



## A G E N D A

FOR THE *REGULAR MEETING OF RED DEER CITY COUNCIL*

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL

*TUESDAY, OCTOBER 11, 2005*

COMMENCING AT *4:30 P.M.*

- (1) Confirmation of the Minutes of the Regular Meeting of Monday, September 26, 2005

(2) **UNFINISHED BUSINESS**

1. Legislative & Administrative Services Manager – *Re: Land Use Bylaw Amendment 3156/H-2005 – Funeral Homes & Crematoriums*

..1

(3) **PUBLIC HEARINGS**

1. Land & Economic Development Manager – *Re: Portion of 51<sup>st</sup> Avenue Between 45<sup>th</sup> Street and Waskasoo Creek / Seibel Construction Ltd.:*
- (a) *Road Closure Bylaw 3350/2005 – Closure of a Portion of 51<sup>st</sup> Avenue Between 45<sup>th</sup> Street and Waskasoo Creek / Seibel Construction Ltd.*  
(Consideration of 2<sup>nd</sup> & 3<sup>rd</sup> Readings of the Bylaw)

..14

- (b) Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/FF-2005 / Rezoning of Closed Portion of Road , 51 Avenue South of 45 Street to C1 Commercial (City Centre) District / Seibel Construction Ltd.*  
(Consideration of 2<sup>nd</sup> & 3<sup>rd</sup> Readings of the Bylaw) . .21

(4) **REPORTS**

1. Recreation, Parks & Culture Manager & Engineering Services Manager – Re: *Trails & Pathways Master Plan – Final Draft* . .23
2. Community Services Director – Re: *Downtown Development/Investment (Scott Block)* . .26
3. Parkland Community Planning Services – Re: *Highland Green Neighbourhood / 5213 – 61 Street / Highland West Developments Ltd.*
  - (a) *Highland Green Neighbourhood Area Structure Plan Bylaw Amendment 3217/F-2005*  
(Consideration of 1<sup>st</sup> Reading of the Bylaw) . .33
  - (b) *Land Use Bylaw Amendment 3156/EE-2005 / Lot A, Block 22, Plan 792 1058 , 5213 – 61 Street / Rezoning of Land from PS Public Service (Institutional and Governmental) District to R-3 Residential (Multiple Family) District / Highland West Developments Ltd.*  
(Consideration of 1<sup>st</sup> Reading of the Bylaw) . .33
4. Parkland Community Planning Services – Re: *Municipal Designation of Historic Building: 4743 – 56 Street* . .46
5. Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/GG-2005 – Identification of Former Land Fill Sites/ Updated Maps*  
(Consideration of 1<sup>st</sup> Reading of the Bylaw) . .57

(5) **CORRESPONDENCE**

(6) **PETITIONS AND DELEGATIONS**

(7) **NOTICES OF MOTION**

(8) **WRITTEN INQUIRIES**

(9) **BYLAWS**

1. **3350/2005 – Road Closure Bylaw - Closure of a Portion of 51<sup>st</sup> Avenue Between 45<sup>th</sup> Street and Waskasoo Creek / Seibel Construction Ltd.**  
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2. **3156/FF-2005 - Land Use Bylaw Amendment / Rezoning of 0.24 Acres of Land from Road to C1 Commercial (City Centre) District / 51 Avenue South of 45 Street / City of Red Deer**  
(2<sup>nd</sup> & 3<sup>rd</sup> Readings) . .65  
. .21
3. (a) **3156/H-2005 – Original Land Use Bylaw Amendment / Funeral Homes & Crematoriums**  
(1<sup>st</sup> Reading) . .67  
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(b) **3156/H-2005 – Revised Land Use Bylaw Amendment / Funeral Homes & Crematoriums**  
(1<sup>st</sup> Reading) . .68  
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4. **3217/F-2005 - Highland Green Neighbourhood Area Structure Plan Bylaw Amendment**  
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5.     **3156/EE-2005** – Land Use Bylaw Amendment / Lot A, Block  
22, Plan 792 1058 , 5213 – 61 Street / Rezoning of Land from  
PS Public Service (Institutional and Governmental) District to  
R-3 Residential (Multiple Family) District / Highland West  
Developments Ltd.  
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**Legislative & Administrative Services**

**DATE:** October 4, 2005  
**TO:** City Council  
**FROM:** Legislative & Administrative Services Manager  
**SUBJECT:** Land Use Bylaw Amendment 3156/H-2005  
Funeral Homes and Crematoriums

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***History***

At the Monday, September 12, 2005 Council Meeting, first reading of Land Use Bylaw Amendment 3156/H-2005 was introduced by Councillor Hughes and seconded by Councillor Veer. Prior to voting on first reading of the bylaw amendment, a tabling motion was introduced and passed. This item was tabled for up to four weeks to allow Administration to review and report back to Council on several issues that required clarification.

A copy of the report from Administration is attached along with a revised copy of Land Use Bylaw Amendment 3156/H-2005.

***Recommendation***

1. That Council pass a motion to lift from the table consideration of first reading of Land Use Bylaw Amendment 3156/H-2005.
2. Council may:
  - (a) Proceed with voting on the original Land Use Bylaw Amendment 3156/H-2005, or
  - (b) Withdraw first reading of the original Land Use Bylaw Amendment 3156/H-2005, or
  - (c) If the original bylaw is withdrawn:
    - (i) take no further action, or
    - (ii) consider first reading of the revised Land Use Bylaw Amendment 3156/H-2005.

Kelly Kloss  
Manager

# CHAPMAN RIEBEEK

Barristers & Solicitors

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Your file:

Our file: LUB – NPR

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September 21, 2005

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

**Attention: Kelly Kloss**  
**Legislative & Administrative**  
**Services Manager**

Dear Sir:

**RE: Land Use Bylaw Amendment pertaining to Funeral Homes and Crematoriums**

At the regular meeting of Red Deer City Council on September 12, 2005, a report relative to the above and associated bylaw amendment was considered by Council. Council had several questions and, accordingly, rather than proceed with first reading the matter was tabled so that Council could be provided with additional information and a number of the questions raised answered.

This letter is to provide further background to Council and to answer some of the questions and address various of the issues raised at that time.

**Background**

Currently, while in our Land Use Bylaw, a funeral home is one of the uses listed under the definition "*Commercial Service Facility*", a funeral home is not defined. Commercial Service Facility is a permitted use in districts C1, C1A, C4 and with certain limitations in C2 and is discretionary in district C3, with certain limitations.

By contrast “Crematorium” is a definition in our Land Use Bylaw, but is “orphaned” in the sense that other than in the definition section crematoriums are not referred to at all and are not shown as either a permitted or discretionary use in any district. Accordingly, in the context of historical agreement with regional funeral homes, it has been understood that no crematorium facilities are permitted within the City of Red Deer.

Over time, the structure of the Land Use Bylaw as it pertains to crematoriums and funeral homes has become awkward in that industry practices appear to have gone in the direction of providing more all inclusive services including cremations within establishments that historically would be considered funeral homes.

Accordingly, it may be that at this time Council should consider amending the Land Use Bylaw to clarify both definitionally and from a use perspective, those provisions applying to crematoriums and funeral homes; either to permit or not.

### **Previous Overview of Statistics relative to Crematoriums within other Communities**

The following information pertains to a review that was done in 1999 when this matter was debated by Council in the context of a development which had occurred within the City of Red Deer. This information, accordingly, is somewhat dated, however, for purposes of this review I believe may be of some assistance to Council.

#### **City of Edmonton**

Crematoriums have been operating within Edmonton since the early 1970s. While as of 1999 none were located within residential areas a number were located in downtown and in industrial areas. The City of Edmonton does not have statistics regarding complaints regarding crematoriums but indicated that crematoriums were not a problem and if others were proposed, assuming it to be a standard crematorium, they would see no issues.

#### **City of Medicine Hat**

In 1999 Medicine Hat had two crematoriums which were built in the mid 1990s one is located in a light industrial area and the other at a cemetery located close to the outskirts of the City as they then were.

#### **City of Lethbridge**

In 1999 had three crematoriums, the first one being built in 1993, which was contained within a funeral home in the commercial area on the edge of town. The second one was built in 1994 within a cemetery and the third was built in 1996 within a funeral home in the downtown core. In Lethbridge, a funeral home is a discretionary use in both general commercial downtown and highway commercial and their definition of a funeral facility provides that a crematorium may be incorporated in such. It was the view of the City of Lethbridge that, if the crematorium is operating properly there is no smell, smoke or other nuisance to the public at large.

## City of Calgary

In 1999 there were 8 crematoriums in Calgary. Their construction began in the late 1970s. They are all located in general commercial districts as a discretionary use. Accordingly, communities permit some form of crematorium within the community, however, generally these are restricted to commercial and industrial districts.

## More Recent Review of Funeral Homes and Cremation Facilities

The following represents an excerpt edited from the professional report prepared by Professor Fred Laux, who is an expert in planning law and practise in Alberta. Professor Laux provided an analysis and summary that elaborates on the above earlier overview of communities.

Professor Laux states as follows with respect to **Edmonton**. He states that in the City of Edmonton relevant permits have been issued most recently in 1999 for the use funeral services, which combines funeral home and crematory. He states that this use is permitted in the general business district and a discretionary use in the low intensity business district of the City of Edmonton. As well as the commercial office district and the commercial mixed use district.

With respect to **Calgary**, Professor Laux states that there are now seven combined funeral homes and crematoria. He adds that their Land Use Bylaw lists a funeral home as a discretionary use in C2 and C3 commercial districts. Funeral home includes the carrying out of cremations where not more than one cremation chamber is provided.

He states that in **Sherwood Park (Strathcona County)** a permit has been issued for a combined funeral home and crematory and that the same applies to **Lethbridge, Medicine Hat, and Grande Prairie**. In **Grande Prairie** the use is permitted in the commercial shopping precinct district, in the commercial downtown mixed use district, and in the downtown redevelopment direct control district. In **Medicine Hat** this is permitted in the general commercial district, a discretionary use in the C4 downtown commercial district and a permit has been issued relative to the C3 general commercial district.

Professor Laux states that in both **Camrose** and **Wetaskiwin** development permits have been issued allowing the adding of cremators to existing funeral homes. In each case this appears to have been in the C1, C2 and C3 districts.

Additional communities where this combined use has been permitted as either a discretionary or permitted use, according to Professor Laux, are **Lloydminster, Rocky Mountain House, Innisfail** and **Bon Accord**.

## Specific Questions Raised by Council

At the September 12, 2005 Council hearing Councillors raised specific issues, which I would now like to address.

Mayor Flewwelling questioned whether the City has the right to ban this use (crematoriums) completely in light of other court decisions vis-a-vis property rights.

Section 640 of the *Municipal Government Act* states that a Land Use Bylaw may *prohibit* or regulate and control the use and development of land and buildings in a municipality.

Accordingly, it appears that specific uses may be prohibited. However, it is clear that such prohibition would need to be in accordance with planning principles and guidelines. It is supportable to ensure that the Land Use Bylaw essentially segregates incompatible uses.

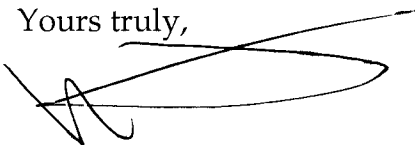
In Red Deer we have historically worked with Red Deer funeral homes to develop a crematorium facility at the Alto Reste Cemetery. Existing funeral homes essentially located and built their facilities in this planning context, namely, they would share the Alto Reste's facility and not provide for cremations within Red Deer. As a result of this, the City has entered into a long term lease agreement with the Alto Reste "group" reflecting the agreement and understanding.

Accordingly, on this point in summary, one can state that the *Municipal Government Act* permits the Land Use Bylaw to prohibit the use of land within a municipality. Absolute prohibition is possible, but should be supported by planning rationale, which may include historical patterns of use as enunciated above.

### **Recommendation**

If City Council chooses to consider amending the Bylaw to allow cremation within the City of Red Deer, then I would recommend consideration of the attached amended Bylaw.

Yours truly,



**NICK P. RIEBEEK**

NPR/vjh

Enclosure

- c.c. Kelly Kloss
- c.c. Norbert Van Wyk
- c.c. Bryon Jeffers
- c.c. Colleen Jensen
- c.c. Martin Kvapil

**BYLAW NO. 3156/H-2005**

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, IN THE PROVINCE OF ALBERTA, ENACTS AS FOLLOWS:

Bylaw No. 3156/96 is hereby amended as follows:

- 1 By deleting from Section 2, the definition "Crematorium" in its entirety and replacing with the following:

**"Crematorium"** means an establishment the only business of which is to conduct cremations and may not conduct the business of a Funeral Home as defined in this bylaw"

- 2 By adding to Section 2 the following new definition:

**"Cremation"** means the reduction of the human body to ashes by heat."

- 3 By adding to Section 2 the following new definition:

**"Funeral Home"** means an establishment which must provide for the arrangement of funerals, the holding of funeral services, the preparation of the dead for burial or cremation and which may as an ancillary use carry out cremations. The number of cremation chambers in a Funeral Home however is limited to one (1)."

- 4 By amending the definition of "Commercial Service Facility" by removing therefrom the words "Funeral Home".

- 5 By adding the words "Funeral Home" as a discretionary use in Districts C1, C1A and C4.

- 6 By adding the word "Crematorium" as a permitted use in District I1.

- 7 By adding the following section:

**68.1 Cremation**

The use of a crematorium, retort or cremation chamber must not result in any noise, odor, smoke or other nuisance which emanates beyond the boundaries of the premises on which the use takes place.

8 In all other respects, Bylaw No. 3156/96 is hereby ratified and confirmed.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2005

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2005

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2005

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2005

\_\_\_\_\_  
MAYOR

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



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**DATE:** September 2, 2005

**TO:** Kelly Kloss, Legislative and Administrative Services Manager

**FROM:** Martin Kvapil, Planning Assistant

**RE:** **Land Use Bylaw Amendment No. 3156/H-2005**  
**Funeral Homes and Crematoriums**

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### **Introduction**

Presently, the City's Land Use Bylaw (LUB) does not fully address crematoriums and funeral homes within Red Deer. In particular, the LUB does not address the issue of retorts or cremator units within funeral homes. As well, the LUB does not define what constitutes a funeral home or a cremation facility. City Administration wishes to address and clarify these issues. This proposed amendment would make clear 1) the distinction between a crematorium and a funeral home, 2) the use of retorts within funeral homes, and 3) the LUB districts in which these activities may be listed as permitted or discretionary uses.

The City's LUB does not contain a definition for funeral homes. Funeral homes are currently accommodated within the "Commercial Service Facility" definition. As a commercial service facility, a funeral home (without a retort) may be accommodated within the C1, C1A, C2 and C4 Districts. The LUB does contain a definition for crematoriums, as follows:

***"crematorium"** means an establishment with one or more cremation chambers used only for the reduction of the human body to ashes by heat and where funeral services will not be permitted to be conducted.*

Parkland Community Planning Services (PCPS) has investigated the development impacts of crematoriums within existing funeral homes in order to determine compatibility with adjacent land uses. Crematoriums within Calgary and Rocky Mountain House were studied.

### **Land Use Bylaws in Other Municipalities**

The City of Calgary Land Use Bylaw defines funeral homes and crematoriums as follows:

***"crematorium"** means an establishment with one or more cremation chambers used for the reduction of the human body by heat and the keeping of human bodies other than in cemeteries, related funeral services to include the preparation of the dead, arranging and direction of funerals, and may include mausoleums and columbariums;*



***“funeral home” means an establishment for the arrangement of funerals, the preparation of the dead for burial or cremation, the holding of funeral services and the carrying out of cremations, where not more than one cremation chamber is provided.***

The Town of Rocky of Mountain House Land Use Bylaw defines the same terms as:

***“crematorium” means an establishment with one or more cremation chambers used only for the reduction of the human body to ashes by heat and where funeral services will not be permitted to be conducted;***

***“funeral home” means a business establishment where the bodies of the dead are prepared for burial or cremation, and where funeral services can be held.***

Calgary’s land use bylaw allows for funeral homes (with one [1] retort unit/cremation chamber) as a discretionary use within the C2 and C3 districts, which provide for a wide variety of moderate to high intensity retail commercial and personal service uses. As permitted uses, crematoriums are allowed within the I1 and I2 districts, which provide for business parks and general light industrial uses that would not adversely affect surrounding non-industrial uses. Calgary further allows for crematoriums as a discretionary use within its (Agricultural and Open Space) District and PE (Public Park, School and Recreation) District in conjunction with a cemetery use. All of the cremation operations within Calgary are accommodated within commercial districts, with the exception of one within an industrial area.

Within Rocky Mountain House’s land use bylaw, funeral homes are discretionary within the R-2 residential district. Rocky Mountain House has one funeral home with a cremation unit within this district. This district provides for medium density residential development with a mixture of housing types and complementary uses.

### **Issues & Concerns**

Primary concerns with the operation of cremation facilities are the possible emissions of odour and smoke.

Visible emission, such as smoke, is particle matter which has traveled through the cremation equipment and afterburning unit without being completely consumed. Based on the cremations observed, the particle matter was contained within the equipment, as no smoke was evident outside the operations.

During the observed cremations, no odours associated with the operations were evident from the outside of the businesses. A gaseous odour was evident inside the Rocky Mountain House retort unit, however, only during a cremation while the door of the chamber was opened. The odour is similar to that of a large commercial oven or kiln being ignited, or any other similar machinery fueled by natural gas.

The observed Calgary crematorium, Leyden’s Funeral Home, performs a process different to that of the funeral home in Rocky Mountain House, in that the chamber door is not required to be opened during a cremation process. At a specific time during the process, the chamber door may be opened in order to perform “raking”. Raking is done in order to agitate and rearrange large cremains, which allows for a quicker cremation; however, frequent opening of the door will result in additional operating stress on the cremation unit. As well, any opening of the chamber

door allows for the opportunity of excess oxygen to enter the chamber and, as a result, the possibility for evidence of exterior smoke.

The operators of both observed cremation facilities stressed the importance of equipment maintenance and staff certification, to perform the cremation procedure, in order to achieve an environmentally-safe process.

No other planning impacts, such as noise, traffic or parking issues, are generally observed in association with cremation operations.

### **Consultation**

Planning and development staff from both of the studied municipalities were consulted in order to gather background information and any concerns of existing or proposed cremation facilities and as well to collect any further requirements that the municipalities may have of an applicant. Furthermore, residents and business owners adjacent to the observed cremation facilities were consulted in order to determine any concerns. Neither municipal staff, adjacent residents nor commercial tenants expressed any nuisance-related concerns regarding the subject funeral homes.

As part of the consultation process, the intent of the draft land use bylaw amendment was referred to the four prominent funeral service businesses in Red Deer. As well, a referral was mailed to adjacent residences where these funeral home businesses are located within commercial districts. No comments were received from residential landowners. Comments were received from all of the referred business operators. All of the listed businesses are contained within commercial land use districts, with the exception of one, which is located within the R-3 Residential (Multiple Family) District (approved as a discretionary use under a prior land use bylaw).

One funeral home opposed the intent of allowing for cremation operations within commercial districts for the reason that most commercial districts are adjacent to residential uses. A second operator opposed the intent of the draft bylaw amendment based on non-land use factors, citing unfair business disadvantages as the reason of opposition. The third response supported the intent of the draft bylaw in order to allow funeral homes the opportunity to cater to the market demands of cremation services. The final response indicated an objection to businesses identifying themselves as containing a crematorium, when in fact cremation services are provided off-site. It was indicated that this type of identification/signage may be misleading to clients who assume that any deceased will remain on-site at all times.

Presently, all of the referred businesses utilize cremation services outside the city of Red Deer.

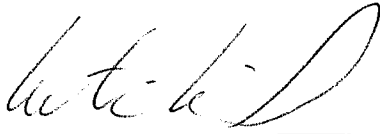
### **Planning Analysis**

As detailed in this report, Planning staff conducted extensive research into the operations and impacts of crematoriums. Based upon the research of 1) the planning practices of other municipalities, such as Calgary and Rocky Mountain House, 2) the industry's ability to manage any environmental impacts associated with the operating procedures, 3) the absence of other planning impacts, it can be demonstrated that there are opportunities to successfully allow crematoriums within the city without negative impacts. Furthermore, consultation with adjacent residents and business owners near funeral homes allowing cremations has identified no concerns with operations of crematoriums on adjacent sites.

Based upon these findings, it appears that funeral homes with cremation facilities can be located within commercial or business districts without adverse impacts on the surrounding land uses. Therefore, PCPS is proposing that cremation facilities be allowed to be considered as a land use within the City of Red Deer Land Use Bylaw. It is recommended that funeral homes be listed as a discretionary use within the downtown/city centre commercial (C1, C1A) and major arterial commercial (C4) districts and crematoriums be listed as a discretionary use within the I1 Industrial (Business Service) District. As mentioned, the staff of funeral homes stress the importance of proper operational procedures. By listing cremation operations as discretionary uses, the development authority would have the opportunity to consider any proposed operation to ensure it is to be developed with equipment and facilities of appropriate efficiency.

### **Recommendation**

Considering the above report, Parkland Community Planning Services recommends that City Council proceed with first reading of Land Use Bylaw Amendment No. 3156/H-2005.



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Martin Kvapil  
PLANNING ASSISTANT

**BYLAW NO. 3156/H-2005**

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, IN THE PROVINCE OF ALBERTA, ENACTS AS FOLLOWS:

Bylaw No. 3156/96 is hereby amended as follows:

- 1 By deleting from Section 2, the definition "Crematorium" in its entirety and replacing with the following:

**"Crematorium"** means an establishment with two (2) or more cremation chambers/retorts."

- 2 By adding to Section 2 the following new definition:

**"Cremation"** means the reduction of the human body to ashes by heat."

- 3 By adding to Section 2 the following new definition:

**"Funeral Home"** means an establishment for the arrangement of funerals, the holding of funeral services, the preparation of the dead for burial or cremation and the carrying out of cremations. The number of cremation chambers/retorts in a Funeral Home is limited to one (1)."

- 4 By amending the definition of "Commercial Service Facility" by removing therefrom the words "Funeral Home".

- 5 By adding the words "Funeral Home" as a discretionary use in Districts C1, C1A and C4.

- 6 By adding the word "Crematorium" as a discretionary use in District I1.

- 7 By adding the following section:

**68.1 Cremation**

The use of a crematorium or retort must not result in any noise, odor, smoke or other nuisance which emanates beyond the boundaries of the premises on which the cremation takes place.

- 8 In all other respects, Bylaw No. 3156/96 is hereby ratified and confirmed.

READ A FIRST TIME IN OPEN COUNCIL this	day of	2005
READ A SECOND TIME IN OPEN COUNCIL this	day of	2005
READ A THIRD TIME IN OPEN COUNCIL this	day of	2005
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	2005

\_\_\_\_\_  
MAYOR

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

*Comments:*

We agree that Council proceed with first reading of the Revised Land Use Bylaw Amendment. A Public Hearing would be held on Monday, November 7, 2005 at 7:00 p.m. during Council's regular meeting.

"Morris Flewwelling"  
Mayor

"Norbert Van Wyk"  
City Manager

Eventide

Funeral Chapels Red Deer Ltd. 4580-45 Street, Red Deer, Alberta T4N 1K5 (403) 347-9229

OCT 11 2005

## FACSIMILE

TO: Mayor Morris Flewelling  
Members of City Council  
Mr. Kelly Kloss

## COMMENTS:

Please ensure that Mayor Flewelling and  
all council members are given a copy  
of this letter.

Thank you.

Reply to: (if required): Dianne Schmelke

Number of pages including this cover sheet 2.

Fax 1-403-346-7320

# Eventide



**Funeral Chapels & Crematorium Red Deer Ltd.**

4820 - 45 Street, Red Deer, Alberta T4N 1K5

Phone: (403) 347-2222 Fax: (403) 346-7320

[www.eventidefuneralchapels.com](http://www.eventidefuneralchapels.com)

**MAYOR MORRIS FLEWELLING**

October 11, 2005

The City Of Red Deer  
4914 - 48<sup>th</sup> Avenue  
Red Deer, Alberta  
T4N 3T4

Your Worship, Members of City Council and Mr. Kelly Kloss:

**Re: Bylaws 3156/H-2005 Original Land Use Bylaw  
Amendment/Funeral Homes & Crematoriums  
& 3156/H-2005 Revised Land Use Bylaw  
Amendment/Funeral Homes & Crematoriums**

We question the need for a bylaw change at this time. The present bylaw has been satisfactory and enforced for some time and funeral homes in the City of Red Deer have adhered to it for many years. Neither Eventide Funeral Chapels, nor Red Deer Funeral Home, nor has the public, to our knowledge, requested a change to the cremation bylaw. We have not received one phone call here at Eventide, with concerns about having cremations take place within in the City Limits.

The present crematorium in the Alto-Reste Cemetery may be used by all funeral homes. It is not even close to being utilized to full capacity. Therefore, there is no need for a new bylaw in the foreseeable future.

If the new bylaw is allowed in Red Deer we are excluded from that because we are zoned residential and we wouldn't even qualify for discretionary use.

Recently, there has been a Bylaw change for smoking in the City of Red Deer. Does this not contradict that?

Yours truly,

**EVENTIDE FUNERAL CHAPELS RED DEER LTD.**

J. Dianne Schmelke  
President

*Proud to be family owned and operated for over 74 years.*

**DATE:** October 12, 2005

**TO:** City Solicitor  
Martin Kvapil, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Land Use Bylaw Amendment 3156/H-2005  
Funeral Homes and Crematoriums

---

*Reference Report:*

Legislative & Administrative Services Manager, dated October 4, 2005 and City Solicitor, dated September 21, 2005

*Resolutions:*

*"Resolved* that Council of the City of Red Deer having considered the report from the City Solicitor, dated September 21, 2005, re: Land Use Bylaw Amendment - Funeral Homes and Crematoriums, hereby agrees to withdraw first reading of the original Land Use Bylaw Amendment 3156/H-2005."

*"Resolved* that Council of the City of Red Deer hereby agrees that the correspondence from Chapman Riebeek dated September 21, 2005, re: Land Use Bylaw Amendment Pertaining to Funeral Homes and Crematoriums be referred to the Environmental Advisory Board for comment back to Council on:

- a) The risks of chemicals such as mercury and dioxin being released in the air.
- b) The degree of particulate that is released in the air as a result of a cremation."



***Report Back to Council: Yes***

Once comments are received from the Environmental Advisory Board. Also the comments received from the funeral consultation is to be included when the matter is presented back to Council.

***Comments/Further Action:***

It may be necessary to document your research on emissions that you presented to City Council to present to the Environmental Advisory Board. Also please contact Paul Goranson, Public Works Manager, who is the staff liaison for this Board as to proceeding with this matter.



Kelly Kloss  
Manager

/chk  
attchs.

- c Director of Development Services
- Inspections & Licensing Manager
- P. Goranson, Public Works Manager
- L. Kindrachuck, Committee Secretary



**Legislative & Administrative Services**

**DATE:** October 3, 2005

**TO:** City Council

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Offer to Purchase 51<sup>st</sup> Avenue Between 45<sup>th</sup> Street and Waskasoo Creek  
Road Closure Bylaw 3350/2005  
Land Use Bylaw Amendment 3156/FF-2005  
Portion of Proposed Closed Road, Plan 1551HW  
51 Avenue South of 45<sup>th</sup> Street

---

***History:***

At the Monday, September 12, 2005 Council meeting, Council gave first reading to Road Closure Bylaw 3350/2005 and Land Use Bylaw Amendment 3156/FF-2005.

Road Closure Bylaw 3350/2005 provides for approximately 951 square metres (10.250 square feet) of road to be closed and sold in the area of 51<sup>st</sup> Avenue, south of 45<sup>th</sup> Street, to be used for future development. Land Use Bylaw Amendment 3156/FF-2005 provides for the closed portion of Road to be rezoned to C1 Commercial (City Centre) District.

***Public Consultation Process***

Public Hearings have been advertised for Tuesday, October 11, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting. The owners of the properties bordering the site have been notified by letter of the Public Hearings.

***Recommendations***

That following the Public Hearings, Council proceed with:

- (a) Second and third readings of Road Closure Bylaw 3350/2005.
- (b) Second and third readings of Land Use Bylaw Amendment 3156/FF-2005

  
Kelly Kloss  
Manager

# MILLER THOMSON LLP

Barristers & Solicitors, Patent & Trade-Mark Agents

2700 Commerce Place  
10155-102 Street  
Edmonton, AB, Canada T5J 4G8  
Tel: 780.429.1751  
Fax: 780.424.5866  
www.millerthomson.com

October 4, 2005

Darin J. Hannaford  
Direct Line: 780.429.9714  
dhannaford@millerthomson.com

**DELIVERED VIA FAX 403.346.6195**

File: 71997.5

The City of Red Deer  
Legislative & Administrative Services  
4914 - 48 Avenue  
Red Deer AB T4N 3T4

Attention: Kelly Kloss  
Manager, Legislative & Administrative Services

Dear Sirs/Mesdames:

**Re: Road Closure and Land Use Bylaw Amendments  
51 Avenue Between 45 Street and Waskasoo Creek**

We have been retained to act on behalf of Western Granite and Marble Co. Ltd. ("Western") and Remco Memorials Ltd. ("Remco"). Western is the registered owner of the lands municipally described as 5017 - 45 Street (the "Property") which is located directly to the west of the roadway described as:

"All that portion of 51<sup>st</sup> Avenue and lane as shown on Plan 1551 HW lying within Plan \_\_\_\_\_ containing 0.092ha., more or less", and "All that portion of 51<sup>st</sup> Avenue as shown on Plan 932 0097 lying within Plan \_\_\_\_\_ containing 0.003 ha., more or less" (a portion of 51 Avenue, south of 45 Street and Waskasoo Creek)

(referred to as "the Road")

By letter dated September 20, 2005, you advised Western of the proposal of the Council of the City of Red Deer ("Council") to pass:

1. Road Closure Bylaw 3350/2005 (the "Road Closure Bylaw"), to close the Road; and
2. Land Use Bylaw Amendment 3156/FF-2005 (the "LUB Amendment") to rezone the road from Road use to C1 Commercial (City Centre) District.

Western and Remco will be affected prejudicially by both the Road Closure Bylaw and the LUB Amendment. Please accept this letter as our clients' formal notice of objection to these proposed Council bylaws. We intend to appear as the agent for Western and Remco at the scheduled

MILLER THOMSON LLP

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Page 2

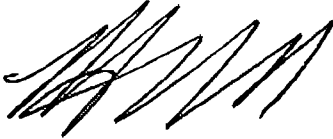
public hearing on Tuesday, October 11, 2005 at 7:00 p.m. (the "Hearing") to further oppose this proposal.

Please do not hesitate to contact me should you require further information.

Yours truly,

MILLER THOMSON LLP

Per:



Darin J. Hannaford  
DJH/emd

c. Clients

# MEMO

Date: September 6, 2005

To: Kelly Kloss, Legislative and Administrative Manager

From: Howard Thompson, Land & Economic Development Manager  
Russell Crook, Land and Appraisal Coordinator

RE: Offer To Purchase 51<sup>st</sup> Avenue between 45<sup>th</sup> Street and Waskasoo Creek  
and Road Closure Bylaw

---

## **Background:**

Seibel Construction Ltd. has expressed interest in purchasing 51st Avenue between 45th Street and Waskasoo Creek (sketch attached). Seibel Construction owns the two adjacent lots to the east as well as the Port-o-Call business centre further east and wants this land for additional parking and future development considerations. This part of 51<sup>st</sup> Avenue is undeveloped and not travelled by the general public, however, it provides access to the rear of the Remco Memorials site to the west and cars from the body shop to the east. There are power lines along the west and south sides, as well as, underground sewer water lines. There is also some ecological sensitivity related to the south part of the road near the Waskasoo Creek, which is proposed to be protected through a conservation easement.

The Administration supports the closure and sale of this portion of road, as it is surplus to the City's needs, and the sale will provide opportunity for orderly redevelopment of this road and adjoining lands to the east. A report regarding the rezoning of this land appears elsewhere on this agenda.

## **Financial Implications:**

Land and Economic Development have determined through a review of land values that the current fair market value for developable C1 commercial land in this area is \$21.00 per square foot. The approximate area of road to be closed and sold is 951 square meters (10,240 sq.ft.), of which approximately 452 square meters (4,865 sq.ft.) will be encumbered by power line and conservation easement. Pursuant to the City's practice, the encumbered area will be sold at 75% of market value. The total proceeds of the sale, approximately \$189,500.00 will be credited to the Road Right of Way Reserve. Please note that the final calculation of the purchase price will be adjusted based on the area as determined by a legal surveyor.

## **Recommendation:**

1. That City Council approve the closure and sale of 951 square meters (10,240 sq.ft.), more or less, of 51<sup>st</sup> Avenue south of 45<sup>th</sup> Street, subject to the following conditions:

# Memo

Kelly Kloss  
Page 2

1. The purchase price to be \$21.00 per square foot + GST for unencumbered land and \$15.75 per square foot + GST for encumbered land with the final purchase price to be adjusted upon legal survey.
  2. Consolidation of the closed road with the two lots adjacent to the east; Lot 10A, Block 6, Plan 932 0097 and the Certificate of Title to the north of this lot.
  3. That the purchaser completes an ecological assessment of the natural area to the south with the Recreation, Parks and Culture Department and implements any recommendations to protect these lands.
  4. That a water valve and manhole be installed on the water and sewer lines respectively on the south boundary of 45<sup>th</sup> Street at the Purchaser's expense.
  5. All costs associated with advertising and legal survey to be the responsibility of the Purchaser.
  6. The proceeds of the sale to be credited to the Road Right of Way Reserve.
  7. That a utility right of way be provided on the westerly eight (8) meters and the southerly six (6) meters of the road right of way.
  8. That an access easement across this land be granted to the satisfaction of the owner of Lot B and C, Plan 2219 HW, and the City.
  9. That the Purchaser enters into a Land Sale Agreement satisfactory to the City Solicitor.
2. City Council approves first reading of a bylaw having the effect of closing;  
"All that portion of 51<sup>st</sup> Avenue and lane as shown on Plan 1551HW lying within Plan \_\_\_\_\_ containing 0.092 ha., more or less". And "All that portion of 51<sup>st</sup> Avenue as shown Plan 932 0097 lying within Plan \_\_\_\_\_ containing 0.003 ha., more or less"



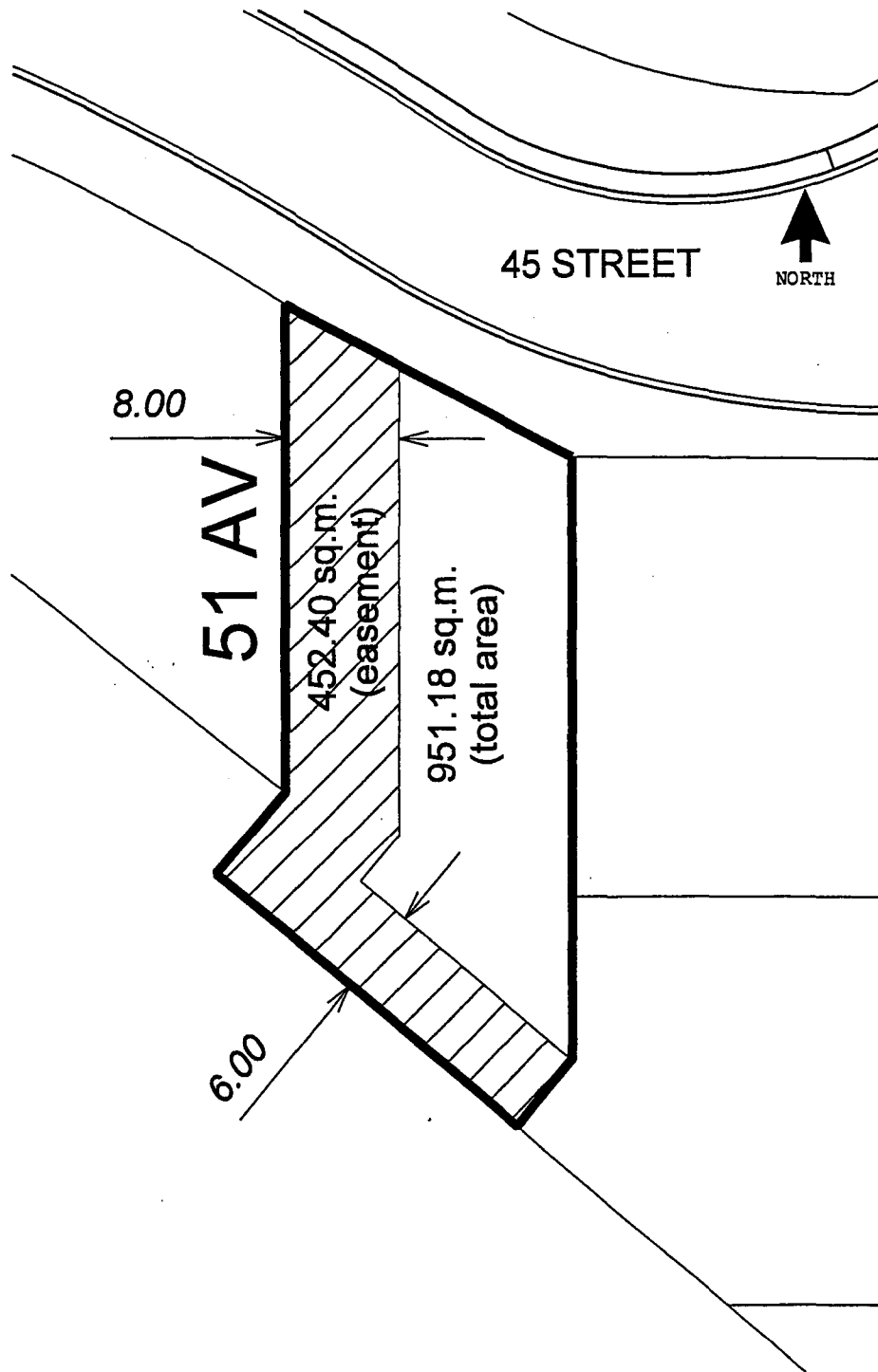
Howard Thompson  
Land & Economic Development Manager

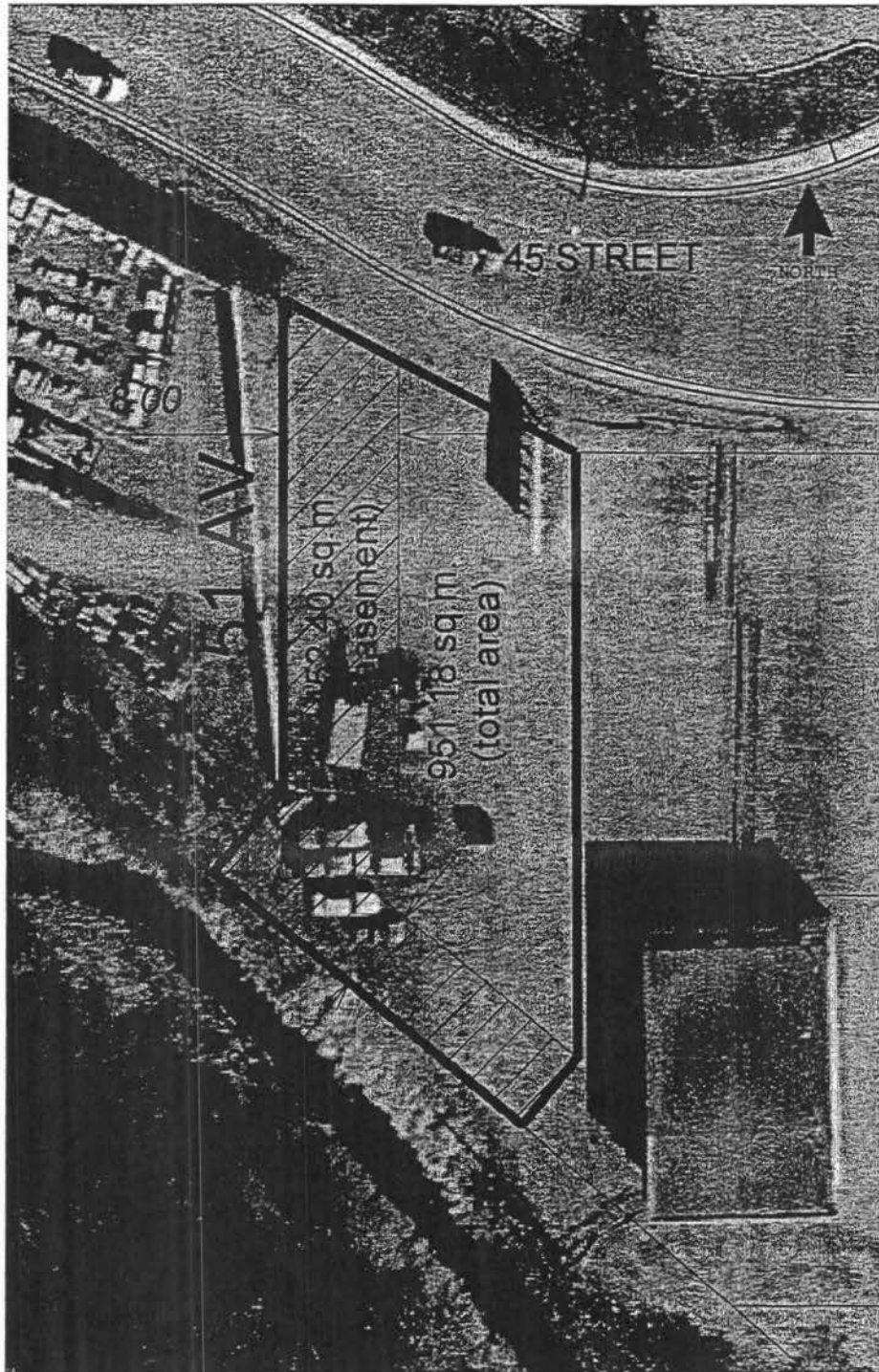


Russell Crook  
Land and Appraisal Coordinator

Attach.

- c. Tom Warder, Engineering Services Manager  
Scott Cameron, Social Planning Manager









# MILLER THOMSON LLP

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Tel: 780.429.1751  
Fax: 780.424.5866  
[www.millerthomson.com](http://www.millerthomson.com)

---

## FAX TRANSMISSION COVER

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**To:** Kelly Kloss  
The City of Red Deer

**Fax:** 403.346.6195

**From:** Darin J. Hannaford  
780.429.9714  
[dhannaford@millerthomson.com](mailto:dhannaford@millerthomson.com)

**File:** 71997.5

**Date:** October 11, 2005

**Pages (including this cover):** 3

If you have any problems with this transmission, please contact:  
Elaine Demers at 780.429.9408

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## MESSAGE

Edmonton Calgary Vancouver Toronto Markham Waterloo-Wellington Whitehorse Washington, D.C.

Affiliations Worldwide

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# MILLER THOMSON LLP

Barristers & Solicitors, Patent & Trade-Mark Agents

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10155-102 Street  
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October 11, 2005

Darin J. Hannaford  
Direct Line: 780.429.9714  
dhannaford@millerthomson.com

**DELIVERED VIA FAX 403.346.6195**

File: 71997.5

The City of Red Deer  
Legislative & Administrative Services  
4914 - 48 Avenue  
Red Deer AB T4N 3T4

Attention: Kelly Kloss  
Manager, Legislative & Administrative Services

Dear Sirs/Mesdames:

**Re: Road Closure and Land Use Bylaw Amendments  
51 Avenue Between 45 Street and Waskasoo Creek**

This is further to our previous letter to you dated October 4, 2005, wherein we objected on behalf of our clients, Western Granite and Marble Co. Ltd. ("Western") and Remco Memorials Ltd. ("Remco") to the proposed closure and sale of that portion of 51<sup>st</sup> Avenue south of 45<sup>th</sup> Street (the Road").

Since that time, we have been in discussion with Howard Thompson, Land & Economic Development Manager for the City of Red Deer and have had an opportunity to review his memo to you dated September 6, 2005.

As stated in our October 4, 2005 correspondence, Western and Remco require absolute assurance that full access to their Property not be impeded in any meaningful way by the proposed By-Laws. The large tractor-trailer units that deliver Remco's product must be permitted to access the rear of Western's Property from the east via the Road. Any restriction placed on that access that would adversely affect these deliveries would quite simply put Remco out of business. This issue is just that important to Remco and Western.

We understand from Mr. Thompson that the Land & Economic Development Department will only be recommending the closure of the Road subject to, *inter alia*, a condition that an access easement across this land be granted to the satisfaction of Western/Remco and the City.

If City Council makes this a condition precedent to any closure of the Road, then Western and Remco would not maintain their objection to the proposed closure. It is essential, however, that the easement be granted "to the satisfaction of Western/Remco", and not simply to the satisfaction of the City. Our clients need to ensure that any easement that is granted properly and

MILLER THOMSON LLP

Page 2

adequately provides for the access required for Remco's operations. Remco staff have taken photographs of a typical delivery that occurred last Friday, October 7, 2005, so as to demonstrate the extent of easement that will be required in favour of Western/Remco.

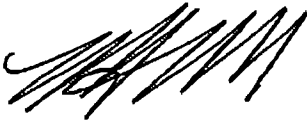
Given the recommendation of the City's Land & Economic Development Department regarding the imposition of such a condition to the closure of the Road, we do not plan to attend the Public Hearing scheduled for tonight. However, Mr. Ches Pye of Remco will be in attendance to make representations if necessary and answer any questions of clarification that Council may have.

Should you have any questions, please do not hesitate to contact me at 780.429.9714.

Yours truly,

MILLER THOMSON LLP

Per:



Darin J. Hannaford

DJH/emd

- c. Western Granite and Marble Co. Ltd.
- c. Remco Memorials Ltd.
  
- c. Land & Economic Development  
Attention: Howard Thompson, Manager



LEGISLATIVE & ADMINISTRATIVE SERVICES

October 12, 2005

Mr. Darin J. Hannafor  
Miller Thomson  
Barristers & Solicitors  
2700, 10155 – 102 Street  
Edmonton, AB T5J 4G8

Dear Mr. Hannafor:

***Road Closure Bylaw 3350/2005***  
***Land Use Bylaw Amendment 3156/FF-2005***  
***51 Avenue Between 45 Street and Waskasoo Creek***

Your letters dated October 4, 2005 and October 11, 2005, concerning the above, were presented to Red Deer City Council at its meeting of October 11, 2005. Following the Public Hearings with respect to Road Closure Bylaw 3350/2005 and Land Use Bylaw Amendment 3156/FF-2005, Council gave only second readings to each of these bylaws. Third reading was tabled to a subsequent Council meeting to allow the completion of the relevant access easement agreement to the satisfaction of all parties. Copies of the bylaws are attached.

*Road Closure Bylaw 3350/2005* provides for approximately 951 square metres (10.250 square feet) of road to be closed and sold in the area of 51<sup>st</sup> Avenue, south of 45<sup>th</sup> Street, to be used for future development. *Land Use Bylaw Amendment 3156/FF-2005* provides for the closed portion of Road to be rezoned to C1 Commercial (City Centre) District.

Please contact Mr. Howard Thompson, City of Red Deer Land & Economic Development Manager at 342-8106, if you require additional information.

Sincerely,



Kelly Kloss  
Manager

c Parkland Community Planning Services  
Land & Economic Development Manager



LEGISLATIVE & ADMINISTRATIVE SERVICES  
October 12, 2005

Seibel Construction Ltd.  
Box 40  
Blackfalds, AB T0M 0J0

Dear Sirs:

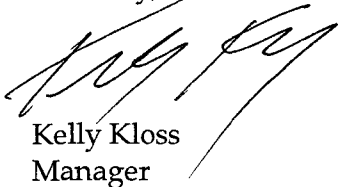
***Offer to Purchase 51<sup>st</sup> Avenue Between 45<sup>th</sup> Street and Waskasoo Creek  
Road Closure Bylaw 3350/2005  
Land Use Bylaw Amendment 3156/FF-2005***

At the City of Red Deer's Council Meeting held October 11, 2005, Public Hearings were held with respect to Road Closure Bylaw 3350/2005 and Land Use Bylaw Amendment 3156/FF-2005. Following the Public Hearings, the bylaws were given readings only. Third readings of the bylaws were tabled until an access easement agreement is reached between you, The City, and Western/Remco (who also abut the road to be closed). Once this agreement is reached, third reading of the bylaws will be presented back to City Council.

*Road Closure Bylaw 3350/2005* provides for approximately 951 square metres (10.250 square feet) of road to be closed and sold in the area of 51<sup>st</sup> Avenue, south of 45<sup>th</sup> Street, to be used for future development. *Land Use Bylaw Amendment 3156/FF-2005* provides for the closed portion of Road to be rezoned to C1 Commercial (City Centre) District.

Please call Mr. Howard Thompson, Land & Economic Development Manager at 342-8106 if you have any questions or require additional information regarding the purchase of land.

Sincerely,



Kelly Kloss  
Manager

KK/chk  
/attach.

c Parkland Community Planning Services  
Land & Economic Development Manager



Council Decision – October 11, 2005

**Legislative & Administrative Services**

**DATE:** October 12, 2005

**TO:** Howard Thompson, Land & Economic Development Manager  
Martin Kvapil, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Road Closure Bylaw 3350/2005  
Land Use Bylaw Amendment 3156/FF-2005  
Portion of Proposed Closed Road, Plan 1551HW  
51 Avenue South of 45<sup>th</sup> Street

---

***Reference Report:***

Land & Economic Development Manager, dated September 6, 2005 and Parkland Community Planning Services, dated August 31, 2005

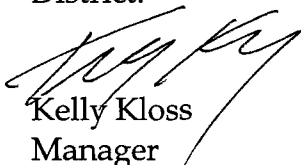
***Bylaw Readings:***

Road Closure Bylaw 3350/2005 and Land Use Bylaw Amendment 3156/FF-2005 were given second readings and then tabled until an agreement is reached relative to access to both properties adjacent to the land.

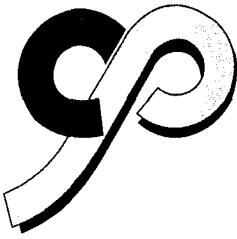
***Report Back to Council:*** Yes – once an agreement is reached.

***Comments/Further Action:***

Road Closure Bylaw 3350/2005 provides for approximately 951 square metres (10,250 square feet) of road to be closed and sold in the area of 51<sup>st</sup> Avenue, south of 45<sup>th</sup> Street, to be used for future development. Land Use Bylaw Amendment 3156/FF-2005 provides for the closed portion of Road to be rezoned to C1 Commercial (City Centre) District.

  
Kelly Kloss  
Manager  
/chk

c Director of Development Services  
Inspections & Licensing Manager



---

**DATE:** August 31, 2005

**TO:** Kelly Kloss, Legislative and Administrative Services Manager

**FROM:** Martin Kvapil, Planning Assistant

**RE:** Land Use Bylaw Amendment No. 3156/FF-2005  
Portion of Proposed Closed Road, Plan 1551HW  
51 Avenue South of 45 Street

---

**Proposal**

The City of Red Deer seeks to rezone a proposed closed portion of road to C1 Commercial (City Centre) District. This closed portion would contain approximately 951 m<sup>2</sup> (0.24 ac.) of land. The proposed rezoning is being sought concurrently with a road closure bylaw and, upon successful closure and rezoning, the subject portion of land would be consolidated with adjacent parcels, as per the applicable road closure bylaw report that appears elsewhere on the agenda. With subsequent consolidation, legal access would be maintained to all affected parcels.

**Staff Recommendation**

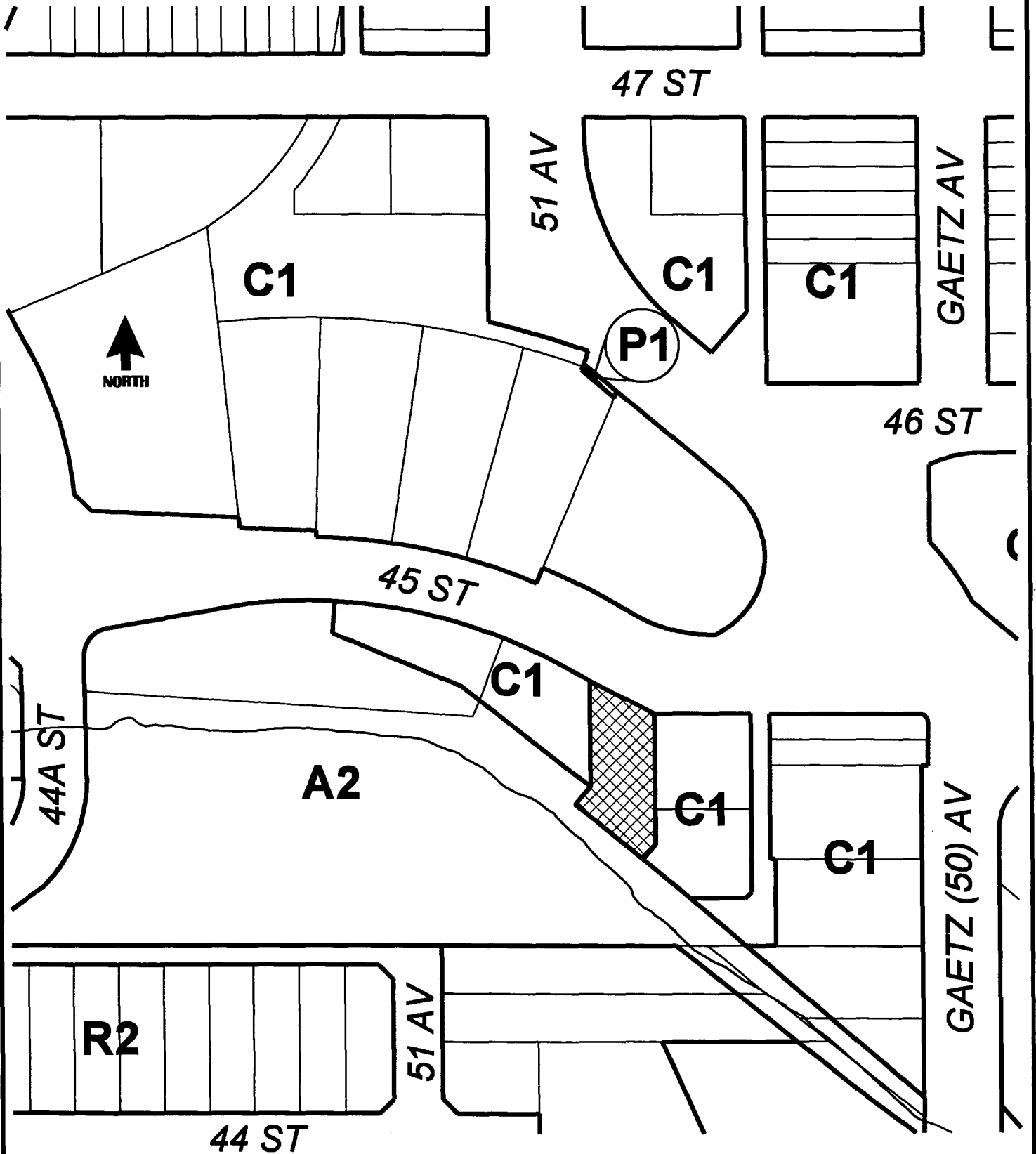
Subject to first reading of the applicable road closure bylaw, it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/FF-2005.

---

Martin Kvapil

Attachments

# The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



**AFFECTED DISTRICTS:**  
C1 - Commercial (City Centre)

Change from :  
Road to C1 

MAP No. 28 / 2005  
BYLAW No. 3156 / FF - 2005





RECREATION, PARKS & CULTURE

RPC 05.0081.0320

**Date:** September 30, 2005

**To:** Legislative & Administrative Services Manager

**From:** Greg Scott, Recreation, Parks & Culture Department Manager  
Tom Warder, Engineering Services Department Manager

**Subject:** Trails & Pathways Master Plan – Final Draft

---

**Background**

In 2004, the Recreation, Parks & Culture Department hired the services of ISL GROUP to complete a City of Red Deer Trails & Pathways Master Plan. This project was completed under the guidance of a steering Committee made up of City Staff, Community Representatives, and a Recreation & Parks Board member. The main purpose of the Master Plan, as outlined in the Terms of Reference, was three-fold:

1. To complete a detailed inventory of existing *\*trails and pathways* within the city limits, as well as those trails falling outside the city boundaries that are the responsibility of The City. Following a trail inventory, strengths and weaknesses (i.e., identification of missing links) of the trail system will be outlined and recommendations for improvement shall be made. This will include the establishment of new development standards, which will cover construction materials, trail widths, signage, lighting, rest nodes, and pathway amenities such as benches, garbage receptacles, and viewpoints.
2. To investigate future development and expansion of trails that are the responsibility of The City and make appropriate recommendations. Recommendations should take into consideration the many different user groups and the variety of reasons these groups use the trails. Trail and pathway development must also take into consideration potential future trends in trail and pathway use.
3. To gather all relevant information from existing plans (i.e. Bicycle Master Plan, Waskasoo Park Plans, Regional Trail documentation, Area Structure Plans, etc.) and incorporate it into the Trails & Pathways Master Plan.

Throughout the process of evaluating and making recommendations for the future development of Red Deer's trail system, a number of important related topics were considered; these included active transportation, safety, community policing through environmental design (CPTED), the environment, public art, trail etiquette, universal accessibility, and education.

A major component in developing and completing the Master Plan was an extensive public consultation process, which included Committee Workshops, Intercept Surveys, Stakeholder Interviews, a Public Open House, and a Stakeholder Workshop. Overall, the feedback received from the public was very positive.

*\*Trails & pathways are defined as all recreational trails, arterial road sidewalks, collector street sidewalks, and bikeways.*



RECREATION, PARKS & CULTURE

### **Current Situation**

The Trails & Pathways Master Plan is now complete. One of the main goals of the Steering Committee was to ensure that this document could be used as a detailed planning tool and this has been accomplished. The Master Plan specifically identifies and prioritizes those projects that should be completed over the next five years and outlines, in 2005 dollars, the cost of each job. As well, more than 130 new or upgraded trail links have been identified in the Master Plan, which provides the basis for future trail development within the city well past the five-year timeline. The time and effort that has been dedicated to the Master Plan has resulted in the establishment of standards that will provide direction in trail development to City Departments and private developers for many years to come.

Even though the Master Plan identifies the projected annual budgets for trail development until the year 2019, Council's support of this document does not include approval for funding. Projected costs will be brought forward as part of the annual budget process, at which time Council will have the opportunity to review, discuss, and make recommendations related to the cost of trail development.

Attached for your review is the Executive Summary Report of the Master Plan. If you would like a copy of the complete Trails & Pathways Master Plan, please contact the Recreation, Parks & Culture Department at 342-8159 and we would be happy to provide it for you.

For your information, the Recreation & Parks Board supported the following recommendation of administration to Red Deer City Council at its regular meeting on September 13<sup>th</sup>:

1. That the 2005 Trails & Pathways Master Plan be approved as a planning tool for the purpose of guiding future trail & pathway development within and around the city of Red Deer.

### **Administrative Recommendation**

That Council of The City of Red Deer approves the following recommendation of administration:

1. That the 2005 Trails & Pathways Master Plan be approved as a planning tool for the purpose of guiding future trail & pathway development within and around the city of Red Deer.

GREG SCOTT  
Recreation, Parks & Culture Manager

TOM WARDER  
Engineering Services Manager

DM

- c. Colleen Jensen, Community Services Director  
Howard Thompson, Land & Economic Development Manager  
Paul Goranson, Public Works Manager  
Paul Meyette, Inspections & Licensing Manager  
Trails & Pathways Steering Committee Members

***Comments:***

We agree with the recommendations of Administration. The Executive Summary of the Master Plan is submitted as an attachment to this agenda. The full Master Plan is available at the Legislative & Administrative Services Department for review.

“Morris Flewwelling”  
Mayor

“Norbert Van Wyk”  
City Manager

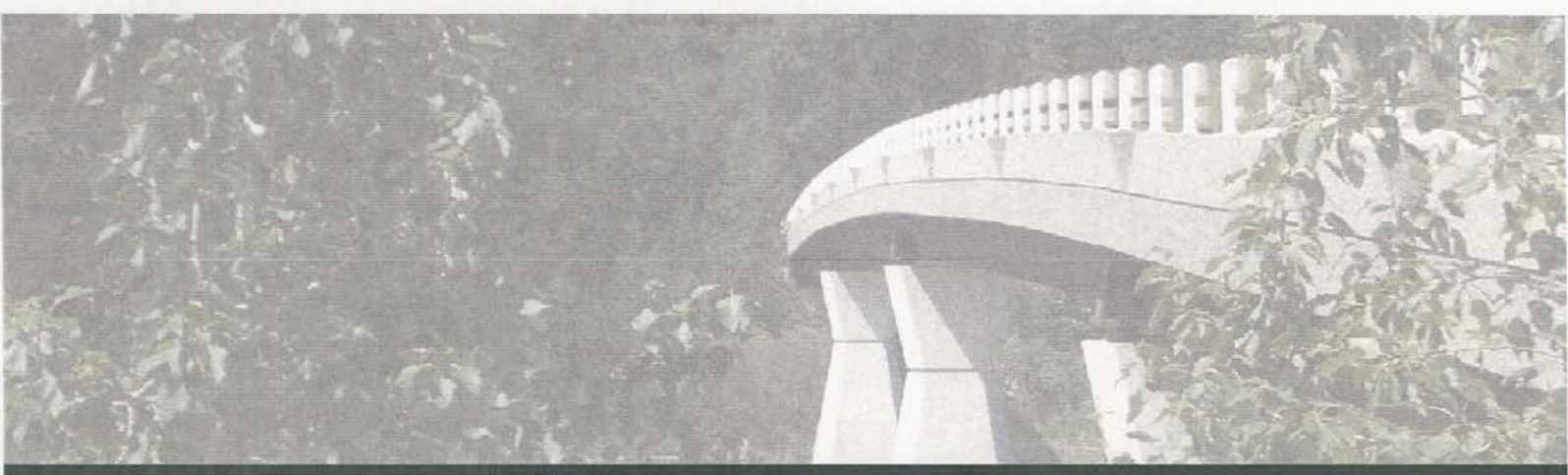


## **COUNCIL MEETING OF OCTOBER 11<sup>TH</sup> , 2005**

### **ATTACHMENT**

**DOCUMENT STATUS:      PUBLIC**

**REFERS TO:              RED DEER TRAILS MASTER PLAN  
EXECUTIVE SUMMARY REPORT  
SEPTEMBER, 2005**



# Red Deer Trails Master Plan

## Master Plan Report



Final Report  
Approved by Red Deer City Council  
October 11, 2005



**ISL**



# **Red Deer Trails Master Plan**

## **Executive Summary Report**

June 2005



Approved by Red Deer City Council  
October 11, 2005





## Introduction

The goal of the Red Deer Trails Master Plan (RDTMP) is to provide a detailed long range plan which will facilitate the further expansion and integration of this network throughout the City.

In undertaking the preparation of this Master Plan, the City recognizes that a more integrated, easily accessible and safe trail network will result in increased recreational use as well as encouraging the use of trails as a means for “Active Transportation” within the City.

The following *Executive Summary Report* provides an overview of the findings and recommendations of the study. The Reader should refer to the Red Deer Trails Master Plan, Master Plan Report detailed information on process, background, public consultation, existing trail network evaluation, future trails by category and appendices.

## Study Objectives

The Terms of Reference for the RDTMP identified four objectives as the framework for defining both the process and ultimate success of the study.

- ↳ **Establish Principles to Guide Trail Development** – the value of trails, trail principles and new development standards have been prepared.
- ↳ **Identify User Groups and Their Needs** - The needs and ideas of all groups of users are clearly defined and form the basis of planning implementation decisions.
- ↳ **Research and Evaluation** – evaluating the strengths and weaknesses of the existing network as a framework for developing recommendations.
- ↳ **Future Development and Subsequent Implications** – An implementation plan which considers development implications, capital costs, development responsibility, development priorities and a fifteen year implementation schedule.

## Public Consultation

A key part of the master plan was the involvement of the public, stakeholders, City staff and the Committee throughout the process to provide critical input, innovative ideas and to validate recommendations.

The study included a number of successful public consultation events:

- Committee Workshop
- Intercept Survey
- Stakeholder Interviews
- Public Open House
- Stakeholder Workshop





## Red Deer's Trail Network

The City of Red Deer has an extensive trail network of designated trails, sidewalks and on-street cycling routes. The process of inventory and mapping the entire trail network was an ongoing part of the study and required field reconnaissance by the project team but more importantly relied on the input of City staff, stakeholders and the public.

Most trail users in Red Deer are between ages 18- 49, which reflects the young population of Red Deer. Although this age group made up the majority of trail users, the data also indicates that people of all ages are using the trails.

Respondents indicated that they used the trails primarily for exercise, recreation and dog walking, and that the primary modes of use were walking, biking, and running/jogging.

A technical evaluation of the trail network was completed by senior project team members who rode the majority of Red Deer's trails over 4 days in June.

A list of trail criteria was used to evaluate the trails based on three major categories: Design, Amenities, and Maintenance.

In the future, operations staff can use the criteria to monitor trail conditions and identify specific locations that require upgrading.

A number of other topics were discussed and evaluated during the study including:

- ↳ Active Transportation
- ↳ Safety & CPTED
- ↳ Environment
- ↳ Public Art
- ↳ Trail Etiquette
- ↳ Universal Accessibility

## Trail Development Principles

Through discussion with the committee, public and stakeholders as well as a review of current and past City plans a list of development principles was prepared to guide the planning and development of trails. Principles were defined within the following categories:

- ↳ An Integrated Trail Network
- ↳ Linking Neighbourhoods
- ↳ Connecting the Downtown
- ↳ A Regional Trail Network
- ↳ Meeting User Needs
- ↳ Preserving the Natural Environment
- ↳ Encourage Active Transportation
- ↳ Integration with Transportation Network

## Trail Development Standards

One of the objectives of this study is to define a set of trail development standards which can be applied consistently by all departments and by contractors working for the City.

A new set of trail development standards is defined based on the following hierarchy of trails:

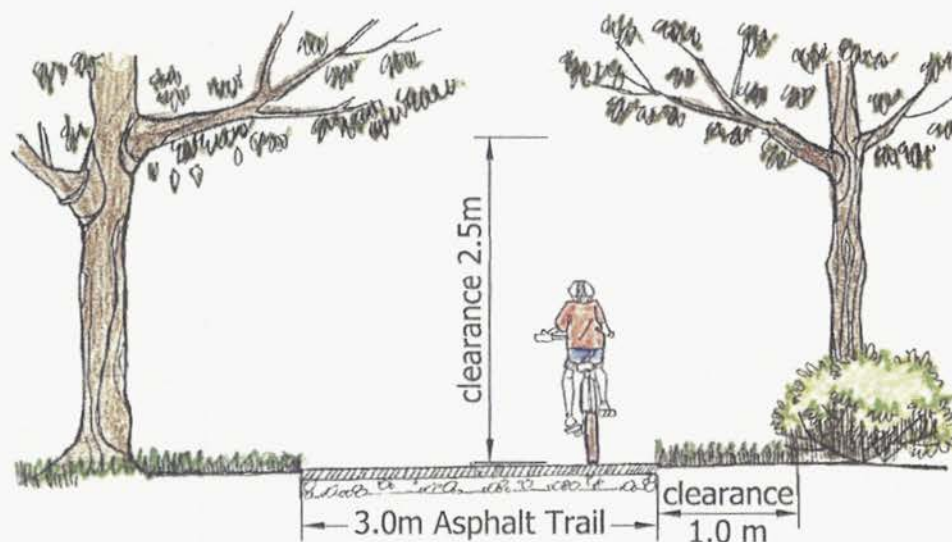
- ↳ Waskasoo Trails
- ↳ Arterial Trails
- ↳ Collector Trails
- ↳ Bikeways
- ↳ Neighbourhood Trails
- ↳ Nature Trails

Within each class there are specific standards which define trail width, surface material and location, as well as related or supporting standards which define trail amenities and other features.



## Waskasoo Trails

The Waskasoo Trails are the backbone of the entire Red Deer trail network and include all designated asphalt trails such as the Waskasoo & Devonian trails, and all asphalt trails in destination parks (eg. Mackenzie Trail, 3 Mile Bend, Heritage Ranch). The majority of existing Waskasoo trails are 2.0-2.5 m asphalt and are suitable to maintain the current level of use. The basic development standards for all future Waskasoo Trails include:



**Standard** – 3.0 m wide, asphalt

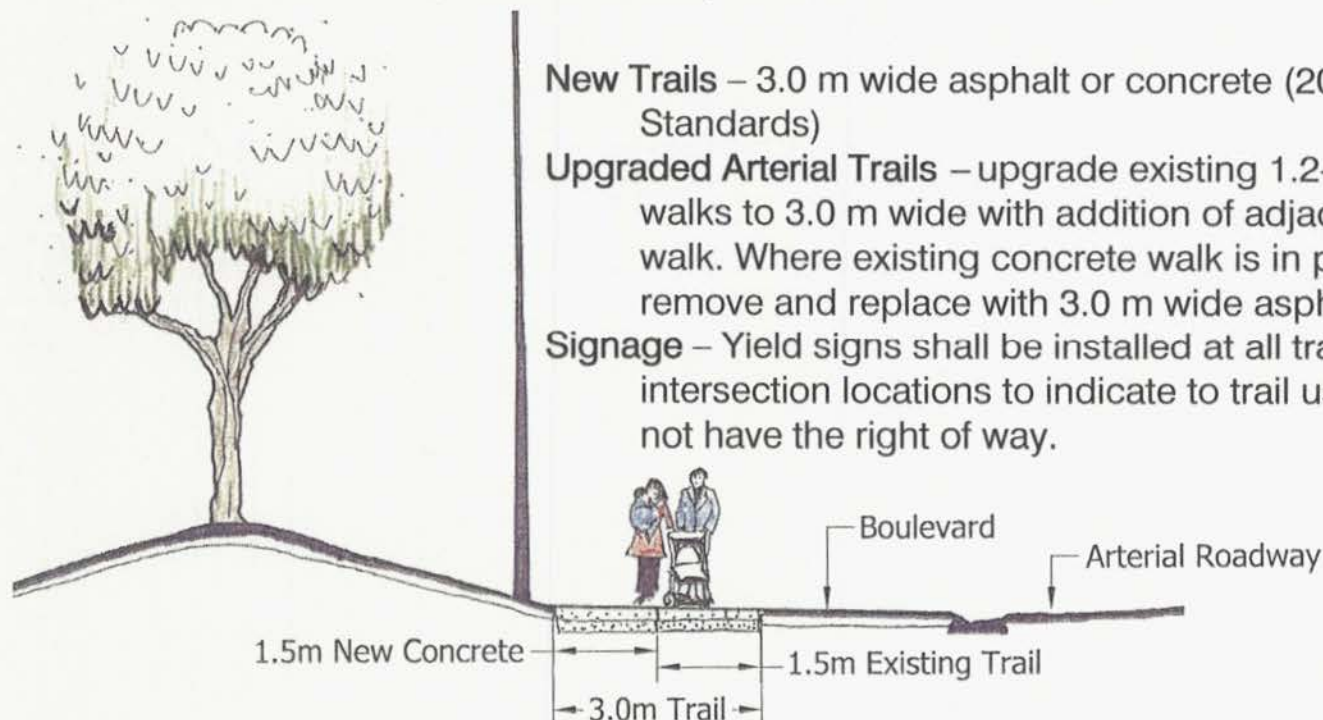
**Amenities** – a rest node with a bench and garbage receptacle shall be provided every 1-1.5 km. Other amenities such as bridges, walls, and viewpoints may also be provided as per detailed design.

**Signage** - directional/distance signage shall be provided at all trail intersections and destinations. Trail Maps/Information Boards shall be provided at all major trail destinations.

**Lighting** – lighting shall be provided at major bridge crossings, trail heads, major trail intersections and parking areas.

## Arterial Trails

Arterial Trails are designated concrete sidewalks or asphalt trails on one side of designated arterial roads throughout the City. All new arterial trails will be constructed as 3.0m wide asphalt or concrete trails. All existing concrete sidewalks less than 3.0m in width which are designated as part of the arterial trail system, should be upgraded over time to 3.0m width. It is recommended that the upgrading be completed as part of long term road rehabilitation budgets. The development standards for Arterial Trails are defined below:





## Collector Trails

It is recommended that 2.5 m wide separate concrete sidewalks, called Collector Trails, be required on one side of all future collector roads to provide pedestrian and bicycle connections to the rest of the trail network, to transit, and within and between neighbourhoods. These mixed use sidewalk trails are made safer with the provision of a boulevard and with a shift in neighborhood planning to having more rear lane access to residences (ie. less driveways). Some existing sidewalks along collector roads should be upgraded to meet the Collector Trail standards as defined below:

**New Trails** – 2.5 m wide separate concrete sidewalk (2004 Engineering Standards)

**Upgraded Collector Trails** – upgrade existing 1.5 m concrete walks to 2.5 m wide with addition of adjacent concrete.

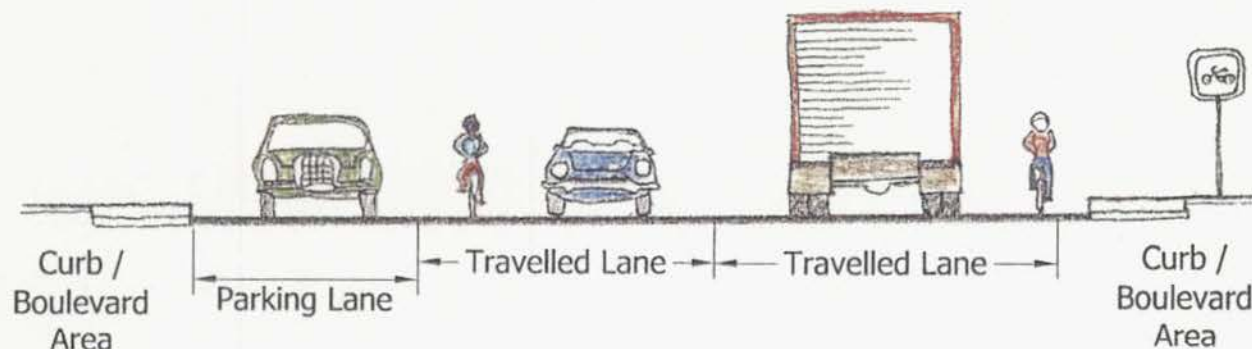


## Bikeways

Bikeways are designated bike routes on which bicycles share the roadway with other vehicles traveling in the same direction. Bikeway routes are marked with signage and bikeway symbols stencilled on the roadway. The development standards for Bikeways have been adapted from the TAC Geometric Design Guide. The development standards for Arterial Trails are defined below:

**Standard** – TAC standards, painted markings indicating bicycle travel.

**Signage** – Bikeway signs provided one per block along the bikeway. Bikeway symbols are to be painted on the road surface approximately every second block along the bikeway.





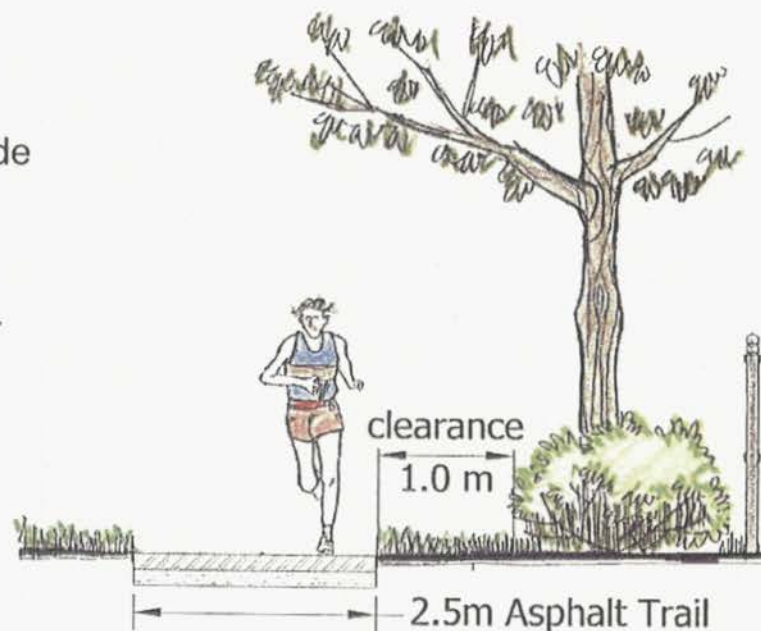
## Neighborhood Trails

Neighbourhood Trails are designed to provide links within and between neighbourhoods, to neighbourhood facilities and to the rest of the Red Deer trail network. Neighbourhood Trails are to be located through park sites, linear parks and PUL's. The majority of existing Neighbourhood Trails are 1.5 m shale and are generally suitable to maintain the current level of use. However, in an effort to provide a continuous hard surface trail route in conjunction with Collector Trails, there are a few neighbourhood trails that are being recommended for upgrading to the new standard. The development standards for all future Neighbourhood Trails are defined below:

**Standard** – 2.5 m wide asphalt

**Upgraded Neighborhood Trails** – recommend upgrading of some designated 1.5 m wide shale trails in to new neighborhood trail standard.

**Amenities** – a rest node with a bench and garbage receptacle shall be provided for every 500 m of Neighbourhood Trail through park sites or linear parks (not in pul's).



## Nature Trails

Nature Trails are designated soft surface trails within natural areas and designated reserve sites, which are designed for pedestrian use only. Future Nature Trails will also be developed in designated municipal reserve sites called Neighbourhood Park Ecological Reserves (NPER). By including Ecological Reserves in the trail system, the public will have exposure to many unique features that would otherwise remain unknown. The development standards for Nature Trails are defined below. All future Nature Trail developments should follow an implementation process which includes environmental screening, development master plan, public consultation and detailed design. :

**Standard** – 2.0 m wide wood chip or compacted gravel surface.

**Amenities** – a rest node with a bench and garbage receptacle shall be provided every 500 m or at specific view/point of interest locations. Bridges, boardwalks and viewpoints may also be provided as per detailed design.

**Signage** – interpretive/directional/distance signage shall be provided throughout Nature Trail routes as per detailed design.

**Trail Controls** – fences and gates will be used to control vehicle (road & off-road) access to these sites and trails.





## Future Trail Network

As indicated previously, the existing trail network map was developed throughout the study through input from the Committee, City staff, stakeholders and the public. Red Deer's future trail network was also designed by giving the community opportunities to indicate where new trail routes and trail links should be developed which would enhance the overall system.

Through the various public consultation activities and through discussion between the Committee and the project team, a total of **101.5 km** of new or upgraded trails have been identified and mapped.

The overall trail network map has been divided into three separate maps covering the north (Map 1.0), central (Map 2.0) and south (Map 3.0) parts of the City.

Descriptions of the proposed future trails by category are provided in tables in the Master Plan Report and illustrated on the maps.

Trail Type	Existing (km)	Proposed / New (km)	Upgraded (km)
Waskasoo	46.7	8.1	0.0
Arterial	n/a	14.8	9.7
Collector	n/a	16.6	8.1
Bikeways	5.1	9.3	0.0
Neighbourhood	13.1	17.3	1.0
Nature	19.6	16.5	0.0
	84.5	82.6	18.9
Grand Total		101.5	

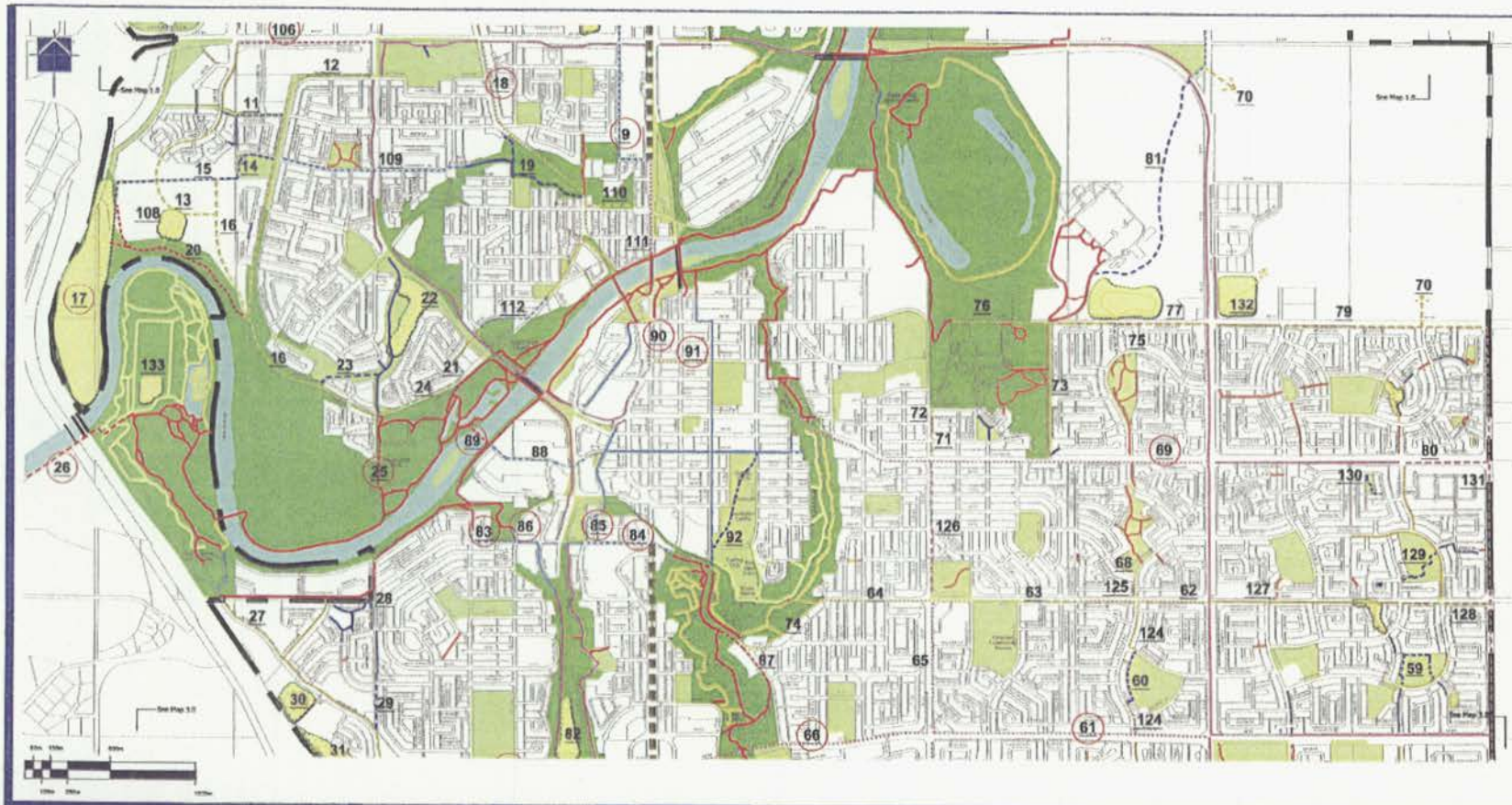
## Future Trail Network: Map 1

## Red Deer Trails Master Plan Executive Summary Report – June 2005



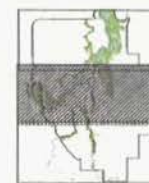


**Future Trail Network: Map 2**



**Legend**

- |                        |                          |                            |   |                             |
|------------------------|--------------------------|----------------------------|---|-----------------------------|
| <b>Waskasoo Trails</b> | <b>Collector Trails</b>  | <b>Neighbourhood Trail</b> | <b>Mountain Bike Trails</b>                   | <b>Master Plan Priority</b> |
| Existing               | Existing                 | Existing Aggregate         | Existing                                      | see Section 6.0             |
| Upgraded Existing      | Upgraded Existing        | Existing Asphalt           | Existing                                      |                             |
| Proposed Future        | Proposed Future          | Upgraded Existing          | Equestrian Trail                              |                             |
|                        |                          | Proposed Future            | Existing                                      |                             |
| <b>Arterial Trails</b> | <b>Bikeway</b>           | <b>Nature Trail</b>        | <b>City of Red Deer Boundary</b>              |                             |
| Existing               | Existing                 | Existing                   |   |                             |
| Upgraded Existing      | Proposed Future          | Proposed Future            | <b>Neighbourhood Park Ecological Reserves</b> |                             |
| Proposed Future        |                          |                            |   |                             |
|                        | <b>Ganetz Ave. Route</b> |                            |   |                             |
|                        | BBB BBB Proposed Future  |                            |   |                             |





## Future Trail Network: Map 3



### Legend

- |                        |                         |                            |                                  |                             |
|------------------------|-------------------------|----------------------------|----------------------------------|-----------------------------|
| <b>Wankasoo Trails</b> | <b>Collector Trails</b> | <b>Neighbourhood Trail</b> | <b>Mountain Bike Trails</b>      | <b>Master Plan Priority</b> |
| Existing               | Existing                | Existing Aggregate         | Existing                         | see Section 8.0             |
| Upgrade Existing       | Upgrade Existing        | Existing Asphalt           | Existing                         |                             |
| Proposed Future        | Proposed Future         | Upgrade Existing           | Equestrian Trail                 |                             |
|                        |                         | Proposed Future            | Existing                         |                             |
| <b>Arterial Trails</b> | <b>Bikeway</b>          | <b>Nature Trail</b>        | <b>City of Red Deer Boundary</b> |                             |
| Existing               | Existing                | Existing                   | Neighbourhood Park               |                             |
| Upgrade Existing       | Proposed Future         | Proposed Future            | Ecological Reserves              |                             |
| Proposed Future        |                         |                            |                                  |                             |
|                        | <b>Geetz Ave. Route</b> |                            |                                  |                             |
|                        | Proposed Future         |                            |                                  |                             |





## Summary of Recommendations

Based on the work of this study a number of recommendations have been provided to ensure the enhancement and future development of Red Deer's extensive trail network. The following is a summary of the recommendations which have been defined previously in this report.

Recommendation	Responsibility
<b>It is recommended that . . .</b>	
Parks Maintenance, and Parks Facilities evaluate desire lines on a case by case basis and formalize desire lines (i.e. construct a trail link) in locations where there is a clear desire for use related to access or connection to other trails or community facilities and where increased maintenance, environmental impacts and/or safety issues would not result.	RPC Dept.
The City widen the trail to 5.0m at switchback locations on steep hills, mark the centre line and clear vegetation (only as required) to improve sight lines.	RPC Dept.
The City remove all existing offset gates as part of future intersection improvements and install "Yield" signs for trail users.	Engineering
during the planning of future neighbourhoods, mid-block trail connections to arterial roads should be discouraged to avoid the potential for berm and mid-block crossings.	Planning/ RPC
existing locations in which a trail route crosses a berm should not be altered or improved unless safe access can be provided without disruption of berm function.	N/A
The City complete a review of all city facilities and implement an ongoing program to install bike racks at all facilities.	RPC Dept.
The City should consider amending the Land Use Bylaw, to require new developments to provide bicycle parking, in the same way that automobile parking is required now (Bicycle Master Plan, 2000).	PCPS
The City should maintain the bike racks on buses program, and attempt to raise the public awareness of it (Bicycle Master Plan, 2000).	N/A
The City install painted centerlines on the existing Waskasoo trail from Kin Canyon to Ross Street, and conduct an evaluation program, including public input, over three years to consider the effectiveness.	RPC Dept.
The City complete an inventory and evaluation of existing trail signs and define a program for the installation of additional directional signs, distance markers and information signs and maps to improve trail user experience.	RPC Dept.
that The City maintain its current approach of providing trail lighting only at major trail bridges, at trail heads and at parking areas and facilities which support the trail system.	RPC Dept.
Public Work, Parks Maintenance and Park Facilities have an annual maintenance coordination and review meeting to confirm scope and responsibilities, and to share and manage resources.	RPC Dept. / Public Works

## Summary of Recommendations

Recommendation	Responsibility
<b>It is recommended that . . .</b>	
The City undertake snow clearing of one designated trail route (see Section 5.0) for a period of three years and then evaluate all of the implications related to budget, use, and liability.	RPC Dept. / Public Works
a master plan be prepared for the Maskepetoon Natural Area to design and implement control measures, parking , access, trails and interpretive programming.	RPC Dept.
The City of Red Deer work with the local and the Provincial cycling community (CABC) to make adult bicycle education programs available (Bicycle Master Plan, 2000).	RPC Dept.
The City of Red Deer should include information on the safety issues related to sidewalk riding in all existing bicycle education programs and information campaigns (Bicycle Master Plan, 2000).	RPC Dept.
The City include trail etiquette and 'rules of the trail' information on future trail maps and directional signs.	RPC Dept.
The City undertake an internal review of the cost-benefit of hiring full-time, year round Park Rangers for the entire Waskasoo Parks system.	RPC Dept.
The City review trails in Bower Ponds and around Barrett Park and implement amenity improvements as required (signs, benches, rest areas etc.) to meet universal accessibility guidelines. Once implemented these trails can be identified as universally accessible trails as part of the trail network (ie. On map and website).	RPC Dept.
The City adopt the following principles (Section 4.0) to guide the planning and development of Red Deer trail network.	RPC Dept.
The City of Red Deer adopt the following standards (Section 4.0) to guide the planning and development of future trails and the upgrading and operation of existing trails.	RPC Dept.
2.5 m wide concrete sidewalks, called Collector Trails, be required on one side of all future collector roads.	RPC Dept.
The City manage implementation internally, but provide an annual update for interested stakeholders to provide information on plan development and operational changes.	RPC Dept. Engineering



## Trail Development Priorities

The priority trail locations are circled (in red) on the future trail network map.

Trail #	Trail Class	Map #	Location	Length (m)	Unit Rate	Capital Cost	Responsibility
25	Waskasoo	2.0	Great Chief Park	232	\$225	\$52,200	RPC Dept.
26	Waskasoo	2.0	To Fort Normandeau	N/A	Requires Master Plan		RPC Dept.
89	Waskasoo	2.0	Riverlands to Bower Ponds Bridge	155	lump sum	\$5,800,000	RPC Dept.
106	Arterial	1.0	67 St.	780	\$200	\$156,000	Engineering
33	Arterial Upgraded	3.0	32nd St.	654	\$90	\$58,860	Engineering
61	Arterial Upgraded	2.0	32nd St.	1575	\$120	\$189,000	Engineering
66	Arterial Upgraded	2.0	32nd St.	1753	\$90	\$157,770	Engineering
69	Arterial Upgraded	2.0	Ross (50th) St.	2323	\$400	\$929,200	Engineering
90	Arterial Upgraded	2.0	Gaetz Ave.	394	\$200	\$78,800	Engineering
18	Collector Upgraded	2.0	59 Ave. & Riverview Ave.	1377	\$300	\$413,100	Engineering
91	Collector Upgraded	2.0	53rd St.	326	\$200	\$65,200	Engineering
3	Bikeway	1.0	Kelloway Cr.	548	\$40	\$21,920	Engineering
9	Bikeway	1.0	52nd Ave.	1671	\$40	\$66,840	Engineering
83	Bikeway	2.0	43rd St.	311	\$40	\$12,440	Engineering
84	Bikeway	2.0	43rd St.	515	\$40	\$20,600	Engineering
85	Bikeway	2.0	44A St. and 52nd Ave.	305	\$40	\$12,200	Engineering
86	Bikeway	2.0	55th Ave.	79	\$40	\$3,160	Engineering
6	Neighbourhood	1.0	52nd Ave. Alignment	1129	\$175	\$197,575	RPC Dept.
17	Nature	2.0	Maskepetoon Natural Area	2190	Requires Master Plan		RPC Dept.
43	Nature	3.0	Waste Management Facility (NEPR)	2089	\$100	\$208,900	RPC Dept.
Total				18406		\$8,443,765	

## **Other Master Plan Priorities**

From the input of the stakeholders, the public, and the committee, the project team was able to develop the following list of other planning and development priorities.

**Trails Map** – the trails maps produced by Engineering should be upgraded this year to reflect the increase in existing routes that were mapped during the study and should then be updated every three years to reflect changes to the trail network.

**Maskepetoon Natural Area: Development Master Plan** – it is important that a Master Plan be prepared for Maskepetoon Natural Area to facilitate construction in 2007.

**Heritage Ranch to Fort Normandeau: Trails Master Plan** – a trail link to Fort Normandeau has been a long standing priority and as such a Master Plan should be prepared to assess development potential.

**Centrelines** – It has been recommended in this Plan that The City install a centerline on an existing, well used trail route and conduct an evaluation program to consider the effectiveness.

**Snow Clearing** – the Plan is recommending a trial program which will involve having Public Works clear one section of Waskasoo Trail on the east side of downtown for a three year period.

**Trail Signage** – The City should complete an inventory and evaluation of existing trail signs and define a program for the installation of additional directional signs, distance markers and information signs and maps to improve trail user experience.

**Park Rangers** – The Master Plan has recommended that The City undertake an internal review of the cost-benefit of hiring full-time, year round Park Rangers for the entire Waskasoo Parks system.



## **Implementation Framework**

With over 100 km of proposed future trails to develop, The City will have many choices to make over the next 25 years. In considering the identified priorities, the associated capital costs and the implementation timeline of 5 and 15 years, the project team felt that a flexible approach might be of benefit to The City for both short and long term planning. The proposed approach facilitates the implementation of both major and minor capital projects, while balancing future planning requirements as well as maintenance and operations objectives and capabilities.

**Major Trail Projects** – the recommended approach is built around the planning and construction of a major trail development project during every third year of the implementation schedule. The budget for the major trails project will vary depending on the project.

**Minor Trail Projects** – throughout the other years of the implementation schedule, The City should commit a designated budget of \$300,000 to complete a range of minor trail projects. Some initial minor projects have been recommended for the first five years of the Master Plan.

**Other Master Plan Priorities** – the other Master Plan priorities defined in Section 6.3.3 have been worked into the first five years of the implementation schedule.

**Maintenance & Operations** – as indicated, with an expanding trail network and increasing costs, the maintenance budget will need to increase at a relative rate and therefore should be evaluated at least every three years of the Plan.



## Implementation Schedule

The recommended schedule for implementation of the RDTMP for the next five years from 2005 to 2010 is defined in the Table opposite.

Total Cost –

\$2,336,740.00

Total Length of new trails, new bikeways, and upgraded trails - 7.745km.

Prior to 2010, The City should review the Plan and set new priorities based on the detailed information contained in the Master Plan.

Year	Trail #	Trail Class	Map #	Location	Capital Cost	Responsibility
2005	RDTMP approval and internal coordination, new maps, updated website, update standards, park wardens review, review maintenance budgets				No designated Budget	RPC & Eng.
2006	106	Arterial	1.0	67th St.	\$156,000	Engineering
	33	Arterial Upgraded	3.0	32nd St.	\$58,860	Engineering
		Trail Centreline & Snow Clearing Programs			\$50,000	RPC & Pb. Wrks
	17	Maskepetoon Natural Area: Master Plan Only			\$55,000	RPC Dept.
2006 Total					\$319,860	
2007	17	Nature	2.0	Maskepetoon Natural Area: Detailed Design & Construction	\$500,000	RPC Dept.
2008	66	Arterial Upgraded	2.0	32nd St.	\$157,770	Engineering
	83	Bikeway	2.0	43rd St.	\$12,440	Engineering
	84	Bikeway	2.0	43rd St.	\$20,600	Engineering
	85	Bikeway	2.0	44A St. and 52nd Ave.	\$12,200	Engineering
	86	Bikeway	2.0	55th Ave.	\$3,160	Engineering
	26	To Fort Normandeau: Master Plan Only			\$60,000	RPC Dept.
		Trail Signage - upgrade directional/distance signage			\$35,000	RPC & Pb. Wrks
2008 Total					\$301,170	
2009	3	Bikeway	1.0	Kelloway Cr.	\$21,920	Engineering
	9	Bikeway	1.0	52nd Ave.	\$66,840	Engineering
	6	Neighbourhood	1.0	52nd Ave. Alignment	\$197,750	RPC & Eng.
2009 Total					\$286,510	
2010	69	Arterial Upgraded	2.0	Ross (50th) Street	\$929,200	Engineering

## **The Future of Red Deer's Trail Network**

It has been apparent to the project team throughout the study that the Red Deer Trails Network is a tremendous resource that the citizens enjoy and take great pride in. When asked about the trails, users reply with words like 'awesome' and 'excellent', and comment that The City should "keep up the good work". It is clear that trails are one of the elements that make Red Deer a successful city and a place that people want to live.

One of the great values of trails is that they are a free facility that can be enjoyed by all citizens and visitors alike. That is one of the reasons that it is important for The City to plan and budget for the development and operations of trails and trail network features and amenities.

Through the preparation of this Master Plan, the City of Red Deer is continuing its longstanding commitment to having a great trail network which is integrated throughout the neighbourhoods and natural areas of the city. In implementing the Plan, The City will ensure that the trails meet the needs of all trail users now and into the future.

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# 1.0 Introduction

## 1.1 Context

A well-developed trail and pathway system can greatly add to the quality of life in a community. With over 140 km of designated trails through Waskasoo Park, other major parks and recreation areas, and through neighbourhood parks, the city of Red Deer already has an extensive and well used trail network. In support of this recreational and leisure network, Red Deer also has 32 km of designated sidewalk trails along major roads which provide key connections for pedestrians, cyclists and other users between their homes and important recreational, institutional, cultural and commercial destinations.

The goal of the **Red Deer Trails Master Plan (RDTMP)** is to provide a detailed long range plan which will facilitate the further expansion and integration of this network throughout the city. In undertaking the preparation of this Master Plan, The City recognizes that a more integrated, easily accessible and safe trail network will result in increased recreational use as well as encouraging the use of trails as a means for “Active Transportation” within the city.

The following report describes the process, input, findings and recommendations which have been developed during this study. The reader is directed to the separate **Executive Summary Report** for an overview of the findings and recommendations of the study. The RDTMP has been managed by a Steering Committee made up of representatives of the Recreation & Parks Board, City staff, Parkland Community Planning Services, and citizens. The City retained ISL to provide the necessary consulting expertise to undertake and complete the study.

A key part of the master plan was the involvement of the public, stakeholders, City staff and the Committee throughout the process to provide critical input, innovative ideas and to validate recommendations. The RDTMP has also been prepared to support and integrate with previous planning documents and existing statutory plans. Through this process the RDTMP has been prepared to serve The City and the community as a critical tool for the long term development and operation of the Red Deer Trail Network.

## 1.2 Study Objectives

The Terms of Reference for the RDTMP identified four objectives as the framework for defining both the process and ultimate success of the study. These original objectives and the defined results are provided below;

- ◆ **Establish Principles to Guide Trail Development** – This objective was designed to enable The City to adopt and implement a single, comprehensive set of trail design principles. During the preparation of the RDTMP, the value of trails, trail principles and new development standards have been prepared through consultation with the Committee, stakeholders and the public.
- ◆ **Identify User Groups and Their Needs** - The needs and ideas of all groups of users are clearly defined within the Master Plan and form the basis of planning implementation decisions. The study relied on an extensive public consultation process including stakeholder interviews, an intercept survey of trail users, a stakeholder workshop and public open house to assist in meeting this objective.
- ◆ **Research and Evaluation** – This objective focused on evaluating the strengths and weaknesses of the existing network, as a framework for developing recommendations related to upgrading, and future development of new trails. The evaluation process revealed that the city of Red Deer has a very good, integrated and well used trail network, which can be improved and enhanced through implementation of this master plan.
- ◆ **Future Development and Subsequent Implications** – This objective was framed to ensure that the potential future trail links throughout the city have been identified, explored and selected, and an implementation plan has been identified. An implementation plan has been prepared, which considers development implications, capital costs, development responsibility, development priorities and a fifteen year implementation schedule.

## 1.3 Study Process

A detailed methodology for the Red Deer Trails Master Plan (RDTMP) is presented below.

- ◆ **Project Initiation Meeting** - A project initiation meeting with the Committee was held on May 19, 2004. This initial meeting allowed ISL and committee members to present and discuss key questions, issues and ideas related to the study process and products. See Section 2.2 for details of the committee input.
- ◆ **Background Research** - Analysis and synthesis of all previous studies, reports and mapping related to the Red Deer trail network as well as other City regulatory documents and standards were undertaken. See Section 2.1 for analysis results.
- ◆ **Intercept Survey** - An Intercept Survey was completed to gather information on issues and ideas from trail users. The survey was administered over two weeks in June, 2004 to catch both commuter users and the recreational users. A total of 745 surveys were completed. All feedback received was documented, analyzed and synthesized. See section 2.3 for a synopsis of the intercept survey and Appendix B for a more detailed summary of the results.
- ◆ **Stakeholder Interviews** - In-depth phone interviews with 31 stakeholders identified by the Committee were conducted, in September 2004, to gather issues and ideas for the Trails Master Plan. See Section 2.4 for a synopsis of the stakeholder interviews and Appendix C for the complete summary.
- ◆ **Research Phase Committee Meeting** - Once the background research was completed, a meeting was held with the Committee to present and discuss the findings.
- ◆ **Trail Network Inventory & Mapping** - Working from an electronic base plan and digital air photo mapping provided by The City, an inventory and map of the existing trail network was prepared. The trail inventory was reviewed and expanded by City staff and by trail users during the public consultation events throughout the study.



- ♦ **Trail Standards** - specific standards were developed which reflect the level of existing trail development in Red Deer, the objectives of The City and the expressed needs of the users. See Section 4.3 for information on the proposed trail standards.
- ♦ **Trail Network Evaluation** - an evaluation of the existing trail network was completed, which included findings from the Intercept Survey, the Stakeholder Interviews, as well as team member observations from touring the trails (technical evaluation). This technical evaluation considered three broad evaluation categories: Design, Maintenance and Amenities. See Section 3.5 for more detail on this phase of the study.
- ♦ **Evaluation Phase Committee Meeting** – On August 25, 2004, a committee meeting was held to present the comprehensive trail map, the proposed trail development standards and the evaluation of the strengths and weaknesses of the existing trail network.
- ♦ **Trail Network Design** - a comprehensive map of all potential future trails and trail links was prepared based on information from previous designs and studies, statutory plans, field reconnaissance, as well as input from committee team members, City staff and the public. See Section 5.0 for maps and a description of the proposed future trail network.
- ♦ **Investigation Phase Committee Meeting** – a Committee meeting on September 21, 2004 was used to present and discuss the trail network design. During this meeting plans were finalized for the Stakeholder Workshop and Public Open House.
- ♦ **Stakeholder Workshop** - a Stakeholder Workshop was held on November 16, 2004, to gather feedback on the long range trail development master plan. The workshop involved a presentation of findings and recommendations followed by a group exercise to focus stakeholder discussion on development and capital priorities. A summary of the workshop results can be found in Section 6.3.1 and Appendix J.

- ♦ **Public Open House** - an Open House was held on November 30, 2004, to gather feedback on the future development of the Red Deer trail network. See Section 2.5 for a summary of results and Appendix D for detailed information.
- ♦ **Trail Network Implementation Plan** - After completing a draft of the future trail network design an implementation plan was prepared and submitted with the draft report. The implementation plan defines the implications of the various trail development options, capital and maintenance costs, development priorities and a development schedule. See Section 6.0 for the RDTMP implementation plan.
- ♦ **Report Presentations and Approvals** - Once approved by the Steering Committee, the Final Master Plan report was presented to the Recreation and Parks Board. The Board in turn advised City Council of their support for the RDTMP and its recommendations. The Final Master Plan was presented to Council by the Consultant.

## **1.4 Acknowledgements**

Throughout the study, the project team has received tremendous input and support from The City, the Steering Committee, stakeholders and the public. In particular, ISL wishes to acknowledge the following individuals who have contributed their time and expertise to ensure that the Red Deer Trails Master Plan is a practical and valuable document for The City of Red Deer.

### **Project Steering Committee**

Frank Colosimo, Kristine Dugas, Doug Evans, Bob Johnstone, Tony Lindhout, David Matthews, Grant Moir and Greg Scott.

### **Trail Intercept Survey**

Candace Berard, Diane Chadwick, Julie Chadwick, Peter Chadwick, Vern Glover, Don Moore, Marlis McClintick, Lloyd McMurdo, Murray Parker, and Don Wilson.

### **ISL Project Team**

Pat Butler, Jocelyn Chorney, Randy Heaps, Peter Heppleston and Marcel Huculak.

## 1.5 Key Terms

For the purpose of this report the key terms are defined as follows:

- ♦ **Amenities:** Something that conduces to creating comfort or convenience, e.g. benches, waste receptacles, signs, maps.
- ♦ **Arterial Road:** A main roadway that carries large volumes of all types of traffic moving at medium to high speeds. These roadways serve the major traffic flows between the principle areas of traffic generation and connect to rural highways and collectors. (from Design Guidelines, 2004 edition, City of Red Deer Engineering Services)
- ♦ **CARTS:** Central Alberta Regional Trails Society, a group representing the local region which is responsible for providing opportunities for the promotion, designation, development and utilization of an inter-community trail system in Central Alberta (Central Alberta Regional Trail Initiative, Master Plan)
- ♦ **Collector Road:** The function of collector roadways is to carry traffic between local and arterial roadways. (from Design Guidelines, 2004 edition, City of Red Deer Engineering Services)
- ♦ **Corridor:** A tract of land connecting one point to another, e.g. a PUL (public utility lot). A creek can also be considered a natural corridor.
- ♦ **Desire Lines:** Paths that have been created by users, where no paths, sidewalks or trails were originally delineated. These are un-maintained, un-designed access ways.
- ♦ **Network:** An interconnected group of trails which allow people to travel, by non-automobile methods. A network connects various communities, neighbourhoods, recreation or points of interest. (Central Alberta Regional Trail Initiative, Master Plan)
- ♦ **Neighbourhood Park Ecological Reserve:** The City of Red Deer, Recreation Parks & Culture, and Ecological Services Area is developing a program to

protect municipal reserve sites that contain natural features. These natural areas, which are located throughout the city in residential neighbourhoods, industrial and commercial areas, are composed of natural forest stands, wetlands or a combination of both. All of these independent natural sites will be designated as Neighbourhood Park Ecological Reserves (See Section 4.3.5).

- ◆ **Pathway:** This term is used interchangeably with the definition of trails.
- ◆ **Pararamps:** Occurs where sidewalks and / or trails meet roads. An accessible ramp that enables the user to easily access the street level, without stepping down.
- ◆ **Regional Trails:** Regional refers to areas outside the city of Red Deer. i.e. Regional trails links refer to future trails that will occur outside of the City.
- ◆ **ROW:** Right of way
- ◆ **Sidewalk:** A walkway, made of concrete, located within the road right-of-way. In this study some sidewalks are part of the trail network.
- ◆ **Sightlines:** From a certain vantage point, the point of view that allows pedestrian, bicycle or vehicular traffic to visually assess other pedestrian or vehicular traffic. This area is usually instinctively scanned, for safety and security. Objects that might affect sightlines include: poles, large shrubs, a steep bend in the road, or large signs.
- ◆ **Stakeholder:** One who has a share or an interest in the development of Red Deer or its trails.
- ◆ **TAC Guidelines:** Guidelines prepared by the Transportation Association of Canada.
- ◆ **Trans Canada Trail (TCT):** Trans Canada Trail is a multi-purpose recreational trail that crosses Canada connecting the Pacific, Atlantic and Arctic Oceans. There are both east / west and north / south routes throughout the Province of Alberta. (Central Alberta Regional Trail Initiative, Master Plan)

- ♦ **Trail:** A linear outdoor recreation facility, which is marked, mapped and maintained, for non- motorized travel. (Central Alberta Regional Trail Initiative, Master Plan)
  
- ♦ **Trail Network:** An interconnected group of trails which allows people to travel, by non-automobile methods. A trail network connects various communities, neighbourhoods, recreation facilities and / or points of interest.

## 2.0 Background Research

### 2.1 Previous Studies & Reports

As an important feature of the city of Red Deer, the development and operation of trails are defined in a wide variety of previous reports, studies and statutory plans. All of the following background documents were reviewed as part of the evaluation phase of the project and information, references, standards and guidelines have been integrated into the RDTMP where appropriate. Summaries of some of the key background documents are listed below. A list of all work cited is provided in Appendix A.

#### **City of Red Deer 2002-2005 Strategic Plan**

*(City of Red Deer, 2002 Strategic Plan Review Committee, 2002)*

This document serves as a guide in developing both municipal programs and services for the citizens of Red Deer. Within the scope of Community Development, a major goal that relates to transportation was, “To maintain an effective and sustainable transportation system that responds to the changing needs of our citizens.” The following strategy was included, “Provided roadway, trail, and other systems that address the need for safe transportation in our City.” Transportation System refers to all types of transportation including public transit, walking and cycling routes, roads and others.

#### **City of Red Deer Municipal Development Plan**

*(Parkland Community Planning Services, Lovatt Planning Consultants, April 1998)*

This document “contains broad policies for guiding growth and change in the City of Red Deer.” The scope of this development plan includes a diversity of topics; Quality of life, Community Life, Development and the Natural Environment, Public Participation, Downtown, Balanced Growth, Land Use, Land Development, Transportation and Utilities, Future urban growth areas, and Cooperation. These echo similar values associated with the development of trails.

The following recommendations pertained to trails development:

- ♦ The City shall continue to consider new bicycle and pedestrian routes: as integral components of the transportation system; to serve recreation and transportation systems; to link existing parks, recreation and education facilities

- to form an integrated open space network (Bicycle Master Plan); to improve bicycle and pedestrian access to Downtown (Downtown Concept Plan).
- ♦ The City shall attempt to partner with other local government and community groups to develop a regional trail network.

### **Riverlands Community Plan, Area Redevelopment Plan & Development Design Criteria**

*(John Hull, Architect and Urban Plans Inc., December 2003)*

The purpose of this study was “to guide future growth and development in the Riverlands area of Downtown Red Deer.” One of the main objectives of this study was to provide “significant pedestrian and open space linkages to the City’s existing park / trail network and accommodate the envisioned 48<sup>th</sup> Street (Alexander Way) promenade concept.” The document discusses both pedestrian and bicycle circulation throughout the downtown area. This document echoes the Greater Downtown Action Plan with emphasizes creating a ‘Pedestrian First’ environment in the downtown area. This document also recommends “that The City undertake a feasibility study regarding the future construction of a new pedestrian bridge over the Red Deer River connecting Riverlands to Bower Ponds.”

### **City of Red Deer: Greater Downtown Action Plan**

*(John Hull, Urban Plans, Carlyle and Associates. August 2000)*

The purpose of this study was to “identify action steps for future development within the Downtown Area.” The document recommends that these central planning principles are adopted:

- ♦ Pedestrian First – Creating a more walkable Downtown area
- ♦ Build on Strengths – focus on building on Red Deer’s strengths
- ♦ Strengthen Area Identities – Smaller areas or Neighbourhoods have different identities, which should be highlighted and strengthened.

These notions can also be applied to the building of trails throughout the city of Red Deer. This document contains a Downtown Bicycle Route map which was further consulted and analyzed, in order to make recommendations for bicycle transportation within the Downtown area. The Greater Downtown Action Plan also discusses the pedestrian environment in detail; in particular, it discusses creating a ‘Pedestrian First’ environment, creating more linkages to trails, reinforcing existing pedestrian pathways throughout the downtown area, and the creation of the 48<sup>th</sup> Street Promenade.



**Red Deer Community Culture Master Plan**

*(Community Culture Master Plan Steering Committee/ Randall Conrad & Associates, Sept. 2001)*

The purpose of this study was to provide recommendations that will heighten the awareness of culture and the provisions of culture services within the city of Red Deer. Identified in this report are Spaces and Places that have been identified as 'primary locations for further cultural growth'. These include: City Centre Hub (an area that includes the Downtown core), Rotary Recreation Park Hub (an area that includes the Golden Circle Seniors Resource Centre, Red Deer & District Museum and Archives, the Recreation Centre, Rotary Park and Heritage Square), and Riverlands Hub (the western edge of the Downtown area, bound by the City Yards). As these become important cultural locations, further trails will need to be built in order to connect them. Although many of the recommendations deal with built form that support the arts community, there is some discussion of creating places to display outdoor public art in the above mentioned hubs.

**Red Deer Rotary Recreation Park: Facilities Study**

*(Simpson Roberts Architecture Interior Design Inc., Carson McCulloch and Associates, Lord Cultural Resources Inc., Read Jones Christofferson, 2000)*

The purpose of this study was to identify a variety of recommendations for the Rotary Recreation Park. The investigation concentrated on four major components of this area: the Park, the Museum/Archives, the Recreation Centre, and the Golden Circle. Identified within this report is the notion that better integration is needed between the park, the buildings and the surrounding community. This can be accomplished by creating connecting trail linkages including links to future 48th Street/Alexander Way, a link to the Seniors Centre, and a link that connects the recreation centre to the arena.

**City of Red Deer Bicycle Master Plan Update**

*(Reid Crowther & Partners, April 2000)*

The purpose of this study was to 'develop and expand a comprehensive non-motorized transportation system throughout the city that links residential areas with existing parks, recreational, entertainment and educational facilities, the downtown core area and other places of major employment'. Included within the plan:

- ♦ a review of all major transportation routes to determine possible bicycle facilities
- ♦ a map showing all existing bicycle facilities in the city

- ♦ updated standards, guidelines and responsibilities
- ♦ integration with the Regional Trails Initiative, and the Trans-Canada Trail through the city of Red Deer

A review and analysis of this Bicycle Master plan has been essential to further development of the Red Deer Trail network.

### **City of Red Deer 2003/2004 Transportation Plan Update**

*(Stantec Consulting Ltd. May 2004)*

The purpose of this study was 'to assess the current arterial and collector roadway network'. Some recommendations regarding pedestrian and cyclist requirements are presented within this document. These were further analyzed in conjunction with the Bicycle Master Plan.

### **Red Deer REACT: Environmental Action Plan**

*(City of Red Deer: Development Services, Recreation, Parks and Culture, and the Environmental Advisory Board, February 1995)*

The purpose of this study was to identify, outline and define policies and programs as they relate to achieving or maintaining environmental integrity. As well the report identifies the priorities of proposed policies and standards, therefore creating an implementation strategy. Included in the Action Plan is the proposed scheduling and financing as it relates to a variety of environmental concerns. The action plan involved investigating the following specific issues which pertain to the development and promotion of Red Deer Trails:

- ♦ Public transportation and Vehicle Inspection (promoting pedestrian/bicycle use)
- ♦ Preservation legislation, Policies and Bylaws
- ♦ Sustainable Development Strategy
- ♦ Environmental Pro-active and Re-active Policies
- ♦ Environmental education programs

### **Red Deer Growing Smarter: Design Elements and Ideas for New Residential Neighbourhoods**

*(Parkland Community Planning Services, November 2002)*

The focus of this report was the analysis of current development standards and the implication on fiscal, environmental and social growth. Recommendations and strategies were suggested that could be used in a variety of residential developments, be it new development, infill projects or redevelopment sites in

‘older’ neighbourhoods. A recommendation was the importance of continuous trail linkages throughout neighbourhoods and linking adjacent neighbourhoods.

**Community Services Action Plans, 2003 to 2006: ....Open Spaces and Facilities Action Plan**

*(City of Red Deer, Community Services Division, 2003)*

“The focus of this Action Plan is to outline commitments and future directions for the land and facilities which the Community Services Departments and agencies are responsible.” The following recommendations are those that pertain to trails throughout the city of Red Deer:

- ♦ **River Bend** - Retain as a multi-use recreational area that includes the golf course, Discovery Canyon, skiing and hiking trails.
- ♦ **Riverside Park** - Endeavor to acquire the balance of private land immediately West of the River Bend Golf Course & Recreation Area. Explore opportunities to link this area to McKenzie Recreational Area through the trail network.
- ♦ **Fort Normandeau Trail** - Provide a link between Fort Normandeau and Heritage Ranch to extend Waskasoo Park Trail. Pursue an easement agreement for a strip of land or easement along the Red Deer River between Fort Normandeau and Heritage Ranch.
- ♦ **Highland Green Escarpment** (along Riverview Avenue West of 54 Ave.) - Plan for bicycle trail development, extending from Taylor Drive to 52nd Ave.
- ♦ **Maskepetoon Natural Area** - Explore the potential development of formal low impact gravel footpaths and interpretive signs for this area.
- ♦ **Mountain Bike Park** (North of 77 Street, East of Gaetz Ave.) - Facilitate the development of park north of 77 Street, according to Mountain Bike Plan. This development has occurred.
- ♦ **North Bank Trail** (North along Red Deer River from Heritage Ranch to Three Mile Bend).Retain as an important part of the trail system.
- ♦ **Pines Escarpment** (East edge of Pines Neighbourhood, from 67 St. to 77 St.) - Retain existing natural area with low-key trails for hiking and cross-country skiing. Explore the potential for developing the formal trail north from 77th St. through to new Mountain Bike Park.

**Neighbourhood Planning and Design Guidelines & Standards**

*(City of Red Deer, Community Services Division, December 2002)*

The purpose of this document was ‘to provide guidelines and standards for the planning and design of neighbourhoods including parks, public facilities/amenities in the City of Red Deer.’ Within this document are Guidelines and Standards that relate to Trail and Trail Links, circulation and connections.

**Guidelines:**

- ♦ Bicycle and pedestrian routes should be considered and developed as integral components of the transportation system.
- ♦ All new neighbourhoods should be linked to the Waskasoo Park system by a linear park or trail network, separate from the road infrastructure as much as possible.
- ♦ Trail crossings of arterial roadways should be minimized for improved trail safety.

**Standards:**

- ♦ The planning of neighbourhood trail networks, as well as the collector and arterial road plan, will be completed within the Major Area Structure Plan and precede any additional detailed development of Neighbourhood Area Structure Plans. Neighbourhood Area Structure Plans will include detailed planning of all parkettes, linear park or trail networks and buffer areas.
- ♦ The purpose and priority of trail linkages in/out of neighbourhoods shall be described within the Major Area Structure Plan, in order to assist developers in preparing acceptable neighbourhood trail designs.
- ♦ Paved trails running through and connecting neighbourhoods shall be developed as part of the City transportation system.
- ♦ Paved trails should be integrated through neighbourhoods and efficiently connect with sidewalks to minimize walking distance and provide accessibility to the transit service.

(Note: Recently this document has been revised; Neighbourhood Planning Guidelines and Standards, August 2005. This current document references the trail guidelines and standards outlined in this plan.)

**Central Alberta Regional Trails Initiative: Final Report**

*(Deb Comfort with Central Alberta Regional Trail Society, April 1999)*

This report investigates the “potential for recreational trail linkages throughout the counties of Red Deer and Lacombe.” The document outlines the process, issues,

and budgetary considerations, while defining and assessing feasibility of regional trail route Master Plan.

## **2.2 Committee Input**

On May 18, 2004 a Project initiation meeting was held with representatives from the project Steering Committee and the ISL project team. During the meeting the Committee members were asked to identify some of the issues, concerns, ideas and opportunities which they considered to be important in the preparation of the Red Deer Trails Master Plan and in the future development of the trail network. The input generated at the meeting is summarized below:

- ♦ **Integration with Previous/Other Plans** - One of the key considerations the Trails Master Plan needs to address is the integration of the Transportation Master Plan and the Bicycle Master Plan.
- ♦ **Construction of Trails** - The Trails Master Plan shall address how new trails will be constructed. In particular the RDTMP will examine: centre lines on trails, maintenance, materials (asphalt vs. shale), construction, widening or twinning.
- ♦ **Identifying Routes/ Linkages/ Connections** - The RDTMP will identify missing linkages, connections and future route development. The investigation will focus attention on creating linkages to various areas throughout Red Deer, including: Downtown and Waskasoo Park, industrial areas, regional trails, schools, and Red Deer College. The RDTMP should also look at the possibility of creating Major E-W and N-S routes. The RDTMP shall also investigate the use of utility corridors which can be used in different ways.
- ♦ **Transition zones** - shall also be investigated, including the transition from Neighbourhood to collector to arterial. As well, one should look at how to negotiate the berms, mid block crossings, and the separation between bike, car and pedestrian.
- ♦ **Creating Safe Trails** - Red Deer's Trail network must be safe for multi use. The RDTMP should look at dealing with crime prevention and perceived safety through environmental design (CPTED) principles.



- ♦ **Creating User Profile** - The RDTMP will attempt to address the following questions: Who are the users? Who should we be designing for? What types of trails are needed based on the users' needs? Where are they going? Are there more people who use it for recreation, commuting or other purposes.
- ♦ **Assessing Value of Trails** - From the intercept survey the RDTMP can assess why people are using the trails, and what they like about the trails. By further understanding and articulating the value and importance of trails, capital funding for future development will be more easily accessible.
- ♦ **Education and Trail Etiquette** - Lack of education or trail etiquette can cause safety concerns or accidents especially on busier, more hectic trails. Some of the questions raised, while discussing this issue, included: How can trail users be informed of issues relating to trail etiquette and safety measures? Should information signs be posted in hectic areas? What are the busy areas that would benefit the most from this type of signage? Another possibility for trail education is in the schools with the bike safety program.
- ♦ **Amenity Standards** - Part of the investigation of the trail network will include an analysis of the various amenities available to trail users, this includes: washroom facilities, water fountains, benches, garbage receptacles, and recycling receptacles.
- ♦ **Implementing the Development of Trails** - The results from the RDTMP shall include recommendations of how changing the development standards should be implemented in regards to both City departments and Developers.

## **2.3 Intercept Survey**

An intercept survey was completed during June of 2004, to gather information on issues and ideas from trail users. The survey was administered over 6 days (June 19, 20, 22, 24, 26, and 27<sup>th</sup>) in order to gather information from both the weekend recreational user and the weekday commuter. Various locations were chosen throughout the city of Red Deer including the CPR Bridge, Kerry Wood Nature Centre, Bower Ponds, Heritage Ranch, 45 Ave. /Ross St., Kin Canyon, Dawe Centre, and Collicutt Centre. The survey was also posted on The City of Red Deer's

website. The public response was overwhelming with a grand total of 745 surveys received.

The survey results provided a tremendous foundation of information for the evaluation of the trail network, trail user profiles and ideas for future trail development. A summary of the survey and results can be found in Appendix B. The questions and the top responses are provided below.

**1. How many days a week do you, on average, use the Trails?**

198 responded that they use the trails more than 5 times a week. The second largest group (187 responses) use the trails 1 to 2 times per week.

**2. Is most of your trail use during weekdays, weekends, both?**

628 responded that they use the trails both weekdays and weekends.

**3. In which months do you generally use the Trails?**

The majority of use occurred during the spring, summer and fall months. However, 300 individuals responded that they use the trails during December, January and February.

**4. What is your primary use of the Trails? (choose 2)**

The top responses were walking (517), biking (473), jogging/running (143) in-line skating (112) and cross-country skiing (40). This question also allowed respondents to indicate why they enjoyed the trails: 401 responded for exercise, 330 for leisure, 309 for recreation/fun, and 124 responses indicated that they used the trails for dog walking.

**5. What do you like best about the Trails?**

The following were the top 3 categories: Being in nature (experiencing a variety of plants, wildlife, the river, scenery and terrain), the maintenance of the trails (condition, paved, clean) and the accessibility/placement of the Trails (trails cover the city, length, accessibility, away from traffic, good transportation, close to downtown). This answer indicates that the Waskasoo, Devonian and other park and river edge trails are the most popular and that keeping the trails well maintained is an important factor for trail users.

**6. As a trail user please identify any specific concerns or issues that you would like to see addressed.**

The top three answers were Maintenance (74), Cleanliness (58) and Safety (50). However, when related responses were grouped, the highest total of responses

had to do with safety concerns (including trail etiquette, education). The answers to this question clearly showed that the main concerns that trail users have are safety and maintenance. These are often two overlapping issues since maintaining and upgrading the trails will also increase safety in some locations.

**7. If you had money to spend on trails, what would you spend it on?**

The top three answers were More Trails (190), Maintenance (58) and winter – plowing/ice removal (43). As with the previous question, if related answers are grouped, they prioritize as follows: Maintenance and Operations (287), Future Development/More Trails (287), Amenities (127) and Safety (92). It is important to note that in Question 6, safety was a top concern but in this question respondents did not rank it high in terms of a spending priority. This may be due to the fact that safety is more difficult to quantify, or that maintenance issues such as repairs, widening, re-paving are identified as ways to affect the safety of the trail.

**8. Please identify the locations of two or three specific trail routes or links you would like to see developed or improved.**

Respondents identified potential trail links throughout the city with the top five areas being Heritage Ranch (30), Bower Ponds (25), New Areas/Subdivisions (23), Three Mile Bend (22), and South Red Deer (21).

**9. Other Comments or Suggestions**

Most general comments and suggestions supported responses to other questions. In general responses were very positive – “Excellent”, “Beautiful”, “Awesome”, “Keep up the good work”, “Great job”. A high number of other general comments dealt with: trail etiquette issues and safety. Safety was particularly a concern at night and on bridges. Lighting and police patrols were proposed solutions for this problem.

**10. Please indicate your age and sex**

The majority (41%) who responded to the survey were between the ages of 18-49 which reflects Red Deer’s relatively young population. There was an almost even split between males (52%) and females (48%) filling out the survey.

**11. What neighbourhood / community do you live in?**

The top three answers were Riverside Meadows (50), Out of Town (37) and Oriole Park (32). It is interesting to note that 5% of the respondents were from out of town.

## 2.4 Stakeholder Interviews

The project Steering Committee identified 31 stakeholders to provide input to the RDTMP. In-depth phone interviews were conducted with the stakeholders who included representatives from Parks maintenance staff, Parks Facility operators, the Red Deer Bicycle Club and Runners Clubs, the Environmental Advisory Board, Red Deer River Naturalists, Utility operators, developers and others.

Stakeholders were asked 4-5 specific questions related to their involvement in the trail network from a capital, development or maintenance perspective, the issues/challenges they face in meeting those responsibilities, and whether they collaborate with other departments, groups or agencies. Stakeholders were also asked to identify safety concerns, environmental issues, use requirements and program needs/opportunities related to Red Deer's trail network. The stakeholder input has been grouped and summarized below. A detailed summary by question is provided in Appendix C.

- ♦ **Maintenance** - Many stakeholders identified the need for snow clearance during the winter months. Other maintenance issues which were identified included lifting of concrete edges and mitigating tree root upheaval.
- ♦ **Amenities** - Comments included the need for trailhead locators, way-finding signage, washrooms, parking, garbage receptacles, and more rest / turnout areas.
- ♦ **Specific User Needs** - Two specific comments related in particular to preferred types of trails: "Runners like the shale trails with shade the best", "Cycling [mainly occurs] on paved trails with some shale trail [usage] to access other trails". Comments also related to other users such as cross-country skiers, bird watchers, and dog owners. Each of these groups has specific concerns, i.e. ski trail maintenance, snow clearing, and increased number of waste receptacles.
- ♦ **Trail Traffic and Trail Etiquette** - Comments related to the importance and promotion of trail etiquette and sharing the trails with a variety of users, i.e. walkers, runners, cyclists, roller-bladders, cross-country skiers. A suggestion to mitigate this issue was to post more signage related to sharing the trail with

others. There were also many comments that related specifically to the need for a center line; the addition of this would increase safety and “it would remind users that the ‘keep to the right’ rule applies to the trails too.” It was also noted that “if all trails cannot be painted due to budget considerations then perhaps the blind corners and down hills could be done at the very least.”

- ♦ **Construction and Technical Information** - From one of the construction companies in Red Deer we heard, “Our construction equipment is built for the 2.5m and 3m [trail] width. With narrower trails, we still require a minimum 3 metre width for our equipment and truck access. Narrower trails are more difficult to pave and the quality of pavement is more difficult to achieve.”
- ♦ **Trail Width** – stakeholders indicated that a minimum 2.5 meter width is best for the amount of traffic that these trails experience. Trail width for the various types of trails is defined as part of the proposed trail standards in Section 4.0
- ♦ **Safety Concerns** - Some of the stakeholder comments regarding safety issues included: maintaining sightlines, removing physical obstructions at intersections, major road crossings, maintenance of trails, and more lighting in hidden areas. While some promoted the addition of lights to increase safety others indicate “extra lighting on trails may draw people to the trails and create a false sense of security.” The issue of safety and the issue of trails are discussed in Section 3.5.
- ♦ **Suggested Trail Routes** –A number of potential trail routes or trail links were mentioned in response to which trail locations need specific attention. Most of these suggestions were considered during the evaluation of existing trails and in the preparation of the Future Trail Network map (Section 5.0).

## **2.5 Public Open House**

An open house was held on November 30, 2004 to give the public an opportunity to review the results of the Intercept Trail Survey, to learn more about the proposed trail development standards, and to provide input on priorities for future trail development. 78 participants rotated through the exhibits, with 66 participants filling out the exit survey. Display boards detailed the results of the intercept survey and



the proposed changes to the standards. There were also three boards designed to facilitate direct feedback (see results below) from the public on development priorities. See Appendix D for copies of the presentation Boards.

1. **The Red Dot Exercise: ‘Choose the first two trails that you would like to see developed, by placing a red dot beside the description’:** The top three choices were:
  - East Bank Trail (28),
  - River Crossing between Riverlands and Bower Ponds (21)
  - Trails within the Maskepetoon Natural Area (20).
2. **The Yellow Dot Exercise: ‘If you think that more amenities are needed on the trails, place a yellow dot beside your top two choice’.** The top three choices were:
  - Public Art (16)<sup>1</sup>
  - Washroom Facility (16), and
  - Interpretive Signs (15).
3. **Draw a New Trail** – respondents were encouraged to draw on a map and identify where a trail was needed in their neighbourhood or anywhere in the city. All identified trails were incorporated into the future trails map.

Questions that were on the public open house exit survey dealt with key issues that were raised during the Intercept Survey. A summary of these results is provided below:

1. **‘In reviewing the Trail Survey summary, were there any results that you found particularly interesting or that surprised you?’** The top three answers to this question were:
  - Were surprised in the category of spending priorities, many saw a discrepancy: Plants and Wildlife ranked number 1 and Scenery ranked number 2 in the Favorite aspects of Trails, however, in the spending priorities, Landscaping - addition of more trees and shrubs was 13 on the list, and preserving nature was number 28. It is possible that this

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<sup>1</sup> The Steering Committee felt that this result was not necessarily representative of an overall public/user view.

result reflects the fact that much of the Waskasoo trail system already provides great access to natural forests and wildlife habitat.

- Responded that they were surprised to see safety ranked so high (4)
- Were surprised by the number 1 ranking of Plant / Wildlife as their favourite aspect of the trails (3)

2. Many survey respondents indicated that safety was a concern when using the trails. **‘If safety is a concern to you, can you suggest two things which could be done to make you feel safer on the trails?’** The top three answers to this question were:

- Lights (15)
- Patrols (14)
- Centerline (9)

3. Many survey respondents indicated that trail user etiquette could be better. **‘Can you suggest unique ways to encourage / educate trail users on proper trail etiquette?’** The top three answers to this question were:

- Signage (23)
- Education (10)
- Centrelines (6)

4. **‘Can you suggest ways to encourage more people (current non-users) to use Red Deer’s Trail network?’** The top answers to this question were:

- School programs / education (8)
- Trail events (8)
- Create efficient trails / commuter trails (5)
- Free maps (5)

5. **‘Would you like to see a centreline on the major Waskasoo Trails? Yes\_\_ No\_\_.’** The answers to this question were:

- 37 respondents ( 56%) indicated that they would like to see a centreline on Major Waskasoo trails
- 17 respondents (25%) indicated that they wouldn't like to see a centreline
- 12 respondents (19%) did not indicate any answer.

6. **'Would you support the removal of all offset gates? Yes \_\_ No \_\_ and Why?'**

The answers to this question were:

- 13 Respondents (19%) indicated that they support the removal of the Offset gates
- 39 Respondents (59%) indicated that they did not support the removal of the offset gates
- 14 Respondents (22%) did not indicate whether they support or didn't support the removal of the offset gates.

**In response to 'Why?' the answers were:**

- No - They serve as a barrier to keep traffic off trails (8)
- No - They slow down cyclists (7)
- Yes - They are a nuisance (4)

7. **Currently the Arterial Road Sidewalks / Trails are cleared in the winter. 'Do you support the clearing of some designated Waskasoo Trails for winter use? Yes \_\_ No \_\_ If yes, can you suggest a suitable trail route which could be cleared'. The answers to this question were:**

- 48 Respondents (74%) agreed that some Waskasoo trails should be cleared during the winter months.
- 10 Responded (15%) that trails should not be cleared during winter.
- 7 (10%) did not respond to this question.

**In response to 'suggest a suitable trail to be cleared' the answers were:**

- Bower Ponds (8)
- Downtown / Central (7)
- Taylor Bridge to 67 St. Bridge (4)

8. **'Please identify any environmental concerns that you may have regarding the use of existing trails or the development of new trails in Red Deer'. The answers to this question were:**

- Keep trails away from sensitive areas i.e. wildlife habitat and corridors (8)
- "Un-official" trails degrade natural areas, i.e. mountain bikers along river banks (8)
- Garbage, install more receptacles, provide more pick-up etc. (7)

## 3.0 Red Deer's Trail Network

### 3.1 Existing Trail Network

The City of Red Deer has an extensive trail network of designated trails, sidewalks and on-street cycling routes. One of the early and then ongoing activities of this study was to inventory and map all of the existing trails in the city. An initial electronic base file which included some of the existing trails was provided to the consultant and then this map was updated to include all existing trails. A map of the primary sidewalks including width and surface condition was also provided by The City. The process of inventory and mapping required field reconnaissance by the project team but more importantly relied on the input of City staff, stakeholders and the public. The map was continually updated and refined throughout the process of meetings and public events to ensure that all existing trails (and proposed routes) were documented.

The Red Deer Visitor and Convention Bureau currently produces a trails map which is available through The City and at most recreation facilities and destination sites (eg. Heritage Ranch). The City also manages a website which allows potential users to select trails by activity type and print out a specific route to meet their needs.

The trails which are included on the current map are divided into five categories:

- Hard Surface Trails - 47 km
- Shale Trails - 76 km
- Dirt Trails - 6 km
- Equestrian Trails - 8 km
- On Street Cycling Routes – 5 km

As indicated, there are also over 30 km of sidewalks along arterial and collector roads which are key routes for providing access and connection between neighbourhoods and important community recreational, institutional and commercial facilities.



## **3.2 Trail User Profile**

The intercept survey and the conversations with the public and stakeholders were used to develop a profile of the trail users in Red Deer. Most trail users were between ages 18-49, which reflects the young population of Red Deer. Although this age group made up the majority of trail users, the data also indicates that people of all ages are using the trails. Respondents indicated that they used the trails primarily for exercise, recreation and dog walking and that the primary modes of use were walking, biking, and running/jogging. An opportunity to see and appreciate nature was the aspect that people liked most about the Red Deer trail network. This profile would be typical for most municipalities in Alberta where recreation is the primary reason why people use trails.

From this profile and with additional input from the intercept survey it is possible to extrapolate some important design information. Clearly, having more trails which access nature and are designed primarily for walking, is important. These trails should be designed as primarily low impact in terms of surface material and passive in terms of grade/level of difficulty. Runners also indicated that they prefer softer shale or wood chip trails. The extensive multi-use, asphalt trail network in Red Deer accommodates the needs of most users for recreation and exercise whether walking, jogging, biking or in-line skating. These trails provide loops of various distance, they are easily accessible and they provide variety in terms of sights, facilities and level of difficulty.

While dog walking was the fourth most common activity on the trail, there was significant concern expressed about safety issues related to dogs (particularly off-leash) on the trails. To accommodate dogs and dog owners the City maintains an off-leash area at Three Mile Bend. Survey respondents indicated that more waste receptacles and water fountains could be placed throughout the trail network; however, it would be better to encourage more off trail use by dog walkers by having more than one designated off-leash area. As with all forms of trail use, it is important the users learn proper trail etiquette.



### **3.3 Existing Trail Standards**

Development standards provide a critical framework for the development (new construction), upgrading and operation of municipal infrastructure. Trail development standards usually define trail width, surface material, safety zones and the location of specific classes of trails. Related or supporting standards will usually define trail amenities, control features (eg. gates or bollards), and overall planning requirements. One of the objectives of this study is to define a set of trail standards which can be applied consistently by all departments and by contractors working for The City. As a framework for developing new standards, The City's existing trail standards are defined in the following sections.

#### **3.3.1 Existing Parks Standards**

Red Deer's Recreation, Parks & Culture department does not currently have a comprehensive set of trail development standards which is a primary reason for the preparation of the RDTMP. Department staff currently use a variety of previous work and more recent formal directives as the framework for making trail development decisions. Some of the current standards used by the department include:

- ♦ 3.0 m wide Asphalt Trails, 1.5 m wide hiking trails, and 2.5 m concrete sidewalks along key collector roads
- ♦ Trails Classification – Hard Surface Trail, Shale Trail, Dirt Trail, Equestrian Trail, On Street Cycling Route
- ♦ Construction Details – from Waskasoo Park Master Plan (1983-1990)
- ♦ Original Classification (1987) – Class 1, 2 & 3 Bikeways

#### **3.3.2 Existing Engineering Guidelines (2004)**

In the 2004 City of Red Deer Engineering Services Design Guidelines there are several specific guidelines defined to guide trail development. They include:

- ♦ Expressways & Arterial roads – a 3.0 m wide separate sidewalk will be constructed on one side of road.
- ♦ Residential Collector Roads – the required 1.5 m wide separate sidewalk will be increased to 2.5 m on one side if designated (by Parks) as part of Bicycle Path system
- ♦ Berms – berms will be constructed along major collectors and arterial roads for noise/visual screen. Pedestrian access is provided through the berms using sound walls.

- ◆ Off-set Gates – are installed at intersection of collector roads and trails paralleling arterials.

### **3.3.3 Existing Planning Standards (2002)**

In the City of Red Deer Neighbourhood Planning and Design Guidelines & Standards (2002/03), there are several specific standards defined to guide the planning and development of trails in new neighbourhoods. They include:

- ◆ The planning of neighbourhood trail networks, as well as the collector and arterial road plan, will be completed within the Major Area Structure Plan and precede any additional detailed development of Neighbourhood Area Structure Plans. Neighbourhood Area Structure Plans will include detailed planning of all parkettes, linear park or trail networks and buffer areas.
- ◆ The purpose and priority of trail linkages in/out of neighbourhoods shall be described within the Major Area Structure Plan, in order to assist developers in preparing acceptable neighbourhood trail designs.
- ◆ Paved trails running through and connecting neighbourhoods shall be developed as part of the City transportation system.
- ◆ Paved trails should be integrated through neighbourhoods and efficiently connect with sidewalks to minimize walking distance and provide accessibility to the transit service.

(Note: Recently this document has been revised; Neighbourhood Planning Guidelines and Standards, August 2005. The current document refers to the trail standards outlined in the remainder of this plan.)

## **3.4 Existing Trail Maintenance**

Trail maintenance and operations in Red Deer is primarily the responsibility of the Park Facilities (PF) section of Recreation Parks & Culture, with some duties performed by the Parks Maintenance (PM) section. The Recreation Parks & Culture Department has an annual trails budget of approximately \$300,000, of which \$250,000 is for repairs and maintenance and \$50,000 is for overlays. In the past this budget has been supplemented by grant money which is often specifically designated for trail overlays (see below). The primary objective of The City's trail maintenance program is to extend the life of the trails through regular maintenance, with the focus being on the designated asphalt trail throughout Waskasoo Park. Although maintenance was identified as an issue by the public and stakeholders,

the project team agreed that the Parks Facilities and Parks Maintenance staff are doing a very good job with the available budget.

The Public Works (PW) department also has responsibilities for trail maintenance, specifically signage repairs and replacement and the sweeping/clearing/repairs to trails (sidewalks) along arterial roads. The following is a description of the trail maintenance activities with the section responsible indicated in brackets:

- ♦ **Trail Sweeping (PF)** – completed approx. 3 times per year including an initial clean-up of all trails every spring. The work is done by a single machine and operator.
- ♦ **Sidewalk Sweeping (PW)** – Public Works sweeps sidewalks along arterial roads in the spring of each year.
- ♦ **Crack Filling (PF & PW)** – this work is actually subcontracted on a yearly basis, and is the cheapest and most effective way of extending the life of the trails and sidewalks. Crack filling compound is used to keep small cracks from growing by keeping out dirt, weeds, moisture, etc. Crack filling was identified in the survey as a safety concern because the compound can be a trip/slip hazard particularly for in-line skaters.
- ♦ **Overlays (PF & PW)** – complete asphalt overlays of sections of the trail are done to about 1-2% of the Waskasoo trails each year depending on available (remaining) budget. This work is contracted on an annual basis. PW does some sidewalk repairs (skin patching) using part of their overall maintenance budget. They also contract out sidewalk overlays and replacement of all types of sidewalks and complete these repairs based on a priority list established annually.
- ♦ **Root Control (PF)** – this activity involves the installation of a pvc root barrier (approx. 450mm deep) along the edges of the trail to prevent roots from undermining the trail surface. This activity is done both as a preventative measure and also in reaction to ongoing root damage at a particular location. In forested areas the installation of a root barrier should become part of the standard detail for trail construction.
- ♦ **Garbage Removal (PF)** – removing garbage and monitoring the trails and parks is a full time job for one staff member from April through October. Respondents to the survey indicated that more garbage receptacles were needed but did not identify garbage removal as an issue.

- ♦ **Amenity Repairs (PF)** – this activity includes the repair and replacement of furniture, garbage receptacles, and barriers.
- ♦ **Mowing (PM)** – Parks Maintenance is responsible for mowing a 1.0 m edge along both sides of all trails where conditions allow.
- ♦ **Vegetation Clearing (PM)** – where conditions allow, a 0.6 m clear zone on both sides of the trail as well as a 2.0 m high clear zone above the trail is maintained by clearing away vegetation.
- ♦ **Signage Repairs (PW)** – the repair and replacement of trail signs is the responsibility of the Meters & Sign section of the Public Works department. However, the budget for this work is part of the Recreation, Parks & Culture trail maintenance budget (approx. \$22,000/year).
- ♦ **Bikeway Stencils (PW)**– Public Works repaints bikeway stencils (on roads) generally on a three year cycle.
- ♦ **Snow Clearing (PW)** - Public Works removes snow from all sidewalks along arterial roads throughout the winter with an objective of having all sidewalks cleared within 48 hours of a major snowfall. There is currently no snow clearing completed on any of the designated asphalt (Waskasoo) trails.

Some of the issues and challenges faced by Parks Facilities and Public Works in maintaining the trails and sidewalks include:

- ♦ **Budget** – as indicated the trails/sidewalk maintenance objective is to extend the life of the trails through regular maintenance. As costs increase (eg. price of oil related to crack filling/overlays), less money is available for these preventative maintenance activities.
- ♦ **Extent** – related to budget is the growing extent of trails and sidewalks as the City grows. Maintenance staff, budget and resources (equipment) need to grow at a relative rate.
- ♦ **Coordination** – with three groups responsible for maintenance there can be coordination issues particularly with respect to logging and properly directing calls from citizens or stakeholders who have identified maintenance concerns.
- ♦ **User Impacts** – user impacts include things like vandalism, unregulated use by motorized vehicles and diversified use (ie. shale trails used by cyclists). All of these impacts can result in increased, unscheduled and unbudgeted maintenance.

## 3.5 Trail Network Evaluation

This phase of work involved a technical evaluation of the strengths and weaknesses of the Red Deer trail network by the project team. A key component of the evaluation was input provided by the committee, the public and stakeholders throughout the study. This community input provided direction to team members, supplemented collected information, and often supported the observations of the team.

The technical evaluation was done by senior project team members who rode the majority of Red Deer's trails over 4 days in June. It is important to note that the evaluation did not involve a metre by metre review of all trails, although a majority of the major trails and all of the arterial road routes were reviewed. A list of trail criteria was used to evaluate the trails based on three major categories: Design, Amenities, and Maintenance. In the future, operations staff can use the criteria to monitor trail condition and identify specific locations that require upgrading.

The observations of team members were documented using photographs, map notations, and reflections following the field review. The conclusions regarding the strengths and weaknesses of the trails were general in nature, and not based on frequency or precise location. Notes regarding the mitigation and remediation of problematic trails were also included. A summary of some of the key findings, including public input is provided in the following sections. The field work information is provided in Appendix E.

<b>Red Deer Trails Master Plan</b>	
<b>Trail System Evaluation Criteria</b> (mark on plan/make notes as required)	
<b>A</b>	<b>DESIGN</b>
A.1	Inadequate Trail Width
A.2	Intersection Radius Too Small
A.3	Intersection Unsafe
A.4	Controlled Crossing Required
A.5	Curb Cuts/Ramps Required
A.6	Desire Lines/Cross Cutting
A.7	Poor Sightlines
A.8	Steep Gradient
A.9	Trail Link/Route Required
A.10	On-Street Link/Route Required
A.11	OTHER DESIGN ISSUE
<b>B</b>	<b>AMENITIES</b>
B.1	Bike Rack Required
B.2	Trash Can Required
B.3	Bench Required
B.4	Pavement Markings Required
B.5	Traffic Signage Required
B.6	Directional Signage Required
B.7	Possible Viewpoint Location
B.8	Lighting Suggested
B.9	Barrier/Bollard Required
B.10	Landscaping Suggested
B.11	OTHER AMENITY ISSUE
<b>C</b>	<b>MAINTENANCE</b>
C.1	Surface Repairs Required
C.2	Trail Edge Repairs Required
C.3	Vegetation Clearing Required
C.4	Turf Repairs Required
C.5	Amenity Repairs Required
C.6	Erosion Repair Required
C.7	OTHER MAINTENANCE ISSUE

### 3.5.1 Design

The design of trails includes a wide variety of topics that range from broad (for example, trail network connectivity) to very specific, such as the detailed design of intersections or ramps. The evaluators all agreed that the layout and extent of existing trails provides good access to most parts of the city and to existing

recreational facilities and natural features. The team also agreed that integration with the street system is satisfactory but some intersection configurations make it difficult to create good, strong, clear connections. In some areas such as the downtown, way finding needs to be improved.

Most survey respondents enjoyed the trail network, both its extensive range and beauty, but would like more trails throughout the city. As well some respondents identified the need for widening certain trails, creating better access, having separate bike and walking trails, and paving some of the soft surface trails.

A summary of the key evaluation findings for each criteria category are provided on the following pages along with recommendations on issues and action items that should be addressed by new or modified standards.

- ◆ **Inadequate Trail Width** – most of the existing asphalt trails are 2-2.5m wide and most current standards (eg. Transportation Association of Canada) recommend a 3.0 m width for multi-use trails. Since The City of Red Deer has already adopted this 3.0 m standard for new trail construction, the evaluation focused primarily on the narrow sidewalks (1.2-1.5m) along arterial roads which are designated as trail routes. Some of these walks are further restricted by light and power poles. In Section 4.0 and 5.0 of this report, it is recommended that sidewalks along designated arterial road trail routes be widened to 3.0 m.



- ◆ **Intersection Radius too Small** – This relates to locations where two trails meet and a suitable radius (2-3m) and/or widened intersection has not been provided. The result is usually cross cutting causing erosion, damage to turf and sometimes dangerous pot holes off the trail. Only a few of these locations were identified but it is an issue for City field staff to be aware of. All future asphalt trails should include minimum turn radius of 3.0 m at intersections between trails (See Section 4.0).



- ♦ **Intersection Unsafe** – most evaluation within this criteria focused on trail/road intersections. Evaluators identified problems related to having awkward angles of approach (difficult to see traffic), small awkward pararamps, small islands with poles in them, uneven surfaces and manholes on the trail. Some of these situations occur at locations where the intersection layout may not properly accommodate the trail/road intersection due to site constraints such as utilities and road right-of-way width.



Best practices related to crosswalks are defined in the TAC Geometric Design Guide. This manual provides guidelines for the size and location of waiting areas, signage, sight lines and accommodation for persons with disabilities. The City of Red Deer 2004 Engineering Standards provides standards for a detail for trail road intersections which reflect these guidelines.

- ♦ **Controlled Crossing Required** – no locations for pedestrian controlled crossings (lights) were identified by the project team or by the public. The City of Red Deer Engineering has a defined list of existing and potential future signalized crossings and has provided input into the proposed locations of trail routes to ensure that future trails avoid channeling pedestrians and cyclists to mid-block locations and to locations which are not likely to meet the warrant for future signalization.
- ♦ **Curb Cuts/Ramps Required** – It was noted that the design of some ramps was problematic in terms of alignment, radii or size. As well, in many locations access to the ramps or visibility from the ramps is restricted by poles and other amenities. The TAC Geometric Design Guide provides guidelines for ramp design.
- ♦ **Desire Lines/ Cross Cutting** - Desire lines are fairly obvious throughout the trail network. These are paths of downtrodden grass, or dirt that were created by pedestrians or cyclists. One of the questions was raised, “Are desire lines problematic?” There are two possibilities to mitigate desire lines. Desire lines

could be incorporated into the trail network by formalizing them into trails, or to prevent the use of desire lines, fences, retaining walls, or shrub beds could be added to deter users. *It is recommended that the Parks Maintenance and Parks Facilities sections evaluate desire*



*lines on a case by case basis and formalize desire lines (i.e. construct a trail link) in locations where there is a clear desire for use related to access or connection to other trails or community facilities and where increased maintenance, environmental impacts and/or safety issues would not result.*

- ◆ **Poor Sightlines** – one of the noted sightline issues related to locations where the vegetation adjacent to the trail caused restricted visibility along the trail or it created a blind corner. Vegetation clearing is part of The City's regular maintenance activities. There are no specific standards or best practices for trail sightlines and so it is up to maintenance staff to ensure that vegetation does not encroach on the trail and to try and create clear sightlines in locations where safety may be an issue.
- ◆ **Steep Gradient** – In trail development, any grade above 12% is considered to be a steep grade and measures such as switchbacks or stairs are used to provide safer access. Trails should also not have a cross fall of greater than 5% which is an important consideration in the design of driveway crossings along major sidewalk trails. In some locations, where alternative access points are not available, municipalities chose to construct steep trails because it is important to the continuity of overall trail network or access to a specific feature or location. In these locations barrier free access may not be



provided which is acceptable as long as alternative routes are provided and warning signs are posted. There was only one location along McKenzie Trail where a steep trail grade was noted. On this trail, switchbacks and warning signs have been used to improve safety. *It is recommended that The City widen the trail to 5.0m at switchback locations, mark the centre line and clear vegetation (only as required) to improve sight lines.*

- ♦ **Trail Link/ Route Required** – As indicated in section 5.0, a tremendous number of new trail routes and trail links have been identified by the project team, the steering committee and the public. During the technical evaluation one of the issues identified was locations where trails would end abruptly leaving the riders to back track or create desire lines. These locations have also been addressed in Section 5.0.



- ♦ **On-Street Link / Route Required** – the majority of on-street bike routes are in the downtown where way finding has been identified as an issue. Included in this study was a detailed evaluation of the downtown bike routes by a member of the project team (Peter Heppleston, P. Eng.) and a member of the Committee (Bob Johnston). This report reviewed the existing bike routes and identified new and expanded routes which became part of the proposed future trail network defined in Section 5.4. The summary report including committee comments can be found in Appendix F.

- ♦ **Other Design Issues: Offset Gates** – one of the key design concerns related to the offset gates which are located where trails intersect with major roads. Concerns were raised by the project team regarding the inconsistent installation of these gates in terms of location, layout, spacing and visibility (lack of reflective tape). In addition to the technical evaluation, engineering staff had prepared an internal



review of the gates from an operational perspective and were recommending the removal of the gates to make snow removal and turf maintenance at intersections easier. The project team was asked to complete a further review of the gates (See Appendix G ) and based on this review *it is recommended that The City remove all existing offset gates as part of future intersection improvements and install "Yield" signs for trail users.*

- ◆ **Other Design Issues: Berm Crossings** – one of the issues raised by steering committee members relates to the challenge faced by pedestrians, bicyclists and inline skaters to get through/across berms in locations where mid-block access from a neighbourhood connects with an arterial road (and associated trail). City engineering standards include berms along arterial roads to provide noise protection for adjacent neighbourhoods. Standards also provide for 3.0 m wide trails between the berm and the road. Any opening in the berm to provide trail connections, even in conjunction with a noise wall and/or planting would reduce the effectiveness of the berm and would likely also create an unsafe access (dark, poor sightlines). One of the other key issues is that these mid-block connections create the potential for mid-block crossing of major roads. *It is recommended that during the planning of future neighbourhoods, mid-block trail connections to arterial roads should be discouraged to avoid the potential for berm and mid-block crossings. It is also recommended that existing locations in which a trail route crosses a berm should not be altered or improved unless safe access can be provided without disruption of berm function.*

### **3.5.2 Amenities**

An amenity is defined as something that is conducive to creating comfort or convenience. In terms of trail development, amenities can include bike racks, garbage receptacles, benches, water fountains, signage, or other built objects that add to the comfort of the trail user. As the technical evaluation was a general overview of the availability and accessibility of amenities, the need for additional amenities at specific locations has not been identified. In general, the level of amenities throughout the trail network is good and there is a consistent use of specific products (eg. bench style) which is equal to or better than most municipalities. Respondents to the intercept survey identified a need for a variety of amenities throughout the Red Deer trail network. The following is an evaluation of the level and quality of the existing amenities which support the trails in Red Deer.

- ♦ **Bike Racks Required** – only a few specific locations, which needed a bike rack, were identified during the technical evaluation. However, it is important that bike racks are provided at both recreation and parks destinations where people may want to get off their bikes and walk, as well as at commercial and institutional sites to encourage more people to use their bikes as alternative (Active) transportation mode. *It is recommended that The City complete a review of all City facilities and implement an ongoing program to install bike racks at all facilities. The City of Red Deer should consider amending the Land Use Bylaw, to require new developments to provide bicycle parking, in the same way that automobile parking is required now (Bicycle Master Plan, 2000). The City of Red Deer should maintain the bike racks on buses program, and attempt to raise the public awareness of it (Bicycle Master Plan, 2000).*
  
- ♦ **Garbage Receptacle Required** - There were a few identified location where garbage receptacles were needed along the trails. Survey respondents indicated that more garbage receptacles were needed to improve clean up by dog walkers. The City should ensure that trash receptacles are provided at all major trail intersections and at locations where people park their cars to access the trails.
  
- ♦ **Bench Required** - There were no comments from the technical evaluation that dealt with the need for more benches. Section 4.0 defines a standard for installation of benches along Waskasoo, nature and neighbourhood trails.
  
- ♦ **Pavement Markings Required** – Both the public and stakeholders indicated support for the addition of a centerline on major/busier trail routes. Committee members expressed concerns related to cost effectiveness, demonstrated impact on safety and the fact that painted lines can be slippery. Based on the discussion, *it is recommended that The City install painted centerlines on the existing Waskasoo trail from Kin Canyon to Ross Street, and conduct an evaluation program, including public input, over three years to consider the effectiveness.* The parameters for the selection of this location was the relatively



high level of use, the mix of users, the challenging route conditions (hills) and varying sightlines. Additional routes could be selected as part of the evaluation process utilizing the same general criteria.

- ◆ **Directional Signage Required** – Both the technical evaluation and the public input identified the need for more directional signage, distance markers, maps, trailhead information, and general informational signs for trail users. Existing signage is good and consistently applied; however, there is a need for additional signage at key locations, and to define the distance and direction of key features. The Waskasoo Park Interpretive Program and Master Plan will be prepared in 2005 by the Normandeau Cultural and Natural Historical Society (NCNHS) in conjunction with a consultant. This will include a review of interpretive signage (design, logo, messages, locations, media) throughout the Park. The Waskasoo Park Interpretive Program should be expected to take the lead in interpretive signage and programming in all natural and human heritage areas in the city, especially the various parks, natural areas, ecological reserves and historic sites. The implementation of this plan will ultimately result in the installation of new interpretive signs along Waskasoo and Nature trails throughout the city. As an extension of this program *it is recommended that The City complete an inventory and evaluation of existing trail signs and define a program for the installation of additional directional signs, distance markers and information signs and maps to improve trail user experience.*
- ◆ **Possible Viewpoint Locations** – There were no new viewpoint locations noted during the evaluation or through the public input process.
- ◆ **Barrier / Bollard Requirements** – The use of offset gates to control trail use has been discussed previously under other design issues. The City also currently installs a set of bollards in neighbourhoods to discourage vehicle usage along green areas, PULs, and utility easements.
- ◆ **Landscaping Suggestions** - Comments that dealt with landscaping were primarily about maintaining sightlines, or dealing with problematic trees near the trail. The Parks Maintenance section maintains along the trails and has a





hazard tree program that deals with problematic trees near the trails. The addition of landscape features such as trees or shrub beds along the trails was not an identified need during the study.

- ◆ **Other Amenities: Washrooms** - On the weekend that the technical advisors completed the trail evaluation it was noted that the washrooms were locked. It is important that all washrooms remain open for trail users between April and October. The need for additional washrooms as well as water fountains was noted by a number of survey respondents although no specific locations were identified. The existing trail map does a good job of identifying where these amenities are located within the trail network.
- ◆ **Other Amenities: Lighting** - The other amenity that was identified by many respondents was trail lighting. In most cases lighting is identified by the public as an amenity designed to improve safety, however, many respondents also feel that lighting is unnecessary and that users make a choice based on a number of factors if they choose to use trails at night. A discussion of trail safety and crime prevention principles is provided in Section 3.5.4. In most municipalities, the cost of lighting limits the use of trail lights to a few major trails, parks sites and key intersections. Currently in Red Deer, trail lighting is only provided around Bower ponds and a few of the bridge crossing locations which are heavily used for active transportation. In addition, lighting is generally provided by The City at parking areas and parks facilities which are part of the Waskasoo Park system. *It is recommended that The City maintain its current approach of providing trail lighting only at major trail bridges, at trail heads and at parking areas and facilities which support the trail system.*



### **3.5.3 Maintenance**

As described in Section 3.4, The City focuses trail maintenance on the Waskasoo Park trails with the objective of extending the life of those trails. As indicated, the evaluators felt that the trails were generally well maintained and in very good condition. The public and stakeholders identified some specific concerns, issues

and suggestions related to maintenance. The following summarizes the evaluation of trails maintenance:

- ◆ **Surface Repairs Required** – Trail users indicated that certain trails needed to have surface repairs done as they were bumpy, or there was frost/root upheaval. Others mentioned the need to maintain all trails via repaving, repairing, smoothing, fixing bumps, and cleaning overgrowth. Some respondents also mentioned the need for less tar on areas that have been fixed, as these areas cause trip/slip hazards for roller-bladders. Stakeholder comments regarding maintenance was the need to repair lifting concrete and mitigating tree root upheaval. All of these items are being addressed each year by The City.



- ◆ **Trail Edge Repairs Required** - There were some comments regarding this maintenance issue where trail edges were noted as being 'sharp'. This can be a safety hazard for many types of users. This was not a widespread problem and can be easily addressed with topsoil and seed as part of ongoing maintenance activities.

- ◆ **Vegetation Clearing Required** - Team members identified several locations that needed vegetation clearance to maintain/improve sight lines. In most locations this was a matter of clearing back the edges by approximately 1.0m. The use of centre lines and signage ('slow') to mark blind corners can be an alternative approach to avoid clearing large amounts of forest while keeping the trail safe.



- ◆ **Turf Repairs Required** - Turf repairs was primarily an issue related to desire lines and around gates.

- ◆ **Erosion Repair Required** - There were no comments that dealt with this issue.
  
- ◆ **Other Maintenance Issue: Maintenance Coordination** – One issue raised by the Committee was a concern with the dialogue between departments that deal with the maintenance of trails. This was also identified as an issue by maintenance staff. As described in Section 3.4 there is a division of trail maintenance activities between Public Works, Parks Maintenance and Parks Facilities. The evaluators agreed that the level of trail maintenance was satisfactory which suggests that both groups are fulfilling their maintenance responsibilities. To improve maintenance coordination, *it is recommended that Public Works, Parks Maintenance, and Parks Facilities have an annual maintenance coordination and review meeting to confirm scope and responsibilities, and to share and manage resources.*
  
- ◆ **Other Maintenance Issue: Snow Clearing** - One of the most common suggestions from both the public and stakeholders was the need for winter snow clearing along at least some major trail routes. The committee discussed snow clearing on numerous occasions throughout the study in consideration of the many issues related to this activity. These issues include capital cost for equipment, annual budget, potential impacts on trail edge vegetation and potential liability (ice build up etc.). Currently the trails around Bower ponds are cleared to assist ice maintenance on the ponds. Also most arterial road sidewalks which are designated as trail routes are cleared during the winter. Based on these discussions, and input from the public, it was agreed that a trial program should be implemented. *It is recommended that the City undertake snow clearing of one designated trail route (see Section 5.0) for a period of three years and then evaluate all of the implications related to budget, use, and liability.* To eliminate initial capital costs it is recommended that Public Works be responsible for clearing the trail as an extension of their sidewalk clearing program. Snow clearing of the trail route would be the lowest priority.

### **3.5.4 Other Evaluation Considerations**

#### **Active Transportation**

Active transportation is any form of human-powered transportation<sup>2</sup>. It is any trip made for the purposes of getting to a particular destination - to work, to school, to

<sup>2</sup> Information Adapted from: Public Health Agency of Canada Website <http://www.phac-aspc.gc.ca/>

the store or to visit friends without a motorized vehicle. There are many "active" modes of transportation including walking, cycling, in-line skating, skateboarding, ice skating (eg. on a canal). Walking and cycling are the most popular forms of active transportation. It can also involve combining modes such as walking/cycling with public transit.

Apart from the many health benefits of active transportation, there are a number of other good reasons to consider it, including climate change, health and safety, the health of the environment, and the quality of life in neighbourhoods. However, as suggested by the Intercept Survey, there is not a high population of commuters using the Red Deer trail network. This may be related to some poor trail connections into the downtown, lack of bike amenities, or users perceptions of safety and security issues. It also reflects the connection between people and their automobiles in this province.

The City of Red Deer endorses active transportation through the principles, standards and recommendations of this plan as well as previous planning documents such as the Greater Downtown Action Plan and the Transportation Master Plan. The City promotes higher use of the trails for Active transportation through the following actions:

- ◆ development of a comprehensive network of trails and on-street routes;
- ◆ advocates for sharing the road with cyclists;
- ◆ ensuring the safe integration of pedestrians, cyclists and other active users among motorized vehicle traffic through design standards;
- ◆ regularly maintaining and upgrading pedestrian and cycling facilities;
- ◆ incorporating principles of the safe integration of pedestrians, cyclists and other modes of active transportation, with community development based on research and experiences from all sources whenever appropriate. Substantial research on pedestrian and cyclists behavior, safety principles and standards have been developed by the Transportation Association of Canada, US Transportation Research Board, Institute of Transportation Engineers, and the Federal Highway Administration. Some of these results have been highlighted by special groups like Walkable Communities, ICBC, Alberta Motor Association and others to promote awareness.

- ♦ favoring urban design that reduces the distances that people have to travel to get to work, retail areas, schools and recreational/leisure pursuits;
- ♦ planning streetscapes to be visually pleasing and inviting to pedestrians;
- ♦ encouraging feedback from citizens, pedestrian and cycling advocacy groups;
- ♦ The City's Bike & Ride program (Red Deer Transit) also provides opportunity to encourage and accommodate using bikes and buses as a mode for active transportation.

### **Safety**

Trail users need a safe environment in which to travel for recreation or from the places they live to places where they learn, play, shop and work. Trail safety issues can be categorized related to user behaviour, design, operations/maintenance and crime prevention as defined below:

- ♦ **User Behaviour** – this relates to user education, experience, skill level and etiquette to avoid unsafe actions (eg. Weaving, high speeds, improper turns etc.) on the trails. The committee, stakeholders and the public all commented on the need for improved user behavior (See Trail Etiquette later in this section).
- ♦ **Design** – The TAC Geometric Design Guide as well as numerous other trail publications and reports provide design parameters, guidelines and standards for designing safe trails. In general the design of safe trails is often a function of developing an acceptable balance between level of service, cost, environmental impact, level of safety and operational requirements. This balance must reflect local values and standards. The trail principles and standards provided in Section 4.0 of this report have been prepared with safety as an objective with consideration of contemporary trail design standards, physical/environmental conditions in Red Deer, and local values and principles as defined by the public and in other City planning documents.
- ♦ **Operations/Maintenance** – The City's maintenance activities designed to enhance trail life also contribute to trail safety. These include crack filling, pot hole repairs, removal of garbage and obstacles, repairing of trail edges, and maintaining a clear zone along the trail. The primary safety objective is to maintain a clear and smooth path of travel for users, particularly those on bikes.

- ♦ **Security** – personal security is a key factor that people use to make decisions on the time and location of trail use. Unfortunately, serious crime can occur anywhere, including trails and so it is important that consideration be given to designing trails to encourage positive behavior (See CPTED below). In addition, it is important that part of the education of trail users includes reminders about the safe use of trails including: choosing a safe time and place to exercise, exercising in well-populated places, keeping fully alert and aware of surroundings while exercising outdoors, and refraining from wearing headphones and other devices.

### **CPTED**

CPTED stands for Crime Prevention Through Environmental Design and it is a national program that contends that architects, City planners, landscape architects and law enforcement can create a climate of safety in a community right from the start by designing a physical environment that positively influences human behaviour. The following are key CPTED principals as outlined by the RCMP<sup>3</sup> that are used in the realm of urban design and have implications for trail design and operations:

- ♦ **Territoriality** – Fostering residents' interaction, vigilance and control over their neighbourhood. One opportunity would be to encourage running and cycling groups to assist in patrolling of parks and to report suspicious behavior.
- ♦ **Surveillance** – Maximizing the ability to spot suspicious people and activities. Other tactics that might apply when designing trails include: installing appropriate lighting at key locations and providing unobstructed views near trails.
- ♦ **Activity support** – Encouraging the intended use of public space (trails) by residents. The higher the levels of use the less likelihood for unsafe/unlawful behaviour.
- ♦ **Hierarchy of space** – Identifying ownership by delineating private space from public space through real or symbolic boundaries.

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<sup>3</sup> This information regarding CPTED can be found on the following Website: [http://www.rcmp-grc.gc.ca/ccaps/safecomm\\_e.htm](http://www.rcmp-grc.gc.ca/ccaps/safecomm_e.htm). The title of this web page was Creating Safe Communities.



- ♦ **Access control / target hardening** – Using physical barriers, security devices and temper resistant materials, such as gates, fences, and signs, that delineate areas of access, to restrict entrance.
- ♦ **Environment** – A design or location decision that takes into account the surrounding environment and minimizes the use of space by conflicting groups; for example, avoid placing covered outdoor areas where loitering may be a problem.

### **Environment**

Trail users indicated that being in nature (i.e. experiencing a variety of plants, wildlife, the river, scenery and terrain) was what they enjoyed best about using the trails in Red Deer. With trails through Waskasoo Park, along the river and creeks, the McKenzie trail through the old spruce forest, and the Gaetz Lake Sanctuary, trail users have access to a wide variety of natural features. In addition, there are a number of isolated natural areas in residential neighbourhoods as well as industrial and commercial areas of the city. These natural areas include isolated forests, stand alone wetland and combined tree and wetland reserves that have great potential for interpretive trails. The Ecological Services department is developing in-depth understanding of these natural areas and is working toward integrating these reserve areas within the parks system as a means of providing controlled access for recreation and education while preventing degradation (See Neighbourhood Park Ecological Reserves - Section 4.3.5).

The importance of protecting Red Deer's natural environment has been well documented in numerous reports published by The City of Red Deer, and other environmental groups. The evaluation team agreed that The City, through implementation of the Waskasoo Park Master Plan, has done a good job of integrating trails within the natural environment.

There were no specific environmental issues or concerns raised during the technical evaluation of the trails, although a number of stakeholders talked about the impacts of off-road vehicle use on areas such as the Maskepetoon Natural area and Heritage Ranch. The Ecological Services section is well aware of these impacts

and has tried to implement some control measures to limit uncontrolled use. *It is recommended that a master plan be prepared for the Maskepetoon Natural Area to design and implement control measures, parking, access, trails and interpretive programming.*

Survey respondents indicated that protection of natural areas was important and suggested keeping trails out of identified sensitive areas. There was also mention that un-official trails tend to degrade natural areas, specifically mountain bikers along river banks. This is a concern in most river cities, and can be mitigated by educating users of their effects and providing separate mountain bike trails, which is the current practice in Red Deer. As well, respondents mentioned the need for removing garbage along the trails by installing more waste receptacles, providing more pick up, creating environmental awareness, and organizing volunteering opportunities for garbage collection.

Stakeholders (See Section 6.1) ranked environment as the third priority related to trail spending, after trail upgrading/new trails, and operations and maintenance. Suggested ways to spend the money on the environment included the following: preservation of natural areas/protection of pristine areas (Maskepetoon), naturalization planting (along Arterial Roads and throughout green spaces), erosion control measures, and control fencing for sensitive areas.

#### **Alexander Way - 48 Street Promenade**

The Alexander Way - 48<sup>th</sup> Street Promenade Master Plan was completed in 2004 by UMA and includes recommendations for maintaining and integrating the existing on street bike route along Alexander Way / 48<sup>th</sup> Street connecting Waskasoo Park, across downtown to Bower Ponds. The key trail elements of this proposal are a pedestrian overpass at Taylor Drive and a trail bridge over the river from the Riverlands Area to Bower Ponds. The evaluation of downtown bike routes by the project team (Appendix F) supports the continued use of 48 Street as a primary downtown bikeway. The proposed bridge crossing was supported by some of the survey respondents and the project team, but the feasibility of the bridge is to be evaluated in more detail as part of the Special Gathering Places study currently being completed by the City.

### **Gaetz Avenue Redevelopment Study 2004**

The Gaetz Avenue Redevelopment Study, which was recently completed by The City, includes a defined system of trail, sidewalks and on-street (service road) bike routes providing pedestrian and bicycle access along both sides of Gaetz Avenue. The RDTMP Steering Committee and the project team reviewed the draft plan and provided comments which recommended upgrading the network to include a continuous 3.0m wide trail/on-street bike route on one side of the avenue. Due to constraints such as the inconsistent amount of boulevard available, and the potential safety issues related to numerous access/street crossings and parked cars, the Gaetz Avenue Redevelopment Study has not recommended a continuous bike trail/route but rather a system of 1.5 m wide concrete sidewalks, 3.0 m asphalt trails and on-street bike routes. This system is not designed to provide for people on bikes riding through the corridor but will allow good access for pedestrians within and throughout the Gaetz Avenue commercial developments. The RDTMP has proposed a parallel bike route north of the river providing a north/south commuter bike route (See Section 5.0).

### **Public Art**

The idea of public art as part of the trail network was not addressed during the trail evaluation or the initial intercept survey. However, during the Open House, public art was added to the list of additional amenities that users would enjoy seeing along the trails. The response was favourable and ranked highly in terms of new amenities the public would like to see along the trails.

The promotion of art and culture within Red Deer is achieved thru The City's Cultural Services and Culture Link (Cultural Development Association of Red Deer<sup>4</sup>). This association is dedicated to advancing culture within Red Deer and the implementation of the Red Deer Community Culture Master Plan. Recently The City was awarded the Cultural Capitals of Canada grant, which will aid in the funding for the initiatives outlined within the Culture Master Plan. Culture Link has managed this grant on behalf of The City.

Installing public art near or around trails falls under CCC *Initiative # 8: Complementary Linkage Development*. This program would create a strategy to

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<sup>4</sup> From Culture Link website: [www.culturelink.ws](http://www.culturelink.ws)

introduce public art pieces throughout Red Deer's trail network. Public art pieces could be a combination of installing new artwork or existing sculptures from current collections, such as the Red Deer College collection, or they may be created to serve as signage. The artwork would allow the public to experience art & culture in a natural setting in the heart of the city. An implementation plan will be proposed as a result of Project 8 of the Culture Capital of Canada initiative. (This plan will only cover a small part of the trail system.) This plan will include proposed locations for public art installation and locations that may need new signage that could be commissioned to local artists.

### **Trail Etiquette**

Trail etiquette (i.e. poor user etiquette) was a concern to many respondents of the intercept survey. Etiquette issues included: cyclists being unsafe when passing pedestrians, the need for bicycle bells or other warning systems, dealing with pet waste, keeping dogs on leash or muzzled, and outlining rules for various users. Suggestions for promoting improved etiquette included expanding on the current educational programs in elementary schools (Better Biking Red Deer), etiquette information on maps and etiquette signage. To promote etiquette within the adult population suggestions included inserting leaflets within power bills, articles in the Red Deer Advocate, or further educational programs as recommended by the Bicycle Master Plan as defined below. *It is recommended that The City of Red Deer work with the local and the Provincial cycling community (CABC) to make adult bicycle education programs available (Bicycle Master Plan, 2000). The City of Red Deer should include information on the safety issues related to sidewalk riding in all existing bicycle education programs and information campaigns (Bicycle Master Plan, 2000). It is further recommended that The City include trail etiquette and 'rules of the trail' information on future trail maps and directional signs.* One of the other ideas discussed by the committee was the hiring of Park Rangers to provide year round enforcement and education for the trails and the entire Waskasoo Park system. These special constables would have bylaw enforcement powers and could work with schools, bicycle groups and trail volunteers to educate trail users and address operation problems such as vandalism and off-trail use. *It is recommended that The City undertake an internal review of the cost-benefit of hiring full-time, year round Park Rangers for the entire Waskasoo Parks system.*

### **Universal Accessibility**

An accessible trail can be defined as a trail that is accessible to and usable by people with disabilities<sup>5</sup>. However, with the popularity of walking as a primary form of exercise, particularly with seniors, as well as the increased use of the trails by parents with strollers, accessible trails service a wider population. Although The City of Red Deer does not have any designated trails designed for universal accessibility, many of the existing trails could be categorized as accessible based on the following general guidelines for universally accessible trails<sup>6</sup>:

- ♦ **Surface** - should be firm and stable, usually asphalt or concrete, or soil stabilizers are sometimes used on softer surface trails (wood chip or aggregate).
- ♦ **Openings** – when there are openings within the trail surface eg. the space between the boards in a boardwalk or bridge, these should not allow the passage of a sphere 12.7mm in diameter. As well spaces should run perpendicular or diagonal to travel direction.
- ♦ **Tread Obstacles** – There must be no tread obstacles such as tree roots, rocks, brush, or branches.
- ♦ **Passing Space** – At 300m intervals passing space of a minimum 1.5 x 1.5m shall be provided
- ♦ **Resting Intervals** – shall be a minimum of 1.5m in length, and have the width as wide as the widest portion of the trail segment. The slope shall not exceed 5% in any direction.
- ♦ **Slope** – the cross slope of an accessible trail should not exceed 2%. Running slopes must not exceed 5% unless rails are provided on both sides and then slope can be increased to 8% but not for more than 9m without a flat rest area.
- ♦ **Signage** – accessible trails should include signage with information on the total distance of the accessible segment and the first point of departure from the technical provisions. As well there should be an accessible parking lot with accessible access to the trail itself.

Based on these guidelines, *It is recommended that The City review trails in Bower Ponds and around Barrett Park and implement amenity improvements as required*

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<sup>5</sup> From the National Center for Accessibility <http://www.indiana.edu/~nca/>

<sup>6</sup> These guidelines for universally accessible trails has been adapted from "What is an Accessible Trail", Access Today, A publication of the National Center on Accessibility, 2002.

*(signs, benches, rest areas etc.) to meet universal accessibility guidelines. Once implemented these trails can be identified as universally accessible trails as part of the trail network (i.e. on map and website).*



## 4.0 Trail Development Standards

### 4.1 The Value of Trails

During the initial Committee meeting, the project team was asked to consider how the value of trails can be quantified as a basis for justifying capital and operational expenditures. A literature review was conducted, and there are numerous studies which have been done on the value of trails by various agencies throughout North America. Some of the groups that have produced published articles on the perceived and unperceived values of trails include: The Canadian Active Living & Environmental Program, National Parks Service, Recreation Canada, National Recreation and Parks Association, Trails and Greenways.org, American Hiking Society.

While there is an economic value that can be easily associated with the building of major recreational or destination trails, there are a number of other value types which can be attributed to trails.<sup>7</sup> It should be noted that a detailed assessment of the direct monetary benefits of trails in The City of Red Deer was beyond the scope of this study. The following is a summary of some of the basic value benefits associated with trails.

#### **Economic Value**

- ◆ Studies in a wide range of urban areas have documented increases in real estate value for residences located near parks and trails.
- ◆ Quality of life is an increasingly important factor in attracting and retaining businesses in a community, and trails are important contributors to the quality of life.
- ◆ Trails have been shown to stimulate economic development by increasing property values, stimulating small business development and tourism.

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<sup>7</sup> Much of the information cited in this section can be found at the following link:  
<http://www.americantrails.org/resources/benefits/BenefitsGrnwy.html>, <http://www.railtrails.org/benefits/health/default.asp>,  
<http://www.town.bridgewater.ns.ca/trail/trailMain.htm>, <http://dep.state.ct.us/stateparks/greenways/benefits.htm>

**Health Value**

- ◆ Studies have proven that the cost of health care decreases with an increase in physical activity.
- ◆ Trails provide pleasant places for people to walk, run, bicycle, ski, inline skate, or do other exercises, all of which reduce stress, help control weight, blood pressure and cholesterol levels, build strength and endurance, and help prevent disease.

**Educational Value**

- ◆ Trails can offer opportunities for outdoor classrooms where children and adults can observe and learn about their natural and cultural environment.
- ◆ Trails can also serve a diverse population that may otherwise have limited opportunities to access natural areas due to financial or transportation constraints.

**Community Value**

- ◆ Trails can provide a sense of place and a source of community pride. When integrated with features such as historic sites, commercial or residential areas, and parks, they can improve the overall character of a community.
- ◆ Trails offer an opportunity to provide children with outdoor activities and provide safe, healthy after school programs for at-risk kids.

**Environmental Value**

- ◆ Trails provide people alternative transportation routes that can result in reduced traffic congestion, noise, and air pollution.
- ◆ Trail corridors in natural areas provide important wildlife habitat and movement corridors, and support species diversity (animals, birds, insects, amphibians).
- ◆ Trail corridors provide opportunities for both ornamental and native landscaping as well as the restoration and enhancement of native plant communities.
- ◆ Trail corridors provide opportunities for storm water management, erosion control and the protection and enhancement of creeks and streams.

## **4.2 Trail Development Principles**

There are many existing approved plans and documents which have principles that directly relate to the development of trails. As well, the investigation included key research papers into providing network connections, green / enviro-friendly design,

and crime prevention through environmental design (CPTED) documents. Consultation with these documents allowed the team to create a list of development principles. Certain documents are directly quoted here in regards to guiding principles, while others are unique to this Red Deer Trails Master Plan; both are key regarding the principles used in creating a future trail network. *It is recommended that The City of Red Deer adopt the following principles to guide the planning and development of Red Deer trail network.*

### **An Integrated Trail Network**

- ◆ Develop an integrated trail network by creating continuous linkages from neighbourhood to neighbourhood, from residential areas to the Waskasoo Park Trail network, from residential to the Downtown and other commercial districts, and from residential to adjacent industrial areas.

### **Linking Neighbourhoods**

- ◆ Design a neighbourhood that integrates a safe and convenient trail network for non-motorized travel that links gathering places inside the neighbourhood and connects the neighbourhood with others in the multi-neighbourhood and city level (regional) trails. (*Red Deer Growing Smarter, 2002*)
- ◆ Paved trails should be integrated through neighbourhoods and efficiently connect with sidewalks to minimize walking distance and provide accessibility to transit service. (*Neighbourhood Planning and Design Guidelines and Standards, 2002*)
- ◆ Give higher priority to linear parks that serves to link open spaces within a neighbourhood and one neighbourhood to another. (*Greater Downtown Action Plan, 2000*)

### **Connecting the Downtown**

- ◆ Pedestrian First – all elements of Downtown development should be based on creating an attractive walking environment and calming traffic flows on major arteries through Downtown. (*Greater Downtown Action Plan, 2000*)
- ◆ New pedestrian urban trails through Downtown should be established to link the existing perimeter trail with the heart of the city. (*Greater Downtown Action Plan, 2000*)
- ◆ Develop dedicated and safe Active Transportation routes into and throughout the Downtown.

### **A Regional Trail Network**

- ♦ Partner with other local government and community groups to develop a regional trail network (TransCanada Trail, Blackfalds, and other links).
- ♦ Support and promote the concept of regional recreational trails between Red Deer and Sylvan Lake along the abandoned railway right-of-way, including a trail to Fort Normandeau along the river from Heritage Ranch. (*Community Services Action Plans 2003-2006*)

### **Meeting User Needs**

- ♦ Ensure that future trail development provides for a variety of uses and meets the needs of all users.
- ♦ Ensure that future trail development is carried out with safety as a top priority.
- ♦ Residential street, trail and sidewalk design should facilitate easy and safe access for pedestrians and persons using mobility devices to and from transit services.
- ♦ Design streets to provide for the safe movement of traffic, as well as safe pedestrian and bicycle movement. (*Red Deer Growing Smarter, 2002*)
- ♦ Use educational programs and signage to encourage safe use of the trails and positive trail use etiquette.

### **Preserving the Natural Environment**

- ♦ Preserve and enhance escarpments and natural areas and maximize the provision of green space throughout the community. (*REACT Environmental Action Plan, 1995*)
- ♦ Expand and preserve Waskasoo Park by acquiring escarpment and natural amenity areas through reserve dedication and land purchase. (*Community Services Action Plans 2003- 2006*)
- ♦ Ensure future trail development allows for users to enjoy the natural beauty in and around the city with minimal disturbance to natural areas.
- ♦ Develop programs to highlight natural areas for stewardship, educational and interpretive purposes. (*Canadian Wildlife Services - Habitat Stewardship Program*)
- ♦ Identify and preserve Maskepetoon Park as a significant natural area with interpretive trails, programming, and controlled access.
- ♦ Preserve isolated natural areas throughout the city and incorporate into the trail system. (See Neighborhood Ecological Reserve – Section 4.3.6)

### **Encourage Active Transportation**

- ♦ Provide up-to-date maps and trail information in print, on-line and throughout the trail network.
- ♦ Provide bicycle racks at all destination points along the trails and encourage businesses to provide bicycle racks.
- ♦ Use education programs to encourage Active Transportation.
- ♦ Ensure that future trail development successfully links with public transit stop locations and continue to provide Bicycle racks on all Public Transit Buses in support of the Bike & Ride program. Bicycle racks and a safe bicycle route linkage should be added near the Downtown Transit Terminal and the Alexander Way junction immediately.

### **Integration with the Transportation Network**

- ♦ Bicycle and pedestrian routes should be considered and developed as integral components of the transportation system. (*Neighbourhood Planning and Design Guidelines and Standards 2002*)
- ♦ Trail crossings of arterial roadways should be minimized for improved trail safety. (*Neighbourhood Planning and Design Guidelines and Standards 2002*)
- ♦ Ensure that recommendations and priorities of the RDTMP are integrated with the implementation of the plans and recommendations of The City of Red Deer 2004 Transportation Master Plan.

## **4.3 Trail Development Standards**

As indicated previously, one of the objectives of this study is to define a set of trail development standards which can be applied consistently by all departments and by contractors working for The City. In the following section, a new set of trail development standards is defined based on the following hierarchy of trails<sup>8</sup>:

- ♦ Waskasoo Trails
- ♦ Arterial Trails
- ♦ Collector Trails
- ♦ Bikeways
- ♦ Neighbourhood Trails
- ♦ Nature Trails

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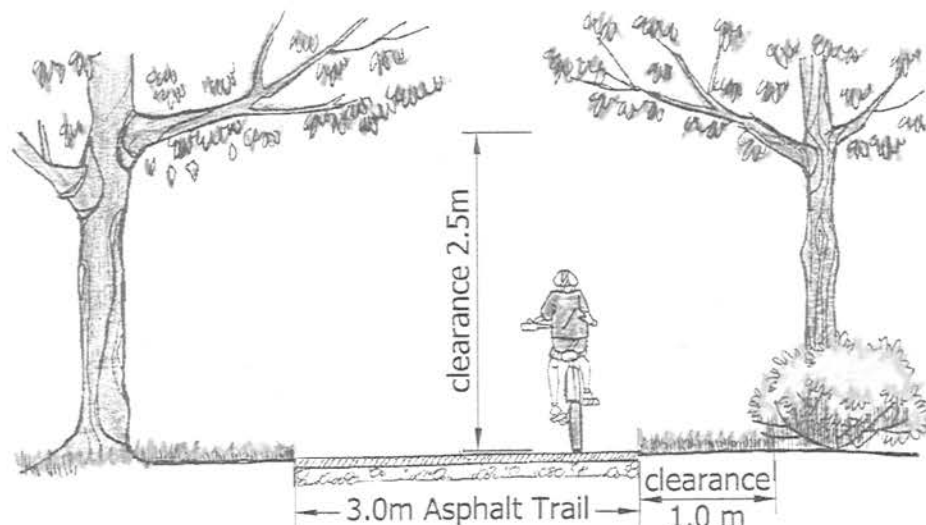
<sup>8</sup> Note: Equestrian trails, BMX trails and cross country ski trails are all provided at existing facilities in the City and were not included in the preparation of new standards or the development of the Future Trail Network. Maps of these trails are available through the City's website.

Within each class there are specific standards which define trail width, surface material and location, as well as related or supporting standards which define trail amenities and other features. *It is recommended that The City of Red Deer adopt the following standards to guide the planning and development of future trails and the upgrading and operation of existing trails.*

### 4.3.1 Waskasoo Trails

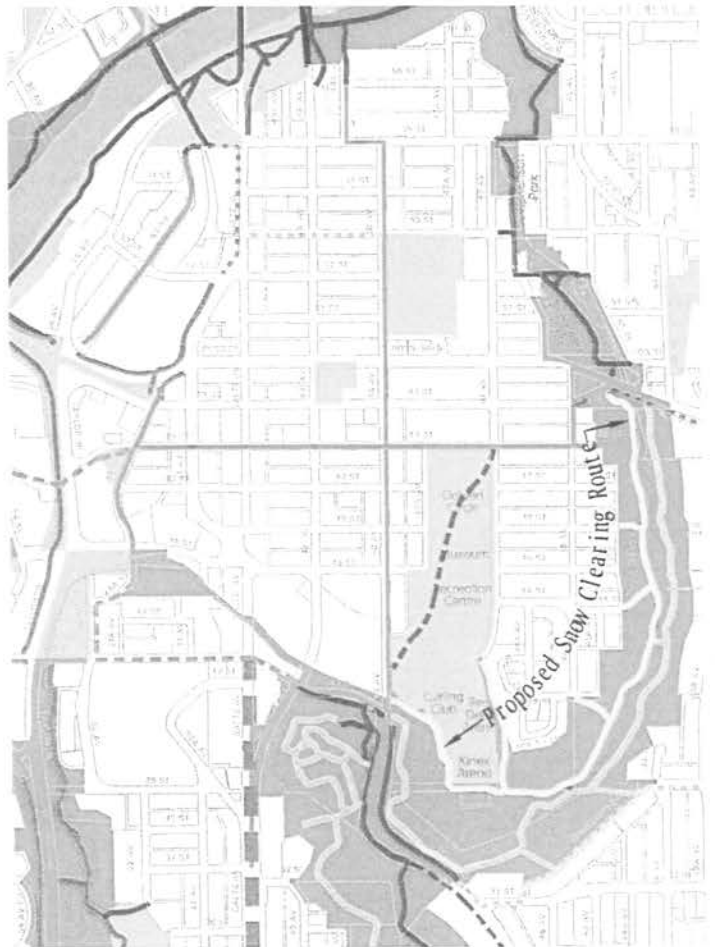
The Waskasoo Trails are the backbone of the entire Red Deer trail network and include all designated asphalt trails such as the Waskasoo & Devonian trails, and all asphalt trails in destination parks (eg. McKenzie Trail, Three Mile Bend, Heritage Ranch, Bower Ponds). The majority of existing Waskasoo trails are 2.0-2.5 m asphalt and are suitable to maintain the current level of use. The development standards for all future Waskasoo Trails are defined below. Some future Waskasoo Trail development projects should follow an implementation process which includes environmental screening, master plan development, public consultation and detailed design.

- ◆ **Development Responsibility** – Recreation Parks & Culture
- ◆ **Standard** – 3.0 m wide, asphalt TAC geometric design guidelines. Trail intersections 3.0 m radius.
- ◆ **Upgraded Waskasoo Trails** – there are no existing Waskasoo Trails currently designated for upgrading. In the future trails to be upgraded should be upgraded to the standards defined above.





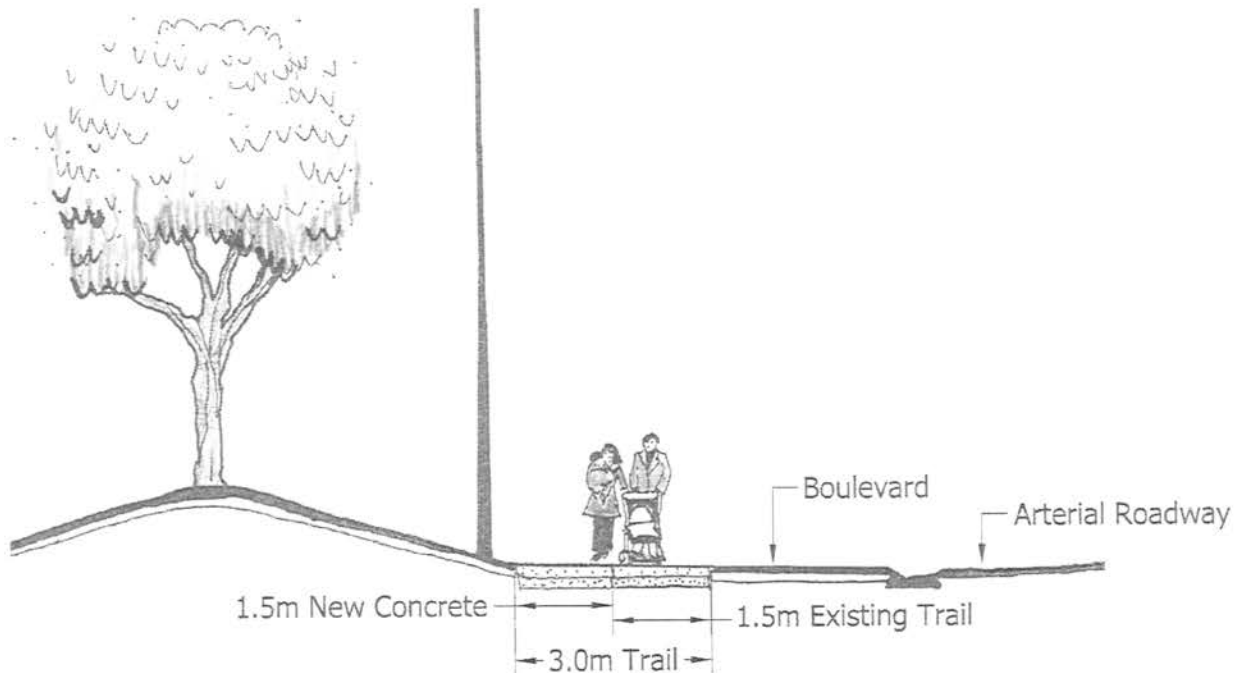
- ♦ **Amenities** – a rest node with a bench and garbage receptacle shall be provided every 1-1.5 km. Other amenities such as bridges, walls, and viewpoints may also be provided as per detailed design.
- ♦ **Signage** - directional/distance signage shall be provided at all trail intersections and destinations. Trail Maps/Information Boards shall be provided at all major trail destinations.
- ♦ **Lighting** – lighting shall be provided at major bridge crossings, trail heads, major trail intersections and parking areas.
- ♦ **Snow Clearing** – one designated Waskasoo trail route will be cleared of snow on a trial basis and evaluated for a three year period. The proposed route runs from 48<sup>th</sup> Ave., south of the Kinex Arena, north past Barrett Park and Coronation Park to 49<sup>th</sup> Street.
- ♦ **Public Art** – as defined by the Culture Master Plan.
- ♦ **Maintenance**– regular maintenance activities including garbage removal, amenity repairs, signage repairs, mowing and vegetation clearing. Annual maintenance activities including overlays and root control.



### 4.3.2 Arterial Trails

Arterial Trails are designated concrete sidewalks or asphalt trails on one side of designated arterial roads throughout the city. All new arterial trails will be constructed as 3.0m wide asphalt trails. All existing concrete sidewalks less than 3.0m in width which are designated as part of the arterial trail system, should be upgraded over time to 3.0m width. It is recommended that the upgrading be completed as part of long term road rehabilitation budgets. The development standards for Arterial Trails are defined below:

- ◆ **Development Responsibility** – Engineering
- ◆ **New Trails** – 3.0 m wide asphalt or concrete (2004 Engineering Standards).
- ◆ **Upgraded Arterial Trails** – upgrade existing 1.2-2.5 m concrete walks to 3.0 m wide with addition of adjacent concrete walk. Where existing concrete walk is in poor condition, remove and replace with 3.0 m wide asphalt trail.

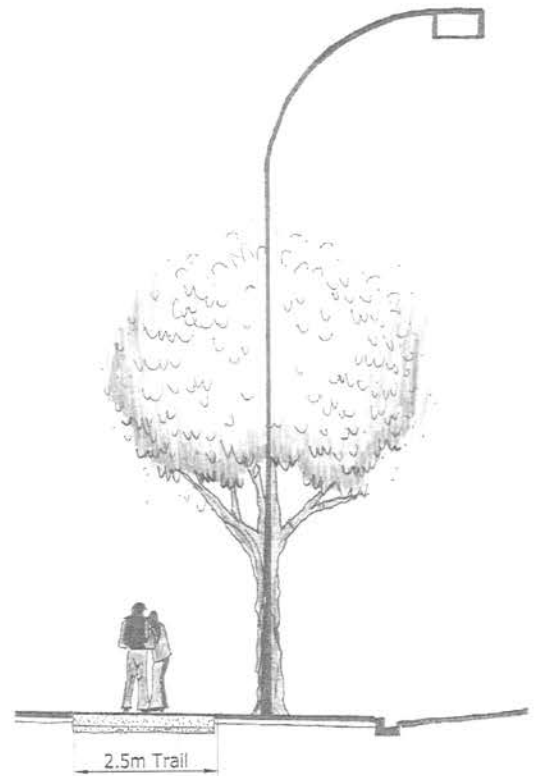


- ◆ **Amenities** – there are no amenities to be installed with Arterial Trails.
- ◆ **Signage** – Yield signs shall be installed at all trail/road intersection locations to indicate to trail users that they do not have the right of way.
- ◆ **Maintenance**– regular maintenance activities including sidewalk sweeping and snow removal. Annual maintenance activities including overlays, crack filling and skin patching at priority locations.

### 4.3.3 Collector Trails

Residential collector roads provide important connections from arterial roads into neighborhoods. The City of Red Deer recently began requiring a 3.0 m boulevard to ensure that these roads are enhanced with landscaping and improve safety with separation between pedestrians and traffic. Currently, 2.5 m wide concrete sidewalks are required on one side of designated collector road, in new neighbourhoods as outlined in the Engineering Design Guidelines. *It is recommended that 2.5 m wide concrete sidewalks, called Collector Trails, be required on one side of all future collector roads* to provide pedestrian and bicycle connections to the rest of the trail network, to transit, and within and between neighbourhoods. It is important to note that TAC guidelines do not support the mixed use (pedestrians and cyclists) of these types of sidewalks, particularly where there may be a number of access (driveway) crossings. However, these are important connections for families and particularly for children going to school, and so it is important that they be provided as part of the trail network. These mixed use sidewalk trails are made safer with the provision of a boulevard and with a shift in neighborhood planning to having more rear lane access to residences (i.e. less driveways). As defined in section 5.0, some existing sidewalks along collector roads should be upgraded to meet the Collector Trail standards as defined below and illustrated on Figure 4.4:

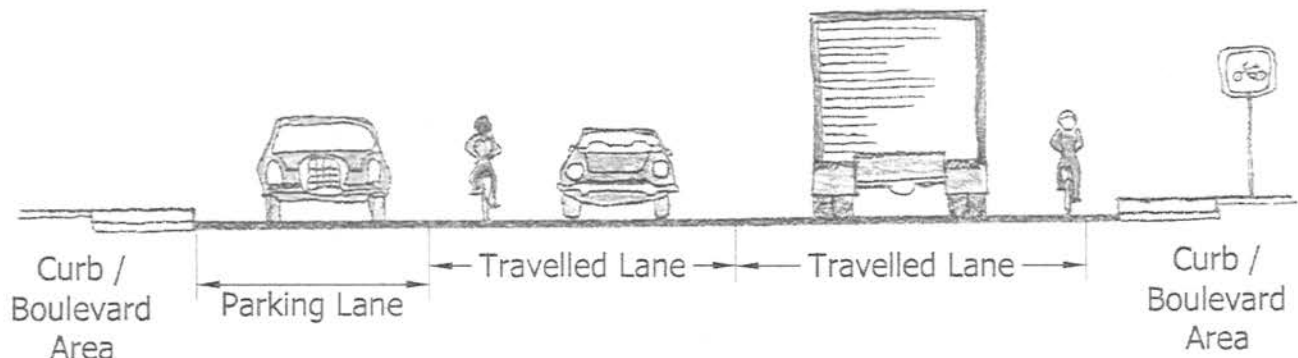
- ♦ **Development Responsibility –**  
Engineering
- ♦ **New Trails –** 2.5 m wide concrete sidewalk (2004 Engineering Standards).
- ♦ **Upgraded Collector Trails –** upgrade existing 1.5 m concrete walks to 2.5 m wide with addition of adjacent concrete.
- ♦ **Amenities –** there are no amenities to be installed with Collector Trails.
- ♦ **Signage –** there is no trail signage to be installed with Collector Trails.
- ♦ **Maintenance–** regular maintenance activities including sidewalk sweeping and snow removal. Annual maintenance activities including overlays, crack filling and skin patching at priority locations.



### 4.3.4 Bikeways

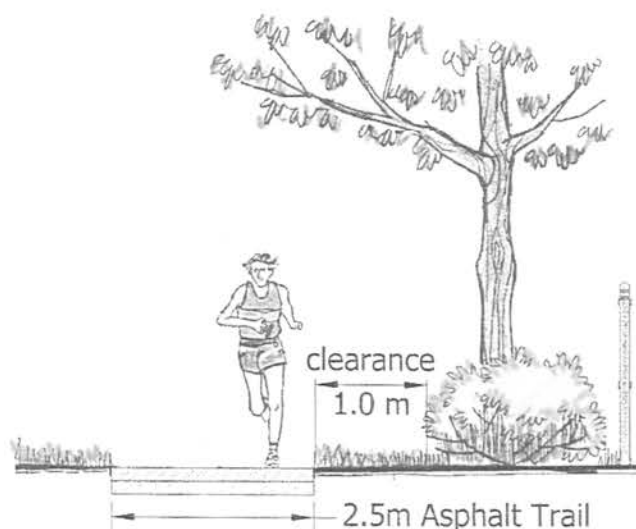
Bikeways are designated bike routes on which bicycles share the roadway with other vehicles traveling in the same direction. Bikeway routes are marked with signage and bikeway symbols stencilled on the roadway. The development standards for Bikeways have been adapted from the TAC Geometric Design Guide. The development standards for Arterial Trails are defined below:

- ♦ **Development Responsibility** – Engineering
- ♦ **Standard** – TAC standards, painted markings indicated bicycle travel.
- ♦ **Amenities** – there are no amenities to be installed with Collector Trails.
- ♦ **Signage** – Bikeway signs provided one per block along the bikeway. Bikeway symbols are to be painted on the road surface approximately every second block along the bikeway.
- ♦ **Maintenance** – regular maintenance activities including street sweeping and snow removal. Repainting of street stencils every 3 years.



### 4.3.5 Neighbourhood Trails

Neighbourhood Trails are designed to provide links within and between neighbourhoods, to neighbourhood facilities and to the rest of the Red Deer trail network. Neighbourhood Trails are to be located through park sites, linear parks and PUL's. As defined in the *Neighbourhood Planning and Design Guidelines & Standards*, the planning of the neighbourhood trails network will be included as part of all Neighbourhood Area Structure Plans. The majority of existing Neighbourhood Trails are 1.5 m shale and are generally suitable to maintain the current level of use. However, in an effort to provide a continuous hard surface trail route in conjunction with Collector Trails, there are a few neighbourhood trails that are being recommended for upgrading to the new standard (See Section 5.0). The development standards for all future Neighbourhood Trails are defined below:



- ♦ **Development Responsibility** – Subdivision Developer and Recreation, Parks and Culture
- ♦ **Standard** – 2.5 m wide asphalt
- ♦ **Upgraded Neighborhood Trails** – recommend upgrading of some designated 1.5 m wide shale trails to new neighborhood trail standard. Responsibility of Recreation, Parks and Culture.
- ♦ **Amenities** – a rest node with a bench and garbage receptacle shall be provided for every 500 m of Neighbourhood Trail through park sites or linear parks (not in pul's).
- ♦ **Signage** – there is no trail signage to be installed along Neighbourhood Trails.
- ♦ **Trail Controls** – one set of Bollards to be installed at alley and end of PULS.
- ♦ **Maintenance** – regular maintenance activities including garbage removal, amenity repairs, and mowing. Annual maintenance activities including overlays and root control.

### 4.3.6 Nature Trails

Nature Trails are designated soft surface trails within natural areas and designated reserve sites, which are designed for pedestrian use only. Existing Nature Trails are located throughout Waskasoo Park and associated with major park sites such as Three Mile Bend and River Bend. Future Nature Trails (See Section 5.7) will also be developed in designated municipal reserve sites called Neighbourhood Park Ecological Reserves (NPER). These ecological reserves are natural areas (forest stands, wetlands or a combination of both) located in residential neighbourhoods as well as industrial and commercial areas of the city. By including Ecological Reserves in the trail system, the public will have exposure to many unique features that would otherwise remain unknown. The NPER could also be developed as habitat stewardship sites and nature interpretive sites as part of the Waskasoo Park Interpretive Program and Master Plan (See Section 3.5.2). The development standards for Nature Trails are defined below. All future Nature Trail developments should follow an implementation process which includes environmental screening, development master plan, public consultation and detailed design.



- ♦ **Development Responsibility** – Recreation, Parks & Culture
- ♦ **Standard** – 2.0 m wide wood chip or compacted gravel surface.
- ♦ **Amenities** – a rest node with a bench and garbage receptacle shall be provided every 500 m or at specific view/point of interest locations. Bridges, boardwalks and viewpoints may also be provided as per detailed design.
- ♦ **Signage** – interpretive/directional/distance signage shall be provided throughout Nature Trail routes as per detailed design.
- ♦ **Trail Controls** – fences and gates will be used to control vehicle (road & off-road) access to these sites and trails.
- ♦ **Maintenance** – regular maintenance activities including garbage removal, amenity repairs, signage repairs, mowing and vegetation clearing. Annual maintenance activities including trail grooming and specialized maintenance activities such as closing off shortcuts and reclamation work along trails.

## **5.0 Future Trail Network**

### **5.1 Overall Trail Network**

As indicated previously, the existing trail network map was developed throughout the study through input from the Committee, City staff, stakeholders and the public. Red Deer's future trail network was also designed by giving the community opportunities to indicate where new trail routes and trail links should be developed which would enhance the overall system. Through the various public consultation activities and through discussion between the Committee and the project team, a total of **101.5 km** of new or upgraded trails have been identified and mapped. The overall trail network map has been divided into three separate maps covering the north (Map 1.0), central (Map 2.0) and south (Map 3.0) parts of the city. Full size versions of the three maps (1:4000 scale) are provided in Appendix H. Descriptions of the proposed future trails by category are provided in tables on the following pages and illustrated on the maps. See Section 6.3 for the recommended development priorities.



## 5.2 Waskasoo Trails

There are approximately 50 km of existing asphalt Waskasoo Trails providing residents of Red Deer with multi-use access to the major park sites, natural areas, river and creek corridors. As defined in Table 5.2 a total of 8.1km of future Waskasoo Trails are being proposed.

**Table 5.2: Proposed Waskasoo Trails**

Trail #	Map #	Location	Street Address	Current Width (m)	Length (m)
<b>Proposed Waskasoo Trails - 3.0 m Asphalt, Furnishings, Signs</b>					
94	1.0	East Bank	Mackenzie Recreation Area to River Bend Golf Course		3860
20	2.0	Kerry Wood Drive	From Maskepetoon Natural Area to West End of Kerry Wood Dr.		1210
25	2.0	Great Chief Park	Fountain Drive		232
26	2.0	To Fort Normandeau	Along South Bank of Red Deer River		N/A
87	2.0	Spruce Dr.	Waskasoo Trail to 35th St.		414
89	2.0	Riverlands to Bower Ponds Bridge	Bower Ponds to Riverlands (47th St.)		155
32	3.0	Red Deer College	Along College Circle to Hwy 2		2256
<b>Total Proposed Waskasoo Trails</b>					<b>8127</b>

## 5.3 Arterial Trails

Arterial Trails will provide residents with good trail access to connect neighbourhoods to the Waskasoo Trails and to important recreational, commercial and cultural facilities in the city. The Arterial Trails create a network of routes which can support 'active transportation' in Red Deer. As defined in Table 5.3 a total of 14.8 km of new Arterial Trails and a total of 9.7 km of upgraded Arterial Trails are being proposed.

**Table 5.3: Proposed & Upgraded Arterial Trails**

Trail #	Map #	Location	Street Address	Current Width (m)	Length (m)
<b>Proposed Arterial Trails - 3.0 Asphalt or Concrete</b>					
95	1.0	Northland Dr.	Hwy 11 to Red Deer River		1850
97	1.0	77th St.	47th Ave. to 40th Ave.		1584
106	1.0	67 St.	Taylor Dr. to Orr Dr.		780
80	2.0	Ross (50th) St.	Donievy Ave to 20th Ave.		481
126	2.0	40th Ave.	39th St. to Ross St.		760
131	2.0	20th Ave.	32nd St. to 55th St.		3200
35	3.0	Taylor Dr.	28th St. to 19th St.		1180
38	3.0	19th St.	Hwy 2 to 40th Ave.		2211
45	3.0	19th St.	40th Ave. to 30th Ave.		1570
50	3.0	30th Ave.	From 22nd St. to 19th St.		779
113	3.0	Taylor Dr.	32nd St. to College Court		449
<b>Total Proposed Arterial</b>					<b>14844</b>
<b>Proposed Upgraded Arterial Trails - Upgraded to 3.0 m Concrete or asphalt</b>					
61	2.0	32nd St.	40th Ave. to 30th Ave.	1.5 conc.	1575
65	2.0	40th Ave.	39th St. to 32nd Ave.	1.5 conc.	765
66	2.0	32nd St.	Gaetz Ave. to 40th Ave.	2.0 conc.	1753
69	2.0	Ross (50th) St.	Piper Creek to 30th Ave.	1.5-1.8 conc.	2323
90	2.0	Gaetz Ave.	55th St. to 52nd St.	2.0 conc	394
111	2.0	Gaetz Ave.	62nd St. to 58th St.	1.5 conc	533
33	3.0	32nd St.	57th Ave. to Taylor Dr.	2-2.5 conc.	654
67	3.0	40th Ave.	32nd St. to Selkirk Blvd.	1.5 conc.	766
114	3.0	Molly Banister	Taylor Drive to Piper Creek	2.5 conc.	964
<b>Total Upgraded Arterial</b>					<b>9727</b>

## 5.4 Collector Trails

Collector Trails provide important pedestrian and bicycle connections to the rest of the trail network, to transit, and within and between neighbourhoods. As defined in Table 5.4A, a total of 16.6 km of new Collector Trails have been proposed. Many of

these trails have been designated as part of the Area Structure Plan process and will be constructed when new neighbourhoods are developed.

**Table 5.4A: Proposed Collector Trails**

Trail #	Map #	Location	Street Address	Current Width (m)	Length (m)
<b>Proposed Collector Trails - 2.5 m concrete</b>					
<b>4</b>	1.0	Johnstone Crossing	From Taylor Drive to Johnstone Drive on Kent St.		1073
<b>78</b>	1.0	Kennedy Dr.	Kovac St. to Kelly St.		236
<b>96</b>	1.0	40th Ave.	Northland Dr. to Riverside Dr.		1012
<b>100</b>	1.0	Kingston Dr.	Gaetz to Kerr Cl.		840
<b>104</b>	1.0	Nolan St.	Norton Ave. to 52 Ave.		187
<b>12</b>	2.0	Overdown Dr.	Taylor Drive to bend in Road		1848
<b>13</b>	2.0	Orr Dr.	Oldford Cl. To Kerry Wood Dr.		641
<b>16</b>	2.0	Kerry Wood Dr.	From Bend in Road (#23) to quarter Section line (#15)		1490
<b>24</b>	2.0	Kerry Wood Dr.	Fern Rd. to Fir St.		562
<b>27</b>	2.0	Webster Dr.	Cronquist Drive to Walker Blvd.		548
<b>63</b>	2.0	39th St.	Mitchell Ave. to Maxwell Ave.		339
<b>68</b>	2.0	Ellenwood Dr.	MR near Ellenwood Drive and Davison Drive		86
<b>70</b>	2.0	East Hill	Future Links into Neighborhood		N/A
<b>72</b>	2.0	40th Ave.	50A St. to 51A St.		170
<b>73</b>	2.0	East side of Michener Hill	Ross St. to Conners Cr.		503
<b>77</b>	2.0	55th St.	Cameron Cr. to 30th Ave.		914
<b>79</b>	2.0	55th St.	30th Ave. to 20th Ave.		1182
<b>110</b>	2.0	60th St.	51st Ave. to 54th Ave		288
<b>128</b>	2.0	39th St.	Dodge ave to 20 Ave.		500
<b>36</b>	3.0	22nd St. and Gaetz	University to Taylor Dr. along 22nd St. turn on Gaetz to 19th		1505
<b>115</b>	3.0	Boyce St.	Piper Creek to Gaetz Ave.		727
<b>117</b>	3.0	Inglewood East	Future Collector Road		900
<b>122</b>	3.0	Lancaster Dr.	Lister Cr. To Lawford Ave.		1070
<b>Total Proposed Collector</b>					<b>16621</b>

In reviewing the existing sidewalks and trails it was evident that a number of important links within existing neighbourhoods were made up of 1.5 m wide

concrete sidewalks. It was agreed that over time, these sidewalks needed to be upgraded to the Collector Trails standard. As defined in Table 5.4B, a total of 8.1 km of upgraded Collector Trails have been proposed.

**Table 5.4B: Upgraded Collector Trails**

Trail #	Map #	Location	Street Address	Current Width (m)	Length (m)
<b>Proposed Upgraded Collector Trails - Upgraded to 3.0 m Concrete or asphalt</b>					
7	1.0	59th Ave.	From Grant St. to 67th St.	1.5 conc.	1035
103	1.0	Kent St.	Kendrew Dr. to Taylor Dr.	1.5 conc.	343
105	1.0	Jewel St.	Taylor Dr. to Johnstone Dr.	1.5 conc.	640
18	2.0	59 Ave. & Riverview Ave.	From 67th St. to 59th St.	1.5 conc.	1377
62	2.0	39th St.	Maxwell Ave. to 30th Ave.	1.5 conc.	747
64	2.0	39th St.	44th Ave. to Mitchell Ave.	1.37-1.8 conc	1140
71	2.0	40th Ave.	Ross St. to 50A St.	1.5 conc.	82
74	2.0	Springbett Dr.	Spruce Dr. to 44th Ave.	1.5 conc.	611
76	2.0	55th St.	From Waskasoo Trail North of Cameron Cr. To Waskasoo Trail E of	1.5 conc.	550
91	2.0	53rd St.	Gaetz Ave. to 48th Ave.	1.5 conc.	326
124	2.0	Metcalfe Ave.	2 Sections from 39th St. to Park & Park to 32nd St.	1.5 conc.	481
125	2.0	Ellenwood Dr.	39 St. to Excel St.	1.5 conc.	109
116	3.0	22nd St.	Gaetz Ave to near 50 Ave.	1.5 conc.	190
119	3.0	Lampard Cr.	Lancaster Dr. to central MR	1.5 conc.	80
121	3.0	Lees St.	30 Ave to Lockwood Ave	1.5 conc.	411
<b>Total Upgraded Collector</b>					<b>8122</b>

## 5.5 Bikeways

Bikeways provide on-street bike connections into and through the downtown and in other neighbourhood locations where there is not sufficient room to provide Arterial or Collector Trails but a trail link is important. As defined in Table 5.5 a total of 9.2 km of new Bikeways are being proposed.

**Table 5.5: Proposed Bikeways**

Trail #	Map #	Location	Street Address	Current Width (m)	Length (m)
<b>Proposed Bikeways - Signage and Road Stencils</b>					
3	1.0	Kelloway Cr.	78A to 77 St.		548
9	1.0	52nd Ave.	Niven St. to 62 St.		1671
93	1.0	30th Ave.	67th St. to River Bend Golf Course		3302
21	2.0	Fir St.	Kerrywood Dr. to Fairbank Rd.		90
75	2.0	Cardinal Ave.	55th St. to Cornett Dr.		180
83	2.0	43rd St.	Wiltshire Blvd to 55 Ave.		311
84	2.0	43rd St.	52nd Ave. to 49th Ave.		515
85	2.0	44A St. and 52nd Ave.	From 45th St. to 43th St.		305
86	2.0	55th Ave.	linking Waskasoo Trail to Bikeway		79
88	2.0	47th St.	Bower Ponds to 52nd Ave.		709
90	2.0	53rd Ave. and Taylor Dr.	Connection from Bikeway to Arterial trail at this intersection		39
109	2.0	Howarth St.	From Howarth St. Close to Overdown Dr.		1078
112	2.0	55th St.	Taylor Dr. Ped Bridge to 56 St.		450
<b>Total Proposed Bikeway</b>					<b>9277</b>

## 5.6 Neighbourhood Trails

Neighbourhood Trails provide links between neighbourhoods, to neighbourhood facilities and to the Waskasoo Park Trails and Arterial Road Trails. In future development of subdivisions, a plan for the network of Neighbourhood Trails will be outlined during the Area Structure Plan process. As part of this master plan, a number of proposed Neighbourhood Trail links or routes in existing neighbourhoods have been proposed. These trails will need to be developed by Recreation Parks & Culture. The majority of existing Neighbourhood Trails are 1.5 m shale (as shown on maps) and are generally suitable to maintain the current level of use. However, in an effort to provide a continuous hard surface trail routes in conjunction with Collector Trails, there are a few neighbourhood trails that are being recommended for upgrading to the new standard. As defined in Table 5.6 a total of 17.3 km of new Neighbourhood Trails are being proposed and a total of 1.0 km of upgraded Neighbourhood Trails are being proposed.

**Table 5.6: Proposed Neighbourhood Trails**

Trail #	Map #	Location	Street Address	Current Width (m)	Length (m)
<b>Proposed Neighbourhood Trails - 2.5 m Asphalt, Furnishings</b>					
5	1.0	Johnstone Crossing			835
6	1.0	52nd Ave. Alignment	77th St. to Niven St.		1129
8	1.0	Johnstone Park	within Municipal Reserve		275
101	1.0	Kingsgate MR	Park site		253
102	1.0	Kennedy Dr.	Kelly St. to N of Kerr Cl.		183
11	2.0	Oriole Park	PUL North of O'Brian Crescent		264
14	2.0	Oriole Park	Through MR near Oak Drive and Overdown Cr.		412
15	2.0	Oriole Park West	Through MR (along quarter section line)		690
19	2.0	Riverside Meadows	North of 60th St. and East of 58th Ave.		605
23	2.0	Oriole Park	within PUL		346
28	2.0	60th Ave.	Cronquist Drive to Wishart St.		209
29	2.0	60th Ave.	Wishart St. to Webster Dr.		321
59	2.0	Devonshire MR	MR near Duston St. and Duffield Ave.		495
60	2.0	Morrisroe Extension	MR near Metcalf Ave.		337
81	2.0	East of Gaetz Lake Sanctuary	N of 55th St. NEPR to 30th Ave. and 67th St. Intersection		1440
92	2.0	Golden Circle (Downtown)	48th Ave to 48th St.		620
127	2.0	39th St.	Connecting PUL to Crossing at Douglas Ave and 39th St.		40
129	2.0	Davenport central MR	From Daykin St. to Dodge Ave. thru MR		330
130	2.0	Davenport north MR	Duval Cr.		180
34	3.0	Waskasoo Creek / Red Deer College	West of Taylor Drive		1177
37	3.0	Red Deer College	North of College Court		237
40	3.0	Sunnybrook Extension	Future 22nd St. Piper Creek to 40th Ave.		845
46	3.0	Inglewood West	Within School Site		316
48	3.0	22nd St.	Inglis Cres. To Section Line		2427
49	3.0	Inglewood West MR	Through MR off Inglewood Drive		215
51	3.0	Anders on the Lake MR	In MR near Addington Dr. and Ainsworth Cres.		268
52	3.0	Aspen Ridge MR	In MR near Addington Dr. and Ackerman Cr.		443

**Table 5.6: Proposed Neighbourhood Trails - Continued**

Trail #	Map #	Location	Street Address	Current Width (m)	Length (m)
<b>Proposed Neighbourhood Trails - Continued</b>					
53	3.0	Anders Park East MR	Between Anquetel St. and Allan St.		488
54	3.0	Anders Park East MR	Between Anquetel St. and Allan St.		483
55	3.0	Anders Park East MR	Between Anquetel St. and Allan St.		138
56	3.0	Lancaster Green MR	in MR near Lancaster Dr. and Langford Cres.		470
57	3.0	Lonsdale	near Lamb Close		333
58	3.0	Lancaster Meadows MR	MR near Lancaster Drive Lawford Ave.		328
118	3.0	Lancaster Green SW MR	Lancaster Dr. to Lampard CR.		94
123	3.0	Lang Cl.	Connecting Lang Cl. To Lanterman Cl.		42
<b>Total Proposed Neighbourhood Trails</b>					<b>17268</b>
<b>Upgraded Neighbourhood Trails - From Shale to 2.5 M Asphalt</b>					
39	3.0	PUL north of Bettenson St.	Barrett Dr. to Waskasoo		606
120	3.0	Lancaster Green central MR	Park site	1.5m	410
<b>Total Proposed Upgraded Neighbourhood Trails</b>					<b>1016</b>

## 5.7 Nature Trails

Nature Trails are designated soft surface trails within natural areas and designated reserve sites which are designed primarily for pedestrian use and are well suited for nature appreciation and interpretation. As defined in Table 5.7, a total of 16.5 km of new Nature Trails are being proposed. The majority of these trails will be located in Neighbourhood Park Ecological Reserves.



**Table 5.6 Proposed Nature Trails**

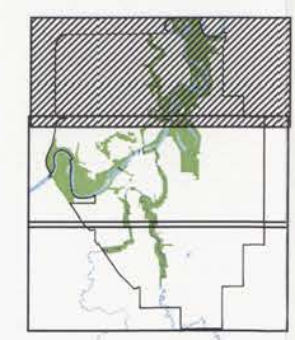
Trail #	Map #	Location	Street Address	Current Width (m)	Length (m)
<b>Proposed Nature Trails - 2.0 m Aggregate, Amenities, Signs, Interpretive, Access Controls</b>					
1	1.0	Edgar Industrial Park (NEPR)	Edgar Industrial Dr. and Edgar Industrial Cr.		410
2	1.0	Edgar Industrial Park (NEPR)	Edgar Industrial Way and Edgar Industrial Link		272
10	1.0	Johnstone Park & Golden West (NEPR)	CPR and Johnstone Drive (near Edgar Athletic Park)		373
98	1.0	Northlands Industrial (NEPR)	South of 77 St.		460
99	1.0	Glendale (NEPR)	69th St. and 63rd Ave.		170
107	1.0	Normandeau (NEPR)	Nully Ave. to 67 St.		370
17	2.0	Maskepetoon Natural Area	Maskepetoon		2190
22	2.0	Fairview (NEPR)	Fern Rd. and Oslo Close		466
30	2.0	West Lake (NEPR)	Wallin Cres. South of Webster Drive		470
82	2.0	Taylor Dr. (NEPR)	North of 32nd St. and West of Taylor Drive		342
108	2.0	Oriole Park West (NEPR)	North of Kerry Wood Dr.		424
132	2.0	College Park	Future Link to East Hill		N/A
133	2.0	Heritage Ranch (NEPR)	within the NEPR at Heritage Ranch		341
31	3.0	West Lake (NEPR)	Wallin Cres. South of Webster Drive		725
41	3.0	Westerner Park (NEPR)	South of 19th Street, West of 40th Ave.		1776
42	3.0	18th St.	Connection from Westerner to Management Facility		615
43	3.0	Waste Management Facility (NEPR)	South of 19th Street, East of 40th Ave.		2089
44	3.0	Waste Management Facility	Circulating Waste Management Facility 40th Ave, Rural Road, 30th		4624
47	3.0	22nd St. and 30th Ave. (NEPR)			390
<b>Total Proposed Nature Trails</b>					<b>16507</b>





## Legend

- |  |  |  |   |   |
|--|--|--|---|---|
| <b>Waskasoo Trails</b><br>Existing<br>Upgrade Existing<br>Proposed Future<br><br><b>Arterial Trails</b><br>Existing<br>Upgrade Existing<br>Proposed Future | <b>Collector Trails</b><br>Existing<br>Upgraded Existing<br>Proposed Future<br><br><b>Bikeway</b><br>Existing<br>Proposed Future<br><br><b>Gaetz Ave. Route</b><br>Existing<br>Proposed Future | <b>Neighbourhood Trail</b><br>Existing Aggregate<br>Existing Asphalt<br>Upgraded Existing<br>Proposed Future<br><br><b>Nature Trail</b><br>Existing<br>Proposed Future | <b>Mountain Bike Trails</b><br>Existing<br><br><b>Equestrian Trail</b><br>Existing<br><br><b>City of Red Deer Boundary</b><br><b>Neighbourhood Park Ecological Reserves</b> | Master Plan Priority<br>see Section 6.0 |
|--|--|--|---|---|



## Red Deer Trails Master Plan

June, 2005

Figure:  
**FUTURE TRAIL NETWORK 1.0**







## Legend

**Waskasoo Trails**  
 Existing  
 Upgrade Existing  
 Proposed Future

**Arterial Trails**  
 Existing  
 Upgraded Existing  
 Proposed Future

**Collector Trails**  
 Existing  
 Upgraded Existing  
 Proposed Future

**Bikeway**  
 Existing  
 Proposed Future

**Gaetz Ave. Route**  
 Proposed Future

**Neighbourhood Trail**  
 Existing Aggregate  
 Existing Asphalt  
 Upgraded Existing  
 Proposed Future

**Nature Trail**  
 Existing  
 Proposed Future

**Mountain Bike Trails**  
 Existing

**Equestrian Trail**  
 Existing

**City of Red Deer Boundary**

**Neighbourhood Park Ecological Reserves**

**Master Plan Priority**  
 see Section 6.0



**Red Deer**  
 RECREATION PARKS & CULTURE

## Red Deer Trails Master Plan

June, 2005

Figure:

**FUTURE TRAIL NETWORK**

**2.0**

**ISL**





## Legend

### Waskasoo Trails

- Existing
- Upgrade Existing
- Proposed Future

### Arterial Trails

- Existing
- Upgrade Existing
- Proposed Future

### Collector Trails

- Existing
- Upgraded Existing
- Proposed Future

### Bikeway

- Existing
- Proposed Future

### Gaetz Ave. Route

- Proposed Future

### Neighbourhood Trail

- Existing Aggregate
- Existing Asphalt
- Upgraded Existing
- Proposed Future

### Nature Trail

- Existing
- Proposed Future

### Mountain Bike Trails

- Existing

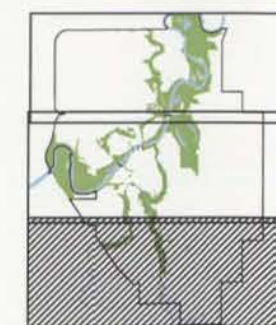
### Equestrian Trail

- Existing

### City of Red Deer Boundary

- Neighbourhood Park Ecological Reserves

- Master Plan Priority see Section 6.0



## Red Deer Trails Master Plan

June, 2005

Figure:

FUTURE TRAIL NETWORK

3.0

## 6.0 Implementation Framework

### 6.1 Development Implications

With new standards to guide trail development and a plan for the future trails within each trail category, The City of Red Deer can begin to move forward with the planning, design and development of the future trail network. This portion of the master plan summarizes the Master Plan recommendations, identifies the implementation priorities and creates a long term implementation framework for the future development of Red Deer's trails. In preparing the implementation framework the project team considered a number of development implications which were used in reviewing the merits of recommendations and in the selection of priorities. The key implications include:

- ♦ **Capital Budget** – The City does not currently have a designated capital budget for ongoing trail development. With over 100 km of proposed new and upgraded trails, the implementation framework of the Master Plan has been prepared with yearly capital budgets for the 15 year term of the Plan.
- ♦ **Maintenance** – as indicated previously, it was the opinion of the project team The City (Public Works and Parks Facilities) is doing a good job of maintaining the trails. The biggest issue is coordination between the two departments but it is currently a good working partnership. This coordination (communication, possible sharing of resources) will be critical to the success of the Plan implementation in terms of ensuring trail user satisfaction. With an expanding trail network and increasing costs, the maintenance budget will need to increase at a relative rate and therefore should be evaluated at least every three years of the Plan.
- ♦ **Environment** – environmental issues and concerns related to trail use and development were not a dominant topic during the study. The biggest issue was unregulated use by ATV's in areas like Heritage Ranch and Maskepetoon. Access controls and better enforcement (Park Rangers/voluntary patrols) should assist with reducing these impacts. The other key factor is the development of designated trails in these key areas as well as in the proposed

Neighborhood Park Ecological Reserves. The designate Nature Trails will control access and provide a great interpretive opportunity. During the design development of future trails, it is important that environmental values (pg. 50) and environmental principles (pg. 52) be used to guide decision making.

- ♦ **Land Use & Disposition** – this was another implication that did not become a major focus of the study. The vast majority of proposed trails have no land use or disposition issues. The two primary trail routes which will require land acquisition and ownership review are the East Bank Trail from McKenzie to River Bend, and the long standing priority of a trail to Fort Normandeau.
- ♦ **Trail User Needs** – the Intercept Survey and Stakeholder Interviews provided great information on defining user satisfaction, developing a user profile and understanding specific user needs. The basic needs of the users and some enhanced amenities have been defined as part of the proposed trail standards.
- ♦ **Management & Coordination** – Since the development and operation of trails are the responsibility of both Recreation Parks & Culture and Engineering, coordination between the two departments is critical to effective implementation. Through the Steering Committee, both departments have indicated that they are committed to work together to implement the recommendations of the Trails Master Plan. It has been suggested that a Trails Committee, with representation from the City and a variety of stakeholders would be an effective way of coordinating the detailed planning that would need to take place. A Bicycle Committee was recommended in the 2000 BMP. Rather than a formal committee that meets regularly, *it is recommended that The City manage implementation internally, but provide an annual opportunity (meeting) for interested stakeholders to provide input on development priorities, discuss operational issues and make suggestions for future work or topics of discussions.*
- ♦ **Further Reviews and Studies** – the Master Plan has defined several studies which have already been proposed or are needed in the near future as part of the implementation framework. Some of these studies are required prior to capital development (eg. Maskepetoon Natural Area), and some studies are in consideration of potential changes to operational practices (e. snow clearing, trail centerlines). See Section 6.2 and 6.3.3.



## 6.2 Summary of Recommendations

Based on the work of this study a number of recommendations have been provided to ensure the enhancement and future development of Red Deer's extensive trail network. The following is a summary of the recommendations which have been defined previously in this report.

Page #	Recommendation	Responsibility
<b>It is recommended that . . .</b>		
33	Parks Maintenance, and Parks Facilities evaluate desire lines on a case by case basis and formalize desire lines (i.e. construct a trail link) in locations where there is a clear desire for use related to access or connection to other trails or community facilities and where increased maintenance, environmental impacts and/or safety issues would not result.	RPC Dept.
34	The City widen the trail to 5.0m at switchback locations on steep hills, mark the centre line and clear vegetation (only as required) to improve sight lines.	RPC Dept.
35	The City remove all existing offset gates as part of future intersection improvements and install "Yield" signs for trail users.	Engineering
35	during the planning of future neighbourhoods, mid-block trail connections to arterial roads should be discouraged to avoid the potential for berm and mid-block crossings.	Planning/ RPC
35	existing locations in which a trail route crosses a berm should not be altered or improved unless safe access can be provided without disruption of berm function.	N/A
36	The City complete a review of all city facilities and implement an ongoing program to install bike racks at all facilities.	RPC Dept.
36	The City should consider amending the Land Use Bylaw, to require new developments to provide bicycle parking, in the same way that automobile parking is required now (Bicycle Master Plan, 2000).	PCPS
36	The City should maintain the bike racks on buses program, and attempt to raise the public awareness of it (Bicycle Master Plan, 2000).	N/A
36	The City install painted centerlines on the existing Waskasoo trail from Kin Canyon to Ross Street, and conduct an evaluation program, including public input, over three years to consider the effectiveness.	RPC Dept.
37	The City complete an inventory and evaluation of existing trail signs and define a program for the installation of additional directional signs, distance markers and information signs and maps to improve trail user experience.	RPC Dept.
38	The City maintain its current approach of providing trail lighting only at major trail bridges, at trail heads and at parking areas and facilities which support the trail system.	RPC Dept.
40	Public Work, Parks Maintenance and Park Facilities have an annual maintenance coordination and review meeting to confirm scope and responsibilities, and to share and manage resources.	RPC Dept. / Public Works

Continued . . .



Page #	Recommendation	Responsibility
<b>It is recommended that . . .</b>		
40	The City undertake snow clearing of one designated trail route (see Section 5.0) for a period of three years and then evaluate all of the implications related to budget, use, and liability.	RPC Dept. / Public Works
45	a master plan be prepared for the Maskepetoon Natural Area to design and implement control measures, parking , access, trails and interpretive programming.	RPC Dept.
47	The City of Red Deer work with the local and the Provincial cycling community (CABC) to make adult bicycle education programs available (Bicycle Master Plan, 2000).	RPC Dept.
47	The City of Red Deer should include information on the safety issues related to sidewalk riding in all existing bicycle education programs and information campaigns (Bicycle Master Plan, 2000).	RPC Dept.
47	The City include trail etiquette and 'rules of the trail' information on future trail maps and directional signs.	RPC Dept.
47	The City undertake an internal review of the cost-benefit of hiring full-time, year round Park Rangers for the entire Waskasoo Parks system.	RPC Dept.
48-49	The City review trails in Bower Ponds and around Barrett Park and implement amenity improvements as required (signs, benches, rest areas etc.) to meet universal accessibility guidelines. Once implemented these trails can be identified as universally acce	RPC Dept.
52-54	The City adopt the following principles (Section 4.2) to guide the planning and development of Red Deer trail network.	RPC Dept.
55-61	The City of Red Deer adopt the following standards (Section 4.3) to guide the planning and development of future trails and the upgrading and operation of existing trails.	RPC Dept.
58	2.5 m wide concrete sidewalks, called Collector Trails, be required on one side of all future collector roads.	RPC Dept.
72	The City manage implementation internally, but provide an annual opportunity (meeting) for interested stakeholders to provide input on development priorities, discuss operational issues and make suggestions for future work or topics of discussions.	RPC Dept. Engineering

## 6.3 Development Priorities

With consideration of the development implications and Master Plan recommendations, the project team prepared a list of the trail development priorities for review by the Steering Committee. The first step in preparing the priorities list was to gather input from the public and stakeholders and consider it in the context of the trail network evaluation. The public was asked at the open house to identify their top two priority trails (from a choice of ten) and their top two trail amenities to be developed. These results are defined in Section 2.5 and outlined in Appendix D. The stakeholders, through a series of directed activities at a workshop (See below), were asked to validate the proposed trail development program and clarify potential capital, operational and program items. All of this public and stakeholder input played a key role in shaping the trail development priorities

outlined in Section 6.3.2, the other Master Plan priorities defined in Section 6.3.3, as well as the implementation framework defined in Section 6.3.

### **6.3.1 Stakeholders Workshop**

A Stakeholders Workshop was held on Tuesday, November 16, 2004. Twenty representatives from Red Deer businesses, runner's clubs and various City departments participated in the evening workshop. The objectives for this workshop included:

- ◆ To present work completed to date and results
- ◆ To confirm/clarify interpretation of input, results and recommendations
- ◆ To gain common understanding of proposed standards and trail routes
- ◆ To validate proposed trail development program and clarify potential capital, operational and program items
- ◆ To choose some capital and operational priorities

During the workshop the participants were divided into groups and each group had to assess spending priorities for the development of trails. Five areas of development were considered: 1) Trail Upgrades and New Trails, 2) Education and Safety, 3) Environment, 4) Trail Facilities and Amenities, and 5) Operations and Maintenance. Once each group had defined a list of potential capital items with each category, each group was given \$100,000 to spend on priorities in any of the categories. At the end of the exercise a count of the dollars allocated in each category area confirmed the priorities as follows.

1. Trail Upgrading and New Trails	\$ 200,000	40%
2. Operations and Maintenance	\$ 124,000	25%
3. Environment	\$ 110,000	22%
4. Trail Facilities and Amenities	\$ 38,000	8%
5. Education and Safety	\$ 28,000	5%

A more complete summary, including details of all of the proposed capital items and specific priorities can be viewed in Appendix J.

### 6.3.2 Trail Development Priorities

From the input of the public during the intercept survey and the open house, combined with the specific input provided by stakeholders during the workshop, the project team was able to develop a list of twenty priority trails for development (Table 6.1). The priority trail locations are circled (in red) on the future trail network map. The recommended implementation schedule is defined in the Section 6.3.3. See Appendix K for details on capital cost factors and a complete list of the estimated development cost and responsibility for the entire proposed future trail network.

**Table 6.1 Priority Trails for Development**

Trail #	Trail Class	Map #	Location	Length (m)	Unit Rate	Capital Cost	Responsibility
25	Waskasoo	2.0	Great Chief Park	232	\$225	\$52,200	RPC Dept.
26	Waskasoo	2.0	To Fort Normandeau	N/A	Requires Master Plan		RPC Dept.
89	Waskasoo	2.0	Riverlands to Bower Ponds Bridge	155	lump sum	\$5,800,000	RPC Dept.
106	Arterial	1.0	67 St.	780	\$200	\$156,000	Engineering
33	Arterial Upgraded	3.0	32nd St.	654	\$90	\$58,860	Engineering
61	Arterial Upgraded	2.0	32nd St.	1575	\$120	\$189,000	Engineering
66	Arterial Upgraded	2.0	32nd St.	1753	\$90	\$157,770	Engineering
69	Arterial Upgraded	2.0	Ross (50th) St.	2323	\$400	\$929,200	Engineering
90	Arterial Upgraded	2.0	Gaetz Ave.	394	\$200	\$78,800	Engineering
18	Collector Upgraded	2.0	59 Ave. & Riverview Ave.	1377	\$300	\$413,100	Engineering
91	Collector Upgraded	2.0	53rd St.	326	\$200	\$65,200	Engineering
3	Bikeway	1.0	Kelloway Cr.	548	\$40	\$21,920	Engineering
9	Bikeway	1.0	52nd Ave.	1671	\$40	\$66,840	Engineering
83	Bikeway	2.0	43rd St.	311	\$40	\$12,440	Engineering
84	Bikeway	2.0	43rd St.	515	\$40	\$20,600	Engineering
85	Bikeway	2.0	44A St. and 52nd Ave.	305	\$40	\$12,200	Engineering
86	Bikeway	2.0	55th Ave.	79	\$40	\$3,160	Engineering
6	Neighbourhood	1.0	52nd Ave. Alignment	1129	\$175	\$197,575	RPC Dept.
17	Nature	2.0	Maskepetoon Natural Area	2190	Requires Master Plan		RPC Dept.
43	Nature	3.0	Waste Management Facility (NEPR)	2089	\$100	\$208,900	RPC Dept.
<b>Total</b>				<b>18406</b>		<b>\$8,443,765</b>	

### 6.3.3 Other Master Plan Priorities

From the input of the stakeholders, the public, and the committee, the project team was able to develop the following list of other planning and development priorities.

- ♦ **Trails Map** – the trails map produced by The Red Deer Visitor and Convention Bureau should be upgraded this year to reflect the increase in existing routes that were mapped during the study. The new map should include reference to the various trail types and standards, and the location of amenities and other key community features. The map should also include trail etiquette and trail safety information (eg. 'rules of the trail'). The trails map should then be updated every three years to reflect changes to the trail network and should be made available through City Hall and The City website.
- ♦ **Maskepetoon Natural Area: Development Master Plan** – with damage from unregulated use, and concerns regarding increasing use by new residents of Oriole Park, it is important that a Master Plan be prepared for the Maskepetoon Natural Area. The Plan should include an environmental impact assessment, development program, and design for access control, trails, amenities, parking and interpretive programming.
- ♦ **Heritage Ranch to Fort Normandeau: Trails Master Plan** – a trail link to Fort Normandeau has been a long standing priority and as such a Master Plan should be prepared to assess development potential. The plan will need to address development feasibility including route options and land ownership/acquisition requirements as well as other issues such as funding, operations, partnerships, and safety.
- ♦ **Centrelines** – throughout the study there was mixed opinion on whether centrelines should be part of the trail standard for asphalt trails. Some municipalities have standards that include centrelines. It has been recommended in this Plan that The City install a centerline on an existing, well used trail route and conduct an evaluation program to consider the effectiveness.

- ♦ **Snow Clearing** – unlike centerlines, there was good support for snow clearing on trails. Since there are tremendous budget implications, the Plan is recommending a trial program which will involve having Public Works clear one section of Waskasoo Trail on the west side of downtown for a three year period.
- ♦ **Trail Signage** – In conjunction with the Waskasoo Park Interpretive Program and Master Plan, The City should complete an inventory and evaluation of existing trail signs and define a program for the installation of additional directional signs, distance markers and information signs and maps to improve trail user experience.
- ♦ **Park Rangers** – During the development of this Master Plan discussion involved recommending that The City undertake an internal review of the cost-benefit of hiring full-time, year round Park Rangers for the entire Waskasoo Parks system. This review has been completed by the City and a Park Rangers program will be implemented in 2006.

## **6.4 Implementation Framework**

The implementation framework for the RDTMP has been divided into two sections: Approach and Schedule. The approach defines the general philosophy and the specific parameters which should be used by The City in assessing future trail planning and development decisions, and the schedule defines the specific timeframe for the implementation of the proposed development priorities. *It is recommended that The City adopt the following implementation framework to serve as a guide for the implementation of the Red Deer Trails Master Plan.*

### **6.4.1 Approach**

With over 100 km of proposed future trails to develop, The City will have many choices to make over the next 25 years. In considering the identified priorities, the associated capital costs and the implementation timeline of 5 and 15 years, the project team felt that a flexible approach might be of benefit to The City for both short and long term planning. The proposed approach facilitates the implementation of both major and minor capital projects, while balancing future planning requirements as well as maintenance and operations objectives and capabilities.

- ♦ **Major Trail Projects** – the recommended approach is built around the planning and construction of a major trail development project during every third year of the implementation schedule. The budget for the major trails project will vary depending on the project.
- ♦ **Minor Trail Projects** – throughout the other years of the implementation schedule, The City should commit a designated budget of \$300,000 to complete a range of minor trail projects. Some initial minor projects have been recommended for the first five years of the Master Plan (See 6.4.2).
- ♦ **Other Master Plan Priorities** – the other Master Plan priorities defined in Section 6.3.3 have been worked into the first five years of the implementation schedule.
- ♦ **Maintenance & Operations** – as indicated, with an expanding trail network and increasing costs, the maintenance budget will need to increase at a relative rate and therefore should be evaluated at least every three years of the Plan.

Some of the considerations and benefits to this approach include:

- ♦ Facilitates the major project implementation process of approval, request for proposal, retaining consultants, design, tender and construction.
- ♦ Requires a dedicated budget for trails projects on an annual basis. Budget must be separate from the existing budgets of Recreation Parks & Culture and Engineering. The major projects budget may shift between Recreation Parks & Culture and Engineering (Arterial Road Trails) depending on the project.
- ♦ Utilizes City staff in the implementation of minor projects without the need for consultants (i.e. staff work with the RDTMP standards to tender minor projects to pre-qualified contractors without consultant involvement).
- ♦ Allows for capital to be spent on improving trails on an annual basis (i.e. better/more amenities etc), rather than just spending money on new trails.
- ♦ Provides opportunity for staff and stakeholders to provide ongoing input into trail needs and priorities.



## 6.4.2 Implementation Schedule

The recommended schedule for implementation of the RDTMP for the next fifteen years from 2005 to 2020 is defined in Table 6.2.

**Table 6.2: Implementation Schedule**

Year	Trail #	Trail Class	Map #	Location	Capital Cost	Responsibility
2005	RDTMP approval and internal coordination, new maps, updated website, update standards, park wardens review, review maintenance budgets				No designated Budget	RPC & Eng.
2006	106	Arterial	1.0	67th St.	\$156,000	Engineering
	33	Arterial Upgraded	3.0	32nd St.	\$58,860	Engineering
		Trail Centreline & Snow Clearing Programs			\$50,000	RPC & Pb. Wrks
	17	Maskepetoon Natural Area: Master Plan Only			\$55,000	RPC Dept.
2006 Total					\$319,860	
2007	17	Nature	2.0	Maskepetoon Natural Area: Detailed Design & Construction	\$500,000	RPC Dept.
2008	66	Arterial Upgraded	2.0	32nd St.	\$157,770	Engineering
	83	Bikeway	2.0	43rd St.	\$12,440	Engineering
	84	Bikeway	2.0	43rd St.	\$20,600	Engineering
	85	Bikeway	2.0	44A St. and 52nd Ave.	\$12,200	Engineering
	86	Bikeway	2.0	55th Ave.	\$3,160	Engineering
	26	To Fort Normandeau: Master Plan Only			\$60,000	RPC Dept.
		Trail Signage - upgrade directional/distance signage			\$35,000	RPC & Pb. Wrks
2008 Total					\$301,170	
2009	3	Bikeway	1.0	Kelloway Cr.	\$21,920	Engineering
	9	Bikeway	1.0	52nd Ave.	\$66,840	Engineering
	6	Neighbourhood	1.0	52nd Ave. Alignment	\$197,750	RPC & Eng.
2009 Total					\$286,510	
2010	69	Arterial Upgraded	2.0	Ross (50th) Street	\$929,200	Engineering
2011		Minor Projects - to be determined following internal review			\$300,000	
2012		Minor Projects - to be determined following internal review			\$300,000	
2013	18	Collector Upgraded	2.0	59 Ave. & Riverview Ave.	\$413,100	Engineering
2014		Minor Projects - to be determined following internal review			\$300,000	
2015		Minor Projects - to be determined following internal review			\$300,000	
2016		Major Project: Link to Fort Normandeau			Cost determined by master plan	RPC Dept.
2017		Minor Projects - to be determined following internal review			\$300,000	
2018		Minor Projects - to be determined following internal review			\$300,000	
2019	89	Major Project: Riverlands to Bower Ponds Bridge			\$5,800,000	RPC & Eng.

## **6.5 The Future of Red Deer's Trail Network**

It has been apparent to the project team throughout the study that the Red Deer Trails Network is a tremendous resource that the citizens enjoy and take great pride in. When asked about the trails, users reply with words like 'awesome' and 'excellent', and comment that The City should "keep up the good work". It is clear that trails are one of the elements that make Red Deer a successful city and a place that people want to live.

One of the great values of trails is that they are a free facility that can be enjoyed by all citizens and visitors alike. That is one of the reasons that it is important for The City to plan and budget for the development and operations of trails and trail network features and amenities.

Through the preparation of this Master Plan, the City of Red Deer is continuing its longstanding commitment to having a great trail network which is integrated throughout the neighbourhoods and natural areas of the city. In implementing the Plan, The City will ensure that the trails meet the needs of all trail users now and into the future.

## **7.0 Appendices** (not included with this draft)

**Appendix A: Work Cited**

**Appendix B: Intercept Survey Summary**

**Appendix C: Stakeholder Interview Summary**

**Appendix D: Public Open House Summary**

**Appendix E: Trail Network Evaluation**

**Appendix F: Downtown Routes Evaluation**

**Appendix G: Offset Gates Review**

**Appendix H: Future Trail Network Map**

**Appendix J: Stakeholders Workshop Summary**

**Appendix K: Trail Development Costs & Responsibilities**

## **Appendix A: Work Cited**

# Bibliography

## Reports/ City Documents

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Town of Bridgewater, Nova Scotia

Trail Benefits

<http://www.town.bridgewater.ns.ca/trail/trailMain.htm>

Connecticut Department of Environmental Protection

Benefits of Trails and Greenways

<http://dep.state.ct.us/stateparks/greenways/benefits.htm>

Park trails

AutoCAD 2000 dwg

Subdivisions

AutoCAD 2000 dwg

## **Electronic Information**

Base files

AutoCAD 2000 dwg

Park trails

AutoCAD 2000 dwg

Subdivisions

AutoCAD 2000 dwg

## **Maps**

Recreation, Attractions and Trails Map of Red Deer

The City of Red Deer Street Map



## **Appendix B: Trail User Survey**

The purpose of the survey is to give the City of Red Deer some insights as to existing uses and current conditions of the trails. The following questions are designed to gather your opinions regarding: trail usage, trail priorities, and suggestions for upgrading. All information collected will be kept confidential, and used only in summarized form.

**Please provide your comments in the space below.**

**1. In which months do you generally use the Trails (includes all Trails, Walks and Paths)?**

(please check as many as applicable)

- ☐ January   ☐ February   ☐ March   ☐ April   ☐ May   ☐ June  
☐ July   ☐ August   ☐ September   ☐ October   ☐ November   ☐ December

**2. How many days a week do you, on average, use the Trails?** (please check only one)

- ☐ 1 to 2   ☐ 2 to 3   ☐ 3 to 4   ☐ 4 to 5   ☐ more than 5

**3. Is most of your Trail use during:** (please check only one)

- ☐ Weekdays only   ☐ Weekends only   ☐ Both weekdays & weekends

**4. What is your primary purpose for using the Trails?** (please check only one):

- ☐ Walking   ☐ Jogging/Running   ☐ Recreational Biking  
☐ Mountain Biking   ☐ Rollerblading   ☐ Dog Walking  
☐ Cross-Country Skiing   ☐ Going to/from Park   ☐ Going to/from Store  
☐ Going to/from Work   ☐ Going to/from School   ☐ Parent with Stroller  
☐ Other: \_\_\_\_\_ (please specify)

**5. What type of surface do you usually use?** (please check only one):

- ☐ Walks along Neighbourhood Roads   ☐ Paved Trails through Parks  
☐ Walks along Major Roads   ☐ Paved Trails through River Valley  
☐ Shale Trails

**6. What do you like best about the Trails?**

1. \_\_\_\_\_  
2. \_\_\_\_\_  
3. \_\_\_\_\_

**7. As a trail user, please identify any specific concerns or issues that you would like to see addressed in this study?**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

over...

## **Appendix B: Trail Survey Summary**

## Testing Summary: Dates and Locations

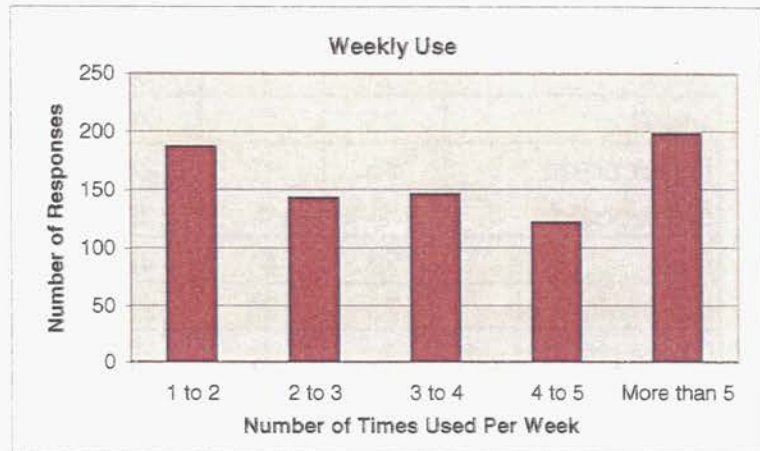
The following table indicates the date, location and number of surveys collected for the City of Red Deer Trails Master Plan

Date	Location 1	Location 2	Surveys
June 19, 2004	CPR Bridge	Bower Ponds	196
June 20, 2004	Kerry Wood	Heritage Ranch	84
June 22, 2004	CPR Bridge	45 Ave / Ross St.	116
June 24, 2004	CPR Bridge	Kin Canyon	123
June 26, 2004	Dawe Centre	Collicutt Centre	94
June 27, 2004	Kin Canyon	45 Ave / Ross St.	58
Fax / Online / Other	-	-	74
Total	745		

## Question 2

How many days a week do you, on average, use the Trails?

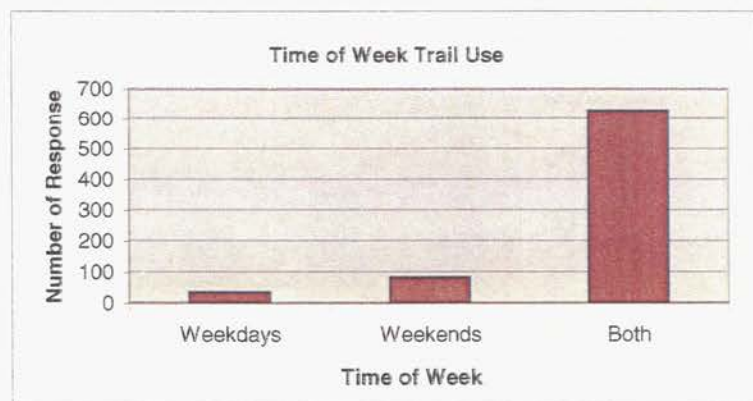
Use Per Week	Number of Responses
1 to 2	187
2 to 3	143
3 to 4	146
4 to 5	122
More than 5	198



## Question 3

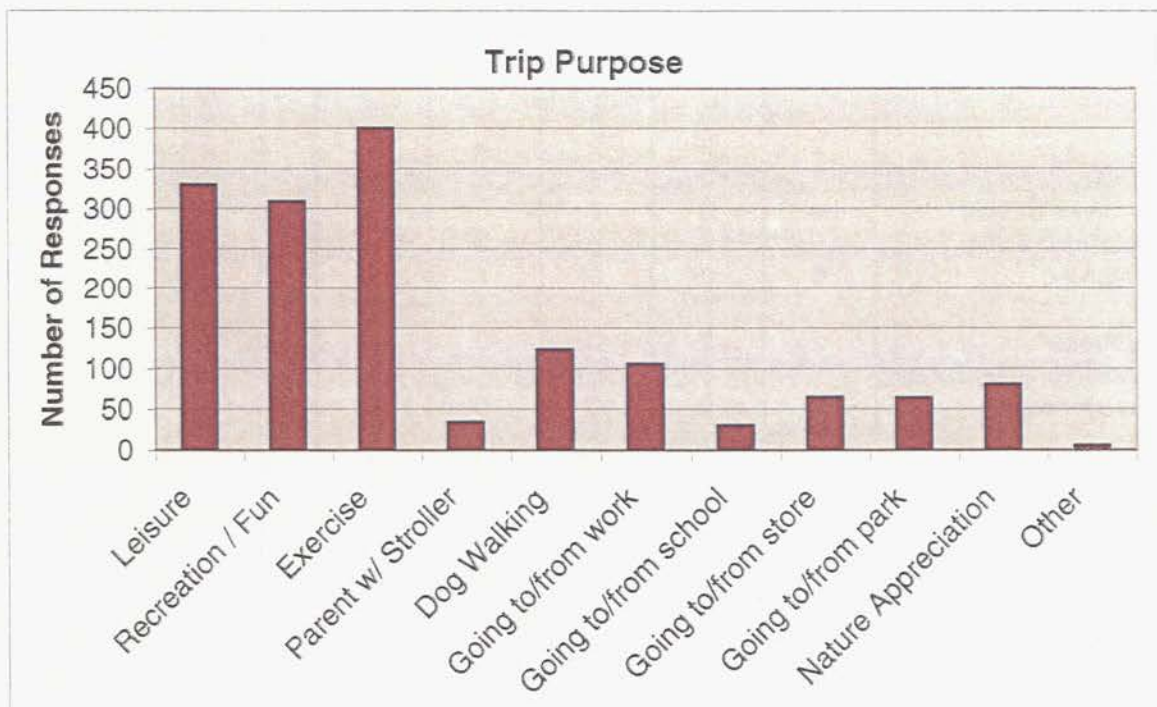
Is most of your Trail use during:

Time frame	Number of Responses
Weekdays	34
Weekends	83
Both	628



## Question 4 Continued

Trip Purpose	Number of responses							Total
	Jun 19	Jun 20	Jun 22	Jun 24	Jun 26	Jun 27	Other	
Leisure	91	36	55	52	30	46	20	330
Recreation / Fun	72	42	45	60	32	42	16	309
Exercise	105	47	62	55	37	53	42	401
Parent w/ Stroller	8	3	4	12	3	3	2	35
Dog Walking	14	7	12	15	54	10	12	124
Going to/from work	24	6	35	22	9	0	10	106
Going to/from school	10	3	9	8	1	0	0	31
Going to/from store	17	2	23	19	3	0	1	65
Going to/from park	17	7	19	17	3	0	1	64
Nature Appreciation	3	14	22	27	12	0	3	81
Other	0	0	3	1	1	0	1	6





## Question 6

**As a trail user please identify any specific concerns or issues that you would like to see addressed?**

The following chart represents common answers that were given by 5 or more individuals.

The number of responses for each answer are given by date. Notes for this chart are below it.

Answer	Jun 19	Jun 20	Jun 22	Jun 24	Jun 26	Jun 27	Other	Total
Maintenance <sup>1</sup>	20	12	13	10	3	12	4	74
Cleanliness / Garbage	18	6	8	9	2	11	4	58
Safety <sup>2</sup>	12	3	7	9	0	14	5	50
Centerline <sup>3</sup>	11	6	7	2	4	4	5	39
Winter - plowing & ice removal	12			4		7	10	33
Bikes <sup>4</sup>	4	3	1	2	4	11	3	28
Signs <sup>5</sup>	8	0	7	4	1	2	4	26
Washrooms (more or full facilities)	16			2		7		25
More Trails	4	1	4	1	3	8	3	24
Dogs off leash	4	4		4	2	5	4	23
Lighting (major paths & bridges)	2		6	9		4	1	22
Trail Etiquette Issues <sup>6</sup>	4	3	6		1	6	1	21
Drinking Water	3	2	4	6	2	1		18
Dog poop		2	5		7	1		15
Maps (better & more detailed)	4	2		0	1	2	2	11
Graffiti / Vandalism	1		1	2	3	1	2	10
Drugs / Alcohol	2		4	2		1	1	10
More Off leash areas	1		1		6		2	10
Trails to newly developed areas			2	1		6	1	10
Garbage Cans	3			1		2	3	9
km markings	1		2	1		3		7
Not enough trails in East Red Deer		1		2	3	0		6
Dogs - needing more control					5	1		6
Benches (more)	5					1		6
Recycle Bins	1		2	1	1			5
Emergency Phones				1	1	3		5
Totals	136	45	80	73	49	113	55	551

### Notes:

1. Maintenance:
  - \* Roller bladers had issues with roots and bumps
  - \* Many issues with cracking as well as branches and trees grown over trail
2. Safety
  - \* Many were concerned for their safety when walking alone
  - \* A fair number wanted police or some form of patrolling
  - \* Many said safety was a concern on bridges
3. Centerline
  - \* Most wanted a line between bikes, bladers and walkers
  - \* A few requested completely separate paths in high traffic areas
4. Bikes
  - \* Many said that cyclists were being unsafe when passing pedestrians
  - \* Most wanted bells to be mandatory

## Question 7

**If you had money to spend on trails, what would you spend it on?**

The following chart represents common answers that were given by 5 or more individuals.  
The number of responses for each answer are given by date. Notes for this chart are below it.

Answer	Jun 19	Jun 20	Jun 22	Jun 24	Jun 26	Jun 27	Other	Total
More Trails	48	21	26	24	23	28	20	190
Maintenance	11	7	8	4	6	11	11	58
Winter - plowing & ice removal	8	6	5	4	9	7	4	43
Repairs <sup>1</sup>	15	4	8	7	3		5	42
Policing/Patrol/Security/Safety	6	1	7	5	4	9	4	36
Drinking Water	14	3	6	8	3		1	35
Lighting (major paths & bridges)	4	1	5	10	1	5	2	28
Cleanliness / Garbage	3	1	3	2	8	8	2	27
Re-Paving	10	1	5	5	2	1	1	25
Signs <sup>2</sup>	6	3	3	4		4	4	24
Benches (more)	9	3	2	1	1	4	2	22
Washrooms (more or full facilities)	3	1	4	3	2	9		22
Landscaping - more trees/shrubs	6	2	2	4	1	5	1	21
Maps (better & more detailed)	6	4	1	1	3	1	4	20
More off road trails	5	6	6	3	0			20
Garbage Cans	3	3	1	2	3	5	3	20
Smooth	6	2	6	3	1			18
Paving	7		1	6		3	1	18
Widening	1	3	8	4	0		3	19
Water Feature (park, feature, etc.)	3	1	2	4	0	5	1	16
Picnic/ rest / outdoor areas		1	1	3	4	1	3	13
Centerline	3	2		3		3	1	12
Trails better connected / accessible	1		3	2		3	3	12
More Off leash areas (dogs only)		1	2		6	1	1	11
Separate bike / walking trails	3		1	3	2		1	10
Build more bridges over river	5	2	2		0		1	10
Branch/Grass/ overgrowth cleanup	6	0	2		0		1	9
Preserving nature	3	2	1	1			1	8
More Mountain bike trails		1	2	2		1		6
Dogs off leash in non off leash areas	3			1	1			5
Cross Country Ski Trails	1	0	3	0	0	1		5
Dog Clean up centers		2	1		2			5
Totals	199	84	127	119	85	115	81	810

### Notes:

1. Repairs

Cracks, roots, potholes

2. Signs

Around sharp corners etc

**Question 8**

The following is a list of suggested safety repair and improvement suggestions:

**Safety**

- Lighting across Red Deer River beside Gaetz south. (1)
- Areas Downtown are unsafe for bikes (2)
- Walking bridge needs more lights (1)
- Check trails to ensure safety (1)
- Trip to Waskasoo Creek crosses too many roads (1)
- Safer routes south of 32<sup>nd</sup> St – except through Bower (1)
- No safe access outside city ( HWY 2 & 11) (1)
- Change Devonian Trail so do not have to cross roads (1)
- Better Lighting from CN Bridge to Bower Pond (1)
- Taylor & 49<sup>th</sup> St by Carnival Cinema seriously dangerous (1)
- Speed Gates at intersection are safe (i.e. Taylor N & Galbraith St) (1)
- Bike safe along Gasoline Alley (1)
- Safety Crossing Roads (Walk light) (3)
  - Rotary Park
  - Ross Street

**Repair**

- Along downtown arena. (1)
- Repave all of Great Chief Park Trails (1)
- Repair Frost heaves between Riverbend and Bower Ponds (1)
- Tar on Trails Bower Ponds & River Paths (trip over on blades) (1)
- Keep trail intact at Molly Banister (1)
- Area behind Dick's tire needs to be taken care of (1)
- North and East Bank trails (1)
- Water treatment plant to Westpark a bit rough (1)
- Fix Riverview Park Trails (1)

**Improvements**

- 32<sup>nd</sup> St sidewalk from 30<sup>th</sup> Ave to Kin Canyon Needs replacement with non sidewalk trails (1)
- Clean-up 32<sup>nd</sup> St Underpass Graffiti (1)
- Kin Canyon Weeds(1)
- Widen Trail Bridge (1)
- Any Trails not Paved(1)
- Clean up Kin Canyon (1)
- Maintain/improve perimeter trail around Riverbend and trails south of road to Riverbend (1)
- Pave from train bridge to Cannery ROW Parking Lot (1)
- Corners Heritage Ranch Trail widened (1)
- Pave Trail around Riverbend Golf Course(1)
- Maintaining Paved Trails for inline skates, etc while developing natural trails (1)
- East side of river from Taylor Bridge south too rough (1)
- Downtown behind curling Rink too much tar (1)
- Pave from Dick's Tire to existing river train (1)
- Pave Northeast of Parkland Mall in Wooded Area (1)
- Pave north of Adventure Canyon (1)
- Parkland class (trail ends and you go through a field) 45 St (1)
- Wast hill hard to get to a trail (1)

## Question 9

**Please identify the locations of two or three specific trail routes or links you would like to see developed or improved.**

The following table includes suggestions for new trail routes. The number of individuals who made the suggestion is indicated in the bracket. Notes for this chart are on the following page.

Suggestion	Jun 19	Jun 20	Jun 22	Jun 24	Jun 26	Jun 27	Other	Total
Heritage Ranch/Park <sup>1</sup>	6	6	6	5	1	3	3	30
Bower Pond Trail Area	8	3	6	4	3		1	25
New Areas/Subdivisions	2	5	3	2	2	7	2	23
3 mile Bend <sup>3</sup>	3	2	4	3	6		4	22
South	6	7	2	1	3	1	1	21
East	9	1	1	3		6		20
River Corridor <sup>2</sup>	5	4	2	2	5		2	20
Sylvan Lake <sup>4</sup>	5	2	3		2	4	2	18
Downtown <sup>6</sup>	1	1	6	2	1	1	4	16
RDC Campus <sup>5</sup>	2	3	2	1	1	3	3	15
Deer Park/Rosedale <sup>8</sup>	5		1	2	3		4	15
All Areas	2	2		3		4	2	13
North	1	2	4	2	1		3	13
Golf Courses <sup>7</sup>	2	4		1	1	2	3	13
Riverbend	4		3			3	3	13
Southeast	2	3	1	1	1	4		12
McKenzie Trail	2	5		2		3		12
Fort Normandeau	2	3					6	11
Kin Canyon	1	1		4		3	1	10
McKenzie Park to Riverbend		2	3	3			2	10
West		2	1		3	2		8
Heritage Ranch to Fort Norma	3					1	4	8
Shopping Areas <sup>9</sup>	1	1	1		1	3		7
Westpark		3	2		1			6
Sunnybrook <sup>10</sup>	2			1		2	1	6
Pines		1	2	1		1		5
Rotary Park	1	1		2		1		5
Normandeau	2	1				1	1	5
Old Train Bridge	2		1	1			1	5
Maskapatoon <sup>11</sup>	2					1	2	5
Totals	81	65	54	46	35	56	55	392

### Notes:

1. To College (2), Golf & Country Club (1), North Region towards 67th (1), Downtown on east side of river (1)
2. To/From: Mackenzie Lakes to Riverbend Trails(1), Out look places(1), 67<sup>th</sup> St West on North Bank Trail(1), Link both ends of city along river (1)
3. To Mackenzie Park (3), Bridge to Waskasoo Park (1), Riverbend (1), Link south side of river (1), Bridge from 3 mile bend to another areas of off leash park (1)

**Other Comments Worth Noting:****June 19, 2004**

- All of the Great Chief Trails should be repaved. Also some of the corners on Heritage ranch trails should be widened because of the steepness it makes for a high collision area.
- 32<sup>nd</sup> St – Ride to work at RDC and the sidewalk is dangerous
- The trail that goes along the South side of the river from Taylor bridge to Heritage Ranch is a little disjointed near Heritage Ranch. Making it more continuous would be a major improvement. Ex – perhaps a trail that sort of bypasses the Heritage Ranch parking lot instead of going straight through it and becomes more confusing.
- Steep Banks without guards near river (safety)
- Bells should be a law for bicyclists.
- Grass adjacent to waste receptacles, monuments, benches etc is unsightly. A program should be introduced to either spray with roundup or clean an area and place aggregate in the surround. B
- On south have a trail that corrects along by the centrium up to 30 & 40 Ave so rider don't ride along main road ( Delburne trail) ( this could be a dirt or gravel trail)
- No trials on major arteries
- The only thing is that there is a few locations where the trail leads right onto the road which can be a little scary when you are going as fast as I do.
- Kin Canyon Trail are more open woods and too many people build fires and pollute the forest. I have seen condoms and needles around those trails.

**June 20, 2004**

- People will not keep right
- Park's Department employees swear at me.
- Bikes should be allowed on all trails not just paved.

**June 22, 2004**

- Up around Riverview Park the trails become disjointed and choppy – I'd like to see that fixed.
- More Washrooms (possibly flush toilets, at least had wash station at each)
- Railway Bridge should have security, lots of bikes on bridge that don't pay attention
- There are no lights on trails. Crosswalk lights could stay on longer for walkers coming out and in town
- Bumps that have been spray painted and nothing done about them.
- Why are trails paved? Shale is a lot easier on feet ect.

**June 25, 2004**

- Maybe some better bathrooms with a store at each park or tourism booth.
- More trees and bushes in new developments.
- Specific Zone set up for "off road" biking.
- Repair areas where cracked – difficult for rollerblading.

- Making maps of the trails available online (the one on the city site hasn't worked in the last year)
- Trail 'rule of the road' need to be promoted/enforced. For example some cyclists go too fast and don't slow down at blind corners and don't have bells to warn other trail users.
- Safety from criminals on the trails. I guess this goes hand in hand with increased concern in Red Deer over increasing crime rates. Perhaps Police on bikes. But don't have them harassing people for going certain speeds on a bike, checking to see if you have a bell on your bike . . . simply focus on the troublemakers/vandal/criminal element.
- Remove curve at intersection of Spruce Drive & 32<sup>nd</sup> St. it appears cyclists turning onto Spruce Dr but suddenly they are crossing intersection
- More places to lock up your bikes at various venues on the trail system
- Three Mile Bend – The fire hazard sign (low moderate high) has no arm to indicate which it is – would like to see it fixed and would like to see that all trails that allow cook areas to have those indicators and that they be updated when status changes.



## Question 12

What neighborhood / community do you live in?

Area	Response
Riverside Meadows	50
Out of Town	37
Oriole Park	32
Highland Green	30
Fairview	28
Anders	25
Morrisroe	25
Deer Park	24
Eastview Estates	22
Bower	19
Clearview	19
Glendale	19
Grandview	19
Woodlea	19
Normandeau	18
Downtown	17
Montview	15
Parkvale	15
Lancaster	14
Sunnybrook	14
Rosedale	12
Mitchner	11
Lacombe	10
Pines	10
Red Deer	9
Kentwood	7
Westpark	7
Southhill	5

Area	Response
Sylvan Lake	5
Waskasoo	5
Aspen Ridge	4
Blackfalds	4
Johnstone Park	4
Northhill	4
Riverview Park	4
Devonshire	3
RDC Campus	3
Springbrook	3
Conquest	2
East Park	2
Southwood Park	2
Victoria Park	2
Belvedere Estates	1
CrowQuest Business Park	1
DavenPort	1
Fountain Estates	1
Inglewood	1
Millardale	1
Mounfont Heights	1
Mustang Acres	1
Northwood estates	1
Pen Hood	1
River bend meadows	1
Riverbend	1
Riverbend Village	1
Ross Street	1

## **Appendix B: Press Release**

July 21, 2004

## **Trails System survey provides valuable information for Master Plan**

(Red Deer, Alberta) – The City of Red Deer initiated the Red Deer Trails & Pathways Master Plan in June, which involved conducting a survey about its trails system. The initial round of surveys began on June 19 and wrapped up on July 15, with a total of 745 surveys filled out by trail users.

"We had an exceptional response to the survey by our trail users. It is clear by the number of surveys we received that our trails system is very important to the people of Red Deer," said David Matthews, Community Development & Planning Coordinator for the City of Red Deer. "We were able to gather a great deal of information, including what users like best about our trails, any issues or concerns the users may have, and ideas for new trail connections."

Some highlights of the survey are:

Features that users indicated they liked about the trails system:

- Plants and wildlife
- Condition of the trail
- Trails cover the city
- Accessibility
- Safe

Ideas for what areas to spend money on:

- More trails
- Maintenance
- Lighting
- Drinking water
- Signs

New trail connections:

- Heritage Ranch/Park
- Bower Pond Trail Area
- New areas/Subdivisions
- River Corridor
- 3 Mile Bend

The full survey responses are now posted on the City of Red Deer Web site at [www.reddeer.ca](http://www.reddeer.ca), under 'Keeping You Informed'. Due to the high number of responses, a second round of surveys will not be conducted. The next opportunity for the public to provide input on future trail development and standards will be at an open house this fall.

The responses from the survey will be compiled and will help guide further expansion and integration of the trail network throughout the city. Completion of the Master Plan is targeted for December 2004.

- end -

For more information, please contact:  
David Matthews  
The City of Red Deer  
(403) 342-8340

## **Appendix C: Stakeholder Interview Summary**

## **Introduction**

The following summary is derived from the information gained during the Stakeholder Interviews. Individuals from a variety of groups were contacted, ranging from schools, to trail societies, to parks department representatives, to construction companies involved in building trails.

Comments ranged in scope however, we identified four major areas that relate in warranting further investigation, these are: General Comments, Technical Information, Safety Issues, Specific Problematic Trails.

## **General Comments**

### **General**

1. A paper entitled Safe and Scenic Trails has been sent to the City of Red Deer that outlines the connections that are required over time.
2. Right now people in Land & Economic Development are looking into trail systems in industrial areas. (Parks wants to look at this)
3. Red Deer College / Cross-country ski club obtained grants to construct the Spruce Woods trails at River Bend and each fall, we hold a party to maintain them.
4. Preserving the trails we have. I have concern with a proposal to construct an additional 9 hole golf course over existing walking/ski trails in the Spruce Wood portion of River Bend. These trails are used by walkers, joggers, mountain bikers, skiers and nature enthusiasts. Summertime use of these trails will end if this golf course is built and the competition level ski trails will be adversely altered.
5. Creating new trails. The existing trails were constructed in the early 80's. The use of these trails has increased extensively due to changes in life style and a major increase in population. We need to expand the current trail system.

### **Maintenance**

6. Maintenance is a challenge
7. Maintenance is critical . . . if they are allowed to slip, respect for our parks system will decline markedly.
8. Concrete pavement work is an issue/challenge
9. Lifting of concrete edges and sidewalks
10. It would be nice if more routes were plowed through the winter.
11. In regards to snow clearing, Don Lee is willing to discuss which specific trails would be most beneficial to the Red Deer Runner's Club.

## **Traffic Control on Trails**

32. No separation for two –way traffic (i.e. Center-line)
33. Maybe a bit of a centerline might help with congestion.
34. I believe that a yellow dashed line down the center of the existing asphalt trails would be an important safety feature (the Calgary trails have this). It would remind users that the "keep to the right" rule applies to the trails too. If all trails cannot be painted due to budget considerations then perhaps the blind corners and down hills could be done at the very least.

## ***Technical Information***

1. Cross at intersection – not mid block
2. No trail crossings of back alleys
3. Signs for controlling trail traffic should be consistent with MUTCD
4. Offset bollards sometimes block vehicular sight lane
5. Some trails should be well lit
6. Trail should end at same side as pedestrian crossing push buttons – there are 3 standards to follow:
7. Don't cross roads with 12,000 Vehicles per Day
  - Don't want marked cross walks there are at least 3 reports showing this isn't appropriate.
12. Types of trails – gravel and shale are cheaper, but many people want asphalt for rollerblading, etc.
13. Levies given to recreational department only pay for shale trails. Some of the trails go from asphalt to shale. If the intended trail to be asphalt instead of shale, the extra money comes from Land and Economic Development. An increase in funding for parks to make asphalt trails is needed.
14. There tends to be multiple widths of trails being constructed – 1.5 metre, 1.8 metre, 2 metre, 2.5 metre and 3 metre widths. There does not seem to be a consistent width. Our construction equipment is built for the 2.5 and 3 metre widths. With narrower trails, we still require a minimum 3 metre width for our equipment and truck access. Narrower trails are more difficult to pave and the quality of pavement is more difficult to achieve.

9. I have no concerns about safety. There are people using the trails at all times so it seems safe. I haven't seen any trail areas that I use as a party zone or a place for groups of people to gather and do whatever.
10. Although the Parks Dept is trying its best to maintain the existing asphalt trails in Waskasoo Park and the Devonian trail system age is taking its toll. Many of the trails are becoming so rough that they are a safety concern to inline skaters and cyclists.
11. Some Safety issues in more isolated parts of the trails.

### **Trail Sharing and Education**

12. Bikers without bells who don't let you know they're coming and seem to forget they have voices to call out the simple 'passing on your left'.
13. As well rollerbladers coming upon you without warning/passing you while continuing to zigzag in full stride. Since I both bike & blade I know that what is possible.
14. Both of the above not slowing down while passing, completely oblivious to the need to allow those they pass sufficient reaction time, whether for calming a pet or grabbing the attention of a child or simply for allowing the aged or injured time to move to the side. Everyone is not healthy or attentive all of the time.
15. Dogs off-leash, especially true of people w/small dogs who think leash bylaws don't apply to them.
16. Groups walking several abreast who don't yield when others approach from the opposite direction.
17. Runners/walkers who trample XC-ski tracks in winter. I often set my own tracks in areas like McKenzie, as far off to one side of the path as possible, and yet people still trample them.

### **Signage/ Additional Mapping**

18. We really need signage about sharing the trail.
19. Some signage may make keep people aware that the trail is a multi-use system.



14. Some of the trail crossings of busy roads are unsafe. In particular the bottom of Spruce Drive Hill where traffic is heavy and coming from three directions. There is also heavy pedestrian traffic at this crossing to the play park at Rotary Park, to the skateboard park and to continue north or south along the Devonian Trail.
15. A connection without going down Ross Street hill from Grandview would be great!! We worry about the safety of the trails and travel in groups at all times.
16. The traffic on Ross Street was crazy, even at 3:30. A pedestrian overpass or pedestrian light would make a lot of sense for use and for other students trying to cross.

### Specific Locations or Trail Routes

17. I would like to see **McKenzie Trail** connected to the upper trails of Riverbend, which should NOT be taken over by a golf course expansion.
18. Preserve the area between **Michener Centre Grounds** and the edge of **Kerry Wood** for wildlife and walking trails.
19. Lack of Connection is an issue. From my home in **Eastview Estates**, I need to go through neighbourhoods before I can enjoy the trail system's beauty and silence. So I usually drive to **McKenzie**, or **Riverbend**, or **Kerry Wood**.
20. I would like to see the south end of **Rotary Park** extended.
21. Connect **Rotary Park** trails to the west end
22. More trails in **west end** along the river.
23. More routes through quieter areas- as opposed to trails that run adjacent to busy streets such as 30 Ave. (and thus not simply acting as sidewalks)
24. Better bike routes through the **Downtown** or to the **College** to encourage alternate transport from vehicles.
25. Tours and field trips in such places as behind the **College**, the **Sanctuary**, the **Perimeter Trail** at River Bend Golf Course.
26. **North south** connections to the Trans Canada Trail (and other regional trails) beyond Red Deer are important
27. The trail system seems to stop in **Sunnybrook** and doesn't connect through to **Anders**, **Deer Park** and **Lancaster**.
28. It would be better is the trail had a connection in the **Michener Field** system **North of Ross** and **west of Clearview**. This would be an ideal area to expand into.

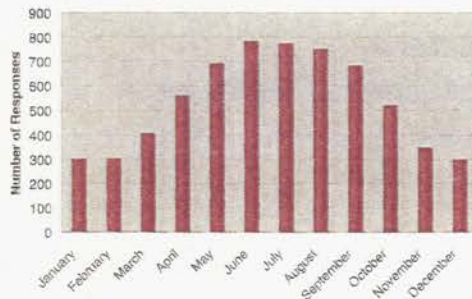
## **Appendix D: Open House Display Boards**

## Intercept Survey

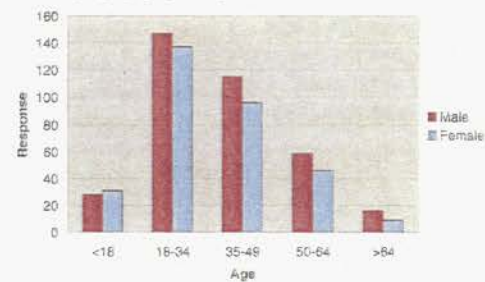
The intercept survey asked trail users over the course of six days at various locations about their use, likes and dislikes and what they would like to see improved for the Red Deer Trails.

Date	Location 1	Location 2	Surveys
June 18, 2004	CPR Bridge	Bower Ponds	196
June 20, 2004	Kerry Wood	Heritage Ranch	84
June 22, 2004	CPR Bridge	45 Ave / Ross St.	116
June 24, 2004	CPR Bridge	Kin Canyon	123
June 26, 2004	Dawe Centre	Golliout Centre	94
June 27, 2004	Kin Canyon	45 Ave / Ross St.	56
Fax / Online / Other			74
<b>Total</b>			<b>745</b>

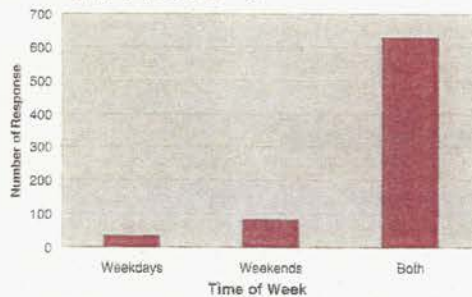
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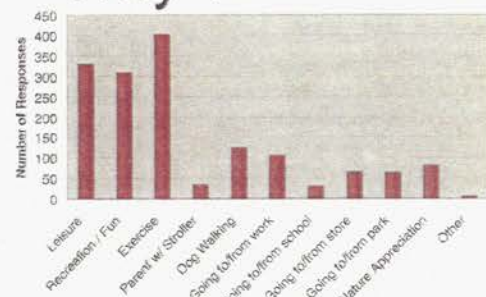
### Who ?



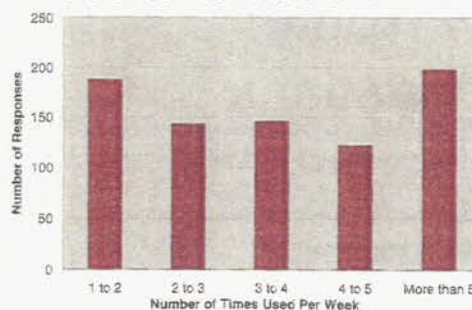
### When ?



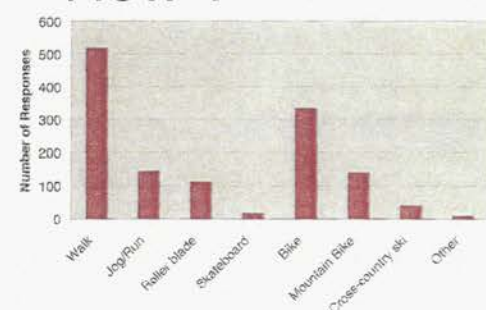
### Why ?



### How Often ?



### How ?



## Existing Trail Standards



### CLASS 1 BIKEWAYS

- Recreation bikeways
- Arterial bikeways



### CLASS 2 BIKEWAYS

- Bicycle lane



### CLASS 3 BIKEWAYS

- Bicycle route

## Existing Parks Standards

3.0m wide Asphalt Trails, 1.5m wide hiking trails

Current trail map classification based on surface type and usage, i.e. Hard Surface Trail, Shale Trails, Dirt Trail, Equestrian Trail, On Street Cycling Route

Original classification was from 1987, this was Class 1, 2 and 3 Bikeways

## Existing Engineering Standards

### Expressways & Arterial Roads

3.0m wide separate sidewalk on one side of the road

### Residential Collector Roads

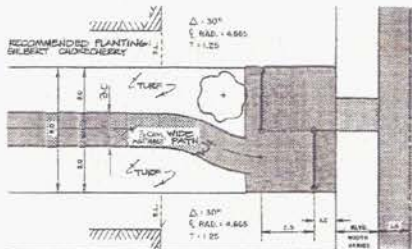
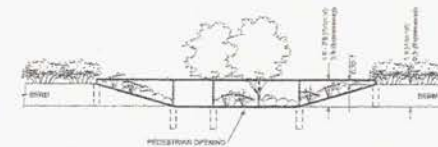
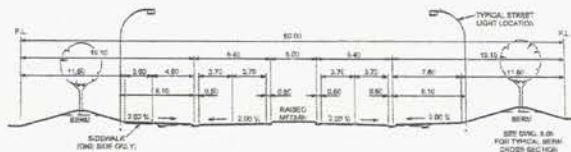
1.5m wide separate sidewalk increased to 2.5m on one side if designated as part of the Bicycle Path System

### Berms

For noise / visual screening, 3.5:1 side slopes with planting on top. Pedestrian access using sound walls.

### Off-set Gates

Installed at intersection of collector roads and trails paralleling arterials. These have had numerous problems for operations, and not always are they effective.



## Existing Planning Standards

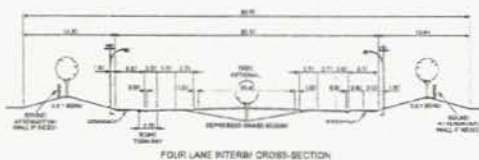
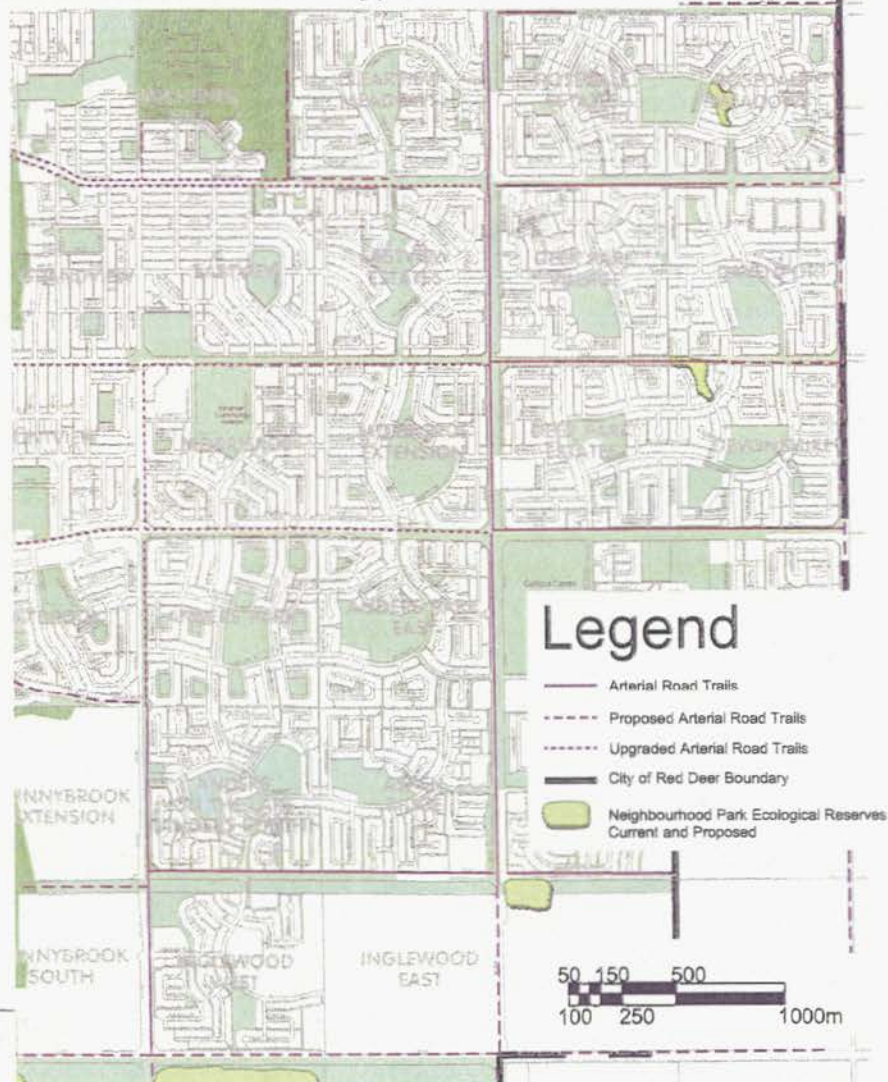
Neighbourhood trail systems are defined in Major Area Structure Plans and Neighbourhood Area Structure Plans.



## Arterial Road Trails

Standard: 3.0m wide concrete sidewalks or asphalt trails

Located: Along one side of all arterial roads and expressways. They typically run North - South and East - West. There are no amenities or signage associated with this type of trail.



### Question

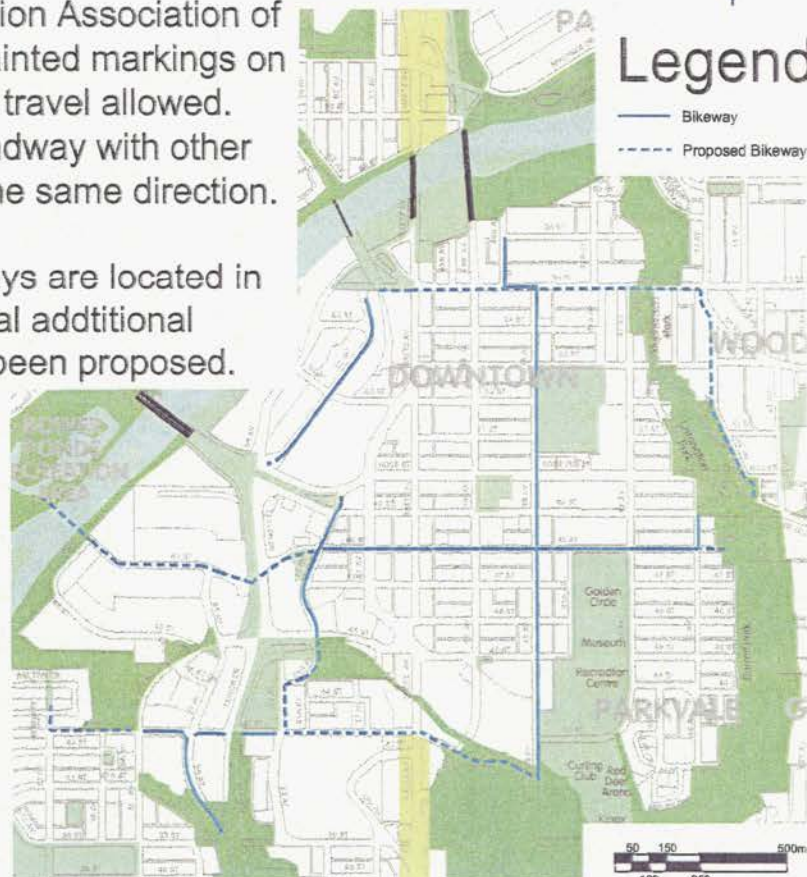
Would you support removal of all offset gates?



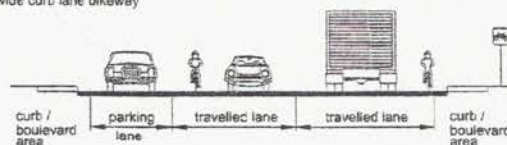
## Bikeways

**Standard:** Transportation Association of Canada standards, painted markings on street indicate bicycle travel allowed. Bicycles share the roadway with other vehicles traveling in the same direction.

**Located:** Most Bikeways are located in the Downtown. Several additional bikeway routes have been proposed.



shared roadway / wide curb lane bikeway





# Red Deer Trails Master Plan



Choose the first two trails that  
you would like to see developed

Place a red dot beside the description



Landscape Architecture  
100, 7908-51 Avenue Edmonton, AB  
P (780) 438-9000 F (780) 438-3700  
www.islgroup.ca

Future Trail Network

November 30, 2004



# Red Deer Trails Master Plan



Highlight other  
potential routes  
within the City

## **Appendix D: Public Open House Exit Survey**

The purpose of this open house is to give you an opportunity to review the results of the Trail Survey and to learn more about the proposed standards that will guide future trail development. We'd also like to hear feedback from you on key aspects of the Trails Master Plan such as:

- What would encourage people to use the Red Deer trails and pathways
- What trails you would like to see developed
- What facilities and amenities you would like to see built
- If there are any trails or links which we may not be aware of that you use

***Please provide your comments in the space below and leave your exit survey form in the box provided when you leave.***

1. In reviewing the Trail Survey summary, were there any results that you found particularly interesting or that surprised you? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
2. Many survey respondents indicated that safety was a concern when using the trails. If safety is a concern to you, can you suggest two things which could be done to make you feel safer on the trails?  
1. \_\_\_\_\_  
2. \_\_\_\_\_
3. Many survey respondents indicated that trail user etiquette could be better. Can you suggest unique ways to encourage/educate trail users on proper trail etiquette?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
4. The Trail survey was filled out by trails users. Can you suggest ways to encourage more people (current non-users) to use Red Deer's Trail system?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Over.....

## **Appendix D: Public Open House Summary**

**Question 1: In reviewing the Trail Survey summary, were there any results that you found particularly interesting or that surprised you?**

- 1 So much concern about Safety Issues
- 2 The concern about safety, I've always felt comfortable on the trails
- 3 That there seems to be little discussion of trail development designed for cycle commuters. There's lots of recreation, but not much business, or daily life activity for work, shopping etc.
- 4 "Exercise" seems to be a major use - too often by bikers who are going full out and become a hazard for people walking / nature enjoyment.
- 5 n/a
- 6 n/a
- 7 Not many new commuter trails to get to work downtown.
- 8 n/a
- 9 n/a
- 10 No. It is good to see planning for the future to maintain and expand the system
- 11 Not really, having used them since they were built for running, cycling, walking and cross-country skiing, I know that they are well used.
- 12 The City breaking its own laws to build stuff on Park systems
- 13 The development in the NW residential area is very small.
- 14 Surprised there not much development proposed for north Kentwood Area
- 15 n/a
- 16 Pleased that people rated Plant / Wildlife as #1, Surprised to see so many other daily winter users
- 17 n/a
- 18 n/a
- 19 I thought that the overpass on Taylor at Theater was already proposed.
- 20 n/a
- 21 n/a
- 22 Plan to improve linkages to all areas of the city is excellent plan. Introduction of bikeways where insufficient ROW width for full trail expansion is a good idea.
- 23 The Numbers of possible sites for trail improvement are numerous. What Choice!
- 24 n/a
- 25 n/a
- 26 Yes, the number of trails around the new areas on the east hill.
- 27 Surprised about the amount of people who responded to the survey and the demographics.
- 28 How many use the trails - Very happy with system. Attracted us to Red Deer, Great place for bringing up a family
- 29 The number of people who responded to the survey
- 30 no
- 31 Concentrated in the SE i.e.. Kentwood ignored
- 32 Not really - good responses
- 33 n/a
- 34 No - would just like to see more people using the trails
- 35 Yes - Trail shown on Private land!! After having spoken to City of Red Deer Personnel, and informed them not to show trails on Private land, they are still being shown on the plan. They should respect land owners rights and have these removed from all plans.
- 36 I wasn't aware just how many trails there actually are in Red Deer.
- 37 No- I was predicting similar results
- 38 no

**Question 1: In reviewing the Trail Survey summary, were there any results that you found particularly interesting or that surprised you?**

#### **Summary**

*From tallying up the results we find that most were surprised by the following:*

- 5 Were surprised in the category of spending priorities, many saw a discrepancy. Where Plants and Wildlife ranked number 1 and Scenery ranked number 2 in the Favorite aspects of Trails, in the spending priorities, Landscaping - addition of more trees and shrubs was 13 on the list, and preserving nature was number 28.
- 4 Responded that they were surprised to see safety ranked so high
- 3 Were surprised by the number 1 ranking of Plant / Wildlife as their favorite aspect of the trails
- 3 Were surprised by the number of responses
- 3 Were surprised by the demographics that were found as a result of the intercept survey
- 2 Were surprised by the answer to the why? Question, as exercise.
- 1 Responded that the number of daily usage in winter was surprising
- 1 that there weren't more commuters or people using trails for daily life.



**Question 2: Many Survey respondents indicated that safety was a concerns when using the trails. If safety is a concern to you, can you suggest two things which could be done to make you feel safer on the trails?**

- 25 1 ~Creating walkways for pedestrians of Gaetz between 23 and Centrium
- 26 1 ~Maybe a system of trail policing by hiking or walking clubs.  
2 ~More bike police patrols if possible
- 27 1 ~More lighting  
2 ~Emergency phones
- 28 1 ~More lighting  
2 ~More security
- 29 1 ~Lighting  
2 ~Emergency phones
- 30 n/a
- 31 1 ~Yellow lines  
2 ~Education - walk on the right, dog on leash, etc.
- 32 1 ~RCMP bike - more service
- 33 n/a
- 34 1 ~Widen trail ways if possible
- 35 1 ~Using the traffic lanes (laws) as roads
- 36 1 ~More lighting  
2 ~Dotted lines dividing Trails
- 37 1 ~Lighting  
2 ~Better Mapping and marking of distances
- 38 1 ~More police patrols  
2 ~Centre line markings  
3 ~Instructions to pedestrians ( walk on the Right)
- 39 1 ~Trails Traffic safety public awareness Campaign  
2 ~Lighting in City Center area's
- 40 1 ~Lights  
2 ~RCMP or commissionaires on bikes.
- 41 1 ~Monitored on a regular basis  
2 ~Education on how to travel safely on trails, what to do in case someone approaches you etc.
- 42 1 ~Patrols
- 43 1 ~Stop elected people and religious people from spouting anti-gay hate which supports bashing and harassing of those thought to be gay
- 44 1 ~On most trails it is dark, some light would be nice  
2 ~Safety phones that go to Police stations
- 45 1 ~Longer site lines  
2 ~Not more lighting - I do not think lighting trails is safe or environmentally sensible
- 46 n/a
- 47 1 ~More underground crossings, lights in certain areas  
2 ~Centre line to separate bikes from pedestrians, layer trail on arterial trails
- 48 1 ~Trail etiquette signs  
2 ~Wider Trails where needed
- 49 n/a
- 50 1 ~Call boxes / phones placed strategically along trails  
2 ~Centre lines on paved trails

**Question 2: Many Survey respondents indicated that safety was a concerns when using the trails. If safety is a concern to you, can you suggest two things which could be done to make you feel safer on the trails?**

### **Summary**

*From tallying up the results the following ranked as suggestions to aid in feeling safe on trails:*

- 15** Lights
- 14** Patrols
- 9** Centerline
- 6** Trail Width
- 5** Installing emergency phones
- 5** Etiquette signage, mapping signage, distance markers
- 5** Clearing sight lines, blind spots, clearing vegetation
- 4** Speed limits
- 3** Snow / Ice Clearing
- 2** Separate cyclists route
- 2** Enforcing use of bells / warning systems for cyclists
- 2** Eliminate tunnels
- 1** Allow sidewalk cycling
- 1** Repair Cracks
- 1** Enforce more dog controls
- 1** Warning signs re: moose
- 1** Crossing Delburne Road
- 1** No offset gates
- 1** Help Line with grid numbers
- 1** Walkways off Gaetz
- 1** More education
- 1** Increase trail use
- 1** Program cultural events
- 1** No more lighting

**Question 3: Many survey respondents indicated that trail user etiquette could be better. Can you suggest unique ways to encourage / educate trail users on proper trail etiquette?**

- 40 n/a
- 41 More education
- 42 n/a
- 43 Usually it is good now
- 44 No - can't think of anything
- 45 This is very difficult as you're dealing with numerous individuals - you could always include an education component / signage but I think funds could be utilized more efficiently in other priority areas.
- 46 n/a
- 47 Center line - education panels - fences to keep motorized vehicle out of periferic area i.e.: Heritage Ranch - Maskapatoon.
- 48 Signs
- 49 Signage , Kiosks at major intersections
- 50 Dogs must be on leash. Keep to the right.
- 51 I haven't found this to be a problem. Unit developed for school use on proper etiquette and safety.
- 52 No! Bicycle Rollerblade / Pedestrian conflicts are the rule - I note '60 minutes' item on the subject. Need separate trails - even a red dirt trail along park trails would be more relaxing than having reckless wheeled typed whizzing by.
- 53 Information on trail etiquette on signs and benefits of practicing this. Use art / pictures to demonstrate
- 54 Ongoing education / communication
- 55 n/a
- 56 Discourage bike riders training at speed
- 57 I like the idea of a 'centerline' for traffic signs are a good reminder
- 58 n/a
- 59 n/a
- 60 More garbage receptacles hopefully would encourage people to use them
- 61 Paint a centerline
- 62 n/a
- 63 Attractive, well designed easy to understand and read signage, that could help the public understand and therefore become more sensitive to fellow users, the local ecosystem and the whole trail system.
- 64 As mentioned, signage such as "keep right except to pass" and "cyclists use bells when approaching walkers" would help.
- 65 Incorporate the rules (one at a time) in a fun eye catching manner (i.e.. Use the idea of public art as signage with a message!)
- 66 Large print (indestructible) signs could be set up at the beginning of paths. Also pamphlets could be give to those applying for a bike license

**Question 4: The Trail survey was filled out by trail users. Can you suggest ways to encourage more people (current non-users) to use Red Deer's Trail system?**

- 1 n/a
- 2 More promotion through tourist info
- 3 Make it as useful as a city street! We build streets to move cars efficiently, we should do the same for cyclists and pedestrians.
- 4 The only reason for getting more people to use the trails is to reduce the number of vehicles on the roads. For those who now use the trails for nature watching and peace and quiet - we don't need any more people using them.
- 5 n/a
- 6 n/a
- 7 Have a route to commute to work, esp. downtown as parking is such a problem. Need a East-West link, most trails run North-south. Trail down 22nd St. from 30 Ave. to Barrett Dr.
- 8 n/a
- 9 More trails within neighbourhoods connecting to the existing trails. Don't have to drive to a specific location but can originate in neighborhood.
- 10 Tourism, marketing to stop at heritage ranch on downtown location to use or system.
- 11 There are times when I'm sure we don't need more users. I always meet people on them.
- 12 More benches
- 13 Get active challenges combining stamps to trails visited with Red Deer tourism (small awards). Educate the kids at Grade 5-8 level on proper use and etiquette- they will pass it on to parents.
- 14 Advertise the benefits to the public. Healthy choices and Eco-friendly
- 15 Distribute free maps, educate roller blades and young bike riders who speed and take wide turns on wrong side of trail
- 16 Website / Maps with ratings of trail difficulty and distance. Article in Red Deer ADV express upon completion of same, ditto talking head on Shaw local. Actually, I like it as is now (selfishly speaking, I'm glad we are not victims of our own success)
- 17 n/a
- 18 I used trails everyday in Summer but did not see the survey! Walkers, bikers, rollerbladers already use the trails heavily.
- 19 n/a
- 20 n/a
- 21 Map at entrance and times to walk from a tub(??)
- 22 Provision of a map handout, made available at City Hall, rec centers, as cycle route guide.
- 23 Promote is as an alternative to sitting in traffic waiting for lights during rush hour
- 24 Have more trail participation events, Lunch and walk, walk and breakfast
- 25 Making routes more direct would encourage people to walk e.g.. From 32 St. to Centrium and crossing Taylor Drive. From South Side of Taylor Bridge to Downtown on the Mac Donald side.
- 26 City sponsored or organized walking clubs for singles or families etc. Maybe a small flyer in the utility bill advertising a trail a month. Scavenger hunt weekend where participants collect something halfway along each trail or beginning, middle and end, like printed colored tape.
- 27 Extending the trails, promotional events, like "Ride the Trails: family fun day" etc.
- 28 More education, recreational use
- 29 Placing amenities such as more picnic tables, warm up shelters, washrooms and water fountains along the trails.
- 30 no
- 31 Clear in winter months, involve community associations in planning

**Question 4: The Trail survey was filled out by trail users. Can you suggest ways to encourage more people (current non-users) to use Red Deer's Trail system?**

- 63** Include public art and interpretive signage for the natural areas - creating reasons to use the trails for something other than just exercise - link the whole system aesthetically and thematically together by creating an overall theme (e.g.. The four seasons, the four directions, the four elements of life, light, water, air, soil) that can be followed through the entire trail system
- 64** Create more trails and people will use them. All road routes should automatically have sidewalks and or asphalt trails alongside them. There are too many gaps in the current system and people don't want to walk or cycle along grassy boulevards where no trails exist.
- 65** Add public art and promote their presence through tourism, cultural events and festivals. Make them fun and a destination. Culture link is happy to work with the City to make this happen and to develop the plan.
- 66** By making the trails safer

### Question 5: Would you like to see a centerline on the major Waskasoo Park Trails?

	yes	no	n/a
1	x		
2			n/a
3	x		
4			n/a
5	x		
6	x		
7			n/a
8		x	
9	x		
10	x		
11	x		
12	x		
13	x		
14	x		
15	x		
16	x		
17	x		
18		x	
19	x		
20	x		
21		x	
22	x		
23		x	
24			n/a
25			n/a
26	x		
27		x	
28			n/a
29	x		
30		x	
31	x		
32		x	
33			n/a
34	x		
35			not sure
36	x		
37	x		
38	x		
39		x	
40		x	
41		x	
42		x	
43	x		helpful
44		x	



### Question 6: Would you support the removal of all offset gates? (See Arterial Road Trails)

	yes	no	why
1		x	It should slow down some cyclists at intersections, I would think
2		x	-
3	n/a	n/a	only if there is some barrier to keep motorized traffic off the trails
4		x	they slow people down
5	n/a	n/a	wouldn't oppose it, but would like other priorities addressed first
6		x	wouldn't oppose it, but would like other priorities addressed first, and to put new ones in.
7	n/a	n/a	n/a
8	x		They're a nuisance for biking, blading, and running in the winter.
9		x	-
10		x	There are still too many quads and other vehicles who would access
11		x	They make cyclists slow down at the corner on 30th. Ave. particularly.
12		x	It slows down riders which makes it safer
13		x	
14		x	It slows down users that may not realize intersections or roadways are coming up Good in some areas where there are schools to prevent children from dashing onto roads (but can be dangerous if too close together)
15	x		Dangerous to users. Others go on grass to avoid them
16	x		They are a nuisance and a distraction/ danger while biking / Dog walking
17	x		Most users are 'street safe' adults. Most small kids are accompanied.
18	x		-
19	n/a	n/a	n/a
20	n/a	n/a	n/a
21		x	-
22	x		They are difficult to maneuver, through with child carrier trailers. Maybe a more subtle offset channelization method could be developed.
23		x	It is a good way for slowing down at intersections
24	x		-
25		x	-
26	n/a	n/a	Doesn't matter. I don't know if they serve the purpose they were intended for on
27	x		I don't believe they are necessary
28	n/a	n/a	n/a
29		x	-
30		x	-
31		x	-
32	n/a	n/a	don't care
33	n/a	n/a	n/a
34		x	Need to have some form of stopping point to slow users down in high traffic
35		x	Any gates close to a road system would probably encourage trucks or cars to use the trail system. Gates provide a buffer to auto use of trails.
36	x		Offset gates are more of a nuisance than a benefit ( They're also ugly)
37	x		To support more bike travel - better for health - environment
38		x	-
39		x	They are very helpful to slow down the younger trail users that do not obey trail rules

#### Question 6: Would you support the removal of all offset gates? (See Arterial Road Trails)

yes          no          why

#### Summary

*The following were the results of the issue of offset gates.*

*13 Respondents (19%) indicated that they support the removal of the Offset gates*

*39 Respondents (59%) indicated that they did not support the removal of the offset gates*

*14 Respondents (22%) did not indicate whether they support or didn't support the removal of the offset gates.*

*The following explanations were given to support their answers.*

- 8 They serve as a barrier to keep traffic off trails
- 7 They slow down cyclists
- 4 They are a nuisance
- 3 Good to have near schools / or near young users
- 2 Dangerous if too close together
- 2 Most adults are safe riders
- 2 Don't know if they serve a purpose or not
- 1 Serve as a stopping point
- 1 ok if kids are accompanied
- 1 Removal will support more bike travel
- 1 Not necessary
- 1 Created for a reason
- 1 Removal could cause more accidents

**Question 7: Currently the Arterial Road sidewalks / trails are cleared in the winter. Do you support the clearing of some designated Waskasoo Trails for winter use?**

	Yes	No	<i>if yes, can you suggest a suitable trail route which could be cleared?</i>
40	x		-
41		x	-
42	n/a	n/a	n/a
43	x		Those near the river between Riverside Meadows and downtown or Bower Ponds
44	x		-
45		x	-
46	n/a	n/a	n/a
47		x	-
48	x		most used except Heritage Ranch - where there are ski trails
49	x		-
50	x		Waskasoo Trail from Westerner - to Downtown and trails in areas of River / Bower Ponds / Downtown.
51	x		We have beautiful trails but we have never made them user friendly in winter. Not all should be cleared but perhaps the central ones. Bower Ponds, Barrett Park, etc. could be cleared and indicated on web site as well as advertised in paper.
52	x		Kin Canyon
53	x		-
54		x	-
55	x		around Bower Ponds
56	x		Waskasoo to Taylor Dr. Bridge, Taylor Dr. Bridge to 67 St. Bridge
57	x		Kin Canyon has steep hills and is a good short cut used by college people
58	x		trails from Sunny brook to Bower Mall
59	x		Piper Creek Area
60	x		Taylor Drive to 67th st. ( north side of River)
61	x		McKenzie Trail - 30th Ave.
62	x		-
63		x	-
64	x		A traffic survey could be done and the heaviest traffic routes cleared. Many people walk from the North side of the river to work Downtown, so trails linking to the river bridges would be important to clear. The main river trail on the South side of the river seems to be a central 'artery' for the trail system so it should be a high priority for clearing.
65	x		Downtown, along Riverlands
66		x	no comment

**Question 8: Please identify any environmental concerns that you may have regarding the use of existing trails or the development of new trails in Red Deer.**

- 1 Maskepetoon Natural area (non?) overused by inappropriate recreationists, thus disrupting and degrading habitat and wildlife.
- 2 I don't have any - I think trails are such a good use of our environment.
- 3 I believe if you develop trails through natural areas, people will respect and value them. Right now, some areas are being harmed by unofficial trails, where an 'official' trail might preserve the area.
- 4 Keep areas natural whenever possible. Use of undesignated trails, mostly by biking 'stunters' and ATV's and snowmobiles must be controlled.
- 5 n/a
- 6 n/a
- 7 n/a
- 8 n/a
- 9 The City has a visionary plan for the trail system and I applaud those who have maintained natural areas. Concrete jungles are everywhere but natural environments are precious and valuable.
- 10 Widening of trails through sensitive areas must be evaluated. Keep forest trails natural. Some trails just can't be widened.
- 11 Dog poop, Bikes using shale trails, Taylor Drive, down to Bower Ponds, most people short cut here.
- 12 More culverts for water movement
- 13 Cutting walking trails into small treed reserves is not sustainable. Three trails turns into 10 trails, with people often cutting their own trails for short cuts. When small treed reserves are in question the trail should be made around the outside of the reserve.
- 14 Keeping as many trees alive as possible. Keeping Trails as far way from wildlife Habitat as possible Wildlife Crossing.
- 15 Avoid trails crossing Waskasoo. Avoid trails in any areas that are wildlife corridors.
- 16 Kin Canyon are off-trail is badly degraded from over use. Concern with College Park Annexation - Michener changes etc. that wildlife corridors are at risk - this is a major moose / Deer Crossing - browse area, same with River Bend Area. Maskepetoon Area / Erosion
- 17 n/a
- 18 Bridges over Piper Creek Inhibit wildlife migration
- 19 n/a
- 20 The more people use trails, the less they are driving!! It is the driving and motor vehicles that are the concern.
- 21 Going off trail and Garbage
- 22 Some environmental damage can be seen where people leave routes and blaze trails in natural areas. New trails should be developed in a way that least impacts on natural areas while still providing access for public to enjoy.
- 23 Trails may prevent short cuts on grass etc.
- 24 Dog droppings
- 25 Would you consider cutting the grass on the old railway bed between Oriole Park + Fairview, for the winter. This would allow a great x-country skiing route.
- 26 I guess garbage would be the main concern. I would hope that Fish and Wildlife etc. would be consulted with regard to new trails.
- 27 Too many trails - not enough people to take care of them
- 28 n/a
- 29 In development of new trails placing waste or recycle baskets.
- 30 n/a

**Question 8: Please identify any environmental concerns that you may have regarding the use of existing trails or the development of new trails in Red Deer.**

- 62 n/a
- 63 Off trail usage that could be damaged or destroyed if extensive, that any new trail development be replanted with plant material that is indigenous to this area and any new or upgraded planting also be indigenous plant material.
- 64 There needs to be some barriers and education to discourage mountain bikers from destroying escarpment and intruding on natural areas that are refuges for wildlife.
- 65 Garbage, disturbing off trails with too much traffic
- 66 Removal of big trees should be avoided if at all possible

### **Summary**

*The following were the four most heard comments in regard to environmental concerns.*

- 8 Keep trails away from sensitive areas i.e. wildlife habitat and corridors
- 8 Un 'official' trails degrade natural areas, i.e. mountain bikers along river banks
- 7 Garbage, install more receptacles, provide more pick-up ect.
- 4 Dog droppings along the trails.

**Question 9: Any other comments or suggestions regarding the current of future Red Deer Trail system that you would like to leave with us?**

- 24 Extend systems to Fort Normendeau, and loop back to 32 street.
- 25 Link up trail that ends behind softball diamond in Great Chief to the river
- 26 I realize that vandalism is always a concern with signage, public art etc. Maybe placing these items in full view of residences or open spaces would help. I wish there was an easy solution but I'm sorry that I don't have any better suggestion.
- 27 n/a
- 28 n/a
- 29 n/a
- 30 Overall, concerning tax payers money, I'd rather see it go towards the healthcare system.
- 31 Bike path along berms from Kentwood bike path (East / West along 67 st) to 51 Ave. (West side of Gaetz behind businesses on service road ) Along 51ave. is wide enough for a designated bike path, down thru Highland Green and River side Meadows to connect CPR Bridge. Encourage riders to get off of Gaetz (very dangerous / holds up traffic)
- 32 Please continue to invest in trails, they are extremely valuable asset. Manage trails, woods etc, all as part of the city transportation system. Thanks for the opportunity
- 33 Barrett's park the lack of ?? Everything done here and there and everywhere - things are cared for yet the aesthetics are horrible because it's a do - poop park
- 34 Introduce signage in the form of public artwork. If many users walk and use the trails for leisure activities - Artwork combines with signs would be an excellent reassures for education citizens and visitors on Cultural activities / events / facilities that are in or happening within Red Deer.
- 35 I don't believe that any trails will be built along East River Bank between McKenzie trails and Golf Course for 10-15 yrs. Or more. Unless the City is willing to spend large sums of money for the trail system. Use and pay for what you can afford.
- 36 I strongly support a pedestrian bridge connecting Riverlands to Bower Ponds (the sooner the better!). Perhaps these already exist on some trails, but it would be nice to see bird houses (particularly for Blue birds) located near appropriate trails
- 37 Nature reserve are very important to the well being of our city . I hope the City continues to expand on natural areas realizing the intrinsic wealth these areas provide. In concert with this, the City should embrace development of more medium to high density housing areas.
- 38 n/a
- 39 Any development, safety, ect, proposals must be weighed against the long term maintenance and operating costs of trails - not just the cost of development.
- 40 I use the trails in Parkvale every day. Thanks to the city leaders who have the interest in providing this form of recreation to the citizens.
- 41 Current trail systems a great idea and much needed but future trails develop will only enhance the existing trails. New trails reaching out into other parts of the City allowing Red Deer's citizens access to the native naturalized areas which is only now accessible to those that live in the area. Therefore only they know about the sites.
- 42 n/a
- 43 Looping is very helpful
- 44 They are great trails, better than most cities in Alberta
- 45 see other answers
- 46 n/a
- 47 Bring art in the trail system made of Stone or Metal. Discourage use of wooded area as by mountain bike users. Set up a mountain bike area. Keep Riverbend cross-country trail. Do not Expand golf course.

**Question 9: Any other comments or suggestions regarding the current of future Red Deer Trail system that you would like to leave with us?**

- 64 The premise of the Open House - that we should choose one or two priority trails for expansion - is very limiting . The assumption should be that Red Deer needs to be building and expanding its trails and walkways at the same pace that it is expanding its road systems. There should be an annual budget for this. All if the trail extension suggestions that I saw at the Open House are worthwhile. The City needs to recognize that this is a smart investment in a healthy populace and a low cost way of reducing somewhat the use of cars and roads. We need a dedicated trail law enforcement service (bylaw officers?) who could monitor trail use and respond to concerns such as use of motorized vehicles on the trails. This service should be on bycycle for the most part. Today many responsible trail users have cell phones and can quickly report problems but there is no enforcement other than the RCMP, who are typically busy with other matters and/or constrained by patrolling in cars.
- 65 Work with Culture link to complete the cultural capitals of Canada project as outlined in the project description emailed to Rick and Patrick
- 66 n/a



**Red Dot Exercise: Choose the first two trails that you would like to see developed, by placing a red dot beside the description (located on board nine)**

East Bank Trail	28
River Crossing	21
Maskepetoon	20
Taylor Drive	15
Downtown Connection	12
Ross Street	8
77 Street	7
Fort Normendeau	6
32 Street	5
Near Gaetz Lake	4
Taylor Drive to 19 st.	1
Ecological Reserve near Red Deer College	1

## **Appendix E: Trail Network Evaluation**

The technical evaluation was done by senior project team members who rode the majority of Red Deer's trails. It is important to note that the evaluation did not involve a metre by metre review of all trails, although a majority of the major trails and all of the arterial road routes were reviewed. Please see section 3.5 of the Master plan for a summary of findings in relation to the following criteria: Design, Amenities and Maintenance. The following photos illustrate some typical design and operational issues which were identified early in the study and then addressed by the standards and recommendations defined in the report.

Narrow Multiuse Trail



Desire Line (Typical)



Trail Hazard



Trail should be widened and paved



Desire Line (Typical)



Poorly marked crossing, poor sightlines for trail user



Good pedestrian crossing



Steep slope with blind corner, near McKenzie Trail. Widening trail, creating a centerline, and clearing would improve this situation.



Steep slope, gravel, proximity to road created hazards along 67<sup>th</sup> Street, east of River.



Vegetation clearing required between Heritage Ranch and Bower Ponds.



Sign a hazard, should be set back 1.0m.



Good viewpoint location – opposite Bower Ponds





Trail ends. Taylor Drive and Edgar Cl.



Narrow refuge area on island. Gaetz and 77<sup>th</sup> St.



Concrete lip a hazard



Trail ends abruptly 77<sup>th</sup> St. East of Gaetz.



Narrow trail / unsafe crossing. 67<sup>th</sup> St.  
East of Gaetz



Offset gates away from intersection a hazard. Awkward shoulder check, 77st at Northey.



Narrow walk with blind connection to alley. Ross East of Terrance



Trail alignment behind stop bar.  
Pedestrian crossing in bad location.  
30<sup>th</sup> Ave. & 39<sup>th</sup> St.



Steel plate near ramp a trip / slip hazard



## **Appendix F: Downtown Routes Evaluation**



The following is an evaluation of downtown bicycle routes prepared during the study, by committee members Bob Johnston and Peter Heppleston. Comments provided by other committee members are shown in italics. All evaluation notes and comments were considered during preparation of the future trail routes.

**General Comments:**

- The existing on-street downtown bike routes are perfectly adequate, but could be improved with additional pavement stencils (of the BIKE symbol). Adding more BIKE ROUTE signs to the plethora of signs already existing would probably go un-noticed.
- A couple of new and different on-street routes are suggested, to complete some kind of downtown network. I am never sure how effective these nice-looking-on-paper networks are in reality, given the multiplicity of route options available to bicyclists.
- The only real safety concern for bicyclists in the downtown right now is created by the existing sidewalk routes. These should all be eliminated, and bicyclist required to use the street, where it they are significantly less likely to be involved in a collision with a motor vehicle.  
*There are no sidewalk bicycle routes identified in the Downtown core; however, there are a number of sidewalks in the Downtown that have designated for NO BICYCLE TRAFFIC.*
- I could see no location where bike lanes may be appropriate at this time.
- Bob indicated that bicycles are NOT being accommodated on the 48 Street promenade, but being shifted one block south to 47 Street.  
*The 48 Street Promenade (Alexander Way) will accommodate bicycle traffic on the road, and may allow for children on bicycles to use the sidewalk.*
- Bob also indicated that there are some plans to extend 55 Street west across the CPR Bridge trail, abandoning the existing grade separation.  
*Talk to Engineering regarding a possible compromise to extending 55 Street across the CPR Bridge Trail.*
- Ross Street is discussed below. There is no appropriate alternative route: Ross Street provides direct access for pedestrians and bicyclists to and from the downtown; these very valid modes of transportation should not be further marginalized and disenfranchised by pushing them off onto some long, indirect detour.

**OVERALL CONCEPTS**

- a) Any designated bicycle facilities in the downtown area should facilitate **safe bicycle movements** into and through the downtown, and **provide good connections** between the major trail systems (Waskasoo, River Valley) and major roadways with wide sidewalks accessing the downtown (Taylor Drive, Gaetz Avenue, Ross Street).
- b) It is not appropriate to attempt to provide designated facilities accessing specific downtown destinations. There are many such possible destinations, and many possible routes accessing them.

*The Riverlands portion of the 48 Street Promenade [Alexander Way] has a 5 m sidewalk and a 3m bicycle path separated by trees. It will be interesting to see what the draft plan will be for the rest. It will probably have a wider sidewalk than usual and bicyclists may use it if they have to make a choice between the road or it. This could be another situation for proactive off sidewalk action*

**4. 43 Street (48 Avenue to 57 Avenue)**

Should be designated as an on-street bike route throughout. This would connect the Waskasoo trails, Gaetz Avenue, Taylor Drive, and the river valley trails via the neighbourhood link at Westgate Avenue (57 Avenue).

**5. Ross (50) Street (40 Avenue to 45 Avenue)**

Ross Street is a 4-lane undivided arterial providing direct access to the downtown and Waskasoo Park from the neighbourhoods to the east. This particular section has normal-width sidewalks on both sides, except for a 2.5 m-wide sidewalk on the north side between 43 Avenue and 45 Avenue. The sidewalks carry both pedestrian and bicycle traffic up and down the hill. Pedestrian and bicycle traffic typically shares both sidewalks, in both directions, depending upon the origin and destination of individual trips. The existing sidewalks are too narrow to safely accommodate mixed traffic, especially with the large speed differential between descending bicyclists and pedestrians/ascending bicyclists. Options for improving the pedestrian and bicycle environment on the hill are constrained by the narrow right-of-way, the speed and volume of traffic on the roadway, the presence of a signalized 4-way intersection at 43 Avenue, and an unsignalized 3-way intersection at 42 Avenue.

*Option 1 for Ross (50) Street (40 Avenue to 45 Avenue)*

Additional space for pedestrian and bicycle traffic could be created by re-assigning one existing travel lane, thereby allowing for the construction of wider sidewalks on both sides of Ross Street. The remaining three travel lanes could then be operated with lane control, to maintain 2-lane operation in the peak direction. The lane control operation could be extended for the full length of the hill, by closing the 42 Avenue and 43 Avenue intersections. This would have some impact on internal neighbourhood circulation patterns, and also on the operation of the Ross Street/40 Avenue signalized intersection.

*Option 2 for Ross (50) Street (40 Avenue to 45 Avenue)*

Widen out both existing sidewalks desirably to a width of 4.0 metres, minimum width of 3.0 metres. This would likely require the construction of some sections of retaining wall. A full-height barrier, i.e.: 1.4 metres, should be constructed behind the curb, to protect the pedestrian/bicycle space from encroachment by errant vehicles, and vice-versa. The safety and attractiveness of the route could be further improved by the closure of the 42 and 43 Avenue intersections, so that the sidewalks can be fully continuous on the hill, or by reconstructing the corner radii to reduce the width of these intersections, so that pedestrian/bicycle exposure to conflicting motor vehicles is minimised.

**11. 45 Avenue (Ross Street to 55 Street)**

Should be designated as an on-street bike route. This would provide a connection between Ross Street, a major downtown access route, and the 55 Street route connecting to the CPR Bridge trail.

*It may be helpful to get the traffic volume on 55 Street west from 45 Avenue to CPR Bridge and see if the curb lane width meets TAC standards.*

*According to the traffic volume projections done for the 1996 Transportation Plan Update, the 85,000 population threshold volume is in the 10,000 to 12,000 AADT range, LOS A; at the 115,000 population threshold it is 11,000 to 14,000 AADT, LOS A. This suggests that a designated on-street bike route should have little or no real impact. However, the record drawings indicate that the existing lane widths along this section of 55 Street are all narrow, ranging from 3.21 m to 3.5 m, mostly being 3.35 m. There are four options that could be considered to implement an on-street bike route:*

- 1. As-is, no change to lane configurations. Very narrow lanes are usually quite safe for bicyclists.*
- 2. Re-stripe to create bike lanes @ 1.5m, leaving approx. 9.9m of existing pavement to accommodate three narrow 3.3m lanes, designated EBD, WBD, and 2WLT.*
- 3. Re-stripe to create bike lanes @ 1.5m, leaving approx. 9.9m of existing pavement to accommodate two (very) wide lanes mid-block, tapering back to three narrow 3.3m lanes at each intersection, designated EBD, WBD, and a turn lane.*
- 4. Road dieting: re-stripe to create two wide curb lanes at 4.5m, and a 2WTL centre lane at 3.9m.*

See attached Map for more information

## **Appendix G: Offset Gates Review**



transportation  
municipal/environmental  
structural  
land development  
landscape architecture  
planning & communications  
gis/mapping

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## Memorandum

Project No.	11315
Date:	Sep 2, 2004
From:	Marcel Huculak

To: City of Red Deer  
Attention: Frank Colosimo, P.Eng  
Project: Red Deer Trail Master Plan  
Reference: Offset Gates Report Review

### City of Red Deer Bicycle Offset Gates Report Review

Prepared by: Marcel Huculak, P.Eng

The following is a review of the draft report dated June 1, 2004 regarding a review of Red Deer's offset gates on bicycle paths. It was prepared by Marcel J. Huculak of ISL.

I concur with the report's conclusion that the gates should be removed. However it is for a very different reason. These gates are simply a hazard. If a cyclist strikes the gate it will cause a "bicycle stops" type of crash. In this crash, the bicycle is stopped but the cyclist is catapulted head-first. Therefore the likelihood of severe injury is high.

In placing these gates the benefits need to be weighed against the disbenefits. If gates are placed, 100% of the users are exposed to a potential serious collision. This is a serious disbenefit.

If the gates are not placed there is a possibility that a cyclist will enter the roadway without looking. To me, this is the same as saying car drivers enter intersections without looking. This is non-sense. The vast majority of car drivers, and of cyclists, are aware of the obvious hazard that the road provides and will behave appropriately. Therefore only a very tiny portion of the users may potentially benefit from the gates. However, if these users cannot recognize the obvious hazard of a road they cannot be expected to recognize the obvious hazard at all other roadways and intersections, including those with gates. Therefore the gates do not benefit the safety of anyone.

It is concluded that the gates provide no safety benefit at all. In fact, they reduce safety.

I also checked my review of the Red Deer Trails pathways earlier this year. I noted the following regarding the first set of gates I encountered at Taylor Drive – 67 Street:

1. Need to slow significantly to negotiate (radii too tight)
2. Insufficient speed type of crash
3. Does not align well with ramp
4. Should be able to fit a bike trailer, but may need to dismount
5. No reflective tape on gate





6. Will cause a severe injury crash if struck (bike stops, rider flies)
7. Alignment of path does force user to look toward oncoming traffic

My comments were simply not plain and strong enough. The alignment of the path creates a natural warning to reasonable users to the pathway. This is good design. But the gates are a hazard that should be removed.

I also note that the report states that bollards should be used to “warn” cyclists of the upcoming hazard. Bollards are the same hazard at gates. They should not be used.

I also concur with the report that gates (or bollards) will not prevent cars from driving on the pathways. There are simply too many other places that a determined car-driver can enter a pathway.

The City should consider one more alternative:

Remove the gates, ensure that the approach to an intersection has a “jog” in alignment, install a yield sign for cyclists and use low planting beds to discourage shortcutting by cyclists and other users. The jog in alignment does not need to be as severe as a 90 degree angle currently employed, as it introduces risks of falls due to insufficient speed if negotiated “properly”. A relatively gentle s-curve along with the yield sign provides a reasonable warning.





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JUN 8 2004  
FRANK

# Fax

To: Engineering Dept.

Attention: Frank Colosimo

Fax #: 342-8211

Pages: 9 (including this page)

From: Heather Calvert

Date: June 1, 2004

Re: Bicycle Offset Gates

Frank,

Per our discussion yesterday, attached is the draft report prepared last spring by Chris Barlow concerning Bicycle Offset Gates. Steve Wright has not reviewed this report yet, but will do so, and is in agreement to holding a meeting to discuss the same. I've also been in touch with the Parks Facilities Department and Greg Sundsten would like to keep informed of any changes.

Thanks,

Heather Calvert, C.E.T.

Public Works Program Technician

Ph: 403-309-8567

Fax: 403-343-7074

Email: [Heather.Calvert@reddeer.ca](mailto:Heather.Calvert@reddeer.ca)

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The second configuration (Type 2) is found when the offset gates are installed close to the intersection of a path and a roadway. Rather than a jog in the alignment of the sidewalk, the whole area is concreted to allow navigation through the gates. This can be seen in Fig. 2 and Fig 2a.



Fig. 2

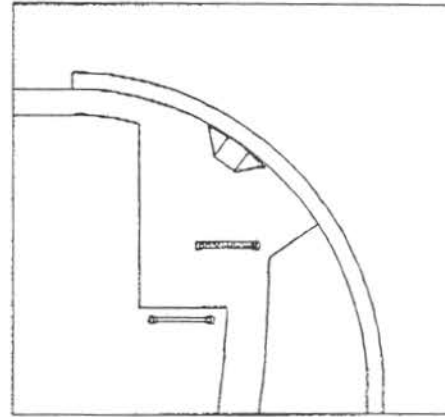


Fig 2a

### Costs

The cost to the Roads Department due the current configuration of the offset gates can be broken down in to two categories.

#### *Increased time required to clear snow*

From discussions with the operators of the snow removal equipment we can assume that it can take up to an additional 5 minutes to clear an intersection of the sidewalk and street because of the configuration of the offset gates. With 60 sets of gates placed throughout the City we can be spending as much as an extra 300 minutes or 5 hours clearing around these gates.

#### *Excessive wear on equipment*

On average, 12 additional maneuvers are required for machinery to navigate the offset gates. These short forward and backward movements significantly reduce the equipment's steering clutch life. In 2002, the steering clutch on Unit 565 needed to be replaced prematurely. Both units required their steering clutches adjusted at least six times during the winter.

### Purpose of Offset Gates

The purposes of the gates are to warn cyclists as they are approaching an intersection and to slow them down. The gates also deter vehicles from trying to enter the path system.

Unfortunately, most bicyclists bypass the Type 1 gates. Type 2 gates do a better job of channeling a cyclist through the gates but present more hazards. The original offset gate design was done so with a regular bicycle in mind. Recently there is an increased use of

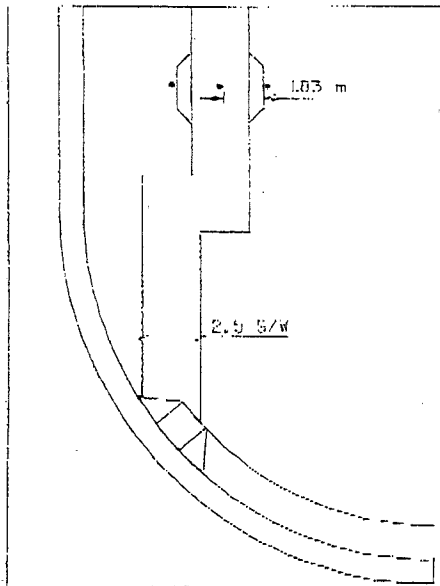
## Conclusion

I recommend removing the offset gates completely. I also recommend that a program be initiated where the sidewalk just prior to the alignment shift in Type 1 gates and just before the large concreted areas on Type 2 gates would be widened and three bollards be placed. The bollards should be placed no closer than 1.83m (6') to allow easy snow removal and maintain path usability. Edmonton and Calgary have both gone away from the use of offset gates and instead use alignment changes and bollards to achieve their desired results.

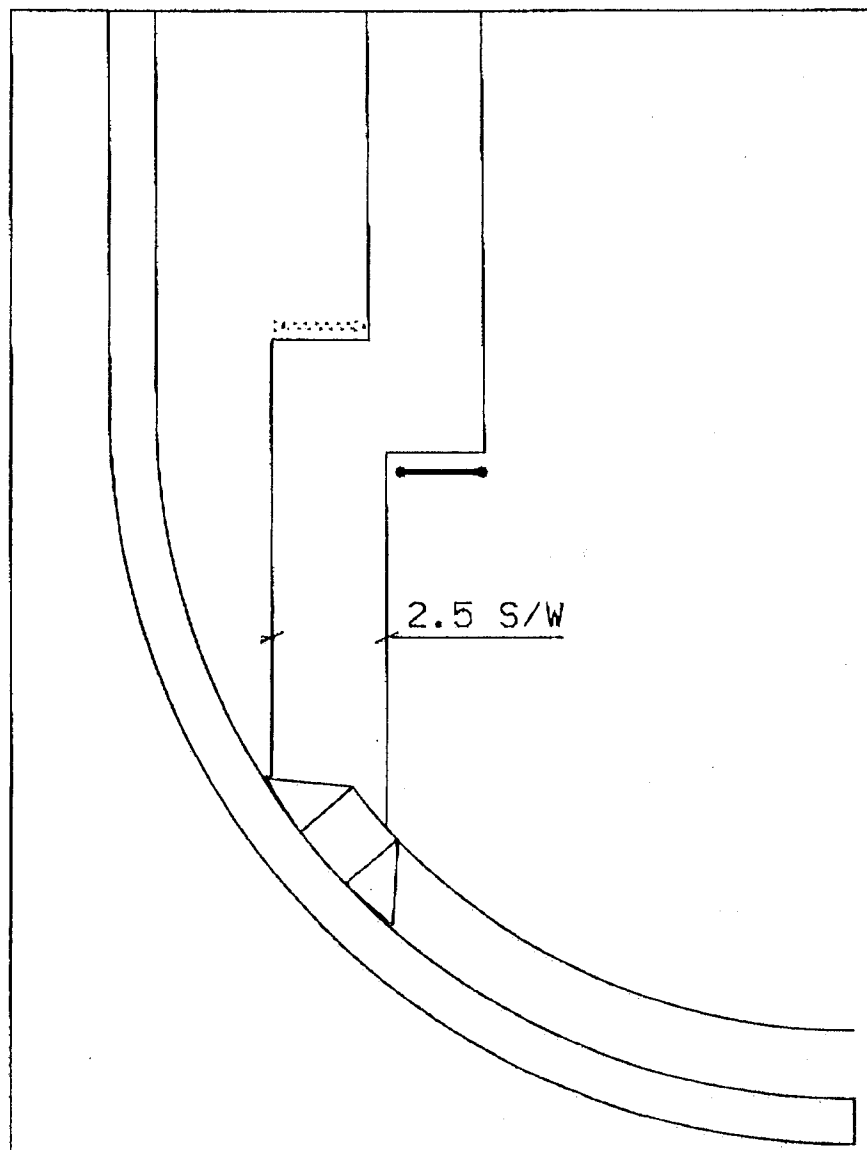
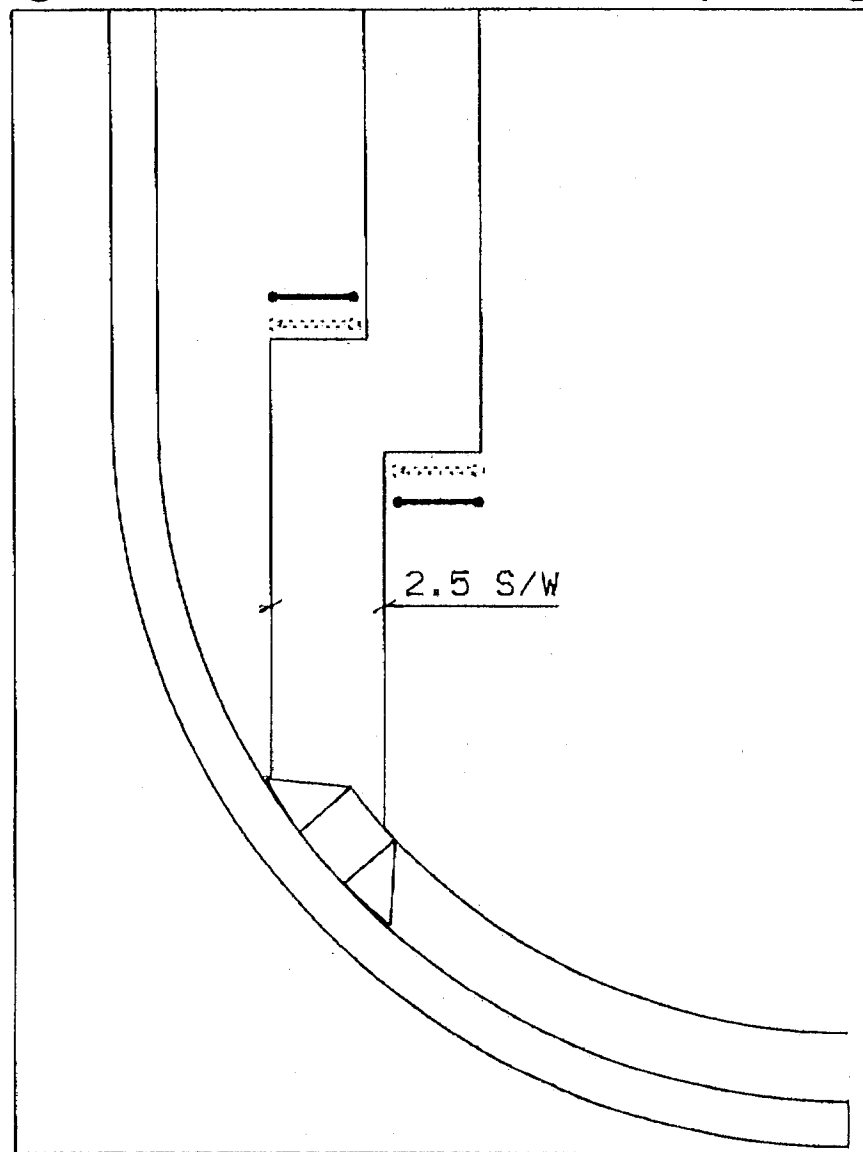
One of the functions of the offset gates has been to act as a warning to cyclists that an intersection is ahead. But the physical change in alignment of so many of the paths and the installation of bollards should still give ample warning.

By removing the gates, the speed reducing measures will be lost. There are two reasons I feel this should not be a great concern. The majority of the offset gates are being bypassed so their true speed reducing effect could be argued. Secondly cyclist will still have to navigate through the bollards prior to entering the intersection and a large number of the intersections have pedestrian signals.

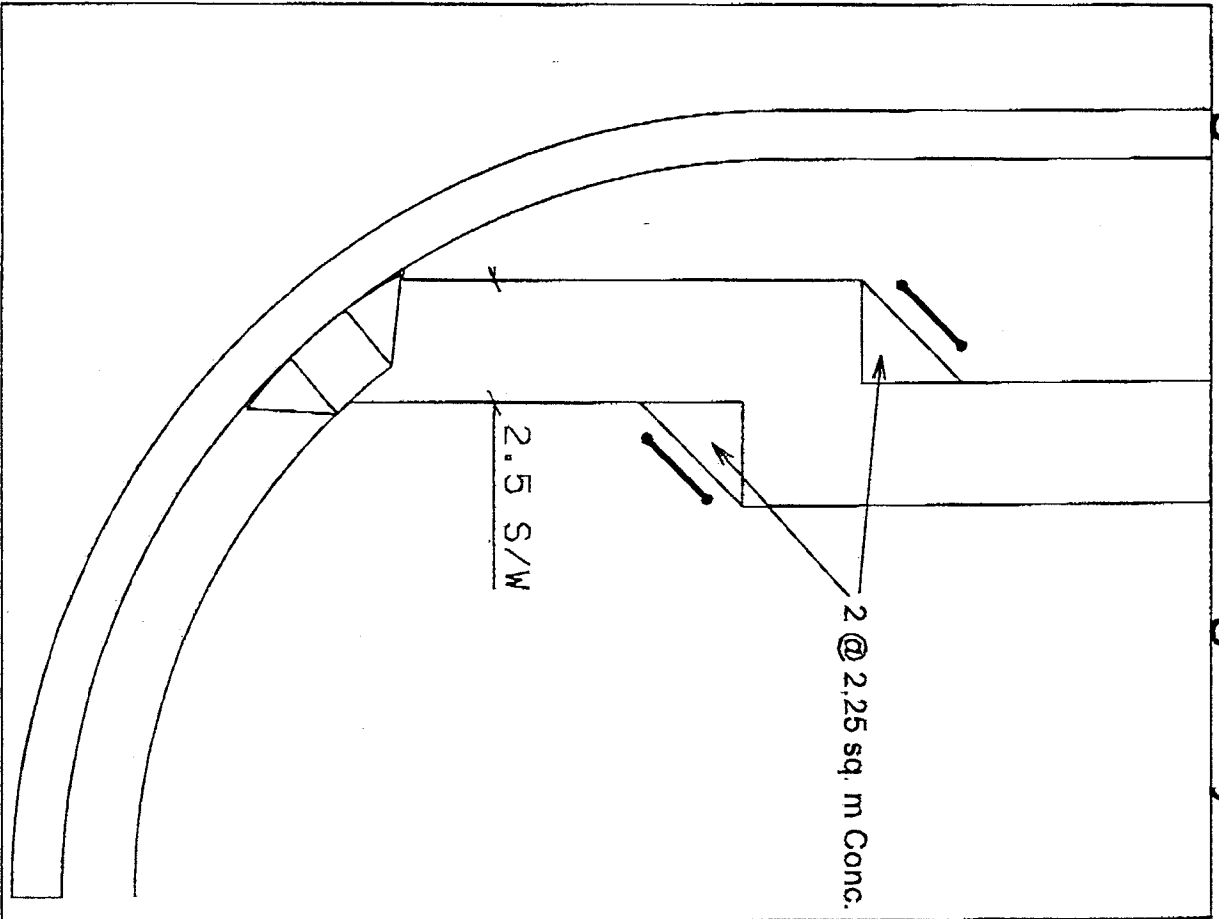
Vehicles are able to gain access to the path system almost anywhere. A vehicle just has to 'jump the curb' or drive around the current gate setup to have access to the path. Bollards should be fitted with reflective tape and be installed in the locations shown below. The same level of deterrent to vehicular misuse of the paths will likely be accomplished with proper bollard installation.



The savings the City would receive due to removing the offset gates would be substantial. There would be no extra maneuvering around the barricades causing any extra wear on the equipment. Also a 15 to 20% reduction in the time required to clear the sidewalk would be achieved. Amendments to the City of Red Deer Master Bicycle Plan and

**Fig. 3 Remove One Barricade****Fig. 4 Increase Barricade Spacing**

**Fig. 7 Relocate Diagonally**



## **Appendix H: Future Trail Network Map**

## **Appendix J: Stakeholders Workshop Summary**



# **Red Deer Trails Master Plan**

## ***Stakeholders Workshop Summary***

### ***Introduction***

The following is a summary of the Stakeholders Workshop that was held on Tuesday, November 16, 2004. Twenty representatives from Red Deer businesses, runner's clubs and various city departments participated in the evening workshop. This summary has been made available to the participants of this workshop for additional feedback, or simply for their interest in the development of the Red Deer Trails Master Plan.

### ***Objectives***

Our objectives were,

- Present work completed to date and results
- Confirm/clarify interpretation of input, results and recommendations
- Gain common understanding of key terms, principles, standards, and proposed trail routes

In addition we wanted to gather input from Stakeholders to:

- Validate proposed trail development program and clarify potential capital, operational and program items
- Define some capital and operational priorities

### ***Minutes and Results***

The following were some of the questions or comments that were received after Randy Heaps initial trail presentation.

**Q:** What comments were directly attributed to out-of-town users? What did they need to improve their trail experience?

**A:** This should be looked at in more detail, as the results were compiled in a way that does not compare one type of user to another.

**Q:** How have other municipalities dealt with the issues of both winter ploughing and lighting of trails?

**A:** In regards to the issue of lighting, cost of installing lights along trails is usually prohibitive.

In regards to the issue of winter ploughing and snow removal, this issue is split among municipalities, where some municipalities will plough their trails others won't. In the City of Edmonton, running groups sponsor the cost of snow removal on preferred running trails.

To note: in Red Deer, currently Arterial trails are cleared regularly during winter months, however Waskasoo Trails are not. The issue of clearing trails raises other concerns such as safety or perceived safety of trails that may or may not have ice on them, as well as liability issues.

## **Red Deer Trails Master Plan**

### ***Stakeholders Workshop Summary***

#### **TRAIL UPGRADING AND NEW TRAILS “Shopping List” Cont.**

Improve trail connections from CPR Bridge to Downtown

Add paint marks (stencils) on new bikeway route

##### *Additional items*

New trails

Heritage Ranch to Fort Normandeau (Land Acquisition)

All Along River both sides upstream and down (into County)

67<sup>th</sup> Street

Signage

Centre Lining on Trails

Physical (cement) barriers between bikeway and roadway  
(i.e. along Gaetz Ave. N&S)

Northlands Dr. East

Riverbend Trail underpass (extension)

Widen asphalt linkages trail connections to downtown

Widen adjacent grass areas

#### **2. EDUCATION AND SAFTY “Shopping List”**

##### *Given*

Paint center line on 200m of trail

Install emergency phone

Install 10 trail route / distance signs

Install a light at a key trail intersection

Fund trail patrol (2 officers - 10 hours / week, 4 months)

Implement a school bike safety program

##### *New*

Removal of Obstacles i.e. light standards, bollards

Install Count- Down pedestrian signals

Install Distance Markers

Identification of trail system of difficulty/ risk

i.e. senior friendly, wheel chair accessible, visually impaired.

#### **3. ENVIRONMENT “Shopping List”**

##### *Given*

Construct viewpoint

Construct gravel parking lot (15 cars)

Construct small bridge over creek

## **Red Deer Trails Master Plan**

### **Stakeholders Workshop Summary**

#### **5. OPERATIONS AND MAINTENANCE “Shopping List”**

##### *Given*

Winter clearing of one major trail route  
 Fix cracks in all Waskasoo trails  
 Organize volunteers to pickup garbage along trails (2 times/year)  
 Repave 100m of trail  
 Clear back vegetation along trail (once / year)

##### *New*

Signage repair  
 Vandalism repair  
 Maintenance of washrooms / furnishings  
 Quad patrol – daily  
 Sweeping (year round)/ parts  
 Enforcement

#### **“SHOW ME YOUR MONEY” group activity**

Each group had to assess spending priorities for the development of trails. They identified their priorities for each of the five areas of development: 1) Trail Upgrades and New Trails, 2) Education and Safety, 3) Environment, 4) Trail Facilities and Amenities, and 5) Operations and Maintenance. Each group was given \$100,000 to spend on their priorities. Later this money was put into bags in order to gain an understanding of the whole group’s priorities. This exercise incorporated the notion of the megabucks (\$5000) – which were used to assess the top priorities of each group, and the green bucks (\$1000).

A recount of the dollars allocated in each category area, confirmed the priorities as follows. These totals were based on a grand total of \$500,000.

<b>1. Trail Upgrading and New Trails</b>	<b>\$ 200,000</b>	<b>40%</b>
<b>2. Operations and Maintenance</b>	<b>\$ 124,000</b>	<b>25%</b>
<b>3. Environment</b>	<b>\$ 110,000</b>	<b>22%</b>
<b>4. Trail Facilities and Amenities</b>	<b>\$ 38,000</b>	<b>8%</b>
<b>5. Education and Safety</b>	<b>\$ 28,000</b>	<b>5%</b>

This list differs from the initial count presented at the workshop due to a counting error.

The following table shows how the money was spent by each group and where the mega bucks and green bucks ended up. A more detailed table indicates the major shopping list items that were ‘purchased’ by each group.

Category	Group	Priority Items	Total
<b>1. Trail Upgrading and New Trails</b>			
	1	Construct 100m of 3m Trail (improve linkages)	
	1	Construct 100m of Natural Trails	\$ 50,000
	2	Riverbend East Side Link	
	2	Widen existing arterial walks	
	2	CPR Bridge approaches	\$ 70,000
	3	Construct 150m of 3.0m Trail	\$ 15,000
	3	Construct 100m of Nature Trail	\$ 5,000
	4	Improve Trail Connections (New Trails)	\$ 40,000
	5	New Trail (McKenzie Trail to Riverbend)	\$ 10,000
	5	New Trail (CPR Bridge to old Trail Station - downtown)	\$ 10,000
<b>2. Education and Safety</b>			
	1	Center Lining	\$ 2,000
	3	Emergency Phone installation	\$ 5,000
	3	200m of Centre line	\$ 6,000
	3	Install 10 Trail route signs	\$ 5,000
	4	Install 10 Trail route signs	\$ 5,000
	4	indicate Trail difficulty - on maps and website only	\$ 500
	5	Distance Markers (Safety)	\$ 2,500
	5	Hot Line Set up	\$ 2,500
<b>3. Environment</b>			
	1	Preservation of Natural Areas (Maskepetoon)	\$ 10,000
	2	Arterial Landscaping / Naturalization	\$ 10,000
	3	Construct View Point	\$ 20,000
	4	Erosion Control measures	\$ 2,000
	4	Naturalization planting	\$ 10,000
	4	Control fencing for sensitive areas	\$ 5,000
	4	Boat launch	\$ 8,000
	4	Protect pristine Areas	\$ 5,000
	5	Protect sensitive areas (eg. Maskepetoon Park)	\$ 20,000
	5	Land Acquisition	\$ 20,000

# **Red Deer Trails Master Plan**

## ***Summary of Trail Diary Responses***

### **Introduction**

The following were comments writing down by the participants of the Stakeholders Workshop that was held on Tuesday, November 16, 2004. Each attendant was given a diary in order to record their questions or comments about the process in developing the Red Deer Trails Master Plan.

### **Page 1: "Your Notes on the Presentation"**

- Upgrading downtown or street bike trails – responsibility
- Eng – some locations (new dedication, signage approval or road marking)
- P.W. – other location (maintenance)
- Maintenance at CX
- Signs, markings
- Trail system in industrial area
- May want to review proposed guidelines for Industrial Development
- See Tony Lindhout – PCPS.
  
- Make use of signs – backs for educational, directional, etiquette, etc.
- Work with other communities, governments, e.g. Provincial
- Make use of recycled rubber, etc. in trail construction
- Look at trails as major transportation routes, e.g. get provincial & federal funding.
  
- Accessibility and usability issues should be addressed at least for part of the trail system. (Wheel chairs & assistive devices, i.e. walkers, etc.) Parents with strollers (babies).
  
- Green Municipal Funds Program Coordinator Sandor Derrick
- Connecting arterial ways to downtown
- Pilot project funding for "rubber (recycled)" materials for trials
  
- Connie Gourley – facilitator
- 3 landscape architects
- 1 engineer
- 1 planner
- Intercept survey – 745 responses
- input from trail users
- what about the trails – from a perspective of the non-users
- what would make non-users want to use the trails?
- Trail etiquette issues

## **Red Deer Trails Master Plan**

### ***Summary of Trail Diary Responses***

- Examples of other community trails/networks
  - surfacing
    - Innisfail
    - Olds
    - Lacombe
  - Gull Lake-Bentley Pathway Society
  - Ellis Bird Farm (contact Myrna Pearman) – new Rubber Crumb Trail
  - connecting wetlands, boardwalks, etc.

#### **Subsection: “Any new ideas?”**

#### **Page 2: “Your Notes on the Presentation”**

- Ecological areas are shown in undeveloped future residential neighbourhoods, will these remain as per MASP (Easthill)
- May have conflict documents, I know that PCPS is undertaken as an amendment of this doc.
- Where are they busiest trails located?
- Any proposed links to trans Canada Trail link or other neighbouring communities?
- Def of Bikeway (see new map)
  - what
  - where

#### **Subsection: “Any questions?”**

- Health promotion \$ to promote use of trails??
- What do you mean by regional trail system?

#### **Page 3: “Your Notes from Task 1 – Trail Development ‘Shopping List’”**

- “FUTURE CONSIDERATION” “CONCEPT”
- Provide for rent or use by trail users, a portable GPS unit, supplied at various nodes in the system, that would allow for a system-wide GPS “guidance system” that ties into the City GIS – a wide variety of routes could be programmed, based on features different routes, etc.
- Reasonably successful.

## **Red Deer Trails Master Plan**

### *Summary of Trail Diary Responses*

- Natural areas
  - Mashepetoon – Many ++ concerns – what a mess – off road vehicles – motorbikes, quads, skidoos) also mt. bikes, fires, glass, trash, dogs off leash
- Access
- Safety – Policing huge challenge for bylaw dept (understaffed)

#### **Subsection: “Any other priorities that you may have?”**

- Were RDRN (Red Deer River Naturalists) part of stakeholder consultations?
- Youth groups?

#### **Page 6: “Your Notes from Task 2 – ‘Show Me Your Money’**

- Budget: \$100,000
  1. New improvements/upgrades/linkages – 28%
    - definition of “trail” – is a sidewalk a trail?
    - what % of \$ in new devels (i.e. South Pointe Common) must go to new pathways – trails – sidewalks?
  2. Education + Safety – Perceptions – Needs vs. Wants – 15%
    - Potential Partners – School Communities, Block Parents/Neigh. Watch Etc.
  3. Environment – “Adopt-a-trail” (stream/park/neighbourhood) – 22%
    - stewardship – reclamation – env’l ed – outdoor classrooms
    - presentation (natural areas/ecological reserves), waste mgt., recycling and conservation (check in w/ RD River Naturalists, Jr. Forest, Scouts/Guides & other youth groups)
  4. Facilities/Amenities – 7%
    - Seasonal porta Pottys
    - Waste receptacles – (see Downtown project tri-containers)
  5. Ops/Maintenance – explore surfacing options – 27%
    - ie. Ellis Bird Farm – “Barrier Free” Week
    - Accessible Rubber Crum Trail (new in 2003)

#### **Page 7: “Any other thoughts you want to leave with us?”**

- Pauline Dusyk – DTHR Public Health Nutritionist
- [Pauline.dusyk@shaw.ca](mailto:Pauline.dusyk@shaw.ca) or [pdusyk@dthr.ab.ca](mailto:pdusyk@dthr.ab.ca)



## **Red Deer Trails Master Plan**

### ***Summary of Trail Diary Responses***

- A wonderful community asset
- -Recreation → health → education → community service → facility/venue
- -Health Promotion
- -Active living → active transportation
- Red Deer is well known as “City of Parks and Trails”

#### **On the workshop?**

- Good idea.
- Excellent.
- I liked it!
- very innovative – could we access Randy’s ppt presentation?
- a list of the members of the project team would be helpful
- Very educational and enjoyable.
- Great workshop.
- Not enough time.
- Well organized
- Well Presented – concept good.
- Process didn’t work very well.
- No specific focus on wildlife is a deficiency I believe to be quite serious.
- Ditto nature appreciation per se – if you read the surveys, this is embedded in people’s appreciation and needs a greater specific focus at the Open House.
- Facilitator – Great job
- Thanks for the opportunity for input!
- Well Done
- Informative
- Fun

#### **On the venue?**

- Great!

## **Appendix K: Trail Development Costs & Responsibilities**

## Trail Development Costs & Responsibilities

The following table includes the estimated cost for each of the proposed trails detailed in the Future Trail Network. These prices are based on 2005 construction prices. Those trails that are highlighted in yellow are priorities that have been identified in the Master Plan report.

Each of the five trail types, as outlined in the Master Plan, have different set of development costs, due to the construction standard, or amenities provided. The unit rates reflect these differences. The following lists what is included in the unit rates.

Waskasoo Trails include:

- 3.0m wide asphalt
- rest node of a bench and garbage receptacle every 1.5 km
- directional signage at all trail intersections and destinations
- trail maps / information boards at all major trail destinations

Arterial Trails include:

- 3.0m wide asphalt or concrete
- Yield signs installed at all trail/road intersection locations
- Upgraded Arterial trails require additional asphalt or concrete to create 3.0m wide trail.
- Special unit rates have been applied to trails where special construction (eg. Retaining walls) will be required.

Collector Trails include:

- 2.5m wide concrete
- Upgraded Collector trails require additional concrete to create 2.5m wide trail.

Bikeways include:

- Bikeway signs provided one per blocks along the bikeway.
- Bikeway symbols are to be painted on the road surface approximately every second block along the bikeway.

Neighbourhood Trails include:

- 2.5m wide asphalt
- rest node with bench and garbage receptacle for every 500m of Neighbourhood Trail through park sites or linear parks
- one set of Bollards to be installed at alley and end of PULs for trail control
- Upgraded Neighbourhood trails require the conversion of 1.5m shale trails into 2.5m wide asphalt.

Nature Trails include:

- 2.0m wide wood chip or compacted gravel
- rest node of a bench and garbage receptacle every 500m or at a specific view / point of interest.
- Interpretive / directional / distance signage
- fences and gates will be used to control vehicle access

# PROPOSED TRAILS & TRAIL UPGRADES Overall Development Costs & Responsibility

## Master Plan Priorities

Note: \* Unit rates are based on estimated 2005 prices. For some trails the unit rates have been adjusted to reflect additional construction such as retaining walls.

Trail #	Map #	Location	Current Width (m)	Length (m)	Unit Rate *	Capital Cost	Responsibility
Proposed Waskasoo Trails - 3.0 m Asphalt, Furnishings, Signs							
94	1.0	East Bank		3860	\$225	\$868,500	RPC Dept.
20	2.0	Kerry Wood Drive		1210	\$225	\$272,250	RPC Dept.
25	2.0	Great Chief Park		232	\$225	\$52,200	RPC Dept.
26	2.0	To Fort Normandeau		N/A	Requires Detailed Planning		RPC Dept.
87	2.0	Spruce Dr.		414	\$225	\$93,150	RPC Dept.
89	2.0	Riverlands to Bower Ponds Bridge		155		\$5,800,000	RPC Dept.
32	3.0	Red Deer College		2256	\$225	\$507,600	RPC Dept.
Total Proposed Waskasoo Trails				8127		\$7,593,700	

Proposed Arterial Trails - 3.0 Asphalt or Concrete							
95	1.0	Northland Dr.		1850	\$200	\$370,000	Engineering
97	1.0	77th St.		1584	\$200	\$316,800	Engineering
106	1.0	67 St.		780	\$200	\$156,000	Engineering
80	2.0	Ross (50th) St.		481	\$200	\$96,200	Engineering
126	2.0	40th Ave.		760	\$200	\$152,000	Engineering
131	2.0	20th Ave.		3200	\$200	\$640,000	Engineering
35	3.0	Taylor Dr.		1180	\$200	\$236,000	Engineering
38	3.0	19th St.		2211	\$200	\$442,200	Engineering
45	3.0	19th St.		1570	\$200	\$314,000	Engineering
50	3.0	30th Ave.		779	\$200	\$155,800	Engineering
113	3.0	Taylor Dr.		449	\$200	\$89,800	Engineering
Total Proposed Arterial				14844		\$2,968,800	

# PROPOSED TRAILS & TRAIL UPGRADES Overall Development Costs & Responsibility

## Master Plan Priorities

Note: \* Unit rates are based on estimated 2005 prices. For some trails the unit rates have been adjusted to reflect additional construction such as retaining walls.

Trail #	Map #	Location	Current Width (m)	Length (m)	Unit Rate *	Capital Cost	Responsibility
Proposed Upgraded Arterial Trails - Upgraded to 3.0 m Concrete or asphalt							
61	2.0	32nd St.	1.5 conc.	1575	\$120	\$189,000	Engineering
65	2.0	40th Ave.	1.5 conc.	765	\$120	\$91,800	Engineering
66	2.0	32nd St.	2.0 conc.	1753	\$80	\$140,240	Engineering
69	2.0	Ross (50th) St.	1.5-1.8 conc.	2323	\$400	\$929,200	Engineering
90	2.0	Gaetz Ave.	2.0 conc.	394	\$200	\$78,800	Engineering
111	2.0	Gaetz Ave.	1.5 conc.	533	\$120	\$63,960	Engineering
33	3.0	32nd St.	2-2.5 conc.	654	\$90	\$58,860	Engineering
67	3.0	40th Ave.	1.5 conc.	766	\$120	\$91,920	Engineering
114	3.0	Molly Banister	2.5 conc.	964	\$80	\$77,120	Engineering
Total Upgraded Arterial				9727		\$1,720,900	
Proposed Collector Trails - 2.5 m concrete							
4	1.0	Johnstone Crossing		1073	\$150	\$160,950	Developer
78	1.0	Kennedy Dr.		236	\$150	\$35,400	Developer
96	1.0	40th Ave.		1012	\$150	\$151,800	Developer
100	1.0	Kingston Dr.		840	\$150	\$126,000	Developer
104	1.0	Nolan St.		187	\$150	\$28,050	Engineering
12	2.0	Overdown Dr.		1848	\$150	\$277,200	Engineering
13	2.0	Orr Dr.		641	\$150	\$96,150	Engineering
16	2.0	Kerry Wood Dr.		1490	\$150	\$223,500	Eng + Developer
24	2.0	Kerry Wood Dr.		562	\$150	\$84,300	Engineering
27	2.0	Webster Dr.		548	\$150	\$82,200	Developer
63	2.0	39th St.		339	\$150	\$50,850	Engineering
68	2.0	Ellenwood Dr.		86	\$150	\$12,900	Engineering
70	2.0	East Hill		N/A			Developer
72	2.0	40th Ave.		170	\$150	\$25,500	Engineering
73	2.0	East side of Michener Hill		503	\$150	\$75,450	Eng + RPC Dept.
77	2.0	55th St.		914	\$150	\$137,100	Engineering
79	2.0	55th St.		1182	\$150	\$177,300	Engineering
110	2.0	60th St.		288	\$150	\$43,200	Eng + Developer
128	2.0	39th St.		500	\$175	\$87,500	Eng or Developer
36	3.0	22nd St. and Gaetz		1505	\$150	\$225,750	Engineering
115	3.0	Boyce St.		727	\$150	\$109,050	Engineering
117	3.0	Inglewood East		900	\$150	\$135,000	Developer
122	3.0	Lancaster Dr.		1070	\$150	\$160,500	Developer
Total Proposed Collector				16621		\$2,505,650	

# PROPOSED TRAILS & TRAIL UPGRADES Overall Development Costs & Responsibility

## Master Plan Priorities

Note: \* Unit rates are based on estimated 2005 prices. For some trails the unit rates have been adjusted to reflect additional construction such as retaining walls.

Trail #	Map #	Location	Current Width (m)	Length (m)	Unit Rate *	Capital Cost	Responsibility
Proposed Upgraded Collector Trails - Upgraded to 3.0 m Concrete or asphalt							
7	1.0	59th Ave.	1.5 conc.	1035	\$90	\$93,150	Engineering
103	1.0	Kent St.	1.5 conc.	343	\$90	\$30,870	Engineering
105	1.0	Jewel St.	1.5 conc.	640	\$90	\$57,600	Engineering
18	2.0	59 Ave. & Riverview Ave.	1.5 conc.	1377	\$300	\$413,100	Engineering
62	2.0	39th St.	1.5 conc.	747	\$90	\$67,230	Engineering
64	2.0	39th St.	1.37-1.8 conc	1140	\$90	\$102,600	Engineering
71	2.0	40th Ave.	1.5 conc.	82	\$90	\$7,380	Engineering
74	2.0	Springbett Dr.	1.5 conc.	611	\$90	\$54,990	Engineering
76	2.0	55th St.	1.5 conc.	550	\$90	\$49,500	Engineering
91	2.0	53rd St.	1.5 conc.	326	\$200	\$65,200	Engineering
124	2.0	Metcalf Ave.	1.5 conc.	481	\$90	\$43,290	Engineering
125	2.0	Ellenwood Dr.	1.5 conc.	109	\$90	\$9,810	Engineering
116	3.0	22nd St.	1.5 conc.	190	\$90	\$17,100	Engineering
119	3.0	Lampard Cr.	1.5 conc.	80	\$90	\$7,200	Engineering
121	3.0	Lees St.	1.5 conc.	411	\$90	\$36,990	Engineering
Total Upgraded Collector				8122		\$1,056,010	

Proposed Bikeways - Signage and Road Stencils							
3	1.0	Kelloway Cr.		548	\$40	\$21,920	Engineering
9	1.0	52nd Ave.		1671	\$40	\$66,840	Engineering
93	1.0	30th Ave.		3302	\$40	\$132,080	Engineering
21	2.0	Fir St.		90	\$40	\$3,600	Engineering
75	2.0	Cardinal Ave.		180	\$40	\$7,200	Engineering
83	2.0	43rd St.		311	\$40	\$12,440	Engineering
84	2.0	43rd St.		515	\$40	\$20,600	Engineering
85	2.0	44A St. and 52nd Ave.		305	\$40	\$12,200	Engineering
86	2.0	55th Ave.		79	\$40	\$3,160	Engineering
88	2.0	47th St.		709	\$40	\$28,360	Engineering
90	2.0	53rd Ave. and Taylor Dr.		39	\$40	\$1,560	Engineering
109	2.0	Howarth St.		1078	\$40	\$43,120	Engineering
112	2.0	55th St.		450	\$40	\$18,000	Engineering
Total Proposed Bikeway				9277		\$371,080	



# PROPOSED TRAILS & TRAIL UPGRADES Overall Development Costs & Responsibility

## Master Plan Priorities

Note: \* Unit rates are based on estimated 2005 prices. For some trails the unit rates have been adjusted to reflect additional construction such as retaining walls.

Trail #	Map #	Location	Current Width (m)	Length (m)	Unit Rate *	Capital Cost	Responsibility
Proposed Neighborhood Trails - 2.5 m Asphalt, Furnishings							
5	1.0	Johnstone Crossing		835	\$175	\$146,125	Developer
6	1.0	52nd Ave. Alignment		1129	\$175	\$197,575	RPC Dept.
8	1.0	Johnstone Park		275	\$175	\$48,125	RPC Dept.
101	1.0	Kingsgate MR		253	\$175	\$44,275	RPC Dept.
102	1.0	Kennedy Dr.		183	\$175	\$32,025	Developer
11	2.0	Oriole Park		264	\$175	\$46,200	RPC Dept.
14	2.0	Oriole Park		412	\$175	\$72,100	Developer
15	2.0	Oriole Park West		690	\$175	\$120,750	RPC Dept.
19	2.0	Riverside Meadows		605	\$175	\$105,875	RPC Dept.
23	2.0	Oriole Park		346	\$175	\$60,550	RPC Dept.
28	2.0	60th Ave.		209	\$175	\$36,575	Developer
29	2.0	60th Ave.		321	\$175	\$56,175	Developer
59	2.0	Devonshire MR		495	\$175	\$86,625	RPC Dept.
60	2.0	Morrisroe Extension		337	\$175	\$58,975	RPC Dept.
81	2.0	East of Gaetz Lake Sanctuary		1440	\$175	\$252,000	RPC + Developer
92	2.0	Golden Circle ( Downtown)		620	\$175	\$108,500	RPC Dept.
127	2.0	39th St.		40	\$175	\$7,000	RPC Dept.
129	2.0	Davenport central MR		330	\$175	\$57,750	RPC Dept.
130	2.0	Davenport north MR		180	\$175	\$31,500	RPC Dept.
34	3.0	Waskasoo Creek / Red Deer College		1177	\$175	\$205,975	RPC Dept.
37	3.0	Red Deer College		237	\$175	\$41,475	RPC Dept.
40	3.0	Sunnybrook Extension		845	\$175	\$147,875	RPC Dept.
46	3.0	Inglewood West		316	\$175	\$55,300	RPC + Developer
48	3.0	22nd St.		2427	\$175	\$424,725	RPC + Developer
49	3.0	Inglewood West MR		215	\$175	\$37,625	RPC + Developer
51	3.0	Anders on the Lake MR		268	\$175	\$46,900	RPC + Developer
52	3.0	Aspen Ridge MR		443	\$175	\$77,525	RPC + Developer
53	3.0	Anders Park East MR		488	\$175	\$85,400	RPC + Developer
54	3.0	Anders Park East MR		483	\$175	\$84,525	RPC + Developer
55	3.0	Anders Park East MR		138	\$175	\$24,150	RPC + Developer
56	3.0	Lancaster Green MR		470	\$175	\$82,250	RPC + Developer
57	3.0	Lonsdale		333	\$175	\$58,275	RPC + Developer
58	3.0	Lancaster Meadows MR		328	\$175	\$57,400	RPC + Developer
118	3.0	Lancaster Green SW MR		94	\$175	\$16,450	RPC Dept.
123	3.0	Lang Cl.		42	\$175	\$7,350	RPC Dept.

### PROPOSED TRAILS & TRAIL UPGRADES

#### Overall Development Costs & Responsibility

#### Master Plan Priorities

Note: \* Unit rates are based on estimated 2005 prices. For some trails the unit rates have been adjusted to reflect additional construction such as retaining walls.

Trail #	Map #	Location	Current Width (m)	Length (m)	Unit Rate *	Capital Cost	Responsibility
Total Proposed Neighbourhood Trails				17268		\$3,021,900	
Upgraded Neighborhood Trails - From Shale to 2.5 M Asphalt							
39	3.0	PUL north of Bettenson St.		606	\$175	\$106,050	RPC Dept.
120	3.0	Lancaster Green central MR	1.5m	410	\$100	\$41,000	RPC Dept.
Total Proposed Upgraded Neighbourhood Trails				1016		\$147,050	
Proposed Nature Trails - 2.0 m Aggregate, Furnishings, Signs, Interpretive, Access Controls							
1	1.0	Edgar Industrial Park (NEPR)		410	\$100	\$41,000	RPC Dept.
2	1.0	Edgar Industrial Park (NEPR)		272	\$100	\$27,200	RPC Dept.
10	1.0	Johnstone Park & Golden West (NEPR)		373	\$100	\$37,300	RPC Dept.
98	1.0	Northlands Industrial (NEPR)		460	\$100	\$46,000	RPC Dept.
99	1.0	Glendale (NEPR)		170	\$100	\$17,000	RPC Dept.
107	1.0	Normandeau (NEPR)		370	\$100	\$37,000	RPC Dept.
17	2.0	Maskepetoon Natural Area		2190	Requires Detailed Planning		RPC Dept.
22	2.0	Fairview (NEPR)		466	\$100	\$46,600	RPC Dept.
30	2.0	West Lake (NEPR)		470	\$100	\$47,000	RPC Dept.
82	2.0	Taylor Dr. (NEPR)		342	\$100	\$34,200	RPC Dept.
108	2.0	Oriole Park West (NEPR)		424	\$100	\$42,400	RPC + Developer
132	2.0	College Park		N/A	\$175		RPC Dept.
133	2.0	Heritage Ranch (NEPR)		341	\$100	\$34,100	RPC Dept.
31	3.0	West Lake (NEPR)		725	\$100	\$72,500	RPC Dept.
41	3.0	Westerner Park (NEPR)		1776	\$100	\$177,600	RPC + Developer
42	3.0	18th St.		615	\$100	\$61,500	RPC Dept.
43	3.0	Waste Management Facility (NEPR)		2089	\$100	\$208,900	RPC Dept.
44	3.0	Waste Management Facility		4624	\$100	\$462,400	RPC Dept.
47	3.0	22nd St. and 30th Ave. (NEPR)		390	\$100	\$39,000	RPC Dept.
Total Proposed Nature Trails				16507		\$1,431,700	

### 6.3.2 Trail Development Priorities

From the input of the public during the intercept survey and the open house, combined with the specific input provided by stakeholders during the workshop, the project team was able to develop a list of twenty priority trails for development (Table 6.1). The priority trail locations are circled (in red) on the future trail network map. The recommended implementation schedule is defined in the Section 6.3.3. See Appendix K for details on capital cost factors and a complete list of the estimated development cost and responsibility for the entire proposed future trail network.

**Table 6.1 Priority Trails for Development**

Trail #	Trail Class	Map #	Location	Length (m)	Unit Rate	Capital Cost	Responsibility
25	Waskasoo	2.0	Great Chief Park	232	\$175	\$40,600	RPC Dept.
26	Waskasoo	2.0	To Fort Normandeau	N/A	Requires Master Plan		RPC Dept.
89	Waskasoo	2.0	Riverlands to Bower Ponds Bridge	155	lump sum	\$5,800,000	RPC Dept.
106	Arterial	1.0	67 St.	780	\$200	\$156,000	Engineering
33	Arterial Upgraded	3.0	32nd St.	654	\$90	\$58,860	Engineering
61	Arterial Upgraded	2.0	32nd St.	1575	\$120	\$189,000	Engineering
66	Arterial Upgraded	2.0	32nd St.	1753	\$90	\$157,770	Engineering
69	Arterial Upgraded	2.0	Ross (50th) St.	2323	\$400	\$929,200	Engineering
90	Arterial Upgraded	2.0	Gaetz Ave.	394	\$200	\$78,800	Engineering
18	Collector Upgraded	2.0	59 Ave. & Riverview Ave.	1377	\$300	\$413,100	Engineering
91	Collector Upgraded	2.0	53rd St.	326	\$200	\$65,200	Engineering
3	Bikeway	1.0	Kelloway Cr.	548	\$40	\$21,920	Engineering
9	Bikeway	1.0	52nd Ave.	1671	\$40	\$66,840	Engineering
83	Bikeway	2.0	43rd St.	311	\$40	\$12,440	Engineering
84	Bikeway	2.0	43rd St.	515	\$40	\$20,600	Engineering
85	Bikeway	2.0	44A St. and 52nd Ave.	305	\$40	\$12,200	Engineering
86	Bikeway	2.0	55th Ave.	79	\$40	\$3,160	Engineering
6	Neighbourhood	1.0	52nd Ave. Alignment	1129	\$175	\$197,575	RPC Dept.
17	Nature	2.0	Maskepetoon Natural Area	2190	Requires Master Plan		RPC Dept.
43	Nature	3.0	Waste Management Facility (NEPR)	2089	\$100	\$208,900	RPC Dept.
<b>Total</b>				<b>18406</b>		<b>\$8,432,165</b>	

## Legislative &amp; Administrative Services

**DATE:** October 12, 2005

**TO:** Greg Scott, Recreation, Parks & Culture Manager  
T. Warder, Engineering Services Manager

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Trails & Pathways Master Plan – Final Draft

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*Reference Report:*


Recreation, Parks & Culture Manager and Engineering Services Manager, dated September 30, 2005

*Resolutions:*

*"Resolved* that Council of the City of Red Deer, having considered the report from the Recreation, Parks & Culture Manager, and Engineering Services Manager, dated September 30, 2005, re: Trails & Pathways Master Plan – Final Draft, hereby approves the 2005 Trails & Pathways Master Plan to be used as a planning tool for the purpose of guiding future trail & pathway development within and around the city of Red Deer."

*Report Back to Council:* No*Comments/Further Action:*

- a) Please ensure that this office receives a full copy of the Trail & Pathways Master Plan for our files.
- b) Although the Plan, as a whole, was approved as a planning tool, a request was made that Administration review the recommendation that trail offset gates be removed and replaced with yield signs. Concerns were expressed with this direction.



Kelly Kloss  
Manager  
/chk

- c Director of Development Services  
Director of Community Services  
Land & Economic Developments Manager  
Inspections & Licensing Manager  
Public Works Manager



Community Services Division

**DATE: September 20<sup>th</sup>, 2005****TO: Kelly Kloss, Legislative and Administrative Services Manager****FROM: Colleen Jensen, Director Community Services Division****SUBJECT: Downtown Development/Investment****CS 05-0083-3120**

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**Background**

The Greater Downtown Action Plan (GDAP) was developed through the active participation of hundreds of citizens, as well as dozens of interest groups and organizations. The review that lead to the Plan was intended to rethink the Greater Downtown area with a view to the development of specific policies and strategies to be undertaken, over a long-term timeframe, that would see significant redevelopment in the downtown. The Plan was approved by City Council on August 14, 2000.

One of the Key Principles identified in the Plan talks about strengthening area identities in the downtown, including the areas along 48<sup>th</sup> St (now known as Alexander Way). The Plan also specifically speaks of the need for ongoing reinvestment in the downtown where reinvestment could include "...developing programs and attractions in the Downtown." One section of the Plan focuses on Arts and Culture, with policies to "promote the development of one or more live theatres in the Downtown" and to "encourage the coordinated promotion between arts and culture organizations and food and beverage/entertainment businesses." In looking at key properties in the downtown 96% of the citizens participating in the research survey agreed that "The City should identify important Downtown buildings and sites and ensure that they are developed according to key Downtown planning principles." The Plan further identifies that "...the development of new entertainment and tourism enterprises..." should be encouraged. The vision related to arts and culture is expressed as; "downtown is a major location for Arts and Culture, including displays, programs and activities. The City Centre is a focal point for entertainment and recreation events. It is the heart of Red Deer's history, civic pride and community celebrations."

In September 2001, following substantial public engagement and input, Red Deer's Community Cultural Master Plan was completed and endorsed by City Council. As part of the vision of this Plan, it indicates that "Red Deer's Downtown Area is the primary location for major culture facilities, including an arts district, theatre, spaces to exhibit art, a community culture resource center and a wide range of ethnic restaurants, culture boutiques and street activities."

**Community Services Division**

The Community Culture Master Plan focuses on leadership, awareness and marketing, and spaces and places. Within the spaces and places section it recommends “focus(ing) culture development in the Greater Downtown, in line with the community’s Greater Downtown Action Plan,” to “maximize use and development potential of existing facilities before building new ones,” and to “develop...a community theatre, with concert hall and associated art studios.”

Both the GDAP and the Community Culture Master Plan have played a significant role in many initiatives that have been planned and completed in the downtown. In order to see further work undertaken, investment is required by The City. In considering how this investment might occur, one must think about the overall environment that is envisioned for the downtown and how that might be created.

One extremely successful approach in Vancouver and Toronto is through a non-profit real estate developer called “Artscape”, as well as throughout the United States through the corresponding non-profit called “Artspace”. The Artscape concept relates to the building of creative communities through real estate and program development for the arts and creative sector. The development of arts districts, creation and management of multi-tenant arts centres, engagement of stakeholders in creative cluster projects, and research on monitoring the impact of arts-driven revitalization projects are some of the strategies related the Artscape philosophy. ([www.torontoartscape.on.ca](http://www.torontoartscape.on.ca) )

Artscape's property development activities focus on the creation of multi-tenant centres that serve artists, non-profit arts groups and local communities (e.g. daycares, affordable housing restaurants, etc). This specialized area of practice involves forging a common vision from diverse interests, building community partnerships, raising funds, as well as all of the technical aspects of capital project planning and construction.

As a non-profit real estate developer, Artscape leases affordable space to professional artists of all disciplines, along with other community groups that have compatible needs. Studios under Artscape management include artist work and live/work spaces, designer/maker retail studios, offices, production, performance and exhibition facilities for non-profit arts organizations, and complimentary ancillary uses.

**Discussion**

Currently an opportunity exists in the downtown that offers even further fulfillment of the strategies and policies outlined in the GDAP and the Community Culture Master Plan. This opportunity is through the Scott Block, an historically significant building located at 4816-50 Avenue, that consists of nearly 24,000 sq. ft. of space on three levels (basement, main and 2<sup>nd</sup> floors).

**Community Services Division**

The building's intended use has focus on performing arts but will also house a mixture of spaces for artists, arts and culture organizations and other non-profit organizations as well as retail businesses. It will include a multi-use performing arts space that could be used as a 200-300-seat theatre or as a hall for rehearsals or special events. The facility would include a commercial kitchen, several shared rehearsal spaces, exclusive office, studio, meeting, storage and possible exhibition spaces for visual and performing arts.

Reflective of the Artscape model, the Scott Block project will enhance Red Deer's downtown through the preservation and use of an historic building, an increased the public draw to the downtown and an increased profile and accessibility of arts and culture activities in Red Deer.

There are numerous community benefits related to this project. The economic spin-off of a visual and performing arts facility in the downtown core will be realized by the current merchants in the downtown area, while also providing opportunities for new business owners, artists and entrepreneurs. Some businesses in the area have already expressed their enthusiasm for the project and are considering ways to sponsor it. The ability for a variety of not-for-profit organizations to be located in a central location creates opportunities for partnerships and cost-saving collaborations and initiatives. This may well be the springboard for a community culture resource center, as described in the Community Culture Master Plan.

Additional economic benefit will accrue to the community through increases in property values for surrounding businesses. The increase in property values will result in additional tax revenues for The City. This has been the findings in other communities where the Artscape approach to real estate development has been used.

This facility will also provide many community benefits related to capacity building and quality of life. Increased opportunities to experience art and to participate in the creation of it, along with the provision of a variety of cultural activities increases cultural diversity, understanding and appreciation. It provides opportunities for self-expression and promotes critical thinking. This project will effectively increase opportunities for artisans and performers to succeed, build on their skills and engage community support and involvement.

Culture and the arts play an important and fundamental role in the health and well-being of a community. The Scott Block project will contribute to Red Deer's downtown neighbourhood, the city of Red Deer as a whole, the arts and culture community and the residents of Red Deer and Central Alberta. One example is the support role that a facility like this could have in offering events on Alexander Way. Increased safety is another likely outcome of having such a venue in the downtown, because when there are many people participating in healthy and fulfilling activities, less desirable activities move away from the area. Studies in other communities have shown definite decreases in violent crime when facilities such as this are implemented.



**Community Services Division**

**The Project**

Culture Link, the leadership organization who is charged with the responsibility of implementing the Community Culture Master Plan, has purchased the Scott Block. Culture Link operates as a non-profit society, with charitable status.

Significant work has already been undertaken by Culture Link to develop preliminary plans and costings for the work that is required in the building renovation to make the culture center a reality. Funding for the work to date has been through the Culture Capitals of Canada money and fundraising by Culture Link. It is also envisioned, with a commitment to Heritage Canada in conjunction with the Culture Capitals of Canada award, that the learnings from this project will be applied as the Riverlands area develops, with consideration of adaptive reuse of older buildings along Alexander Way.

In order to make the project financially feasible, the development of the Scott Block has been broken into two construction phases.

**Phase I: (to be completed by March 31, 2006)**

The main floor will be developed to include a theatre operation in the rear of the building with a dividing wall toward the front that will allow for at least one retail bay as the store front (less than 1500 sq. ft). Bringing the building to code for occupancy for assembly usage (e.g. sprinkler system and fire alarm system), mechanical modifications (including some heating and ventilation) and some lighting/power modifications will also be completed, along with providing a new stairway to the basement and framing in the existing stairwell. Installation of additional washrooms and interior finishing (including painting and flooring) will be done to meet needs of Phase I.

Proposed budget is:

**Revenue:**

Heritage Canada	\$174,000	(Confirmed Cultural Spaces Grant)
CFEP	\$125,000	
City of Red Deer (grant)	\$200,000	
City of Red Deer (operations)	\$25,000	(Confirmed)
Fundraising/corp. donors	\$5,000	(Confirmed)
<b>TOTAL</b>	<b>\$529,000</b>	

**Expenses:**

Architect/engineering	\$ 36,000	
Construction admin	\$ 39,000	
Materials	\$195,000	
Workforce	\$195,000	(Some can be donated)
Contingency	\$39,000	
Administration	\$25,000	
<b>TOTAL</b>	<b>\$529,000</b>	

**Community Services Division****Phase II:**

The exterior façade will be upgraded (taking into account standards for historical preservation as outlined through the Main St. Program). The remaining design for the main floor and basement will be completed to include completion of partitioning of the main floor and basement, installation of an elevator, completion of the fire alarm system and heating/ventilation on all floors, installation of steel columns, beams and footings as required, and other interior finishing as required. Hazardous material abatement is also part of Phase II.

Proposed budget is:

**Revenue:**

Heritage Canada	\$300,000
CFEP	\$125,000
Fundraising/donors:	\$430,000
Volunteer hours	\$ 45,000
<b>TOTAL</b>	<b>\$900,000</b>

**Expenses:**

\$900,000

It should be noted that, while it is desirable for Phase II to proceed immediately following Phase I (ending March 31, 2006), it is not essential. This fact could allow Culture Link additional time to fundraise and seek donor support if required.

**Proposal**

It is proposed that \$200,000 from The City of Red Deer's Tax Stabilization Reserve be allocated as an investment in this project with the specific purpose of downtown redevelopment. The \$200,000 allocation would be intended as a grant.

Financial Services has had an opportunity to review Culture Link's Business Plan related to this project and it is acknowledged that the capital costs of the renovation and the operation of the facility will be undertaken on a bare bones approach, requiring significant community support if the project is to succeed. As with any non-profit organization and project, there is a higher degree of risk involved. Further work, with respect to sustainability, will need to be done as part of completing the final detail designs and in determining the final capital costs through tendering.

It is proposed that the grant be given over a two-year period, with the first installment of \$100,000 being in October 2005 and the second installment of \$100,000 being in January 2006.

**Community Services Division****Recommendation**

It is recommended that City Council:

- Approve the allocation of \$200,000, over two years (2005 and 2006), from the Tax Stabilization Reserve for the purpose of redevelopment in the downtown, as outlined in the Greater Downtown Action Plan and the Community Culture Master Plan;
- and further, that the grant be allocated to the Culture Development Association of Red Deer (Culture Link) for the development of Phase I of the Scott Block as the project contributes to redevelopment in the downtown;
- and further, that a caveat or condition be attached to the title of the Scott Block property to mitigate The City's risk on the project.



Colleen Jensen, Director  
Community Services

*Comments:*

We concur with the recommendation of the Community Services Director. This investment in the downtown is totally consistent with the objectives of both the Greater Downtown Action Plan as well as the Community Culture Master Plan. It is the type of investment that will pay dividends in terms of enhanced public activity in the downtown in this facility resulting in more people visiting the downtown and thereby seeing other benefits to downtown businesses and organizations.

"Morris Flewwelling"  
Mayor

"Norbert Van Wyk"  
City Manager

FILE COPY



Council Decision – October 11, 2005

Legislative & Administrative Services

**DATE:** October 12, 2005  
**TO:** Colleen Jensen, Director of Community Services  
**FROM:** Kelly Kloss, Legislative & Administrative Services Manager  
**SUBJECT:** Downtown Development/Investment

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*Reference Report:*

Director of Community Services, dated September 20, 2005

*Resolutions:*

*"Resolved* that Council of The City of Red Deer, having considered the report from the Director of Community Services, dated September 20, 2005, re: Downtown Development/Investment hereby approves a grant in the amount of \$200,000 to the Culture Development Association of Red Deer (Culture Link) for the development of Phase 1 of the Scott Block as the project contributes to redevelopment in the downtown, subject to the following conditions:

1. That the 2005 Budget be amended to provide \$200,000 of the funding from the Tax Stabilization Reserve with \$100,000 paid in 2005 and \$100,000 paid in January, 2006.
2. That the Culture Development Association of Red Deer enter into an agreement with the City of Red Deer to the satisfaction of the City Solicitor, with the agreement registered on the title of the property."

*Report Back to Council:* No

*Comments/Further Action:*

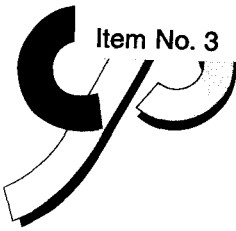
Please proceed with providing for the necessary agreement, registration and subsequently the payment as outlined above.

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

Kelly Kloss  
Manager

/chk

c M. Bovair, Financial Analyst



**DATE:** September 27, 2005

**TO:** Kelly Kloss, Legislative and Administrative Services Manager

**FROM:** Martin Kvapil, Planning Assistant

**RE:** **Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/F-2005 & Land Use Bylaw Amendment No. 3156/EE-2005**  
**Lot A, Block 22, Plan 792 1058**  
**5213 – 61 Street**  
**Highland Green Neighbourhood**  
**Highland West Developments Ltd.**

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### **Proposal**

A proposal has been received by The City of Red Deer to amend the Highland Green Outline Plan. This amendment is being proposed concurrently with an amendment to The City's Land Use Bylaw (LUB). As part of this process, the Outline Plan would be re-titled as the Highland Green Neighbourhood Area Structure Plan (NASP), in accordance with Neighbourhood Area Structure Plan Bylaw No. 3217/98

The developer, Highland West Developments, on behalf of Laebon Developments, is proposing to amend the NASP and LUB in order to pursue development of a 70-unit residential condominium building. This development is proposed to be sited upon the existing St. Joseph's Convent site (Map 1). This site contains 0.765 hectares (1.89 acres) and is situated upon the north hill escarpment within the southeasterly portion of the Highland Green neighbourhood.

### **Planning Background**

Currently, the subject lands are zoned PS Public Service (Institutional or Governmental) District within the LUB and are used for the purpose of a convent. For reasons, the current landowner has decided to offer the property for purchase. The developer is seeking a rezoning to the R3 Residential (Multiple Family) District. Within the R3 district, development approval would be sought as a discretionary use. All developments exceeding 35 units per hectare are discretionary. With the proposal of 70 dwelling units, this development anticipates a density of 92 units per hectare.

The original Highland Green Outline Plan (NASP) was drafted in 1997. The primary focus of this plan was to address sites within the neighbourhood which may be redeveloped. Presently, this plan addresses five redevelopment sites within the 65-hectare plan area. The St. Joseph's Convent site is not presently addressed within the NASP. At the original drafting of the Plan, redevelopment of this site was not anticipated by those involved.



As the purpose of these amendments is to determine suitability and compatibility of the proposed land use within the NASP and LUB, any development permit application would be received by the Inspections and Licensing Department through a separate planning process.

The subject site is situated within 120 metres of a closed City landfill. In accordance with the Subdivision and Development Regulation, any residential development must maintain a minimum setback distance of 300 metres from any closed landfill. As part of the development permit approval process, a waiver from Alberta Environment would be sought in order to pursue residential development within this setback requirement.

The City of Red Deer Municipal Development Plan identifies the subject site for residential use.

### **Public Consultation**

On August 4, 2005, at the Catholic School Board Offices, a neighbourhood meeting was conducted by Parkland Community Planning Services. At this meeting, a presentation by the developer was provided to provide information regarding the proposed amendments. Notification of the public meeting was provided by flyer delivery within the neighbourhood. Also, as part of the public consultation process, the Highland Green Community and the Riverside Meadows Community Associations were referred to.

The attendance register indicated that 56 residents attended, of which 51 were residents of Highland Green and 5 were residents of Riverside Meadows. Of the Highland Green attendees, 22 (39%) were residents of the Montford Heights development, 6 (11%) were residents of the Village Park Estates, while the remaining attendees were residents predominately from Hallgren Avenue, Hermary Street, Hill Crescent, Huget Crescent, and Hall Crescent.

At the meeting, concerns were raised and comments were presented. The majority of the meeting's discussion included issues such as:

- density (overall neighbourhood and subject site)
- vehicular traffic and site access
- on-street parking
- slope and escarpment preservation
- landfill setbacks
- associated planning process
- emergency access

Written comments were received from 25 residents, by way of comment sheets and other correspondence. Of these 25, two (8%) were from residents supportive of the proposal with no concerns, 13 (52%) were from residents that did not support the proposal and 10 (40%) were from residents that supported the proposal, with expressed concerns.

The following table outlines the concerns and issues expressed in writing to Parkland Community Planning Services:

<b>Issue/Concern</b>	<b>No.</b>	<b>Response</b>
Increase in on-street parking	20	Referred to applicable City departments
Increase in vehicular traffic, congestion	14	Developer has provided traffic study which supports trip generations for a 100-unit development
Increase in overall neighbourhood density	12	Minimal increase in overall density (2.6%)
Development to contain less units	10	Number of units to be considered by Development Authority at development permit stage.
Inadequate street maintenance (i.e. snow removal)	10	Referred to applicable City departments
Preservation of wildlife and natural environment	9	Landscape design and vegetation retention would be evaluated by Recreation, Parks, & Culture at the development permit stage
Site to be used as different use (i.e. adult care facility)	5	Economics for alternate use of the site indicated non-viable by developer
Views obstructed by new development	3	
Site to remain as a historical site	3	Site/building presently not identified as historically significant; Archives to protect historical bell; bell tower proposed to be incorporated into new development
Provision of emergency access	1	Would be reviewed by Emergency Services at development permit stage

### *Density*

At the public meeting, concerns were raised in regards to overall neighbourhood density. The table below outlines various neighbourhoods within the city that accommodate similar housing types and that are of similar age. This information was collected from the City of Red Deer 2005 Census Report (June 2005).

<b>Neighbourhood</b>	<b>Year Established</b>	<b>Population</b>	<b>Area (ha)</b>	<b>Density (person/ha)</b>	<b>Dwelling Units</b>	<b>Units Per Hectare</b>
Highland Green	1977	4042	124	32.6	1703	13.73
Morrisroe Ext.	1979	1835	65	28.23	666	10.25
Normandeau	1975	3741	122	30.66	1504	12.33
Eastview Estates	1981	2520	65	35.49	914	14.06
Clearview	1979	2754	71	38.79	1134	15.97

Note: In 1995, the neighbourhood of Glendale demonstrated a density of 34.6 persons per hectare; however, as the 2005 census boundary differs from that of 1995, this neighbourhood was excluded from the above comparison in order to avoid any inaccuracies.

Highland Green may be categorized with the more dense neighbourhoods within the city, as the above neighbourhoods exemplify similar-age communities which profile similar densities.

The City of Red Deer does have policies which guide the density of new neighbourhoods; however, no policies exist for regulating density within older or existing neighbourhoods. The Red Deer Growing Smarter: Design Elements and Ideas for New Residential Neighbourhoods study recommends that existing neighbourhoods provide for a density of no more than 17.3 dwelling units per hectare if major utility infrastructure permits and if the applicable area structure plan permits, or is amended. Comparably, new neighbourhoods such as Johnstone Crossing or Inglewood, in accordance with The City's Neighbourhood Planning and Subdivision Guidelines and The City's Municipal Development Plan, are required to maintain an overall density ranging from 12.35 to 17.3 units per hectare.

Some community residents were not completely opposed to a density increase within the neighbourhood. These residents indicated the anticipated development, considering surrounding land uses and densities, may be more appropriate at a lesser density of units per hectare. It was indicated by residents that the subject site would appear "over-developed" with the anticipated 70-unit development.

The adjacent Montfort Heights condominium development, zoned DC(7) District, houses a density of 45 units per hectare (57 units on 1.261 ha), while the adjacent Village Park Estates, zoned R2-D26 District, houses a density of 26 units per hectare (19 units on 0.715 ha). The Wedgewood Apartment complex, zoned R3-D88 District, houses a density of 88 units per hectare (183 units on 2.077 ha). The anticipated development of 70 units on the Convent site would house a density of 92 units per hectare (70 units on 0.765 ha).

### *Traffic*

Residents expressed concerns regarding additional vehicular traffic which would be generated by any new development. Primary concerns focused on the added number of vehicle trips along Hermary Street and Hallgren Avenue. Additionally, concern was raised to the possible congestion of vehicles within the 52 Avenue - 61 Street intersection.

The developer has provided a traffic impact assessment (TIA) by ISL Group. The TIA investigates the possibility of a 100-unit development. The ISL study indicates that the potential additional traffic generated would be minimal. It indicates that up to 80 trips/day could be added to the existing 3450 trips/day along Hermary Street and up to 290 trips/day could be added to the existing 1500 trips/day along 62 Street. The TIA therefore anticipates an increase of 2.3% to 19% along these streets.

A few concerns were directed at the provision of an alternate access to the subject site. It was speculated whether the anticipated development is to be or should be provided with another point of access in the case of an emergency. Upon referral to City Emergency Services, the department indicated that emergency access to the site would be reviewed when the anticipated development is evaluated for development permit approval.

### *On-Street Parking*

Comments were made regarding the amount of vehicles which are continuously parked along area streets. For the most part, these parked vehicles are associated with the Wedgewood Apartments and the Catholic School Board offices. Residents raised concerns regarding on-street parking with respect to vehicle and pedestrian safety and attributing to traffic congestion.

Suggestions were submitted by residents to eliminate all or part of the existing on-street parking within the immediate area of the subject site. These concerns have been forwarded to the applicable City departments. In conjunction, discontentment was expressed regarding the lack of snow removal within the cul-de-sac south of 62 Street.

The anticipated development would provide all of its required parking on site within an underground parkade and 14 visitor spaces provided above ground.

### *Environmental*

Two primary geo-environmental issues were raised during public consultation – potential impacts on the river valley slope and potential impacts of adjacent closed landfills. Slope-related concerns included soil stability, loss of vegetation, and disruption of wildlife. Landfill issues were related to health and safety concerns.

The developer has submitted a report by Parkland Geotechnical Consulting, which includes a Phase II Environmental Assessment completed by AMEC Earth & Environmental in January 2005. The geotechnical report outlines a preliminary slope assessment and an environmental risk assessment for the site.

Considering the existing soil structure of the adjacent slope, the anticipated development with the underground parkade would require an approximate setback of 8 to 15 metres from the crest of the slope. In the event that an underground parkade is not provided, a setback distance greater than 15 metres would be required, as the parkade would provide stabilization of the slope.

The former Montfort landfill is located approximately 2.5 to 3.0 metres beneath the adjacent sports fields. This landfill was used for approximately two years during the mid 1960's and then capped. Testing of soil conditions on the subject site indicate no evidence of leachate or methane. This is partially attributed to the lack of low permeability of the landfill cap, which assists in allowing for the venting of any gases created by the landfill – meaning any gases are more likely to travel vertically than laterally. The developer has indicated that the anticipated development would house an alarm system within the vented underground parking to monitor any trace levels of methane.

As mentioned, prior to development permit approval, any proposed development would require a waiver from Alberta Environment for relaxation of the required minimum setback distance of 300 metres. The David Thompson Health Region was referred to and it recommended that the anticipated development establish a methane-monitoring program and that all conditions required by Alberta Environment be met. Recently, an additional landfill has been discovered adjacent to Gaetz Avenue east of the subject site. According to the Archives, this smaller, dry waste site was used during the 1930's. As well, this landfill is situated within the required 300-metre setback distance and therefore relaxation for this distance would also be required.

### *Site Use*

Questions were raised as to whether the existing use could remain, or, if a similar use could continue. The developer indicated that the mere economics of the site would not allow for the continuation of a similarly-intense use and that a more intense/higher density use needs to be considered.

Comments were directed at the historical significance of the site and existing building. More specifically, residents indicated preference to preserve architectural features, such as the Convent's bell tower. The developer indicated that the anticipated development would incorporate the bell tower into the proposed site plan. Since the public meeting, it has been learned that The City Museum has assumed ownership of the bell; however, such items as architectural features and site planning would be addressed at the development permit stage.

### **Department Referral**

The following City departments were provided with referral for comments:

- Community Services
- Development Services
- Recreation, Parks & Culture Department
- Public Works Department
- Engineering Services
- Transit Department
- Electric Light & Power Department
- Land & Economic Development Department
- Social Planning Department
- Emergency Services

The majority of the departmental responses directly addressed the anticipated development. These comments and recommendations reflected building and siting issues that would be further evaluated at any development permit approval stage.

In regards to the proposed amendments, Engineering Services indicated that the traffic study completed for the site is satisfactory to the Department and that no capacity problems are anticipated to area roadways. In conjunction, City Transit has expressed that transit service would not be altered to accommodate any development of the site. Emergency Services indicated that the site would be evaluated for alternate site access and access to the natural area prior to any development of the site.

Social Planning provided comment that the Department recommends the subject lands to remain within its current Public Service (PS) District, considering the current lack of PS zoning within existing neighbourhoods and the availability of lands for public service use.

### **Planning Analysis**

The proposed amendments to the NASP and Land Use Bylaw would allow for consideration of multiple-unit residential development. Multiple-unit residential development would be similar to that of the existing surrounding uses; however, specific development of the subject site would be considered at the development permit approval stage.

As a density greater than 35 units per hectare would be proposed, the anticipated development would be deemed a discretionary use within the R3 district, and therefore, the development permit application would be submitted to the Municipal Planning Commission (MPC) for consideration. At this stage, the MPC may determine the appropriate density, site layout and architectural compatibility of the development, as well as LUB compliance.

If the anticipated development density is deemed appropriate to the Development Authority, the subject site would house a density of 92 units per hectare. The surrounding multiple-unit developments range from 26 units to 88 units per hectare. Visual impacts and scale of the anticipated building/development would be minimized by the provision of underground parking and maximum allowable retention of existing vegetation. As well, post-construction landscaping would be required to provide for appropriate beautification and screening upon the site.

Based on a 70-unit development, a population increase of 105 persons is projected. Due to the probable floor area of the individual residential units, a 1.5 persons per unit factor is used, rather than Highland Green's current factor of 2.37 persons per unit. This increase, outlined in the table below, would result in an estimated overall neighbourhood population of 4147 persons, with an overall density of 33.39 persons per hectare and 14.3 units per hectare.

<b>Scenario</b>	<b>Population</b>	<b>Area (ha)</b>	<b>Density (person/ha)</b>	<b>Dwelling Units</b>	<b>Units Per Hectare</b>
Existing Highland Green Community	4042	124	32.60	1703	13.73
Proposed Highland Green Community	4147	124	33.39	1773	14.30

The anticipated 70-unit development would result in a 2.6% population increase and a 4.2% increase in density (units per hectare).

The Highland Green neighbourhood would continue to provide 25% of its area in the form of public open space.

In regards to the proximity of the existing closed landfills, it is anticipated that these landfills would not have any adverse impacts on the subject site. Considering the surrounding existing residential uses and the supporting geotechnical report, it is anticipated that the appropriate waivers would be received from Alberta Environment in order to allow for residential development within the required 300-metre setback distance.

Upon completion of the draft amendment to the Highland Green Outline Plan, the plan was referred to the Community Association and, subsequently, a meeting was conducted by PCPS for discussion. This meeting was attended by the developer and nine members of the Highland Green Estates area, including representation of the Highland Green Community Association. The community members strongly opposed the proposed amendment, considering the anticipated development. Concerns were based on the proposed density increase and the increase of vehicular traffic within the immediate area of the St. Joseph's Convent site.

The Community Association expressed concern regarding the population and neighbourhood calculations used within the draft NASP. It is felt that these figures did not accurately reflect the

Estates portion of the neighbourhood, as it was indicated by the Association that it is not associated with that portion of Highland Green not contained within the NASP area (west of 59<sup>th</sup> Avenue). PCPS explained that the identical methodology for these calculations was used as in the initial Outline Plan, in accordance with the 1995 Community Profile and the current City census results.

The Community Association does not support the number of residential units which would be constructed within the anticipated development. A major reason for this opposition is the additional generation of vehicular trips along an “already congested and poorly-maintained roadway”, as on-street parking and “inadequate” snow removal was referred to.

Periodically, a specific density cap may be imposed upon a site through a NASP and/or the LUB. Typically, these caps are applied within new neighbourhood area structure plans to ensure that proposed densities are not exceeded as the neighbourhood progresses. No density cap is recommended for the proposed Highland Green amendments. As the neighbourhood is existing, any development proposal upon the subject site would be considered as redevelopment. It is therefore recommended that any development proposal be evaluated on an application-specific basis.

The submitted traffic impact assessment indicates that the existing area roadways could support the traffic generation of an additional 100 residential units. This study was considered satisfactory to the City’s Engineering Department. It is recommended that the appropriate City department revisit the existing on-street parking allowances within the subject area and perhaps pursue the removal of such allowances, as warranted, to minimize the possibility of traffic congestion.

The proposed amendment would provide for infill development possibilities which would allow for the consideration of development compatible with surrounding residential uses. The supporting traffic and geotechnical studies support such uses. No adverse land use planning impacts are anticipated. Issues regarding non-planning issues, such as street maintenance and traffic bylaws, may be addressed through other means by the applicable City departments. Considering the above analysis, Parkland Community Planning Services supports the proposed amendment to the Highland Green NASP and recommends that the subject site be considered for multiple-unit residential development.

### **Municipal Planning Commission Recommendation**

The proposed Highland Green NASP amendment was presented by Parkland Community Planning Services to The City of Red Deer Municipal Planning Commission (MPC) at its September 26, 2005 meeting. MPC concurred with the proposed amendment to the NASP and recommended that City Council proceed with first reading of Neighbourhood Area Structure Plan Amendment Bylaw No. 3217/F-2005.

### **Recommendation**

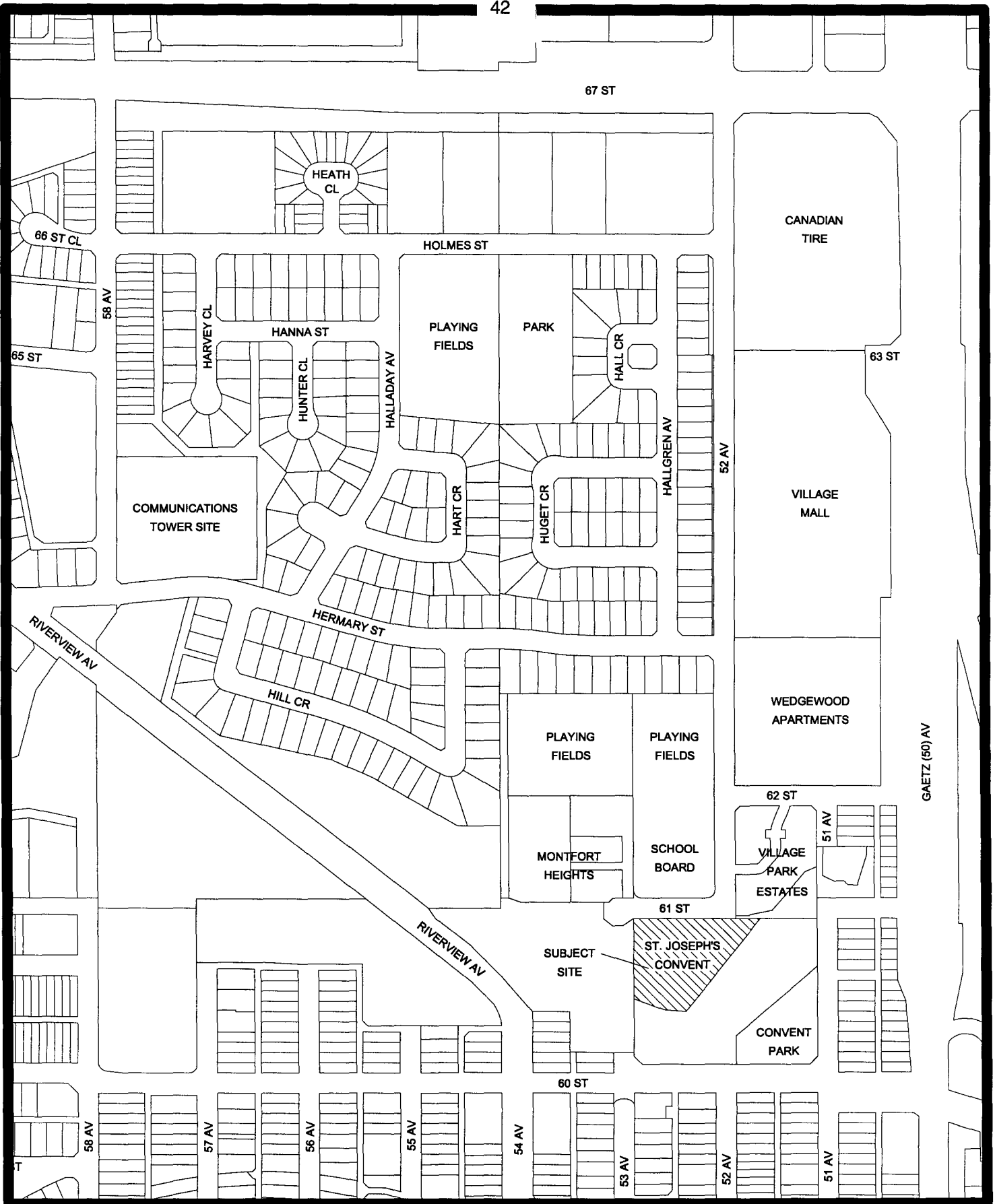
It is recommended that City Council proceed with first reading of Neighbourhood Area Structure Plan Amendment Bylaw No. 3217/F-2005 to amend the Highland Green NASP and first reading of Land Use Bylaw Amendment No. 3156/EE-2005 to rezone the subject lands from PS Public Service (Institutional and Governmental) District to R-3 Residential (Multiple Family) District.



Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Martin Kvapil', written over a horizontal line.

Martin Kvapil  
PLANNING ASSISTANT



ST. JOSEPH'S CONVENT SITE

AUGUST 2005



MAP 1



Legislative & Administrative Services

**Date:** September 26, 2005  
**To:** Kelly Kloss, Legislative & Administrative Services Manager  
**From:** Municipal Planning Commission  
**Re:** **Highland West Developments Ltd.**  
**Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/F-2005**

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At the September 26, 2005 Municipal Planning Commission meeting members considered a proposal, on behalf of Highland West Developments Ltd., to amend the Highland Green Outline Plan. This amendment is being proposed concurrently with an amend the Neighbourhood Area Structure Plan and the Land Use Bylaw in order to pursue a seventy (70) unit residential condominium building on the existing St. Joseph's Convent site which contains 0.765 hectares (1.89 acres) and is situated upon the north hill escarpment within the south easterly portion of the Highland Green neighbourhood.

**"Resolved** that the Municipal Planning Commission having considered the report from the Planning Assistant from Parkland Community Planning Services dated August 31, 2005 re: Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/F-2005, herby agree concur with said report and recommend to Council of the City of Red Deer proceed with the first reading of the Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/F-2005 to amend the Highland Green Neighbourhood Area Structure Plan."

The above is submitted for Council's consideration.

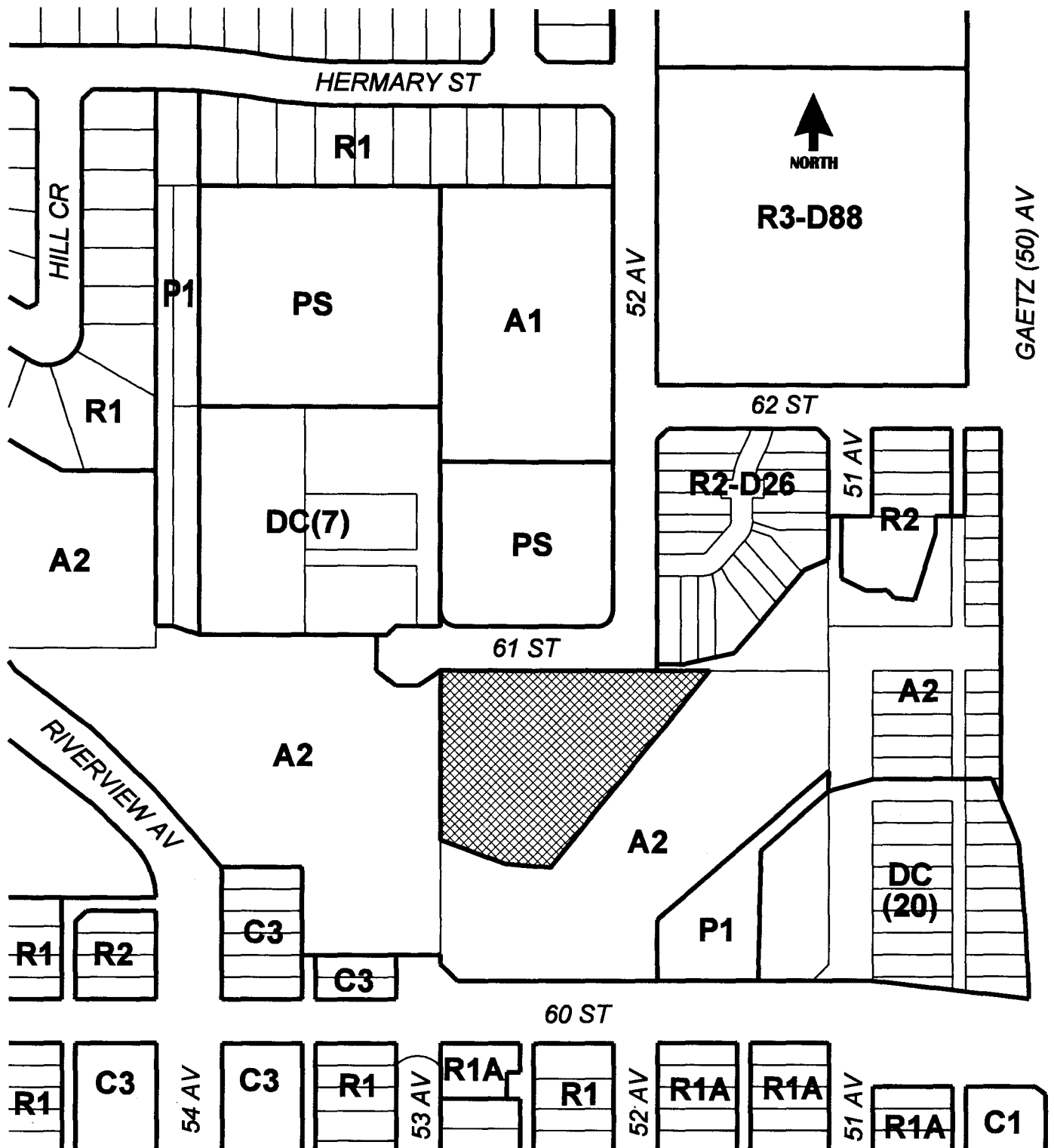
A handwritten signature in cursive script that reads 'Morris Flewwelling'.

Mayor Morris Flewwelling  
Chairperson, Municipal Planning Commission

/lk

c Martin Kvapil, Parkland Community Planning Services

# The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



## AFFECTED DISTRICTS:

PS - Public Service (Institutional or Governmental)

R3 - Residential (Multiple Family)

Change from :

PS to R3 

MAP No. 27 / 2005

BYLAW No. 3156 / EE - 2005

*Comments:*

We recommend that City Council give first reading to the two bylaw amendments. Public Hearings would be held on Monday, November 7, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

In addition, the City Manager met with representatives of the Highland Green Community Association on Monday, October 3, 2005. The representatives raised several issues of concern that the City Manager will be following up with planning staff in the next two weeks. It will be the intent of the City Manager to report the outcome of these discussions to City Council prior to the Public Hearings. As is normal practice, the Community Association will also have the opportunity to speak to any issues at the Public Hearings scheduled for Monday, November 7, 2005 at 7:00 p.m.

"Morris Flewwelling"  
Mayor

"Norbert Van Wyk"  
City Manager

**Legislative & Administrative Services**

**DATE:** October 12, 2005

**TO:** Martin Kvapil, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Neighbourhood Area Structure Plan Bylaw Amendment 3217/F-2005  
Land Use Bylaw Amendment 3156/EE-2005  
Lot A, Block 22, Plan 792 1058  
5213 – 61 Street  
Highland Green Neighbourhood, Highland West Developments Ltd.

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***Reference Report:***

Parkland Community Planning Services, dated September 27, 2005

***Bylaw Readings:***

Neighbourhood Area Structure Plan Bylaw Amendment 3217/F-2005 and Land Use Bylaw Amendment 3156/EE-2005 were given first reading. Copies of the bylaws are attached.

***Report Back to Council:*** Yes

Public Hearings will be held on Monday, November 7, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

***Comments/Further Action:***

- 1) Neighbourhood Area Structure Plan Bylaw Amendment 3217/F-2005 and Land Use Bylaw Amendment 3156/EE-2005 provide for the rezoning of approximately 0.765 hectares, (1.89 acres) from PS Public Service (Institutional and Governmental) District to R-3 Residential (Multiple Family) District. This will allow the development of a 70-unit residential condominium building proposed for the site where St. Joseph's Convent currently exists at 5213 – 61 Street.
- 2) This office will now proceed with the advertising for a Public Hearing. Highland Green West Developments Ltd. will be responsible for the advertising costs in this instance.

- 3) Requests were made by Councillors that additional information be provided as follows:
- a) What could be developed on the site if the zoning remained Public Service.
  - b) Is the developer open to other types of development on this site at a lower density level.
  - c) What is The City's policy or practice relative to infill development.
  - d) Information based on the City Manager's discussion with the Community Association.



Kelly Kloss  
Manager

/chk

/attach.

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



**BYLAW NO. 3217/F-2005**

Being a bylaw to amend Bylaw No. 3217/98, the bylaw adopting the Highland Green Outline Plan 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 replacing the Highland Green Outline Plan in its entirety with the attached Highland Green Neighbourhood Area Structure Plan.

READ A FIRST TIME IN OPEN COUNCIL this 11<sup>th</sup> day of October 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

\_\_\_\_\_  
MAYOR

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

# Highland Green

## Neighbourhood Area Structure Plan

City of Red Deer / Parkland Community Planning Services

Adopted by City Council, March 10, 1997  
Amended March 24, 1997

## **1.0 Authorization**

At their meeting of May 8, 1995, Red Deer City Council authorized the preparation of an outline plan to look at land use and development issues in the Highland Green Estates Neighbourhood. This neighbourhood is defined as east of 59<sup>th</sup> Avenue, north of the escarpment, west of Gaetz Avenue, and south of 67<sup>th</sup> Street (Figure #1). The primary purpose of the plan was to define acceptable land uses for the undeveloped sites within the Highland Green Estates neighbourhood. Other issues which have surfaced during the planning process have been addressed as they have arisen, or alternately are addressed through this plan.

## **2.0 Process**

In order to prepare the original outline plan (1997), all of the owners of vacant parcels as well as a committee of Highland Green residents (selected by the residents) were invited to four meetings. Through these meetings, the issues were identified, discussed and recommendations made. Most of the issues were resolved through consensus between respective owners and the neighbourhood.

In May 2005, an application was presented to amend the Outline Plan. As part of this process, the Outline Plan was re-titled as the Highland Green Neighbourhood Area Structure Plan (NASP), in accordance with Neighbourhood Area Structure Plan Bylaw No. 3217/98. A public meeting was conducted for presentation and discussion regarding this amendment.

## **3.0 History**

The Highland Green neighbourhood was originally part of the village of North Red Deer. The neighbourhood was annexed into the city in 1957. A substantial part of the neighbourhood was redeveloped in the late 1970's and early 1980's. In the late 1980's, and through the 1990's, development continued in the neighbourhood, albeit at a slower pace. The neighbourhood contains several undeveloped parcels. Through recent years, various types of development have been proposed upon these parcels.

In 1999, the Montfort Height condominium development, containing 57 units, was completed.

In 2005, the St. Joseph's Convent site became available for purchase. The NASP was then amended for the purpose of allowing for the consideration of multiple-unit residential development upon the site.

## **4.0 Characteristics of the Neighbourhood**

Highland Green is considered a mature community with a stable residential population demonstrating a diverse housing mix and occupancy profile.

The community in the past has been described as being somewhat transient in nature and continues to show residency of less than 5 years by residents of higher density forms of housing.

Recent census records indicate very minor population fluctuations between 4,095 persons (2004) and 4,042 persons (2005). Household size demonstrates a slight decline in average size - 2.63 persons per dwelling unit (1995) to 2.37 persons per dwelling unit in 2005. The community's population is set within an area of 124 hectares, thus creating a density of 32.6 persons per hectare.

Approximately 25% of the Highland Green community is comprised of public parks and open space.

The plan supports development or redevelopment that will improve the balance of owner occupied dwelling units over rental dwelling units and improve the stability of residency within the neighbourhood.

## **5.0 Land Issues Related to Vacant Parcels in the Neighbourhood**

At the outset of the original planning process in the Highland Green neighbourhood, there were five parcels identified.

At the time of the original plan review, the St. Joseph's Convent site was not included as a potential redevelopment area. In 2005, the St. Joseph's Convent site was included within the scope of the plan.

The following redevelopment sites are identified on Figure 1:

### **5.1 Telus Site**

This 1.97-hectare site is located at the northeast corner of 58<sup>th</sup> Avenue and Hermary Street. Communications towers are located on the site. The site is currently zoned A1 (Future Urban Development) District within the Land Use Bylaw.

The neighbourhood would like to see the site remain in its current use. Discussions with Telus Real Estate Planning and Administration indicated that the site will be maintained as a transmission tower site for a minimum of five (5) years and potentially for a period well beyond that time. Should the site be redeveloped, the neighbourhood had indicated that they would like to have the site redeveloped for single family housing. They had indicated that they would like the housing to be of a similar quality to the houses located to the east of the site. Discussions with Telus confirmed that they had no objections to the site being designated for single family housing provided it would not impede their ability to move communications towers in or out of the site. Both the City Parks Department and the neighbourhood would like to preserve some of the trees on the site. Since this initial neighbourhood recommendation, the newly-formed community association had completed a survey in the neighbourhood which suggested that the site be designated as a park.

The Telus site is designated for single family housing within the NASP. Any development proposal should include provisions to preserve as many trees as possible within the context of the development plan. The NASP also supports the creation of a park on the property if terms acceptable to The City can be reached.

## 5.2 Belzerowski Site

This 0.18-hectare site is located on 51<sup>st</sup> Avenue south of 62<sup>nd</sup> Street. The site extends over the escarpment. Part of the site is designated A2 Environmental Preservation District and the other part of the site is designated R2 Residential (Medium Density) District to permit an 8-unit development. The City will not allow any development on the A2 designated portion of the site.

The neighbourhood was opposed to the development of eight units on the site. They requested a lower density development on the site. The developer was unable to market the parcel for an 8-unit development and was willing to consider alternate forms of lower density development. A proposal was agreed upon between City departments, the developer and the community wherein the site would be developed to a maximum of 4 units. As part of this proposal, the owner agreed to transfer all of the A2-zoned land to The City in return for a portion of the road right of way located west of the property. This land exchange created a larger development site. The landowner had no objection to the rezoning of the site to allow a maximum of four units. These units have been completed.

## 5.3 École St. Louis de Montfort Site (Catholic School Board Offices)

The 1.59-hectare Ecole St. Louis de Montfort site is located at the corner of 61st Street and 52nd Avenue. The site consists of the Red Deer Regional Catholic School Board offices and playing fields located north of the offices. The playing fields are located on the site of a former landfill. The School Board offices are zoned PS (Public Service) District, while the playing fields are zoned A1 (Future Urban Development) District. The neighbourhood prefers a uniform zoning on the site. At some point, the School Board may wish to sell the site and would like to have the NASP clarify any future development. The School Board initially indicated that they would like to have the flexibility to sell the site for single family, semi-detached, seniors development similar to the Village Park Estates development or for townhouse development. The neighbourhood agreed with all of the proposed uses with the exception of townhouse development. They suggested adding a seniors centre or health centre to the list of uses permitted through the NASP.

The neighbourhood would like to retain the playing fields located on the north side of the site. In view of the restrictions associated with the development of the former landfill site, it is unlikely that this site would be sold for development purposes in the foreseeable future. Any subdivision or development on the south site (School Board offices) would however be subject to the review and approval of Alberta Environment and the David Thompson Health Authority because of the proximity of the site to a former landfill. Off-site and boundary improvement charges would be assessed only when and if the parcel is subdivided into smaller parcels.

The entire site is designated for PS use within the Land Use Bylaw. A seniors centre, health or fitness centre or other public service use in the existing building, park, single family housing, duplex or seniors housing, (single family duplex or townhouse – similar to Village Park Estates) could be considered on the southern portion of the site if the site is no longer required for current purposes, providing Alberta Environment and the David Thompson Health Authority have no objections to development of the site. The north portion of the site would remain in park use.

#### 5.4 Montfort Heights Site

This site consists of the former Knights of Columbus site and Boomer/Carfantan property, as identified in the original plan. As well, road and lane closures were completed as part of this site.

The south portion of the combined site, containing approximately 1.26 hectares, was developed in 1999 (approved in 1997) for residential purposes. The north portion of the site is leased by The City for parks and recreational purposes, as it is contained upon a former landfill site.

The residential portion, is zoned DC (7) Direct Control District within the Land Use Bylaw and presently contains a multiple-unit residential development. This development consists of 57 units – 2 duplexes (4 units) and an apartment complex (53 units). The apartment stands at a height of 4 ½ storeys. The development is an adult condominium marketed to senior citizens with all units being owner-occupied.

The neighbourhood had no objections to a development at the south end of the site. The neighbourhood was strongly supportive of a seniors-oriented condominium which is oriented to home ownership. The Community Association had indicated however, that the neighbourhood was opposed to any development over two storeys.

The south portion of these lands was specifically-zoned within the Land Use Bylaw in order to restrict, among other things, the units per hectare density upon this portion.

#### 5.5 St. Joseph's Convent Site

The St. Joseph's Convent site, containing 0.765 hectares, is located on 61<sup>st</sup> Street near the edge of the river valley escarpment and on the periphery of the Highland Green Community.

At the time of the original plan review, the St. Joseph's Convent site was considered a stable use with little likelihood of change or redevelopment. As a result, these lands were not referenced in the original Highland Green Outline Plan as a possible redevelopment site.

Prior to the 2005 amendment, the site was zoned PS (Public Service) within The City's Land Use Bylaw and was actively used as a convent. With a trend of

declining residency, the order responsible for the site, the Filles de la Sagesse, decided to sell the property. Alternate uses within the PS district included recreation facilities, social care facilities, rehabilitation and corrective centres, and private clubs and organizations.

The property holds an array of mature landscaping, predominantly around the perimeter of the site. St. Joseph's convent is located within 300 metres of a former City of Red Deer landfill site beneath the playing fields on 52<sup>nd</sup> Avenue. Should the site be redeveloped or subdivided, a waiver would be required from Alberta Environment. Due to the location near the escarpment, soils/slope stability must be reviewed consistent with City of Red Deer requirements should redevelopment occur.

Redevelopment and site planning should be sensitive to retaining perimeter landscaping, where possible, and should demonstrate quality architectural solutions. Traffic and on-street parking patterns are a broad source of concern for the community. Any proposed redevelopment should ensure that increased traffic flows are within accepted professional standards for the road structure. Parking should be contained on-site. It may be necessary to place parking below ground in order to preserve the evident natural landscape qualities of the site.

Any rezoning of the site should promote long term residency through ownership in order to increase positive community use, offset the trend of rental properties, and decrease the transient/short-term pattern of residents. In the event that the current use as a convent is no longer viable, residential uses will be considered which are consistent with the adjacent land uses. In consideration of adjacent land uses (existing and contemplated), multiple-unit R2 or R3 land uses shall be considered as compatible. Residential development should encourage owner-occupied condominium environments.

## **6.0 Density**

In keeping with emerging sustainable community practices to best utilize land and infrastructure, The City of Red Deer has adopted a Smart Growth Policy for development of new neighbourhoods. The Smart Growth Policy has set minimum density targets of 14.8 dwelling units per hectare.

Utilizing 2005 census records, the Highland Green Community is built to a density of approximately 13.73 units per hectare. Comparable communities (housing types and age) such as Normandeau, Clearview, and Morrisroe Extension demonstrate similar densities. Redevelopment of the St. Joseph's Convent site under an R3 zoning with a maximum of 70 residential units would increase the density of the Highland Green Community to approximately 14.3 dwelling units per hectare.

While the Smart Growth Policy has direct application to new communities, the intent should be linked to older communities and consider redevelopment to comparable density levels. Redevelopment within the plan area should strive to provide stable ownership, with long-term residents supportive of neighbourhood use and community values.



Higher densities may be considered where it can be demonstrated that redevelopment is compatible with adjacent land uses and consistent with general density targets identified by the Smart Growth Policy.

## **7.0 Traffic-Related Issues**

While a number of specific issues related to traffic were resolved during the initial plan preparation, the neighbourhood continues to have a concern about traffic volumes on Hermary Street and Hallgren Avenue, specifically as it relates to traffic from other neighbourhoods using this route as a shortcut. The community would not support the creation of any additional public roadways within the NASP, including further development of 52 Avenue adjacent to the Village Mall commercial lands.

Continued concerns are expressed from the community regarding the on-street parking of vehicles. Existing parking conditions have caused concern with traffic congestion and pedestrian safety. The Community Association would deal with these issues separately from this plan. The Engineering Department has committed to working with the neighbourhood to determine solutions.

## **8.0 Electric, Light and Power Issues**

Residents of Village Park Estates asked whether the power line on the east side of the property would be placed underground eventually. They also asked whether a streetlight could be installed at the entrance to the subdivision (there was a pole at the entrance but no light).

The Electric Light and Power Department has upgraded the street lighting as requested. The power line is intended to remain as an above ground power line.

## **9.0 Recreation, Parks and Culture Issues**

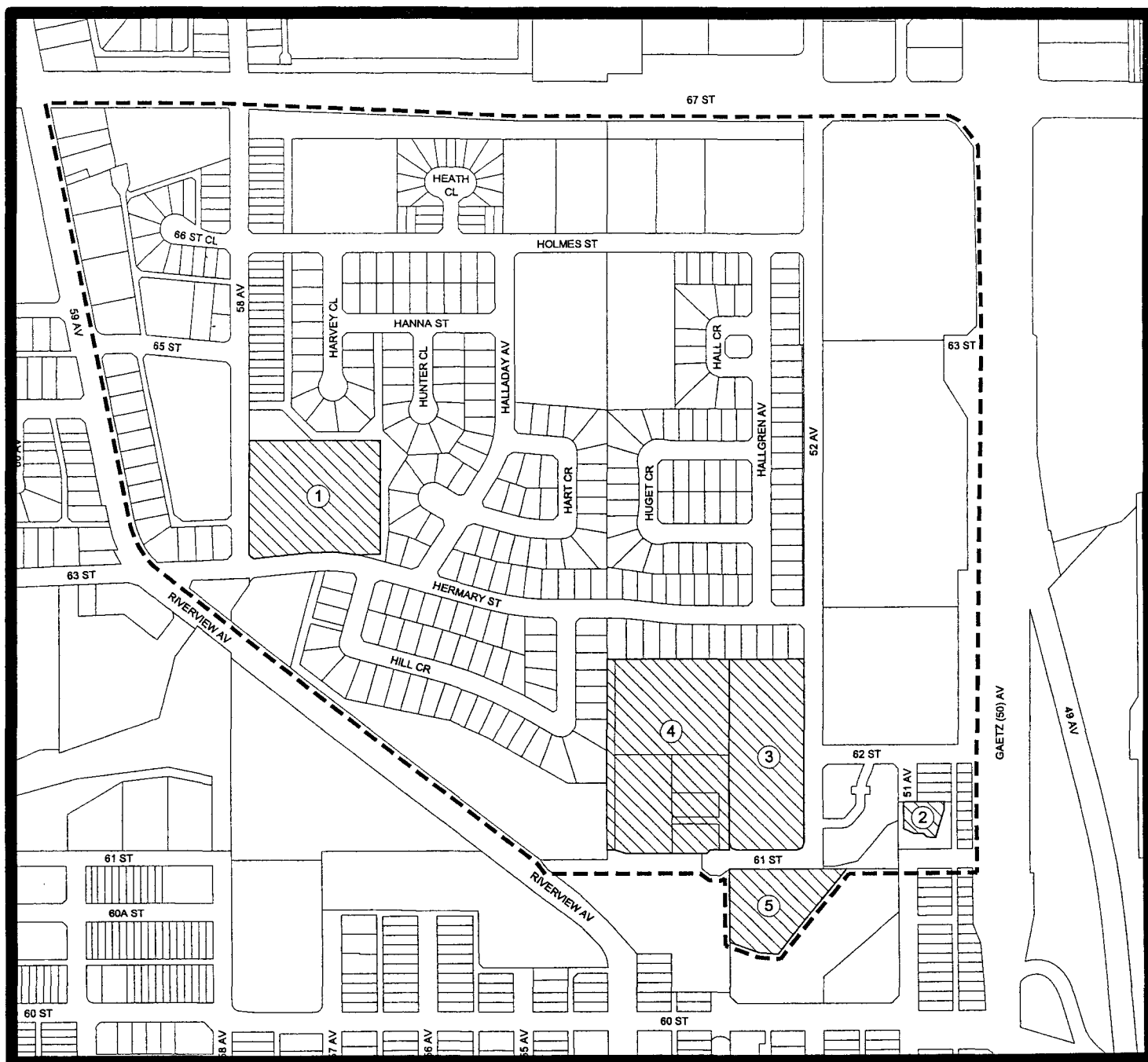
A number of issues related to landscaping and park maintenance surfaced during the 1997 planning process. Most of these issues which included tree planting behind the Village Mall and trail maintenance were addressed during this process. Two issues are not yet implemented and are listed below:

The Bicycle Master Plan indicates that trails will be built on the escarpment connecting to the trail system leading to Bower Ponds.

The recreation levy generated from development in the area should be used to complete the trail system. The specific location of the trail should be based upon neighbourhood input.

## **10.0 Conclusion**

The intent of the preparation of the NASP was not necessarily to satisfy all parties involved, but rather to resolve as many planning issues as possible and to provide a clear direction in terms of future land use. The approach was to consider possible development which would be complementary to and enhance the existing neighbourhood. This plan is intended to guide all future land use on the sites identified and therefore reduce, or eliminate, land use and development-related conflicts which have occurred in the past.



## HIGHLAND GREEN NEIGHBOURHOOD AREA STRUCTURE PLAN



FIGURE 1 - REDEVELOPMENT AREAS

- ■ ■ Plan Area (65 ha)
- ① Telus Site
- ② Belzerwoski Site
- ③ Ecole St. Louis Montfort Site (Catholic School Board Offices)
- ④ Montfort Heights Site
- ⑤ St. Joseph's Convent Site

**BYLAW NO. 3156/EE-2005**

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 F10" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 27/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 11<sup>th</sup> day of October 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

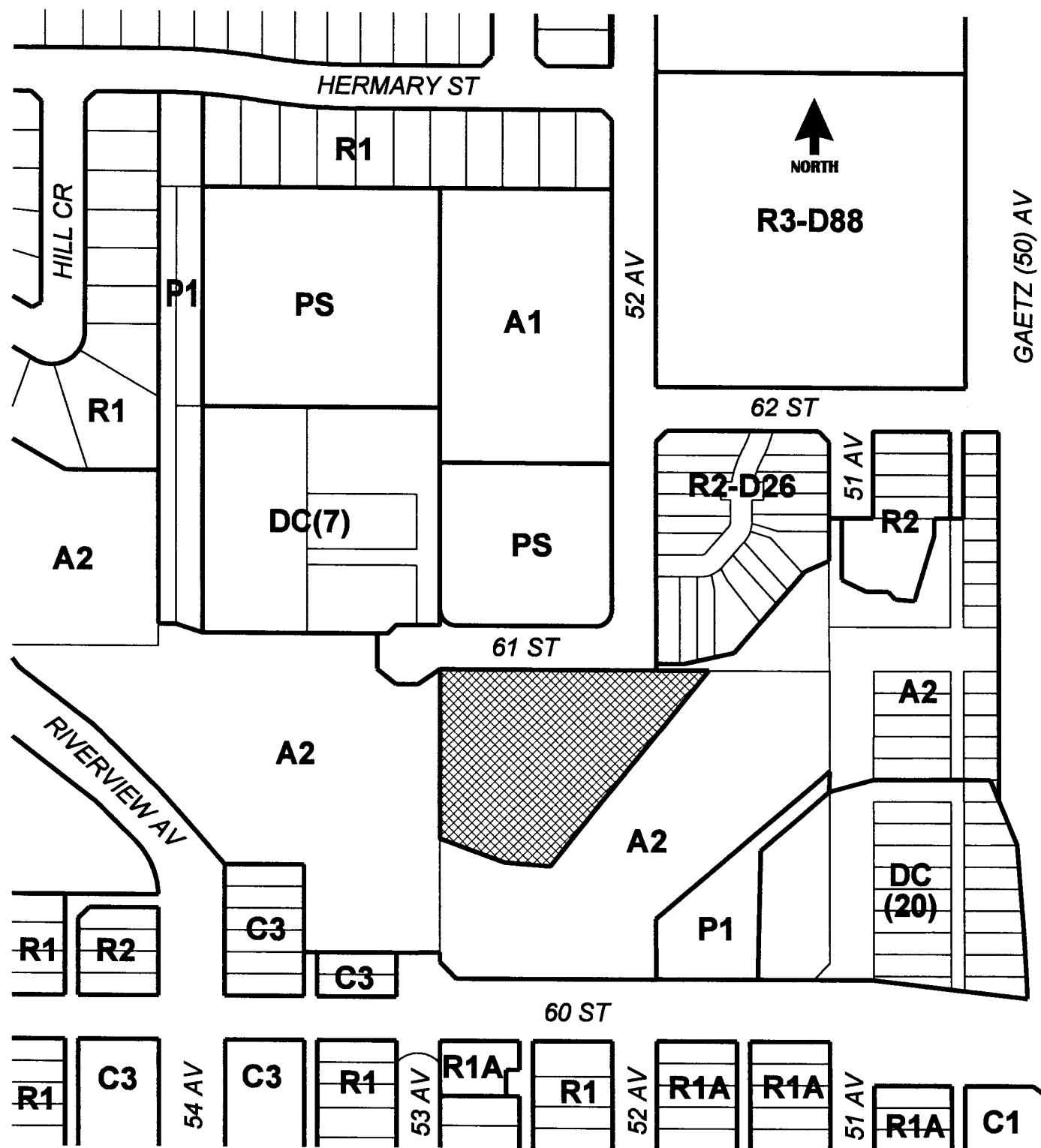
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

\_\_\_\_\_  
MAYOR

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

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



## AFFECTED DISTRICTS:

PS - Public Service (Institutional or Governmental)

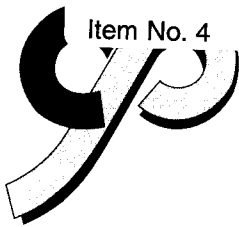
R3 - Residential (Multiple Family)

Change from :

PS to R3 

MAP No. 27 / 2005

BYLAW No. 3156 / EE - 2005



**Date:** September 30, 2005

**To:** Kelly Kloss, Legislative and Administrative Services Manager

**From:** Emily Damberger, Planner  
Parkland Community Planning Services

**Re:** **Municipal Designation of Historic Buildings:  
Bylaw 3352/2005 and Land Use Bylaw Amendment 3156/JJ-2005**

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### **Designation Request**

The City of Red Deer has received a request from the land owners to designate the Scott Residence at 4743 – 56 Street (Lot 20, Block A, Plan K1) as a municipal historic resource. This request was considered at the September 21, 2005 Heritage Preservation Committee and received full support.

The residence is privately owned by Graeme Leadbeater and Shannon MacDonald. Based on the historic significance of the property, Parkland Community Planning Services is recommending support of the designation request.

The following report will explain the historical significance of the subject property, the types of historical designations, detail the implications and benefits of designation, outline the process for designation, and present the planning staff recommendation.

### **Historical Significance and Background**

The Scott residence will be a historically significant addition to The City of Red Deer's municipally designated buildings. The residence is located on 56 Street, "Son-in-law-Row", the street bearing this name due to the prominent historic Red Deer pioneer, Leonard Gaetz, providing houses on this street as wedding gifts to his children. 56 Street currently has four other residences that are identified as historically significant and one being designated as a municipal historic resource through the Land Use Bylaw. Designation of this residence would provide additional protection to the character of this historic street in Red Deer.

Constructed in 1912, the ninety-three year old residence meets heritage designation criteria by being one of the oldest residences in Red Deer and a well preserved example of the early 20<sup>th</sup> century Edwardian architectural style. The proposed designation is intended only for the external appearance of the residence.

The residence at 4743 - 56 Street was built in 1912 by W.D. Scott, a local contractor. Following construction the home had many owners. The subsequent owners were:

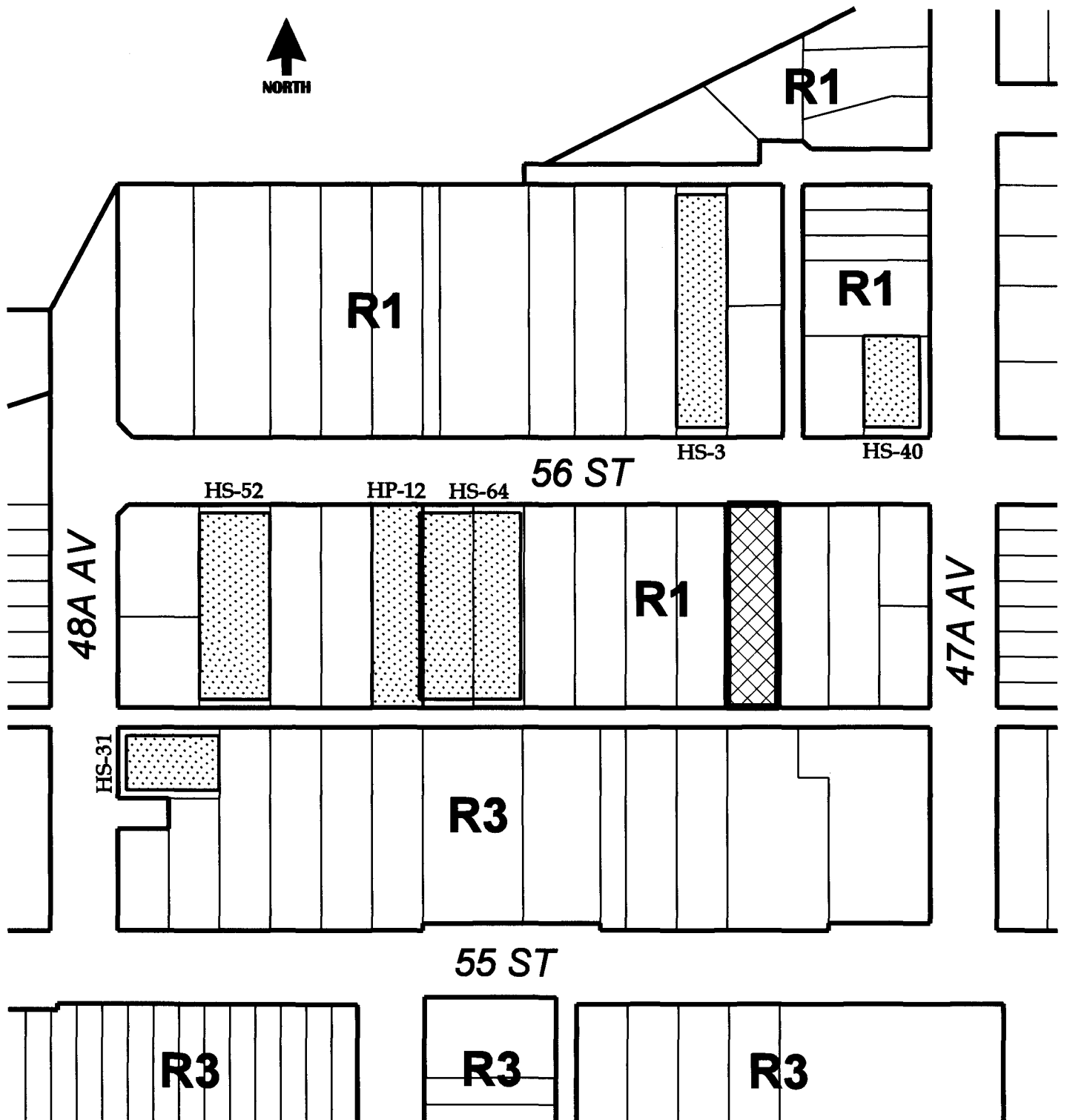
- Albert Maxwell (a banker) and Harry Munn in 1920 to 1929
- Ole Boode (a motor distributor) from 1929 to 1936
- Martha Shufeldt (married to R.F Shufeldt and ran a boarding house)
- guardian for the estate of Mrs. Shufeldt until 1945
- the Knox Presbyterian Church of Red Deer purchased the house as a residence for the church ministers including Rev. W.R. Bell, 1945 to 1965
- Eugene and Helena Bednard purchased the property in 1965 and lived there with their family until their deaths.
- Bednards two sons Gene and Roger Bednard until 2004
- 2004 current owners Graeme Leadbeater and Shannon MacDonald



Scott residence 2005



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



*Site to be Designated as:*

*A Historical Preservation Site - HP-15*



**AFFECTED DISTRICTS:**

*R1 - Residential (Low Density)*

MAP No. 32 / 2005  
BYLAW No. 3156 / JJ - 2005

### **Designation Categories**

There are currently four “levels” of designation of heritage sites in Red Deer, as explained in the following table:

<b>Designation</b>	<b>Authority</b>	<b>Legislation</b>	<b>Restrictions</b>	<b>Examples</b>
<b><i>Provincial</i></b>	Province	Historical Resources Act	No changes or alterations to the building without the consent of the Province.	-Old Court House -CPR Station - Parsons House
<b><i>Registered Resource</i></b>	Province	Historical Resources Act	Building owner must provide 90 days notice to the Province of intent to alter the property.	-North Cottage School -CPR Bridge
<b><i>Municipal Historic Resource</i></b>	City of Red Deer	Historical Resources Act	No changes or alterations to the building without the consent of City Council. Highest level of local designation.	-Michener Administration Building -Cronquist House -Parsons House
<b><i>Historic Significance</i></b>	City of Red Deer	Land Use Bylaw	45 day delay to demolition. No restrictions on building alterations or changes.	-Golden Circle -Dawe Residence -Gaetz Memorial United Church -Water Tower

### **Benefits of Designation**

#### **Potential Funding**

There are several benefits of municipal designation including increased funding opportunities, enhanced recognition, and additional preservation support.

Funding is available through Alberta Historic Resources for municipally designated heritage resources. Designated buildings may apply for matching funding of up to \$25,000.00 every five years, if the building is also on the Alberta Register of Historic Places. Local historic resources may apply for a one time grant of \$5,000.00.

#### **Recognition of Historic Buildings**

It is also expected that the municipal designation will facilitate advanced preservation advice and support from the Province and/or Federal Government. In addition, recognition of Red Deer’s municipally designated resources on provincial / Parks Canada web sites will have the benefit of promoting the City of Red Deer and its heritage resources.

### **Impact of Designation**

Designation of buildings as Municipal Historic Resources can have some impact on the property owner by restricting what can be done to the building and by placing emphasis on the long term protection of the building.

More specifically, as set out in the Historical Resources Act, Sections 26-28, designation as a Municipal Historic Resource prevents the destruction, disturbance, alteration, restoration or repair of the property or removal of any historical objects from the property unless there is written approval from City Council or its designated authority (Municipal Planning Commission).

Council (or MPC) may approve the changes, refuse permission, or may attach conditions it considers appropriate. This process, although thorough, does not prevent work from being completed on a property. It simply ensures that the work being undertaken reflects the historical significance of the building (for example, the Parsons House was designated as a Municipal Historic Resource in 1990, since that time substantial work has been completed on the building).

If approved, the Municipal Historic Resource designation is registered on the land title and noted in the Land Use Bylaw, all current and future owners are bound by the designation unless Council agrees to repeal the designation under Section 26(10).

### **Compensation**

Under the Act, only in cases where a municipal designation is proven to decrease the economic value of the building, structure, or land is the owner entitled to compensation from the municipality. This compensation may be provided by grant, tax relief or other means agreed upon.

The City of Red Deer Council Policy Manual contains the following policy:

“The historical designation of privately owned buildings shall be considered on a voluntary basis, subject to an indemnity agreement being entered into between the City and the owner, waiving possible compensation and further that the committee be authorized to approach private owners in this regard.”

The landowners will be required to enter into a compensation agreement which states that if the property value of the subject property were to decrease due to the historical designation The City would not be liable for any compensation. This agreement is currently being prepared by Parkland Community Planning Services and the City Solicitors together with the property owners and will be in place prior to final consideration of this designation by Council.

## **Process**

The process for designation of Municipal Historic Resources is set out in the Historical Resources Act, Sections 26-28. This process requires several steps including: notification of the property owner, consideration of a bylaw under the Historical Resources Act, provision of the bylaw (once adopted) to the owner, and registration on the land title.

In conferring with the City Solicitor it was determined that in order to meet the requirements under the Act, any one wishing to designate a site as a municipal historic resource must:

1. Provide a written request to the City Clerk requesting Council pass a bylaw declaring certain site(s) municipal historic resources.
2. The request should also outline the background and rationale for the designation and the implications of the designation on future development, use or sale of the site(s).

Note: By way of their letter to Parkland Community Planning Services, the landowners have met this requirement.

3. When the request is forwarded to Council, Council should be asked to pass a resolution that indicates the intention to pass such a bylaw and notify the owner. This notification should be sent by registered mail or hand delivered to the owner. The resolution should also indicate that public notice be advertised and that 60 days after such notice has been circulated, a proposed bylaw be brought back for consideration by Council.
4. The intention to declare the municipal historic resource should be advertised in the newspaper.
5. After the 60 days, the draft bylaw together with all comments can be presented for consideration by Council.
6. Once the bylaw is passed, a copy of the bylaw should be given to the land owners and then be registered on the land title, as required by the Act, at the Land Titles Office.
7. Because the City's Land Use Bylaw also denotes heritage resources in the text and mapping, a Land Use Bylaw Amendment is also be required.

In keeping with this process, Council is asked to pass the appropriate resolution at their October 11, 2005 meeting and begin necessary circulation. Following 60 days of circulation and advertising a proposed bylaw could then be brought forward to Council during the December 19, 2005 Council meeting. The required Land Use Bylaw

Amendment could be considered for first reading at the December 19, 2005 meeting, with second and third reading considered concurrently with the designation bylaw.

### **Proposed Bylaws**

Although not to be considered by Council at this time, the proposed bylaw to designate the residence at 4743 – 56 Street, as a Municipal Historic Resources is attached for Council's information.

### **Land Use Bylaw Amendment**

An amendment to the Land Use Bylaw, 3156/96, accompanies this report to reflect the proposed changes in heritage designation and to ensure the information is up to date and accurate within the Land Use Bylaw text and mapping.

### **Recommendation**

Given the historical significance of the Scott residence at 4743 – 56 Street, and the potential benefits in terms of recognition and additional support of the property, it is recommended that Council support the designation of the property as a Municipal Historic Resource.

Respectfully Submitted,



Emily Damberger  
Planner

- c. Colleen Jensen, Community Services  
Paul Gowans, Heritage Preservation Committee/Normandeau Society  
Graeme Leadbeater, and Shannon MacDonald  
Don Simpson, Chapman Riebeek

**BYLAW NO. 3352/2005**

Being a bylaw to designate 4743 – 56 Street as a Municipal Historic Resource.

1. WHEREAS Section 26 of the Historical Resources Act, Revised Statutes of Alberta 2000, permits Council to designate any historic resource within the City of Red Deer whose preservation Council considers to be in the public interest, together with any land in or on which it is located, as a Municipal Historic Resource;
2. AND WHEREAS the preservation of 4743 – 56 Street in the City of Red Deer appears to be in the public interest;

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

1. The residence at 4743 – 56 Street legally described as located in the SW 21-38-27-4, Lot 20, Block A, Plan K1, in the City of Red Deer is hereby designated as a Municipal Historic Resource.
2. This Bylaw shall come into force upon the final passing hereof.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 2005.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 2005.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 2005.

\_\_\_\_\_  
MAYOR

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

# **BYLAW NO. 3156/JJ-2005**

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, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The listing of Historical Preservation Buildings and Sites as contained in the chart on page 7-5 of the Land Use Bylaw is hereby deleted and replaced with the amended chart attached hereto and forming part of the bylaw.
- 2 The "Land Use District Map G10" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use District Map No. 32/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2005.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2005.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2005.

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MAYOR

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CITY CLERK

# **HISTORICAL PRESERVATION BUILDINGS AND SITES**

<b>PROPERTY NUMBER</b>	<b>BUILDING OR SITE</b>	<b>MUNICIPAL ADDRESS</b>	<b>LEGAL DESCRIPTION</b>	<b>DESIGNATION</b>
HP – 1	1. Old Court House	4836 Ross Street	Lots 1-4, Block 28, Plan K	Provincial
HP – 2	2. C.P.R. Station	5000 - 51 Avenue	Lot 19, Plan 952 4241	Provincial/ Municipal
HP- 3	3. St. Luke's Anglican Church	4929-54 Street	Lots 9-11, Block 14, Plan K	Registered
HP- 4	4. Allen Bungalow	6316 - 45 Avenue	NE 1/4 21-38-27-4 which lies east of Road Plan 1264 ET	Registered / Municipal
HP – 5	5. North Cottage School	5704-60 Street	Lot S, Plan 4596 NY	Registered
HP – 6	6. Parsons House	4801-49 Street	Lots 42 & 43, Block 26, Plan 982-1122	Registered / Municipal
HP – 7	7. C. P. R. Rail Bridge	Red Deer River	SE of Plan 952 3190	Registered / Municipal
HP – 8	8. Cronquist House	Great Chief Park	Lot 1MR, Block 1, Plan 832 2386	Municipal
HP – 9	9. Red Deer Armoury (Fire Hall No. 1)	4905 - 49 Street	Lot 1, Block 27, Plan 1339 RS	Municipal
HP – 10	10. Presbyterian Ladies College	5300 - 39 Avenue	Lot 1, Block 10, Plan 892 0192	Municipal
HP – 11	11. J.J. Gaetz House	3504 - 55 Street	Lot 3, Block 1, Plan 792 1758	Municipal
HP – 12	12. Clarke Residence	4757 - 56 Street	Lot 27, Block A, Plan K1	Municipal
HP – 13	13. McIntosh House	4631 - 50 Street	Lots 38-40 Block A, Plan K8	Municipal
HP – 14	14. Gaetz Library, Presbyterian Church Steeple, and Stevenson Hall Block	Heritage Square	Lot 1, Block C, Plan 842 2027	Municipal
HP – 15	15. Scott House	4743 - 56 Street	Lot 20, Block A, Plan K1	Municipal

Note: Provincial and Registered Designations are designations assigned by the Province of Alberta to provincially significant historic resources.



*Comments:*

We agree with the recommendations of Parkland Community Planning Services.

“Morris Flewwelling”  
Mayor

“Norbert Van Wyk”  
City Manager



FILE COPY

LEGISLATIVE & ADMINISTRATIVE SERVICES

October 12, 2005

Sent Via Registered Mail

Graeme Leadbeater and Shannon MacDonald  
4743 – 56 Street  
Red Deer, AB T4N 2K2

Dear Mr. Leadbeater and Ms. MacDonald:

***Municipal Designation of Historic Building  
4743 – 56 Street***

At the October 11, 2005 meeting of Council, The City reviewed your request to designate the building located at 4743 – 56 Street as a Municipal Historic Resource. The following resolution was passed:

***“Resolved*** that Council of The City of Red Deer, having considered the report from Parkland Community Planning Services, dated September 30, 2005, re: Municipal Designation of Historic Buildings: Bylaw 3352/2005 and Land Use Bylaw Amendment 3156/JJ-2005, hereby:

1. Directs Administration to notify the owners of the following building of Council's intention to pass a bylaw(s) to designate it as a Municipal Historic Resource:

Scott Residence – located at 4743 – 56 Street (Lot 20, Block A, Plan K1)

2. Directs Administration to advertise Council's intention to designate the building as a Municipal Historic Resource.
3. Agrees that The City enter into a compensation agreement for this designation in accordance with Council Policy.”

The Historical Resources Act requires giving owners of the building 60 days notice to designate any historic resource within a municipality. This letter to you is to give formal notice of the intent to designate the building located at 4743 – 56 Street as a Municipal Historic Resource.

...2/

Graeme Leadbeater and Shannon MacDonald  
October 12, 2005  
Page 2

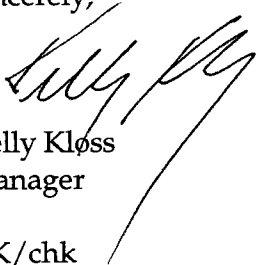
At the Monday, December 19, 2005 Council meeting, which falls after the required 60 days notice, the following steps are planned:

1. Municipal Historic Resource Designation Bylaw 3352/2005 is given first reading.
2. Land Use Bylaw Amendment 3156/JJ-2005 is given first reading.

Subsequently, we will advertise together the intent to designate your property as a Municipal Historic Resource and the required Land Use Bylaw Amendment. A Public Hearing will be held on Monday, January 16, 2006 at 7:00 p.m. This will assist in reducing the costs for advertising should we have advertised each bylaw separately. As you are responsible for the costs following the December 19, 2005 Council Meeting, I will be requesting a deposit for the advertising costs in the amount of \$400.

Please contact Emily Damberger, Parkland Community Planning Services, at 343-3394 if you have any questions or require further information regarding the compensation agreement.

Sincerely,



Kelly Kloss  
Manager

KK/chk

/attach.

c E. Damberger, Parkland Community Planning Services

## **BYLAW NO. 3352/2005**

Being a bylaw to designate 4743 – 56 Street as a Municipal Historic Resource.

1. WHEREAS Section 26 of the Historical Resources Act, Revised Statutes of Alberta 2000, permits Council to designate any historic resource within the City of Red Deer whose preservation Council considers to be in the public interest, together with any land in or on which it is located, as a Municipal Historic Resource;
2. AND WHEREAS the preservation of 4743 – 56 Street in the City of Red Deer appears to be in the public interest;

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

1. The residence at 4743 – 56 Street legally described as located in the SW 21-38-27-4, Lot 20, Block A, Plan K1, in the City of Red Deer is hereby designated as a Municipal Historic Resource.
2. This Bylaw shall come into force upon the final passing hereof.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      A.D. 2005.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      A.D. 2005.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      A.D. 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      A.D. 2005.

\_\_\_\_\_  
MAYOR

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

**BYLAW NO. 3156/JJ-2005**

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, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The listing of Historical Preservation Buildings and Sites as contained in the chart on page 7-5 of the Land Use Bylaw is hereby deleted and replaced with the amended chart attached hereto and forming part of the bylaw.
- 2 The "Land Use District Map G10" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use District Map No. 32/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2005.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2005.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2005.

---

MAYOR

---

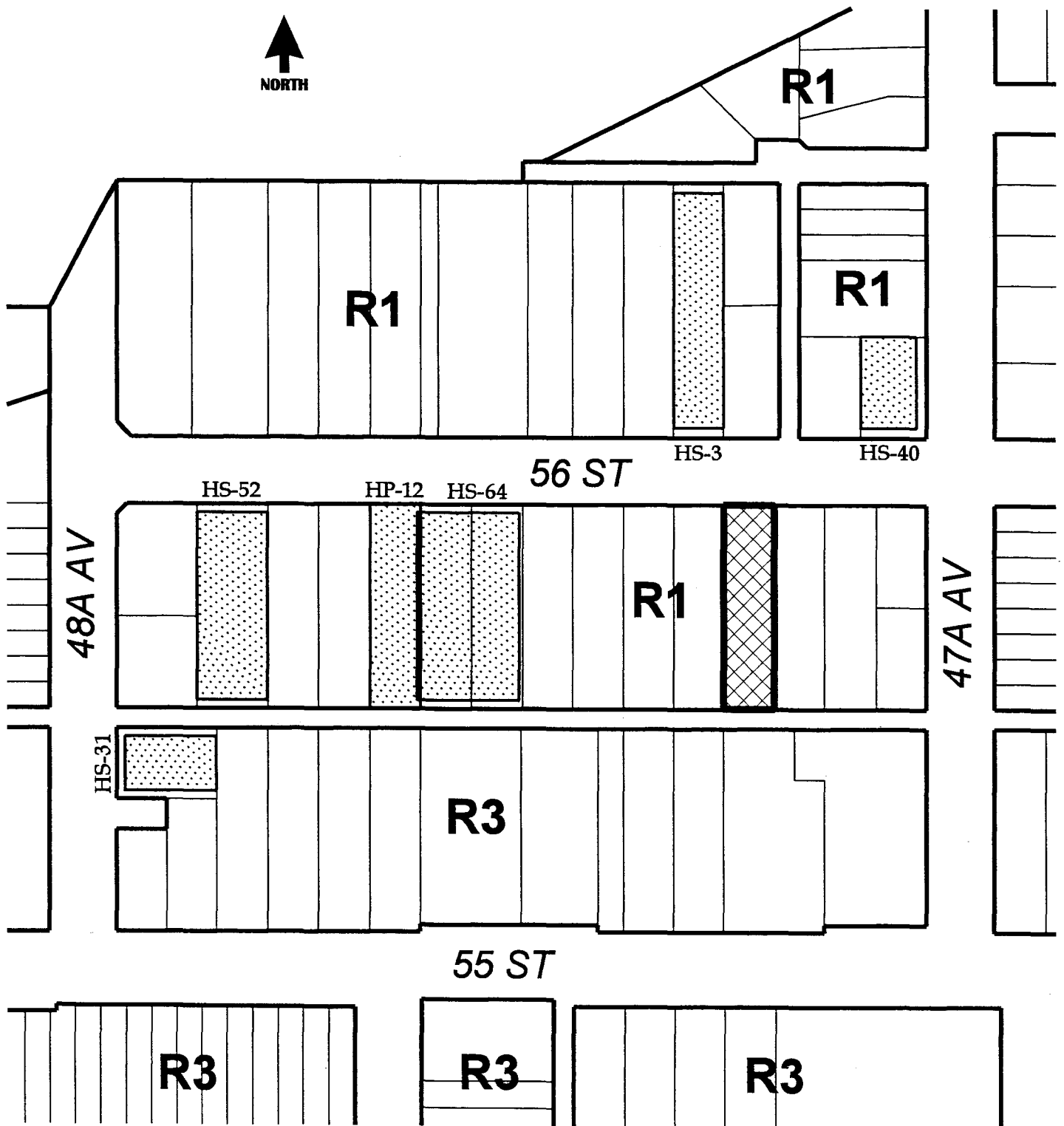
CITY CLERK

# **HISTORICAL PRESERVATION BUILDINGS AND SITES**

<b>PROPERTY NUMBER</b>	<b>BUILDING OR SITE</b>	<b>MUNICIPAL ADDRESS</b>	<b>LEGAL DESCRIPTION</b>	<b>DESIGNATION</b>
HP – 1	1. Old Court House	4836 Ross Street	Lots 1-4, Block 28, Plan K	Provincial
HP – 2	2. C.P.R. Station	5000 - 51 Avenue	Lot 19, Plan 952 4241	Provincial/ Municipal
HP- 3	3. St. Luke's Anglican Church	4929-54 Street	Lots 9-11, Block 14, Plan K	Registered
HP- 4	4. Allen Bungalow	6316 - 45 Avenue	NE 1/4 21-38-27-4 which lies east of Road Plan 1264 ET	Registered / Municipal
HP – 5	5. North Cottage School	5704-60 Street	Lot S, Plan 4596 NY	Registered
HP – 6	6. Parsons House	4801-49 Street	Lots 42 & 43, Block 26, Plan 982-1122	Registered / Municipal
HP – 7	7. C. P. R. Rail Bridge	Red Deer River	SE of Plan 952 3190	Registered / Municipal
HP – 8	8. Cronquist House	Great Chief Park	Lot 1MR, Block 1, Plan 832 2386	Municipal
HP – 9	9. Red Deer Armoury (Fire Hall No. 1)	4905 - 49 Street	Lot 1, Block 27, Plan 1339 RS	Municipal
HP – 10	10. Presbyterian Ladies College	5300 - 39 Avenue	Lot 1, Block 10, Plan 892 0192	Municipal
HP – 11	11. J.J. Gaetz House	3504 - 55 Street	Lot 3, Block 1, Plan 792 1758	Municipal
HP – 12	12. Clarke Residence	4757 - 56 Street	Lot 27, Block A, Plan K1	Municipal
HP – 13	13. McIntosh House	4631 - 50 Street	Lots 38-40 Block A, Plan K8	Municipal
HP – 14	14. Gaetz Library, Presbyterian Church Steeple, and Stevenson Hall Block	Heritage Square	Lot 1, Block C, Plan 842 2027	Municipal
HP – 15	15. Scott House	4743 - 56 Street	Lot 20, Block A, Plan K1	Municipal

Note: Provincial and Registered Designations are designations assigned by the Province of Alberta to provincially significant historic resources.

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



Site to be Designated as:

A Historical Preservation Site - HP-15

AFFECTED DISTRICTS:

R1 - Residential (Low Density)

MAP No. 32 / 2005  
BYLAW No. 3156 / JJ - 2005



Council Decision – October 11, 2005

Legislative & Administrative Services

**DATE:** October 12, 2005

**TO:** Emily Damberger, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Municipal Designation of Historic Buildings:  
Bylaw 3352/2005 and Land Use Bylaw Amendment 3156/JJ-2005

---

***Reference Report:***

Parkland Community Planning Services, dated September 30, 2005

***Resolutions:***

*“Resolved* that Council of The City of Red Deer, having considered the report from Parkland Community Planning Services, dated September 30, 2005, re: Municipal Designation of Historic Buildings: Bylaw 3352/2005 and Land Use Bylaw Amendment 3156/JJ-2005, hereby:

1. Directs Administration to notify the owners of the following building of Council’s intention to pass a bylaw(s) to designate it as a Municipal Historic Resource:  
  
Scott Residence – located at 4743 – 56 Street (Lot 20, Block A, Plan K1)
2. Directs Administration to advertise Council’s intention to designate the building as a Municipal Historic Resource.
3. Agrees that The City enter into a compensation agreement for this designation in accordance with Council Policy.”

***Report Back to Council:*** Yes

Following the notification process, on Monday, December 19, 2005, the Bylaws to designate the Scott Residence (Bylaw 3352/2005 and Land Use Bylaw Amendment 3156/JJ-2005) as a Municipal Historic Resource would be brought back for Council’s consideration. A letter of notification to designate the listed residence will be sent to the owners by registered mail through my office.



***Comments/Further Action:***

After talking with Nancy Hackett, the process we will follow is:

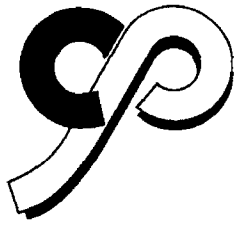
1. Send the registered letter to the owners.
2. At the December 19, 2005 Council meeting, give Bylaw 3352/2005 and Land Use Bylaw Amendment 3156/JJ-2005 first readings only.
3. Advertise Council's intent in a combined ad for a Public Hearing on Monday, January 16, 2006. Only the Land Use Bylaw Amendment requires a Public Hearing but making a statement in the advertisement about the Municipal Historic Resource will negate the need for an additional ad thus saving costs.
4. The owner will be responsible for the costs of the ads.



Kelly Kloss  
Manager

/chk

c City Solicitor  
C. Adams, Administrative Assistant  
T. Edwards, Clerk Steno



**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

---

**TO: Kelly Kloss, Legislative & Administrative Services Manager**

**FROM: Kristina Mark, Planner**

**DATE: October 4, 2005**

**RE: Land Use Bylaw Amendment No. 3156/GG-2005**

---

### **Amendment**

In January 2005, the City of Red Deer amended the land use bylaw to identify former landfill locations. Approximately 15 locations are shown in the Land Use Bylaw.

In addition to the landfill sites already identified in the land use bylaw, several new former landfill sites have come to our attention. These new former landfill sites have been recently discovered through record searches of the old Village of North Red Deer. These landfill sites were not discovered previously because there was no indication of these sites in the City of Red Deer's records. Previous searches of the City of Red Deer's records identified a number of former landfill site locations. These landfill sites were located through the City of Red Deer's records.

A land use bylaw amendment is required to add these 4 landfill locations to the land use bylaw maps.

The locations of the four sites are shown on Figure 3 attached and have been mapped by Engineering. These now need to be added to the land use bylaw.

These new former landfill sites include:

- Oriole Park (North of Taylor Drive and 60 Street)
- Riverside Meadows (Great West Adventure Park (BMX))
- Riverside Meadows (Kerrywood Drive & 56 Avenue)
- Highland Green (Gaetz Avenue North & East of 61 Street)

The updated landfill location maps will provide users of the land use bylaw clear interpretation and identification of the former landfill sites. Knowing the locations of these sites is important for the processing of development applications and new subdivisions. In addition, they provide useful information to assist various city departments when doing analyses.

**Recommendation**

It is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/GG-2005.

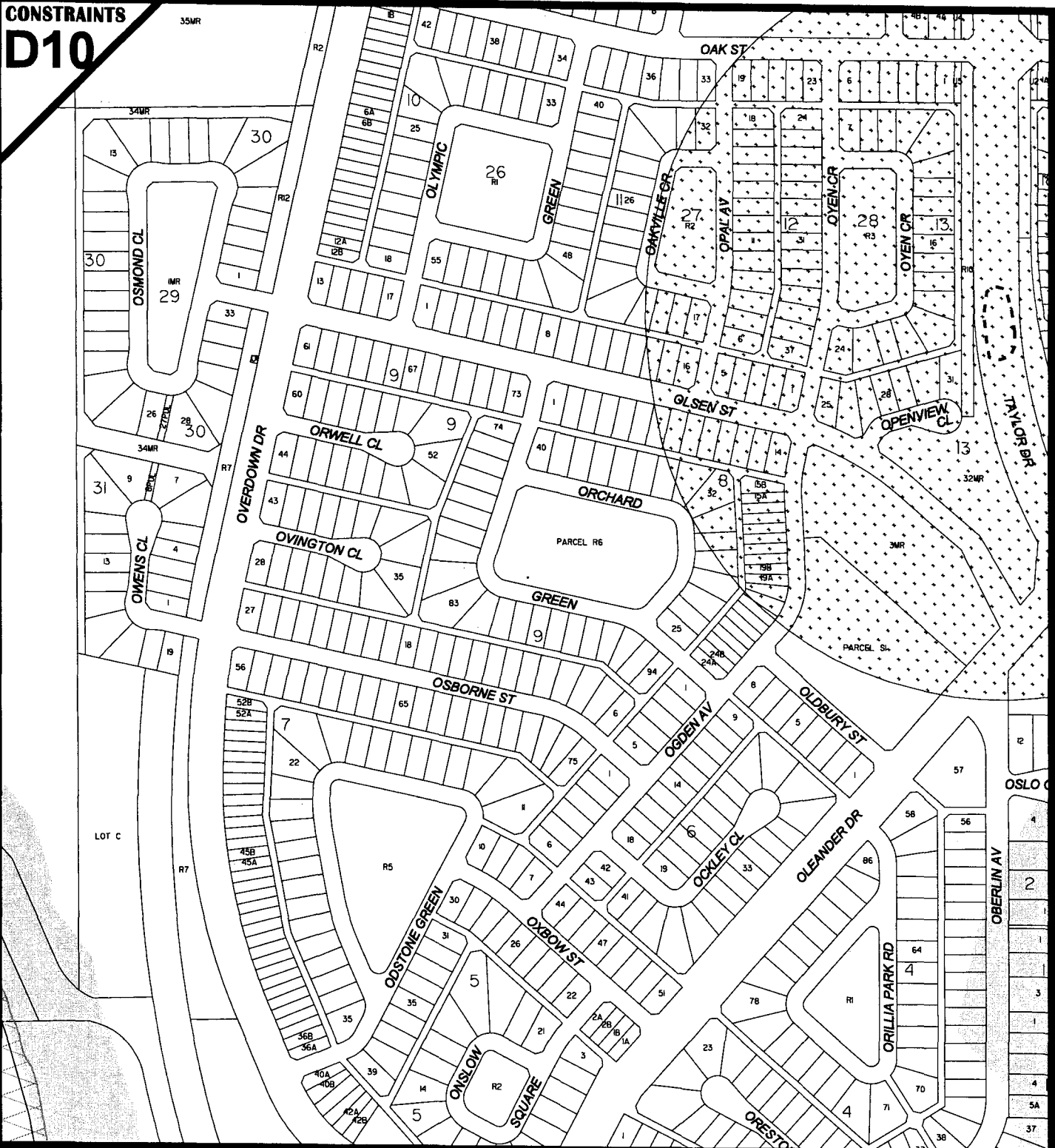
Sincerely,

A handwritten signature in cursive script, appearing to read 'Kristina Mark'.

Kristina Mark  
Planner

/attch.

# CONSTRAINTS D10








The City of Red Deer

Oriole Park Former Landfill Site

## Land Use Bylaw 3156/96

### LEGEND

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)

C11	D11	E11
C10	D10	E10
C9	D9	E9

SE¼ Sec 19

Twp 38 - Rge 27 - W4th

Bylaw No. 3156/0-2004  
printed on  
September 02, 2005

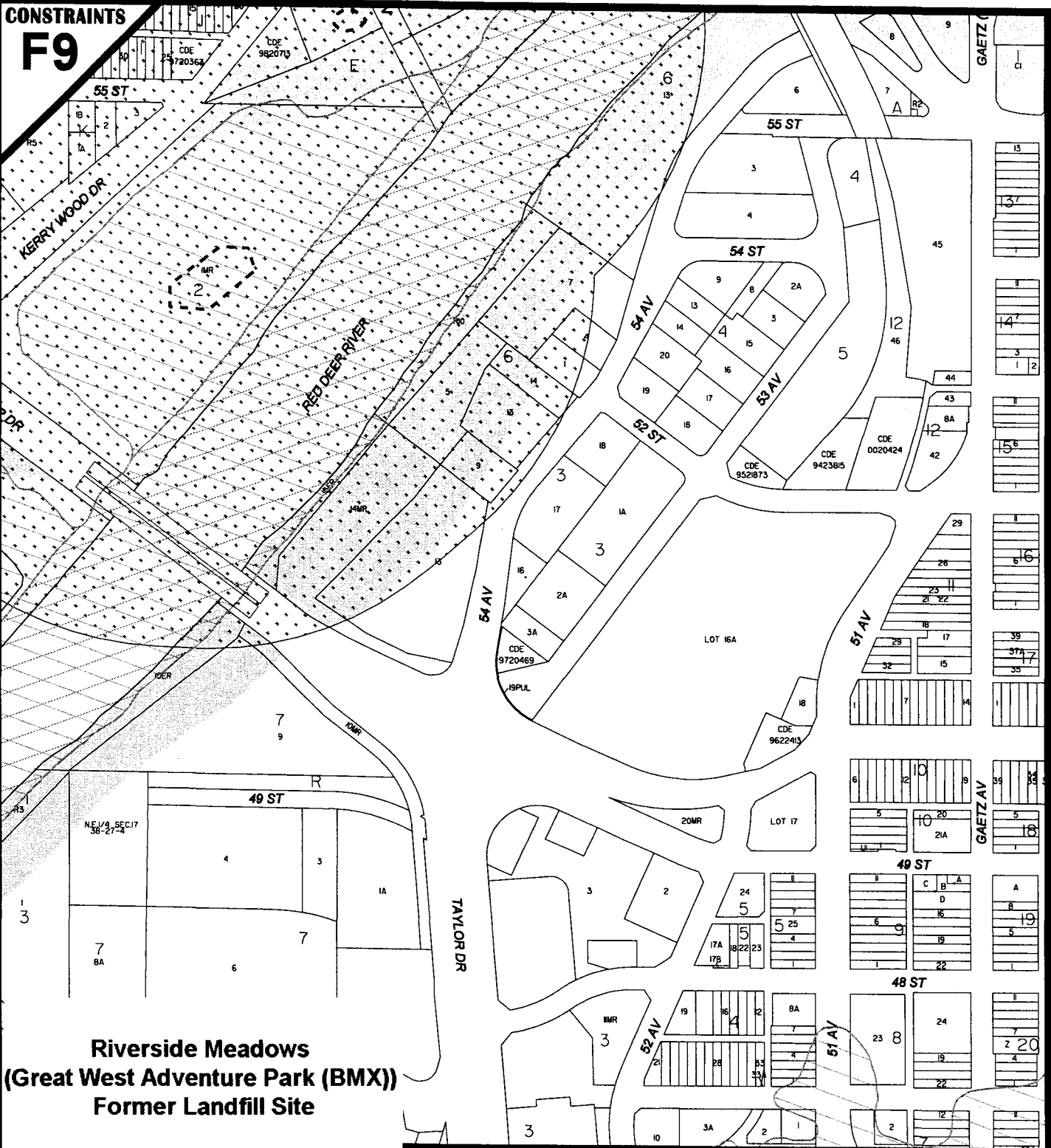


NORTH  
Scale 1:5,000

© The City of Red Deer,  
Engineering Department

\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.

CONSTRAINTS

**F9**

The City of Red Deer

**Land Use Bylaw 3156/96****LEGEND**

- Escarpment Area
- Flood Fringe
- Floodway
- Landfill Setback (Development Restrictions may apply)
- Landfill Sites (approximate)

**NORTH**

Scale 1:5,000

© The City of Red Deer,  
Engineering Department

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E10	F10	G10
E9	F9	G9
E8	F8	G8

**NE 1/4 Sec 17**

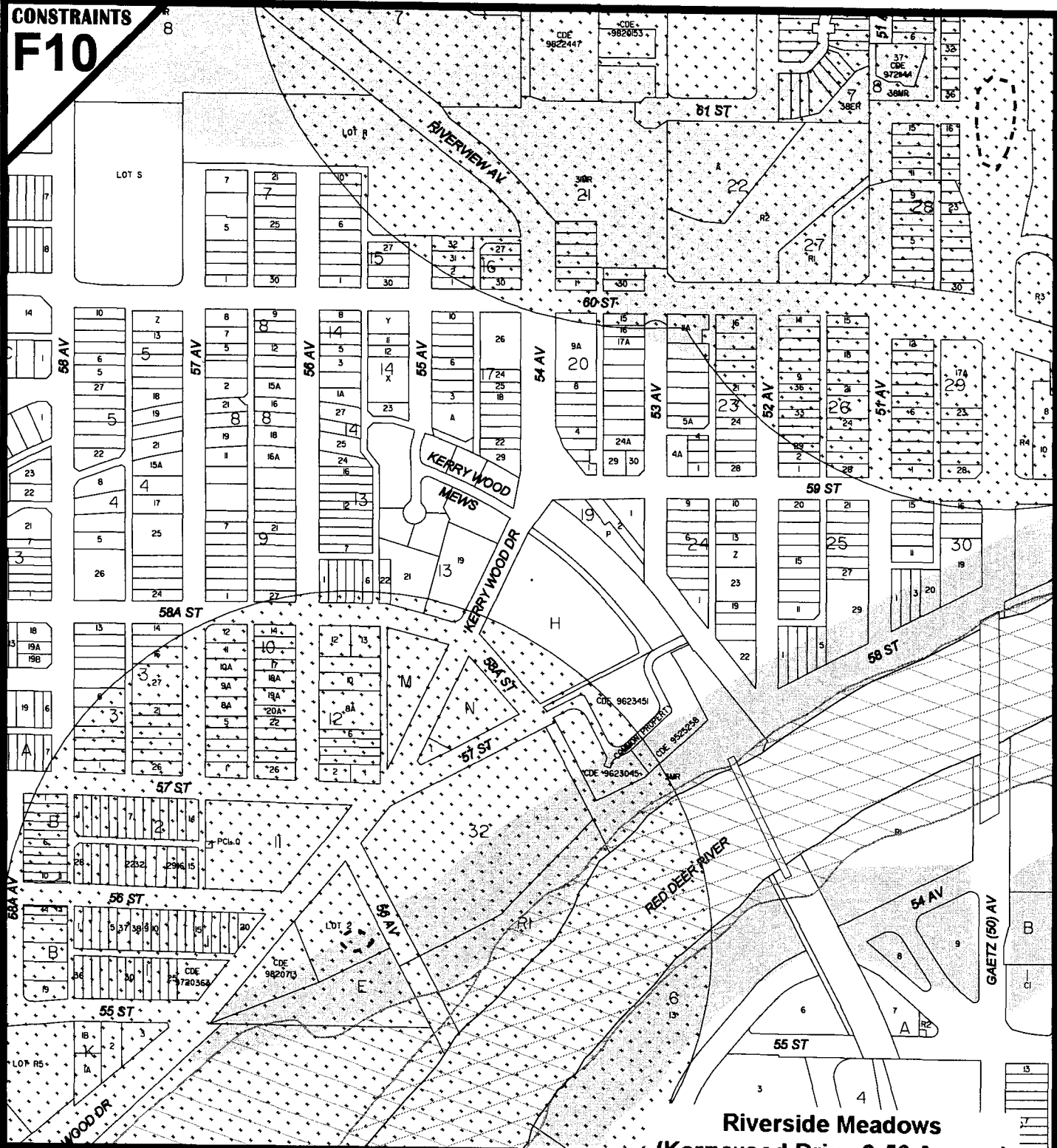
Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**

printed on

September 02, 2005

**CONSTRAINTS**  
**F10**



The City of Red Deer

# Land Use Bylaw 3156/96

## LEGEND

- Escarpment Area
- Flood Fringe
- Floodway
- Landfill Setback (Development Restrictions may apply)
- Landfill Sites (approximate)

E11	F11	G11
E10	F10	G10
E9	F9	G9

**SE¼ Sec 20**

Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**

printed on

September 02, 2005



**NORTH**  
Scale 1:5,000

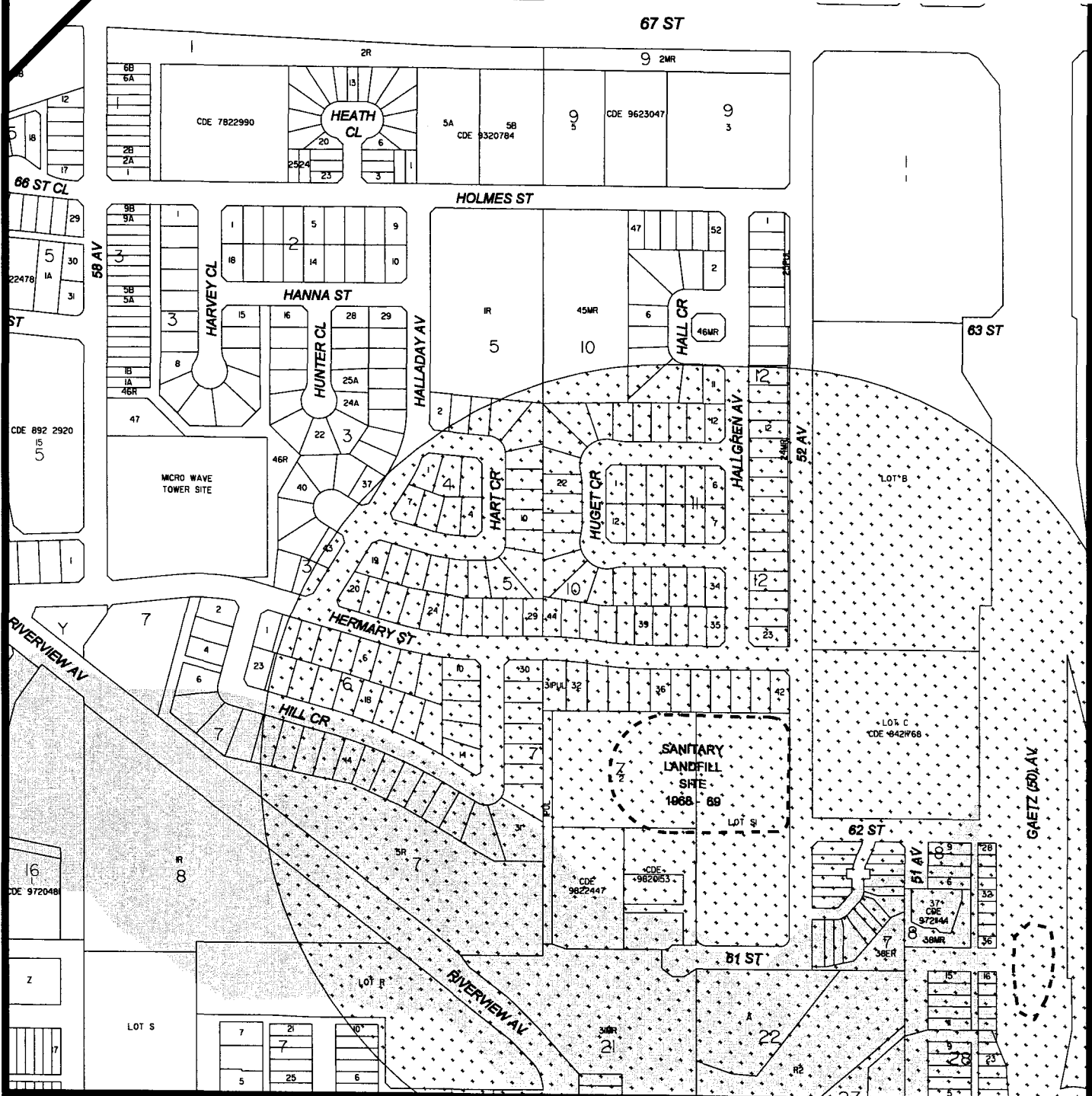
© The City of Red Deer,  
Engineering Department

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**CONSTRAINTS**  
**F11**






**Highland Green**  
**(Gaetz Avenue North & East of 61 Street)**  
**Former Landfill Site**

62



**The City of Red Deer**  
**Land Use Bylaw 3156/96**

**LEGEND**

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)



**NORTH**  
Scale 1:5,000

© The City of Red Deer,  
Engineering Department

\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.

E12	F12	G12
E11	F11	G11
E10	F10	G10

**NE¼ Sec 20**  
Twp 38 - Rge 27 - W4th  
**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005

***Comments:***

We agree that Council proceed with first reading of the Land Use Bylaw Amendment. A Public Hearing would be held on Monday, November 7, 2005 at 7:00 p.m. during Council's regular meeting.

"Morris Flewwelling"  
Mayor

"Norbert Van Wyk"  
City Manager



FILE COPY



Council Decision – October 11, 2005

Legislative & Administrative Services

**DATE:** October 12, 2005

**TO:** Kristina Mark, Parkland Community Planning Services

**FROM:** Kelly Kloss, Legislative & Administrative Services Manager

**SUBJECT:** Land Use Bylaw Amendment 3156/GG-2005  
Addition of Former Landfill Sites on Maps:

- Oriole Park (North of Taylor Drive and 60 Street)
- Riverside Meadows (Great West Adventure Park (BMX))
- Riverside Meadows (Kerrywood Drive & 56 Avenue)
- Highland Green (Gaetz Avenue North & East of 61 Street)

---

***Reference Report:***

Parkland Community Planning Services, dated October 4, 2005

***Bylaw Readings:***

Land Use Bylaw Amendment 3156/GG-2005 was given first reading. A copy of the bylaw is attached.

***Report Back to Council:*** Yes

A Public Hearing will be held on Monday, November 7, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

***Comments/Further Action:***

Land Use Bylaw Amendment 3156/GG-2005 provides for the addition of four former landfill sites to the Land Use Bylaw maps. These sites include: Oriole Park (North of Taylor Drive and 60<sup>th</sup> Street), Riverside Meadows (Great West Adventure Park (BMX)), Riverside Meadows (Kerrywood Drive & 56 Avenue) and Highland Green (Gaetz Avenue North & East of 61 Street) This office will now proceed with the advertising for a Public Hearing. The City 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  
T. Edwards, Clerk Steno

## BYLAW NO. 3156/GG-2005

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:

Bylaw No. 3156/96 is hereby amended as follows:

- 1 Schedule A is amended by deleting Figure 3 and replacing it with a new Figure 3, a copy of which is attached to this Bylaw:
- 2 Schedule B, Land Use District Maps, is amended by adding the following constraint Maps D10, D11, E9, E10, E11, F9, F10, F11, G10 and G11 copies of which are attached to this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 11<sup>th</sup> day of October 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

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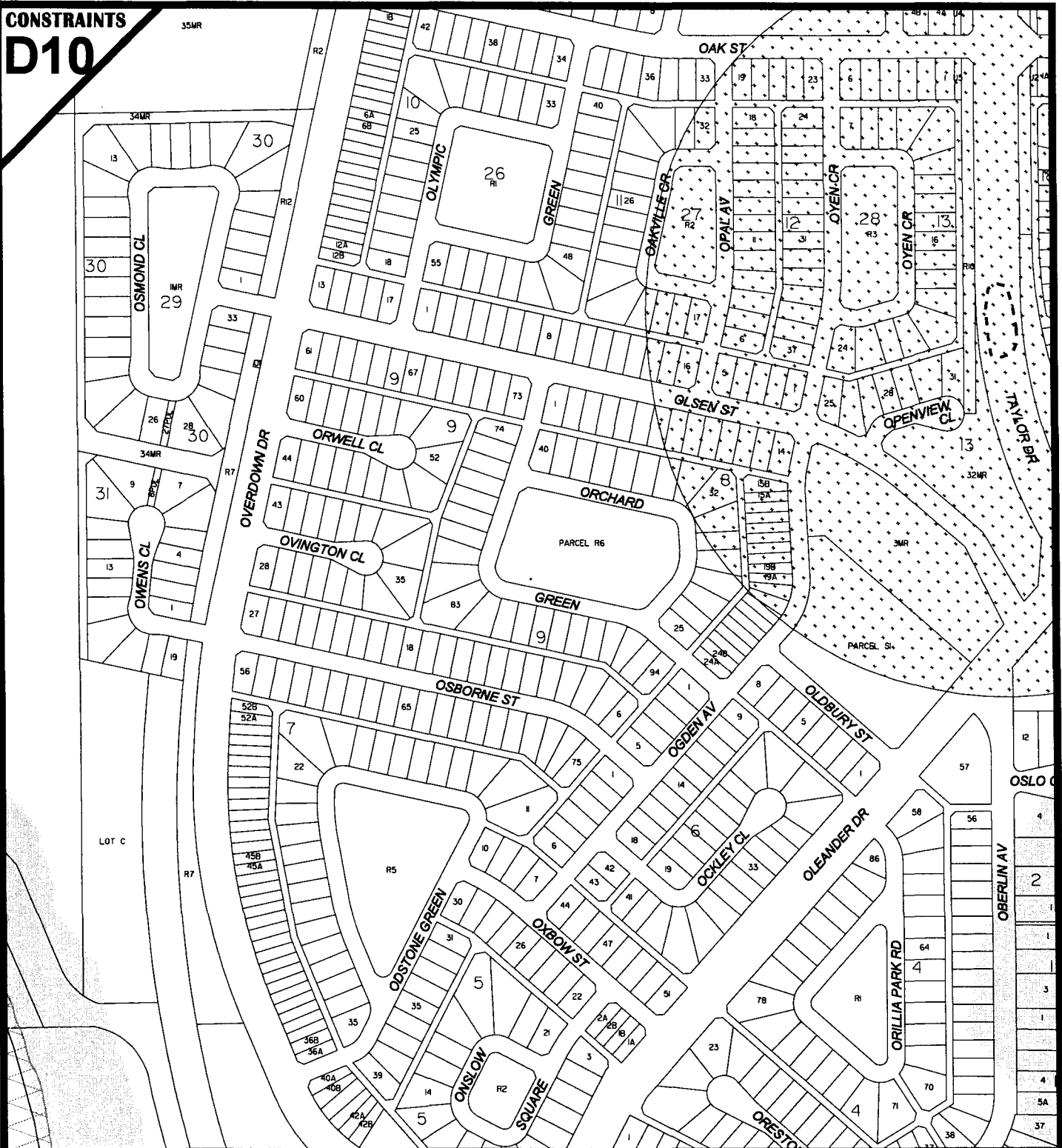
MAYOR

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CITY CLERK



# CONSTRAINTS D10



## The City of Red Deer Land Use Bylaw 3156/96

### LEGEND

- Escarpment Area
- Flood Fringe
- Floodway
- Landfill Setback (Development Restrictions may apply)
- Landfill Sites (approximate)



**NORTH**  
Scale 1:5,000

© The City of Red Deer,  
Engineering Department

\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.

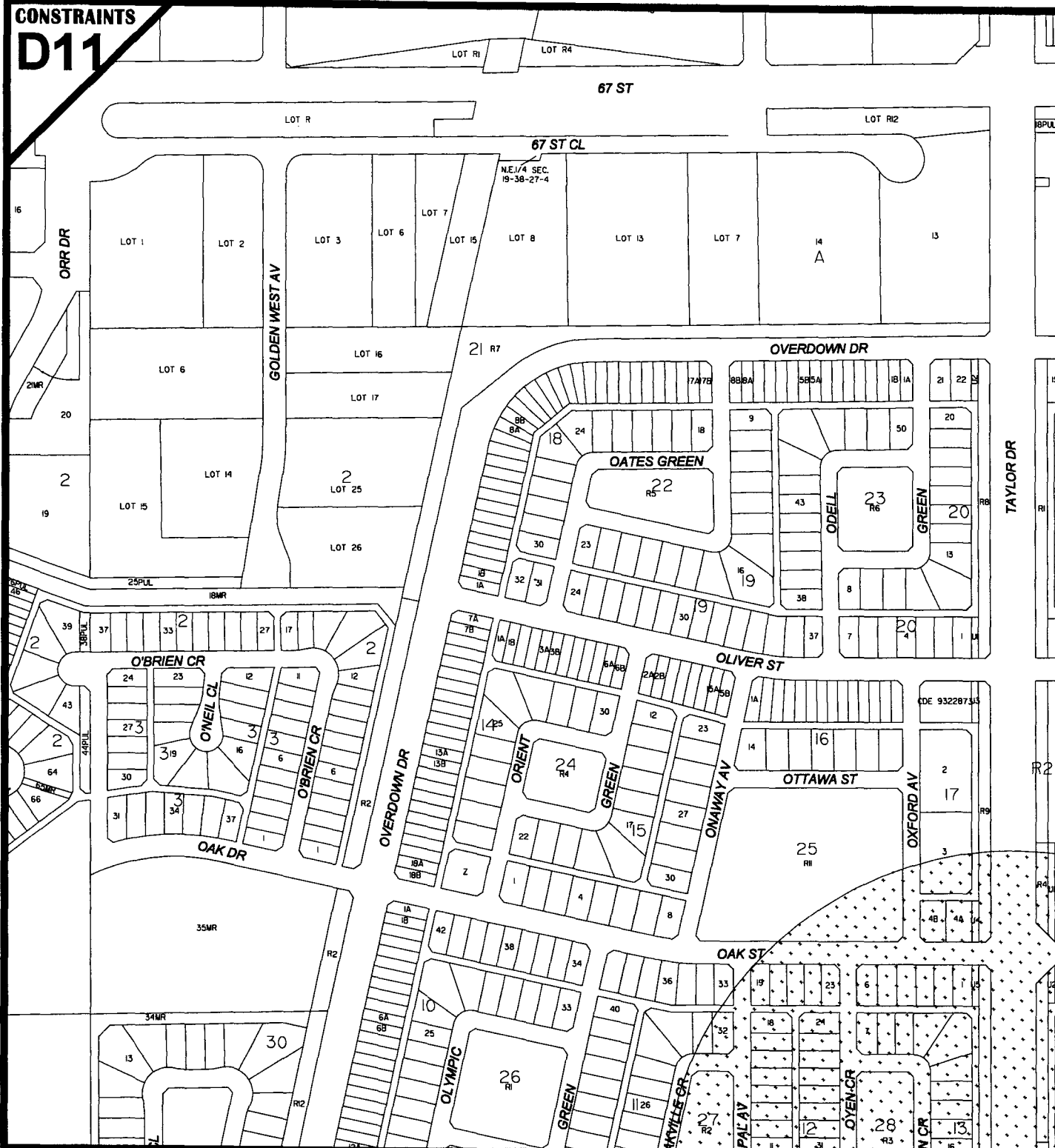
C11	D11	E11
C10	D10	E10
C9	D9	E9

**SE¼ Sec 19**  
Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005

CONSTRAINTS






D11



The City of Red Deer

# Land Use Bylaw 3156/96

## LEGEND

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)



NORTH  
Scale 1:5,000

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Engineering Department

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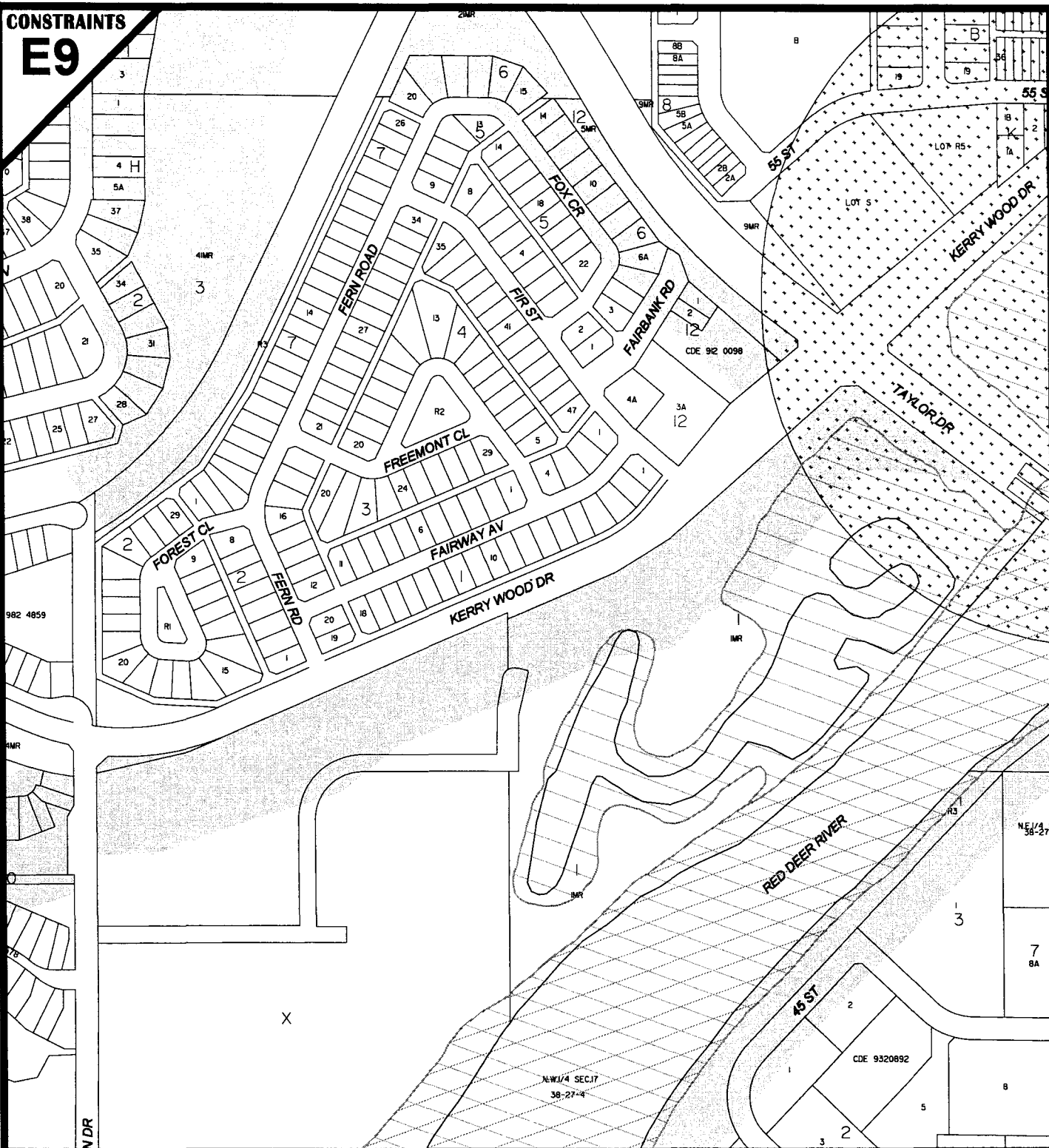
C12	D12	E12
C11	D11	E11
C10	D10	E10

NE 1/4 Sec 19  
Twp 38 - Rge 27 - W4th

Bylaw No. 3156/0-2004  
printed on  
September 02, 2005

CONSTRAINTS

E9



The City of Red Deer

# Land Use Bylaw 3156/96

## LEGEND

- Escarpment Area
- Flood Fringe
- Floodway
- Landfill Setback (Development Restrictions may apply)
- Landfill Sites (approximate)



NORTH  
Scale 1:5,000

© The City of Red Deer,  
Engineering Department

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D10	E10	F10
D9	E9	F9
D8	E8	F8

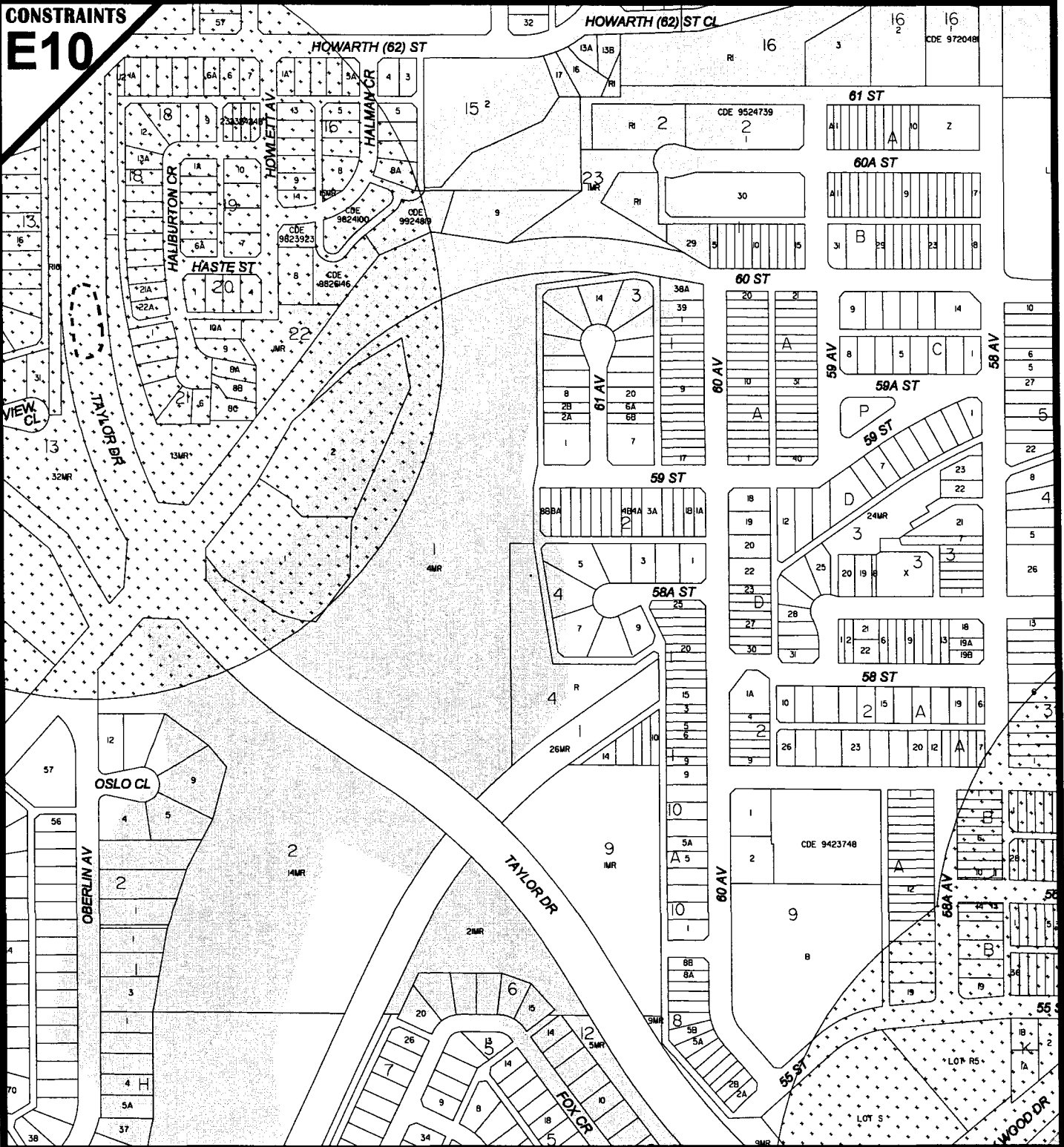
NW¼ Sec 17

Twp 38 - Rge 27 - W4th

Bylaw No. 3156/0-2004  
printed on  
September 02, 2005

CONSTRAINTS






**E10**



The City of Red Deer

# **Land Use Bylaw 3156/96**

## **LEGEND**

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)



**NORTH**  
Scale 1:5,000

© The City of Red Deer,  
Engineering Department

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D11	E11	F11
D10	E10	F10
D9	E9	F9

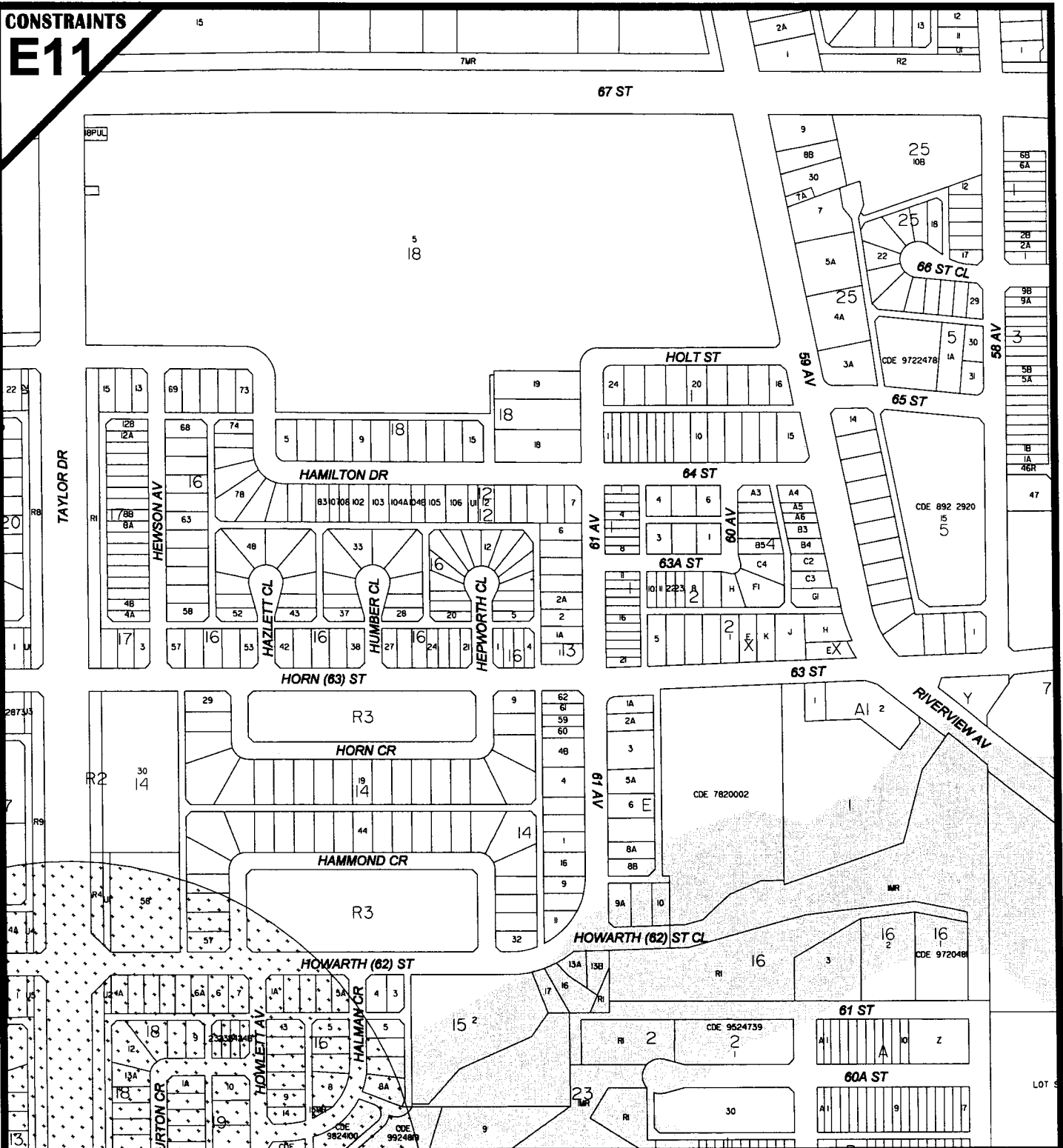
**SW¼ Sec 20**

Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005

CONSTRAINTS

E11



# The City of Red Deer Land Use Bylaw 3156/96

## LEGEND

- Escarpment Area
- Flood Fringe
- Floodway
- Landfill Setback (Development Restrictions may apply)
- Landfill Sites (approximate)



NORTH  
Scale 1:5,000

© The City of Red Deer,  
Engineering Department

\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.

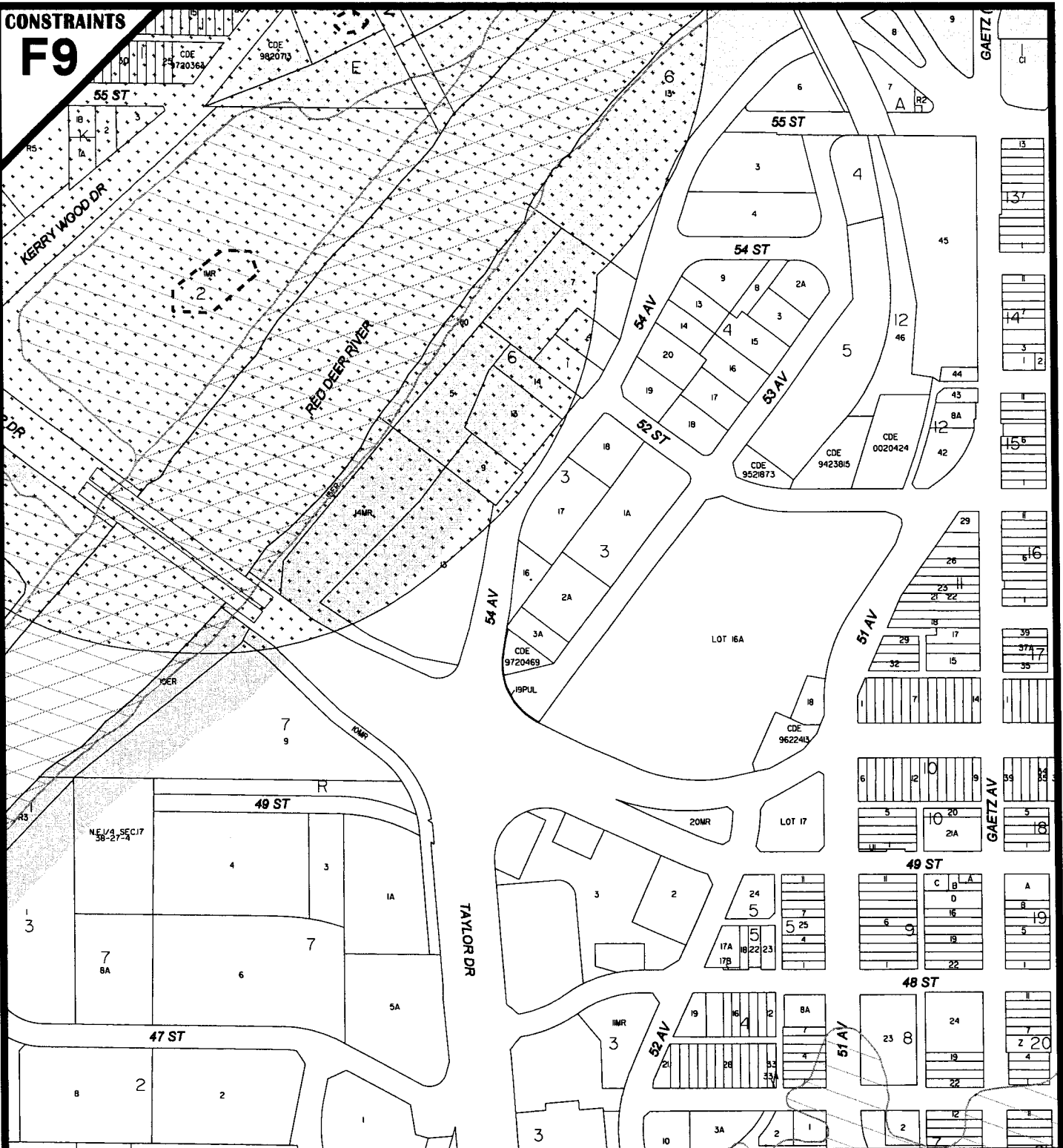
D12	E12	F12
D11	E11	F11
D10	E10	F10

NW<sup>1</sup>/<sub>4</sub> Sec 20  
Twp 38 - Rge 27 - W4th  
Bylaw No. 3156/0-2004  
printed on  
September 02, 2005








CONSTRAINTS

F9



# The City of Red Deer Land Use Bylaw 3156/96

## LEGEND

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)



NORTH  
Scale 1:5,000

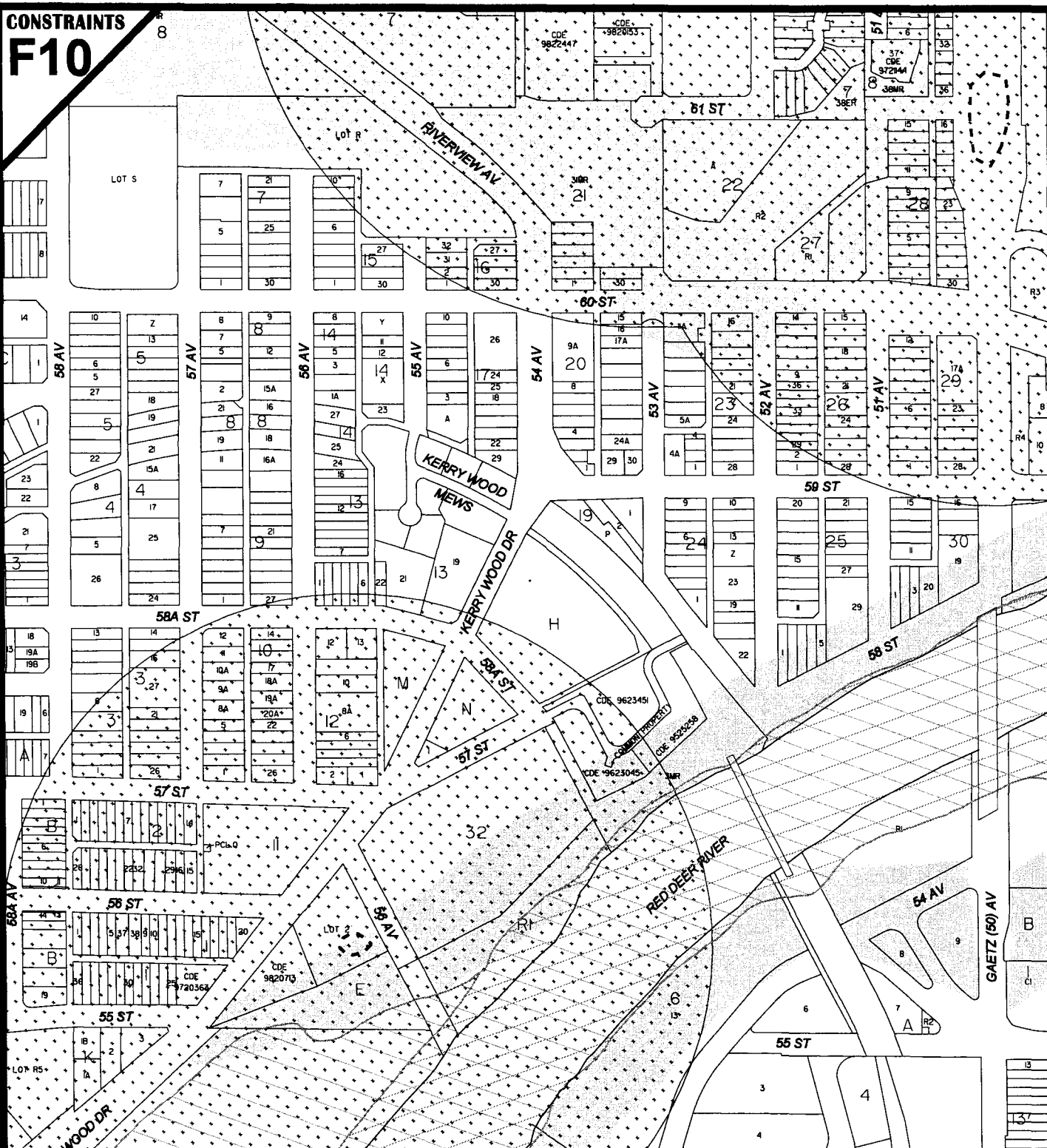
© The City of Red Deer,  
Engineering Department

\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.

E10	F10	G10
E9	F9	G9
E8	F8	G8






NE 1/4 Sec 17  
Twp 38 - Rge 27 - W4th  
Bylaw No. 3156/0-2004  
printed on  
September 02, 2005

# CONSTRAINTS F10



## The City of Red Deer Land Use Bylaw 3156/96

### LEGEND

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)



**NORTH**  
Scale 1:5,000

© The City of Red Deer,  
Engineering Department

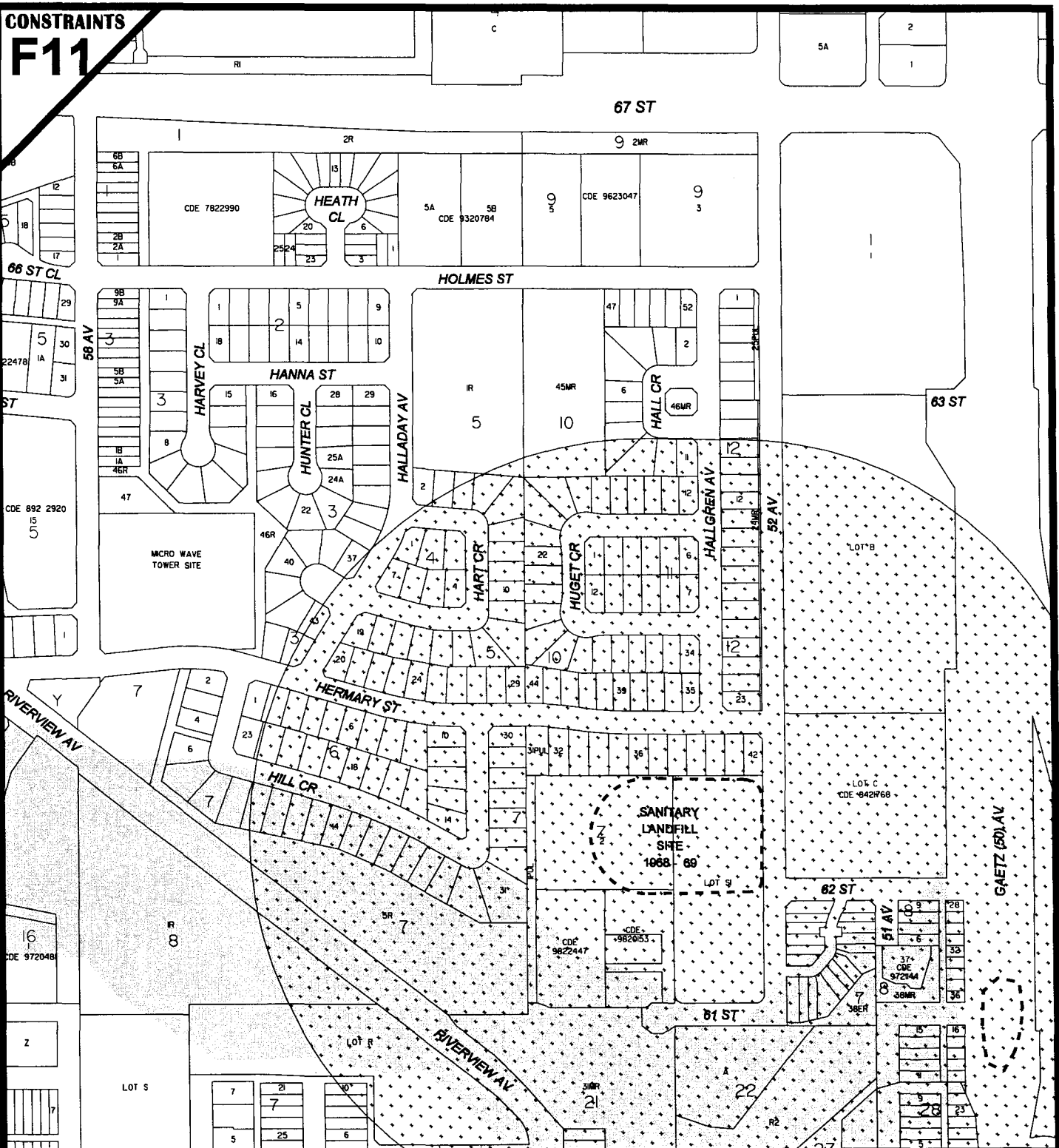
\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.

E11	F11	G11
E10	F10	G10
E9	F9	G9

**SE 1/4 Sec 20**  
Twp 38 - Rge 27 - W4th  
**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005






CONSTRAINTS

F11



# The City of Red Deer Land Use Bylaw 3156/96

## LEGEND

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)



NORTH  
Scale 1:5,000

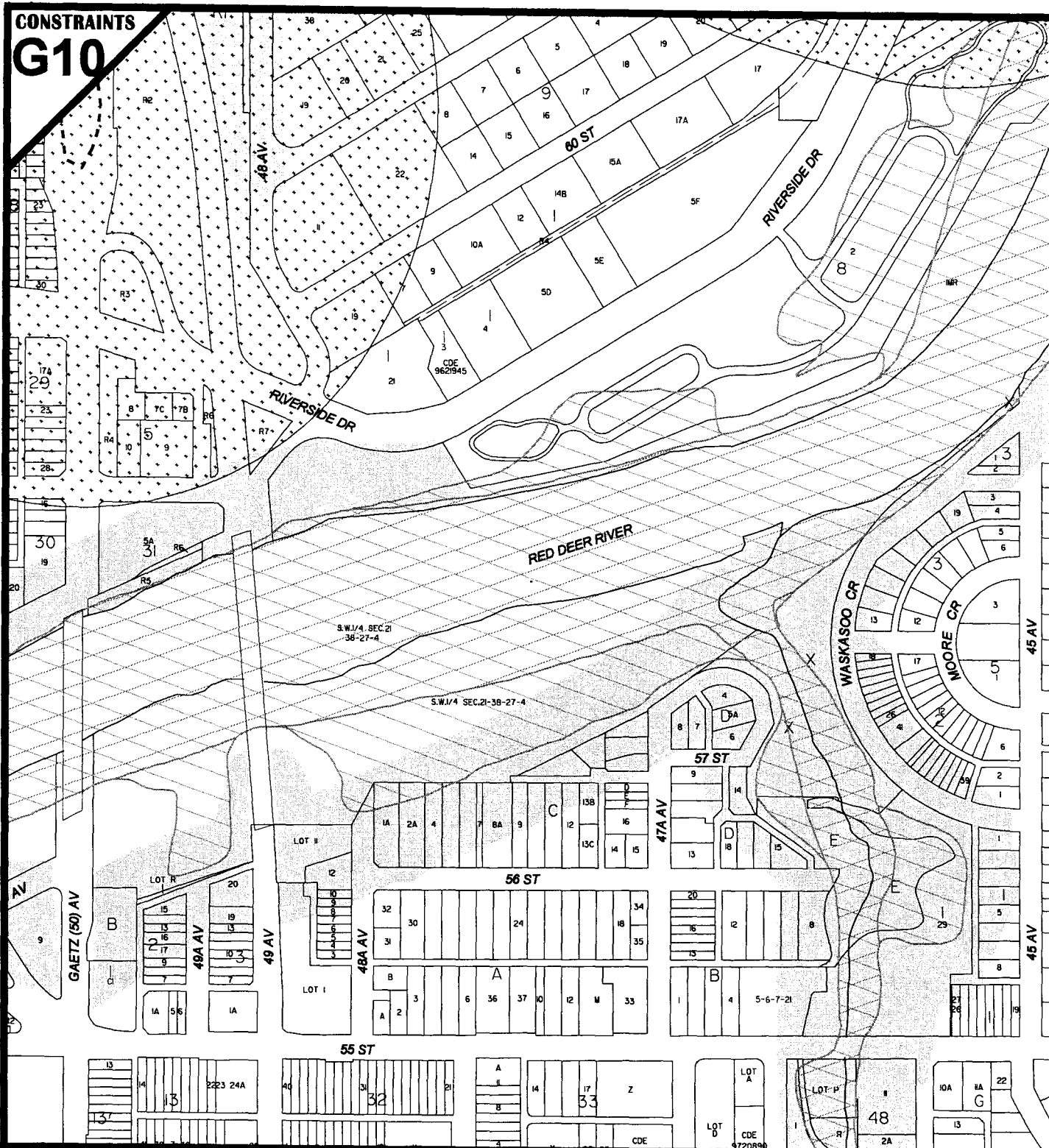
© The City of Red Deer,  
Engineering Department

\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.

E12	F12	G12
E11	F11	G11
E10	F10	G10

NE¼ Sec 20  
Twp 38 - Rge 27 - W4th  
Bylaw No. 3156/0-2004  
printed on  
September 02, 2005

**CONSTRAINTS**  
**G10**



# The City of Red Deer **Land Use Bylaw 3156/96**

## **LEGEND**

- Escarpment Area
- Flood Fringe
- Floodway
- Landfill Setback (Development Restrictions may apply)
- Landfill Sites (approximate)



**NORTH**  
Scale 1:5,000

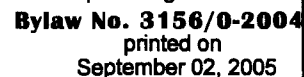
© The City of Red Deer,  
Engineering Department

\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.

F11	G11	H11
F10	G10	H10
F9	G9	H9

**SW¼ Sec 21**  
Twp 38 - Rge 27 - W4th  
**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005

# G11



**BYLAW NO. 3350/2005**

Being a bylaw to close portions of road in the City of Red Deer, as described herein.

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

1 The following portions of roadway in the City of Red Deer are hereby closed:

“All that portion of 51<sup>st</sup> Avenue and lane as shown on Plan 1551HW lying within Plan \_\_\_\_\_ containing 0.092 ha., more or less”. And “All that portion of 51<sup>st</sup> Avenue as shown on Plan 932 0097 lying within Plan \_\_\_\_\_ containing 0.003 ha., more or less.”

READ A FIRST TIME IN OPEN COUNCIL this 12<sup>th</sup> day of September 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

\_\_\_\_\_  
MAYOR

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

**BYLAW NO. 3156/FF-2005**

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 F8" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 28/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 12<sup>th</sup> day of September 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

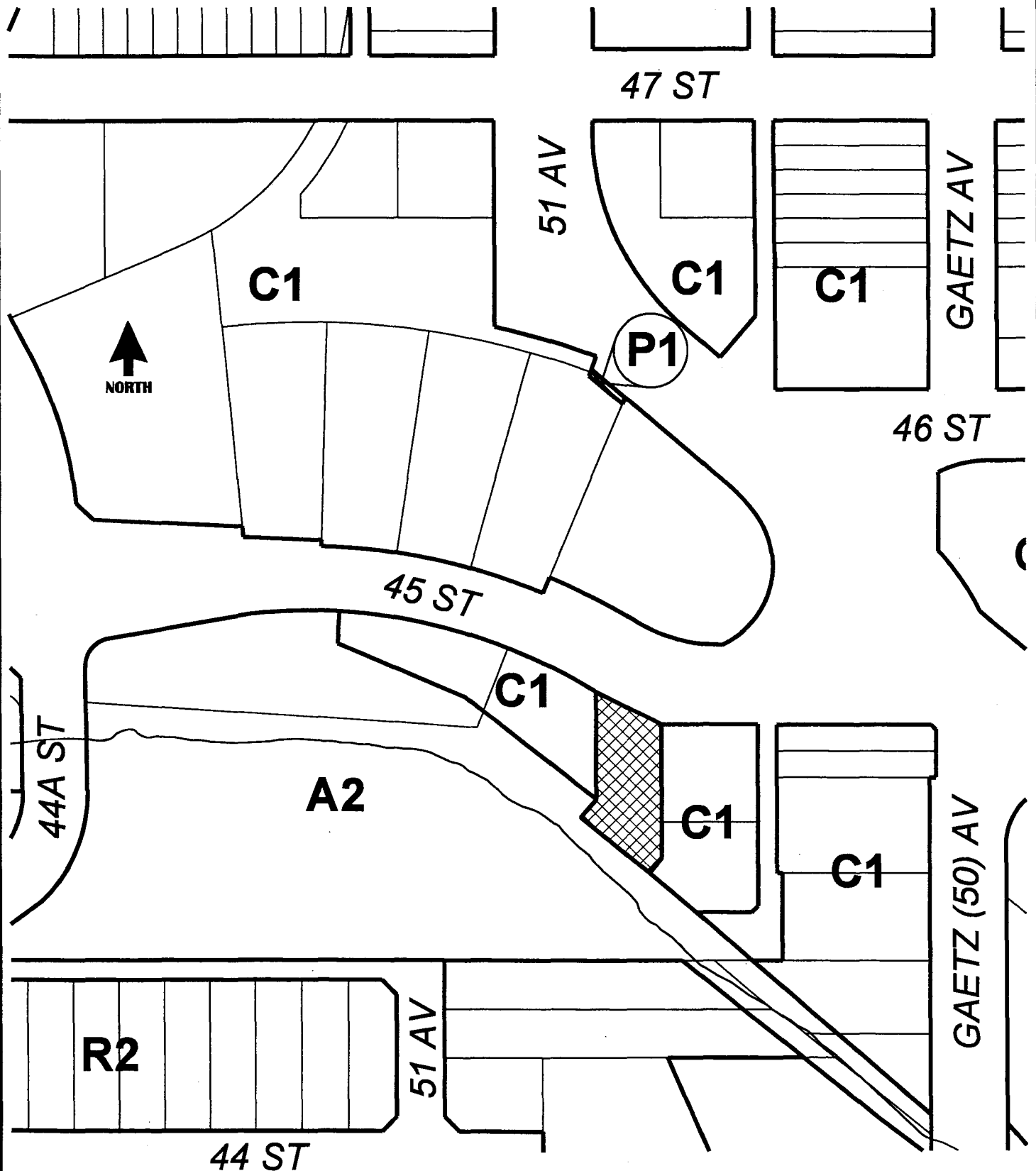
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MAYOR

---

CITY CLERK

# The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:  
C1 - Commercial (City Centre)

Change from :  
Road to C1 

MAP No. 28 / 2005  
BYLAW No. 3156 / FF - 2005



**BYLAW NO. 3156/H-2005**

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, IN THE PROVINCE OF ALBERTA, ENACTS AS FOLLOWS:**

Bylaw No. 3156/96 is hereby amended as follows:

- 1 By deleting from Section 2, the definition "Crematorium" in its entirety and replacing with the following:

**"Crematorium"** means an establishment with two (2) or more cremation chambers/retorts."

- 2 By adding to Section 2 the following new definition:

**"Cremation"** means the reduction of the human body to ashes by heat."

- 3 By adding to Section 2 the following new definition:

**"Funeral Home"** means an establishment for the arrangement of funerals, the holding of funeral services, the preparation of the dead for burial or cremation and the carrying out of cremations. The number of cremation chambers/retorts in a Funeral Home is limited to one (1)."

- 4 By amending the definition of "Commercial Service Facility" by removing therefrom the words "Funeral Home".

- 5 By adding the words "Funeral Home" as a discretionary use in Districts C1, C1A and C4.

- 6 By adding the word "Crematorium" as a discretionary use in District I1.

- 7 By adding the following section:

**68.1 Cremation**

The use of a crematorium or retort must not result in any noise, odor, smoke or other nuisance which emanates beyond the boundaries of the premises on which the cremation takes place.

- 8 In all other respects, Bylaw No. 3156/96 is hereby ratified and confirmed.

READ A FIRST TIME IN OPEN COUNCIL this	day of	2005
READ A SECOND TIME IN OPEN COUNCIL this	day of	2005
READ A THIRD TIME IN OPEN COUNCIL this	day of	2005
AND SIGNED BY THE MAYOR AND CITY CLERK this	day of	2005

\_\_\_\_\_  
MAYOR

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

**BYLAW NO. 3156/H-2005**

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, IN THE PROVINCE OF ALBERTA, ENACTS AS FOLLOWS:

Bylaw No. 3156/96 is hereby amended as follows:

- 1 By deleting from Section 2, the definition "Crematorium" in its entirety and replacing with the following:  
  
"Crematorium" means an establishment the only business of which is to conduct cremations and may not conduct the business of a Funeral Home as defined in this bylaw"
- 2 By adding to Section 2 the following new definition:  
  
"Cremation" means the reduction of the human body to ashes by heat."
- 3 By adding to Section 2 the following new definition:  
  
"Funeral Home" means an establishment which must provide for the arrangement of funerals, the holding of funeral services, the preparation of the dead for burial or cremation and which may as an ancillary use carry out cremations. The number of cremation chambers in a Funeral Home however is limited to one (1)."
- 4 By amending the definition of "Commercial Service Facility" by removing therefrom the words "Funeral Home".
- 5 By adding the words "Funeral Home" as a discretionary use in Districts C1, C1A and C4.
- 6 By adding the word "Crematorium" as a permitted use in District I1.
- 7 By adding the following section:  
  
**68.1 Cremation**  
  
The use of a crematorium, retort or cremation chamber must not result in any noise, odor, smoke or other nuisance which emanates beyond the boundaries of the premises on which the use takes place.

8           In all other respects, Bylaw No. 3156/96 is hereby ratified and confirmed.

READ A FIRST TIME IN OPEN COUNCIL this           day of           2005

READ A SECOND TIME IN OPEN COUNCIL this           day of           2005

READ A THIRD TIME IN OPEN COUNCIL this           day of           2005

AND SIGNED BY THE MAYOR AND CITY CLERK this           day of           2005

\_\_\_\_\_  
MAYOR

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

**BYLAW NO. 3217/F-2005**

Being a bylaw to amend Bylaw No. 3217/98, the bylaw adopting the Highland Green Outline Plan 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 replacing the Highland Green Outline Plan in its entirety with the attached Highland Green Neighbourhood Area Structure Plan.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2005.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2005.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2005.

\_\_\_\_\_  
MAYOR

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

# Highland Green

## Neighbourhood Area Structure Plan

City of Red Deer / Parkland Community Planning Services

Adopted by City Council, March 10, 1997  
Amended March 24, 1997

## **1.0 Authorization**

At their meeting of May 8, 1995, Red Deer City Council authorized the preparation of an outline plan to look at land use and development issues in the Highland Green Estates Neighbourhood. This neighbourhood is defined as east of 59<sup>th</sup> Avenue, north of the escarpment, west of Gaetz Avenue, and south of 67<sup>th</sup> Street (Figure #1). The primary purpose of the plan was to define acceptable land uses for the undeveloped sites within the Highland Green Estates neighbourhood. Other issues which have surfaced during the planning process have been addressed as they have arisen, or alternately are addressed through this plan.

## **2.0 Process**

In order to prepare the original outline plan (1997), all of the owners of vacant parcels as well as a committee of Highland Green residents (selected by the residents) were invited to four meetings. Through these meetings, the issues were identified, discussed and recommendations made. Most of the issues were resolved through consensus between respective owners and the neighbourhood.

In May 2005, an application was presented to amend the Outline Plan. As part of this process, the Outline Plan was re-titled as the Highland Green Neighbourhood Area Structure Plan (NASP), in accordance with Neighbourhood Area Structure Plan Bylaw No. 3217/98. A public meeting was conducted for presentation and discussion regarding this amendment.

## **3.0 History**

The Highland Green neighbourhood was originally part of the village of North Red Deer. The neighbourhood was annexed into the city in 1957. A substantial part of the neighbourhood was redeveloped in the late 1970's and early 1980's. In the late 1980's, and through the 1990's, development continued in the neighbourhood, albeit at a slower pace. The neighbourhood contains several undeveloped parcels. Through recent years, various types of development have been proposed upon these parcels.

In 1999, the Montfort Height condominium development, containing 57 units, was completed.

In 2005, the St. Joseph's Convent site became available for purchase. The NASP was then amended for the purpose of allowing for the consideration of multiple-unit residential development upon the site.

## **4.0 Characteristics of the Neighbourhood**

Highland Green is considered a mature community with a stable residential population demonstrating a diverse housing mix and occupancy profile.

The community in the past has been described as being somewhat transient in nature and continues to show residency of less than 5 years by residents of higher density forms of housing.

Recent census records indicate very minor population fluctuations between 4,095 persons (2004) and 4,042 persons (2005). Household size demonstrates a slight decline in average size - 2.63 persons per dwelling unit (1995) to 2.37 persons per dwelling unit in 2005. The community's population is set within an area of 124 hectares, thus creating a density of 32.6 persons per hectare.

Approximately 25% of the Highland Green community is comprised of public parks and open space.

The plan supports development or redevelopment that will improve the balance of owner occupied dwelling units over rental dwelling units and improve the stability of residency within the neighbourhood.

## **5.0 Land Issues Related to Vacant Parcels in the Neighbourhood**

At the outset of the original planning process in the Highland Green neighbourhood, there were five parcels identified.

At the time of the original plan review, the St. Joseph's Convent site was not included as a potential redevelopment area. In 2005, the St. Joseph's Convent site was included within the scope of the plan.

The following redevelopment sites are identified on Figure 1:

### **5.1 Telus Site**

This 1.97-hectare site is located at the northeast corner of 58<sup>th</sup> Avenue and Hermary Street. Communications towers are located on the site. The site is currently zoned A1 (Future Urban Development) District within the Land Use Bylaw.

The neighbourhood would like to see the site remain in its current use. Discussions with Telus Real Estate Planning and Administration indicated that the site will be maintained as a transmission tower site for a minimum of five (5) years and potentially for a period well beyond that time. Should the site be redeveloped, the neighbourhood had indicated that they would like to have the site redeveloped for single family housing. They had indicated that they would like the housing to be of a similar quality to the houses located to the east of the site. Discussions with Telus confirmed that they had no objections to the site being designated for single family housing provided it would not impede their ability to move communications towers in or out of the site. Both the City Parks Department and the neighbourhood would like to preserve some of the trees on the site. Since this initial neighbourhood recommendation, the newly-formed community association had completed a survey in the neighbourhood which suggested that the site be designated as a park.

The Telus site is designated for single family housing within the NASP. Any development proposal should include provisions to preserve as many trees as possible within the context of the development plan. The NASP also supports the creation of a park on the property if terms acceptable to The City can be reached.

## 5.2 Belzerowski Site

This 0.18-hectare site is located on 51<sup>st</sup> Avenue south of 62<sup>nd</sup> Street. The site extends over the escarpment. Part of the site is designated A2 Environmental Preservation District and the other part of the site is designated R2 Residential (Medium Density) District to permit an 8-unit development. The City will not allow any development on the A2 designated portion of the site.

The neighbourhood was opposed to the development of eight units on the site. They requested a lower density development on the site. The developer was unable to market the parcel for an 8-unit development and was willing to consider alternate forms of lower density development. A proposal was agreed upon between City departments, the developer and the community wherein the site would be developed to a maximum of 4 units. As part of this proposal, the owner agreed to transfer all of the A2-zoned land to The City in return for a portion of the road right of way located west of the property. This land exchange created a larger development site. The landowner had no objection to the rezoning of the site to allow a maximum of four units. These units have been completed.

## 5.3 École St. Louis de Montfort Site (Catholic School Board Offices)

The 1.59-hectare Ecole St. Louis de Montfort site is located at the corner of 61st Street and 52nd Avenue. The site consists of the Red Deer Regional Catholic School Board offices and playing fields located north of the offices. The playing fields are located on the site of a former landfill. The School Board offices are zoned PS (Public Service) District, while the playing fields are zoned A1 (Future Urban Development) District. The neighbourhood prefers a uniform zoning on the site. At some point, the School Board may wish to sell the site and would like to have the NASP clarify any future development. The School Board initially indicated that they would like to have the flexibility to sell the site for single family, semi-detached, seniors development similar to the Village Park Estates development or for townhouse development. The neighbourhood agreed with all of the proposed uses with the exception of townhouse development. They suggested adding a seniors centre or health centre to the list of uses permitted through the NASP.

The neighbourhood would like to retain the playing fields located on the north side of the site. In view of the restrictions associated with the development of the former landfill site, it is unlikely that this site would be sold for development purposes in the foreseeable future. Any subdivision or development on the south site (School Board offices) would however be subject to the review and approval of Alberta Environment and the David Thompson Health Authority because of the proximity of the site to a former landfill. Off-site and boundary improvement charges would be assessed only when and if the parcel is subdivided into smaller parcels.



The entire site is designated for PS use within the Land Use Bylaw. A seniors centre, health or fitness centre or other public service use in the existing building, park, single family housing, duplex or seniors housing, (single family duplex or townhouse – similar to Village Park Estates) could be considered on the southern portion of the site if the site is no longer required for current purposes, providing Alberta Environment and the David Thompson Health Authority have no objections to development of the site. The north portion of the site would remain in park use.

#### 5.4 Montfort Heights Site

This site consists of the former Knights of Columbus site and Boomer/Carfantan property, as identified in the original plan. As well, road and lane closures were completed as part of this site.

The south portion of the combined site, containing approximately 1.26 hectares, was developed in 1999 (approved in 1997) for residential purposes. The north portion of the site is leased by The City for parks and recreational purposes, as it is contained upon a former landfill site.

The residential portion, is zoned DC (7) Direct Control District within the Land Use Bylaw and presently contains a multiple-unit residential development. This development consists of 57 units – 2 duplexes (4 units) and an apartment complex (53 units). The apartment stands at a height of 4 ½ storeys. The development is an adult condominium marketed to senior citizens with all units being owner-occupied.

The neighbourhood had no objections to a development at the south end of the site. The neighbourhood was strongly supportive of a seniors-oriented condominium which is oriented to home ownership. The Community Association had indicated however, that the neighbourhood was opposed to any development over two storeys.

The south portion of these lands was specifically-zoned within the Land Use Bylaw in order to restrict, among other things, the units per hectare density upon this portion.

#### 5.5 St. Joseph's Convent Site

The St. Joseph's Convent site, containing 0.765 hectares, is located on 61<sup>st</sup> Street near the edge of the river valley escarpment and on the periphery of the Highland Green Community.

At the time of the original plan review, the St. Joseph's Convent site was considered a stable use with little likelihood of change or redevelopment. As a result, these lands were not referenced in the original Highland Green Outline Plan as a possible redevelopment site.

Prior to the 2005 amendment, the site was zoned PS (Public Service) within The City's Land Use Bylaw and was actively used as a convent. With a trend of

declining residency, the order responsible for the site, the Filles de la Sagesse, decided to sell the property. Alternate uses within the PS district included recreation facilities, social care facilities, rehabilitation and corrective centres, and private clubs and organizations.

The property holds an array of mature landscaping, predominantly around the perimeter of the site. St. Joseph's convent is located within 300 metres of a former City of Red Deer landfill site beneath the playing fields on 52<sup>nd</sup> Avenue. Should the site be redeveloped or subdivided, a waiver would be required from Alberta Environment. Due to the location near the escarpment, soils/slope stability must be reviewed consistent with City of Red Deer requirements should redevelopment occur.

Redevelopment and site planning should be sensitive to retaining perimeter landscaping, where possible, and should demonstrate quality architectural solutions. Traffic and on-street parking patterns are a broad source of concern for the community. Any proposed redevelopment should ensure that increased traffic flows are within accepted professional standards for the road structure. Parking should be contained on-site. It may be necessary to place parking below ground in order to preserve the evident natural landscape qualities of the site.

Any rezoning of the site should promote long term residency through ownership in order to increase positive community use, offset the trend of rental properties, and decrease the transient/short-term pattern of residents. In the event that the current use as a convent is no longer viable, residential uses will be considered which are consistent with the adjacent land uses. In consideration of adjacent land uses (existing and contemplated), multiple-unit R2 or R3 land uses shall be considered as compatible. Residential development should encourage owner-occupied condominium environments.

## **6.0 Density**

In keeping with emerging sustainable community practices to best utilize land and infrastructure, The City of Red Deer has adopted a Smart Growth Policy for development of new neighbourhoods. The Smart Growth Policy has set minimum density targets of 14.8 dwelling units per hectare.

Utilizing 2005 census records, the Highland Green Community is built to a density of approximately 13.73 units per hectare. Comparable communities (housing types and age) such as Normandeau, Clearview, and Morrisroe Extension demonstrate similar densities. Redevelopment of the St. Joseph's Convent site under an R3 zoning with a maximum of 70 residential units would increase the density of the Highland Green Community to approximately 14.3 dwelling units per hectare.

While the Smart Growth Policy has direct application to new communities, the intent should be linked to older communities and consider redevelopment to comparable density levels. Redevelopment within the plan area should strive to provide stable ownership, with long-term residents supportive of neighbourhood use and community values.

Higher densities may be considered where it can be demonstrated that redevelopment is compatible with adjacent land uses and consistent with general density targets identified by the Smart Growth Policy.

## **7.0 Traffic-Related Issues**

While a number of specific issues related to traffic were resolved during the initial plan preparation, the neighbourhood continues to have a concern about traffic volumes on Hermary Street and Hallgren Avenue, specifically as it relates to traffic from other neighbourhoods using this route as a shortcut. The community would not support the creation of any additional public roadways within the NASP, including further development of 52 Avenue adjacent to the Village Mall commercial lands.

Continued concerns are expressed from the community regarding the on-street parking of vehicles. Existing parking conditions have caused concern with traffic congestion and pedestrian safety. The Community Association would deal with these issues separately from this plan. The Engineering Department has committed to working with the neighbourhood to determine solutions.

## **8.0 Electric, Light and Power Issues**

Residents of Village Park Estates asked whether the power line on the east side of the property would be placed underground eventually. They also asked whether a streetlight could be installed at the entrance to the subdivision (there was a pole at the entrance but no light).

The Electric Light and Power Department has upgraded the street lighting as requested. The power line is intended to remain as an above ground power line.

## **9.0 Recreation, Parks and Culture Issues**

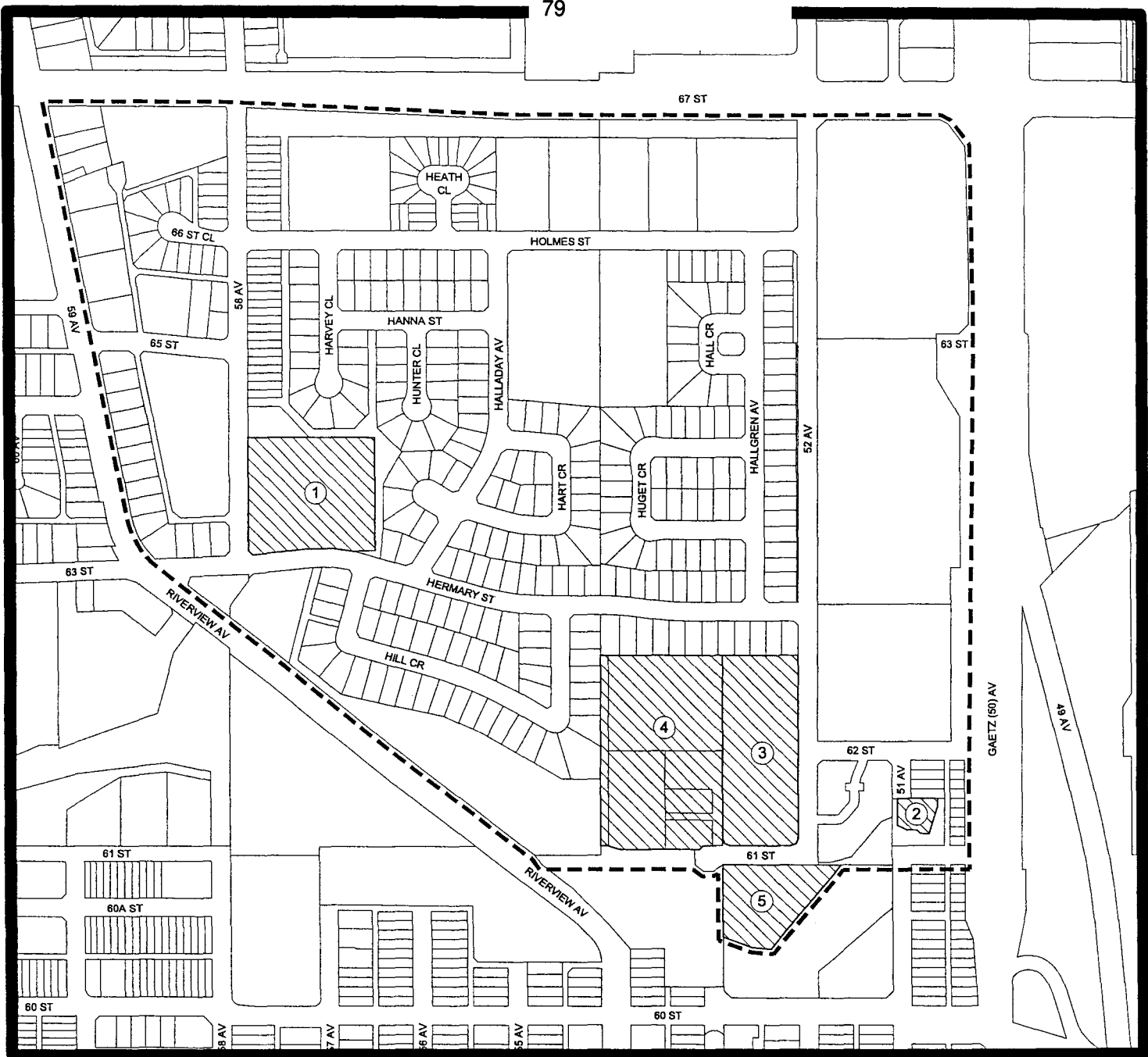
A number of issues related to landscaping and park maintenance surfaced during the 1997 planning process. Most of these issues which included tree planting behind the Village Mall and trail maintenance were addressed during this process. Two issues are not yet implemented and are listed below:

The Bicycle Master Plan indicates that trails will be built on the escarpment connecting to the trail system leading to Bower Ponds.

The recreation levy generated from development in the area should be used to complete the trail system. The specific location of the trail should be based upon neighbourhood input.

## **10.0 Conclusion**

The intent of the preparation of the NASP was not necessarily to satisfy all parties involved, but rather to resolve as many planning issues as possible and to provide a clear direction in terms of future land use. The approach was to consider possible development which would be complementary to and enhance the existing neighbourhood. This plan is intended to guide all future land use on the sites identified and therefore reduce, or eliminate, land use and development-related conflicts which have occurred in the past.



## HIGHLAND GREEN NEIGHBOURHOOD AREA STRUCTURE PLAN



**FIGURE 1 - REDEVELOPMENT AREAS**

- ■ ■ Plan Area (65 ha)
- ① Telus Site
- ② Belzerwoski Site
- ③ Ecole St. Louis Montfort Site (Catholic School Board Offices)
- ④ Montfort Heights Site
- ⑤ St. Joseph's Convent Site

**BYLAW NO. 3156/EE-2005**

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 F10" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 27/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2005.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2005.

READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2005.

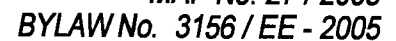
AND SIGNED BY THE MAYOR AND CITY CLERK this                      day of                      2005.

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MAYOR

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CITY CLERK



**BYLAW NO. 3156/GG-2005**

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:

Bylaw No. 3156/96 is hereby amended as follows:

- 1 Schedule A is amended by deleting Figure 3 and replacing it with a new Figure 3, a copy of which is attached to this Bylaw:
- 2 Schedule B, Land Use District Maps, is amended by adding the following constraint Maps D10, D11, E9, E10, E11, F9, F10, F11, G10 and G11 copies of which are attached to this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this                      day of                      2005.

READ A SECOND TIME IN OPEN COUNCIL this                      day of                      2005.

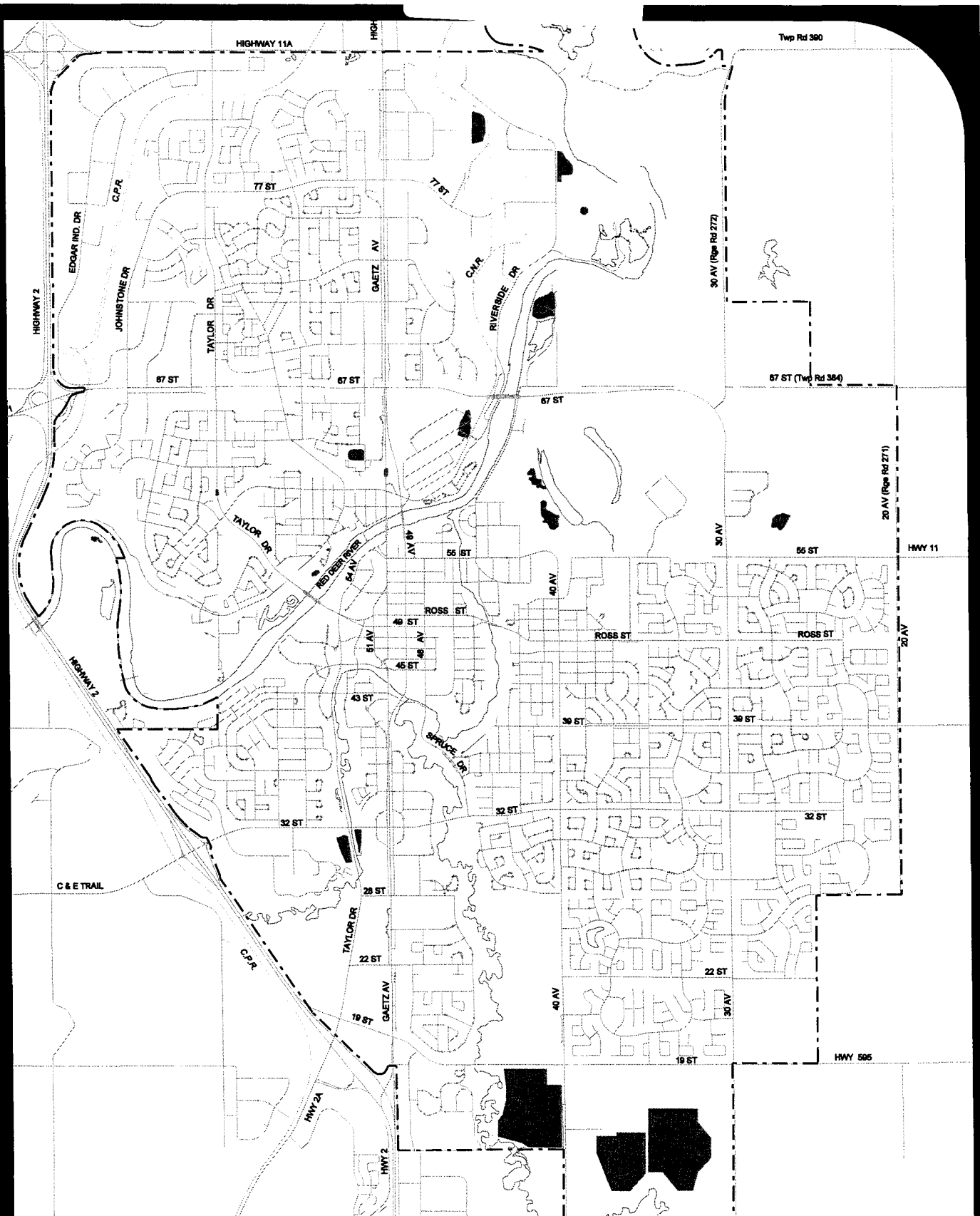
READ A THIRD TIME IN OPEN COUNCIL this                      day of                      2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this   day of                      2005.

\_\_\_\_\_  
MAYOR

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





## KNOWN LANDFILL SITES

NTS

Landfill Area

THE CITY OF  
**Red Deer**  
ENGINEERING SERVICES

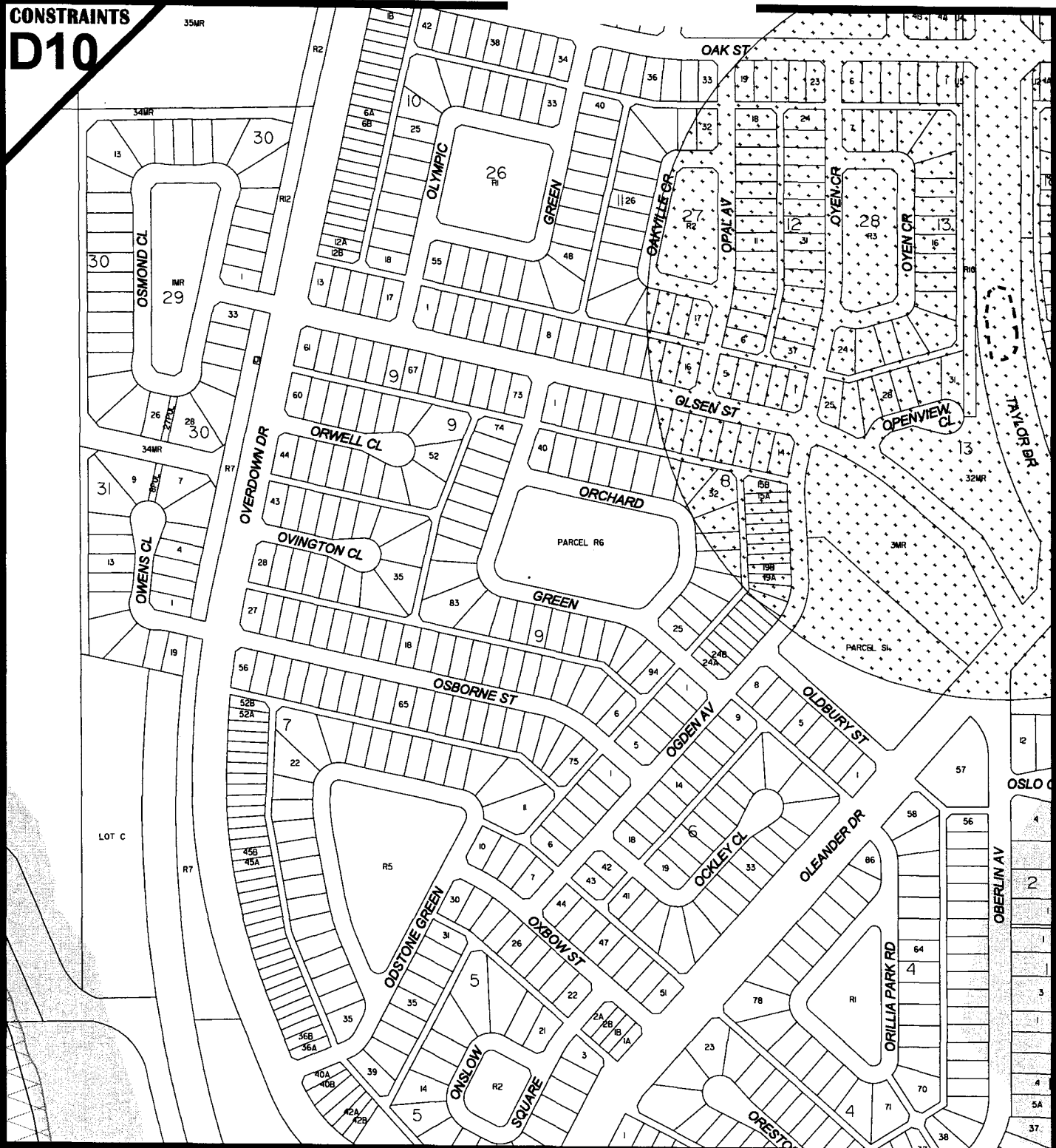
\*NOTE\* Landfills identified on map are approximate in location and may not include all sites within the City Limits. Other landfill sites may exist.



Bylaw No. 3156/0-2004

**FIGURE 3**






# CONSTRAINTS D10



The City of Red Deer

## Land Use Bylaw 3156/96

### LEGEND

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)



**NORTH**  
Scale 1:5,000

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Engineering Department

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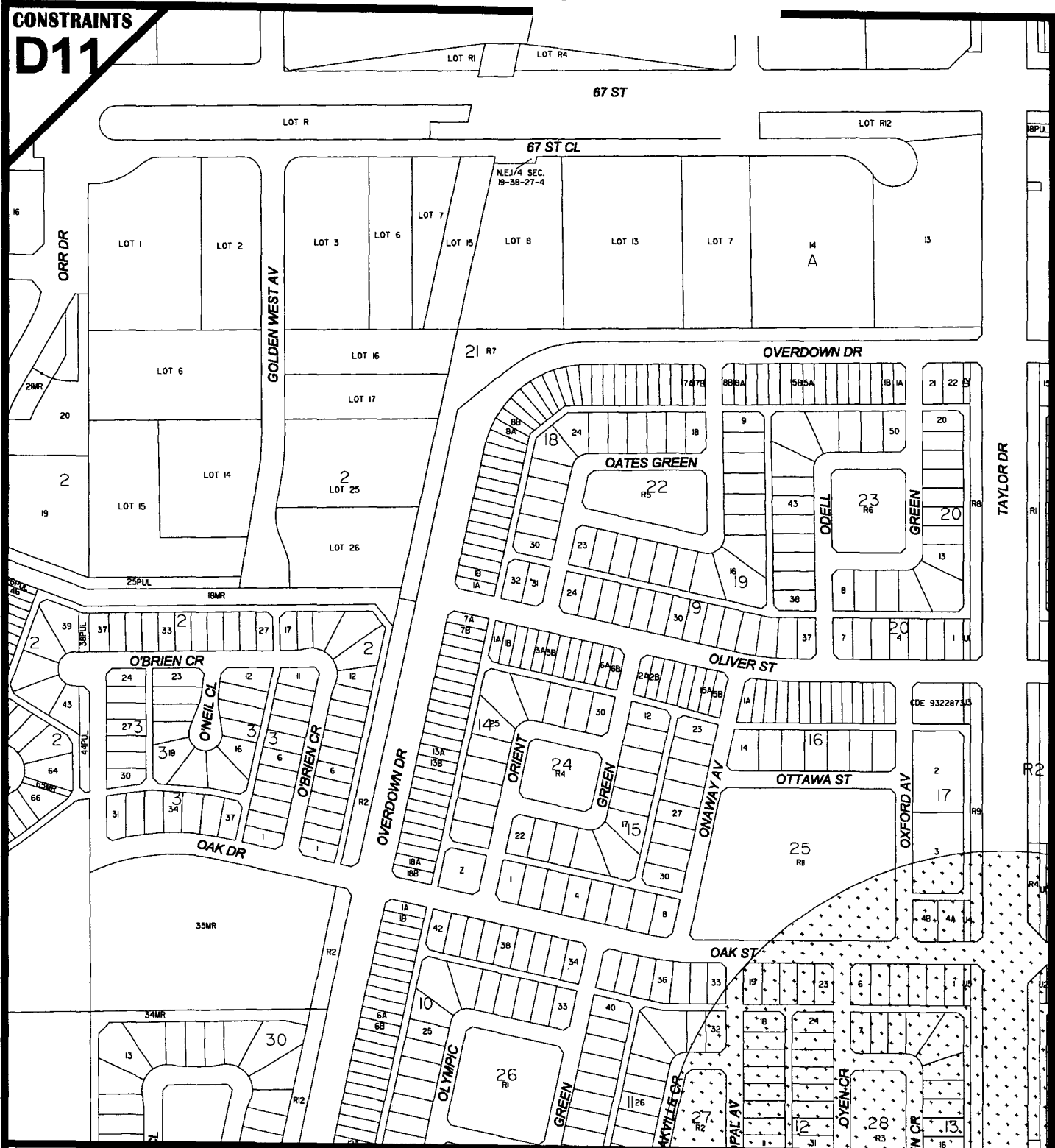
C11	D11	E11
C10	D10	E10
C9	D9	E9

**SE¼ Sec 19**

Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005

CONSTRAINTS

**D11**

## The City of Red Deer Land Use Bylaw 3156/96

### LEGEND

- Escarpment Area
- Flood Fringe
- Floodway
- Landfill Setback (Development Restrictions may apply)
- Landfill Sites (approximate)

C12	D12	E12
C11	D11	E11
C10	D10	E10

NE 1/4 Sec 19

Twp 38 - Rge 27 - W4th

Bylaw No. 3156/0-2004

printed on

September 02, 2005



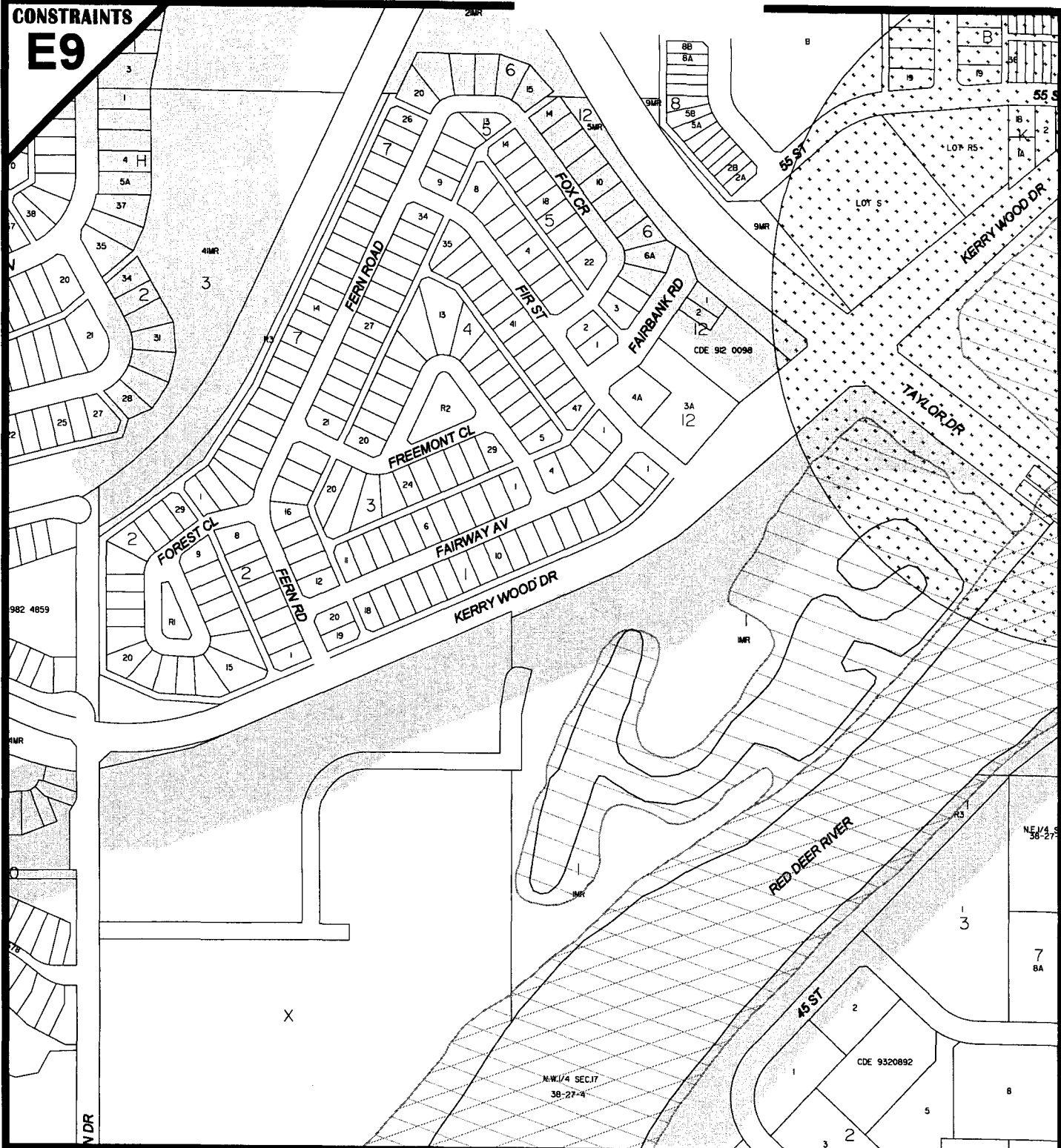
NORTH

Scale 1:5,000

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Engineering Department

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CONSTRAINTS

**E9**

The City of Red Deer

**Land Use Bylaw 3156/96****LEGEND**

- Escarpment Area
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- Floodway
- Landfill Setback (Development Restrictions may apply)
- Landfill Sites (approximate)

D10	E10	F10
D9	E9	F9
D8	E8	F8

**NW¼ Sec 17**

Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**  
printed on

September 02, 2005

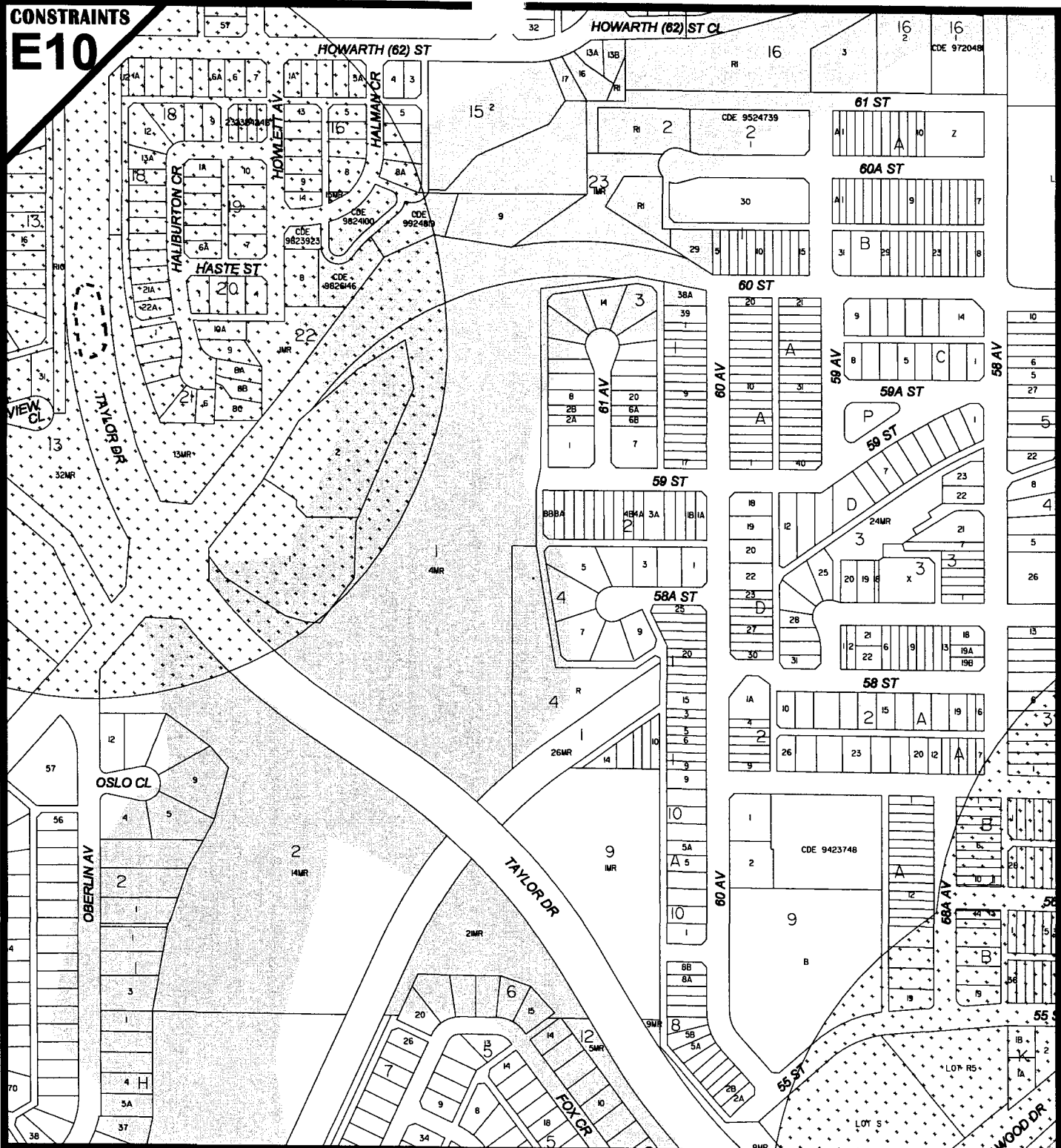
**NORTH**

Scale 1:5,000

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CONSTRAINTS

**E10**

The City of Red Deer

**Land Use Bylaw 3156/96****LEGEND**

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**NORTH**  
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D11	E11	F11
D10	E10	F10
D9	E9	F9

**SW¼ Sec 20**

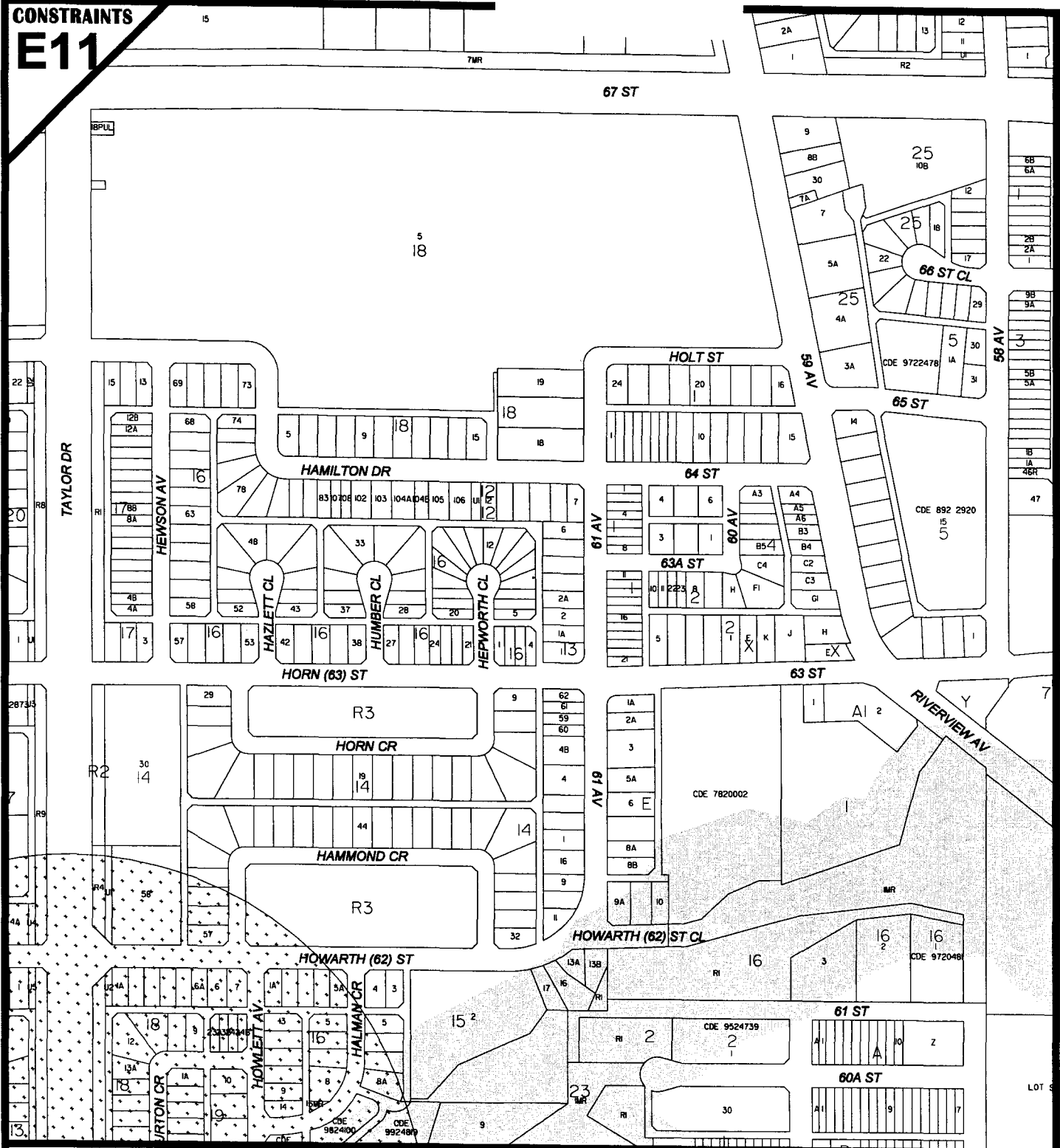
Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**

printed on

September 02, 2005

CONSTRAINTS

**E11**

The City of Red Deer

**Land Use Bylaw 3156/96****LEGEND**

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**NORTH**  
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D12	E12	F12
D11	E11	F11
D10	E10	F10

**NW¼ Sec 20**

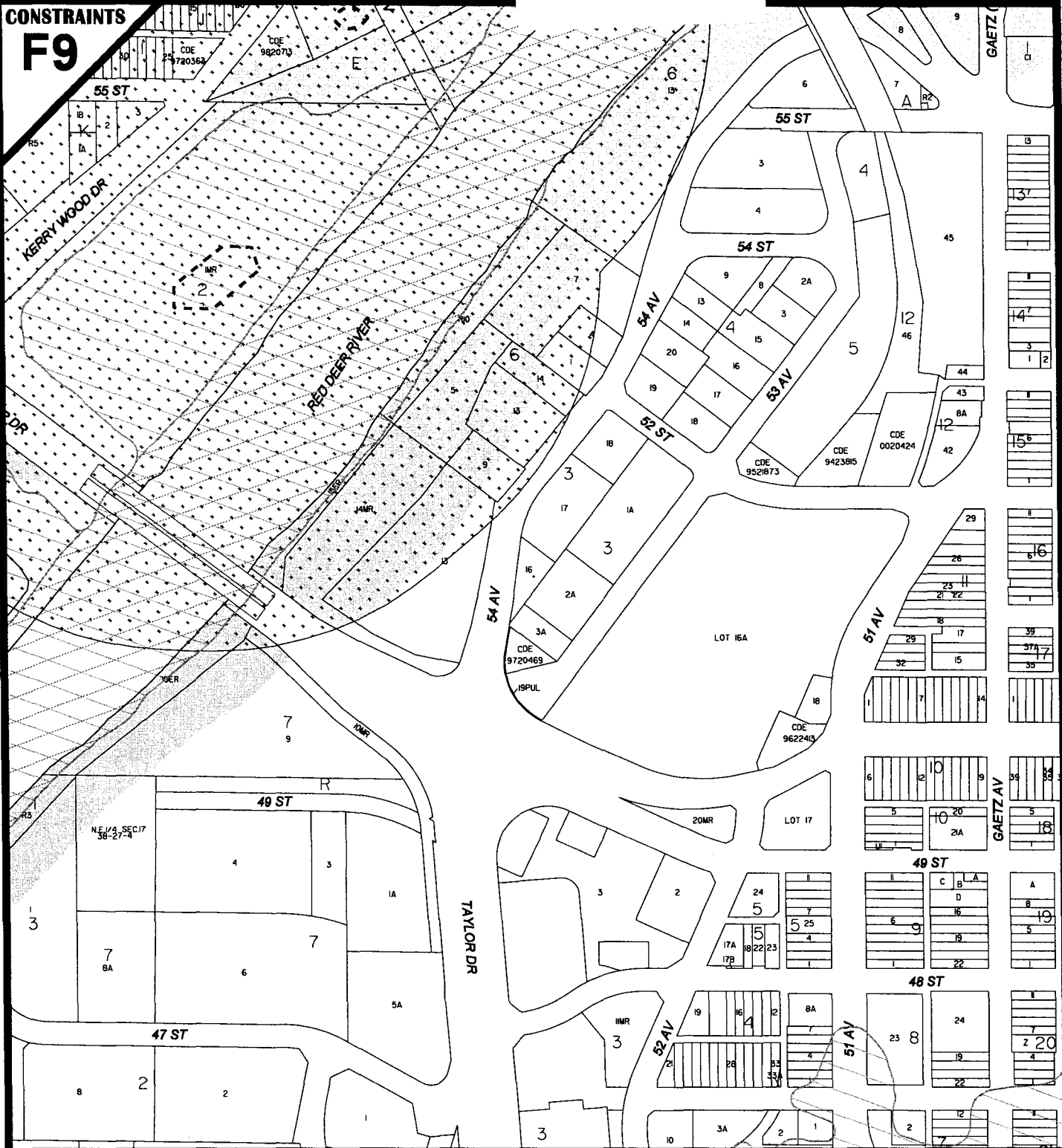
Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**

printed on

September 02, 2005

CONSTRAINTS

**F9**

The City of Red Deer

**Land Use Bylaw 3156/96****LEGEND**

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**NORTH**  
Scale 1:5,000

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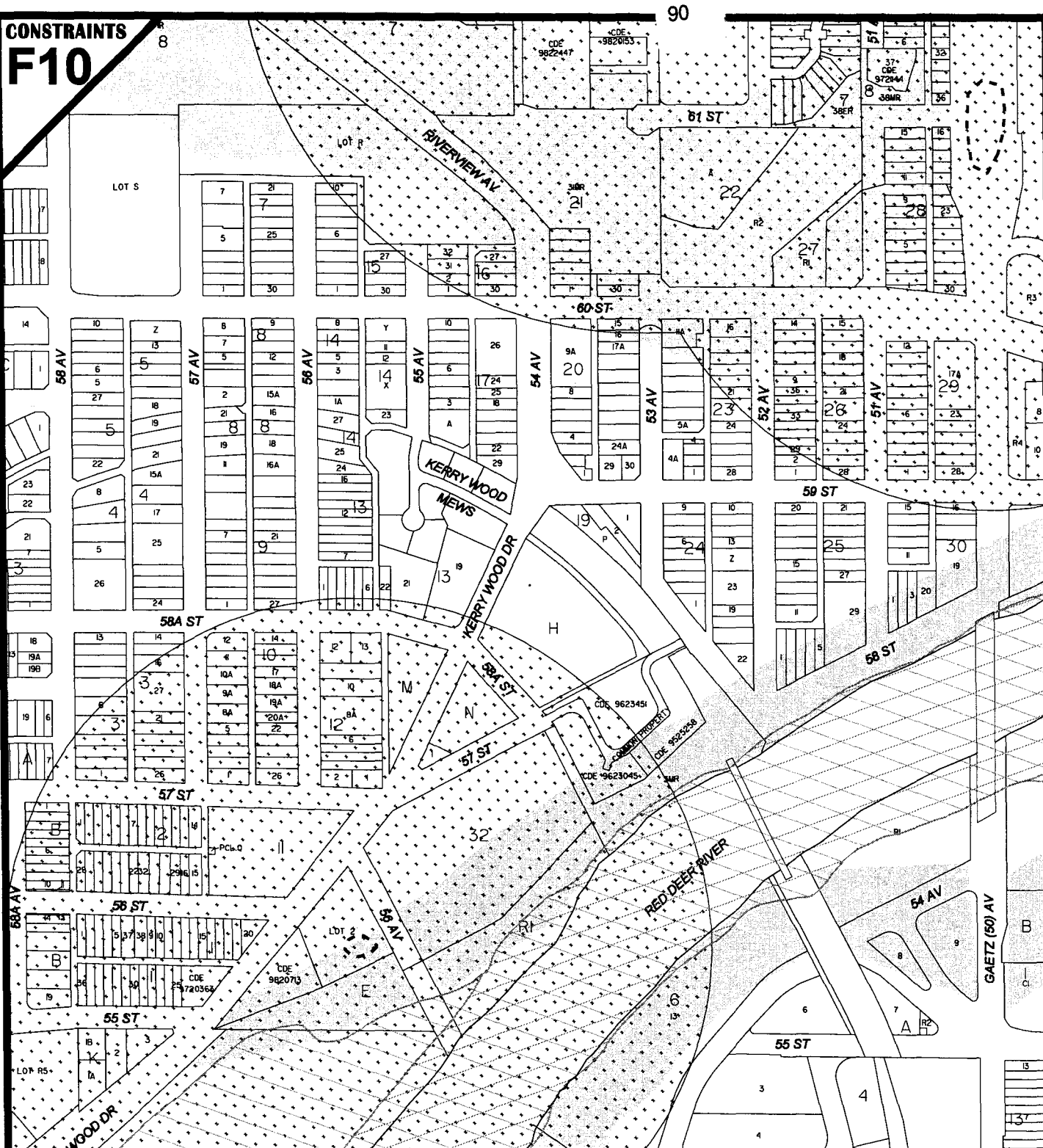
E10	F10	G10
E9	F9	G9
E8	F8	G8

**NE 1/4 Sec 17**

Twp 38 - Rge 27 - W4th






**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005

**CONSTRAINTS**  
**F10**



# The City of Red Deer **Land Use Bylaw 3156/96**

## **LEGEND**

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)



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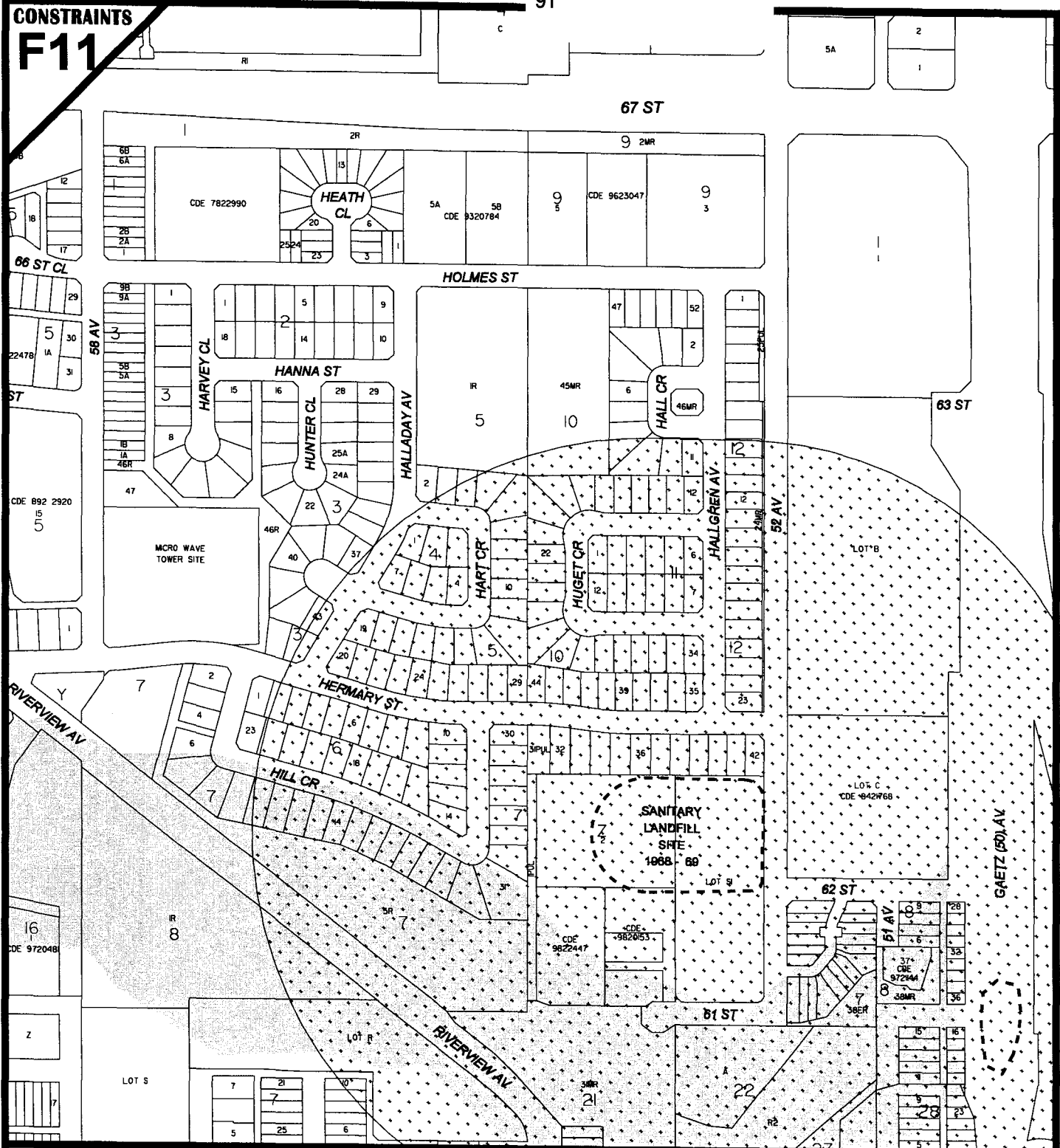
E11	F11	G11
E10	F10	G10
E9	F9	G9

**SE 1/4 Sec 20**  
Twp 38 - Rge 27 - W4th  
**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005



CONSTRAINTS

F11



The City of Red Deer

## Land Use Bylaw 3156/96

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NORTH  
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E12	F12	G12
E11	F11	G11
E10	F10	G10

NE 1/4 Sec 20

Twp 38 - Rge 27 - W4th

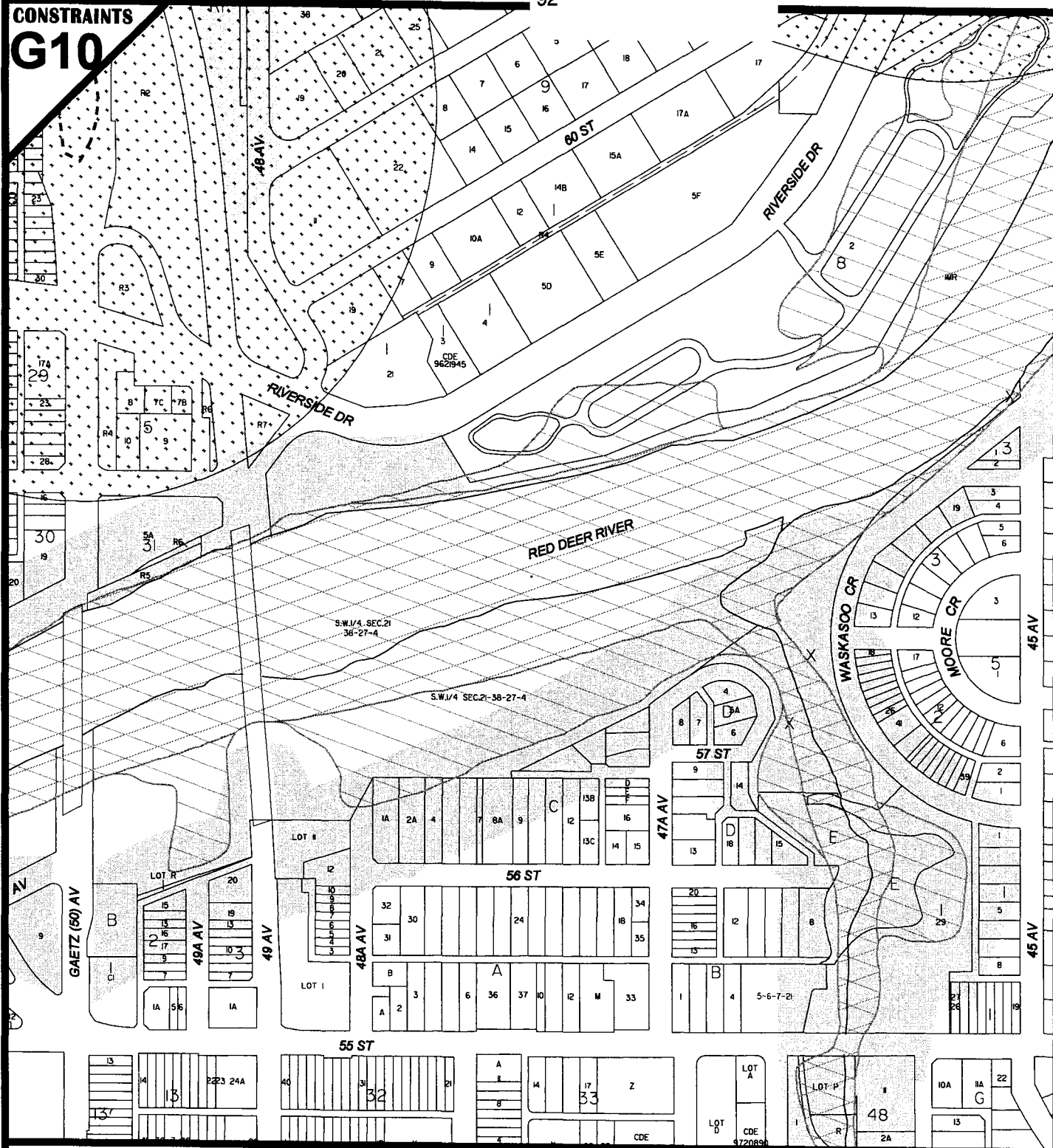
Bylaw No. 3156/0-2004

printed on

September 02, 2005






**CONSTRAINTS**  
**G10**

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# The City of Red Deer **Land Use Bylaw 3156/96**

## **LEGEND**

-  Escarpment Area
-  Flood Fringe
-  Floodway
-  Landfill Setback (Development Restrictions may apply)
-  Landfill Sites (approximate)

F11	G11	H11
F10	G10	H10
F9	G9	H9

**SW 1/4 Sec 21**

Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**  
printed on  
September 02, 2005

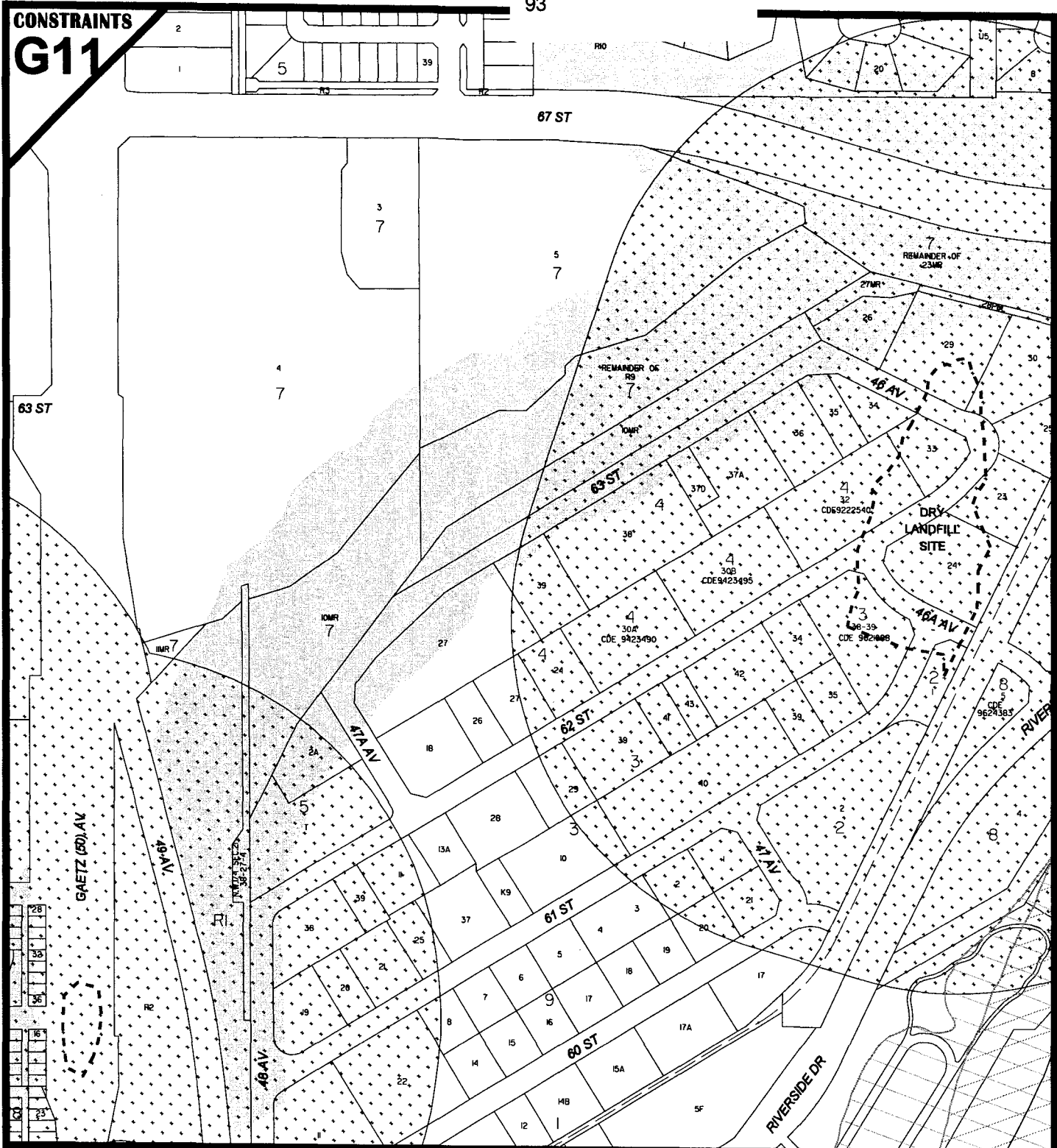


**NORTH**  
Scale 1:5,000

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

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CONSTRAINTS

**G11**

The City of Red Deer

**Land Use Bylaw 3156/96****LEGEND**

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**NORTH**

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F12	G12	H12
F11	G11	H11
F10	G10	H10

**NW¼ Sec 21**

Twp 38 - Rge 27 - W4th

**Bylaw No. 3156/0-2004**

printed on

September 02, 2005