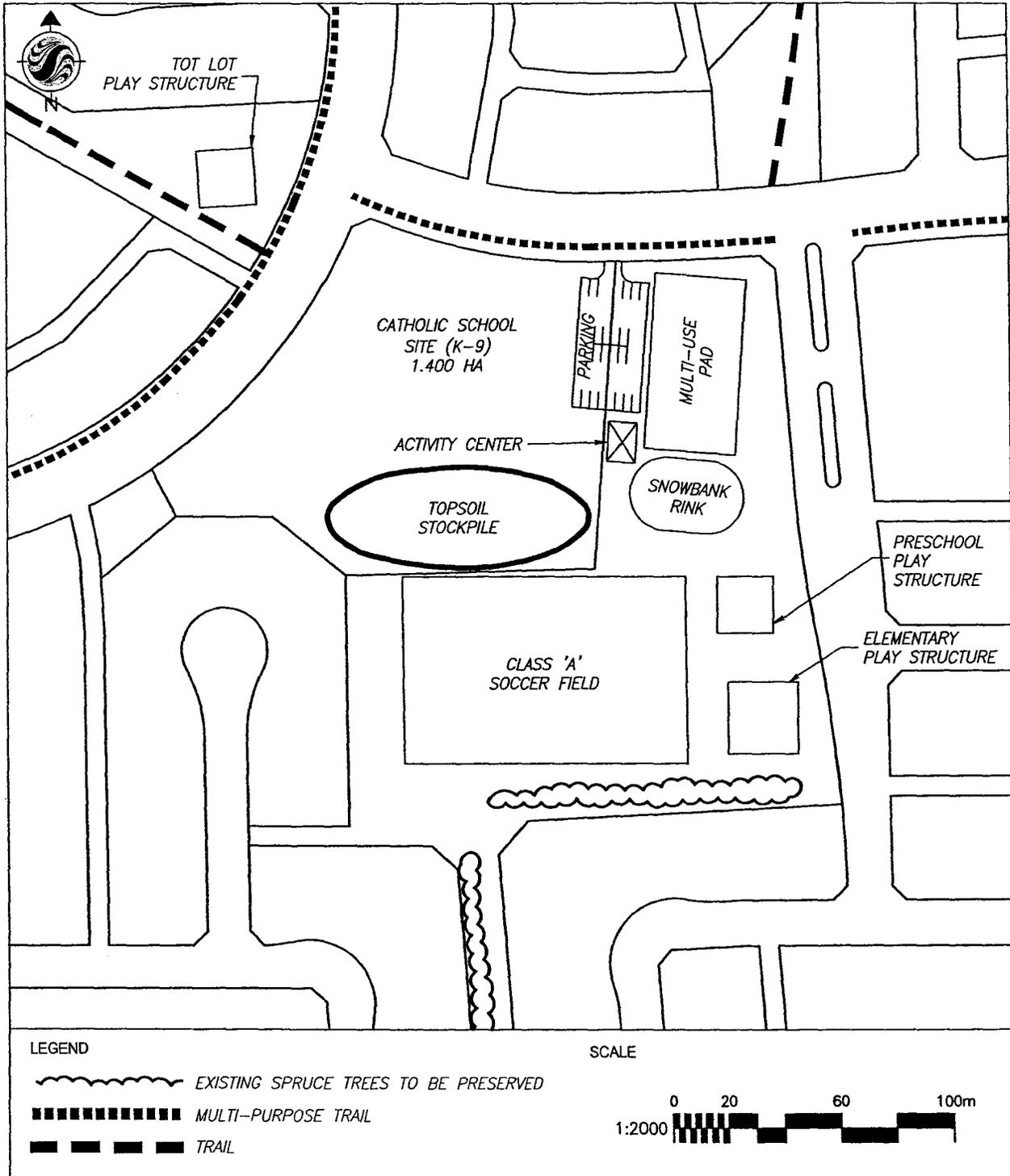
MELCOR DEVELOPMENTS LTD.
INGLEWOOD EAST NEIGHBORHOOD
AREA STRUCTURE PLAN

Figure No.

4.0

Title

**DEVELOPMENT
CONCEPT**



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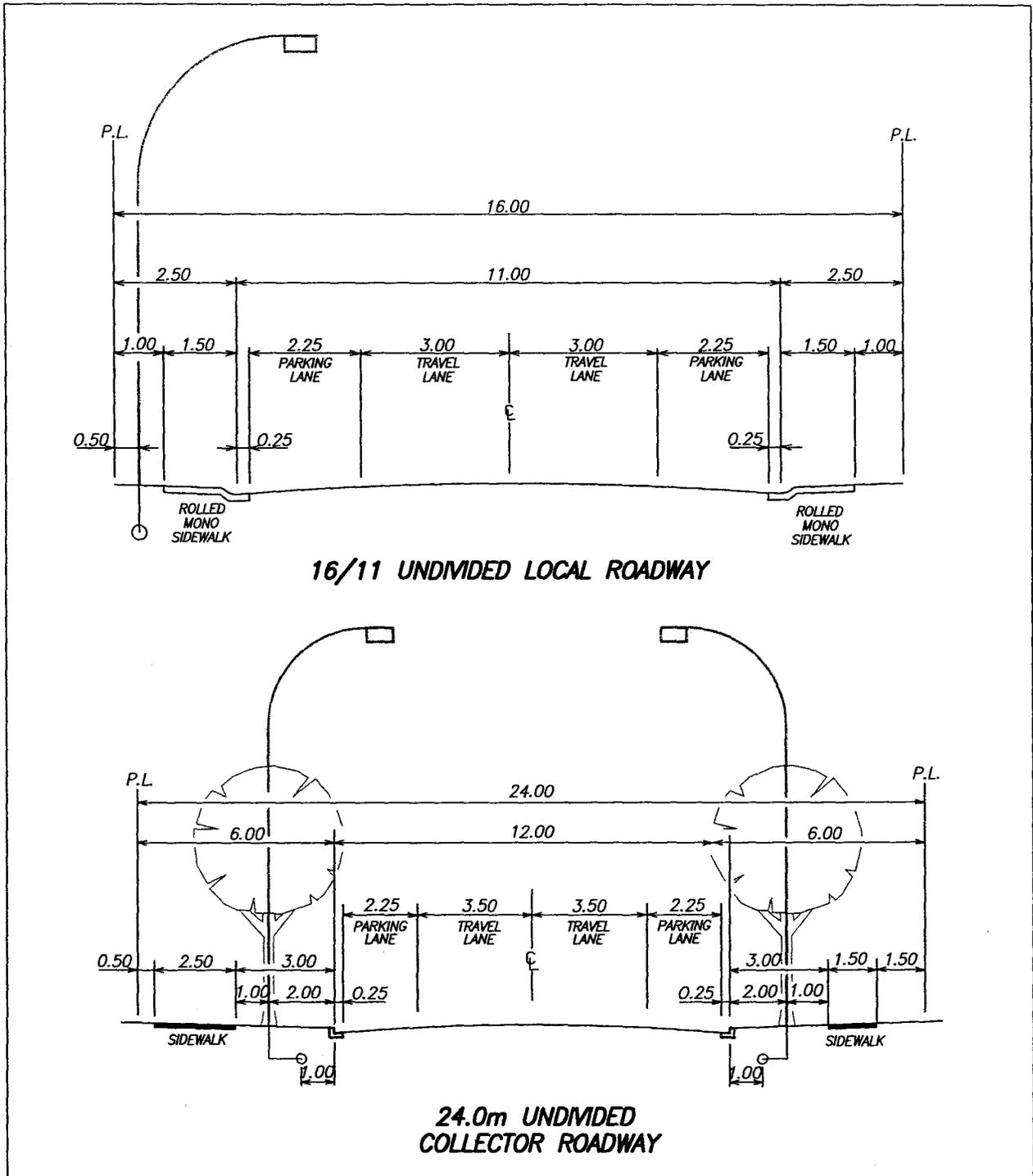
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 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

5.0

Title

SCHOOL / PARK SITE
 GATHERING PLACES



W:_ltd\112870923 Inglewood East Servicing Study\dwg\70923-Ing_East-ASP-MAY 17,2004.dwg
 2004-06-28 04:27PM By: aprediger

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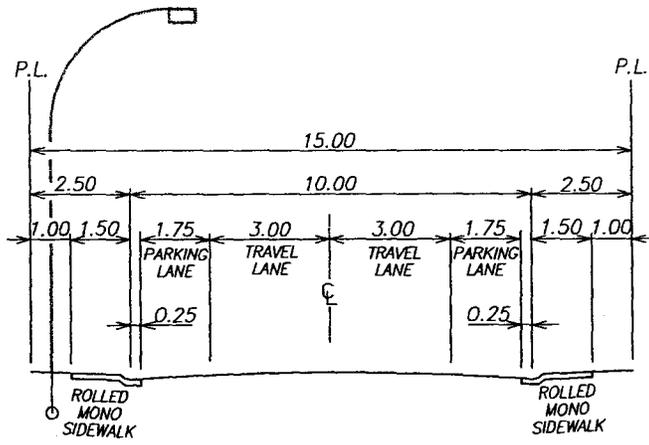
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 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

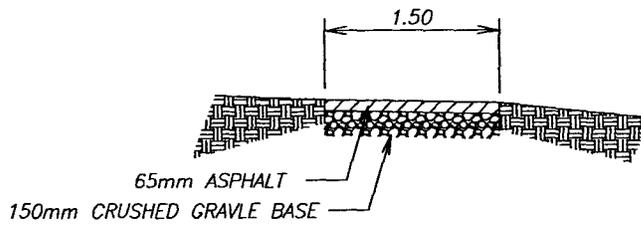
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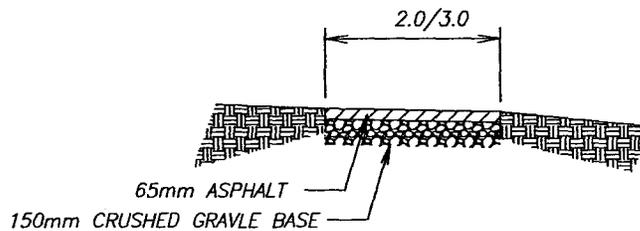
ROAD CROSS SECTIONS



15/10 UNDIMDED LOCAL ROADWAY



1.50m PAVED PATH



2.0m OR 3.0m PAVED PATH

W:_ladd\112870923 Inglewood East Servicing Study\dwg\70923-Ing_East-ASP-MAY 17,2004.dwg
 2004-06-28 04:25PM By: aprediger

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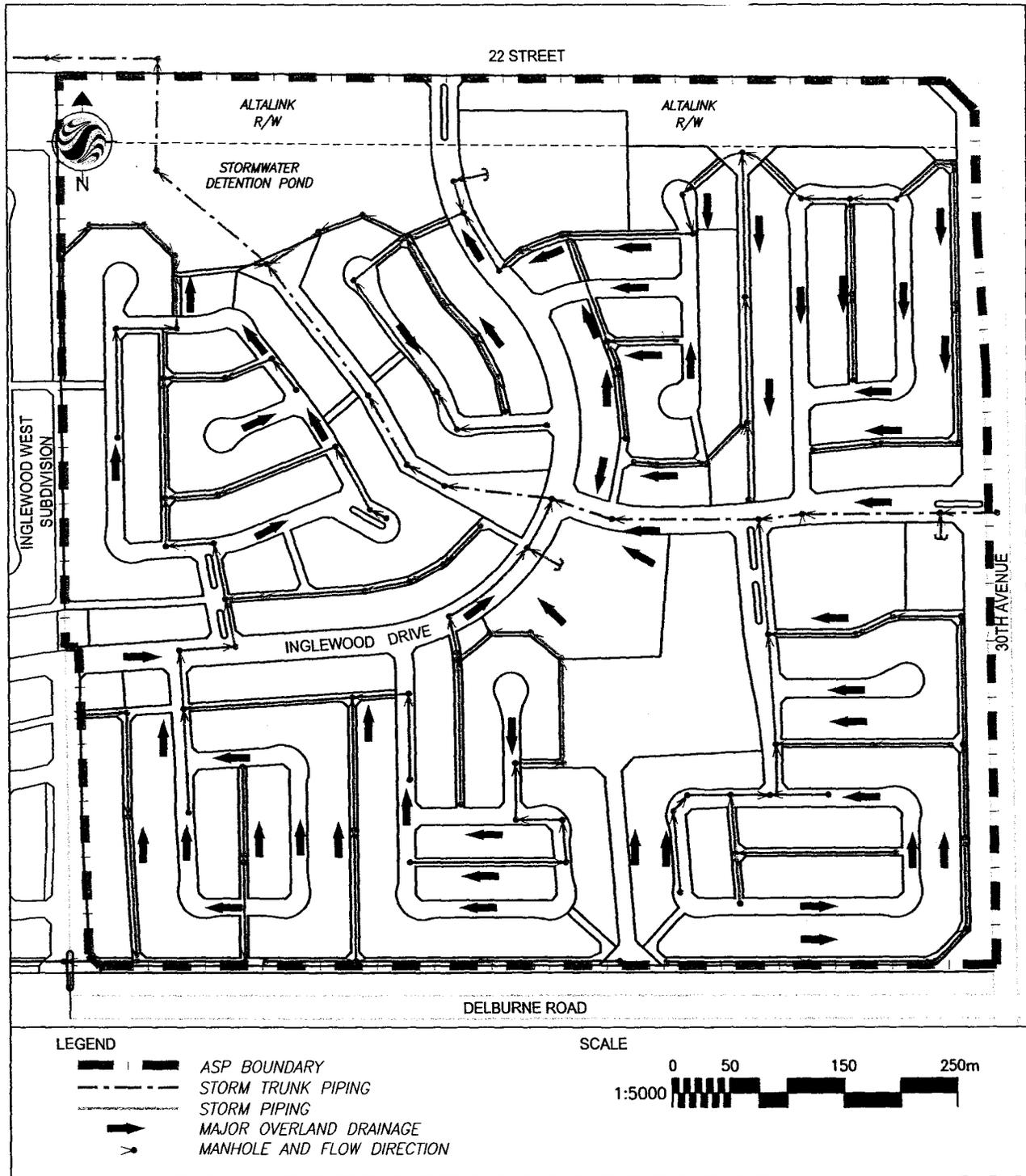
MELCOR DEVELOPMENTS LTD.
 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

7.0

Title

ROAD/PAVED TRAIL
 CROSS SECTIONS



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 2004-06-28 03:11PM By: aprediger

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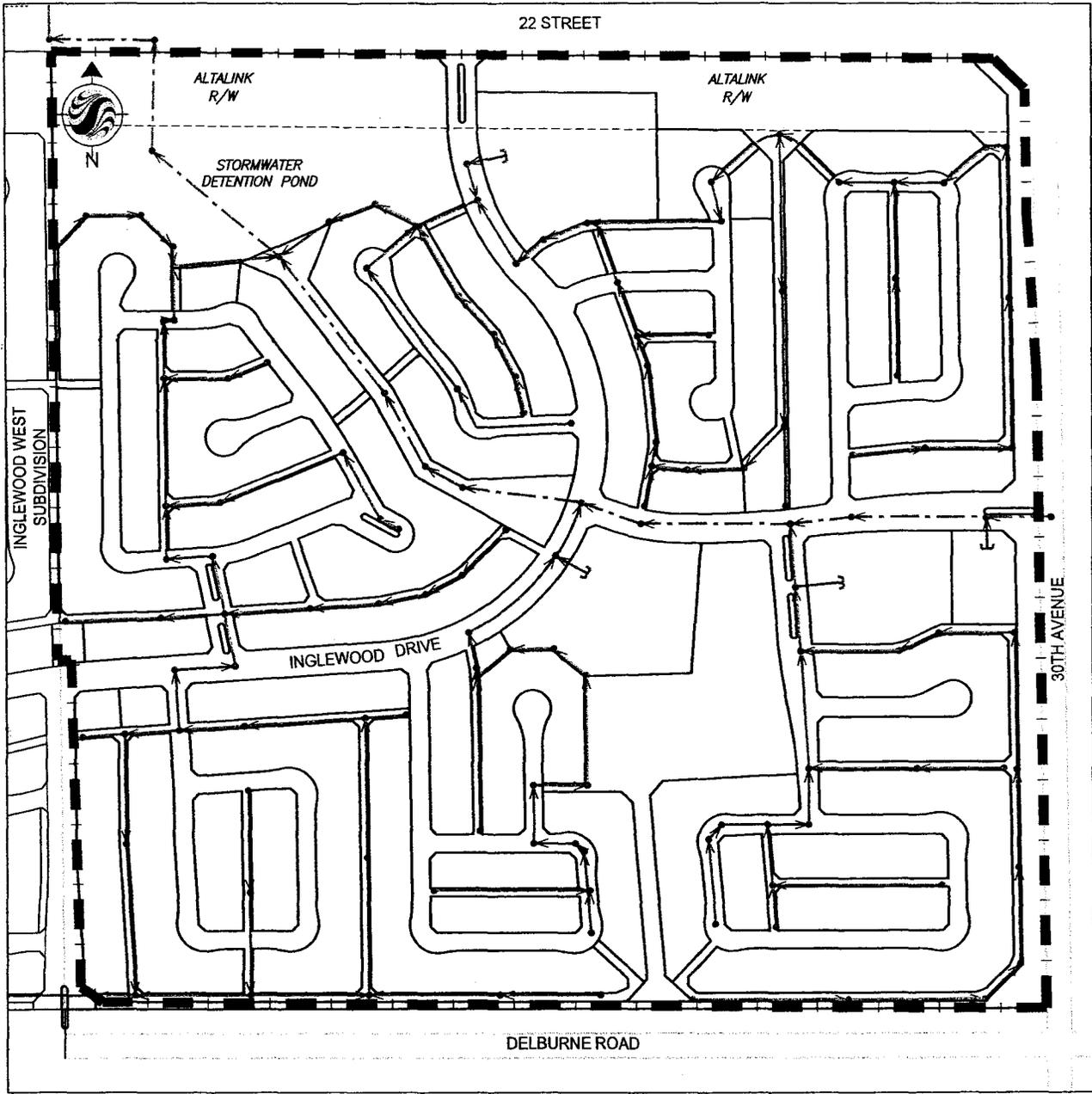
MELCOR DEVELOPMENTS LTD.
 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

8.0

Title

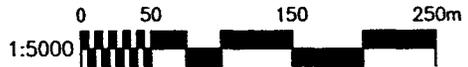
**PROPOSED STORM WATER
 MANAGEMENT PLAN**



LEGEND

-  ASP BOUNDARY
-  PROPOSED SANITARY TRUNK PIPING
-  PROPOSED SANITARY PIPING
-  MANHOLE AND FLOW DIRECTION

SCALE



W:_ltd\112870923 Inglewood East Servicing Study\dwg\70923-Ing_East-ASP-MAY 17,2004.dwg
 2004-06-28 03:08PM By: oprediger

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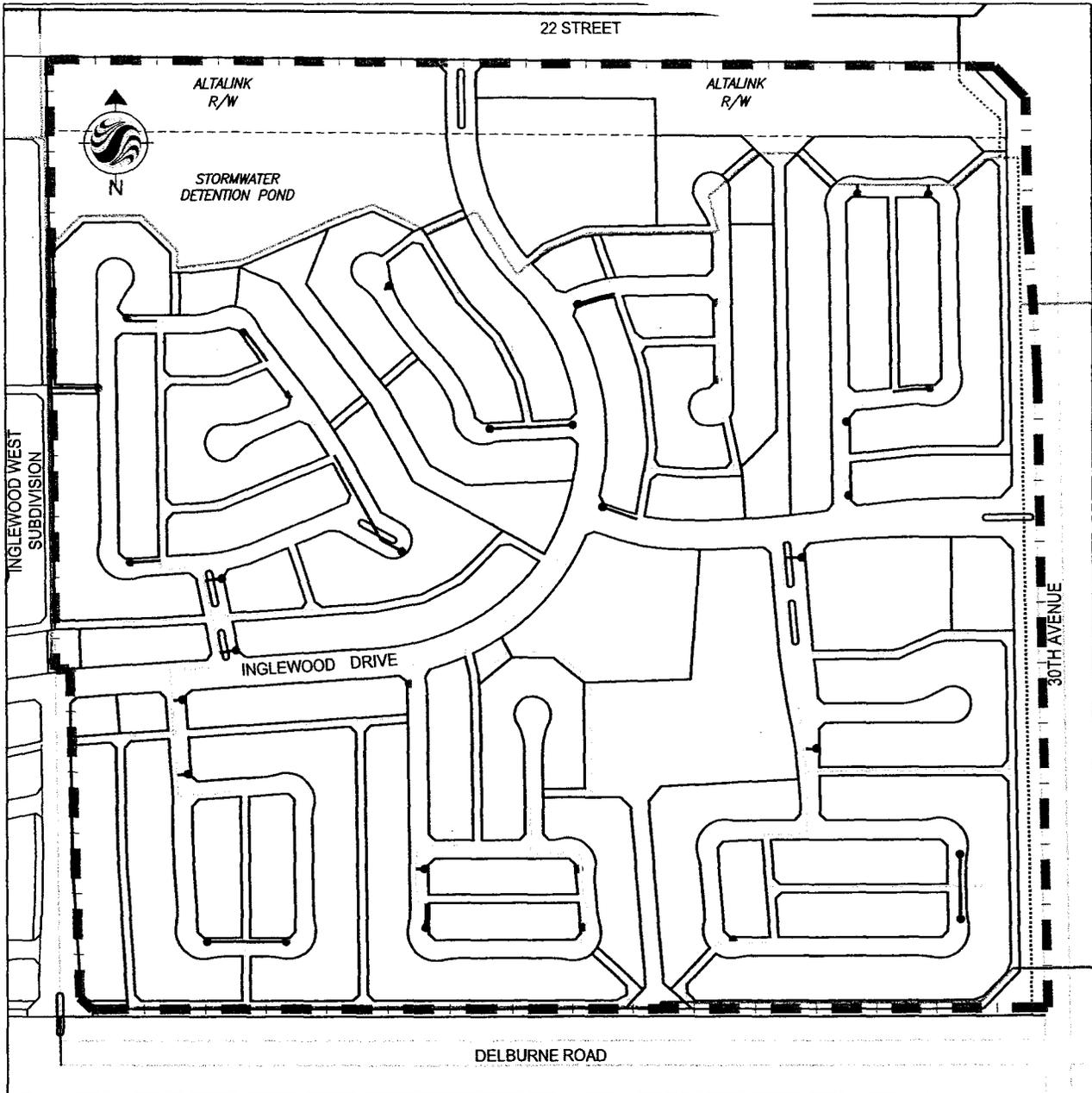
MELCOR DEVELOPMENTS LTD.
 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

9.0

Title

PROPOSED SANITARY
 SEWER PLAN



LEGEND

- | | | | |
|--|----------------------|--|--|
| | ASP BOUNDARY | | 400mm DIA WATER MAIN |
| | 150mm DIA WATER MAIN | | EXISTING 400mm DIA WATER MAIN |
| | 200mm DIA WATER MAIN | | EXISTING 300mm DIA WATER MAIN |
| | 250mm DIA WATER MAIN | | EXISTING 250mm DIA WATER MAIN |
| | 300mm DIA WATER MAIN | | HYDRANT (Hydrant locations shown are conceptual and are subject to change) |

W:_ldd\112870923 Inglewood East Servicing Study\dwg\70923-Ing_East-ASP-MAY 17,2004.dwg
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JUNE, 2004
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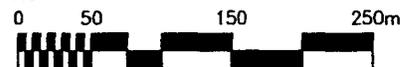


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 Red Deer AB Canada
 T4N 1X5
 Tel. 403.341.3320
 Fax. 403.342.0969
 www.stantec.com

SCALE

1:5000



Client/Project

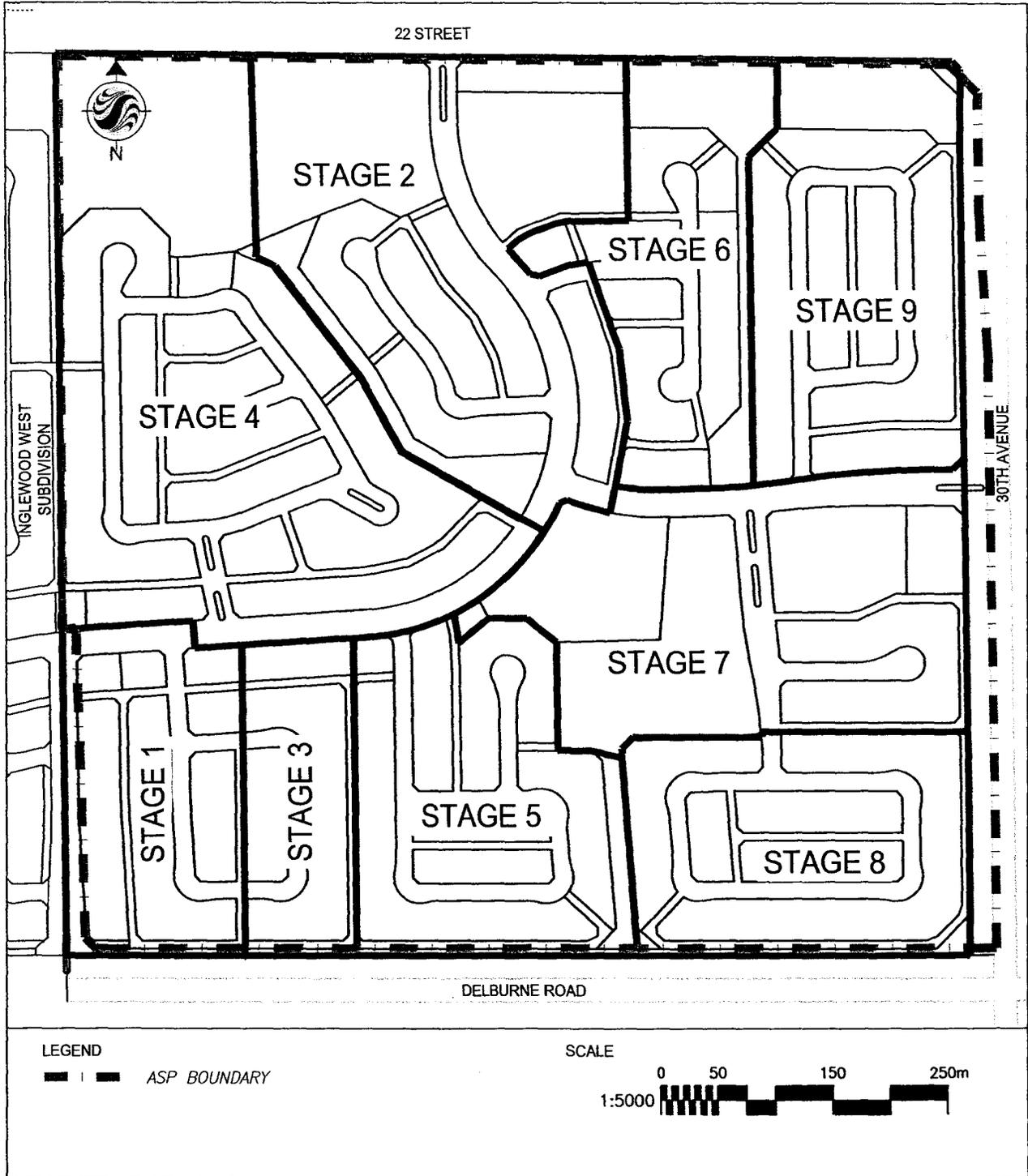
MELCOR DEVELOPMENTS LTD.
 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

10.0

Title

PROPOSED WATER
 DISTRIBUTION PLAN



2004-06-28 03:37PM By: aprediger

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MELCOR DEVELOPMENTS LTD.
 INGLEWOOD EAST NEIGHBORHOOD
 AREA STRUCTURE PLAN

Figure No.

11.0

Title

PHASING

BYLAW NO. 3156/W-2004

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

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

1. The "Land Use District Map J4" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use Bylaw Amendment Map No. 15/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of , A.D. 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of , A.D. 2004.

READ A THIRD TIME IN OPEN COUNCIL this day of , A.D. 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of , A.D. 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



A1

INGLEWOOD DR

A1

R1

R1

ISAACSON CR

A1

ISHERWOOD AVE

A1

IVERSON CL

R1

19 STREET

AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1N - Residential (Narrow Lot)

PS - Public Service (Institutional or Governmental)

Change from :

A1 to R1 

A1 to R1N 

A1 to PS 

MAP No. 15 / 2004

BYLAW No. 3156 / W - 2004

BYLAW NO. 3156/W-2004

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

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

- 1. The "Land Use District Map J4" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use Bylaw Amendment Map No. 15/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of , A.D. 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of , A.D. 2004.

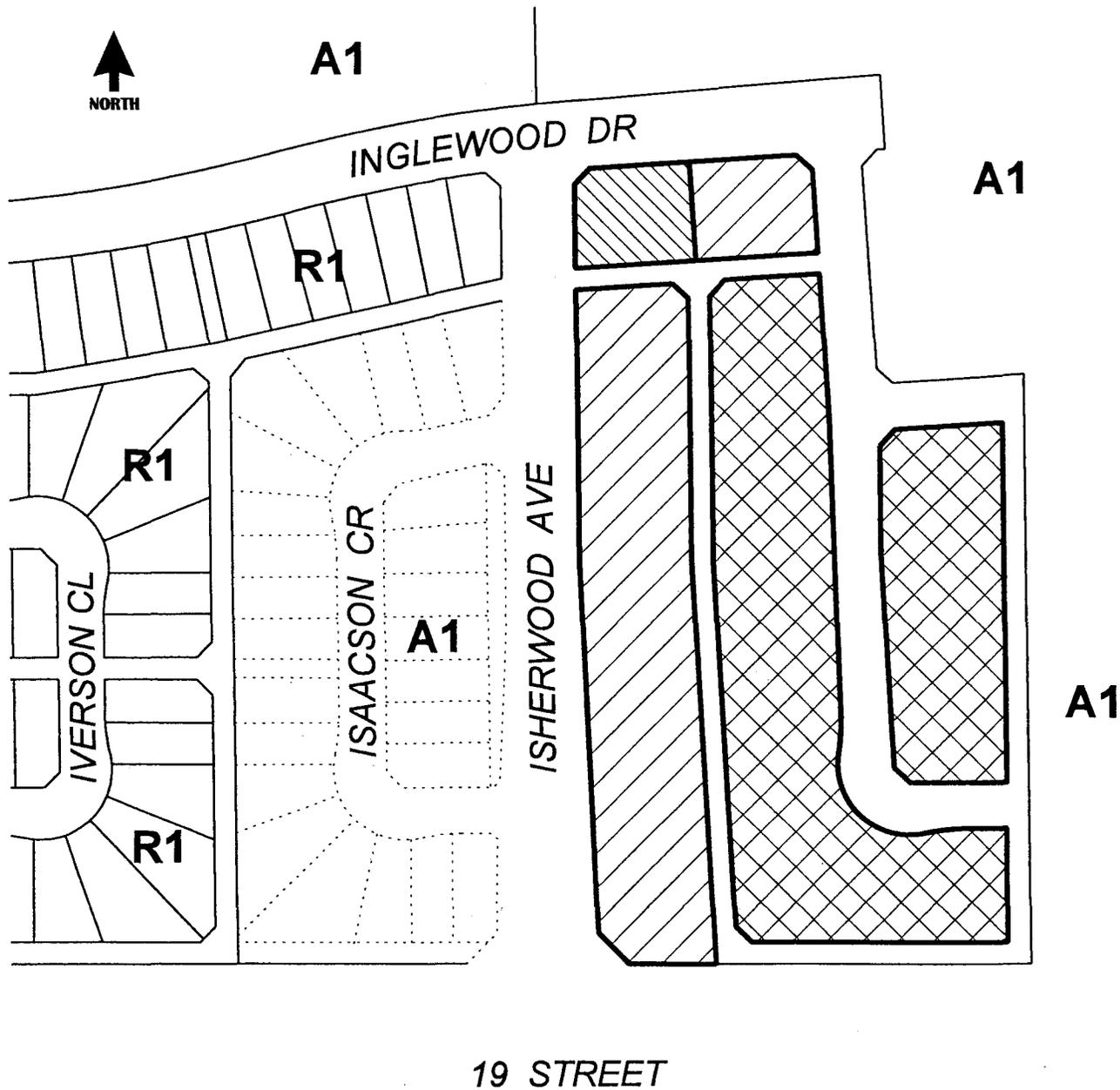
READ A THIRD TIME IN OPEN COUNCIL this day of , A.D. 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of , A.D. 2004.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1N - Residential (Narrow Lot)
- PS - Public Service (Institutional or Governmental)

Change from :

- A1 to R1 
- A1 to R1N 
- A1 to PS 

MAP No. 15 / 2004
 BYLAW No. 3156 / W - 2004

KENTWOOD NORTHEAST

(KINGSGATE)

NEIGHBOURHOOD AREA STRUCTURE PLAN

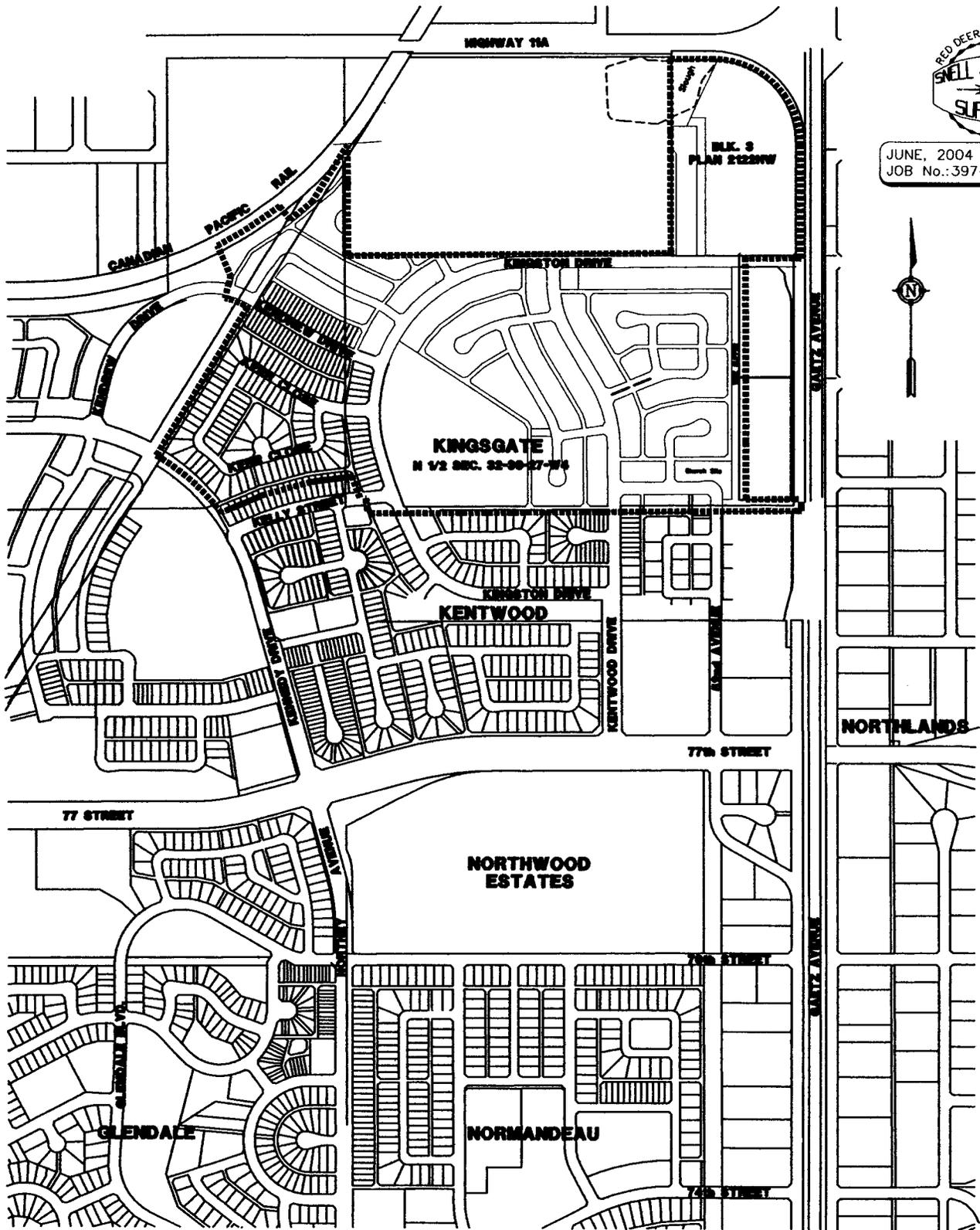
Prepared for

Laebon Developments Ltd.
and
Quantum IV Developments Inc.

**Adopted September 1998
Amended June 2003
Amended July 2004**



JUNE, 2004
JOB No.: 397-053F

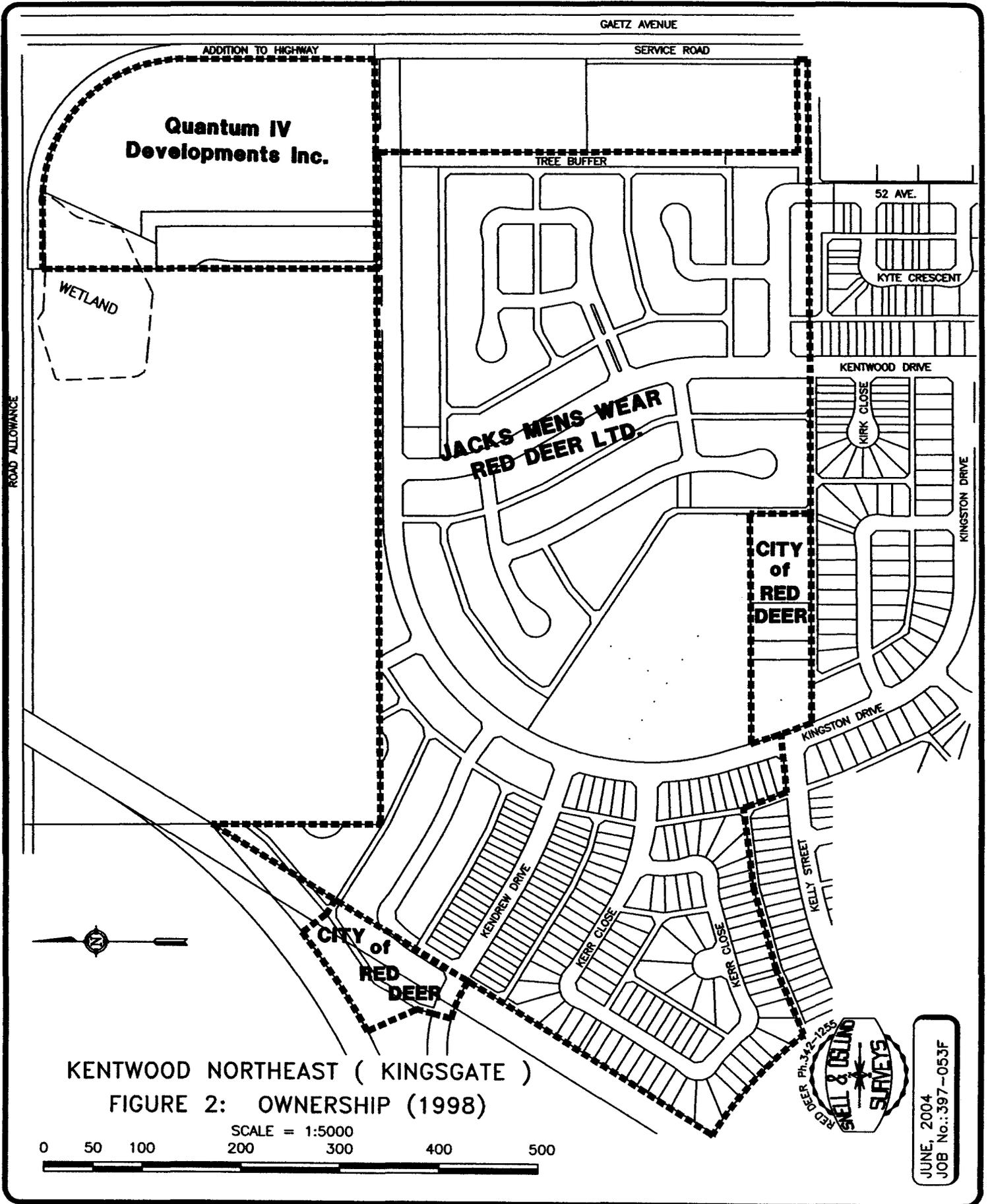


KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 1: LOCATION PLAN

SCALE = 1:10000





**Quantum IV
Developments Inc.**

WETLAND

TREE BUFFER

**JACKS MENS WEAR
RED DEER LTD.**

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

**CITY
of
RED
DEER**

KINGSTON DRIVE

**CITY
of
RED
DEER**

KENDREW DRIVE

KERR CLOSE

KERR CLOSE

KELLY STREET

**KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 2: OWNERSHIP (1998)**

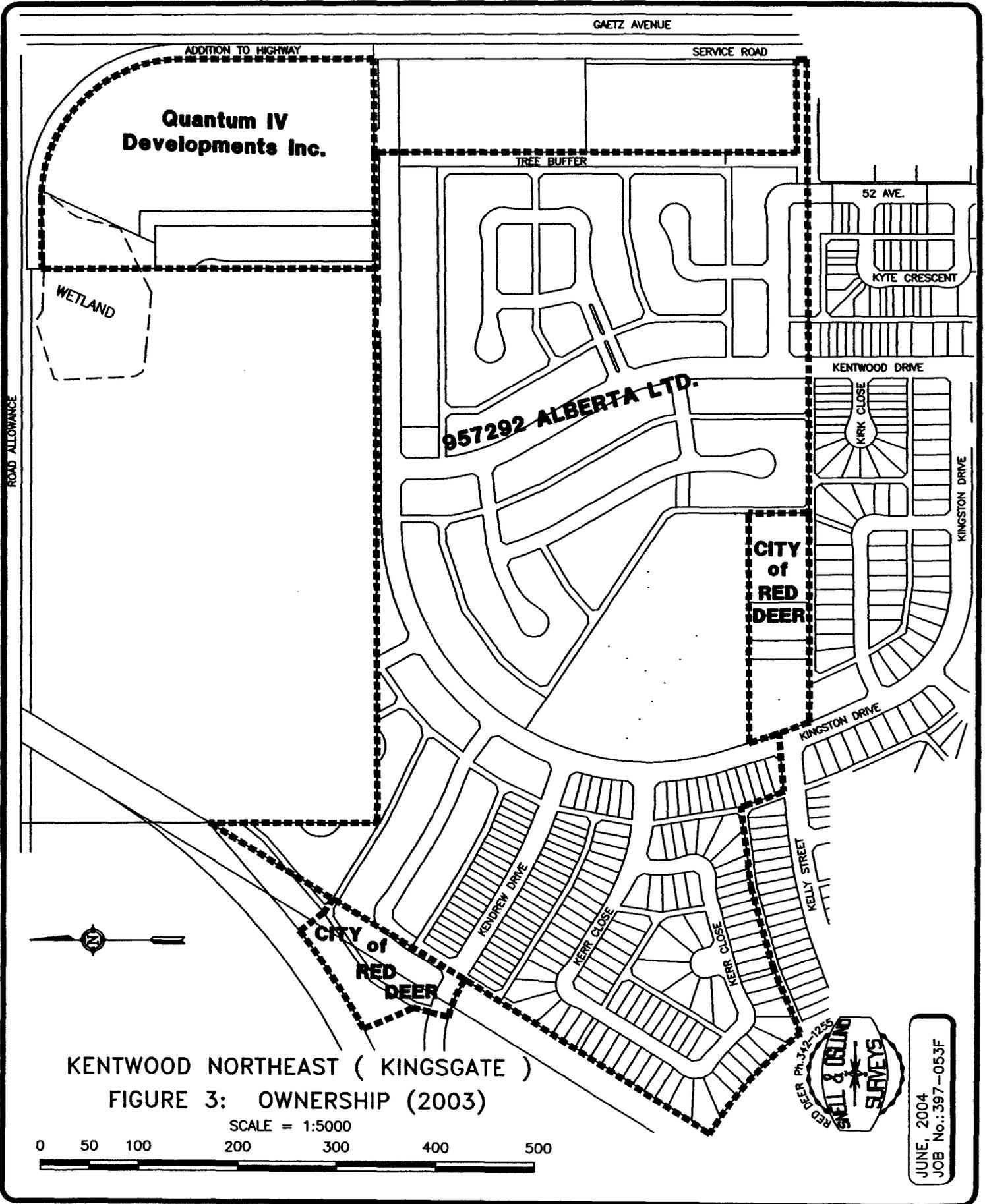
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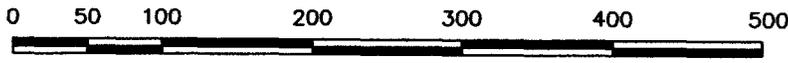
RED DEER Ph. 342-1285

JUNE, 2004
JOB No.: 397-053F

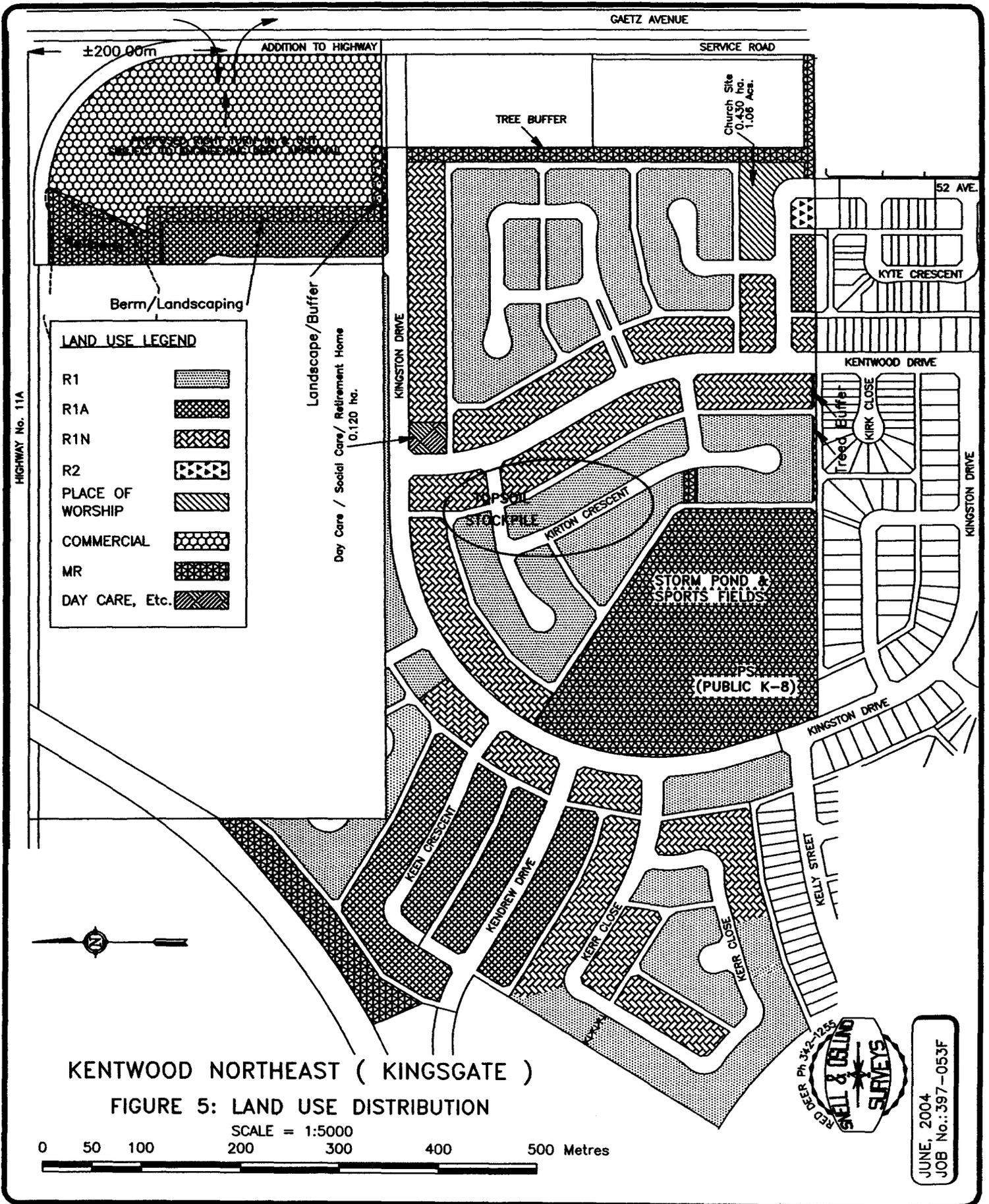


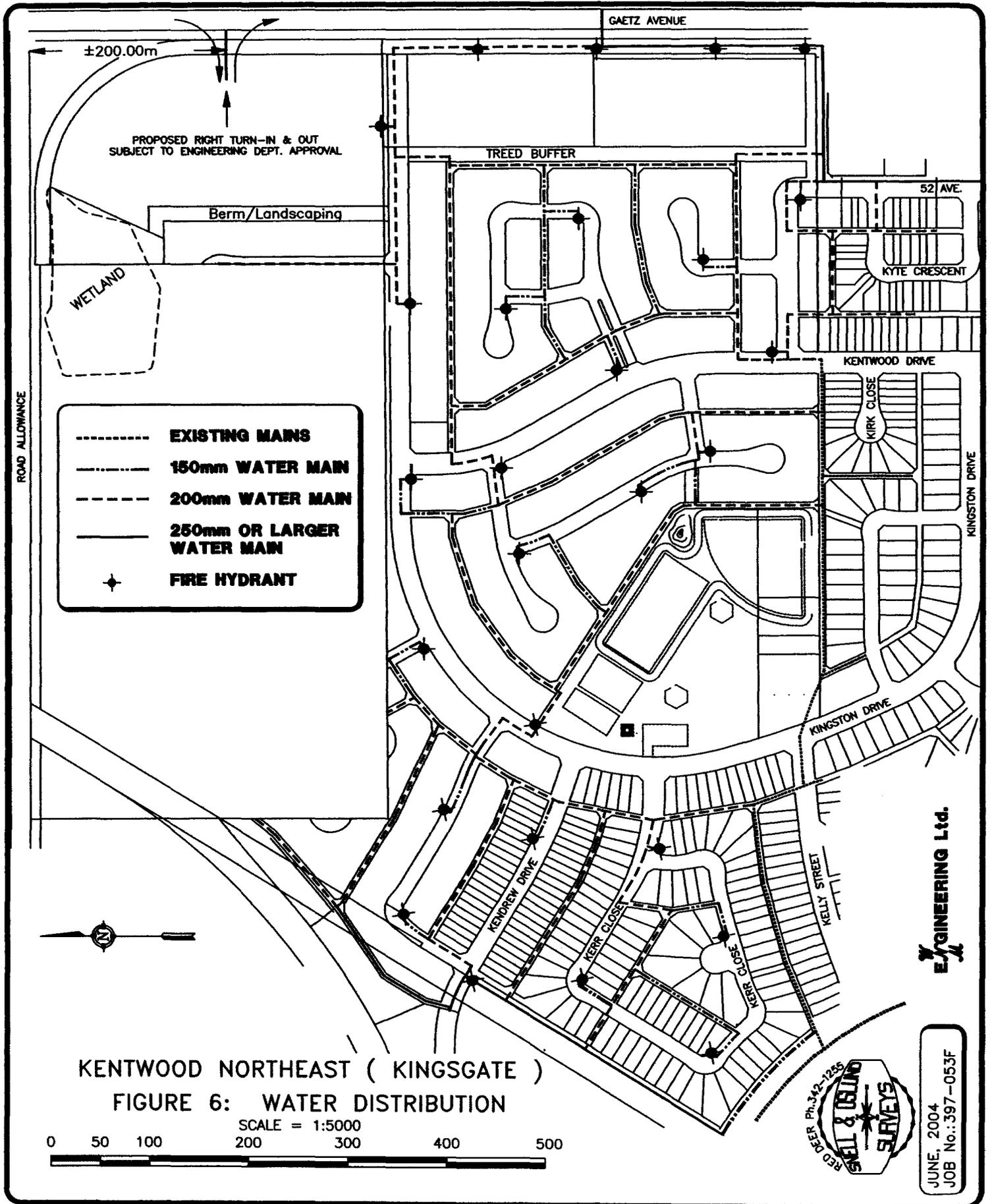
KENTWOOD NORTHEAST (KINGSGATE)
 FIGURE 3: OWNERSHIP (2003)

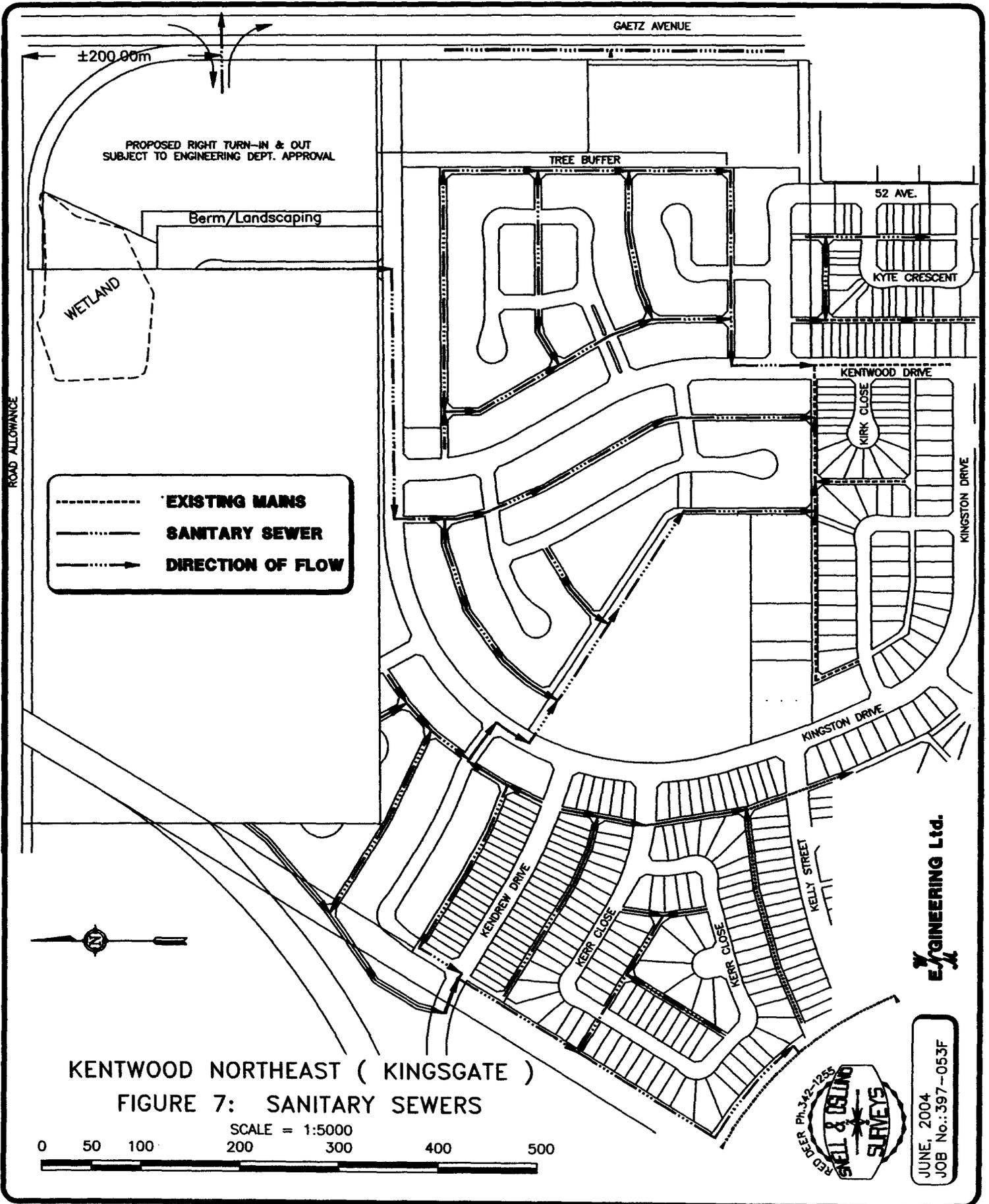
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JUNE, 2004
 JOB No.: 397-053F







KENTWOOD NORTHEAST (KINGSGATE)
 FIGURE 7: SANITARY SEWERS

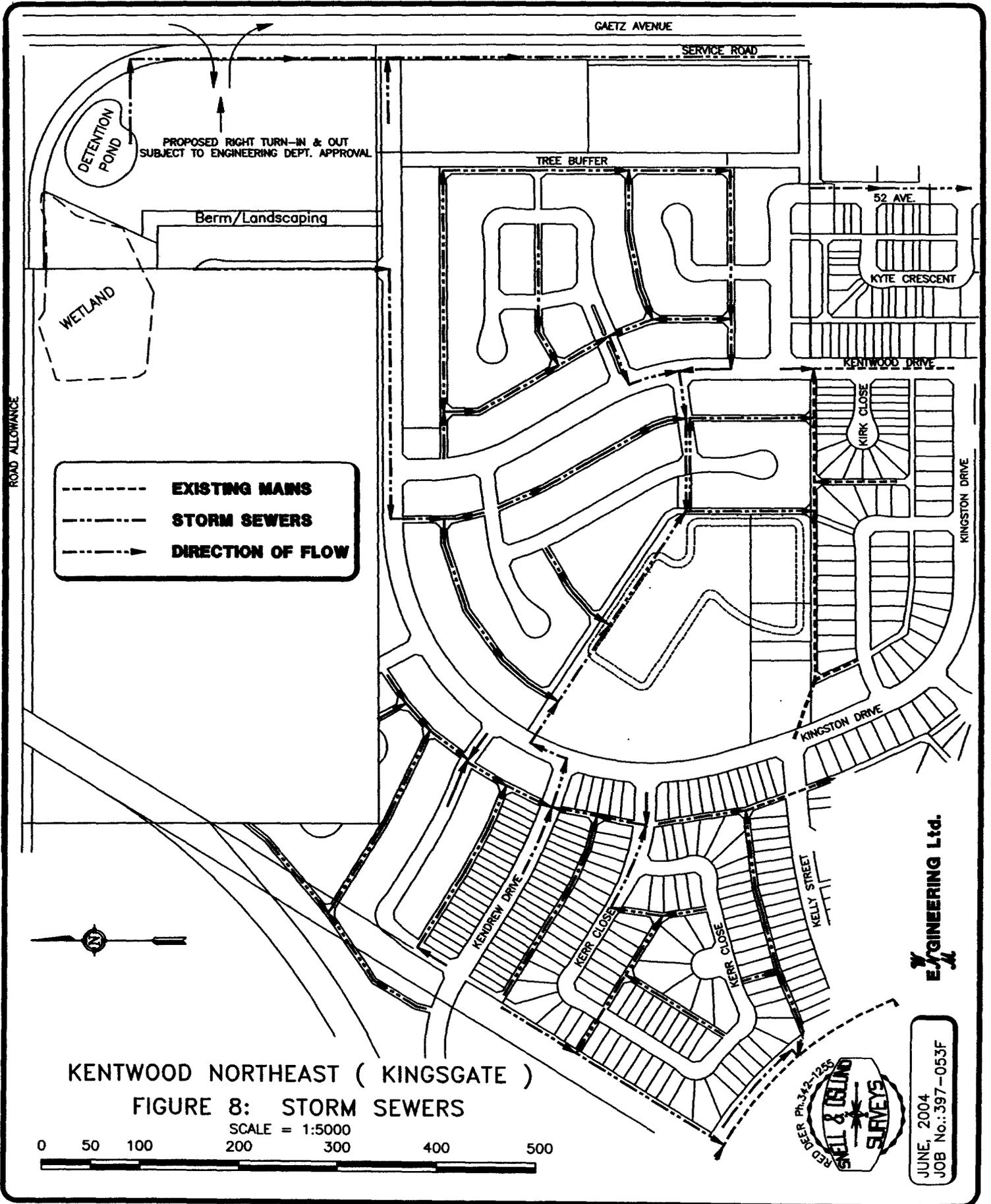
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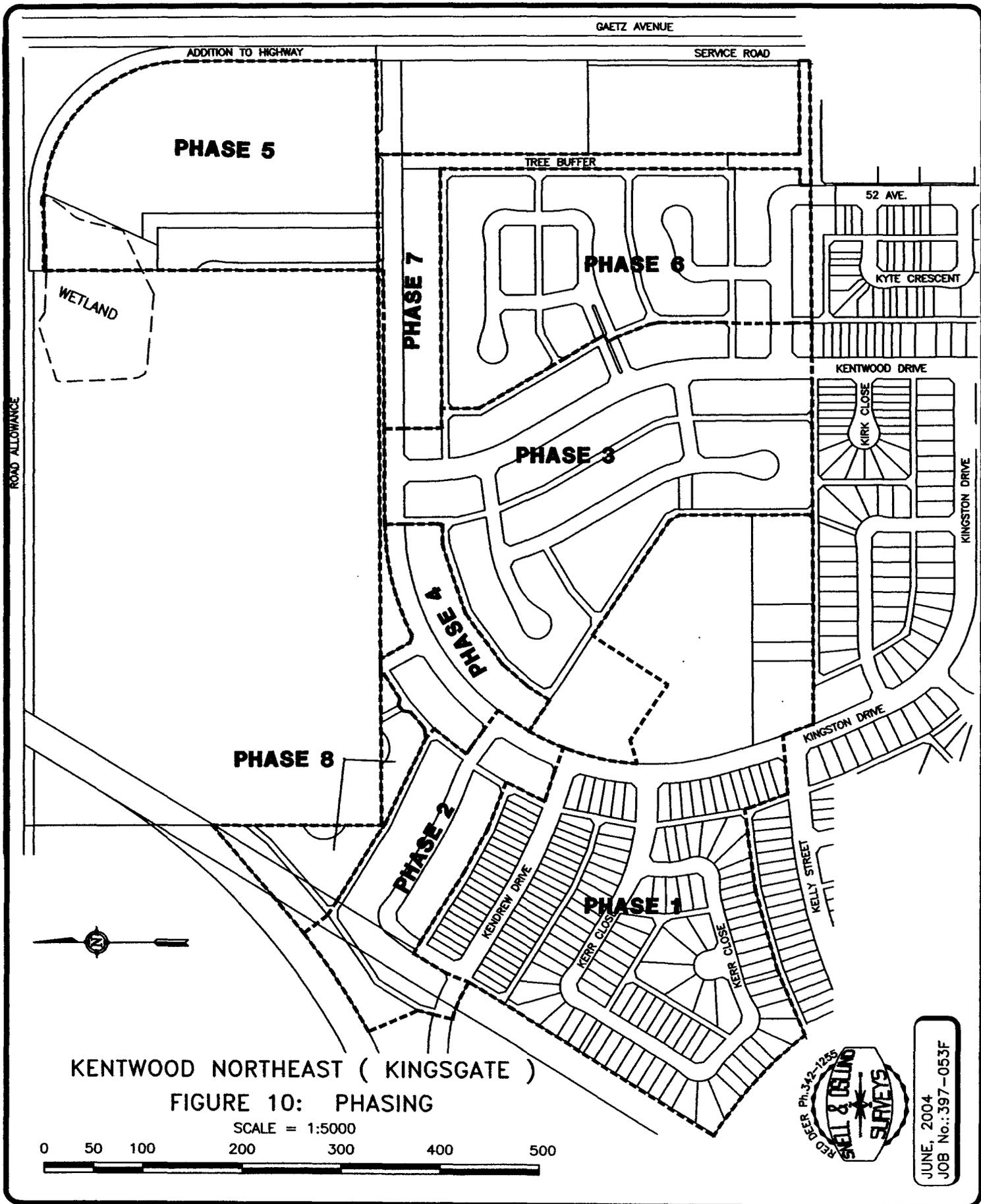
0 50 100 200 300 400 500

E ENGINEERING LTD.



JUNE, 2004
 JOB No.: 397-053F





KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 10: PHASING

SCALE = 1:5000

0 50 100 200 300 400 500



JUNE, 2004
JOB No.: 397-053F

BYLAW NO. 3265/B-2004

Being a bylaw to amend Bylaw No. 3265/2000, the Committees Bylaw of the City of Red Deer;

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

Bylaw No. 3265/2000 is hereby amended as follows:

- 1 By amending Section 3 (1) Establishment of Committees by:
 - a) Adding Section 3 (1) (g) – “Drinking Establishment Licensing Bylaw Appeal Committee”
 - b) Revising the alphabetical listing of Section 3 (1) from (h) through to (r).

2. By adding a new section 17.1:

“The Drinking Establishment Licensing Bylaw Appeal Committee”

- (1) The Appeal Committee consists of five members as specified in Section 17 of the Drinking Establishment Licensing Bylaw, namely:
 - (a) two members of Council;
 - (b) one citizen member of the Policing Committee;
 - (c) one business person; and
 - (d) one citizen at large.
- (2) The duty and purpose of the Appeal Committee is to hear and make decisions on appeals pursuant to its mandate as set out in the Drinking Establishment Licensing Bylaw.
- (3) In hearing appeals, the Appeal Committee shall follow such procedures and requirements as may, from time to time be provided for in the Drinking Establishment Licensing Bylaw, but in addition may set out such other rules of practice as the Appeal Committee deems necessary to conduct its hearings properly and fairly.
- (4) As provided for in Section 197 of the *Municipal Government Act*, the proceedings and deliberations of the Appeal Committee must be conducted in public except where the Committee deals with information

protected from disclosure under the provisions of the *Freedom of Information and Protection of Privacy Act*.

- (5) Within the scope of the authority granted to it under the Drinking Establishments Licensing Bylaw, the Appeal Committee shall make such decision as it deems to be reasonably necessary having regard to the safety, health and welfare of the public.
- (6) A decision of the Appeal Committee shall be communicated in writing to the Appellant or any solicitor acting on behalf of the Appellant and to the Inspections and Licensing Manager or any solicitor acting on behalf of The City within the time limit established under the Drinking Establishment Licensing Bylaw or within any such extended time limit which may be established by resolution of Council.

3. In all other respects, Bylaw No. 3265/2000 is hereby ratified and confirmed.

READ A FIRST TIME IN OPEN COUNCIL this	day of	2004.
READ A SECOND TIME IN OPEN COUNCIL this	day of	2004.
READ A THIRD TIME IN OPEN COUNCIL this	day of	2004.
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	2004.

MAYOR

CITY CLERK

BYLAW NO. 3333/2004

Being a bylaw to authorize the borrowing of \$22,600,000 to pay for improvements to the City Wastewater Treatment Plant.

WHEREAS:

The cost of improvements to the City's Wastewater Treatment Plant is estimated to be \$30,300,000, which the City proposes to pay for as follows:

Reserves	\$ 7,700,000
Debentures	\$ 22,600,000
Total Cost	\$ 30,300,000

To pay for completion of the project the City needs to borrow \$22,600,000 for a period not to exceed 20 years, which by the issuance of debentures and on the terms and conditions referred to in this bylaw.

The expected lifetime of the improvements to the Wastewater Treatment Plant is at least 20 years.

The City has the authority to pass a borrowing bylaw under the provisions of the Municipal Government Act, sections 251 and 258.

All required approvals for the project have been, or will be, obtained and the project is and will be in compliance with all Acts and Regulations of the Province of Alberta.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

1. The City is authorized to borrow the sum of TWENTY TWO MILLION SIX HUNDRED THOUSAND DOLLARS (\$ 22,600,000) from the Alberta Capital Finance Authority by way of debenture on the credit and security of the City of Red Deer at large.
2. The purpose of the borrowing is to pay for the construction of improvements to the Wastewater Treatment Plant.
3. The City shall repay the indebtedness by equal consecutive semi-annual or annual payments of principal and interest over a term not to exceed TWENTY (20) years. The interest rate of the borrowing shall be at the rate fixed by the Alberta Capital Finance Authority on the date of the borrowing, not to exceed a maximum of ten (10) percent annual interest.
4. The indebtedness shall be repaid by way of revenue raised through rates charged to the City's wastewater utility service customers from time to time. Should those revenues be insufficient to repay the indebtedness due in any given year, the shortfall shall be paid through general municipal property tax revenue.

5. The proper officers of the City are hereby authorized to issue debenture(s) on behalf of the City on the terms and for the amount and purpose set forth in this by-law.

6. This by-law comes into force on the date it is passed.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

BYLAW NO. 3334/2004

Being a bylaw to authorize the borrowing of 14,000,000 to pay for improvements to the existing Water Treatment Plant and system.

WHEREAS:

The cost of improvements to the City's Water Treatment Plant and system is estimated to be \$24,000,000 which the City proposes to pay for as follows:

Reserves	\$10,000,000
Debentures	\$ 14,000,000
Total Cost	\$ 24,000,000

To pay for completion of the project the City needs to borrow \$14,000,000 for a period not to exceed 10 years, which by the issuance of debentures and on the terms and conditions referred to in this bylaw.

The expected lifetime of the improvements to the Water Treatment Plant and system is at least 10 years.

The City has the authority to pass a borrowing bylaw under the provisions of the Municipal Government Act, sections 251 and 258.

All required approvals for the project have been, or will be, obtained and the project is and will be in compliance with all Acts and Regulations of the Province of Alberta.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

1. The City is authorized to borrow the sum of FOURTEEN MILLION DOLLARS (\$14,000,000) from the Alberta Capital Finance Authority by way of debenture on the credit and security of the City of Red Deer at large.
2. The purpose of the borrowing is to pay for the construction of improvements to the Water Treatment Plant and system.
3. The City shall repay the indebtedness by equal consecutive semi-annual or annual payments of principal and interest over a term not to exceed TEN (10) years. The interest rate of the borrowing shall be at the rate fixed by the Alberta Capital Finance Authority on the date of the borrowing, not to exceed a maximum of ten (10) percent annual interest.

4. The indebtedness shall be repaid by way of revenue raised through rates charged to the City's water utility service customers from time to time. Should those revenues be insufficient to repay the indebtedness due in any given year, the shortfall shall be paid through general municipal property tax revenue.
5. The proper officers of the City are hereby authorized to issue debenture(s) on behalf of the City on the terms and for the amount and purpose set forth in this by-law.
6. This by-law comes into force on the date it is passed.

READ A FIRST TIME IN OPEN COUNCIL this 14th day of June 2004.

READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

READ A THIRD TIME IN OPEN COUNCIL this day of 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK



COUNCIL MEETING OF JULY 12TH , 2004

ATTACHMENT

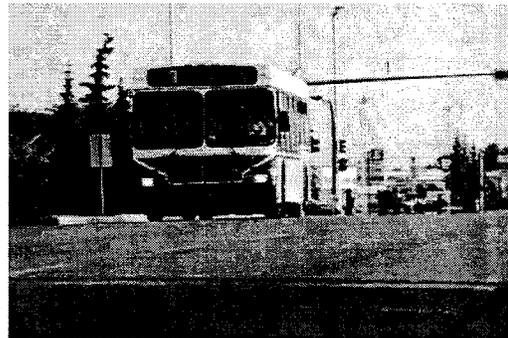
DOCUMENT STATUS: PUBLIC

**REFERS TO: TRANSIT/SPECIAL
TRANSPORTATION STUDY
25-YEAR STRATEGY
DRAFT EXECUTIVE SUMMARY**



The City of Red Deer

TRANSIT/SPECIAL TRANSPORTATION STUDY 25-YEAR STRATEGY



DRAFT EXECUTIVE SUMMARY

JUNE 2004



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APPENDIX A: TRANSIT 2004, 2005 SERVICE PLANS AND LONG TERM SERVICE STRATEGIES

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1. EXECUTIVE SUMMARY

1.1 Introduction

The Red Deer Transit/Special Transportation Study was initiated in June 2003 to advise Council and staff on future directions for the City's transit and special transportation services. The goal is to identify the most effective and efficient way of delivering public transportation services as population reaches the 78,000 level over the next 5-years, and a framework for expanding public transportation services in the future as the City reaches the 85,000 and 115,000 population plateaus over the next 10 to 25-years.

The study involved a comprehensive review and assessment of needs, the identification of strategies for the meeting the needs over the next 25-years, and the development of short-term plans for the services, infrastructure, resources and budgets of the transit systems. The study included an extensive public outreach program involving customer surveys, citizen open houses, and stakeholder consultation to determine what users and non-users liked and disliked about the transit systems and what the City should be doing to improve the systems as the city grows in the future.

1.2 Needs Assessment

The needs of Red Deer Transit and Citizen Action Bus were identified through market research, critical evaluation of services, peer review of best practices and performance, and the findings of the public outreach program. Key issues arising from this program are listed in Appendix A.

1.2.1 RED DEER TRANSIT

- **Market Needs** - transit's main markets are students, seniors, and adults with no or limited access to autos or other modes
 - Student market, 65% of transit ridership, is well served by the transit system, although it is not growing and its use of transit could remain at the present level for some time
 - Seniors market, 9% of transit ridership, is growing and is expected to triple in size by 2030; its use of transit is declining as more seniors are driving or switching to Action Bus. Need to make transit more accessible to stop the switch to the more expensive Action Bus
 - Adult market, 26% of transit ridership, is growing because of aging; its use of transit is increasing although its use of transit for work trips is low by industry standards. For future ridership growth and to lessen the public's increasing dependency on the automobile, the transit system must be improved for this market including better service to the City's industrial and major employment areas
- **Service Needs** - transit services are primarily focussed on the needs of the student market and are the main reason for the transit system's past performance in terms of the growth in ridership and market penetration. Because of the static nature of the student market, ridership will likely level off and possibly decline in the future if the

following weaknesses are not corrected; there is a strong and growing non-student demand for transit improvements in these areas

- Lack of direct service between east and southwest Red Deer in the 32St corridor
 - Lack of through fast service in the Gaetz north and south corridors
 - Discontinuous service in the Ross, 32St and 30Av corridors
 - Circuitous routings, excessive travel times in north and east Red Deer
 - No service to several growing residential areas with a total current population of almost 7,000; South Anders and South Lancaster in the east, Inglewood in the south, West Park Extension in the west, Johnstone Park and North Kentwood in the north
 - No service to the Riverside and Northlands industrial areas in the north and Westerner Park in the south
- **Fare Needs** – the transit fare structure is based on a basic \$1.85 adult cash fare, reduced rates for tickets and monthly passes, and deep discounts for students, seniors and children. Some stakeholders indicated that the fares rates were too low (Social Services Agencies not Transit should be subsidizing disadvantaged users). Most transit systems are charging at least \$2.00 cash and do not have the deep discounts offered by Transit.
 - **Infrastructure Needs** - The Transit Operations and Maintenance Facilities have reached capacity and will need to be expanded or relocated in the near future to accommodate the growth in buses and staff. The City Centre Terminal can handle the growth of the transit system for at least the next ten years, although the terminal needs to be made more user-friendly in terms of kiosks and protected shelters.
 - **Resource Needs** - Red Deer Transit has an experienced and knowledgeable staff with a strong commitment to customer service. Staff is well managed, works well together, has good morale, and is positive in its relationships with Council. The main weaknesses are:
 - Shortage of staff in the organization is causing shortfalls in administrative support, training, scheduling and run cutting, planning and marketing, internal communications. Modern transit technologies are needed.
 - Shortage of buses is causing runs to be cancelled because Public Works does not have enough buses available for the service. Three more buses are needed for the current services.
 - Dial-a-bus dispatchers spend a disproportionate amount of time on this function. Considering the performance of the dial-a-bus services and the high cost of administering the services, the dial-a-bus services may need to be replaced with expanded fixed route services. This will enable the dial-a-bus dispatchers to return to their previous jobs of driving buses.

1.2.2 CITIZEN ACTION BUS

The Citizens Action Bus (CAB) provides (specialized) door-to-door public transportation for Red Deer's elderly and disability communities. The Board of Directors of a local non-profit organization, the Red Deer Action Group for the Physically Disabled, administers the Citizens Action Bus under contract to the City.

The delivery of specialized public transport such as that provided by the Citizens Action Bus creates strategic planning challenges and financial pressures which are unprecedented. The issue before the City of Red Deer is to develop a plan to deliver public transit services to older adults and people with a disability that satisfies community requirements and expectations in a cost-effective manner. The demand for Action Bus specialized transit services are expected to increase by close to 11% over the next 5 years and increase by approximately 130% by 2030. This increase can be attributed to a number of factors including an aging population; changes in the delivery of health services (e.g. centralization of programs); and the increase in the amount of long term care facilities and programs within the Region.

The objective for the City includes the development of an effective strategy to accommodate growth in the demand for specialized transit services and to address this challenge through an increasingly close relationship between the conventional and specialized transit systems.

The Citizens Action Bus provides tremendous benefits to Red Deer's older adult and disability communities, but because of increasing demands and high costs, it is important that the service be provided with maximum efficiency. Improving cost efficiencies required review of current processes, and implementation of other creative and innovative solutions to best respond to emerging specialized transit needs over both the next five years and longer term.

The development of a strategic approach to manage and deliver public transportation services for older adults and the disability community, needs to consider:

- Different functional disabilities;
- What efficiencies may be gained through both the standardization and enhancements to administrative and operating processes including eligibility and certification?
- What opportunities exist to better coordinate, through a community collaborative effort, the operation and funding of transportation services for persons with a disability?
- The extent that accessible conventional transit may meet the mobility needs of older adults and persons with a disability; and
- Incentives, policies and practices to address demand / mobility management opportunities.

Exhibit 1.1 provides a statistical synopsis of CAB services, profiling key trip and budget information for 2003 and 2004 (budgeted).

Exhibit 1.1: Citizen Action Bus Statistical Profile

	2003	2004
# of Registrants	1,450	-
Trips *	48,565	52,461
Trips / Capita **	.49	.53
Total Budget		
Total Budget	\$694,626	\$764,620
Net Expenditure	\$536,726	\$589,620
Net Cost / Trip	\$11.05	\$11.24
Net Cost / Capita	\$7.38	\$7.95
* Includes approx. 12,600 school trips		
** National average trips/capita .44 (based on systems under 200,000 population)		

2003	Total	Action Bus	Taxi Contract
Budget	\$694,626	\$668,126	\$26,500
Cost/Trip	\$14.40	\$14.92	\$7.01
# of Trips	48,565	44,786 (92%)	3,779 (8%)

DEMOGRAPHICS AND TRAVEL DEMAND

Changing demographics (i.e., aging population), growth in population through migration, and changes in settlement patterns certainly affect the demand for transit, whether it be conventional or specialized transit services. These changes are, however, usually anticipated and, as such, are included in the population and demand projections from 2003 to 2031. There are however, issues that are not as easy to project, and are almost impossible to include in a transportation demand model. These issues are usually more socio/political in nature and affect the need and use of many kinds of transportation services. They include, but are not limited to:

- Trends towards community-based living;
- Expansion of adult day programs;
- Health care restructuring;
- Social policy framework; and
- Changes to service standards and other operational policies.

This section provides baseline data on the transportation-disabled community in Red Deer, and their existing and potential future use of transportation systems and services. The baseline data year is 2003 with projections for the years 2008 and 2030.

Exhibit 1.2 provides a profile of the transportation disability population by functional disability for each of 2003, 2008 and 2031.

Exhibit 1.2: Transportation Disabled Population by Functional Disability

Year	Population	Transportation disabled by functional disability (# of people)				TOTAL
		mobility/ agility (2.8%)	cognitive / mental (1.1%)	visual (.28%)	other (.76%)	
2003	72,700	2,035	800	200	550	3,585
2008	80,700	2,260	890	225	610	3,985
2031	117,000 (+60%)*	(4.0%) 4,680	(1.6%) 1,870	(.4%) 470	(1.1%) 1,290	8,310 (+132%)*
source: derived from Transport Access Database						
* % increase: 2003 to 2031						

GOVERNANCE / ADMINISTRATION

The difficulties encountered in providing cost-efficient and effective specialized or paratransit services such as CAB are causing transit agencies throughout North America to review their arrangements for service provision. A review of industry practices suggests that:

- Financial pressures have historically encouraged many transit agencies to seek an expanded role for the private sector in paratransit provision.
- Rising demand has increased the use of multiple private operators, while there is a decreased use of nonprofit providers in the industry.
- The use of coordinated paratransit service delivery programs appears to be primarily limited to smaller transit agencies.
- Notwithstanding the fact that many municipalities contract all or a portion of their paratransit services to the private sector, there is a *growing tendency* to bring some of the program responsibilities in-house.

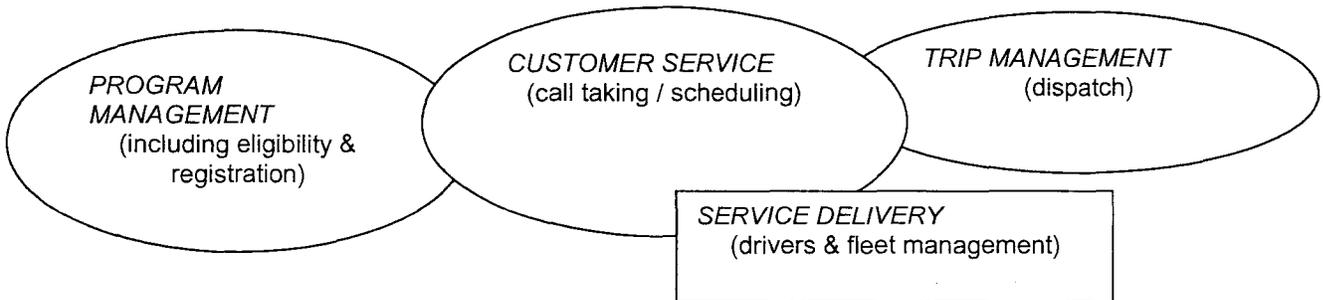
This latter point appears to be a result of the recognition that in order to best address issues of accountability and to foster a more integrated approach between accessible conventional and paratransit services, core program responsibilities have been brought in-house. Such responsibilities include eligibility and certification /client registration / database management, reservations, scheduling, and dispatch (or trip management). Further, there is a growing tendency for municipal transit operations to assume operation of core services, namely wheelchair accessible van or bus services and contract out supplemental services such as sedan, taxi or accessible taxi services.

Cost and accountability are the major factors driving decisions about specialized or paratransit service delivery methods. The other major determinants are responsiveness (equipment availability, ability to respond rapidly), experience with paratransit service delivery, and control over service delivery, quality and usage. Larger agencies are typically more concerned about eliminating labour union conflict. As a result, agencies are handling their own reservation and scheduling to control demand and have implemented performance standards, incentives, penalties, and increased numbers of transit monitoring practices to control quality.

Transit agencies are continuing to evolve their methodology for providing paratransit services. There is a growing tendency for municipal transit operations to assume operation of core services, namely wheelchair accessible van or bus services and contract out supplemental services such as sedan, taxi or accessible taxi services. Cost and accountability are the major factors driving decisions about paratransit service delivery methods.

City of Red Deer officials are being challenged by fiscal pressures, by technological change, and by changing constituency and stakeholder expectations, to seek new approaches to the design, organization and delivery of mandated CAB / specialized transit services. Managing these complex, and often conflicting requirements has led to a wide-ranging examination of options for alternative approaches to service delivery beyond the status quo.

Alternate approaches have been identified in terms of who or what organization is best suited to assume responsibility for all or some of the following four functional areas:



In terms of the options as to who or what organization is best suited to assume responsibility for all or some of the four functional areas illustrated above, the options are:

OPTIONS:

- A) In-House by CITY: The City, through RDT assuming responsibility for the Customer Service, Trip Management and Service Delivery functions as well as their current responsibility for Program Management.
- B) In-House by CITY (+ supplemental taxi): This is the same as (A) above but with the addition of using contracted taxis.
- C) HYBRID: The City, through RDT assuming responsibility for the Customer Service and Trip Management functions as well as their current responsibility for Program Management. Service Delivery would remain with Action Bus and their taxi contractor.
- D) STATUS QUO: Action Bus is responsible for Program Management, Customer Service, Trip Management and Service Delivery functions. Action Bus has an arrangement for supplemental taxi service.

MOBILITY MANAGEMENT

There exists opportunity to both (a) better assist and influence travel behaviour and mode choice amongst Red Deer's older adults and disability community, and (b) maximize the use of community-based resources. There is a need to develop partnerships with social service agencies, the medical community and others in order to address the continuity of access to programs and services.

Mobility Manager has been defined as a mechanism for achieving the integration and coordination of transportation services offered by multiple providers -- public, private for-profit, private non-profit and volunteer -- involving a variety of travel modes and multiple sources of funding. Mobility Manager's function resembles that of a travel agency and a financial clearinghouse. The mobility management approach first addresses consumer access concerns with resulting mobility enhancement strategies that include a centralized system for efficient use of a communities transportation providers. Further, this approach will encourage resource pooling and partnering.

The City has an opportunity to embrace the concept of mobility management in order to bring a more holistic perspective to transportation service delivery throughout the City and to formalize contacts with community based agencies and organizations to ascertain specific outstanding transportation needs which could be addressed within the City's Action Bus administrative framework. Initial contact was made with a number of pertinent agencies and organizations as well as the medical/health care community, as a result of the Focus Group sessions held in the Fall 2003.

It is important to recognize that assuming mobility management functions is an evolutionary process requiring the building of relationships with potential community transportation partners. While a menu of opportunities exists in terms of potential responsibilities that may be assumed by a mobility manager, near term strategies include:

- Provide fixed-route trip planning information to Action Bus registrants. This would include providing information about the using fixed-route transit services as an alternative to their Action Bus trip request. Providing such information is contingent on having detailed client information about ones ability to use fixed-route services and ensure that such services are available in close proximity to requested trip origin and destination.
- Centralized information dissemination and referral service. This activity has a two-fold requirement:
 - Convene a discussion group comprised of existing transportation resources, together with agencies and organizations whose client populations require transportation. The intent of such a meeting is to (a) build on the momentum established at the Fall 2003 meetings and (b) gauge interest in the sharing of resources.
 - Build on existing resource data and develop a database of transportation needs and resources. This database may be used by RDT staff to advise Action Bus customers of other transportation resources available in the City.
- Brokering of services. Based on outcomes of further discussions with other local transportation resources and agencies, other opportunities of transportation coordination and collaboration may be explored.

1.3 Transit Policies and Strategies

This section reviews policies, strategies and plans for meeting the needs of the Red Deer Transit services.

1.3.1 POLICY FRAMEWORK

To meet the needs, a policy framework needs to be established that can encourage a more balanced cost-effective approach to the delivery of transit services in Red Deer, by gradually expanding the transit program over the short and long terms to attract more non-student riders to the transit system and lessen the public's dependency on the automobile. The attainment of this strategy will require a new vision, goals and objectives for the transit system.

- **Vision For Transit** - while Red Deer is experiencing population and employment growth rates that are amongst the highest in Alberta, Transit has been concentrating primarily on serving young people under 25 who are "captive" to the transit system and are a relatively static market (because of the aging population). In the future, Transit will need to place more emphasis on providing the right kind of services for the non-captive "general markets" in Red Deer, if it wants to serve the growing population and employment cost-effectively, and have ridership continue its upward trend. The long-term vision for the transit system is one that emphasizes quality of life, sustainability and economic development:
 - *Quality of Life:* Transit needs to provide mobility options for all residents to ensure access to work, education, health care, shopping, social and recreational opportunities
 - *Sustainable:* Transit needs to be a cost effective alternative to the automobile for environmental reasons, affordable for the community, fiscally responsible to the taxpayers
 - *Economic Development:* Transit needs to position itself as the "economic engine" for community growth and prosperity, with services and costs reflective of the City's economic development initiatives and consistent with the growth in its residential and commercial sectors.

To achieve this long-term vision for transit, the following mission, goals, objectives, and service standards are recommended. . To meet the needs, a policy framework needs to be established that can encourage a more balanced cost-effective approach to the delivery of transit services in Red Deer, by gradually expanding the transit program over the short and long terms to attract more non-student riders to the transit system and lessen the public's dependency on the automobile. A proposed policy framework is outlined in Chapter 2 including vision, mission statement, goals and objectives, and service standards for the transit system.

- **Mission Statement** - to provide cost-effective, safe and affordable public transit services using clean and environmentally friendly equipment that enables all residents to access work, education, health care, shopping, social and recreational opportunities in Red Deer, and to connect with outside transportation systems so that region residents can also access these opportunities.

- **Goal and Objectives** - to realize the mission, 5-year goals and objectives have been established, which will position Red Deer Transit as a significant contributor to the City's vision of quality of life and sustainable development.
 1. *Service Levels and Ridership* - increase annual vehicle service hours from 72,000 to 100,000 by 2008; increase annual revenue passengers from 1.7 million to 2.2 million by 2008.
 2. *Service Quality and Customer Satisfaction* - have buses operate on-time 95% of the time; buses should never operate ahead of schedule or be more than 3 minutes behind schedule at identified time points. Supply enough buses and operators so that there are no cancelled runs and maintain the buses so that on-road service interruptions due to vehicle breakdowns do not exceed a maximum of 20 per 100,000 vehicle kilometres. Improving the appeal, cleanliness and accessibility of the transit system, including the on-street facilities, the buses and their exteriors and interiors, and the information that is provided customers.
 3. *System Financial Policy* - attain an overall cost recovery, inclusive of capital cost, of 40% over the short-term 2004-2008 period; the budgeted 2004 cost recovery rate is 38%. Freeze the municipal subsidy or tax burden at a net operating cost per capita of \$60.00; the budgeted 2004 subsidy rate is \$49.
 4. *Fare Policy* - adjust the fare structure and rates to increase the average fare by 5 cents a ride each year over the 2004-2008 period. Use fare media that can encourage the greater use of transit (i.e. College tuition passes, corporate passes). To achieve the 40% system financial policy, the average fares will need to grow from \$1.28 in 2004 to \$1.46 by 2008. The increase should be consistent with inflation and the significant improvements made to the transit system

Within this policy framework, Red Deer Transit can expand and change its services so that it can accommodate the growth and development of the City cost-effectively over the next 25-years. The following strategies are suggested.

1.3.2 SHORT TERM SERVICE STRATEGIES

Short term service strategies concentrate on improving the basic structure of the transit routes in the City so that the goals and objectives can be achieved in the short term by at least 2008. The Short Term Service Strategies would be implemented starting in 2004 and would include:

- **Improved Grid System** – replacing most of the one-way loops in the transit routes with two-way service in Clearview, Rosedale, Deer Park and Kentwood. Providing straight-line through services in the major corridors; 32 St., Ross, Gaetz and Taylor corridors.
- **Improved Services to Major Activity Centres** – more direct access from all areas to the major activity centres outside the downtown; Bower Mall/Southpoint, Red Deer College, Collicutt Centre, Village Mall/Red Deer Centre.
- **Service to Industrial Areas** - improved service to Edgar industrial area, new services to Riverside and Northlands industrial areas, Westerner Park, where there are over 2,000 employees not served by transit
- **Service to Growing Residential Areas** - new and extended services into Kentwood North, Johnstone Park, West Park Extension, Inglewood, Aspen Ridge, East Deer Park where there are a total of almost 7,000 people not served by transit.

- **Fixed Routes in Evenings and Weekends** – dropping the dial-a-bus services and replacing with fixed route evening, Saturday morning and Sunday services; some east-end routes would be different from the weekday daytime routes because of the limited demand
- **Improved Span of Service** – standardizing the spans of service by starting the bus routes earlier (6:00am) and operating the routes to 11:00pm Monday-Saturday.

A Service Plan for the implementation of these strategies in 2004 and 2005 is outlined in Chapter 4. Suggested routes and schedules for the Service Plan are shown in the Appendix of this Executive Summary.

1.3.3 LONG TERM SERVICE STRATEGIES

Long term service strategies concentrate on accommodating Red Deer's growth as it approaches the 86,000 population level by 2015, and the 115,000 population level by 2030. The Long Term Service Strategies would be implemented after 2008 and would include:

By 2015

- **Further Extension of Services to Growing Areas** – extending the transit services to areas that will be developed and can support transit after 2008; the expanding areas of Johnstone Park and Oriole Park West, and the proposed new developments in East Inglewood, Michener Lands in 55St corridor, the areas to be annexed in North Rosedale and the 30Av corridor. These will likely require 3 new transit routes; one in the 30 Av corridor terminating at the Village Mall, one in the Johnstone/Kerrywood corridors and one serving the annexed areas in North Rosedale.
- **Cross-Boundary Services** – providing a regional transit service into Gasoline Alley and possibly the Penhold area south of Red Deer where almost 7% of the population will work by 2015. The route would operate out of a Bower Mall terminal and would be provided at full cost recovery by the City.
- **Consistent Fixed Routes** – providing the same fixed routes on weekdays, evenings, weekends
- **Later Service** – providing service to midnight Monday-Saturday, and to 10:00 pm on Sundays and holidays on all routes.

By 2030

- **Improved Corridor Services** – providing spine routes in the major corridors using a ring-route structure. A first ring-route would be provided in the Gaetz South/19St/30Av/67 St.corridors. A second ring-route would be provided in the Gaetz North/77St/Johnstone Drive/ Kerrywood.corridors.
- **15-Minute Terminal Meeting Times** – half the routes would be timed to meet at City Centre Terminal on the hour and half hour, and half the routes would be timed to meet at the terminal at quarter to and quarter after the hour as now.
- **Higher Frequency Services** – as the City approaches the 115,000 population level, the strategy is to give the Gaetz corridor, the College, Hospital and Collicutt Centre 15-minute frequency service from the north, east and southwest quadrants of the City

- **Downtown Shuttle Services** – with the 15-minute terminal meeting times, buses can be made available to shuttle passengers to and from downtown attractions every 15 minutes. The downtown shuttle would circulate the downtown serving the Hospital, Golden Circle and the Arena and Recreation Center south of the terminal, and the businesses on Ross and the schools north of the terminal.
- **Higher Order Spine Services** – improving the road and traffic conditions in the Gaetz/49 Av. corridor so that the Gaetz spine routes can be turned into high frequency bus rapid transit services on Gaetz Avenue between 19St and 77St in the future.

The expected route structure of the long-term service strategies is shown in the Appendix of this Executive Summary.

1.4 Special Transportation Service Policies, Strategies and Plans

The following section presents a series of service policies, strategies and plans designed to:

- Preserve the integrity of the City's specialized transportation services (CAB) for those persons with a disability who are unable to use accessible conventional transit;
- Recognize the investments made by the City in accessible conventional transit and accompanying infrastructure and maximize the use of accessible conventional buses; and
- Provide flexible mobility options with a cost-effective mix of accessible shared-ride public transportation services.

1.4.1 MOBILITY VISION – A WAY FORWARD

At the February 11, 2004 Workshop with City Council the following three key attributes of a vision were articulated:

Quality of Life

- Provide mobility options for all residents
- Ensure access to work, education, health care, shopping, social and recreational opportunities

Sustainable

- Provide cost effective and affordable transportation options for the community
- Ensure transportation options are fiscally responsible to taxpayers in the City of Red Deer
- Reflect environmental and traffic congestion considerations (transit as an attractive alternative to the private automobile)

Economic Development

- Position transit as the "economic engine" for community growth and prosperity
- Ensure access to industrial/work sites
- Reflect Regional development
- Address the daily living requirements of older adults and the disability community

Council's vision was subsequently translated into the following guiding principles provide the foundation for the recommended specialized transit service plan strategies:

- Universal access including an accessible infrastructure;

- Flexible mobility options with a cost-effective mix of accessible shared-ride, public transportation services; and
- Maximize the utility and investment in accessible conventional transit (mobility management strategies) to encourage a shift from specialized to conventional public transit.

These guiding principles recognize the requirement for an accessible infrastructure including a commitment to the future procurement of accessible, low-floor transit buses.

As a transit provider, RDT can facilitate a more integrated approach between accessible conventional transit services and specialized (Citizens Action Bus) transit services. RDT can build on current initiatives and further foster a user friendly, accessible conventional service that actually (voluntarily) attracts older adults and riders with a disability away from specialized transit services. RDT's accessible public transit system provides a higher degree of trip making flexibility and facilitates greater travel spontaneity and independence. A truly accessible transit system can become the preferred choice for many people with a disability.

In order to fully implement an effective near-term service plan as well as a twenty-five year strategic direction, RDT must develop a corporate and community culture that recognizes and supports the strategic, social and economic benefits of a Mobility Plan. This culture must be fully accepted and supported by the City, RDT management and frontline staff. The longer-term vision is to move towards the concept of universal access to conventional public transit services.

1.4.2 SHORT-TERM STRATEGIES

Integration with Conventional Transit: In spite of the growth in demand, Action Bus services will not need to be expanded appreciably if more is done to ensure that persons with disabilities use RDT conventional services whenever possible. Presently, the two systems are relatively independent since, to date; there have not been sufficient fully accessible routes to make close integration practical. However, over the next number of years, with the conversion of the regular transit fleet to fully accessible units, there will be growing opportunities to use conventional bus services to meet some of the needs of many Action Bus customers.

- *The City shall pursue universal accessibility in terms of fleet acquisitions and on-street infrastructure.*

Partnership with Agencies: The structure of Action Bus services is changing due to shifts in provincial policy and funding scenarios for several agencies and organizations in the City. There is a need to develop partnerships with social service agencies, the Michener Center, the medical community and others in order to address the continuity of access to programs and services.

CAB is by definition, shared-ride, public transit for those unable to use accessible conventional transit services. It is important to preserve the integrity of specialized transit services for those individuals who have little or no alternate modes of travel. Typically, agency program requirements entail the transport of individuals who may not otherwise be eligible for Action Bus services. This may include persons with cognitive disabilities or mental illness. Building on the partnership concept or collaborative approach to mobility management, opportunity exists for RDT management to assume responsibility for the facilitation of agency or program specific transportation.

- *Embrace the concept of mobility management in order to bring a more holistic perspective to transportation service delivery;*
- *Offer charter type services tailored to meet specific travel needs and requirements; and*

- *Provide service on a cost recovery basis for programs related specifically to customer group/agency service.*

Eligibility and Certification: CAB service is public transportation for those persons unable to use the conventional transit system. It is important to recognize however, that determining and managing the demand for transport is done sensitively as there are many customers who have good and bad days regarding their disabilities. It is also important to ensure that customers using Action Bus can act independently when arriving at their destination.

The provision of an accessible infrastructure including streetscape, services and vehicles will assist persons with a disability to access conventional public transit. Providing system wide accessible infrastructure will maximize the use of conventional transit services.

Currently, Action Bus registrants typically do not complete an application form. Based on self-declaration in a telephone call, eligibility is granted. On an exception basis, applicants may be requested to have a medical practitioner validate the applicant's need for specialized transportation. Opportunities exist to introduce a "formal" eligibility application form. Further, this form would reflect more of a functional model rather than the current strictly physical disability model.

It is important to recognize the transport needs of persons with a cognitive disability or mental illness where functional limitations may be less straightforward to assess. The proposed application form drafted as part of this project, reflects the requirements of those with a functional limitation. While possibly eligible for Action Bus service, there exist a multitude of opportunities to address some of the transportation requirements of this market segment through alternate modes and strategies including those discussed under demand management and agency partnering arrangements.

- *CAB eligibility will be based on a functional model– reflecting how a person's functional disability may affect their ability to use conventional transit services.*
- *Adopt the proposed application form that addresses applicant's functional limitations.*
- *Assess the proposed application form using a points based system which will reflect different weights attached to each question/applicants response. The weights will be designed to reflect the fact that some answers are more relevant than others in determining the impact on the applicants' ability to use accessible conventional transit services (some or all of the time). The points based scoring system shall be developed in concert with the TAB.*
- *Existing registrants will be "grandfathered" or deemed eligible for Action Bus transit services. However, existing registrants will be requested to complete the revised application form in order that the Social Planning Department, through RDT may develop and maintain a comprehensive and updated client database.*

Specialized Transit (CAB) Governance, Operations and Service Delivery Strategies: The following presents a number of recommended strategies to address the operation and service delivery of the City's specialized transit services (Action Bus).

- *RDT will assume responsibility eligibility and certification as well as all trip booking and scheduling through a centralized call taking center.*
- *Near term service expansion will be addressed through the expanded use of supplemental (accessible and sedan) taxi services, (requiring on-going dialogue with local taxi industry and City by-law officials).*

- *Future service planning will incorporate the use of Action Bus vehicles in a dual-purpose mode providing public transit for both the general public and the elderly and disability communities at select times of day and days of week and in select areas. Reflecting the service standards addressed in the fixed-route report, the joint use of vehicles will typically be deployed for evening, weekend and in low dense areas of service.*
- *Fare Policy: Maintain the \$3.00 cash fare. Introduce a reduced fare of \$2.25 per one-way trip for those who establish an account and pre-pay their Action Bus trips. Accounts will be debited at time of making trip booking.*

Ancillary Demand Management Strategies: To encourage CAB registrants to use accessible fixed route transit services.

- **Free Fare Policy** – In order to encourage CAB registrants to voluntarily use conventional transit (possibly for some of their trips, some of the time), the City shall provide for the free use of accessible conventional transit services for a select experimental group of Action Bus registrants for a six-month pilot period. It is important that the administration develop an evaluation framework in order to gauge the effectiveness of this initiative.
- **Driver Training** – Concern regarding the lack of driver training specific to the taxi industry was mentioned repeatedly during the series of stakeholder consultations.
 - The City incorporate mandatory driver training and disability sensitivity training in CAB operating contracts.
 - Conventional transit driver training incorporate disability sensitivity training in addition to mobility aid securement and handling.

Technology Plan

In assuming CAB responsibilities, RDT requires a computer reservations, dispatch and “real-time” scheduling, hardware and software system. Such a system should have the capability to be integrated with on-board mobile data terminals (MDT’s) and a global positioning system (GPS), which may be added at some future date. The system must be able to identify customers (customer information database), accept trip requests, take reservations and schedule and support dispatch of trips. Included in an appendix of the final report is a draft functional specification for the procurement of a client data, scheduling and dispatching software package.

- *The City shall procure specialized transit scheduling, dispatch and data management software.*

1.5 Resource Plans

Changes will need to be made to the City infrastructure, staffing, and marketing so that Red Deer Transit can implement the short term service plan and position itself to address the long term strategies when the City reaches the 86,000 and 115,000 population horizons over the next 25 years.

Similarly, with the recommendation of Red Deer Transit assuming primary responsibility for program management, customer service and trip management of CAB specialized transit, additional city staff resources (additional administrative burden) will be required.

1.5.1 INFRASTRUCTURE PLAN

The expected impact of the Service Plan on resources and costs are summarized in Exhibit 1.6.1. The exhibit shows multi-year projections for the bus fleet, staff resources, service levels, ridership, revenues and operating costs for the Short Term (2004-2008) and Long Term (2015, 2030)

- **Bus Fleet Requirements** – 36 to 56 buses over the 25 year period; 6 more for growth by 2008, 7 more for growth by 2015, 7 more for growth by 2030. All new buses should be low floor buses.
- **Garage Facility Requirements** – the transit garage is at capacity and will need to be expanded or a new facility built over the next five years. If a new facility is to be built, the facility should be designed for 56 buses, 10 maintenance and servicing staff, 15 administrative staff, and 102 operators for the conventional transit services .
- **City Centre Terminal Requirements**– the City Centre Terminal has the capacity to accommodate 15 buses at one time, which will be adequate for the expected 25-year growth of the transit system, if route schedules are offset to have buses in the terminal every 15-minutes by 2030. .
- **Mall Facility Requirements** – a mini-transit terminal is required at the Village Mall and possibly at the Bower Mall to accommodate 5 connecting buses in the future by 2015. .
- **Bus Stop and Shelter Requirements** – the Service Plan will require the installation of about 120 new transit zones for bus stops, and the installation of 30 new shelters at existing stops. By 2015, 60 new shelters will be required. All transit zones should be accessible (198 are currently accessible), and some zones need to be better located because of traffic and other conflicts. Consideration should be given to designing and installing bus stop signs that show route, schedule and customer information.
- **Road and Traffic Requirements** – it is essential that the road and traffic conditions on Gaetz and 49 Avenues be improved for buses. Gaetz/49 Av. is the main transit corridor in Red Deer with 4 buses an hour currently operating in the corridor; by 2030, up to 8 buses an hour will operate in the corridor. The congested conditions in the corridor north and south of the downtown, the one-way road structure in the central area, the timing of the traffic signals, and conflicts with turning vehicles affect bus running times and passengers. Transfer connections cannot be made at the important 32 St and Gaetz intersection because of traffic conflicts. Access to the Hospital for northbound bus users is prevented by the road structure in the Gaetz South corridor. Access and egress from the City Terminal is circuitous and time consuming because of the one-way road structure in the central area. The long term plan is to have higher order

transit services in the Gaetz corridor that can eventually be upgraded to bus rapid transit. This will require relatively low-cost changes to the road and traffic signals for

- faster speeds with the ability for buses to avoid traffic congestion and back-ups (possibly by using the collector roads in the corridor)
- priority for buses at the traffic signals
- conveniently located bus stops, free of traffic conflicts, for reliable timed-transfer connections at the main cross streets in the corridor
- two-way service for buses on 49 Av. to give direct in and out access at the City Centre Terminal.
- direct access to the Hospital for Gaetz buses from the northbound and southbound directions of travel.

The objective is to create the conditions for high frequency bus rapid transit services on Gaetz Avenue between 19 St. and 76St in the future.

1.5.2 MANAGEMENT AND STAFFING PLAN

The expected impact of the Service Plan on resources and costs are summarized in Exhibit 1.6.1. The exhibit shows multi-year projections for the bus fleet, staff resources, service levels, ridership, revenues and operating costs for the Short Term (2004-2008) and Long Term (2015, 2030)

- **Short Term Staff Resources** – Transit and Public Works will need to add 17staff if the Short Term Service Plans are implemented:
 - *Transportation* - 20 additional operators will be required for the Short Term Service Plan. As the dial-a-bus services are to be dropped, the dial-a-bus dispatchers can return to their operator duties. By 2008, it expected that RDT will require a transportation staff of 75 including 67 operators, 3 dispatchers and 5 on-road supervisors.
 - *Maintenance and Servicing* – an additional Public Works maintenance employee will be required for the Short Term Service Plan (for a total of 4 dedicated to the transit fleet). 3 RDT personnel will be required for servicing the buses (the same as now). By 2008, it is expected that 7 staff will be required for the Maintenance and Servicing function including 4 Public Works mechanics and 3 RDT servicing personnel.
 - *Administration* - an additional staff member will be required to administer the service for the Short Term Service Plan for a total of 5 staff in administration.
- **Long Term Staff Resources** – Transit will need to add about 41 staff if the Long Term Strategy Plans are implemented:
 - *Transportation* - up to 35 additional operators will be required for the Long Term Strategies. Three additional inspectors will be required to supervise the service.
 - *Maintenance* – up to 2 additional maintenance and servicing employees will be required for the Long Term Strategies
 - *Administration* – an additional staff member will be required to market the service for the Long Term Strategies for a total of 6 staff in administration.

- **Management Systems** – modern transit technologies are required to strengthen the transit organization and reduce the workloads on the dispatchers and supervisors; a computerized scheduling and dispatch system to reduce the paperwork and improve labour productivity, new training programs to update operators on safety standards and customer service issues, and a new electronic fare box system for improved revenue management.
- **CAB Specialized Transit** – in addition to the current CAB program management, customer service, and trip management staff resources (currently approximately 2.5 to 3.0 FTE) there is a near-term requirement for an additional .3 to .5 FTE to handle additional administrative responsibilities including eligibility and certification (and re-certification of existing CAB registrants) as well as initial *mobility management* function.

1.5.3 MARKETING PLAN

Marketing involves promotion, advertising and customer communications to increase awareness, raise the profile of the transit system, and encourage greater use of the transit services in Red Deer. In the short term, it will need to do the following:

- **Route Maps and Timetables** – new route maps and timetables need to be developed for the Short Term Service Plan. They need to be made available on the buses, at City Hall, at the City Centre Terminal, at ticket outlets, and at the College and high schools. They should be posted in shelters, schools, malls, seniors and community centres.
- **Bus Stop Signage** – bus stops should have a consistency of image, design and posted information. Consider developing a new bus stop sign to display the RDT logo and key information about the route serving the stop.
- **Bus Card Advertising** – use unsold space in the interior and exterior of buses to promote the transit system. The exterior cards should target prospective customers.
- **Transit Specific Shelter Ads** – use of unsold ad space in shelters for transit promotion purposes. The ads should be targeted at the auto driver, and to advertise route and timetable changes.
- **Media Ad Campaigns** – RDT should periodically use the media to promote the transit system, alert the public about changes to routes and services, and advertise certain features of the system that would be of interest to auto users.
- **Public Relations** – marketing staff should meet periodically with the media to establish a long term and solid relationship to increase public awareness and support of Transit. They should supply new industries with information on the transit system, and meet on a regular basis with key people from the various businesses in Red Deer to review needs and and to gain support Transit.
- **Staff Training** – operators who have not yet been through the CUTA Ambassador Program should be scheduled to go through the program at the earliest possible date. Marketing and communications staff would benefit from a customer service training program such as that offered by Bell Canada.
- **Accessible Transit Guide** – profiling the accessibility features of conventional transit and a "how to" explanation on the use of transit.

The Short Term Service Plan must be supported by an effective marketing and communications program as outline above.

1.6 Financial Plans

1.6.1 CONVENTIONAL TRANSIT

The Financial Plan for the conventional transit services presents a 5, 10 and 25-year summary of capital and operating costs, revenues and system performance associated with each of the elements of the Public Transit Strategy. Detailed estimates are provided for 2005-2008 covering the period when the Short Term Service Plan will be implemented. Broad estimates are provided for 2015 and 2030 covering the 86,000 and 115,000 population horizons. The longer term figures are broad estimates due to the uncertainty of the transit needs and timing of service changes beyond the 5 year time period. The costs associated with the elements of the public transit strategy include staff resources, marketing and capital budget requirements. Recommendations with respect to transit fares and financial targets are provided.

The Financial Plan is outlined in Exhibit 1.6.1 and summarized below:

- **Revenue Hours** – the proposed Service Plan will make significant improvements to the transit services in 2004, 2005 and 2007. There will be relative large increases in revenue hours and accordingly operating costs. When the Short Term Service Plan is implemented in Fall 2004, revenue hours will increase to 80,000 in 2004, 98,000 in 2005 when all of the route improvements are implemented, and 100,000 in 2007 when full evening service is provided on all routes (no separate evening routes). As transit services are expanded over the long term, revenue hours could increase to 121,000 and 156,000 when the city reaches the 86,000 and 115,000 population plateaus over the next 10 to 25-years
- **Operating costs** – transit operating costs could range from \$5.1 million in 2003 to \$8.0 million in 2008 after the Short Term Service Plan is implemented. If the Long Term Service Strategies are implemented after 2008, operating costs could increase to \$11.5 million by 2015 and \$21.6 million by 2030. The increase is due to an almost doubling of the service hours over the 25-year period and rising unit operating costs caused by wage rate increases and inflation.
- **Ridership and Modal Split** – when implemented, the Short Term Service Plan and long-term service strategies with their increased levels of service should cause annual ridership to increase by 384,000 passengers in the short term (by 2008), by 880,000 over the 2009–2015 period, and by 1,120,000 over the 2016-2030 period. This is an average annual ridership increase of 2.5%, which is consistent with the population increase and the service improvements that will have been made. The ridership level is expected to rise from 28 to 30 passengers per capita in the short term, and to 35 passengers per capita over the long term. The service improvements are intended to increase the modal split from 4.0% to 5% over the 25-year period; higher modal splits than this will require more extensive improvements and significantly higher costs.
- **Passenger Revenues and Fare Rates** – annual passenger revenues are based on the expected ridership using the proposed fare policies and rates outlined in Section 4.3 and summarized in Exhibit 1.6.1 in this section. The fare policy assumes cash, tickets and monthly passes with discounts for students for the unrestricted and restricted use of the transit system, and for non-subsidized and GIS subsidized seniors. The fare policy also assumes the approval of a \$125.00 tuition pass by Red Deer College students; the pass cost would be added to the College tuition fees of all students, and it would give all students unrestricted access to the transit system for the September to April school year. Council will need to increase fare rates annually

starting in 2004 so that Transit's financial targets can be achieved. The proposal is to increase fare rates annually by an average of 4 to 5 cents a ride, consistent with inflation and the significant improvements made to the transit services. Fare rates are low by industry standards, and increases of approximately 3% per annum should not affect the ridership over the short and long term.

- **Other Revenue** - the Financial Plan shows other operating revenue. It includes advertising and charter revenue. The Financial Plan makes no changes to these revenues other than to increase them yearly to reflect inflation.
- **Operating Cost Recovery** – it has been determined that the transit system will need to recover 40% of its operating costs from operating revenue within the next ten years. If the transit system performs as shown in Exhibit 1.6.1, the cost recovery goal could be achieved by 2008 when the Short Term Service Plan is expected to be completely implemented,
- **Net Operating Cost/Tax Burden** - the net operating costs of the transit system will rise over the five-year period from \$2,932,000 in 2003 to an expected \$4,790,000 by 2008 after the Short Term Service Plan is completely implemented. On a per capita basis, which is representative of the municipal subsidy or tax burden, net operating cost per capita could grow from its approved level of \$49.00 per capita in 2004 to \$60.00 per capita over the 2005-2009 period, after the Short Term Service Plan is implemented. The municipal subsidy is consistent with that being experienced by Calgary, Edmonton and other cities in Alberta. After 2009, the municipal subsidy could increase depending on the elements of the Long Term Strategy Plan that are implemented
- **New Capital Expenditures** - a number of new capital expenditures will be required if the Service and Infrastructure Plans are implemented. In the short term, \$5.0 million will need to be spent for the purchase of 12 new buses and equipment, \$5.0 million to \$6.0 million (exclusive of land) for the building of a new garage facility, \$200,000 for upgrades to the City Centre Terminal, \$350,000 (exclusive of land) to build a mini-terminal at the Village Mall, \$300,000 to install new bus zones/stops and purchase and installation of 30 new shelters. Long term expenditures are broadly estimated for the 2015 to 2030 period, although these will need to be confirmed through a detailed design of the long term requirements. Exhibit 1.6 shows the years when these expenditures could occur.

1.6.2 SPECIALIZED TRANSIT

The Financial Plan for the specialized transit services outlined in Exhibit 1.6.2 presents a 5, 10 and 25-year summary of capital and operating costs, trips and trip distribution (CAB vs. taxi) as well as costs for additional administrative burden.

Key elements of the Financial Plan include: (based on calculations in 2004 dollars)

- All future service expansion will take place with the use of supplemental taxi services;
- The use of supplemental taxis (accessible and sedans) will rise from 8% to 20% of the total service, by 2030.

Exhibit 1.6.1: Red Deer Transit Financial Plan

Assumes Implementation of Short Term Service Plan 2004 - 2008, Long Term Strategies by 2015 and 2030

	2002 Actual	Budget 2003	Five Year Projections					2015	2030
			2004	2005	2006	2007	2008		
City Population	70,600	72,700	74,600	76,300	77,800	79,100	80,500	86,000	115,000
Service Area Population	60,000	60,000	64,000	70,000	72,000	74,000	76,000	82,000	109,000
%Coverage	0.85	0.83	0.86	0.92	0.93	0.94	0.94	0.95	0.95
Bus Fleet									
Standard Buses	23	24	27	27	27	25	23		
Standard LF Buses	12	12	12	15	15	17	19	49	56
Total Fleet	35	36	39	42	42	42	42	49	56
Peak Requirement	29	29	33	34	34	34	34	39	45
Spare Ratio	17.1%	19.4%	15.4%	19.0%	19.0%	19.0%	19.0%	20.4%	19.6%
Staff Resources									
Operators	46.0	47.0	49.5	65.0	65.0	67.0	67.0	74	102
Dispatchers and supervisors	10.5	10.5	8.0	8.0	8.0	8.0	8.0	9	11
Maintenance Staff	5.5	5.5	5.5	7.0	7.0	7.0	7.0	8	9
Administrative Staff	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4	5
Total Staff	66.0	67.0	67.0	84.0	84.0	86.0	86.0	95	127
Revenue Service Hours	72,200	71,600	80,000	98,000	98,000	100,000	100,000	121,000	156,000
Hours/Capita	1.20	1.19	1.25	1.40	1.36	1.35	1.32	1.48	1.43
Boarding Passengers	2,331,800	2,378,000	2,484,300	2,533,650	2,651,760	2,772,410	2,895,600	3,644,900	4,768,750
Pass./Hour	32.3	33.2	31.1	25.9	27.1	27.7	29.0	30.1	30.6
Revenue Passengers	1,748,850	1,688,400	1,703,900	1,995,000	2,088,000	2,183,000	2,280,000	2,870,000	3,815,000
Pass./Capita	29.1	28.1	26.6	28.5	29.0	29.5	30.0	35.0	35.0
Modal Split	4.2%	4.0%	3.8%	4.1%	4.1%	4.2%	4.3%	5.0%	5.0%
Passenger Revenue	\$ 2,149,900	\$ 2,113,400	\$ 2,184,600	\$ 2,653,350	\$ 2,881,440	\$ 3,099,860	\$ 3,334,728	\$ 5,166,000	\$ 10,682,000
Average Fare	\$ 1.23	\$ 1.25	\$ 1.28	\$ 1.33	\$ 1.38	\$ 1.42	\$ 1.46	\$ 1.80	\$ 2.80
Advertising & Other Revenue	\$ 82,400	\$ 65,000	\$ 65,000	\$ 66,950	\$ 68,959	\$ 71,027	\$ 73,158	\$ 100,000	\$ 200,000
Operating Revenue	\$ 2,232,300	\$ 2,178,400	\$ 2,249,600	\$ 2,720,300	\$ 2,950,399	\$ 3,170,887	\$ 3,407,886	\$ 5,266,000	\$ 10,882,000
Direct Operating Cost									
Transportation	\$ 2,868,400	\$ 2,936,500	\$ 3,349,300	\$ 4,205,465	\$ 4,310,601	\$ 4,508,537	\$ 4,621,251	\$ 6,654,139	\$ 12,696,757
Cost/Hr	\$ 39.73	\$ 41.01	\$ 41.87	\$ 42.91	\$ 43.99	\$ 45.09	\$ 46.21	\$ 54.99	\$ 81.39
Vehicle Maintenance	\$ 1,008,400	\$ 1,187,900	\$ 1,402,100	\$ 1,760,512	\$ 1,804,525	\$ 1,887,385	\$ 1,934,570	\$ 2,785,587	\$ 5,315,177
Cost/Hr	\$ 13.97	\$ 16.59	\$ 17.53	\$ 17.96	\$ 18.41	\$ 18.87	\$ 19.35	\$ 23.02	\$ 34.07
Plant Maintenance	\$ 211,300	\$ 265,000	\$ 336,700	\$ 422,769	\$ 433,338	\$ 453,236	\$ 464,567	\$ 668,930	\$ 1,276,386
Cost/Hr	\$ 2.93	\$ 3.70	\$ 4.21	\$ 4.31	\$ 4.42	\$ 4.53	\$ 4.65	\$ 5.53	\$ 8.18
Administration	\$ 328,400	\$ 343,200	\$ 460,300	\$ 626,964	\$ 642,638	\$ 672,147	\$ 688,951	\$ 992,020	\$ 1,892,873
Cost/Hr	\$ 4.55	\$ 4.79	\$ 5.75	\$ 6.40	\$ 6.56	\$ 6.72	\$ 6.89	\$ 8.20	\$ 12.13
Total Direct Operating Cost	\$ 4,416,500	\$ 4,732,600	\$ 5,548,400	\$ 7,015,710	\$ 7,191,102	\$ 7,521,306	\$ 7,709,339	\$ 11,100,677	\$ 21,181,193
Total Direct Op. Cost/Hour	\$ 61.17	\$ 66.10	\$ 69.36	\$ 71.59	\$ 73.38	\$ 75.21	\$ 77.09	\$ 91.74	\$ 135.78
Debt Service Charge	\$ 296,600	\$ 377,400	\$ 356,400	\$ 384,900	\$ 384,900	\$ 384,900	\$ 384,900	\$ 465,500	\$ 532,000
Total Operating Cost	\$ 4,713,100	\$ 5,110,000	\$ 5,904,800	\$ 7,400,610	\$ 7,576,002	\$ 7,906,206	\$ 8,094,239	\$ 11,566,177	\$ 21,713,193
Net Operating Cost	\$ 2,480,800	\$ 2,931,600	\$ 3,655,200	\$ 4,680,310	\$ 4,625,604	\$ 4,735,319	\$ 4,686,353	\$ 6,300,177	\$ 10,831,193
Net Cost/Capita	\$ 35.14	\$ 40.32	\$ 49.00	\$ 61.34	\$ 59.46	\$ 59.86	\$ 58.22	\$ 73.26	\$ 94.18
Revenue/Cost	47.4%	42.6%	38.1%	36.8%	38.9%	40.1%	42.1%	45.5%	51.4%
Capital Expenditures									
Buses for Replacement						\$ 1,000,000		\$ 12,600,000	\$ 31,500,000
Buses for Growth			\$ 600,000	\$ 1,440,000		\$ 1,000,000	\$ 1,000,000	\$ 3,000,000	\$ 5,400,000
Electronic Farebox System					\$ 300,000				
Garage Facilities							\$ 6,000,000		
City Centre Terminal Kiosks					\$ 200,000				
Mini-Terminal Facility					\$ 350,000				
Stops and Shelters			\$ 140,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000		
Road and Traffic Improvements								\$ 2,000,000	

Prepared June 18, 2004

Proposed Fare Structure

	2004	2005	2006	2007	2008	2015	2030
Adult Cash	\$ 1.80	\$ 1.85	\$ 1.90	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.25
Student Cash	\$ 1.55	\$ 1.60	\$ 1.65	\$ 1.70	\$ 1.75	\$ 1.80	\$ 1.85
Child Cash	free	free	free	free	free	free	free
Seniors Cash	\$ 1.55	\$ 1.60	\$ 1.65	\$ 1.70	\$ 1.75	\$ 1.80	\$ 1.85
Adult Ticket (Unit Price)	\$ 1.53	\$ 1.58	\$ 1.61	\$ 1.71	\$ 1.82	\$ 1.92	\$ 2.03
Student Ticket (Unit Price)	\$ 1.32	\$ 1.36	\$ 1.40	\$ 1.45	\$ 1.52	\$ 1.59	\$ 1.65
Seniors Ticket (Unit Price)	\$ 1.32	\$ 1.36	\$ 1.40	\$ 1.45	\$ 1.52	\$ 1.59	\$ 1.65
Adult Monthly Pass	\$ 54.00	\$ 55.00	\$ 56.00	\$ 59.00	\$ 61.00	\$ 63.00	\$ 65.00
Student Monthly Pass	\$ 46.00	\$ 47.00	\$ 48.00	\$ 49.40	\$ 50.80	\$ 52.20	\$ 53.70
School Board Bulk Purchase		\$ 40.00	\$ 41.00	\$ 42.50	\$ 44.00	\$ 45.00	\$ 47.50
Student Restricted Monthly Pass		\$ 26.00	\$ 26.50	\$ 28.00	\$ 29.50	\$ 31.00	\$ 32.50
Seniors Monthly Pass	\$ 43.00	\$ 47.00	\$ 48.00	\$ 50.00	\$ 52.00	\$ 54.00	\$ 56.00
Seniors Monthly with GIS	\$ 27.00	\$ 27.50	\$ 28.00	\$ 29.50	\$ 30.50	\$ 31.50	\$ 32.50
College Tuition Pass			\$ 125.00	\$ 130.00	\$ 135.00	\$ 140.00	\$ 175.00

Exhibit 1.6.2: Specialized Transit Financial Plan

	2004	2005	2006	2007	2008	2015	2030
Population	74,580	76,300	77,820	79,150	80,700	86,000	115,000
# of registrants	1,450	1,530	1,580	1,620	1,680	1,990	2,340
Rideship / Demand	52,460	53,380	54,170	54,770	55,370	58,460	61,980
# of trips: Action Bus	48,260	48,000	48,000	48,000	48,000	50,000	50,000
# of trips: Supplemental Taxi	4,200	5,380	6,170	6,770	7,370	8,460	11,980
% Trips / Action Bus	92%	90%	89%	88%	87%	85%	80%
% Trips / Taxi	8%	10%	11%	12%	13%	15%	20%
# of Action Bus Vehicles	10	10	10	10	10	10	10
Budget:							
Fully Loaded: CAB	\$735,220	\$739,200	\$740,000	\$740,000	\$740,000	\$770,000	\$770,000
taxi contract	\$29,400	\$37,660	\$46,275	\$50,775	\$55,275	\$66,420	\$98,560
Sub-Total	\$764,620	\$776,860	\$786,275	\$790,775	\$795,275	\$836,420	\$868,560
Additional administrative costs as City employees & no Action Group contribution to wages	\$0	\$13,250	\$26,500	\$26,500	\$26,500	\$26,500	\$26,500
Additional Administrative Costs / Expanded Responsibilities	\$12,150	\$26,550	\$22,500	\$18,000	\$18,000	\$18,000	\$18,000
Gross Costs ('04 \$)	\$776,770	\$816,660	\$835,275	\$835,275	\$839,775	\$880,920	\$913,060
eligibility & certification: technician (.3 - .2 FTE)	\$4,050	\$13,500	\$13,500	\$9,000	\$9,000	\$9,000	\$9,000
contract admin. (.3 FTE)	\$4,050	\$4,050					
Mobility Manager responsibilities / merge with Action Bus admin.	\$4,050	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000
Gross Cost / Capita	\$10.41	\$10.70	\$10.73	\$10.55	\$10.40	\$10.24	\$7.94
Gross Cost / Trip	\$14.80	\$15.30	\$15.42	\$15.25	\$15.17	\$15.07	\$14.73
Capital Requirements							
Software Procurement		\$70,000					
Vehicles (@\$75k each)	\$0	\$450,000	\$150,000	\$0	\$0	TBD	TBD

- In 2004 dollars, the gross cost for CAB trips will increase by 17.5% from 2004 to 2030.
 - During this same period, the gross cost per capita will decline by 23.7%
- According to CAB vehicle inventory and replacement schedule, there is the likely requirement for five vehicles to be purchased in 2005.
- Capital expenditures of \$70,000. have been identified for software procurement in 2005.

1.7 Implementation Plan

The following Implementation Plan is intended to guide City Council, transit/specialized transportation administration and operating staff in the implementing the policies, strategies and plans described in the previous sections. The Implementation Plan outlines the action steps and the proposed time schedule for each step by operating function.

Action Steps		Time Schedule
GENERAL ITEMS		
1.	Approval of Transit/Special Transportation vision, goals and objectives including financial and fare policy for the transit system	July 2004
2.	Approval of the strategies (general directions) that Transit/Special Transportation will be taking over the next 25 years	July 2004
3.	Initialize the Transit/Special Transportation integration process taking into account human resource and bus considerations, taxi bylaws and regulations, attendant care issues, fund raising	July 2004
4.	Approach Province for transportation grant to provide reduced fares for people on AISH and social assistance	July 2004
5.	Investigate, design, recommend for Council approval: <ul style="list-style-type: none"> • Upgrading Gaetz corridor for spine bus routes and future bus rapid transit serving the downtown, the two Malls, Hospital, Red Deer College, businesses in the corridor • New garage facility for Transit and Action Bus management, planning, operation 	Fall 2005 Fall 2005
TRANSIT ADMINISTRATION		
1.	Prepare and distribute new route maps and timetables for the 2004 Service Plan, prepare media campaigns to promote the services to be implemented in August 2004.	By August 2004
2.	Develop position description and recruit administrative assistant; duties would include fare/ridership monitoring, planning, marketing, customer communications	Fall 2004
3.	Develop bus card and shelter ads for unsold spaces on exterior/interior of buses and in shelters. Begin public relations. Begin putting operators through the CUTA Ambassador Program	Fall 2004
4.	Prepare specifications and tender for electronic fare box/smart card system, scheduling and dispatch system for delivery in 2005.	Fall 2004

	Action Steps	Time Schedule
SPECIALIZED ADMINISTRATION		
5.	Mobility Management Function -Initiate discussions with community-based agencies / organizations and transportation providers	Sept. '04 (6-12 mo.)
6.	Demand Management Strategies - Driver training (incorporate in contracts), "Free Fare" pilot	Oct. '04 (6-12 mo.)
7.	Assume administrative & operational (trip management) CAB functions	Nov. '04 (9-18 mo.)
8.	Eligibility & Certification- Adopt use of amended application form (reflecting "functional" limitation); Commence re-certification process (over 2 year period)	Oct. '04 (12-24mo.)
9.	Marketing & Public Information- Revise Action Bus brochure Develop Accessible Transit Guide	Nov. '04 (6-9 mo.)

	TRANSIT OPERATIONS	
1.	Finalize route design, running times, operator schedules for 2004 Service Plan	By July 2004
2.	Reassign dial-a-bus dispatchers to the operating crew. Recruit and train new operators so that total complement of operators is 63 for the 2004 Service Plan	By August 2004
3.	Locate and install new transit zones and bus stop signs on the new routes in the 2004 Service Plan (about 100 zones/stops are required)	By August 2004
4.	Purchase three used 3 to 4 year old buses for the transit fleet	By Sept 2004
5.	Implement 2004 Service Plan preceded by 3 weeks of promotion	By Sept 2004
6.	Prepare specifications and tender for 3 new buses for delivery in 2005	By Sept 2004
7.	Finalize route design, running times, operator schedules for 2005 Service Plan	By July 2005
8.	Recruit and train new operators so that total complement of operators is 65 for the 2005 Service Plan	By August 2005
9.	Locate and install new transit zones and bus stop signs on the new routes in the 2005 Service Plan (about 20 new zones/stops are required)	By August 2005
10.	Implement 2005 Service Plan preceded by 2 weeks of promotion	By Sept 2005
11.	Prepare specifications and tender for 2 new buses for growth and 2 new buses for replacement for delivery in 2007	By Sept 2006
12.	Finalize route design, running times, operator schedules for 2007 Service Plan	By July 2007
13.	Recruit and train new operators so that total complement of operators is 67 for the 2007 Service Plan	By August 2007
14.	Implement 2007 Service Plan preceded by 2 weeks of promotion	By Sept 2007

Action Steps		Time Schedule
15.	Prepare specifications and tender for 2 new buses for replacement for delivery in 2008	By Sept 2007
SPECIALIZED TRANSIT OPERATIONS		
16.	Amend Scheduling Policies / Procedures- Reduce advance booking requirement to 24 hours; Real-time trip confirmations / eliminate call-backs "Formalize" use of 30 min. scheduling window	Oct. '04 (6-10mo)
17.	Procure scheduling/dispatch software	Nov. '04 (9-12mo)
18.	Expanded use of contracted taxi services- Gauge taxi industry interest in providing supplemental CAB service; Discussions with City by-law officials	Oct. '04 (6-8mo)

APPENDIX

TRANSIT 2004, 2005 SERVICE PLANS AND LONG TERM SERVICE STRATEGIES

