

June 20, 2005 – 1:00 p.m.

Council Meeting Agenda items tabled

(Red Deer, Alberta) – Because of the state of local emergency, tonight's City Council meeting agenda has been altered, with two items tabled for Council meetings in July.

Council will still convene at 4:30 p.m. for the third reading of the Smoke Free Bylaw. Other agenda items that will be discussed are:

- Delburne Road widening, 40 Avenue to Irwin Avenue
- Emergency Services fire training site expansion
- Johnstone Crossing – Phase 4 – raw residential land sale to Tronnes Development Ltd.
- Road Closure Bylaw regarding East Gaetz Avenue Service Road – 76 Street and 77 Street
- Quantum IV Developments: Northwest Major Area Structure Plan Amendment, Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment and Land Use Bylaw Amendment

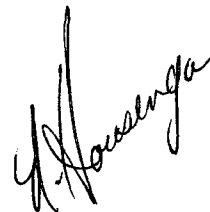
The Downtown Red Deer Parking Management Implementation Program agenda item is anticipated to be tabled to the July 18, 2004 Council Meeting and the Request for Tax Cancellation at 19 Muldrew Crescent is anticipated to be tabled until July 4, 2005.

The Public Hearings scheduled for 7:00 p.m. tonight will proceed as planned.

-end-

For more information, please contact:

Kelly Kloss
Manager
Legislative & Administrative Services
The City of Red Deer
(403) 342-8132





MEDIA NOTICE

The City of Red Deer's
Regular Meeting of Council
to be held on
Monday June 20, 2005

in Council Chambers of City Hall

will commence at 4:30 P.M.

The following items will be tabled to the July 4, 2004 Council Meeting:

1. Downtown Red Deer Parking Management Implementation Program
2. Request for Tax Cancellation at 19 Muldrew Crescent

Please contact the Legislative & Administrative Services Office
at 342-8132
for further information.

Kelly Kloss
Manager

* * * Transmission Result Report (MemoryTX) (Jun.20. 2005 11:41AM) * * *

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

Date/Time: Jun.20. 2005 11:08AM

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Reason for error

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1. Downtown Red Deer Parking Management Implementation Program
2. Request for Tax Cancellation at 19 Muldrew Crescent

Please contact the Legislative & Administrative Services Office
at 342-8132
for further information.

Kelly Kloss
Manager



A G E N D A



FOR THE *REGULAR MEETING OF RED DEER CITY COUNCIL*

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL

MONDAY, JUNE 20, 2005

COMMENCING AT *4:30 P.M.*



- (1) Confirmation of the Minutes of the Regular Meeting of Tuesday, May 24, 2005 and the Special Meeting of Wednesday, May 25, 2005
- (2) UNFINISHED BUSINESS
 1. Legislative & Administrative Services Manager – Re: *Smoke Free Bylaw 3345/2005*
(Consideration of 3rd Reading of the Bylaw) . .1
 2. Permits & Licensing Supervisor – Re: *Downtown Red Deer Parking Management Implementation Program* . .11
- (3) PUBLIC HEARINGS
 1. Parkland Community Planning Services – Re:
 - (a) *Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment - Bylaw 3217A-2005*
(Consideration of 2nd & 3rd Readings of the Bylaw) . .93

- (b) ***Land Use Bylaw Amendment 3156/E-2005 – Rezoning of Land from A1 Future Urban Development District and PS Public Services District to R1 Residential Low Density District, R1N Residential Narrow Lot District and PS Public Service District / Phases 26 & 27 / Kentwood Northeast (Kingsgate) / Laebon Developments Ltd.***
(Consideration of 2nd & 3rd Readings of the Bylaw) . .97
 - (c) ***Land & Economic Development Manager, Re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) / Part of Lot 55MR, Block 8, Plan 992 0387 / Laebon Developments Ltd.*** . .100
- 2. ***Parkland Community Planning Services – Re: Land Use Bylaw Amendment 3156/F-2005 - Accessory Building Regulations***
(Consideration of 2nd & 3rd Readings of the Bylaw) . .105
- 3. ***Parkland Community Planning Services – Re: Land Use Bylaw Amendment 3156/M-2005 - Rezoning of Land From A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-Detached Dwelling) District and P1 Parks and Recreation District / Phase 4 of Johnstone Crossing / City of Red Deer***
(Consideration of 2nd & 3rd Readings of the Bylaw) . .109
- 4. ***Parkland Community Planning Services – Re: Oriole Park West***
 - (a) ***Oriole Park West Neighbourhood Area Structure Plan Bylaw Amendment 3217/B-2005,***
(Consideration of 2nd & 3rd Readings of the Bylaw), . .112

- (b) **Land Use Bylaw Amendment 3156/Q-2005 – Rezoning of Land from A1 Future Urban Development District and A2 Environmental Preservation Districts to R1 Residential (Low Density) District, R1A Residential (Semi-Detached Dwelling) District and P1 Parks and Recreation District / Oriole Park West - Phase 7A / City of Red Deer**
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- (c) **Land Use Bylaw Amendment 3156/N-2005 – Rezoning of Land From C4 Commercial (Major Arterial) District to A2 Environmental Preservation District / Oriole Park West / City of Red Deer**
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- (d) **Land & Economic Development Manager – Re: Request to Exchange Municipal Reserve Land in Oriole Park / Part of Lot 21MR, Block 2, Plan 982 3721 for Part of Lot 20, Block 2, Plan 982 3721 / Mike Dandurand Realty and Northland Industrial Park (Red Deer) Ltd.** . .132
- (e) **Land & Economic Development Manager – Re: Road Closure Bylaw 3346/2005 - Road Plan 2082 LZ - Oriole Park West**
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- 5. **Parkland Community Planning Services – Re: Land Use Bylaw Amendment 3156/O-2005 - Rezoning of Land From A1 Future Urban Development District to R2 (Medium Density) District / Johnstone Crossing / City of Red Deer**
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6. **Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/P-2005 – Rezoning of Land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District / Johnstone Park – Phase 10 / Carolina Homes Ltd.***
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 - (b) ***Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment 3217/D-2005 / Increase in Area of Commercial Site***
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 - (c) ***Land Use Bylaw Amendment 3156/S-2005 / Rezoning of Approximately 5.599 ha of Land from A1 Future Urban Development to C2 Commercial (Regional and District Shopping Centre) District and P1 Parks and Recreation District (0.529 ha buffer area and 0.481 ha Public Utility Lot (Wetland) / Quantum IV Developments***
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- (5) **CORRESPONDENCE**
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- (6) **PETITIONS AND DELEGATIONS**
- (7) **NOTICES OF MOTION**
- (8) **WRITTEN INQUIRIES**

(9) BYLAWS

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Legislative & Administrative Services

DATE: June 13, 2005

TO: City Council

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Smoke Free Bylaw 3345/2005

At the May 24, 2005 Council meeting, Council gave first and second readings to Smoke Free Bylaw 3345/2005. A resolution to proceed to third reading was defeated.

Smoke Free Bylaw 3345/2005 is being brought back to the June 20, 2005 Council Meeting for consideration of third reading.

Attached are public comments received since the May 24, 2005 Council Meeting and the original report that appeared on the May 24, 2005 Council Agenda.

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

Kelly Kloss
Manager

COMMENTS
RECEIVED FROM THE PUBLIC
THOSE
IN FAVOUR
OF A
SMOKE FREE BYLAW

From: Treena Patenaude on behalf of Smoking
Sent: May 31, 2005 8:07 AM
To: Christine Kenzie
Subject: FW: smoking

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

From: Barry Blair [mailto:Barry.Blair@xrxgsn.com]
Sent: May 30, 2005 9:09 PM
To: Smoking
Subject: smoking

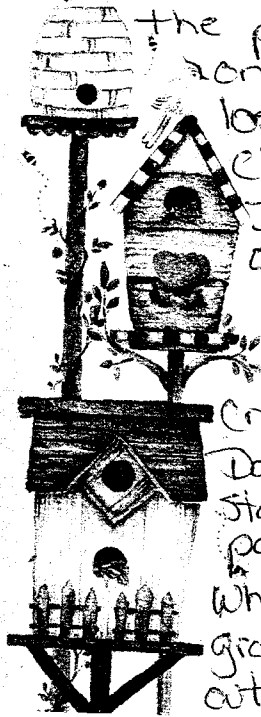
I feel it time for the city council to show leadership on this issue and ban smoking in all places by the end of this current year. This is an issue of health for the workers employed by these businesses and not about profit or loss. People will still frequent these businesses just as they did before. Not long ago Tim Hortons and McDonalds banned smoking when others had not and they not only recovered from the very short slow down in business but flourished very quickly. Glenns restaurant in the county is another example of a nonsmoking business doing fine even when others in the county allow smoking. Just do what the majority of people want and ban smoking, we will all smell better if nothing else.

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COMMENTS
RECEIVED FROM THE PUBLIC
THOSE
OPPOSED
TO A
SMOKE FREE BYLAW

Dear Mr. Mayor,

Regarding total smoking ban in Red Deer. Thus far the points of view have focused on "Health" and "Money" lost to businesses and charities running bingos. I also have another point on this issue "SAFETY".



A total ban could create a whole other problem. Downtown Red Deer has seen stabbings and riots in the past around the bar district. What happens when several groups of people are forced outside to smoke?

Who is going to patrol outside all of these buildings late at night throughout the whole city? Red Deer already seems to have a policing problem. If even one life is lost due to violence that is too many.

Smoking belongs in Bars, Bingos and Casinos. There are other options of proper ventilation and non/smoking rooms. The laws that are in place now seem to work great. Last time I checked smoking is not illegal. Until it is give people the freedom of choice. CANADA is still a "Free" country.

I think? Concerned Red Deer citizen
Mrs. Toni Justason
Toni Justason

From: Priscilla { |
Sent: June 03, 2005 2:30 PM
To: LASMailbox
Subject: Smoke Free Bylaw

I am against the proposed Smoke Free Bylaw. Even though I am a non-smoker, I think that the way things are now are just fine. Also, charities will suffer because of lack of funding from groups that work bingos and casinos to help fund them.

Thank you,

Priscilla Albach
Red Deer

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DATE: May 16, 2005

TO: Kelly Kloss, Legislative & Administrative Services Manager

FROM: Treena Patenaude, Project Coordinator, Inspections & Licensing and Paul Meyette, Inspections & Licensing Manager

RE: A. Changes to the Proposed Smoke Free Bylaw
B. Additional Public Consultation information

A. Changes to the Proposed Smoke Free Bylaw

There are two changes to the proposed Smoke Free Bylaw made since April 25, 2005 Council meeting.

1. After consultation with the City Solicitor, the definition for "Private Living Accommodation" was amended to be clearer to understand. The Proposed Smoke Free Bylaw on April 25, 2005 read:

"Private Living Accommodation" means an area of a building used as a residence and includes a hotel or motel room, but does not include any portion of such area used as a workplace.

This has now been amended to read:

"Private Living Accommodation" means an area of a building used as a private residence to which the members of the public are not normally invited, this includes a hotel or motel room, but does not include any portion of such area used as a workplace.

The first draft of the Bylaw did not exempt those living in a social care residence and the new definition clarifies that they can smoke in their own rooms, which constitutes for all intents and purposes of their "home".

2. Section six is deleted as clarity is provided in the new Private Living Accommodation definition.
 6. *"The provisions of sections 4 to 6 inclusive of this bylaw do not apply to an area of a building used exclusively as Private Living Accommodation"*

B. Additional Public Consultation Information

In response to the questions asked at the April 25, 2005 Council meeting regarding

- no smoking initiatives in municipalities around Red Deer/Red Deer Chamber of Commerce response
- the impact of the existing no smoking bylaw on restaurants, and
- what City Council based their decision on three years ago with current smoking Bylaw,

we have gathered the following responses.

No Smoking Initiatives around Red Deer/Red Deer Chamber of Commerce response

Town of Blackfalds (Lyle Wack – Town Manager)

Mr. Wack indicated that Town Council has not considered a smoke free bylaw and plans to stay at the same level as the Province of Alberta.

Town of Lacombe (Bob Jenkins – Town Manager)

Mr. Jenkins indicated that Town Council decided not to pursue the gold standard. Instead, they will stay at the same level as the Province of Alberta. Currently most of their facilities are smoke free with the exception of one in which children are not allowed to enter as smoking is permitted.

Town of Sylvan Lake (Al Gamble – Development Officer)

The Town of Sylvan Lake do not have a Smoking Bylaw.

Town of Innisfail (Dale Mather – Town Manager)

First reading was given to a Silver Standard Bylaw by Town Council. This will go back to Council for a public hearing on June 13, 2005. If the Silver Standard Bylaw is passed it would be an interim solution and would be brought back to Council before its term expires (2007). They have discussed whether or not they would go 100 per cent smoke free (gold standard) if the City of Red Deer proceeds with a smoke free bylaw, but have not made a decision at this time.

Red Deer Chamber of Commerce (Cal Dallas)

The biggest concern for the Chamber of Commerce is the significant investments made by businesses in 2002 to accommodate smoking clientele. A new smoke free bylaw would undermine their ability to recoup investments. Businesses

such as bingo halls and casinos have a strong sense that their business will be negatively impacted but others not as much. Due to the investments businesses are continuously making, they feel it is not right to change legislation. Businesses wish there was a way to address their concerns, such as grandfathering their investments, but this would then create a non-level playing field. The Chamber of Commerce suggests that a later date to implement the proposed smoke free bylaw would cover some concerns businesses may have. Lots of notice would help prepare the businesses for the change in the Bylaw. A later date would allow the businesses to reasonably prepare for and recoup the money lost from the changes made to comply with the existing bylaw in 2002. They feel The City of Red Deer needs to be cautious with the impact the bylaw may have on businesses.

Impact of the Existing No Smoking Bylaw on Restaurants in Red Deer

Earls (Paula Learn – Manager and Bill Olafson)

Ms Learn indicated that Earls felt it did not have a choice as to whether or not to ban smoking when Red Deer went to a Silver Standard level. As they cater to families, Earls did not feel they could prohibit minors so instead they decided to prohibit smoking.

When speaking with Mr. Olafson he indicated they lost approximately 10 per cent of their business when Earls went smoke free, which has now been recovered. They chose not to make a smoking lounge because they were more restaurant orientated.

Currently Earls allows smoking in the presence of minors on their patio.

Keg (Michelle – Manager)

The Keg's decision to go smoke free was made by head office and implemented throughout Canada at Keg restaurants. When the City of Victoria went smoke free, it provided the impetus for all Keg restaurants to become smoke free. According to the manager, the Keg had no loss in revenue when they went smoke free.

Kelsey's Restaurant (Dawn - Manager)

Kelsey's went smoke free in 2002. The decision was made by head office and there was no consideration to put in a smoking room or to enclose the lounge. Kelsey's is a family restaurant and they chose to cater to children instead of smokers. However, their patio currently allows smoking and minors are prohibited. Kelsey's indicated there was not a noticeable loss in revenue.

General

Most of the current non-smoking restaurants in Red Deer are chain-operated and the decision was made to go smoke free by head offices. They stated the reason was to keep all the chain restaurants across Canada at the same standard.

City of Red Deer – Smoking Bylaw History

On June 4, 2001 after considering a report from the Environmental Advisory Board on Smoking in Indoor Public Places, Council directed that a Smoking Bylaw based on a Silver Standard be drafted.

At the July 30, 2001 Council meeting, first reading was given to Smoking Bylaw 3286/2001. However, Council agreed to table consideration of the Bylaw to a Special Meeting of Council on September 17, 2001 in order to obtain additional public feedback. Also at the July 30th meeting, a motion to hold a plebiscite for the Bylaw was defeated.

At the Council meeting of September 17, 2001, following presentations by the public, Smoking Bylaw 3286/2001 was passed. The Bylaw came into force on September 18, 2002.



COUNCIL MEETING OF JUNE 20TH, 2005

ATTACHMENT

DOCUMENT STATUS: PUBLIC

**REFERS TO: SMOKE FREE BYLAW 3345/2005
CORRESPONDENCE FROM THE
CENTRAL ALBERTA BUSINESSES
FOR CHOICE, DATED JUNE 15,
2005**

Central Alberta Businesses FOR CHOICE

Mayor Morris Flewwelling
c/o Legislative & Administrative Services
P.O. Box 5008
Red Deer, AB T4N 3T4

June 15, 2005

We (CABC) believe that it is important for this council to be made aware that the submission by the David Thompson Health Region regarding the proposed bylaw contains several falsehoods and misleading statements. Also we believe it is equally important that council be made aware that it is possible to separate the public and workers from second hand smoke ... without having total smoke bans which inevitably end up in costly, unproductive fights with hospitality operators and their work force.

Below is a summary of some of the false and misleading information that you have been given by the DTHR

- DTHR:** Banff is 100% non-smoking indoors, with the exception of a few grandfather clauses.
- FACT:** Banff allows ventilated DSR's (Designated Smoking Rooms).¹
- DTHR:** AUPE lobbied strongly for 100% provincial ban
- FACT:** Hospitality workers in this province are not unionized
- DTHR:** Tobacco use and exposure to SHS is the leading cause of preventable death and disease today.
- FACT:** The leading cause of death in Alberta is Chronic Ischemic Heart Disease
- 17,417 people died in Alberta in the year 2000. Top two causes of death were 1. Chronic Ischemic Heart Disease, 2. Acute Myocardial Infarction. There are no deaths recorded due to Smoking or Second-Hand Smoke.²
- DTHR:** ASHRAE determined that since there is no safe level of exposure to tobacco smoke, that no ventilation standard could be recommended other than completely banning smoking indoors
- FACT:** ASHRAE has published what it considers to be acceptable ventilation rates for use in smoking rooms.
- The 2001 version of Standard 62 does in fact provide ventilation rates for achieving acceptable IAQ (Indoor Air Quality) in casinos, smoking lounges, bars and cocktail lounges.³
- DTHR:** Second-hand Smoke is a Class A Carcinogen (based on 1993, Environmental Protection Agency, EPA report.)
- FACTS:** The EPA Study was declared "Null and Void" in 1998 by Federal Court.
- In 1998 Judge William Osteen vacated the study - declaring the EPA Study null and void after extensively commenting on the shoddy way it was conducted.

¹ Town of Banff By-law No. 222-2

² Alberta Vital Statistics 2000, Table 17

³ ASHRAE Standard 62-2001

- "The record and EPA's explanations to the court make it clear that using standard methodology, EPA could not produce statistically significant results with its selected studies. EPA's conduct raises several concerns besides whether a relative risk of 1.19 is credible evidence supporting a Group A classification. First, with such a weak showing, if even a fraction of Plaintiffs' allegations regarding study selection or methodology is true, EPA cannot show a statistically significant association between ETS and lung cancer." ⁴

DTHR: Hospitality workers working in "smoking permitted" workplaces can be exposed to the equivalent of 2 or more packs of cigarettes per 8 hour shift.

FACT: PASSIVE smokers inhale the equivalent of just six cigarettes a year/0.02 of cigarette a day from other people's smoke; according to the largest ever study of actual exposure levels of non-smokers.

- EPA's own report estimates, that the DTHR is using, based on nicotine measurements in non-smokers blood, "this would translate to the equivalent of about one-fifth of a cigarette per day." ⁵

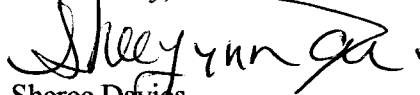
FACT: The world's leading health organization WHO, The World Health Organization, conducted a study of Environmental Tobacco Smoke (ETS) and lung cancer in Europe. The study found no statistically significant risk existed for non-smokers who either lived or worked with smokers. ⁶

Ventilation is the provincial standard of five Canadian provinces. In British Columbia, the Worker's Compensation Board worked with the hospitality industry - not against them - to develop their current ventilation regulation. In fact, at least thirteen municipalities in BC's lower mainland dumped their 100% smoking ban bylaws in favour of the provincial ventilation solution. Half of this country's provinces believe ventilation - not bans - is the solution. This begs the question, why would you force this punitive bylaw on the owners, workers and customers of Red Deer's hospitality and gaming sectors?

Part of a healthy and vibrant community is a healthy and vibrant hospitality and gaming industry. The DTHR simply views our industry as 'collateral damage' in their quest to socially engineer our environment. Why the DTHR has chosen to mislead council is curious indeed. We at the CABC have presented you with facts, not propaganda. It is hard for our members, families and friends to understand why the truth has fallen on deaf ears.

We hope, for the benefit of the entire community, you put aside this bylaw, work with us and others on a more reasonable bylaw, based on sound science and common sense.

Respectfully,



Sheree Davies

Spokesperson

Central Alberta Businesses For Choice

49 Parkland Drive

Sylvan Lake, AB T4S 1J3

tel: 403-357-0003

⁴ 6:93CV00370 United States District Court

⁵ EPA - Respiratory Health Effects of Passive Smoking: Lung Cancer and Other Disorders - Page 3-46

⁶ World Health Organizations



COUNCIL MEETING OF JUNE 20TH, 2005

ATTACHMENT

DOCUMENT STATUS: PUBLIC

**REFERS TO: COMMENTS RECEIVED
REGARDING THE SMOKE FREE
BYLAW 3345/2005**

IN FAVOUR

Jenean Johnson-Borchuk
9 Malcolm Crescent
Red Deer, AB
T4N 0J9

J. Smoking

April 29, 2005

Mayor Flewelling
City of Red Deer
Box 5008
T4N 3T4

Dear Mayor Flewelling,

Please add my name to those who are strongly in favor of the proposed smoking bylaw.

I am a non-smoker who has very much appreciated having more smoke free places to frequent since the enactment of the present bylaw. However, there are still many places I would like to go to socialize without risking my health, but cannot because of the environmental tobacco smoke. I do not presently have a choice if I wish to participate in my chosen past time of competitive pool or to go to a club to dance with friends. All permit smoking. I should not have to choose to risk my health when I socialize or engage in other enjoyable activities.

I also am very concerned about the health and safety of those who work in such establishments. A building filled with environmental tobacco smoke is not a healthy or safe work environment for anyone, regardless of his or her personal smoking status.

Business owners need not concern themselves with potential loss of customers as history has proven that non-smokers who have been reticent to patronize establishments permitting smoking will frequent them more often after the passing of a Gold Standard by-law. Further more, smokers who are initially inclined to stay away from non-smoking establishments will return in relatively short order when not presented with an alternative.

Please vote in support of the proposed bylaw when it comes before Council. Put my health, and the health of other Red Deer citizens, first.

Sincerely,

Jenean Johnson-Borchuk, BSc, AS, RDH



COUNCIL MEETING OF JUNE 20TH, 2005

ATTACHMENT

DOCUMENT STATUS: PUBLIC

**REFERS TO: COMMENTS RECEIVED
REGARDING THE SMOKE FREE
BYLAW 3345/2005**

OPPOSED

RED DEER BINGO ASSOCIATION(1989)
4946 - 53RD AVENUE
RED DEER, ALBERTA
T4N 5J9

PHONE (403) 347 - 4504

FAX (403) 347- 4595

Red Deer, Alberta
May 23, 2005

Red Deer City Council
Re: Bylaw-No: 3286-2001

Mr. Mayor and Councillors:

We, the members of the Red Deer Bingo Association are at odds with the proposed bylaw to prohibit smoking in all establishments within the City of Red Deer.

In 2001, the City put forth a bylaw which took effect on Sept. 18, 2002 stating that no one under the age of 18 years was to be allowed in smoking establishments.

Since the City implemented the bylaw, the Red Deer Bingo Association chose to add a non-smoking area for our patrons at a considerable cost to our organization. These monies that we used came out of the profits of each of the 67 groups we represent.

We find that the City was being misinformed as it has been stated that if the 100% Non-smoking Bylaw takes effect the loss of patrons will be recovered over a period of time. Our Association has attended Gaming Summit meetings for the past five years and at these meetings it has been stated by the Ontario bingo halls who have had the 100% Non-Smoking Bylaw applied that they have never recovered their lost patrons. Between 20-30% of the bingo halls affected in that area have closed their doors giving charities no venue in which to operate.

This took place in Ontario even though their population is in excess of 10 times that of ours. If we put these figures in perspective, can you imagine the effect this bylaw will have on our charitable groups? In a word...deathknell.

We do not understand how the members of our elected city council can make comments concerning the quality of air in our buildings when we would be hard pressed to remember seeing certain elected officials having been on our premises.

We wonder, if the by-law is implemented, how our elected officials are prepared to replace the revenue lost by our bingo groups in this city, which we can estimate at being in excess of \$3 million.

Our taxes keep going up, the cost of operations keep going up, and now you, as a group might take our revenue to the toilet. How can you justify doing this to hard working individual volunteers who work bingos so they don't have to ask the city for handouts.

One important question we, as members of the Red Deer Bingo Association would like answered is if smoking is so bad, why have you as a council not banned cigarette sales outright. Why have you not gone after alcohol sales as well? Isn't that also detrimental to public health?

We do not understand why you want to change a bylaw which seems to be working well in our city.

The bureaucrats who put forward the motion you are discussing are being paid by our member groups in the form of taxes. What gives them the right to put our charitable groups in jeopardy, as well as the revenue of our paid staff. That adds up to a hell of a lot of taxes paid by members of our beloved city.

If this bylaw goes through, are you as a council prepared to help charities a lot more than you are now. Are you prepared to look at taxpayers who have been forced out of jobs some of whom have been in the business for over 20 years by rescinding their taxes as a matter of principle.

Before you vote, think of the consequences, think of the lives you will change.

The Province of Alberta bylaw regarding smoking seems to work well. Why must we as a city go against the norm? If something is working, why must bureaucrats try to fix it?

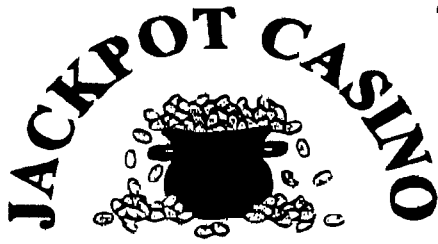
We challenge all members of City Council, including our Mayor, to attend a bingo function as a volunteer, just to see what our volunteers do on a daily basis, and to ask questions of our volunteer members as well as our patrons.

We await your call!

A handwritten signature in dark ink, appearing to read 'R.E. Malo', with a long horizontal line extending to the right.

R.E. Malo,
Manager, Red Deer Bingo Association

COPIED TO: T. PATERNAUD.

**RED DEER**

May 8, 2005

JACKPOT CASINO LTD.

4950 - 47 Avenue, Red Deer, Alberta T4N 6P8

Office (403) 342-5825 Fax (403) 342-5826

Mayor, Morris Flewwelling**City of Red Deer****FAX: (403) 342-8365**

Honorable Mayor Flewwelling:

It has been a long time since I have been to a City Council meeting. This smoking issue as everybody said is a huge issue.

I do not smoke, myself, but I am around people that smoke all the time. At my most recent physical it showed that my lungs are **100% perfect**. I truly question the health issue surrounding **second hand smoke**. I believe smoking is terrible for you but second hand smoke is an all-together different issue. I feel that it falls in the same category as all the preservatives that are in our food that they say causes so many kinds of cancers. They can color it bad with any kind of test that they want but I personally do not buy it.

The main concern that I have is that the other night at the meeting I noticed one particular council lady, Cindy Jefferies, when it was her turn to give her opinion she immediately flipped her notepad open and there was a full speech all prepared and ready to go. This tells me that this speech was prepared before the council meeting and her mind was already made up before the council meeting. The whole purpose of this council meeting was to go in with an open mind and then hear all the sides and each council person make his/her decision.

I truly hope that the other council people went into this council meeting with an open mind.

The Premiere made the decision for the Province and why should Red Deer not follow his decision. Even the label of gold and silver indicates that gold is the best. This is not necessarily correct. **Maybe the gold medal should be what our leader and Premiere advised.**

The Province of British Columbia already tried to change the smoking bylaw and it did not work. The entertainment and tourist industry fought hard and this change had to be reverted approximately one year after implementation. You know that the old saying is very true, "Measure twice and cut once."

In closing I am really concerned with this council lady, Cindy Jefferies, having her decision made before hearing the opinions and evidence.

I would hope that this meeting wasn't just a smokescreen with the council decision already determined long before the meeting took place.

Yours truly,

A handwritten signature in black ink, appearing to read "Franklin Daines".

Franklin Daines
Owner/Operator
Jackpot Casino

City of Red Deer
City Council

Re: Smoking Bylaw

I am opposed to you changing the smoking bylaw which is already in use in our city. As a taxpayer, and a citizen concerned with daily life in our city, I believe the efforts of our city council and administration staff, would be much better utilized with curtailing the proliferation of drugs and alcohol in our city, rather than cigarettes. Where is the priority?

I realize that cigarettes are an easy mark at this time in history, but look around . . . when was the last time someone killed someone over a cigarette?

Drugs, on the other hand, are an increasing danger in our community. "Another homicide"! That makes four deaths this year. What are you saying about these incidents, ladies and gentlemen?

My wife works at the Red Deer Bingo Centre. She has been employed in the bingo industry for the past twenty+ years. She is a non-smoker. As a concerned employee looking at a possible loss of a job due to the actions you propose, she phoned city hall to voice her concerns. Her call was passed to a department head who was very condescending to anything she was trying to tell him.

Both my wife and I have volunteered for numerous charitable organizations over the years, both in bingos and casinos. We do not have children, but we feel it is important to try and help organizations who want to keep children occupied and out of trouble. With the actions you are proposing, charitable groups are at risk of losing needed revenue to help their children stay active.

Do you realize that revenue generated by bingo, just in the city, is approximately \$3,000,000 yearly. Not only does bingo generate funds for charity, but I believe if you questioned the downtown businesses, you would soon learn that having the people in the downtown area also generates a lot of revenue for their businesses as well. Think, before you act. What will the end result of your actions really be?

Have you thought through the scenario that if your actions end up hurting our charitable groups that they might just have to come calling at city hall for funds to keep their organizations afloat? These groups do a lot of great things for our city, and I cannot believe you are willing to let fate be their guide with the actions you are proposing.

Do you even know how many people in the city are employed by the bingo industry? Have you even bothered to volunteer to help out a group struggling to raise funds?

I am just asking questions concerning the bingo industry, not questions related to casinos and bars. There are literally hundreds of citizens employed at the moment whose livelihoods could be in jeopardy. Think, before you act. People entering businesses that now allow smoking, know that these businesses allow smoking. The bylaw in place at the present time works. Don't fix something that is not broken.

If I was to go to a business operated by one of you and protest the fact that I didn't like what you were selling, what would you do? If your business was put in jeopardy because of my actions, would you be upset? Well, maybe that is why I am upset at the actions that may affect my wife's livelihood.

Has the federal government banned the sale of cigarette products in our country? Do you operate a vehicle which pollutes the quality of air in our city? Do you eat at restaurants that sell products laced with fats? Do you drink alcohol? Do functions put on by our city allow alcohol to be served?

By the way, has anyone in city administration checked as to why B.C. changed their smoking bylaw when their charitable groups started going down the tubes?

Thank you for your time on this matter of utmost importance to a lot of people in our city.

Michael P. Shea
5822 - 57 Avenue,
Red Deer, Alberta T4N 4S4

Christine Kenzie

From: on behalf of LASMailbox
To: Priscilla
Cc: Treena Patenaude
Subject: RE: Smoke Free Bylaw

Thank you for your comments regarding the Smoke Free Bylaw. Your comments will be provided to Council at the June 20th Council Meeting and will be made available to the public.

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

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

From: Priscilla [mailto:office-spsrd@shaw.ca]
Sent: June 03, 2005 2:30 PM
To: LASMailbox
Subject: Smoke Free Bylaw

I am against the proposed Smoke Free Bylaw. Even though I am a non-smoker, I think that the way things are now are just fine. Also, charities will suffer because of lack of funding from groups that work bingos and casinos to help fund them.

Thank you,

Priscilla Albach
Red Deer

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

FILE COPY



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Treena Patenaude, Project Coordinator, Inspections & Licensing
Paul Meyette, Inspections & Licensing Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Smoke Free Bylaw 3345/2005

Reference Report:

Legislative & Administrative Services Manager, dated June 13, 2005 and Project Coordinator, Inspections & Licensing, dated May 16, 2005

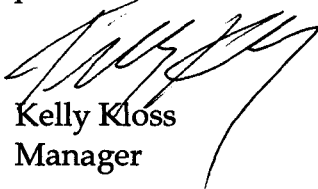
Bylaw Readings:

Smoke Free Bylaw 3345/2005 was given third reading. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

This Bylaw will come into force on June 1, 2006. It would now be appropriate to proceed with a communication plan to advise stakeholders of this change.



Kelly Kloss
Manager

/chk
attchs.

c Community Services Director
Director of Development Services
Communications & Corporate Planning Coordinator

BYLAW NO. 3345/2005

Being a bylaw of the City of Red Deer in the Province of Alberta respecting smoke free public places and workplaces.

WHEREAS the Council of The City of Red Deer has the authority to pass bylaws respecting:

- a) the safety, health and welfare of people and the protection of people and property;
- b) people, activities and things in, on or near a public place or place that is open to the public;
- c) businesses, business activities and persons engaged in business;

AND WHEREAS it has been determined that second hand smoke (exhaled smoke and the smoke from idling cigarettes, cigars and pipes) is a health hazard or discomfort for many persons.

AND WHEREAS Council deems it expedient and appropriate to limit the effects of second hand tobacco smoke for residents of and visitors to the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

Short Title

1. This bylaw may be cited as the "Smoke Free Bylaw."

Definitions

2. In this Bylaw, the following terms shall have the meanings shown:
 - (a) "Bingo Establishment" means any premises for which the Province of Alberta license has issued a bingo license under the *Gaming and Liquor Act*.
 - (b) "Casino" means any premises for which the Province of Alberta has issued a casino license under the Gaming and Liquor Act.
 - (c) "City" means the City of Red Deer.
 - (d) "Drinking Establishment" means a business the primary purpose of which is the sale of alcoholic beverages for consumption on the premises and the secondary purposes of which may include entertainment, dancing, music, the preparation and sale of food for

consumption on the premises, take-out food services and the sale of alcoholic beverages for consumption away from the premises.

- (e) "Grandstand" means an open air seating facility primarily but not exclusively limited to use in watching sporting events.
- (f) "Offence Ticket" means a municipal ticket issued by the City allowing for the voluntary payment of a specified fine established by this Bylaw.
- (g) "Patio" means an outdoor area also known as a deck, terrace or rooftop, whether enclosed or not, that is open to the public or to which the public is customarily admitted or invited that is operated as part of a Restaurant or Drinking Establishment, but does not include an outdoor area or structure made available by a Restaurant or Drinking Establishment if:
 - (i) there is no seating of any kind provided in the area or on the structure,
 - (ii) there is no service of any kind provided in the area or on the structure; and
 - (iii) there is no food or drink permitted in the area or on the structure at any time.
- (h) "Private Club" means an enclosed place or premises that operates primarily for the benefit and pleasure of the members of a non-profit corporation, service club or branch of the Royal Canadian Legion.
- (i) "Private Living Accommodation" means an area of a building used as a private residence to which the members of the public are not normally invited, this includes a hotel or motel room, but does not include any portion of such area used as a workplace.
- (j) "Proprietor" means the owner, operator, manager or any other person in charge or in control of a place or premises and includes:
 - (i) a person who is in charge of the place or premises at any particular time;
 - (ii) the owner or driver of a taxi-cab;
 - (iii) the owner or driver of a public bus or other form of public transportation;

- (iv) the owner or driver of a school bus; and
- (v) the Board of Trustees of a school, college or hospital.
- (k) "Public Building" means an enclosed or substantially enclosed building or structure to which the public is customarily admitted or invited. Without limiting the generality of the forgoing, public building includes bus shelters.
- (l) "Public Transportation Vehicle" means any vehicle used for the transportation of people upon the payment of a fee.
- (m) "Restaurant" means an enclosed place or premises the primary purpose of which is the preparation and sale of food for consumption on the premises, and the secondary purpose of which may include the sale of alcohol or non alcohol beverages, take out food services and catering. A Restaurant does not include a Drinking Establishment but does include any premises in respect of which a "Class A" Liquor License has been issued and where minors are not prohibited by the terms of the license.
- (n) "Sidewalk Café" means an outdoor area, located on a public sidewalk, to which the public is invited or permitted access and which abuts and is operated as part of a Restaurant.
- (o) "Smoke" means to smoke, hold or otherwise have control over an ignited tobacco product including, but not limited to, cigarettes, cigars and pipes.
- (p) "Violation Ticket" means a violation ticket as defined in the Provincial Offences Procedure Act
- (q) "Work Place" means an area of a building or structure in which a person works as an employee or in a capacity similar to an employee.

Regulation of Smoking

3. No person shall smoke tobacco in any indoor place to which the public is ordinarily invited or permitted to attend or in any of the following places:

- Bingo Establishment
- Casino
- Drinking Establishment
- Grandstand
- Patio
- Private Club

Public Building
Public Transportation Vehicle
Restaurant
Sidewalk Cafe
Work Place

4. (1) No Proprietor of a place where smoking is prohibited by Section 3 shall permit smoking in that place.
- (2) A Proprietor who takes the following steps or ensures that the following steps are taken shall be deemed to have complied with the obligation described in Section 4(1):
 - (a) advise a smoker that smoking is not allowed and request the smoker to put out any lit tobacco;
 - (b) ask any smoker who refuses to comply with such a request to leave the premises;
 - (c) refuse to provide any further service to such person; and
 - (d) immediately report to the RCMP any smoker who refuses to put out lit tobacco and to leave the premises when requested to do so.
5. No Proprietor of a place where smoking is prohibited by this bylaw shall permit ashtrays to be placed or to remain in that place.

Signs required

6. (1) Every Proprietor of a place or premises mentioned in Section 3 shall ensure that signs prohibiting smoking are posted in proximity to all of the public entrances to such place. Such signs shall be in general conformity with the form specified in Schedule "A".
- (2) Where there is no public entrance to a place or premises mentioned in Section 3, signs prohibiting smoking shall be posted in a prominent location on or near the premises in such manner as to be readily visible to any member of the public using such place or premises.
7. No person shall remove, alter, conceal, deface or destroy any sign posted pursuant to this bylaw.

Inspections

8. For the purpose of determining if the provisions of this Bylaw are being complied with, a City Bylaw Enforcement Officer or a member of the RCMP is a designated officer for the purposes of section 542 of the *Municipal Government Act* of Alberta and may inspect such places or premises at all reasonable times.

Enforcement

9. Any person who contravenes a provision of this Bylaw is guilty of an offence and is liable upon conviction:
 - a) for a first offence, to a fine of \$200.00; and
 - b) for a second or subsequent offence, to a fine of not less than \$200.00 and not more than \$2,500.00.
10. An individual who is convicted of an offence shall also be liable, in default of payment of any fine, to imprisonment for up to six months
11. Each day that an offence continues shall constitute a separate offence.
12. Where a Bylaw Enforcement Officer or a member of the RCMP has reason to believe that a person has contravened any provision of this Bylaw, he or she may serve upon such person:
 - (a) an Offence Ticket allowing payment to the City of the specified fine set out in Section 9 (a), which payment shall be accepted by the City in lieu of prosecution for the offence; or
 - (b) for a first offence, a Violation Ticket requiring a person to appear in Court with the alternative of making a voluntary payment; or
 - (c) for a second or subsequent offence, a Violation Ticket requiring a person to appear in Court without the alternative of making a voluntary payment.
13. If a Violation Ticket containing a specified penalty is issued to a person for a breach of this bylaw, the person may make a voluntary payment equal to the specified fine by delivering the Violation Ticket and the specified fine to the Provincial Court Office specified on the Violation Ticket within the required time. In that event, the voluntary payment will be accepted as a guilty plea and no court appearance is required.

Severability

14. Should any provision of this bylaw be found to be invalid it is the intention of Council for the City that such invalid portion be severed and that the remainder of the bylaw be given full force and effect.

Effective Date

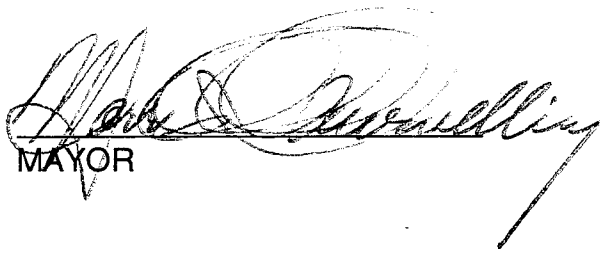
15. This bylaw shall come into effect on June 1, 2006 and Bylaw 3286/2001, The Smoking Bylaw, is repealed as of June 1, 2006.

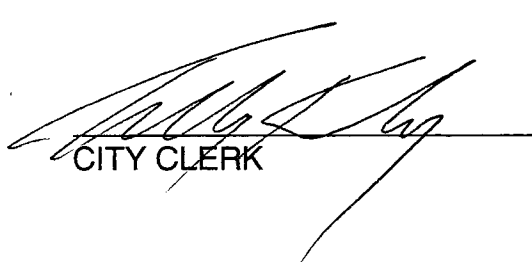
READ A FIRST TIME IN OPEN COUNCIL this 24th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this 24th day of May 2005.

READ A THIRD TIME IN OPEN COUNCIL this 20th day of June 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this 20th day of June 2005.


MAYOR


CITY CLERK

SCHEDULE "A"

NO SMOKING
THE CITY OF RED DEER



INSPECTIONS & LICENSING

Date: June 15, 2005

To: Legislative and Administrative Services Manager

From: Joyce Boon, Permit and Licensing Supervisor

Re: **Downtown Red Deer Parking Management Implementation Program**

History

On June 14, 2004 City Council authorized \$40,000 to be transferred from the parking fund to the Downtown Business Association to undertake a review of metered parking in the City of Red Deer. Swanson Transportation Consultants Ltd were hired to conduct a Downtown Parking Management Analysis Report. This report that was presented to Council on January 17, 2005 (see attached Downtown Red Deer Parking Management Analysis report prepared by Swanson Transportation Consultants Ltd.) Council did not approve the Report; the report was considered and tabled at that time to allow time for City Administration to provide a financial analysis and implementation schedule.

At the January 17, 2005 Council meeting, Council passed the following resolution:

“Resolved that Council of the City of Red Deer having considered the correspondence from the Red Deer Downtown Business Association, dated January 7, 2005 re: Downtown Red Deer Parking Management Analysis, hereby receives the downtown Red Deer Management Analysis as information and directs City Administration to provide a financial analysis and implementation schedule for consideration by Council by no later than March 29, 2005.”

In order to provide the financial analysis and implementation schedule, Swanson Transportation Consultants were again contracted through the Inspections & Licensing Department to prepare the enclosed Downtown Red Deer Parking Management Implementation Program.

Proposal

The Parking Analysis Report has a number of recommendations however the major recommendation in the report is to remove the one-hour free parking from downtown and implement paid parking with a two-hour time limit. The implementation of the proposed new Downtown Parking Management Program would occur in the first six - eight months of 2006.

Free Parking

The one hour free parking was introduced in the early 1990's. The free parking offers convenience for patrons who are making a quick stop in the downtown but has proved to be problematic for customers having lunch, shopping or obtaining professional services in the downtown. The one-hour time limit has proved to be too short and is one of the largest sources of complaints at the parking customer service counter in the Inspections & Licensing Department.

Financial

The attached financial report looks at a number of issues from the Downtown Parking Management Analysis including the parking management implementation schedule, Parking Management Financial Analysis and the costs of an attendant operation versus the cost of a ticket spitter in Parking Lot P4. It should be noted that in 2004 The City revenue declined by approximately \$74,000 on the parking program and The City drew funds from the downtown parking fund reserve to cover the loss.

The financial report proposes an implementation schedule that starts in January 2006 with the new meters being in place by June 2006. The report proposes additional administrative support staff for Inspections & Licensing Department, additional resources for the meter shop, a one-time communications program as well as the purchase of 1133 meters and 10 new multi space meters. The total capital cost is proposed to be **\$1,100,000.00** as a one-time expense to be funded through the parking fund. In addition, it is recommended that half time administrative support for the parking function be hired along with additional staff for the parking meter shop (3/4 time) to be funded through the parking administration budget as well as ongoing costs for enhanced parking meter and spitter maintenance of \$40,000. The parking reserve fund has a total of \$1,769,498.87 (as of April 11, 2005). The report projects that a transfer from the parking reserve fund of about \$1,100,000. will be required to pay for the new meter mechanisms.

The long term intent of the parking reserve funds is to construct a parkade over the existing downtown transit terminal. However this proposal to upgrade surface lots and on street parking will impact the ability of the parking fund to pay for a parkade until the fund is repaid for the capital expenditures in 5-6 years

The report predicts that the proposed parking changes will generate additional revenue beginning in 2007 of \$336,850.00. The capital expenditure from the parking fund will be repaid in approximately 5 – 6 years through increased revenue from the parking fund.

Support

The Downtown Business Association is in full support of the recommendation of the consultant and feels that that a long term parking plan is critical for enhanced growth and development of Downtown Red Deer.

The Inspections & Licensing Department supports the recommendations and are willing to work within the suggested time lines of the report to hire additional staff, communicate with the citizens of Red Deer and implement the purchase and conversion to the new meters within the downtown in 2006.

The Inspections & Licensing Administration feels that the parking section within the department requires attention especially to the following areas:

- Policy for staff and commissioners - Standard Operating Procedures
- Policy of ticket withdrawal
- Review of Handicapped parking usage in the downtown
- Additional administrative support
- Ongoing analysis of parking revenues and expenditures
- Usage of parking lots and parking stalls to determine parking demand
- The review of existing parking lots and the maintenance review
- Monitoring and addressing vandalism

It should be noted that prior to 1992 a full time parking administrator was within the department to oversee and support the parking functions and maintain financial management.

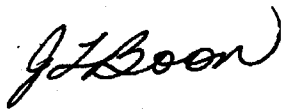
Recommendation

Inspections & Licensing Administration recommends City Council accept the Swanson Transportation Consultants Limited Parking Management Implementation Program, dated May, 2005 and the Downtown Red Deer Parking Management Analysis, dated November, 2004 and authorize the estimated expenditures contained therein and approve the implementation of a paid parking program in the downtown.

It is recommended that City Council accept the financial analysis and implementation schedule as:

Purchase of 1133 Parking Meters.	\$900,000.	Funding Source: Parking fund
Purchase of 10 Multi space meters	\$150,000.	Funding Source: Parking fund
Communications program	\$20,000.	Funding Source: Parking fund
Other costs (installations and supplies)	\$30,000.	Funding Source: Parking fund
Parking Administrative Support	\$44,000.	Funding Source: Self Financing Parking budget
Parking Shop Assistant	\$43,200	Funding Source: Self Financing Parking budget
Parking Meter Maintenance	\$20,000.	Funding Source: Self Financing Parking budget

These expenditures will result in a draw down of the parking reserve of up to \$1,100,000. in 2006 but will put the parking budget on a much more solid footing for future years as this **non tax supported business** begins to generate revenue. We plan to begin hiring staff in December so we are able to implement the program in 2006.



Joyce Boon
Permit and Licensing Supervisor

**DOWNTOWN RED DEER
PARKING MANAGEMENT
IMPLEMENTATION PROGRAM**

Prepared for:

Red Deer Downtown Business Association

Prepared by:

Swanson Transportation Consultants Ltd.

May 2005

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APPENDIX: Parking Revenue Forecasts

1.0 INTRODUCTION

In the mid-1990's, parking meters were removed from the core area of Downtown Red Deer, and downtown users were subject to regulations associated with a one-hour free parking program. Since the one-hour free parking program was implemented, the city has continued to grow, with the population increasing from about 60,000 to 75,900. In 2002, the Downtown Business Association submitted to City Council a special report on parking. City Council directed the City Administration to work with the Downtown Business Association to review various available parking meter programs, and to identify specific recommended modifications to the one-hour free parking program. In 2004, the Downtown Business Association, in conjunction, with the City of Red Deer began an initiative to create an operation plan for parking in Downtown Red Deer with particular focus on new technology and creating a "best practices" parking management program. In July 2004, Swanson Transportation Consultants were engaged to undertake a parking study focusing on downtown parking management.

In November 2004, Swanson Transportation Consultants submitted a final report entitled "Downtown Red Deer Parking Management Analysis". This report contained 13 recommendations related to the management of on- and off-street parking, parking administration and enforcement. The key recommendation was to re-introduce parking meters to regulate on-street parking in the downtown area using new state-of-the-art technology with a rate schedule of \$0.50 per hour. A similar recommendation was to replace the older ticket spitter machines used in many of the City's parking lots with new equipment having the capability to accept coins, bills, credit cards, and potentially, use of cell phone payment. This report was considered by City Council at their regular meeting on January 17, 2005. The recommendation of the Permits and Licensing Supervisor was that:

"Inspections & Licensing agree with the Downtown Business Association comments and recommend City Council refer the recommendations back to administration to prepare a financial analysis and an implementation schedule related to the recommendations".

Council approved a motion referring the report and the associated recommendations to the city administration as was requested by the Permits and Licensing Supervisor.

Subsequently, Swanson Transportation Consultants were engaged to prepare an implementation schedule, to refine the financial plan included in the 2004 Parking Management Report, and to assess the feasibility of converting Lot 4 to an attendant operation to enable an element of a free-parking program for the downtown.

This report addresses the following:

- Parking management implementation schedule
- Lot 4 attendant operation
- Parking management financial analysis

The development of the implementation schedule and budget assumes an affirmative motion by the Red Deer City Council in the latter part of June 2005.

2.0 IMPLEMENTATION SCHEDULE

The implementation schedule is based on two major events, as follows:

- Approval of the parking management implementation program in June 2005,
- Installation of the new parking meters in the spring of 2006.

Based on the program approval date, it is possible that the new meters could be tendered later this year but it would result in the equipment delivery and installation in the winter. Therefore, the implementation schedule is based on installation of the meters in the spring of 2006, and then working backwards to when other implementation actions are required.

Table 2.1 indicates the proposed implementation of the parking management plan and the budget implications for the various components of this program.

One of the findings of the 2004 Downtown Red Deer Parking Management Analysis Report was that additional administrative support was needed for the Inspection and Licensing Department to improve the management of the on- and off-street parking facilities and associated programs. Therefore, one of the first activities to occur in the proposed implementation program would be to initiate a recruitment program to engage a supervisor to augment the administration of the parking program. It is assumed that the recruitment will occur in the months of November and December 2005 to have a new person in place by the first of January 2006.

Another early activity in the implementation program is the development of the tendering process to acquire the new parking meters. This is expected to occur during the months of January and February 2006. This timing allows the new parking supervisor to participate in the acquisition process. It is assumed that the meter purchase order will be issued near the end of February 2006. The number of meters to be included in the order is summarized below:

- New meters for the free zone – 626 meters
- Replacement of obsolete meters – 478 meters
- Replacement of certain meters in parking lots – 29 meters

The total number of meters to be purchased is 1133.

Table 2.1 Parking Management Implementation Schedule*

Event #	Time Period 2006	Description	2006 Budget Change	Annual Budget Change
1	January	Start of parking administration support	\$44,000	\$44,000
2	January	Office furniture, supplies and equipment	\$10,000	-
3	January/ February	Parking meter tendering		
4	March/April	Multi-space control equipment tendering		
5	June	Start of parking meter shop assistant, and limited term labourer	\$25,200	\$43,200
6	June	Communications program	\$20,000	
7	June	Parking meter delivery (12 weeks from date of order – estimated meter cost = \$750 + hand-held device and cards)	\$900,000	
8	June/July	Parking meter installation (For revenue forecasts, see Tables A-1/A-2)	\$10,000	\$20,000
9	July	Multi-space meter delivery (cost = \$15,000/mechanism)	\$150,000	
10	August	Multi-space meter installation (For revenue forecasts, see Tables A-1/A-2)	\$10,000	\$20,000

* Note: all financial analyses are based 2005 budget values, and no adjustments have been made for inflation.

The meter acquisition program has assumed a modest revision to the parking control in several of the off-street parking lots. Currently, Lots 3 and 8 have 26 and 57 metered stalls, respectively. It would be more cost effective to change the parking control equipment to multi-space meters (ticket spitters) similar to that used in the majority of the City's parking lots.

Following the development of the tendering process for the parking meters, a similar activity is the tendering for the new multi-space parking control devices (ticket spitters) that will be used in the parking lots. As indicated above, it is proposed that there be some

changes in the parking control used in the parking lots. **Table 2.2** indicates the number of spaces, existing parking control devices, and the proposed application of new technology for the parking lots. This analysis indicates that 10 new multi-space meters should be purchased.

Table 2.2 Proposed Parking Lot Control Devices

Parking Lot	Number of Stalls	Existing Control	Proposed Control
1	62	Ticket Spitter	Ticket Spitter
2	87	Ticket Spitter	Ticket Spitter
3	26	Parking Meters	Ticket Spitter
4	98	Ticket Spitter	Ticket Spitter*
5	45	Ticket Spitter	Ticket Spitter
6	15	Parking Meters	Parking Meters
7	84	Ticket Spitter	Ticket Spitter
8	57	Parking Meters	2 Ticket Spitters
9	80	Ticket Spitter	Ticket Spitter
10	36	Ticket Spitter	Ticket Spitter
11	14 (Free – 4)	Parking Meters	Parking Meters

* The use of ticket spitters in Lot 4 is subject to the feasibility of using attendant control.

The increase in the number of parking meters to be in operation in the city also has an impact on the number of staff in the parking meter shop. Currently, the meter shop has an allocation of about 2,260 person hours on an annual basis, which translates to about 1.25 FTE. It is proposed that the person hours for the shop be increased to 2.25 FTE's. It is assumed that a limited term employee continue be hired each summer to provide vacation relief. It is proposed that the recruitment for the new meter shop assistant commence in April so that the new employee would be in place by the first of June 2006. In addition, it is proposed that a limited term labour be hired for a three-month period to assist in the installation of the parking meters and pay'n'display machines. This limited person would normally be hired for the summer. The implementation program allows for an increased budget for enhanced maintenance activities related to the on-street parking program during the installation period and in subsequent years.

The first evidence of the new parking management program will occur in June 2006. It is in this month that the new parking meters will begin to be delivered, and it is expected that the installation of the new meters will be completed by the end of July, 2006

It is also be in June 2006 when it will be important to launch a communications program related to the implementation of the new parking management strategy.

The delivery of the new multi-space parking control devices (pay'n'display machines) for the parking lots is expected in July with the installation to be complete by the end of August 2006. The implementation program allows for an increased budget allocation for enhanced maintenance activities related to the parking lots for the installation period and in subsequent years.

As a result, the implementation of the new Downtown Red Deer parking management program will occur in the first eight months of 2006.

3.0 LOT 4 ATTENDANT OPERATION

The position of the Red Deer Downtown Business Association related to the November 2004 Red Deer Downtown Parking Management Analysis Report was that it accepted the recommendations contained in the report but asked for an opportunity to work with City staff to see if some component of free parking could be maintained through the surface parking lots.

A proposal for consideration in this report is the conversion of Lot P4 to attendant operation that might facilitate a shopper validation program. Shopper validation programs have been attractive campaigns to encourage downtown shopping in many communities. However, in general, the parking industry is moving away from attendant operation due to the associated high operational costs.

To apply this concept to Lot P4 would necessitate some design changes. The access on 49th Avenue would be changed to an inbound access only and controlled by an automatic gate and a ticket spitter (different technology than currently used in this lot). The 49th Street access would provide for two-way traffic, the inbound access controlled by an automatic gate, and the outbound access controlled by the attendant in a booth. The booth would have a fee computer/pay station (cash register) that could read the access tickets that would have either bar code or mag-stripe feature for encoding the entry date and time. The processing of a valid ticket would result in the fee computer sending an impulse to open the exit automatic gate. In hours when the booth was not in operation, the current multi-space parking meter (ticket spitter) would be used. The insertion of a booth at the 49th Street access would require changes in the layout of the parking lot with a resultant loss of parking stalls.

The capital and annual operations costs associated with an attendant booth parking control system in Lot 4 is shown in **Table 3.1**. In developing the cost estimates, it was assumed that the attendants would likely be Commissionaires (or similar) assigned on a part-time basis, with existing resources assigned to cover work period breaks.

Table 3.1 Lot 4 Attendant Operation Costs

Item	Description	# of Units	Capital Costs (\$)	Annual Operations Costs (\$)
1	Personnel resourcing	1.5		35,000
2	Control booth	1	14,000	
3	Automatic gates (3), ticket spitters (2), fee computer, mag stripe reader, detectors	3	28,850	
4	Lot access revisions	-	10,000	
Total			52,850	35,000

In comparison, the capital cost for a new pay'n'display machine is in the order of **\$15,000**, with minimal annual operating costs. If one assumes that the functional life of the pay'n'display machine is about eight years, the attendant proposal would cost the City of Red Deer over **\$330,000**, in comparison with an automated solution costing about \$20,000 (including certain subsequent equipment upgrades).

It is doubtful that the convenience and use of a validation program will have such an increase in parker usage that it would compensate for the significantly increased capital and operations costs. Furthermore, the loss of parking capacity would also detract from the perceived advantage of the attendant/booth parking control system. For these reasons, this type of parking control system is not recommended.

However, there are other elements of the downtown parking management strategy that provides for some degree of free parking, such as:

- Free parking on Saturdays – this day is typically oriented to shopping, rather than commercial business.
- Smart cards – these cards that are to be provided for the parking meters and, possibly, the pay'n'display machines can be sold with some degree of a discount (10 to 15%).

4.0 PARKING MANAGEMENT FINANCIAL PLAN

The business case included in the November 2004 Report assumed that the new parking control equipment would be acquired and paid with capital borrowing, financed by the increased revenues from the parking system. The Financial Plan prepared for this report assumes that the new parking control equipment will be purchased with funds taken from the parking reserve fund. This will result in increased revenue to be transferred to the parking reserve fund on an annual basis. The Parking Reserve Fund currently totals about \$1.8 million. The 2004 Report indicated that there is a need to make the parking services function more financially sustainable. The 2004 Budget indicated a net transfer to the Parking Reserve Fund of about \$56,900, however, the actual year end results was that to create a “zero” balance it was necessary to transfer to parking services approximately \$74,450. This further demonstrates the need to make the City’s parking services function financially sustainable.

The 2004 Report business case provided financial information on a complete fiscal year. As indicated in Section 2 of this report, the implementation of the parking management program will occur during the first eight months of 2006 including the financial impacts as shown in Table 2.1. It will only be in 2007 that a full year financial picture will be available.

The estimated changes in parking revenue are contained in Tables A-1 and A-2, included in the **Appendix**. As can be expected, there is a net increase in parking revenue in 2006 of about \$105,000. Included in the revenue forecast is an estimated reduction in revenue for Lots 4 and 5 where the hourly rates were recently reduced from \$0.60 to \$0.50 to be consistent with the recommendations of the November 2004 Report.

Table 4.1 indicates a summary of the financial analysis of the proposed Downtown Red Deer Parking Management Strategy providing data for the following budget scenarios:

- 2004 approved base budget,
- 2004 year-end financial results,
- 2005 approved budget – excludes provisions for the new parking program,
- 2006 budget is based on the 2005 base budget including the estimated changes in parking revenue and expenditures associated with new parking program,
- 2007 budget, which is based on the 2005 base budget but it, includes the full year financial impacts of the new parking program.

Table 4.1 includes, on an annual basis, approximately \$127,200 of additional financial support to the City’s parking program. The page following Table 4.1 contains notes that are referenced to the superscript numbers shown in the table.

Table 4.1 Parking Services Implementation Budget

Budget Items	2004 Base Budget (\$)	2004 Actual (\$)	2005 Base Budget (\$)	2006 Budget (\$)	2007 Budget (\$)
Revenue					
• Fines	676,000	515,550	676,000	676,000	676,000
• Street meters	115,000	115,200	120,000	237,110	422,200
• Parking lots	189,500	235,075	196,500	184,960 ^{3, 4}	210,675
• Miscellaneous	500	640	500	500	500
Total	981,000	866,465	993,000	1,098,570	1,309,375
Expenditures					
• Personnel	159,216	159,586	170,228	224,228 ⁵	214,228 ⁶
• Commissionaires/towing	253,852	265,239	265,022	265,022	265,022
• Other general/contracted	39,670	66,342	40,100	40,100	40,100
• Advertising/promotion	3,155	0	1,561	21,561 ¹³	1,600
• Materials/supplies/utilities	52,716	24,199	15,400	15,400	15,400
Sub-Total	508,609	515,366	492,311	566,311	532,350
Internal Transfers					
• From Parking Reserve Fund	- 40,000	- 74,747	0	0	0
• To Parking Reserve Fund	96,901	0	68,382	64,752 ¹¹	261,518 ¹²
• Meter maintenance (BU 341)	89,603	103,304	92,696	117,896 ⁷	155,896 ⁸
• Lot maintenance (BU 342)	87,695	84,350	88,305	98,305 ⁹	108,305 ¹⁰
• Lot litter collection (BU 435)	13,000	13,000	13,435	13,435	13,435
• RCMP Bylaw Officers (BU 490)	108,542	108,542	116,656	116,656	116,656
• Dividend to Taxation (BU 59)	34,150	34,150	34,150	34,150	34,150
• Support cost recoveries (BU 59)	82,500	82,500	87,065	87,065	87,065
Sub-Total	472,391	351,099	500,689	532,259	777,025

A general note is that all budget forecasts are based on 2005 dollars, and no adjustment has been made for cost of living increases (COLA).

Specific notes on the changes in certain values in Table 4.1 are as follows:

1. The increase in revenue is due to a part year implementation of meters in the current free parking zone, and some upwards adjustments of rates at certain existing parking meters – See Table A-1 in the Appendix.
2. Similar to #1, except that increase in revenue is due to the full year impact of the new parking meter program. See Table A-2 in the Appendix.
3. The estimated increase in revenue includes consideration of a decrease in revenue of \$20,320 from the parking lots is due to a reduction in the rates at Lots #4 and #5 for a full year.
4. The increase in revenue reflects increases in parking rates at four parking lots when the new multi-space meters are installed in August 2006.
5. This increase reflects a part-year hiring of the new part-time administrative support staff member, including a one-time cost of \$10,000 for equipment, furniture and supplies.
6. Similar to #5 above, this increase reflects only the full-year impact of the new staff member.
7. The \$25,200 increase in meter maintenance reflects the part-year hiring of a new meter maintenance person, plus additional costs for the installation of the meters.
8. This increase reflects the full-year impact of the new meter maintenance person plus additional funding for meter maintenance.
9. The \$10,000 increase is for the installation of the multi-space meters.
10. The \$20,000 increase is for additional maintenance for the off-street parking lots.
11. There is an modest reduction in the transfer to reserves in 2006 due to the startup costs for the parking management program, and due to the fact that the parking revenue is only increased because of the mid-year installation of the new meters.
12. The significant increase in the transfer to reserves of about \$260,000 reflects the full year impact of increased parking revenues, even with increased funding to create a sustainable parking function within the City of Red Deer.
13. This increase is due to a one-time cost for a public communications program related to the installation of the new parking meters.

As can be seen in Table 4.1, the adjusted budget for 2006 assumes a small reduction in the transfer to the Parking Reserve Fund of about \$64,750, rather than the \$68,000 approved in the 2005 budget (see Note 11 above).

In 2007, the financial picture changes substantially with significantly increased revenue from on- and off-street parking. It is estimated that the annual transfer to the Parking Reserve will increase from base 2005 budget value of about \$68,000 to about \$260,000 (see Note 12 above).

On balance, the parking management program anticipates the following major financial impacts based on a full fiscal year:

- An increase of administration and operations costs of \$127,200.
- An increase in the funds transferred to the parking reserve fund to about \$260,000. It is noted that for fiscal year 2004, there was a negative transfer to the fund of over \$74,000 while the 2005 budget forecasts a \$68,000 increase in the fund.
- A transfer of about \$1,050,000 from the parking reserve fund to pay for the new meter mechanisms, however, no value has been estimated as to the change in interest accrued.
- It is estimated that the payback period will be about 5 to 6 years.

APPENDIX

Parking Revenue Forecasts

Table A-1

**City of Red Deer
Parking Revenue Increase Table**

2006

9/5/2005

Parking Area/Lot	Stalls	Current Rate	Proposed Rate	Daily Revenue Change	Annual Income
Lot 3	26	\$0.25	\$0.40	\$0.50	\$1,007.50
Lot 4	98	\$0.50	\$0.50	\$0.00	\$0.00
Lot 5	45	\$0.50	\$0.50	\$0.00	\$0.00
Lot 7	84	\$0.25	\$0.40	\$0.40	\$2,604.00
Lot 8	57	\$0.25	\$0.40	\$0.75	\$3,313.13
Lot 9	80	\$0.25	\$0.40	\$0.30	\$1,860.00
Sub-Total					\$8,784.63
Free Zone Based on 100 days	626	\$0.00	\$0.50	\$1.75	\$109,550.00
Existing Metered Areas - L, M, N, DD, EE, FF, HH II, OO	126	\$0.25	\$0.50	\$0.60	\$7,560.00
Total					\$125,894.63

For Tables A-1 and A-2, the only areas or lots included are those where the rate has changed or in the free zone where there are new meters.

Due to lack of parking stall usage data, the revenue forecasts assume a turnover value for each parking area or lot. The assumed turnover values are low, about 2 to 3 vehicles per stall per day in the existing metered areas in the city and in Lots 3, 7 and 9. Higher turnover values were assumed for Lots 4, 5 and 8 where a value of 5 to 6 vehicles per stall were used. For the existing free parking zone, a conservative turnover value was used, 3.5 vehicles per stall per day, due to the wide range of parking demand in this area.

Table A-2

**City of Red Deer
Parking Revenue Increase Table**

2007

9/5/2005

Parking Area/Lot	Stalls	Current Rate	Proposed Rate	Daily Revenue Change	Annual Income
Lot 3	26	\$0.25	\$0.40	\$0.50	\$3,250.00
Lot 4	98	\$0.50	\$0.50	\$0.10	\$2,450.00
Lot 5	45	\$0.50	\$0.50	\$0.10	\$1,125.00
Lot 7	84	\$0.25	\$0.40	\$0.45	\$9,450.00
Lot 8	57	\$0.25	\$0.40	\$0.80	\$11,400.00
Lot 9	80	\$0.25	\$0.40	\$0.35	\$7,000.00
Sub- Total					\$34,675.00
Free Zone Based on 250 days	626	\$0.00	\$0.50	\$1.80	\$281,700.00
Existing Metered Areas - L, M, N, DD, EE, FF, HH II, OO	126	\$0.25	\$0.50	\$0.65	\$20,475.00
Total					\$336,850.00

Note: The revenue forecast for 2007 assumes a modest increase in the daily revenue per stall value reflecting an increase in parking turnover as local residents become accustomed to the new pay parking program.

The revenue forecast for 2007 assumes the hourly rate schedule for on- and off-street parking spaces to remain the same as in 2006.



April 13, 2005

Legislative & Administrative Services
c/o Kelly Kloss
City of Red Deer
Box 5008, 4914 – 48th Avenue
Red Deer, AB T4N 3T4

Dear City Council:

Re: Downtown Parking Management Study

As stated in our letter of January 7, 2005, the Downtown Business Association Board of Directors is in full support of the recommendations put forth in the report developed by Swanson Transportation. We encourage the City of Red Deer to consider the long-term investment for modernization of parking in the Downtown.

The Downtown Parking Management Study has been inclusive; DBA members were contacted and encouraged to offer options during this open process. We acknowledge that the proposed parking management enhancements will meet with some resistance, however the benefits to changes to the City's parking program have been identified. In consideration of future changes, the Board supports the following recommendations.

- Awareness/Marketing Campaigns
Allocate adequate funds to assist with public awareness campaigns.
- Incentives
Identify and develop several incentives for the public to continue to do business downtown, i.e. Smart-Card discounts, business discounts.
- Transition Period
Honour the existing 2-hour parking pass currently in circulation. A warning ticket issued for infractions during a designated implementation timeline.

It is evident that long-term planning for parking is the only option for the City. An enhanced parking program and increased revenue are crucial for growth and development of Downtown Red Deer.

We look forward to working with the City on this program. If you have questions or concerns, please contact Sonia Sawyer, Executive Director, at 340-8698.

Sincerely,

Sharon Fisher, President
Downtown Business Association

cc: Paul Meyette, Inspections & Licensing Manager
Allan Swanson, Swanson Transportation Consultants



5024 – Ross Street
Second Floor
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January 7, 2005

Legislative & Administrative Services
c/o Kelly Kloss
City of Red Deer
Box 5008, 4914 – 48th Avenue
Red Deer, AB
T4N 3T4

Dear City Council;

RE: DOWNTOWN PARKING MANAGEMENT ANALYSIS

In July 2004, the Downtown Business Association, in cooperation with the City of Red Deer, contracted Swanson Transportation Consultants to conduct a Downtown Parking Management Analysis. During the project, a public consultation program was undertaken involving key City of Red Deer staff, representatives from the downtown business community and other businesspersons, downtown patrons and parking enforcement Commissionaires.

The Downtown Business Association Parking Advisory Committee and the Downtown Business Association Board of Directors have reviewed the study and the consultants' recommendations.

As the consultants report indicates, Downtown Red Deer has grown substantially since the original one-hour free program was implemented in early 1990's. Parking fine revenue has increased substantially since the introduction of the free one-hour program. Currently over \$400,000 annually is collected in parking fines. Parking fines represent negative experiences in Downtown Red Deer.

Currently, 8000 people are employed in Business Revitalization Zone, and additionally 3500 people reside in Downtown Red Deer. These numbers increase every year and respectively, so does the parking demand. As indicated in the report, the current program does not support Red Deer's current population of over 75,000, and consequently with an anticipated population of 84,000 in 2010 this matter needs to be dealt with without delay.

The Downtown Business Association Board of Directors has carried the following motions:

The DBA Board of Directors approves, and accepts the recommendations contained within Swanson Transportation Consultants' Downtown Parking Management Analysis Report' dated November 2004.

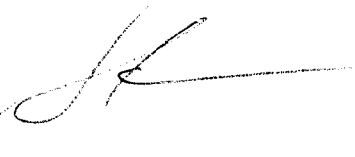
The DBA Board supports the Swanson Transportation Consultants' eleven recommendations, and requests that an Implementation Committee be created to review technology and explore potential free parking components.

The Downtown Business Association Board of Directors strongly encourages the City of Red Deer to accept the Downtown Parking Management Analysis as a working document to base all future parking improvements in Downtown Red Deer. We encourage the City of Red Deer to look at the entire parking program in downtown and make the necessary steps to improve the parking program beginning with an Implementation Committee.

As one of the key stakeholders, we look forward to working with the City of Red Deer staff on implementation of this report.

Sincerely,

Sharon Fisher
President
Downtown Business Association

SF/ss 

Cc: Joyce Boon & Paul Meyette
Inspections and Licensing Department

Attachment: DOWNTOWN PARKING MANAGEMENT ANALYSIS REPORT
PARKING REPORT MEMBERSHIP SURVEY

5024 - Ross Street
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Red Deer AB T4N 1Y3
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**DOWNTOWN RED DEER
PARKING MANAGEMENT ANALYSIS**

Prepared for:

Red Deer Downtown Business Association

Prepared by:

Swanson Transportation Consultants Ltd.

November 2004

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1.0 SUMMARY AND RECOMMENDATIONS

1.1 SUMMARY

Downtown Red Deer is similar to many North American cities in terms of sub-urbanization of shopping activities. The development of shopping centres and big box retail outlets in the suburban areas of Red Deer has resulted in a transition to specialized retail shops in the downtown area. The change in shopping patterns has placed stress on the management of downtown parking. Parking meters have been used to regulate parking in Downtown Red Deer. In the mid-1990's, the parking management strategy changed such that one hour of free parking is now available for downtown shoppers.

Since the one-hour-free parking program was implemented the city has continued to grow, with the population increasing from about 60,000 to 74,000. A special report on parking was prepared by the Downtown Business Association in 2002. In November 2002, City Council provided direction that the City Administration to work with the Downtown Business Association in reviewing various parking meter programs available and to identify specific recommended modifications to the One Hour Free Parking. As a result, the Downtown Business Association (DBA) and the City of Red Deer are cooperatively undertaking an initiative to create an operational plan for parking in Downtown Red Deer, with particular focus on new technology and creating a "best practices" parking management program. In July 2004, Swanson Transportation Consultants (STC) were engaged to undertake the Downtown Parking Management Analysis.

At present, the population of the City of Red Deer is approximately 74,000. The population of the city was 28,000 about 30 years ago. Several projections have been made for the growth of the city over the next 30 years. In a recent forecast was recently completed by the Parkland Community Planning Services, and their forecast to the year 2031 is a population of about 117,000.

Three downtown parking studies have been conducted over the past 15 years. These studies have provided basic parking supply and demand information, as well as forecasts for future parking needs. Feasibility studies were made for a new parking structure to be located in the downtown area in the area of 49th Avenue and 49th Street.

A public consultation program was undertaken involving key City of Red Deer staff, downtown and other businesspersons, and downtown users. A meeting was also held with the parking enforcement Commissionaires that formed the basis for proposed changes in enforcement practices and procedures. The interviews with businesspersons and downtown users included

questions on shopping, traffic and parking issues. The businesspersons were of the opinion that there was an adequate supply of parking in the downtown area; however, the downtown users had contrary opinions. Both groups felt that the one-hour free parking program was good, but they recognized that there was some inequity in the pay-parking program in that some of the meters were still operational while those in the core were not in operation. The conversion of all existing and former metered spaces to a universal pay-parking program did not receive a favourable response. There was also some concern about the aesthetics of the off-street parking lots.

The study reviewed the existing parking supply in the downtown area, and it also examined the management of the parking system. There are about 7,600 parking stalls in Downtown Red Deer and the City of Red Deer manages about 2,180 stalls. **Table 1.1** indicates the distribution of these stalls between on- and off-street locations, and the parking management devices.

Table 1.1 City Managed Parking Supply – Number of Stalls

Parking Control Type	On-Street	Off-Street	Total
One-Hour Free Parking	626	4	630
Parking Meters	478	112	590
Ticket Dispenser	None	488	488
No Control	462	10	472
Total	1,566	614	2,180

At present, the Inspection and Licensing Department is responsible for the management of both on- and off-street parking, however, there is no longer any one person within the civic administration that solely manages the parking function. The department budget for 2004 forecasts total revenue of about \$980,000, of which, about 70 percent comes from bylaw enforcement. Total department expenditures are approximately \$883,000 providing a transfer to the parking reserve fund of about \$97,000. Currently, the parking reserve fund totals about \$1.8 million. It is noted that the level of net revenue from parking operations is quite low, making it very difficult to maintain or modernize the parking facilities and equipment. It has been stated that parking management in Red Deer suffers from benign neglect.

Parking meters that are used to control on- and off-street parking spaces can be characterized as obsolete and poorly maintained. There are about 1,300 meters operating on-street and in the parking lots, and the majority of these have mechanical mechanisms. Over the past decade, most

municipalities are installing electronic meters that have better maintenance records, they are more flexible to augment rate changes, and have the capability for use of smart cards for payment of the parking fees.

Pay'n'display (ticket spitters) are used in many of the City's parking lots, and they are about 10 years of age. At some locations, these machines are poorly maintained such that the directions to use the equipment is so obscure and faded that customers will not be able to understand how to use them unless they are local residents familiar with the equipment.

Parking regulation signing is also indicative of inadequate maintenance. The most obvious examples are the "one-hour free parking" signs that were bolted on to or between the old parking meter housings. The fact that the signs indicating the free parking program were attached to the old meter housings gives the appearance of indecisiveness on the part of the City of Red Deer, and they do not add to the street appearance. There are other evidences of inadequate sign maintenance in some of the signs in the parking lots.

The City of Red Deer has several parking lots that have a reasonable level of development and landscaping, Lots P1 and P4 are examples. Lot P5 and the adjacent City Hall staff parking lot are examples where improvements are needed.

In essence, the past decade marks an era of minimalist parking management where inadequate revenue was collected from the parking system such that parking equipment, signing, and facilities have become obsolete and poorly maintained, and the parking reserve is not large enough to finance new facilities and equipment. The condition is a direct result of the one-hour free parking program.

As parking demand in Red Deer increases, available parking at the curbside for downtown users will decrease under the current parking policy primarily because the one-hour free program can be easily defeated or by-passed. Enforcement of one-hour 'free' parking solution is at least 30 percent less efficient than with parking meters.

An anomaly was unintentionally created in Red Deer with respect to the disabled persons using curbside parking meters. The disabled are exempt from paying for parking meters under the Traffic Bylaw. However, if they park at one-hour free spaces, they are in violation of the bylaw if they leave their vehicles for more than an hour.

The parking enforcement unit presents itself very well as a responsible, mature and professional unit with integrity. Officers seek voluntary compliance when vehicle operators are present during a violation, they seek quality tickets over volume and they work closer with the community than most units in larger cities.

Enforcement officer interpretation of expectations varies from officer to officer and some disagreement on appropriate actions under certain conditions exists. Public confidence in the enforcement program is lost where enforcement officers act and interpret bylaws differently. The current 'standing orders' document used by enforcement personnel is inadequate and there is a need for a more suitable "Standard Operating Procedures" manual.

The most striking observation in the tag administration support center is the apparent lack of clear and defined policy with respect to ticket withdrawals and cancellations. Informational brochures advising the public on parking regulations, permit application procedures, appeals procedures were not available leaving counter personnel to verbally respond to all questions and information being offered in an inconsistent manner. Parking tickets currently issued can be redesigned to offer further enhancement.

Red Deer allows private companies to issue City of Red Deer parking tickets although the procedure, qualification, training requirements and audit controls were not found in municipal bylaw.

The tag administration unit utilizes a custom computer application to assist in the management of parking tickets. While the existing system may prove adequate support for the interim, certain shortcomings will become more apparent as ticket volume increases and as audit reviews point to lost revenue opportunities and lack of controls.

New technology associated with curbside parking meters is mainly the use of smart cards for payment of fees, with a potential for future cell-phone payment systems. Many cities are beginning to use multi-space meters (pay'n'display equipment) for on-street parking control. Parking control systems for off-street parking lots tends toward use of multi-space parking meters as currently used in most of the parking lots in Red Deer. However, current parking equipment allows for credit card payment, wireless (cell-phone) payment, and solar power. New technology associated with parking enforcement programs is the hand-held ticket writer devices. They have had limited use in municipalities due to ergonomic considerations and it transfers an office procedure to the field in environments that are not conducive for this work.

A parking rate survey was conducted including data from 11 similar size cities in Canada. Of these cities, the average population was approximately 50,000. The average hourly rate for on-street parking meters was \$0.65. The current rate structure in Red Deer is a maximum of \$0.50, but a \$0.25 rate is also used.

The scope of the parking management analysis has focused on the organization framework in which the function of parking exists within the City of Red Deer and then the more technical aspects of on-street parking, off-street parking facilities, and parking enforcement activities. The

strategy also includes a proposal for a parking technology demonstration project, and a business case related to proposed changes in on-street parking control.

The basic functions of parking within a municipality include planning, provision, management, maintenance, operation, revenue collection, and bylaw enforcement. The most effective parking management occurs where there is a centralization of responsibility. In the City of Red Deer, the parking functions are primarily the responsibility of the Inspections and Licensing Department. The review of alternative organizations considered establishment of parking authority, civic parking advisory committee, and a downtown parking corporation. The review of alternative parking organizations concluded that the city administration model seems to be the most logical for conditions in Red Deer, but that there was a need to make the group for financially sustainable. This includes additional staff allocation to parking system management, and facility/equipment operations and maintenance activities. It would appear that additional annual revenue of \$100,000 is needed to make the program more financially sustainable.

It is noted that the economic health of the downtown has improved from the time the free parking program was implemented and the need for the program is due for review. It is proposed that the one-hour free parking program be terminated, and pay parking be returned to Downtown Red Deer. The new meters program would be based on a \$0.50 per hour rate to a maximum duration of stay of two hours (an increase from the present one hour limit) for the period from 09:00 to 18:00, Monday through Friday. The new meters to be acquired should have the capability for paying the fee by the use of coin and smart card. The value of the smart card should be discounted in a manner to provide for some period of free parking.

The parking management strategy related to off-street parking includes improvements in parking lot landscaping, sign maintenance and surface paving plus commencement of replacement of the older parking control equipment (ticket spitters/pay'n'display machines). Consideration was given to implementing an attendant operation for Lot P4 to facilitate use of a shopper validation program as well as provide human interaction with parkers. The implementation of such a parking control method would increase operational costs and result in a reduction of parking spaces in the lot.

The parking management strategy also includes a number of actions that can enhance the enforcement of parking regulations and the administration of parking citations. Improvements in communications, development of standard operating procedures, redesign of the parking ticket and policy issues such as issuing warning tickets and private property issuing City parking tickets were included in the proposals for changes in the parking enforcement program.

A parking technology demonstration project has been proposed to include the installation of a new multi-space parking meter in one of the main downtown lots. It is proposed that the new device include provisions for fee payment by coins, bills, credit cards and wireless

communications; solar power and state-of-the-art fascia design. Such a new device with necessary computer and software support systems would cost in the order of \$20,000.

A business case analysis was completed for the conversion of the one-hour free parking program. The implementation of pay parking in the downtown core area would involve 630 meters. The total conversion to pay parking in the downtown area would provide the necessary monies needed for parking management operational costs and improved contributions to the parking reserve fund.

1.2 RECOMMENDATIONS

The following are the recommendations emanating from the analysis of parking management in Downtown Red Deer:

1. Implement pay parking in the downtown by converting the meters to a rate schedule of \$0.50 per hour, for the period of 09:00 to 18:00, Monday through Friday.
2. Revise the on-street parking regulations to increase the allowed duration of stay from one to two hours.
3. Purchase meter mechanisms for 630 meters for the parking meter conversion program and sufficient meter mechanisms to phase-out the obsolete mechanical meters (290 meters). The new meters to provide for coin and smart card payment, whereby the purchase value of the card is discounted to provide for some free parking (up to 15% of the card value).
4. Improve parking lots by maintaining parking signs, replacing obsolete parking control equipment (ticket spitters), and upgrade landscaping, lighting, and pavement conditions, particularly in Lot P5.
5. Undertake a parking equipment technology demonstration project entailing the purchase of new state-of-the art pay'n'display (ticket spitter) equipment that can provide for credit card and cell-phone payment, and solar power.
6. Maintain the centralized parking function within the civic administration but enhance it by additional administration supervisory support.
7. Provide for better communications between the office function and the enforcement personnel on new parking restrictions, changes to existing restrictions and valid permits, and other downtown parking issues.

8. There is a need to develop a comprehensive Standard Operating Procedures (SOP) manual that will establish expectations to new and existing officers.
9. The practice of issuing warning tickets should be reviewed. If an offence is believed to have been committed, issuing a warning to certain vehicles can undermine the process when other parkers are issued tickets.
10. Undertake a feasibility assessment of equipping officers with mobile communications devices to enhance personal safety, and reporting the need for parking equipment and traffic control device maintenance.
11. Create a policy for withdrawing parking tickets that conforms to the Provincial Offences and Procedures Act that maintains the integrity of the court process.
12. Review the practice of allowing private property owners to issue City of Red Deer parking tickets to ensure that it meets with legislative requirements, is permissible in the local bylaw, and that abuse is not occurring
13. Redesign the layout of the parking ticket to reduce errors, increase efficiency and reduce the perceived need for photos of infractions

2.0 INTRODUCTION

Downtown Red Deer is similar to many North American cities in terms of sub-urbanization of shopping activities. The development of shopping centres and big box retail outlets in the suburban areas of Red Deer has resulted in a transition to specialized retail shops in the downtown area.

The change in shopping patterns has placed stress on the management of downtown parking. Parking meters have been used to regulate parking in Downtown Red Deer. In the mid-1990's, the parking management strategy changed such that one hour of free parking is now available for downtown shoppers.

Parking studies in downtown areas typically address the use of downtown parking spaces, but they sometimes also include consumer surveys of shopper attitudes. Parking surveys indicate the actual characteristics of the use of downtown parking spaces in terms of occupancy, turnover and average duration of stay. Consumer surveys measure the perceptions and desires of people who park downtown. Surveys conducted in Kelowna and Lethbridge, on why local residents do not do most of their shopping downtown, found that insufficient supply and inconvenient location of parking spaces were the most significant factors in the decision of over half of the respondents. A similar survey conducted in Saskatoon on factors that would increase downtown shopping found the following were the highest ranked:

- More conveniently located parking,
- Cheaper parking rates,
- Better traffic circulation system,
- Lower priced goods.¹

Thus, strategies developed to encourage increased use of downtown shopping must be multi-faceted, and not only be focused on parking. However, it must be recognized that good parking should have the following characteristics:

- It must be easy to find.
- It must be easy to get into and out of.
- It must appear safe to the user.
- It must have a reasonable parking fee.

¹ Saskatoon Downtown Parking Study, Swanson Transportation Consultants, April 1990
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- The time limit, if there is one, should be adequate for reaching the destination and accomplishing the purpose of the trip.²

Enforcement programs in urban government vary, depending on the parking, transportation and land use policy objectives in place. Policies and regulations governing parking will typically address public safety issues, enhance traffic flow and maintain community standards. The characteristics of a good enforcement program are as follows:

- Sensitive to the needs of the community that they serve,
- Consistent and fair to ensure the integrity of process, and
- Cost efficient.

Parking policy, whether planned and stated or evolved and implied, should be accurately reflected in the operating practices of enforcement officers to ensure their action conform to the overall objectives of civic administration.

Since the one-hour-free parking program was implemented the city has continued to grow, with the population increasing from about 60,000 to 74,000. A Downtown Parking Study was completed in 1999. A Downtown Action Plan was approved by City Council in 2000. A special report on parking was prepared by the Downtown Business Association in 2002. In November 2002, City Council provided direction that:

- The City Administration to work with the Downtown Business Association in reviewing various parking meter programs available, including costs, value added benefits, management and maintenance requirements with a report to be prepared for Council's review and the establishment of an appropriate standard of level of service.
- The Downtown Business Association be requested to identify specific recommended modifications to the One Hour Free Parking for review by City Administration and recommendation back to Council.

As a result, the Downtown Business Association (DBA) and the City of Red Deer are cooperatively undertaking an initiative to create an operational plan for parking in Downtown Red Deer, with particular focus on new technology and creating a "best practices" parking management program.

In July 2004, Swanson Transportation Consultants (STC) were engaged to undertake the Downtown Parking Management Analysis. The scope of the project was as follows:

² Edwards, John D., The Parking Handbook for Small Communities, National Main Street Centre, Washington, DC, 1994.

- Complete a thorough review and inventory of the public parking management system and processes currently being used.
- Provide an overview of Parking Management “best practice” options and describe how these systems, if implemented, would enhance or improve our current program.
- Complete a consultation process with affected stakeholders to determine parking needs and requirements.
- Provide a business case for a recommended new parking program.
- Review the current parking fees for both on-street and off-street locations developing where necessary, recommendations for change plus an ongoing strategy for keeping fees current.
- Prepare a report on the study research, analysis, major findings, and recommendations.

This report is to be presented to the Downtown Business Association, City of Red Deer staff, and City Council.

This report is organized in the following format:

1. Summary and Recommendations
2. Introduction
3. Background Information
4. Consultation Program
5. Parking Supply and Management Review
6. Parking Management Technology
7. Downtown Parking Rates
8. Parking Management Strategy

3.0 BACKGROUND INFORMATION

3.1 INTRODUCTION

This section of the report provides background information on the expected growth of the city, prospects for development in the downtown area, and a review of parking studies completed in the past.

3.2 CITY GROWTH

At present, the population of the City of Red Deer is approximately 74,000. The population of the city was 28,000 about 30 years ago.

Several projections have been made for the growth of the city over the next 30 years. Nichols Applied Management forecast a growth to a population of about 83,300 in the year 2025. The forecasts undertaken for the Red Deer Growth Study projected a population of about 103,600 by the year 2031. In a recent update completed by the Parkland Community Planning Services, a more optimistic projection has been made, and their forecast to the year 2031 is a population of about 117,200.³

3.3 DOWNTOWN PROSPECTS

The continued healthy growth of the City of Red Deer will have a positive affect on the business climate in the downtown area. The Downtown Action Plan provides a framework for new development in the downtown area. The Plan includes the proposed 48th Street Promenade, and design guidelines for improvements to surface parking lots. The Riverlands Area Structure Plan, situated just west of the downtown, includes both commercial/retail and residential development supportive of the downtown. However, there are no specific redevelopment proposals that are known at this time for the downtown. A new hotel has been approved for development at the south end of the downtown.

In recent years, there has be a resurgence of urban development in Downtown Red Deer including the Millennium Centre and Parkade, the Red Deer Centre, and new apartment projects. There are numerous indications of building renovation and restoration projects being undertaken. All of these plans, proposals and projects are indicative of increasing parking demand.

³ The City of Red Deer, Population Projection Update – 2003, Parkland Community Planning Services, August 2003.

3.4 PREVIOUS PARKING STUDIES

3.4.1 Overview of the Parking Studies

There have been a variety of parking studies completed for Downtown Red Deer in the past 15 years. In 1988, a downtown parking study was undertaken by the BA Consulting Group Ltd. and it was augmented by a report on parking strategy completed by the Red Deer Parking Commission.

In 1994, the Downtown Planning Advisory Committee requested that the City's Parking Administrator provide a variety of documents on downtown parking. This information included parking supply inventory information, the results of some parking facility occupancy surveys and a summary on City Council policies related to parking.

In 1999, Stantec completed a parking study that provided current information on the parking supply inventory, the results of occupancy surveys, parking demand analyses, and a parkade feasibility study.

Most recently, the Red Deer Downtown Business Association provided a report to the City Council on recommended strategies for managing parking in the area.

3.4.2 1988 Downtown Parking Strategy

The 1988 Parking Study found that there was a supply of about 5,900 stalls in their study area. The study area was bounded by 45th Street on the south, 55th Street on the north, the east side of the railway lands, and 47th Avenue on the west. Parking space occupancy checks indicated that the observed demand was considerably less than the available capacity. The principal findings of the BA Group parking study were as follows:

- The survey of use of on-street parking facilities did not indicate a critical parking condition.
- To finance off-street parking programs, the current rates for on-street spaces needed to be increased.
- The existing two-hour zones should be restricted to lesser times to encourage turnover.
- Cost of the fines for overstaying at meters was not high enough to be a disincentive.
- The free un-metered parking spaces on the periphery of the downtown should be phased out, and parking meter operation installed.
- The parkade was not justifiable from a demand point-of-view.
- The main concentration of future demand was to be in the area of the Post Office lot, and Block 34.

- The study of the parking demand associated with the redevelopment railway lands should await at least 50 percent build-out of these lands.

The 1988 Parking also assessed the functionality of various sites in the downtown area as to their use for parking structures. In terms of financial considerations, the study concluded that the current parking operations did not gain sufficient net revenues to fund future public parking improvements. The report suggested the use of a special parking tax as a funding mechanism to finance future parking facility improvements.

Based on the BA Group Parking Study, the Red Deer Parking Commission developed a parking strategy for the City of Red Deer. This strategy included recommendations pertaining to a phased improvement program for the parking system, management of the system including the creation of a parking authority, parking supply standards for the land use bylaw, and methods to finance the parking system. Included in the recommendations was to increase the rate for the parking meters from \$0.25 per hour to \$0.40 per hour.

3.4.3 1994 Parking System Review

A series of documents were collected for this review including information on the supply of parking in the downtown area. In a similar study area as used in the 1988 Study (expanded to Taylor Drive and 53rd Avenue on the west), the parking inventory included approximately 1,510 on-street parking stalls, and about 6,940 in off-street lots. The parking supply totaled about 8,450 spaces, of which, 50 percent were for public parking. Parking stall occupancy counts of the City off-street parking lots conducted on a monthly basis in 1993 found that peak occupancy levels were in the order of 60 percent during the winter months. The City had 12 parking lots in the downtown area containing approximately 670 parking stalls. The highest hourly rate for parking in these lots in 1994 was \$0.50 per hour.

The review of the parking system in 1994 included the 1988 parking studies, current Council policies on parking, land use parking supply standards, and other associated reports.

3.4.4 1999 Parking Study

The study area used for the 1999 Parking Study was similar to previous studies; however, the westerly limit was Taylor Drive and 54th Avenue. Its northerly study boundary was 54th Street, as compared to 55th Street in the 1994 parking data. Because there are slight changes in the study boundaries, it is not easy to make any comparisons as to the changes in parking inventory between the studies. The 1999 Parking Study found that there were a total of about 7610 stalls in the study area, comprised of 1,420 on-street, and 6,190 off-street stalls. The City of Red Deer directly controlled the operation of about 2,045 stalls, or 27 percent of the total. Surveys of parking occupancy found that the peak value was approximately 53 percent. Within the central core, parking occupancies were in the order to 60 to 70 percent. Forecasts were made for future

parking needs and it was determined that the total future demand remained well within the supply limits.

A financial analysis was completed for a 285-stall parkade. It was determined that the forecast revenues would be inadequate to finance the construction and operation of the parking structure. It was determined that a breakeven point for the parkade would require a 100 percent increase in parking rates.

The study also addressed and made recommendations related to Nightclub Area parking, RV parking, the one-way couplets in the downtown area, and modal considerations when developing a parking structure in the future.

3.4.5 2002 Parking Committee Report

A special parking committee of the Downtown Business Association developed a report for City Council consideration in June 2002. The committee researched various elements of downtown parking, and held meeting with key City of Red Deer staff. A synopsis of the committee's recommendations is as follows:

- Investigate the feasibility of establishing a Parking Authority.
- Review the parking rates for both on- and off-street parking, and the fine structure every second year.
- Amend the hours of parking enforcement to 08:00 to 18:00, Monday through Saturday.
- Investigate ways to encourage increased use of public transportation, and to consideration implementation of a downtown shuttle service.
- Investigate increased use to technology in parking equipment, management and enforcement.
- Consider developing additional small off-street long-term parking lots throughout the downtown area.
- Ensure that any development above the transit terminal be for parking.
- Expand the coverage of parking meter operations in the downtown area.
- Conduct a pilot project for testing new parking equipment and management technologies.
- Replace all existing parking meters with electronic meters.
- Investigate modification of the current one-hour free parking.

4.0 CONSULTATION PROGRAM

4.1 BACKGROUND

Included in the project terms of reference was the requirement to complete a consultation process with affected stakeholders to determine parking needs and requirements. The persons and groups that were suggested to be included in the consultation program were as follows:

- City of Red Deer staff,
- DBA representatives,
- Chamber of Commerce,
- Individual downtown business staff and customers
- Parking Enforcement Commissioners.

Many of the contacts were completed through meetings with various City of Red Deer staff, DBA representatives, and downtown business persons. A questionnaire survey was prepared for use during the meetings with the businesspersons. A separate questionnaire was prepared for use during on-street interviews with downtown users. A group meeting was held with the Enforcement Commissionaires.

4.2 CITY OF RED DEER ADMINISTRATION

The focus of the meetings with City staff was to gain an understanding of the management of parking within the civic administration, and any changes that have occurred over the years. Additional questions posed to the staff pertained to growth of the downtown and key issues that affected the use of the downtown area.

There was a real sense that there has been growth in economic activity in the downtown area over the past five years. The Downtown Action Plan is a key document that provides a framework for urban development in the area.

Some of the key issues that relate to downtown parking are as follows:

- There is a differing perspective on parking need.
- There is a conflict between staff and customer parking on-street.

- One-hour free parking may have “backfired” for the downtown businesses in that while the parking meter revenue decreased, enforcement revenue increased which can cause problems as to encouraging use of the downtown.
- There needs to be longer durations of stay allowed for on-street parking spaces.
- There is apparent abuse of the one-hour free parking program.
- There is a need to prioritize curb-space usage in terms of short-stay visitor parking, and the various types of special zones.
- There is a need to define practical parking technology that is appropriate for Red Deer.

The administration seemed to suggest that a parking program needs to be derived that meets the needs for all downtown users, combined with an public communications program on the supply and location of parking.

4.3 PARKING ENFORCEMENT COMMISSIONAIRES

4.3.1 Scope of Review

The consultation with the enforcement personnel of the City of Red Deer included two broad areas, as follows:

- Field operations as undertaken by the Corp of Commissionaires,
- Parking office that is involved with ticket and tag administration.

Meetings were held with both the Corp of Commissionaires staff, and the parking office staff. The meetings with the office staff included review of computer support systems.

4.3.2 Parking Enforcement – Field Operations

The parking enforcement units in Red Deer are employees of the Corps of Commissionaires on contract to the City of Red Deer. Day to day supervision of officers is handled by a Corps supervisor who assign officer shifts, patrols, perform training and recommend disciplinary action when necessary.

There are two enforcement units employed for bylaw enforcement in Red Deer. The first of the two enforcement units is the primary focus of this review. The first unit comprises of a ‘foot patrol’ that monitors the one hour free zones, parking meter patrols, off-street pay-for-parking lots and general parking infractions in the downtown area. These officers are appointed as ‘bylaw enforcement’ officers for the City of Red Deer. The practice of appointing ‘special constables’ by Alberta Justice was discontinued several years ago. The second ‘mobile’ unit of

officers will respond to citizen complaints and patrol outlying areas. This second unit works with and reports more directly to the RCMP.

Parking enforcement officers will patrol the one hour free meters on a predetermined route, applying chalk to the tread face of tires on parked vehicles. A grace time of 10 to 20 minutes is provided. Approximately 75 minutes later, the officer will re-visit the route and issue parking tickets to those vehicles remaining at the one hour meters with undisturbed chalk marks. The ticket is for violation of Section 26.7 'over-time' parking and carries \$20.00 specified penalty with an early payment incentive option of \$10.00 if paid within five (5) days.

Officers will patrol pay-for-parking meters, looking for vehicles parked at expired meters. Additionally, officers will also patrol off-street parking lots to ensure valid proof of payment is displayed.

Officers issue hand-written parking tickets to vehicles found in violation of parking regulations and place the tickets under the driver's side windshield wipers. Officers may take personal notes of some infractions when they suspect their actions will result in an appeal. Some officers carry personal digital cameras to take photos of vehicles in violation to supplement their notes.

Officers are not in radio communication with one another or a dispatcher although several officers do carry personal cell phones. Officers are generally aware of each other's assignments, and are often in view of one another during patrols. As a result, they anticipate the presence of other officers at certain locations at known time periods.

Officers may exercise discretion while issuing parking tickets and can 'void' or cancel parking tickets they have written. Ticket quotas have not been established. Work performance is based on patrol cycles and anticipated violations based on experience.

The City of Red Deer uses 'permit' programs to allow municipal employees and others to park in off-street lots and at parking meters without payment and in excess of the posted time limits.

4.3.3 Parking Enforcement – Ticket Administration

Parking tickets are managed by the City's License and Inspections office. The parking office will accept payments, file ticket appeals, and offer information to the public and process complaints.

To assist the administration, a 'custom developed' computer application has been provided. The basic functions of the current system are as follows:

- Manages outstanding fine amounts,
- Linked to the Alberta Registries (MOVES) system to determine the last known registered owner of the Alberta license plate referenced on parking tickets,

- Generates reminder notices and
- Generate 'violation tickets' for unpaid parking tickets.

The system is an 'open' system from the perspective that a single user controls data entry, fine payments and ticket withdrawals. The staff indicates that approximately 200 parking tickets are processed each business day. While weekly summary reports can be generated and are reviewed, trend analysis and in-depth reporting over longer periods was not readily available.

4.4 RED DEER BUSINESS REPRESENTATIVES

Based on input from the DBA and representatives of the City of Red Deer, a list was compiled of ten persons who had some degree of interest in the downtown area. Meetings were held with a variety of business owner/operators that are either located in Downtown Red Deer or have a specific interest in the area. Some of the persons contacted were members of the Downtown Business Association (DBA) and the Chamber of Commerce. Questions that were asked during these meetings (see Appendix A) pertained to the following:

- Recent growth in the downtown,
- Improvements that would aid the economic vitality of the downtown,
- Key transportation issues that affect local residents use of the downtown area,
- Suggestions to improve parking conditions in the downtown area.

Some of the individual comments made during these meetings can be found in the Appendix A. However, the key transportation issues that were most often identified as affecting local residents use of Downtown Red Deer were the one-way streets, lack of parking, and the bus service, which was seen as a positive factor on encouraging use of the area.

With respect to specific parking issues, the business representatives were asked to rank from 1 meaning a very negative influence on the use to the downtown, to 5 having a very positive impact. **Table 4.1** indicates the average responses of the persons contacted.

In general, the businesspersons contacted were quite positive about most downtown parking issues, but they showed some negative response to the appearance of the off-street parking lots. They recognized that there was some inequity in the on-street pay parking program where users must pay to park at the curb in some areas of the downtown but curb parking was free in the core of the area. However, they were equally concerned about converting all on-street spaces in the downtown area to pay parking. The response to the need for further development of parking structures was about neutral.

The questions indicated in Table 4.1 were also asked to the other downtown users.

Table 4.1 Rating of Key Parking Issues
 Ranking: (1 – very poor, 3 – average, 5 – very good)

Parking Issue	Average Ranking Value
Adequate time allowed at on-street parking spaces.	3.7
Adequacy of parking supply.	3.6
Perception of parking enforcement practices.	3.4
Attractiveness of one-hour free parking program.	3.6
Rates for use of off-street parking.	3.4
Aesthetics of off-street parking lots.	2.5
Convenience of on-street parking.	3.9
Perception of personal safety when using on- and off-street parking spaces.	3.4
Inequity of on-street pay-parking where parking is free in some areas, but users must pay in other areas.	2.7
Development of parking structures for downtown visitors and employees.	2.9
Conversion of all on-street spaces to pay-parking.	2.6

4.5 DOWNTOWN USERS

Conducting consumer opinion surveys on parking conditions in downtown areas tends towards negativity. Issues such as parking rates, enforcement practices, and the availability of parking are often subjects of concern by local citizens. In an attempt to assess more broader issues related to the use of the downtown, questions related to shopping, traffic, and aesthetic matters assist in creating a more balanced response from consumers on parking and the general factors that influence citizen's decisions on making trips to the downtown. For this study, a

questionnaire was developed and reviewed with the Executive Director of the Red Deer Downtown Business Association. A copy of the survey is in Appendix A.

The survey was completed by stopping persons in Downtown Red Deer and asking permission to undertake the questionnaire survey with them. In the process, a copy of the survey was taken by a local businessperson that also had customers complete the survey. A total of 30 surveys were completed and, of this total, 12 were provided by the businessperson. The results of the survey have been separated to assess whether any bias crept into the survey.

The summary of findings related to the first three questions asked is shown below:

- 77 % of the persons lived in Red Deer,
- The major trip purposes were work, business/banking, social/recreational and shopping,
- 77 % of the persons made the trip to the downtown one or more times per week.

There were two questions relating to issues influencing their use the downtown. The first of these questions dealt with general issues on the downtown. The respondents were asked to give a ranking from 1 to 5, where 5 had a large positive impact on their use of the downtown area, and 1 meant a significant negative impact. **Table 4.2** provides the responses from the persons questioned on general downtown issues. The table below provides an average of the responses where values greater than 3.0 indicate a general positive response, and values less than 3.0 signify a negative response.

Table 4.2 Factors Influencing the Use of Downtown Red Deer.

Downtown Usage Issue	STC Survey	Private Survey	Total
Shopping experience	3.1	4.1	3.4
One-way streets	3.3	3.6	3.4
Availability of parking	2.1	2.9	2.4
Traffic congestion	2.7	3.0	2.8
Quality/choice/price of goods available	3.4	3.5	3.4
Parking enforcement practices.	3.1	2.9	3.0
Street appearance/landscaping	4.1	3.8	4.0
Bus service	3.6	2.8	3.3
One-hour free parking program.	4.3	4.1	4.2

With respect to the differences between the two data sources, the results from six of the nine questions asked were quite similar. Of these three questions where there was a wide range of the results, both surveys gave position opinions on shopping in Downtown Red Deer and negative responses on the availability of parking. There was a divided opinion on the quality of the bus service; however, this question is not germane to this parking management study.

The second question focused solely on parking issues. The respondents were again asked to rank the parking issues that influence their use of the downtown from 1 to 5, using the same scale as above. **Table 4.3** provides the average of the responses relating to downtown parking issues.

Table 4.3 Parking Factors Influencing the Use of Downtown Red Deer

Parking Issue	STC Survey	Private Survey	Total
Adequate time allowed at on-street parking spaces.	3.3	3.5	3.4
Adequacy of parking supply.	2.1	2.6	2.3
Price/rates for use of off-street parking.	3.3	3.0	3.2
Perception of parking enforcement practices.	3.1	2.9	3.0
Convenience of on-street parking.	3.3	2.5	3.1
Aesthetics of off-street parking lots.	2.9	2.1	2.6
Attractiveness of the one-hour free parking program.	4.1	3.8	4.0
Perception of personal safety when using on- and off-street parking spaces.	3.3	3.5	3.4
Inequity of on-street pay-parking where parking is free in some areas, but users must pay in other areas.	2.1	2.3	2.2
Development of parking structures for downtown visitors and employees.	2.1	3.1	2.5
Conversion of all on-street spaces to pay-parking.	2.3	1.5	2.0

Table 4.3 indicates that for the two sources of the survey data, the results were reasonably close on six of the 11 factors. Of the five issues where there was some degree of separation in the survey responses, the responses for three issues only varied in the degree of negativity. The persons involved in the private survey gave a negative response to the convenience of on-street parking, while the STC survey gave a modest positive response. The issue related to the need for

the development of parking structures had a mixed response between the two surveys; however, this question may have been difficult to interpret.

The major findings of the opinion survey of downtown users were as follows:

- There is a perception of an inadequate supply of parking.
- Downtown users found that one-hour free parking program to be very attractive.
- These persons recognized that there was some degree of inequity of the on-street pay-parking program where it is free in some areas, but users must pay in other areas.
- These persons, however, gave a negative response to converting all of the on-street spaces to pay parking.
- Downtown users indicated a concern related to the aesthetics of the off-street parking lots.

It should be noted that it is not surprising that downtown users would not be supportive of full development of a pay-parking program for both on- and off-street spaces. A similar response would be given to an increase in taxes.

4.6 OTHER CONTACTS

In the latter stages of the project, a direct contact was made by several downtown businesspersons inquiring whether their past submissions had been provided as background information for this project. As the information had not been provided, copies of their submissions to the Red Deer DBA and to the City of Red Deer were forwarded to Swanson Transportation Consultants.

These businesspersons had three basic concerns regarding parking in the downtown area:

1. The one-hour free parking did not provide sufficient time for those who wish to make multi-purpose trips to the downtown; for example, to both shop and dine.
2. The downtown parking facilities should include at least one lot in the core where parking control was done by an attendant such that persons with possible extended duration of stay did not have to be concerned about overstay parking as the person paid on exit the actual amount of time parked in the lot. Such manned parking lot could also provide for validated parking in cooperation with downtown businesses.
3. Winter-time road conditions that obscure the curb and pavement markings for handicapped parking stalls. It was suggested that the height of mounting the handicapped parking stall signs be lowered to be visible for the vehicle windscreen.

5.0 PARKING SUPPLY AND MANAGEMENT REVIEW

5.1 SCOPE OF REVIEW

The focus of this section of the report is to present information on the current supply of parking in the downtown area, and to provide an overview of the management of the parking system. The review of the management of the parking system has been based on discussions with City of Red Deer staff, and observations made during the field investigations. Also included in this section is a review of the parking enforcement program. In the broadest sense, the term parking management would include parking enforcement.

5.2 PARKING SUPPLY

The 1999 Parking Study indicated that there are about 7,600 parking stalls in Downtown Red Deer. The City of Red Deer manages about 2,180 stalls. **Table 5.1** indicates the distribution of these stalls between on- and off-street locations, and the parking management devices.

Table 5.1 City Managed Parking Supply

Parking Control Type	On-Street	Off-Street	Total
One-Hour Free Parking	626	4	630
Parking Meters	478	112	590
Ticket Dispenser	None	488	488
No Control	462	10*	472
Total	1,566	614	2,180

5.3 PARKING MANAGEMENT

The management of parking in municipal government varies considerably between public works, finance, realty development, asset management, bylaw enforcement, other civic departments and authorities/corporations. There are two forms of parking in civic government; on-street parking that usually is managed by the road authority, and off-street parking lots and structures that may be the responsibility of any one of the organizations mentioned above.

In the late 1980's, on-street parking in Red Deer was the responsibility of the public works department, as the municipal road authority. The 1988 Parking Study recommended the hiring of a Parking Administrator that would centralize the parking function and be responsible for both on- and off-street parking. A Parking Commission was in place in the early 1990's and, along with the Parking Administrator, this organization provided guidance on parking matters to City Council.

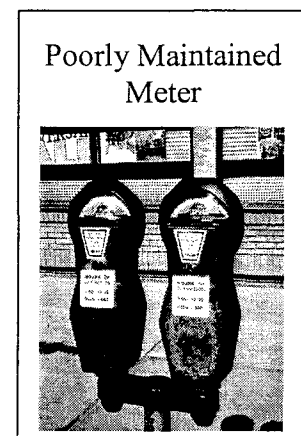
In about 1994, the Parking Commission and the Parking Administrator position were abolished and the management of parking was assigned to the Inspection and Licensing Department (ILD). At present, this department is responsible for the management of both on- and off-street parking, and parking activities related bylaw enforcement (this group also has other bylaw enforcement responsibilities). The management of the road system still resides in the public works organization, and there is some joint management of curb parking between ILD and public works. There is no longer any one person within the civic administration that solely manages the parking function.

The department budget for 2004 forecasts total revenue of about \$980,000, of which, about 70 percent comes from bylaw enforcement. Total department expenditures are approximately \$883,000 providing a transfer to the parking reserve fund of about \$97,000. Currently, the parking reserve fund totals about \$1.8 million. It is noted that the level of net revenue from parking operations is quite low, making it very difficult to maintain or modernize the parking facilities and equipment.

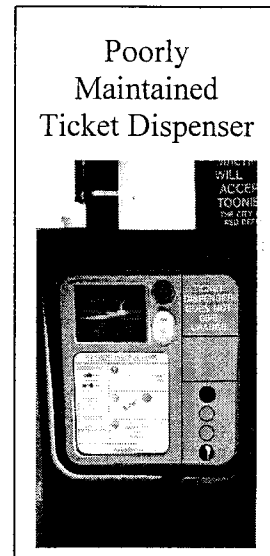
It has been stated that parking management in Red Deer suffers from **benign neglect**. This issue has been examined looking at four aspects of parking:

- Parking equipment,
- Parking regulation signing,
- Parking space management,
- Parking lot conditions.

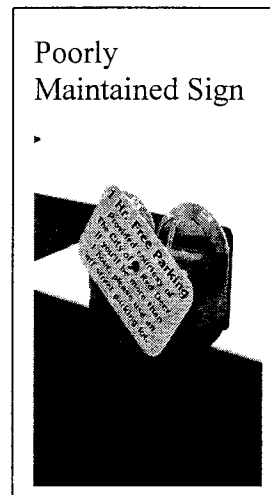
Parking meters that are used to control on- and off-street parking spaces can be characterized as obsolete and poorly maintained. There are about 1300 meters operating on-street and in the parking lots, and the majority of these have mechanical mechanisms. Over the past decade, most municipalities are installing electronic meters that have better maintenance records, they are more flexible to augment rate changes, and have the capability for use of smart cards for payment of the parking fees. The following photo indicates meters that are both obsolete and poorly maintained.



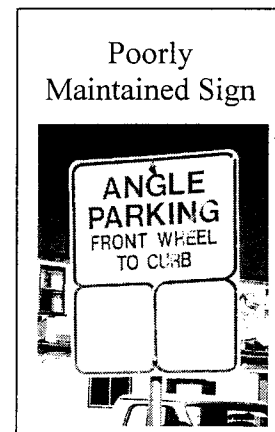
Pay'n'display (ticket spitters) are used in many of the City's parking lots, and they were state-of-the-art when purchased. They are about 10 years of age and, at some locations, these machines are poorly maintained such that the directions to use the equipment is so obscure and faded that customers will not be able to understand how to use them unless they are local residents familiar with the equipment. The following photo indicates the difficulty in seeing the machine use instructions, and the most recent rate change was indicated by small sticky decals (label maker type tape). This is indicative of parking repairs made by persons that were not properly trained or equipped to do the job right.



Parking regulation signing is also indicative of inadequate maintenance. The most obvious examples are the "one-hour free parking" signs that were bolted on to or between the old parking meter housings. The fact that the signs indicating the free parking program were attached to the old meter housings gives the appearance of indecisiveness on the part of the City of Red Deer, and they do not add to the street appearance, which is generally rated as good by local residents. However, what really indicates a lack of concern about the downtown or the inability to properly manage the parking function is the condition of the one-hour free parking signs. These signs can be found to be misaligned and twisted. The photo indicates an example of these signs that are poorly maintained, and this is discussed also in Section 5.4.2.



Another example of inadequate sign maintenance is the angle parking sign that exists on Lot P3. This sign is shown on the photo to the right. It is obvious that lower part of the sign is completely obscured, likely faded by the sun.



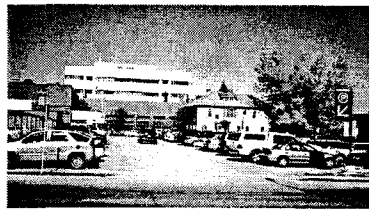
The management of on-street parking should include regular inspections of curb space to determine where it may be necessary to ban parking to aid driveway sight distance, or to install a meter space(s) where a building use has changed and a driveway is now longer functional. During the site visit, it was observed that there is a seemingly logical curb parking space where there once was a driveway and it now longer is needed. During the site inspection, it was noticed that a person received a parking citation, and complained to one of the consultants. This problem was referred to the ILD counter personnel.

The City of Red Deer has several parking lots that have a reasonable level of development and landscaping. Lots P1 and P4 are examples. The photo below indicates the 49th Street frontage of Lot P4. However, as indicated in the photo below, Lot P5 and the adjacent City Hall staff lot are examples of parking facilities that do not contribute to the aesthetics of the downtown. Another good example of parking lot landscaping is also shown below, and this site is a recently developed parking lot in Calgary.

Lot P4 Landscaping



Lot P5 Poor Condition



Attractive Landscaping



The City of Red Deer has installed well-designed parking lot entrance signs. These are very graphic and conspicuous, and well mark the parking lot entrance locations. The photo indicates a typical entrance guidance sign. A parking lot that seems to be without any indication that public parking exists is on the east side of the transit terminal.

Lot P4
Entrance
Sign



In essence, the past decade marks an era of minimalist parking management where inadequate revenue was collected from the parking system such that parking equipment, signing, and facilities have become obsolete and poorly maintained, and the parking reserve is not large

enough to finance new facilities and equipment. The condition is a direct result of the one-hour free parking program.

5.4 PARKING ENFORCEMENT

5.4.1 Scope of Review

The review of the enforcement program initially focuses on the curb parking policies, and how the current practices in Downtown Red Deer affects the enforcement of parking restrictions. This section also includes a review of the normal functions of the enforcement staff. The review also includes the ticket administration and the “back office” tag administration system.

5.4.2 Influences of Curb Parking Practices on Enforcement

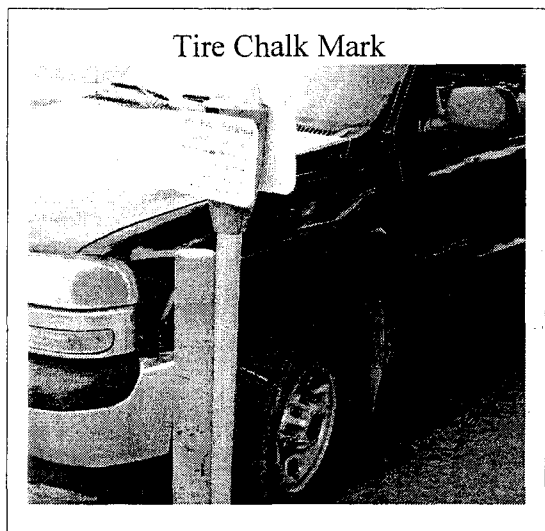
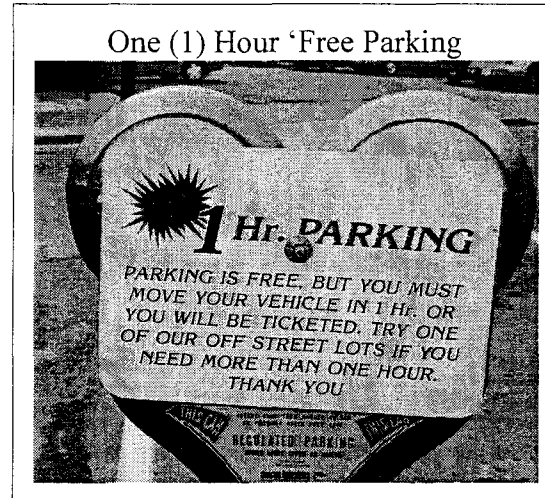
This review of enforcement practices related to curbside parking regulations addresses the one hour free parking program, and the handicapped parking zones.

One Hour Free Parking:

The one-hour free parking policy may be based on limited assumptions related to the multi-faceted decision matrix on downtown shopping. Specifically, ‘free’ parking is not seen as the key factor when purchasing decisions for goods and services are made. As indicated in Section 4.5, there are many factors that influence the shoppers’ choice whether to travel to the downtown, or to go to the local shopping centre. Parking is a factor as it must be convenient, available, and appropriate for the duration of the purchasing process and reasonably (market) priced.

As parking demand in Red Deer increases, available parking at the curbside for business customers will decrease under the current parking policy primarily because the one hour free program can be easily defeated or by-passed. Enforcement of the one hour free parking solution is easily defeated several ways, as follows:

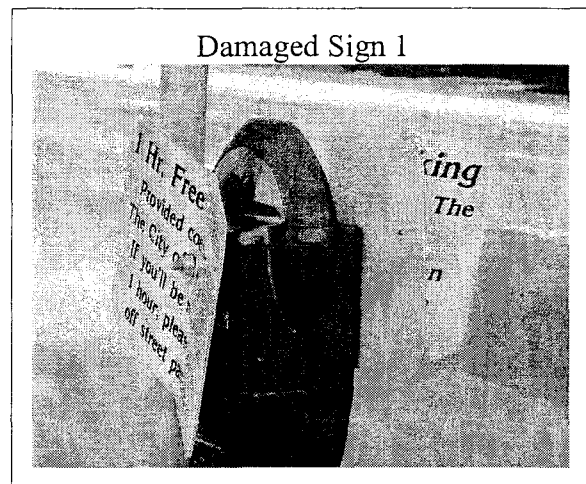
- After an officer places a chalk mark on a vehicle, employees wanting long-term parking can simply remove the chalk mark



placed by the officer. Destroying the officer's evidence that the vehicle has not 'moved' defeats the officer's ability to issue a parking ticket.

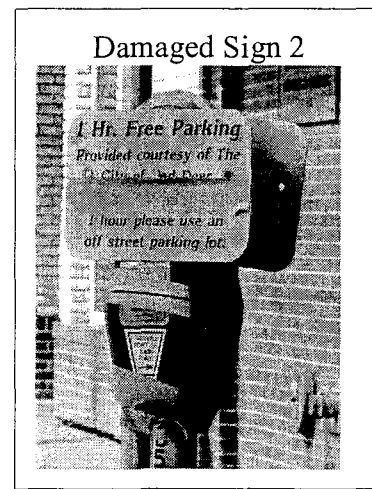
- Currently, no bylaw restricts vehicle operators from tampering with the chalk marks placed by the officer. If a bylaw existed, the difficulty in enforcing the bylaw would make it unenforceable. Being a crime by a person, the violation would have to be enforced by a bylaw officer who witnessed the offence and with the authority to issue a two-part violation ticket. Alternatively, a 'special constable' or a RCMP officer could enforce such a violation. Peace officers will have higher priorities than waiting to catch vehicle owners wiping chalk off of the tires of their own vehicles.
- The current bylaw does not define the term 'move', long-stay parking can occur simply by 'moving' vehicles from one stall to another along the one-hour free zone without fear of prosecution.

Enforcement of one-hour free parking solution is at least **30% less efficient** than with parking meters. Enforcement at one-hour free meters involves the placement of chalk on the vehicle tires parked in the one-hour zone, followed up by a subsequent patrol one hour (plus grace time) later to determine if any vehicles are in violation. This results in the first and last hour of every officer's shift being unproductive. Alternatively, with parking meters, a violation can be determined instantly any time during an officer's shift.



It should also be recognized that when vehicles are parked immediately after the parking patrol passes, operators have the benefit of no less than two hours of free parking before they will potentially be ticketed. Those parking immediately before the patrol will get one hour of free parking leaving the average free parking time in Red Deer at 90 minutes.

Finally, from a Red Deer taxpayer perspective, there may be an argument that the general public is subsidizing parking for downtown business through the provision of free parking as the cost of providing and maintaining roadways and sidewalks remains the responsibility of the taxpayer. Comparatively, shopping mall



roadway and sidewalk provision and maintenance is borne by the leaseholders in the shopping center.

Disabled Parking Provisions:

An anomaly in Red Deer with respect to the disabled using curbside meters was unintentionally created. Specifically, the disabled are exempt from paying for parking meters under the Traffic Bylaw section 43.1. However, if they park at one-hour free meters, they are in violation if they leave their vehicles for more than an hour, as they are now 'parked overtime' and in violation of Section 27.6

Therefore, disabled persons in Red Deer should avoid the designated stalls for the disabled as these persons run the risk of being charged for overtime parking. These persons need only locate a pay-for-parking meter and stay for free, all day. The disabled should also avoid the off-street lots as their free parking status does not extend to off street lots.



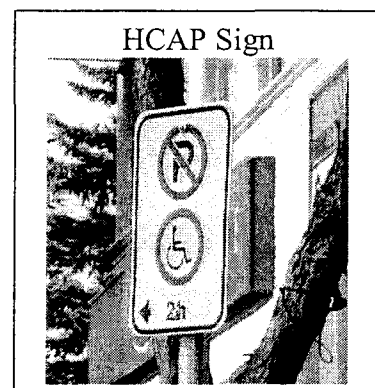
In other municipalities, the disabled community has demanded equal access, that is, specific designated stalls provided to them to allow the opportunity for access. However, they have not demanded 'preferential' treatment, such as 'free parking'. Providing free parking to vehicles with placards places an added incentive to handicap placard abuse, counterfeiting and theft of placards.

The Red Deer Traffic Bylaw specifically requires the display of a valid permit:

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

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

As such, enforcement will require the words **permit required** to convey the language in the bylaw that those parking must have a valid placard on display.



Clarification to parking enforcement officers is necessary to instruct them on whether or not 'expired' or 'out of province' placards are valid as the bylaw indicates both are not valid. Many municipalities will respect placards from other provinces, especially when displayed on vehicles displaying out-of-province license plates.

5.4.3 Enforcement Practices

This enforcement unit presents itself very well as a responsible, mature and professional unit with integrity. Officers seek voluntary compliance when vehicle operators are present during a violation, they seek quality tickets over volume and they work closer with the community than most units in larger cities.

The current approach taken by Red Deer's enforcement officers will greatly diminish the chances of officers being involved in altercations with the public, thereby contributing to their personal safety. Altercations are uncommon in Red Deer with the most senior officer reporting four (4) occurrences in eight (8) years.

Officer turnover is typical of other municipalities, with officers generally having less than three to five years' experience. Training relies heavily on field training (on the job) and is governed by 'standing orders' that provide a basic description of the violations officers are to patrol for.

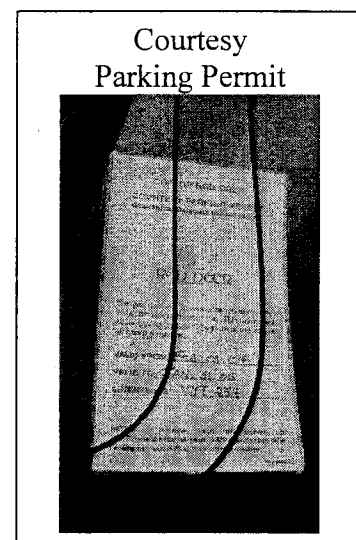
Officers observe that abuse of the one hour free parking zones seems to be on the increase, yet when approached they are unable to explain the policy or what factors determine the establishment of the one hour free zones. Well-informed officers can better communicate policy objectives to members of the public, with whom they are in face to face contact with every day.

Officers observe that some lots with high utilization are priced quite low. Others with lower utilization have quite high rates.

Officers observe that recent changes to parking time limits on certain streets was changed from eight hour to two hour parking resulting in sterilized curb space used by neither employees or customers.

Officers are not notified prior to new parking regulations being posted or when existing regulations are to be removed.

Current policy for issuance of permits that exempt vehicles from paying for parking or from adhering to the time limits is unclear. Enforcement officers are not made aware of legitimate permits, the restrictions associated with their use, nor the issuance policy. When motorists park their vehicles on the street with permits that appear



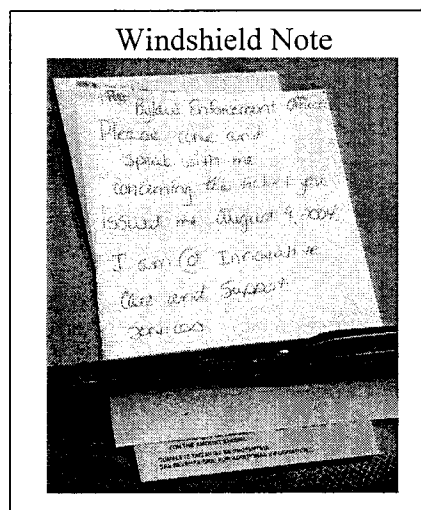
'official', they are presumed valid. The courtesy permit shown was on display at an off-street lot and is a 'delegate' permit, indicating it is valid for free parking for one year. As a resident or an employee, this may appear to be valuable permit to acquire.

Use of Street permits are issued without instruction to contractors to display the permit when parked at 'hooded' meters nor are enforcement officers notified of permit issuance. As a result, enforcement has been reduced to a 'complaint' basis only wherein contractors are left to manage the 'permitted' space.

Enforcement officer interpretation of expectations varies from officer to officer and some disagreement on appropriate actions under certain conditions exists. Public confidence in the enforcement program is lost where enforcement officers act and interpret bylaws differently. When the public asks enforcement officers if a certain parking practice is legal or acceptable, every officer must respond with the same answer and must enforce the regulations to the same standard. Failure to do so results in a loss of integrity and a loss in confidence. The current 'standing orders' document used by enforcement personnel is inadequate.

A suitable 'Standard Operating Procedures' manual will provide officers:

- with language specific to the bylaw offence
- a layman's interpretation of the purpose or intent of the specific section of the bylaw that reflects the administrations objectives,
- a checklist of issues to consider before issuing an infraction under the section of the bylaw,
- a list of reminders to ensure the issuance of the ticket is complete,
- a reference to other related charging sections that may be better suited to the offence, and
- a quick reference complete with drawings to assist officer understanding if necessary.
- Every officer should be presented with a copy of the SOP in a format that is easily referenced with a table of contents and an index. The SOP should also include department standards, court procedures, standards for providing evidence, conflict de-escalation techniques, definitions of terms used in enforcement and safety precautions.
- Typical examples of issues arising from failing to provide officers with a clear understanding of the purpose of their role will include:
- enforcement of 'abandoned driveways' when these zones are better suited for additional meters,



- 'parking tickets issued to vehicles parked in bus zones on statutory holidays when no buses are scheduled'.
- parking tickets issued to nighttime cleaning staff that park in handicap stalls in the interests of their personal safety when the shops are closed and parking lots are empty.
- Enforcement actions that seemingly serve no purpose and alienate the public, especially when the media reports such actions.
- Enforcement officer's 'write warning' tickets on vehicles with pay 'n' display coupons placed face down on dashboards or when multiple permits from multiple days are left dashboards. This practice can simply be an error or a means of avoiding parking fees. An alternative for officers would be to issue parking tickets, especially to repeat offenders. When issuing the ticket, officers should note the receipt number from the back of the parking receipt on their parking ticket. Only ticket appellants with proof of payment receipts corresponding to the parking receipt number on the parking ticket would have their parking tickets withdrawn.

5.4.4 Ticket Administration

The most striking observation in this (and other) enforcement agency support centers on the apparent lack of clear and defined policy with respect to ticket withdrawals and cancellations. Parking tickets are cancelled, and ticket appeals accepted and underpayments for fines are all processed in what can appear to be a subjective manner, which can lead to the perception of unfairness by the public.

Once placed on the windshield of a vehicle, parking tickets should only be withdrawn when the vehicle owner is clearly 'not guilty' of the offence. In cases where tag appeals are made on compassionate grounds or mitigating circumstances, this can be dealt with an appeal system that already exists through the provincial court. To withdraw parking tickets on a subjective matter erodes the integrity of the enforcement unit and, in extreme cases, can result in Alberta Justice withdrawing a municipality's authority to issue provincial violation tickets.

Informational brochures advising the public on parking regulations, permit application procedures, appeals procedures were not available leaving counter personnel to verbally respond to all questions and information being offered in an inconsistent manner. Many members of the public are unfamiliar with municipal bylaws governing parking. Developing brochures focused on 'abandoned and derelict' vehicles, RV parking, Truck Parking, and Residential Parking Permit Program (RPP) policy can assist counter personnel when communicating some of lesser-known parking violations and will lead to voluntary compliance.

Red Deer allows private companies to issue City of Red Deer parking tickets although the procedure, qualification, training requirements and audit controls were not found in municipal

bylaw. If municipalities allow private company representatives to be appointed 'bylaw officers', initial training procedures and follow-up review will ensure that these private company employees act in a manner that reflects well on the municipality. As bylaw enforcement officers, their actions directly contribute to the integrity (or loss of integrity) of the enforcement program. Subsequently, private company employees that have been appointed bylaw officers will be representing the City and the crown in provincial court procedures. This representation of the City may cause embarrassment due to the severe consequences in situations where perjury or misconduct occur.

Red Deer parking ticket payments may be made by mail or in person at City Hall. Through discussions with the City's bank services provider, a no-cost option to allow ticket payments through all chartered banks could be pursued. Requirements from the banking industry will usually include the addition of a Magnetic Ink Character Recognition (MICR) encoding on the parking ticket.

In addition to the MICR encoding, parking tickets currently issued can be redesigned to offer further enhancement. Including a 'mod-seven' check digit to the parking tag number will greatly reduce manual data entry errors. Provision of a bar code (standard #39) that contains the ticket number would allow tag image scanning and database linkage. Offering officers an area for comments and sketches can reduce the perceived need by some officers for digital photos.

5.4.5 Back Office Tag Administration System

The tag administration unit utilizes a custom computer application to assist in the management of parking tickets. At present, the application performs many of the basic requirements for a lower volume system but lacks the sophistication and audit controls utilized by many larger municipalities. While the existing system may prove adequate support for the interim, certain shortcomings will become more apparent as ticket volume increases and as audit reviews point to lost revenue opportunities and lack of controls.

Without the benefit of an in-depth analysis, the following summarizes some of the functionality missing from the existing system that is considered integral to a comprehensive 'back office' ticket management system:

- Ticket order and inventory management module(s),
- Batch ticket entry and ticket image storage,
- Batch payment and audit functionality,
- Data verification modules surrounding valid tickets, charging sections, fines, agencies and officers,

- Customizable 'business rule' controls ensuring consistent processing as well as flexibility to address change,
- Automated under and over payment management,
- Refund check functionality,
- Bank return check (BRC) notifications,
- Ticket 'life cycle' documentation and management,
- Appeals management,
- Laser printed 'reminder notices', 'BRC notices' and 'violation ticket' preparation,
- Court docket management and officer appearance schedules,
- Prosecutions information support,
- Court fine revenue reconciliation with provincial JOIN system,
- Comprehensive officer and system performance reporting,
- Freedom of Information and privacy Protection (FOIP) compliant 'on-line' web-site ticket query,
- Secured and 'intelligent' web-store payment options that allow only valid payments during ticket life cycle periods.

6.0 PARKING MANAGEMENT TECHNOLOGY

6.1 CURRENT CONDITIONS

The review of parking management technology for Red Deer included visiting the Canadian Parking Association Annual Meeting and Trade Show that was held in Vancouver between October 3 to 6, 2004. The Trade Show featured booths representing numerous suppliers of parking technology available in Canada.

Section 5.3 provided an overview of current parking technology used in Downtown Red Deer. Current technology used for on-street parking includes 280 reasonably modern electronic parking meters, and the remaining are obsolete mechanical meters. Some of these meters are used in off-street lots.

Ticket spitter (pay'n'display) equipment used in some of the parking lots were once considered start-of-the-art, but they are now obsolete. In the industry, these machines are also termed as *multi-space meters*.

Parking enforcement technology is a manual-based field operation, with computer software used for office functions. The status of this parking technology is discussed in Section 5.4.

6.2 ON-STREET PARKING

The review of parking control technology for on-street applications will consider three basic systems:

- Parking meters,
- Multi-space meters – pay'n'display equipment,
- Other devices.

Modern single-space parking meters have electronic based mechanisms that accept and discriminate up to 16 coins, tokens and smart (value) cards. These mechanisms can allow up to three rate structures that can be applied on a daily basis. These variable rate structures, however, cannot accommodate a “progressive” rates where the value of time can vary within a given rate structure. Associated with these electronic meters are meter management software enabling inventory records, maintenance programming, and to directly collect and transmit information to and from the mechanism. This information collection/transmission process can include meter usage, revenue tracking, or changing rate structures. The transmission process is accomplished by a hand-held device. There are three manufactures of meters in Canada, Duncan, MacKay and Red Deer Downtown Parking Management Analysis

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POM. The only Canadian manufacturer is MacKay Meters. Parking meters can be configured as single space, dual space or multi-space (up to 4 spaces).

A number of cities are beginning to use multi-space meters for on-street applications. This has the following advantages:

- Reduction in street hardware in that only one device is installed per block face, as compared to multi-posts needed for parking meters.
- Potential reduction in installation costs where the block face contains ten or more spaces.
- Increase in parking revenue as typically more vehicles will park in the block where posts do not designate parking stalls, and parkers cannot take advantage of purchased but unused time from a previous parker.
- Increase in payment options as bills, coins, credit cards, debit cards and smart cards can be used.

Toronto and Niagara Falls have used these devices for on-street parking spaces, and Calgary recently undertook a trial program for the use of these devices. A number of cities in the United States have also install multi-space meters on street. These devices also have other features such as solar power, and wireless communications.

Some cities have experimented with in-car parking meters, card devices (seldom seen today), and cell-phone payment methods. However, the most common parking control device used on-street is the single/dual space parking meter. In smaller cities where parker convenience is paramount, the parking meter controlling the spaces in front of downtown shops is the best pay-parking device.

6.3 OFF-STREET PARKING

Parker control devices used for off-street parking facilities are similar to those mentioned above, and they are comprised of the following:

- Parking meters,
- Multi-space meters,
- Automatic gates and pay-stations,
- Wireless devices working in conjunction with the first two systems.

The use of parking meters for off-street lots is viable where the parking capacity is ten or less spaces. Where parking rates are high, the drawback of the parking meter is the inability to pay via credit card. Recognizing that the duration of stay is longer than at on-street spaces,

transaction values are higher and the use of bills or credit cards is convenient for these parkers. The information presented in Section 6.2 is also relevant for this section of the report.

Multi-space pay devices for parking lots can be simple as inserting money into a slotted box, where each parking stall is represented by one slot in this collection devices. This revenue control devices is archaic, and will not be discussed further in this report.

The multi-space meter used in Downtown Red Deer is typical to that used in modern applications, however, there are new features that can be applied. Key new features are solar powered mechanisms and use of companion wireless payment methods. These pay machines were developed in Europe and several Pacific countries such that there are more manufacturers of these devices than parking meters. Some of the equipment displayed at the recent trade show in Vancouver are from the following manufacturers:

- Cale – Swedish manufacturer distributed by SmartPark from Toronto,
- Duncan – distributed in Canada by Electromega with offices in Toronto, and Surrey,
- Lexis Systems – manufactured in Richmond, BC
- MacKay – distributed in Western Canada by Trafco,
- Parkeon – distributed in Canada by Precise ParkLink from Toronto. This is the same manufacturer of the existing ticket spitter equipment used in Red Deer, only the name has changed from Schlumberger.

There are other manufacturers such as Digital Pioneer Technologies, Jentex Technologies, and Reino Parking Systems.

There is a credit card validation issue that is associated with the use of multi-space parking meters. The issue relates to the time to verify the credit card. Some systems do batch processing at the end of the day, which may not detect the use of stolen cards. Persons with stolen credit cards can purchase tickets, and then sell them to parking lot users claiming that the meter is not working. The Lexis Systems equipment does provide real-time (2-3 seconds processing time) validation of credit cards.

The parking equipment discussed above requires the parker to purchase a ticket when parking in the lot based on an estimated duration of stay. The use of automatic entry/exit gates and pay stations (either an attendant operated booth or an automatic pay station) enables a parker to pay only for the actual time used, reducing the stress of potential overtime citation situations. Manufacturers providing this equipment include:

- Amano Cincinnati,

- Canadian Parking Equipment (CPE),
- Federal APD,
- Skidata – used by the Calgary Parking Authority,
- WPS North America.

There are other manufacturers that provide central pay stations only such as Ascom, Designa, Hamilton Manufacturing, Parkeon, Scheidt & Bachmann, and Zeag North America. Attendant-booth operations can also use a variety of fee-computers/cash registers. The use of automatic gates and pay stations tends to be applicable mainly to larger parking lots and parking structures. These are typically found at airports, hospitals, and universities.

The new technology associated with multi-space parking meters is wireless/cell phone transmission of fee payments, and parking management information. There are two systems of possible application in Red Deer, and they are as follows:

1. CELLPARK – this system is available with the Lexis Systems and Precise ParkLink equipment (powered by MINT) that enables payment of parking fees. All that is needed by the user is a digital cell phone, an email address and a credit card. At the parking lot, signs are posted giving the CELLPARK phone number and lot designation. The parker must register with CELLPARK providing credit card and vehicle make and license number. When desiring to parking in the lot, the user calls the company, entering the lot number and amount of time expected to park. If the person returns early, the user just calls into the system to log-out and the payment registered in the account is the actual time used. It should be noted that the parker must pay a service fee, which is added to the normal parking rate at the lot.
2. VERRUS – this was the first company to offer cell phone payment of parking fees. Impark was the first to introduce this service. The parker essentially uses the same process as described above. The company has added new software products to monitor customer calls related to broken meters that need servicing, and automated payment of violation tickets. This service is particularly useful to Impark operations.

A new Calgary-based company, NEW PARKING, is about to announce a new wireless payment system specifically designed for parking meters. Therefore, this product is applicable to on-street applications as well as parking lots that are controlled by parking meters. In this instance, the key identifier is a parking meter number and the communications medium is the cell-phone. Enforcement personnel have a hand-held “blackberry” device that provides information on meter status.

In terms of application to Red Deer, new features that might be considered relate to credit card payment, solar power, and wireless payment technology. The key issue is the low typical payment transaction. The maximum a visitor is likely to pay is a “loonie”, maybe a “toonie”. In larger cities where a payment value could be in the order of \$10, the use of credit card is a significant convenience to the parker. However, as the existing parking rate structure is quite low in Red Deer, it is questionable that credit card payment features are needed at this time. Similarly, as parking fees are low there is some doubt as to the attractiveness of cell-phone payment methods. As the existing parking lot equipment is replaced, it would be advisable to consider adding these features at that time.

6.4 PARKING ENFORCEMENT

The most prevalent piece of technology that is applied to parking enforcement is the hand-held ticket writer. Companies that distribute these ticket writers also have companion ticket management software suites. Some of the issues related to this type of equipment is the weight of the battery-pack that is needed to power the hand-held devices and the ergonomics of the hand-held device. The battery pack tends to be a separate piece of equipment that is carried by the enforcement officer by a shoulder strap. Some of the manufacturers of this type of equipment are as follows:

1. Citation Management – Milwaukee, WI,
2. Clancy Systems – Denver, CO,
3. Complus Data Innovations – Tarrytown, NY,
4. Enforcement Technology – Irvine, CA – this equipment is used by the Canadian parking management firm ParkSmart,
5. Epic Data – Richmond, BC,
6. MacKay Meters – New Glasgow, NS,
7. Municipal Management Assoc. – Marlborough, MA,
8. T2 Systems – Indianapolis, IN.

As indicated above, these devices are supported by citation management software. These devices have not made much penetration into the municipal market; however, they are more prevalent in airport, campus and hospital parking operations. One aspect in the use of these devices relates to the data entry function, which is typically done in an office environment. Use of these hand-held devices results in data entry being done in the field with personnel not trained

for this activity. Another concern related to this type of equipment is the appearance of the machine-produced ticket. It tends to look like a “grocery-tab” resulting in these tickets being misplaced, or lost from the windscreen. These are some of the reasons why this type of equipment is not widely used in municipal parking operations, however, it is noted that Toronto is considering use of these devices.

ParkSmart, the Canadian based parking management company, offers a total parking enforcement service entailing the supply of personnel, equipment, and the citation management software. The City of Kelowna uses ParkSmart in this manner.

7.0 DOWNTOWN PARKING RATES

The parking management study included a survey of other similar sized Canadian cities to determine their practices in relation to the rates for on-street parking, and typical parking regulations. The cities contacted were as indicted below:

- Brandon, MN
- Kamloops, BC
- Kelowna, BC
- Lethbridge, AB
- Medicine Hat, BC
- Moose Jaw, SK
- Niagara Falls, ON
- Niagara-on-the-Lake, ON
- Penticton, BC
- Stratford, ON
- Vernon, BC

There are differences in the economic vitality of the downtowns in these cities. Certainly, the cities in Ontario attract a significant amount of tourists that would likely result in higher parking rates. In addition, there is a variation in the size of these cities, using population as a basis of comparison. Of the 11 cities included in the survey, the average city population was approximately 50,000, ranging from about 14,000 in Niagara-on-the-Lake, to 96,000 in Kelowna. The current population in Red Deer is approximately 74,000.

Table 7.1 presents the findings of this survey indicating the maximum on-street hourly parking rates, and the typical duration of stay allowed at these spaces.

The results indicate that, with the exception of Medicine Hat, Red Deer is below average in terms of the application of pay-parking operations in downtown areas. It is particularly interesting to look at parking management in Lethbridge, Moose Jaw and Penticton and note that these smaller cities have significantly higher parking rates.

Table 7.1 On-Street Parking Rates and Regulations

City	Population	Hourly Rate (\$)	Typical Parking Regulations
Red Deer	74,000	0.50¹	2 hr/5hr/10hr
Brandon ²	39,720	0.50	2 hr
Kamloops	77,280	0.50	2 hr/10 hr
Kelowna	96,280	0.50	30 min/1 hr/2 hr
Lethbridge	67,710	0.70	30/min/1 hr/2 hr/3 hr/10 hr
Medicine Hat	51,250	No meters	2 hr
Moose Jaw	32,130	0.75	2 hr/5 hr
Niagara Falls	78,820	1.00	1 hr/2 hr/3 hr
Niagara-on-the-Lake	13,840	1.50	2 hr/4 hr
Penticton	31,000	1.00	1 hr/2 hr
Stratford	29,680	0.25	2 hr
Vernon	33,500	0.50	15 min/30 min/1 hr/2 hr
Average³	50,060	0.65	

1. In Downtown Red Deer, there are 478 metered spaces where the rate of \$0.50 is applied, and another 626 meters that have been covered with a sign designating the "One Hour Free" parking zone.
2. The City of Brandon had a recent trial program, done in cooperation with the Downtown BIA, where some meters were removed from several blocks on the edge of the downtown area. The trial program was to last six months, however, the merchants complained about the loss of customer parking due to downtown employees parking in the area. The meters were reinstalled.
3. The City of Red Deer data is excluded from the averages shown in Table 7.1

The application of pay-parking in Downtown Red Deer will require careful consideration, recognizing that downtown users have been able to park for free for over 10 years. Any parking rate proposal will have to reflect this past practice and the current opinion of downtown users;

that is, downtown parking for short-stay trip purposes should be free. Modern parking control equipment for on-street applications cannot easily deal with a rate structure where the initial parking period is free. A desirable variable rate schedule for Red Deer is to provide for a very cheap rate, for example, for the first 30 minutes, and then use a market based rate for subsequent time periods. A possible variable rate structure is shown as Option 1 below:

Possible New Variable Rate Structure

Time Period	Option 1	Option 2
30 minutes	\$0.10	\$0.25
40 minutes	\$0.25	-
60 minutes	\$0.50	\$0.50
90 minutes	\$0.75	\$0.75
120 minutes	\$1.00	\$1.00

Recent discussions with equipment suppliers indicates that modern electronic parking meters can be programmed with a variable rate schedule, however, for each rate schedule the time-cost value must be constant (for example, as in Option 2). Thus, modern meters can have a different rate schedule during the peak hour periods, but a lower rate during the day. The Option 1 variable rate schedule is not currently feasible.

Some meters can be supplied with a "button" where the device is programmed to give 30 minutes (or some other time period) for free, however, this device can lead to devious parking payment practices. To extend the time, the parker can just go back to the parking stall and push the button again. The City of Boise, Idaho has applied this mechanism in their downtown area.

8.0 PARKING MANAGEMENT STRATEGY

8.1 BACKGROUND

The contacts with local business owner/operators and local residents who regularly use the downtown indicate that their concerns about the parking system include:

- There is an inadequate supply of parking.
- The one-hour free parking is generally considered as favorable, however, it is recognized that it creates an inequity in the use of curb parking in the downtown.
- There was a concern to converting all curb spaces in the central downtown area to pay-parking.
- There was a general concern about the aesthetics of the off-street parking lots.

The scope of the parking management analysis has focused on the organization framework in which the function of parking exists within the City of Red Deer and then the more technical aspects of on-street parking, off-street parking facilities, and parking enforcement activities. The strategy also includes a proposal for a parking technology demonstration project, and a business case related to proposed changes in on-street parking control.

8.2 ORGANIZATIONAL ASPECTS OF PARKING

8.2.1 Background

As indicated earlier, the management of parking in municipal government varies considerably between public works, finance, realty development, asset management, bylaw enforcement, other civic departments and authorities/corporations. On-street parking spaces are managed by the road authority; however, off-street parking lots and structures that may be the responsibility of any one of the organizations mentioned above.

In the late 1980's, on-street parking in Red Deer was the responsibility of the public works department, as the municipal road authority. The 1988 Parking Study recommended the hiring of a Parking Administrator that would centralize the parking function and be responsible for both on- and off-street parking. A Parking Commission was in place in the early 1990's and, along with the Parking Administrator, this organization was to provide guidance on parking matters to City Council.

The basic functions of parking within a municipality include planning, provision, management, maintenance, operation, revenue collection, and bylaw enforcement. The most effective parking management occurs where there is a centralization of responsibility.

There are a number of parking organizations in Canadian cities. Some examples are listed below:

- Parking Authorities – Calgary, Toronto and a newly formed one in Winnipeg,
- Downtown Parking Corporations – Kamloops, Vancouver,
- Downtown Parking Commissions – Prince George, Saint John,
- Civic Administration Parking Division – Hamilton, Ottawa, Saskatoon
- Downtown Parking Committee – Edmonton
- Civic Parking Committee – Kelowna.

The key difference between the committees operating in Edmonton and Kelowna is that, in Edmonton, it operates under the auspices of the downtown business association, as compared to Kelowna where it is the creature of the City of Kelowna.

From the perspective of a “single-point of responsibility” parking organization, the responsibilities should include the following:

- Investigating the relationship between land use and parking demand, and reporting the findings to the urban planning and development group.
- Investigating the need for off-street parking facilities.
- Managing and regulating on-street parking, including special zones and residential parking permit programs.
- Arranging for the provision of City-owned off-street parking facilities.
- Encouraging the construction of privately owned or joint public/private parking facilities.
- Operating and managing off-street parking facilities presently owned by the City within various departments.
- Enforcing parking regulations according to City Council approved bylaws.

The following sections describe some of the basic attributes of alternative parking organizations.

8.2.2 Parking Authorities

There are two strong examples of parking authorities operating in Canada, and they exist in Calgary and Toronto. The Calgary Parking Authority has a broad scope of responsibilities including the planning and providing off-street parking, assisting in the management of on-street parking, off-street parking facilities operations and maintenance, marketing, administration of the City's residential parking permit program, revenue control, parking enforcement and the operation of the City's impound lot.

The typical income streams used to finance a parking organization can include some or all of the items listed below:

- Sale of debentures,
- Income from off-street parking facilities,
- Income from street meters,
- Lease payment or use of curb parking spaces for construction projects or similar activities,
- All or a portion of the income from the parking citations.
- Cash-in-lieu of parking payments related to urban development projects in the downtown area.

Typically, the authority would have a board of direction comprised of a majority of local citizen and business community representatives, a Council member, and several civic staff representing key related city departments. The basic responsibilities of the authority is to advise Council on parking matters, to secure budget approval from Council and to report on an annual basis. The advantages of a parking authority are as follows:

- It would be a key advisor to City Council on parking matters in the downtown area, and be an effective method to integrate the DBA parking activities with the City parking functions.
- It could provide an effective "sounding board" and adjudication of the concerns of local citizens on parking matters.
- It could operate independently of the civic administration and, therefore, not affect the borrowing power of the City and the mill rate.
- With adequate staffing, it would consolidate the parking responsibilities in one agency.

However, for parking authorities to be effective, there must be a reasonable scope of responsibility and activity to ensure that the volunteer board members maintain interest in the proper function of the parking system. This is a key factor in determining the practicality of creating such an organization in Red Deer. In essence, it is doubtful that a parking authority would be an effective means to manage parking activities in Downtown Red Deer.

8.2.3 Civic Parking Advisory Committee

City Council and civic administrators usually recognize that the downtown business community has a large stake in how the parking system is managed. As a result, some mechanism to formally involve the downtown business community in parking system management has to be formulated and one of the simplest is the Parking Advisory Committee. Another name for this body is a Downtown Parking Commission, similar to that existed in the City a decade ago. The committee would be responsible for reviewing downtown area parking policies, identifying parking issues and advising Council on a variety of parking matters. It should be recognized that in any organizational form that involves outside parties, the control of the street system is the responsibility of the roads authority, the public works type department. This department is then primarily responsible for the use of street space for traffic movement and parking.

Such a committee could be composed of representatives of groups such as the DBA, Chamber of Commerce, private parking agencies and citizens at large. A Council member could also sit on this committee, with civic administration support as required.

The primary advantages of this Committee are as follows:

- An independent review of policies could be obtained.
- A formalized body would be available for initiating action in a particular area of concern.
- Civic control is maintained to ensure that overall policies are met.

8.2.4 Downtown Parking Corporation

This form of parking organization tends to be jointly controlled by the City and a downtown business association. In essence, the parking facilities and equipment is owned by the City but with day-to-day management done by the business group. The facility management might also be a separate agency formed jointly by the two sponsoring agencies, the City and the DBA. The Corporation would operate the off-street parking lots, with shares in the organization jointly owned by the two sponsoring agencies. A similar organization exists in Vancouver, and it was the precursor of the Calgary Parking Authority. The key aspect of the parking corporation and authority forms of organization is that they operate as an ancillary business unit within the civic structure and they are fiscally self-sustaining.

8.2.5 Integrated City Parking Department

The City of Red Deer has created an integrated parking function in that most parking activities fall under the responsibility of the Inspections and Licensing Department. As outlined in Section 5, the management of the parking system is somewhat “laissez faire”, particularly, following the demise of the Parking Commission, the Parking Administrator staff position, and the creation of the one-hour free parking program.

It is noticeable that monies are needed for parking facility and equipment, traffic signing maintenance, and enhancement of the physical conditions of certain parking lots. It would be desirable that the revenue from street meters and the parking lots exceed operations and maintenance costs, excluding enforcement activities. This is not the case in Red Deer where there is only a modest contribution to the parking reserve, and about 70 percent of the total revenues come from parking enforcement. In essence, the parking function is under-funded.

The last issue relates to integrating the interests of the Red Deer Downtown Business Association into the management of the parking facilities. This can be accomplished by ad-hoc but regular meetings between City and DBA staff, or by participation in some committee activity of the DBA.

8.3 ON-STREET PARKING

The major issues related to on-street parking are as follows:

1. One-hour free parking program,
2. Parking meter equipment upgrading,
3. Review of curb space to determine appropriateness of parking regulations,
4. Review use of curb painting.

The key issue related to on-street parking in Downtown Red Deer is the continuance of the one-hour free parking policy. The existing meter poles and housings with the attached signs are unsightly, and it gives the impression of unclear direction on parking management in the downtown area. The second aspect of the current program is that it does not provide sufficient time for some trip purposes. The ability to park for up to two-hours in the core area provides a more user-friendly approach to providing short-stay parking in the downtown. However, the free parking program has a couple of detrimental impacts on the downtown parking program, namely,

- It has eroded the revenue base for the parking program and providing for increased transfers to the parking reserve fund. This fund needs increased funding to finance future parking control equipment purchases and parking facility development.

- The free parking program discourages development of commercial buildings in the downtown and parking structures needed to meet the its parking demand. The free parking in the core of the downtown impairs the financial feasibility of these privately developed parking structures.

It is noted that the economic health of the downtown has improved from the time the free parking program was implemented and the need for the program is due for review. It is time to restore curb-parking management through the use of pay parking. The implementation program related to pay parking should include the following elements:

- Conversion of the entire free parking spaces to pay parking with a maximum duration of stay of two hours.
- The meters are to be in effect Monday through Friday, 09:00 to 18:00, using a rate of \$0.50 per hour.
- The new meters are to be modern electronic devices with the capability to use smart card payment, as well as coins.
- Smart cards should be sold at a discounted rate (85 % of face value) in order to maintain some degree of “free-parking”.
- Smart cards are to be programmed to take the value of two hours of time when first inserted into the meters and, when the parkers returns to the vehicle, the value of any unused time can be reinserted into the smart card (Saskatoon approach).
- The DBA should continue to provide one-hour parking tags for those businesses whose patrons may not find it convenient to use a smart card.
- The distribution of smart cards for sale should be as broad as possible, but the “recharging” a new value into the smart card be done by the City of Red Deer and, potentially, the DBA.

Associated with this pay parking program, a parking meter upgrading program should be undertaken. Some of the existing mechanical meters are obsolete; 10 to 15 years of age. Parts are typically not available anymore resulting in cannibalizing from other older meters in the shop to repair malfunctioning meter mechanisms. In addition, implementation of pay parking as proposed above would result in the need to purchase new parking meters. The potential number of meters that need to be purchased are as follows:

- Upgrading obsolete meters – 290
- New parking meters in the current free-parking area – 630.

There are a couple of curb parking management matters that should be reviewed on an on-going basis:

- Determination of metered spaces that can be added when driveways no longer are functioning due to changes in the abutting building, or no-parking zones that can be revised.
- Removal of parking meters in blocks with single-family residences and replacement, as required, with parking duration restriction signing.
- Elimination of painting curbs to mark special zones. This is a labour intensive process and is not functional in winter periods. It can erode the enforcement practices.

The review of alternative parking organizations concluded that the city administration model seems to be the most logical for conditions in Red Deer, but that there was a need to make the group more financially sustainable. This includes additional staff allocation to parking system management, and facility/equipment operations and maintenance activities. It would appear that an additional annual revenue of \$100,000 is needed to make the program more financially sustainable.

8.4 OFF-STREET PARKING FACILITIES

The parking management items to address related to off-street parking facilities are fewer than those discussed concerning on-street parking. The key issues are as follows:

1. Parking lot enhancements,
2. Parking control improvements,
3. Parking facility planning.

As indicated in Section 5.0, some parking lots should be improved. The key elements to be considered are surface paving, fencing, landscaping, lighting and signing. In other parking lots, the condition of the signing needs to be reviewed and new signs installed. The sign shown in Section 5.3 is an example where a new sign is needed.

The ticket spitters (multi-space meters) in the parking lots are about 10 years old. These have about reached their functional life. Planning should commence on the development of equipment specifications suitable for Red Deer such that new pay'n'display devices can be acquired in the near future. Fee payment options for off-street lots should be revised to include payment by coin, credit cards and the same smart cards used in the on-street meters.

One of the issues that was identified in the public consultation program was the need for additional parking in the downtown. By some, this issue is deemed a perception problem only, but high occupancy levels are noticeable in the core of the downtown. The parking management program should be monitoring the parking demand characteristics so that periodic forecasts can be made for supply deficiencies and surpluses throughout the downtown. Previous parking studies have mainly examined parking occupancy levels on-street and in the off-street facilities, however, consideration should be given to identifying characteristics such as parking stall turnover, average duration of stay, and enforcement issues related to over-stay parkers.

Furthermore, information type brochures identifying parking lot locations, key messages relating to downtown parking regulations, use of ticket spitter devices, and similar subjects may aid in informing the public that Downtown Red Deer has a viable parking program.

Another suggestion that came from the public was the conversion of Lot P4 to attendant operation that might facilitate a shopper validation program. Shopper validation programs have been attractive campaigns to encourage downtown shopping in many communities. However, in general, the parking industry is moving away from attendant operation due to the associated high operational costs. To apply this concept to Lot P4 would necessitate some design changes. The access on 49th Avenue would be changed to an inbound access only and controlled by an automatic gate and a ticket spitter (different technology than currently used in this lot). The 49th Street access would provide for two-way traffic, the inbound access controlled by an automatic gate, and the outbound access controlled by the attendant in a booth. The booth would have a pay station/cash register that could read the access tickets that would have either bar code or mag-stripe features for encoding the entry date and time. In hours when the booth was not in operation, the current multi-space parking meter (ticket spitter) would be used. The insertion of a booth at the 49th Street access would require changes in the layout of the parking lot with a resultant loss of parking stalls. The annual operations cost associated with the current parking control equipment in Lot P4 would be considerably less than an attendant booth parking control system. It is doubtful that the convenience and use of a validation program will have such an increase in parker usage that it would compensate for the significantly increased operations costs. Furthermore, the loss of parking capacity would also detract from the perceived advantage of the attendant/booth parking control system. For these reasons, this type of parking control system is not recommended.

8.5 PARKING ENFORCEMENT

The review of the parking enforcement activities identified a number of items that would aid this program. Some of the action items are shown below:

1. Provide for better communications between the office function and the enforcement personnel on new parking restrictions, changes to existing restrictions and valid permits, and

other downtown parking issues. The officers value this communications process and it is important recognizing that these personnel tend to be on the “front-line” in communicating these matters to the public.

2. There is a need to develop a comprehensive Standard Operating Procedures (SOP) manual that will establish expectations to new and existing officers.
3. The practice of issuing warning tickets should be reviewed. If an offence is believed to have been committed, issuing a warning to certain vehicles can undermine the process when other parkers are issued tickets. This is another SOP item that should be included in the manual.
4. Undertake a feasibility assessment of equipping officers with mobile communications devices to enhance personal safety, and reporting the need for parking equipment and traffic control device maintenance.
5. Create a policy for withdrawing parking tickets that conforms to the Provincial Offences and Procedures Act that maintains the integrity of the court process.
6. Review the practice of allowing private property owners to issue City of Red Deer parking tickets to ensure that it meets with legislative requirements, is permissible in the local bylaw, and that abuse is not occurring.
7. Redesign the layout of the parking ticket to reduce errors, increase efficiency and reduce the perceived need for photos of infractions.
8. Consider options related to the office tag processing system that may be available from other major Alberta municipalities to avoid reinventing a system that has already been designed and tested for the provincial prosecution process.

8.6 PARKING DEMONSTRATION PROJECT

One of the potential outputs of the parking management study was an identification of a parking demonstration project to reflect some future aspect of parking in Downtown Red Deer. Limited funds have been budgeted for this demonstration project.

In assessing possible candidates for this project, there appears to be minimal opportunities involving the on-street parking program. Near term improvements could include improved signing, however, the biggest change is likely to be the expansion of the pay-parking program with new parking meters. It is unlikely that the new meters will have significant changes as to use of modern technology such as smart cards (low fee values affects its use), or cell phone payment programs. Furthermore, even if new parking meters were to be considered, the monies that are likely available is only sufficient of purchase meters for one block.

Consideration should be given to purchasing a new multi-space meter (ticket splitter) for a very visible parking lot, Lot P4 for example. This new device could be provided with:

- Credit card payment,
- Wireless payment means via cell phone.
- Solar power
- New state-of-the-art equipment design.

Potential equipment would be Lexis Systems and Precise ParkLink that use the CELLPARK payment system. The purchase of one machine and backup systems would cost in the order of \$20,000.

This equipment would be the most visible to the public, with limited impact on budget. Other possible options could include new promotional brochures, removal of the old meter heads and improve the signing of any spaces that remain as free-parking, and improvements to parking lot P5 (a more costly project)

8.7 PARKING MANAGEMENT BUSINESS CASE

The previous section outlined a possible demonstration project relating to new parking equipment and, in particular, a new parking lot pay'n'display machine.

The major initiative proposed in the parking management analysis project is to make changes to the one-hour free parking program. It is proposed that the existing free parking be terminated and to implement a comprehensive pay-parking program. This would require the purchase and installation of about 630 parking meters. In the review of the management of the existing system, it was suggested that an additional \$100,000 would be needed for supervisory staff, and meter and sign maintenance.

A forecast has been made of the potential increase in revenue from on-street meters, along with increased expenditures as described above. **Table 8.1** indicates the major items in the existing parking management budget. In addition, Table 8.1 indicates the estimated changes in parking revenue and expenditures as well as the parking reserve transfer value. It has been assumed that the new on-street meters and multi-space meters for the parking lots would be financed through debt repayment. Thus, the revised budget shows a value for meter purchase financing.

Table 8.1 Parking Services Business Case

Budget Items	Existing Base (\$)	Proposed Pay Parking Program (\$)
Revenue		
• Fines	676,000	676,000
• Street meters	115,000	389,000
• Parking lots	189,500	189,500
• Miscellaneous	500	500
Subtotal	981,000	1,255,000
Expenditures		
• Parking services	214,700	255,000
• Commissionaires	253,900	253,900
• Bylaw officers	108,500	108,500
• Lot maintenance	100,700	105,700
• Meter operations	89,600	160,000
• Meter financing	-	100,000
• Administration support	82,500	82,500
• Reserve fund	96,900	135,200
• Taxation dividend	34,200	34,200
• Public communications*	-	20,000
Subtotal	981,000	1,255,000

* Public communications is a one-time allocation for a communications program related to implementation of the pay-parking program.

This analysis indicates that the conversion program essentially can fund the additional meters, enhanced parking lot maintenance, new pay-machines for the lots and some part-time office supervisory assistance with a resultant increase in the transfer to the parking reserve fund. Therefore, the parking system can only be well funded when the entire free-parking program is eliminated.

Comments:

We agree with the recommendations of the Permit and Licensing Supervisor.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager



BACKUP-
PARKING

Date: January 11, 2005

To: Kelly Kloss
Legislative & Administrative Manager

From: Joyce Boon
Permit and Licensing Supervisor

Re: Downtown Business Association Parking Management Analysis

On June 14, 2004 City Council authorized \$40,000. to be transferred from the parking fund to the Downtown Business Association to undertake a review of metered parking in the City of Red Deer. The Downtown Business Association subsequently hired Swanson Transportation Consultants to conduct a Downtown Parking Management Analysis.

Alan Swanson of Swanson Transportation Consultants will be presenting his recommendations at the City Council meeting of January 17, 2005.

Comments

There are a number of recommendations in the report however; the major recommendation in the study is to remove the one-hour free parking from the Downtown. This measure was introduced in the early 1990's as a pilot program and has spread throughout the downtown. It offers convenience for patrons who are making a quick stop in the downtown but has proved problematic for customers having lunch, shopping or obtaining professional services in the downtown. The one-hour time limit has proved to be too short for many of these patrons. The one-hour parking limit is one of the largest sources of complaints at the parking customer service counter in the Inspections & Licensing Department. Customers have often indicated that they would like the option of a longer stay in order to do business in the downtown.

The report recommends that the City implement paid parking in the downtown with a two-hour limit to discourage employee parking on the street as well as provide sufficient time for those who wish to conduct business in the downtown. The Downtown Business Association has accepted the recommendation of the consultant but has asked for the opportunity to work with the City to see if some component of free parking could be maintained in the downtown through the surface parking lots. We are prepared to work with The Downtown Business Association to explore a manned lot or other mechanisms to see what would be financially feasible in terms of providing customer parking with a free component.

Recommendation

Inspections & Licensing agree with the Downtown Business Association comments and recommend City Council refer the recommendations back to administration to prepare a financial analysis and an implementation schedule related to the recommendations.

A handwritten signature of Joyce Boon in cursive script.

Joyce Boon
Permits and Licensing Supervisor

MEMO

TO: Kelly Kloss, Legislative & Administrative Services

FROM: Sonia Sawyer, Downtown Business Association

DATE: January 7, 2005

SUBJECT: Downtown Parking Report Survey Results



Please find the attached Survey Results dated December 13/04.

Attachments:

- 1) Recommendations from Swanson Transportation Consultants
- 2) Survey Spreadsheet
- 3) Feedback Comparison Chart
- 4) Survey Comments
- 5) Comments from DBA Membership regarding surveys



Sonia Sawyer
Executive Director

DOWNTOWN RED DEER PARKING MANAGEMENT STUDY SUMMARY

Downtown Red Deer is similar to many North American cities in terms of sub-urbanization of shopping activities. The development of shopping centres and big box retail outlets in the suburban areas of Red Deer has resulted in a transition to specialized retail shops in the downtown area. Parking meters have been used to regulate parking in Downtown Red Deer. In the mid-1990's, the parking management strategy changed such that one hour of free parking is now available for downtown shoppers. Since the one-hour-free parking program was implemented the city has continued to grow, with the population increasing from about 60,000 to 74,000. In a recent forecast, the 2031 population was projected to total 117,000 people.

During the project, a public consultation program was undertaken involving key City of Red Deer staff, downtown and other businesspersons, downtown users and parking enforcement Commissionaires. The interviews with businesspersons and downtown users included questions on shopping, traffic and parking issues. The businesspersons were of the opinion that there was an adequate supply of parking in the downtown area; however, the downtown users had contrary opinions. Both groups felt that the one-hour free parking program was good, but they recognized that there was some inequity in the pay-parking program in that some of the meters were still operational while those in the core were not in operation. The conversion of all existing and former metered spaces to a universal pay-parking program did not receive a favourable response. There was also some concern about the aesthetics of the off-street parking lots.

The study reviewed the existing parking supply in the downtown area, and it also examined the management of the parking system. There are about 7,600 parking stalls in Downtown Red Deer and the City of Red Deer manages about 2,180 stalls.

At present, the Inspection and Licensing Department is responsible for the management of both on- and off-street parking. The department budget for 2004 forecasts total revenue of about \$980,000, of which, about 70 percent comes from bylaw enforcement. Total department expenditures are approximately \$883,000 providing a transfer to the parking reserve fund of about \$97,000. Currently, the parking reserve fund totals about \$1.8 million. In the past decade marks an era of minimalist parking management where inadequate revenue was collected from the parking system such that parking equipment, signing, and facilities have become obsolete and poorly maintained, and the parking reserve is not large enough to finance new facilities and equipment. The condition is a direct result of the one-hour free parking program. It has been stated that parking management in Red Deer suffers from benign neglect.

The basic functions of parking within a municipality include planning, provision, management, maintenance, operation, revenue collection, and bylaw enforcement. The most effective parking management occurs where there is a centralization of responsibility. The review of alternative organizations considered establishment of a parking authority, a civic parking advisory committee, and a downtown parking corporation. This review of alternative parking organizations concluded that the city administration model seems to be the most logical for conditions in Red Deer, but that there was a need to make the group for financially sustainable.

The parking enforcement unit presents itself very well as a responsible, mature and professional unit with integrity. Officers seek voluntary compliance when vehicle operators are present during a violation, they seek quality tickets over volume and they work closer with the community than most units in larger cities. Enforcement officer interpretation of expectations varies from officer to officer and some disagreement on appropriate actions under certain conditions exists. Public confidence in the enforcement program is lost where enforcement officers act and interpret bylaws differently. The current 'standing orders' document used by enforcement personnel is inadequate and there is a need for a more suitable "Standard Operating Procedures" manual.

New technology associated with curbside parking meters is mainly the use of smart cards for payment of fees, with a potential for future cell-phone payment systems. Many cities are beginning to use multi-space meters (pay'n'display equipment) for on-street parking control. Parking control systems for off-street parking lots tends toward use of multi-space parking meters as currently used in most of the parking lots in Red Deer. However, current parking equipment allows for credit card payment, wireless (cell-phone) payment, and solar power. New technology associated with parking enforcement programs is the hand-held ticket writer devices. They have had limited use in municipalities due to ergonomic considerations and it transfers an office procedure to the field in environments that are not conducive for this work.

A parking rate survey was conducted including data from 11 similar size cities in Canada. Of these cities, the average population was approximately 50,000. The average hourly rate for on-street parking meters was \$0.65. The current rate structure in Red Deer is a maximum of \$0.50, but a \$0.25 rate is also used.

It is noted that the economic health of the downtown has improved from the time the free parking program was implemented and the need for the program is due for review. It is proposed that the one-hour free parking program be terminated, and pay parking be returned to Downtown Red Deer. The new meters program would be based on a \$0.50 per hour rate to a maximum duration of stay of two hours (an increase from the present one hour limit) for the period from 09:00 to 18:00, Monday through Friday. The new meters to be acquired should have the capability for paying the fee by the use of coin and smart card. The value of the smart card should be discounted in a manner to provide for some period of free parking.

The parking management strategy related to off-street parking includes improvements in parking lot landscaping, sign maintenance and surface paving plus commencement of replacement of the older parking control equipment (ticket spitters/pay'n'display machines).

The parking management strategy also includes a number of actions that can enhance the enforcement of parking regulations and the administration of parking citations. Improvements in communications, development of standard operating procedures, redesign of the parking ticket and policy issues such as issuing warning tickets and private property issuing City parking tickets were included in the proposals for changes in the parking enforcement program.

1.1 RECOMMENDATIONS

The following are the recommendations emanating from the analysis of parking management in Downtown Red Deer:

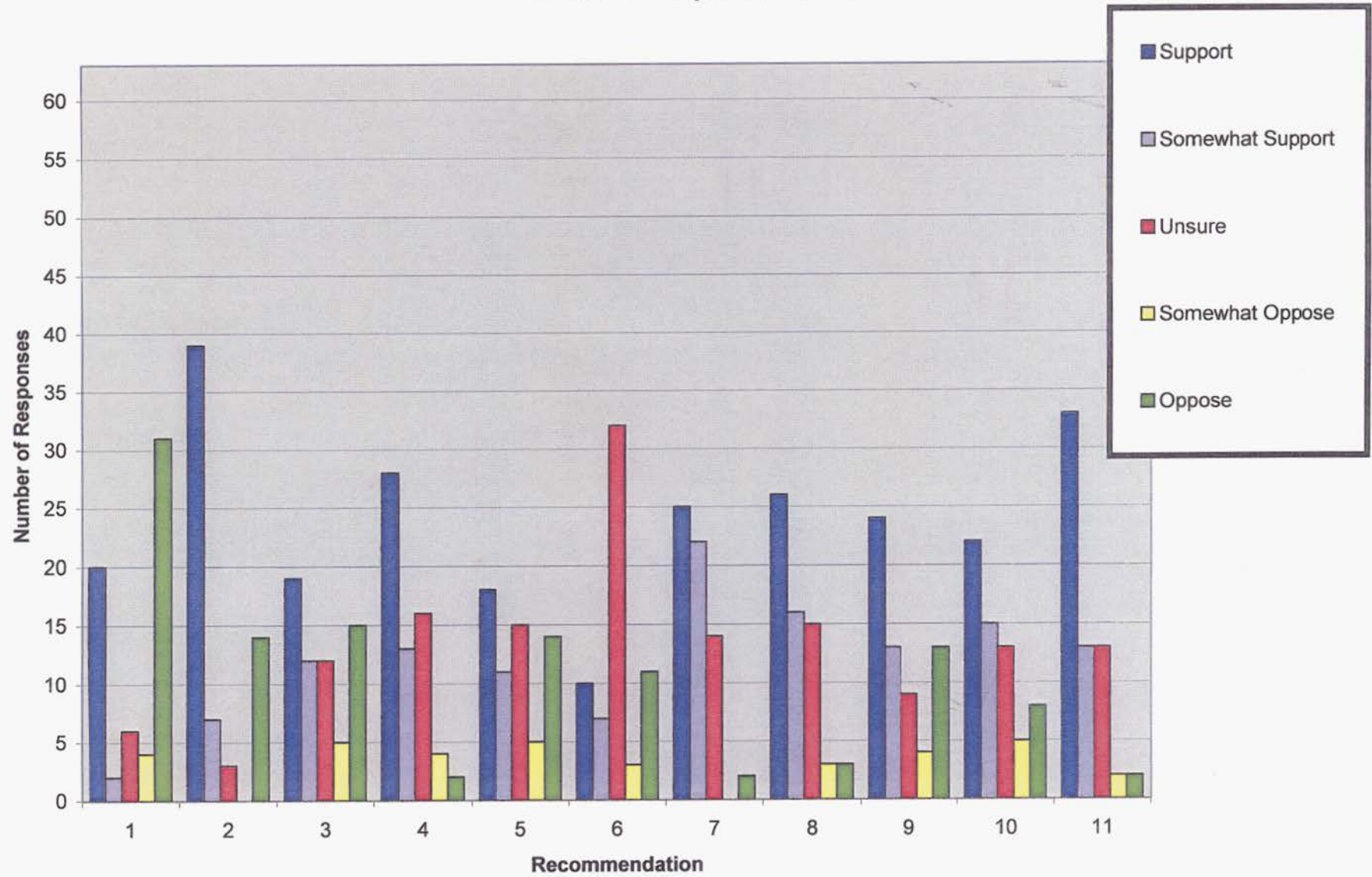
1. Implement pay parking in the downtown by converting the meters to a rate schedule of \$0.50 per hour, for the period of 09:00 to 18:00, Monday through Friday.
2. Revise the on-street parking regulations to increase the allowed duration of stay from one to two hours.
3. Purchase meter mechanisms for 630 meters for the parking meter conversion program and sufficient meter mechanisms to phase-out the obsolete mechanical meters (290 meters). The new meters to provide for coin and smart card payment, whereby the purchase value of the card is discounted to provide for some free parking (up to 15% of the card value).
4. Improve parking lots by maintaining parking signs, replacing obsolete parking control equipment (ticket spitters), and upgrade landscaping, lighting, and pavement conditions, particularly in Lot P5.
5. Undertake a parking equipment technology demonstration project entailing the purchase of new state-of-the art pay'n'display (ticket spitter) equipment that can provide for credit card and cell-phone payment, and solar power.
6. Maintain the centralized parking function within the civic administration but enhance it by additional administration supervisory support.
7. Provide for better communications between the office function and the enforcement personnel on new parking restrictions, changes to existing restrictions and valid permits, and other downtown parking issues.
8. There is a need to develop a comprehensive Standard Operating Procedures (SOP) manual that will establish expectations to new and existing officers.
9. The practice of issuing warning tickets should be reviewed. If an offence is believed to have been committed, issuing a warning to certain vehicles can undermine the process when other parkers are issued tickets.
10. Undertake a feasibility assessment of equipping officers with mobile communications devices to enhance personal safety, and reporting the need for parking equipment and traffic control device maintenance.
11. Create a policy for withdrawing parking tickets that conforms to the Provincial Offences and Procedures Act that maintains the integrity of the court process.

Downtown Parking Report - Feedback Form

As at December 13/04 - 12:00pm, 63 forms received

	Support	Somewhat Support	Unsure	Somewhat Oppose	Oppose	Total
1	20	2	6	4	31	63
2	39	7	3	0	14	63
3	19	12	12	5	15	63
4	28	13	16	4	2	63
5	18	11	15	5	14	63
6	10	7	32	3	11	63
7	25	22	14	0	2	63
8	26	16	15	3	3	63
9	24	13	9	4	13	63
10	22	15	13	5	8	63
11	33	13	13	2	2	63

Feedback Comparison Chart



Comments:

- 1) I am opposed to any one-time large upgrades - gradual is better. All equipment will become obsolete all at once.
- 2) It would be utopia if all was approved, paid for, implemented. Anyway, it's a great start!
- 3) A common comment we get is that people would rather pay the meter rather than have to run out in an hour to see if they have a ticket. So, either plug the meter or extend the free parking to two hours.
- 4)
- 5) Affordable parking for staff in the downtown continues to be a problem.
- 6) There is nothing to support/oppose the "free one hour parking". I support continuing "free parking" or increase free parking.
- 7)
- 8) Parking is a big issue for police officers, often we find ourselves with no parking and we are needed/called in to work, BIG ISSUE.
- 9) I would suggest that instead of .50 for an hour, that you go to .25 for an hour or 1.00 for four hours or will continually have a small change problem.
- 10) My biggest concern with going back to paid street parking and 2 hour parking is the abuse of downtown employees using street parking rather than parking lots.
- 11) See attached mail.
- 12) Taking away the free 1 hour and adding on 2 extra hours a day should be enough without doubling the cost.
- 13)
- 14)
- 15) Where is the revenue from the 20% tax premiums charged to downtown landowners for the city to supply parking for the downtown? This report suggests the average revenue per stall is \$11.25/month. To me this seems to be shown way to low. May be worth looking into?
- 16)
- 17)
- 18)
- 19) As a medical clinic, patients often need more than 1 hour to conclude their visit, especially if in the walk-in environment. The problem is very little parking in close proximity to the clinic.
- 20) Our main parking problems are because 3 of 4 office staff do not have monthly parking. 1 is forced to bus to work and the other 2 must continually move their vehicle throughout the day or incur fine expenses. We have been on waiting lists for 7 months. Your issues shore are the least of our problems.
- 21)
- 22)
- 23)
- 24) Item 3 & 4 depend on "capital cost" and how it will be funded. Is there a study available showing the economic effects of a "Reversal of Free Parking" on a business sector?
- 25)

- 26) Question 9 is difficult to understand because it appears you are making 2 statements which may result in 2 answers.
- 27) It would be helpful to lure some better stores to accompany better parking.
- 28)
- 29)
- 30)
- 31)
- 32) City vehicles should not use up prime parking space in downtown lots, especially if they don't pay the hourly rate like the rest of us.
- 33) I think the status quo works quite well, a crackdown on those who abuse the free parking for one hour by moving one or two spaces is required. Re #10 - extensive feasibility studies (by outside consultants) is unnecessary.
- 34)
- 35) Meters need to be services more. I park in meter parking everyday and have a lot of problems with the meter taking my money and not giving me any time for it.
- 36) On occasion the ticket dispenser has not worked, my vehicle is parked the every day M-F. I phone in to let them know, the advice is to appeal the ticket, I do and yet still I receive a ticket so how to you get by that? Honesty is the best policy, however with honesty, it comes back to bite ya!
- 37) Very pleased to see this happening.
- 38)
- 39) Question 3 - People don't want another card. Make the system able to use any credit card or interac card. Question 6 - Should be jointly City and DBA, it's the city who has let things deteriorate since 1988. The DBA must have more than an advisor role.
- 40) Ok the way it is. The parking meters ruined the Downtown. Leave it alone.
- 41) As the DBA member fees were initiated to have/cover the 1 hr parking, will the membership fees be reduced if the parking returned to paid status!
- 42)
- 43) It sounds like these measures might be costly and to judge whether the cost is justified needs more information. Does the need justify the cost? Any manager needs to know this to make a decision. Please supply work.
- 44) Some 1 hour or 2 hour free parking should remain downtown or discount for first hour to encourage customer parking! The malls already have a big lead on downtown enough.
- 45)
- 46)
- 47) Maintain 1 Hour free, upgrade equipment as funding allows.
- 48)
- 49)
- 50)
- 51)
- 52)
- 53)

- 54) Charge parking downtown will move customers out of downtown, Don't have any meters retain 1 hr free on street parking. Upgrade parking lot equipment to scan Credit/Debit cards.
- 55) This is the wrong time of year to ask retailers to respond in a thoughtful constructive manner. Please consider delaying this survey until January.
- 56)
- 57)
- 58) Your increased rates (less 1 hour fee) means our staff pay \$88 per month for a spot that is not a guaranteed parking stall. I believe that to be much too costly. As well, our business, as well as others who have on-site customer parking, will suffer from your proposed changes, as more people will be seeking "free" parking the city should consider this as well.
- 59) See attached email
- 60)
- 61) Existing meters "eat" money and are out of order. Why is it cheaper to park behind the Ranchers Valley and more expensive to park over south of Tire Craft? Distance to the downtown core should come into play. I understand that the lot is "new" but still, the city should encourage long term parkers to park away from the core and let short term parkers park close to the stores/services.
- 62)
- 63) Please see attached.

Krista McNally

From: Dennis Nielsen [dennisn@oanet.com]
Sent: Tuesday, November 30, 2004 1:56 PM
To: info@experiencedowntownreddeer.com
Subject: parking

In response to the survey I would like to offer the following thoughts and I will also fax back the questionnaire.

PLEASE CONSIDER THE FOLLOWING

In response to questions 1 and 2 I have given a qualified yes answer. The reasons for the qualified answer are as follows;

It is noted in the report that the downtown business climate is improved since the inception of free parking, they then go on to say that since the climate is better it is now time to start, once again, charging for parking. This logic escapes me as it seems to me the reason the business climate is better in the downtown is because the free parking was implemented.

My suggestion is that a free time should be maintained and possibly 30 minutes would be the magic number. After that if more time is needed then 50 cents per hour up to a maximum of two hours would be appropriate. I think this would provide the best of both worlds as those requiring a brief stop could conduct their business without the hassle of paying but if they thought they would require more time then they would have the ability to buy that time.

Also I do believe that a lot of times a person would drop in the 50 cents even if they thought they may be done in 30 minutes but just want to be sure. This would improve the revenue stream and at the same time give the psychological comfort that free parking is available. (To clarify my thoughts 45 minutes would cost 50 cents.)

Sincerely, Dennis Nielsen

Outgoing mail is certified Virus Free.

Checked by AVG anti-virus system (<http://www.grisoft.com>).

Version: 6.0.803 / Virus Database: 546 - Release Date: 11/30/04

Krista McNally

From: Dennis Nielsen [dennisl@oanet.com]
Sent: Tuesday, November 30, 2004 2:25 PM
To: info@experiencedowntownreddeer.com
Subject: further to parking

Further to my comments on City parking I would like to offer thoughts on private lots.

I notice a comment in the summation relative to the issuing of City tickets on private lots but there was no recommendations other than to look into the legality. We have been issuing City tickets in our parking lot for 5 years now with zero problems. I would highly recommend that the practice be maintained as it is a revenue source for the city (over \$60,000.00 from us) and as well provides the private lot with a means of enforcing their rules.

There is however room for improvement in the relationship. The cost to the city for the revenue generated is the cost of printing the ticket book and accounting for the revenue, whereas the private lot owner has the expense of daily patrolling, writing the tickets, reporting to the City on a weekly basis and appearing in court if a dispute arises. It would seem that a formula, possibly based on what the cost per ticket is to the City for tickets written on City property, be developed to compensate the private lot owner for time and expense in generating this revenue for the City.

Other than the inequity stated above this is an excellent program and should be maintained.

Outgoing mail is certified Virus Free.

Checked by AVG anti-virus system (<http://www.grisoft.com>).

Version: 6.0.803 / Virus Database: 546 - Release Date: 11/30/04

THE PARSONS CLINIC

FAMILY PHYSICIANS

H.K. BOAKE, M.D.
D.J. TILLIER, M.D., B.Sc.
D.M. THIESSEN, M.D., C.C.F.P.
M.J. THAIN, B.Sc., M.D.
C.L. HOLMES, M.D., B.M.S.
D.C. ELLIOT, M.D., C.C.F.P.
N.A. STEWART, M.D., B.M.S.
R.S. RIGBY, M.D. B.Sc. (MED) C.C.F.P.
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P.J. BOUCH, M.D., C.C.F.P.
A. PHILLPOT, M.D., C.C.F.P.
J.G. REIMER, M.D., C.C.F.P.
J.H. VILJOEN, M.B., Ch.B.
R. VILJOEN, M.B., Ch.B.

ADMINISTRATION

TREENA MORDEN, Clinic Manager

December 8, 2004

Red Deer Downtown Business Association
5024 Ross Street
Red Deer, Alberta
T4N 1Y3

Dear Sir or Madam:

We have reviewed the Downtown Parking Report and the recommendations submitted from Swanson Transportation Consultants and wish to take this opportunity to comment on the parking situation in downtown Red Deer.

Our clinic services an average of 500 people per business day and our patients routinely issue complaints regarding the lack of parking available and the one-hour time limit.

A number of our patients have difficulty with their motor skills and often are required to park some distance away from the clinic. It is common for patients to spend more than an hour in our building while they seek treatment from physicians, nurses and our x-ray department.

In addition, we have lost clients and tenants due to the difficulty of parking downtown.

Our suggestion is to increase the parking available and increase the allowed duration of stay for no cost parking to two hours. We strongly oppose the implementation of metered parking as we believe doing so will jeopardize our clinic operations.

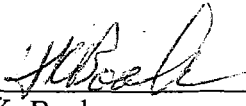
Regards,

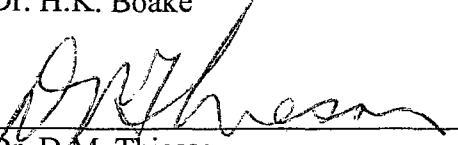


Dr. E.J. Brodie
Executive Chairperson

tm

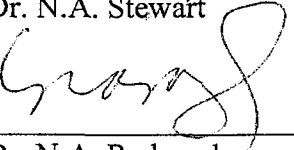
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Parking
Page 2

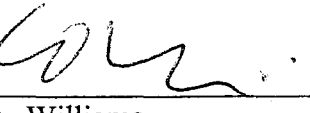

Dr. H.K. Boake

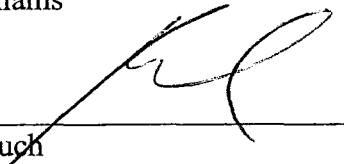

Dr. D.M. Thiessen



Dr. C.L. Holmes

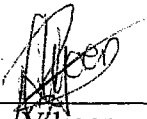

Dr. N.A. Stewart

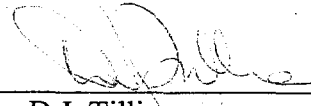

Dr. N.A. Radomsky


Dr. A. Williams


Dr. P.J. Bouch

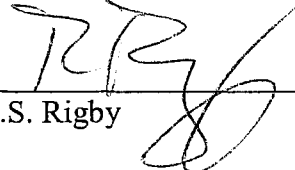

Dr. J.G. Reimer

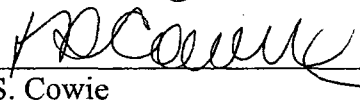

Dr. R. Viljoen


Dr. D.J. Tillier


Dr. M.J. Thain


unavailable
Dr. D.C. Elliot


Dr. R.S. Rigby


Dr. B.S. Cowie


Dr. R.A. Moffatt

unavailable
Dr. A. Phillpot


Dr. J.M. Viljoen

DBA
5024 Ross Street, 2nd Floor
Red Deer, Alberta

November 30, 2004

Dear Downtown Business Association:

Thank you for the opportunity to provide you with feedback on the downtown parking situation.

Many of us here at Canadian Western Bank (6 of us regularly) park across the street in the metered parking lot directly across from us.

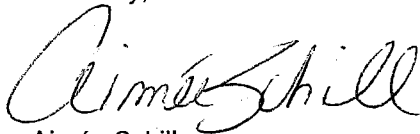
I would like to offer the following comments/suggestions:

1. It would be nice if some of the parking spots could be available for a monthly rate. There are no other monthly parking lots with space available within 3-4 blocks; many have waiting lists. I like the smart card idea because it would allow us to pay for a whole month of parking and then pull into any available metered spot and swipe our card. This would definitely be a plus.
2. Raising the rate to .50 per hour seems very excessive. If we work full time and park there daily Mon-Fri. that would work out to an average of \$4.00 per day times approximately 22 working days per month equaling \$88.00 per month. (Much more than most monthly parking lots charge per month. The present rate makes it about par with most monthly lots.)
3. Our frustration in the past is that we have never received a "warning". Instead, there are many times where our meter has run out 10 minutes before we can get out there to put in more time (because of getting tied up with a customer etc.) and in that few minutes a ticket is issued. This particular lot is checked around noon on most days consistently, so that would be the time that most of us are just running out of time, so it happens often. I personally average a ticket per month - much to my dismay. We feel that the fellow checking knows our vehicles by now and that we park there everyday, so it would have been nice to get the odd "warning", but we've never been so lucky.
4. We do feel that the meters definitely need to be replaced as they often don't work right. Either we don't get the time we've paid for or it doesn't work at all. Thus, the issue in #3 is even more frustrating because many times we have paid for more time than we've received on the meter, and then a ticket on top of it.

Overall, we are very thankful for the parking we have in the lot across from us, and hope to continue being able to park there, but we also appreciate you giving consideration to our concerns.

Thank you for your time.

Sincerely,



Aimée Schill
Canadian Western Bank

DBA
5024 Ross Street, 2nd Floor
Red Deer, Alberta

November 29, 2004

Dear Downtown Business Association:

Thank you for the opportunity to provide you with feedback on the downtown parking situation.

Many of us here at Canadian Western Bank (6 of us regularly) park across the street in the metered parking lot directly across from us.

I would like to offer the following comments/suggestions:

1. It would be nice if some of the parking spots could be available for a monthly rate. There are no other monthly parking lots with space available within 3-4 blocks; many have waiting lists. I like the smart card idea because it would allow us to pay for a whole month of parking and then pull into any available metered spot and swipe our card. This would definitely be a plus.
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Overall, we are very thankful for the parking we have in the lot across from us, and hope to continue being able to park there, but we also appreciate you giving consideration to our concerns.

Thank you for your time.

Sincerely,



Dena Mannerfeldt
Canadian Western Bank

Contact Information

Name	Business	Contact Info
1 Lorne York	LIFE	Lorney@lifeinc.com
2 L. Watkinson-Zimmer	...comforts the sole	
3 Brian & Liela West	Country Cupboard Gift Shop	347-7596
4 Cyril Cooper	City of Red Deer	342-8105
5 Donna Carson	Ian Mackin & Associates	342-5380
6 Brian MacNairn		
7 Laura Cadrin	La Petite Jaune Fleur	340-0773
8	RCMP	
9 S.H. (Buck) Buchanan	RCMPolice	341-2060
10 Tim Snell	Rob Rae Clothiers	343-1477
11 D. Nielsen		dennishn@canet.com
12 Brenda	Canadian Western Bank	
13		
14	Canwest	
15 John Hansum	Millennium Centre	342-1407 jhansum@shaw.ca
16		
17 Sonia	DBA	
18		
19 M. Whitman	Associate Clinic	
20		
21 B. Balderson	Uptown Cinema Centre	
22 Donna	Courte Insurance	
23		
24		
25 Wendy Hogabcam	City Dental Centre	
26 Margaret Hueppelsheuser	Crawford Consulting	
27 Murray Foster	A Little Off the Top Barber Shop	348-8490
28		
29 Tom Kloot	At Ease	
30 Doug Bettenson	Bettensons Sand & Gravel	
31		
32 Lolita Wiesner	Library	wiesner@rdpl.org
33 Alan J. Bowers	Alan J. Bowers Management Accounting	
34		
35		
36		
37 Sharon Fisher	Delicates	
38 Janet Hardy	The Hot Pot Studio	342-2468
39 Darryl Sim	Simeo Developments Ltd	4819 B, 48th Ave Red Deer, T4N 3T2 340-0065
40 Boyd Gilbert	Mr. Monument	
41 Theresa Demas	Red Deer Chiropractic	
42 Dennis Zimmer	Kovac's Manufacturing	
43 Bruce Manning	Ultra Cleaners	
44 R. Hayhoe	Old Mill Custom Tshirt Ltd.	
45		
46 Clint Smith	Manhattan Clothing Co.	
47 Darrel Northcott	Copies Now	7, 4801 - 51st Ave 343-1155
48 Bertha Lainchbury	Johnston Ming Manning	
49	Stanford Inn	
50 Kim Cantin	Inner Radiance Day Spa	403-348-0011
51 Bob Mills	MP	347-7426
52 Bev Krausher	Great Strides	
53		
54 DJ Odell	Canadian Western Bank	341-4000 don.odell@cwbank.com
55 Paul Harris Sunworks		
56	Alberta Art & Drafting Supply Ltd.	
57 Jackie Pohl	CWB	341-4000
58 Yvonne Szakacs	Canadian Western Bank	
59 Aimee Schill	Canadian Western Bank	341-4000
60 Lana Pusch	Canadian Western Bank	341-4000
61 Anne Marie Wyse	Canadian Western Bank	341-4000
62 M. Osachuk	Canadian Western Bank	
63 Dena Mannerfeldt	Canadian Western Bank	341-4000 dena.mannerfeldt@cubank.com

Comments:

We recommend the Downtown Red Deer Parking Management Analysis Report be received as information. City Administration would then be directed to provide a financial analysis and implementation schedule for consideration by Council at a future meeting.

“Morris Flewwelling”
Mayor

“Norbert Van Wyk”
City Manager



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005
TO: Joyce Boon, Permit & Licensing Supervisor
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Downtown Red Deer Parking Management Implementation Program

Reference Report:

Permit and Licensing Supervisor, dated June 15, 2005

Resolutions:

"Resolved that Council of the City of Red Deer, agrees to table consideration of the following item:

- Downtown Red Deer Parking Management Implementation Program to the Monday, July 18, 2005 Council Meeting. "

Report Back to Council: Yes

Comments/Further Action:

This item is to be brought back to the Monday, July 18, 2005 Council meeting for consideration by Council. Councillor Pimm inquired about the possibility of taking off the 1 hour free parking signs on the parking meters in the downtown for a period of 60 days. This would allow time to gauge citizens' responses to a change to paid parking in the downtown before a final decision is made. Please advise if the parking meters in question are "functioning meters" and if Councillor Pimm's suggestion could be accommodated. A response to this inquiry should be included with your report to Council for the July 18, 2005 Council Meeting.


Kelly Kloss
Manager

/chk

c Director of Development Services
Inspections & Licensing Manager
Downtown Business Association



Legislative & Administrative Services

DATE: June 13, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Bylaw Amendment 3217/A-2005

History:

At the Monday, May 9, 2005 meeting of Council, Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 was given first reading.

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed.

Public Consultation Process

A Public Hearing has been advertised for the above noted bylaw to be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

Recommendation

That following the Public Hearing, Council may proceed with 2nd and 3rd readings of the bylaw.



Kelly Kloss
Manager

DATE: May 2, 2005

TO: Kelly Kloss, Legislative & Administrative Services Manager

FROM: Kristina Mark, Planner

RE: Proposed Plan Amendment
Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
(Bylaw 3217/A-2005)

BACKGROUND

This is an existing plan, which is currently being developed by Laebon Developments. The amendment involves the redesign of Kirton Crescent. It is proposed to create a cul-de-sac in place of the crescent. Attached to this letter are the existing and proposed land use distribution maps (figure 5) which indicate the location of the current street design and the proposed changes. A re-alignment to the pedestrian pathway is also being proposed. Figure 11 indicates the existing alignment of the pedestrian pathway through the park and the proposed realignment of the pedestrian pathway through the park. There are also amendments to the text to indicate that the 4.0 metre MR parcel will be re-vegetated to the City's satisfaction. The proposed amendment is a minor one and was circulated to relevant City departments.

NEIGHBOURHOOD MEETING

A flyer explaining the nature of the proposed amendment was delivered to approximately 400 potentially affected homes in the area.

There were seven neighbourhood residents who attended the April 19 neighbourhood meeting. The developer representing Laebon and a representative from the City's Recreation, Parks and Culture department were also in attendance. All questions and comments received during the meeting were discussed and resolved. There were no unresolved concerns about the proposed amendment. One comment was received by phone. The resident did not support any of the proposed changes (no reasons provided).

PLANNING ANALYSIS

The proposed amendment is acceptable to all City departments. It is an improvement to the overall plan layout.

MPC Meeting May 2, 2005

The Kentwood Northeast Neighbourhood Area Structure Plan Amendment was presented to the Municipal Planning Commission on Monday May 2nd, 2005. It was resolved that the Municipal Planning Commission supports the proposed amendment to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan.

RECOMMENDATION

That City Council considers first reading of Bylaw Amendment No. 3217/A-2005.



Kristina Mark
PLANNER



OFFICE OF THE MAYOR

DATE: May 2, 2005
TO: City Council
FROM: Municipal Planning Commission
RE: Kentwood Northeast (Kingsgate) Neighborhood Area Structure Plan
(Bylaw 3217/A-2005)

On May 2, 2005 the Municipal Planning Commission gave consideration to a report from Parkland Community Planning Services, Re: Kentwood Northeast (Kingsgate) Neighborhood Area Structure Plan (Bylaw 3217/A-2005). Following discussion the motion as shown below was introduced and passed.

"Resolved, that the Municipal Planning Commission supports the proposed Kentwood Northeast (Kingsgate) Neighborhood Area Structure Plan amendments and recommends that Council of The City of Red Deer give consideration to the approval of this amended plan."

This is provided for Council's information and consideration.

Mayor Morris Flewwelling, Chair
Municipal Planning Commission



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005
TO: Kristina Mark, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan – Bylaw 3217/A-2005

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

Bylaw Readings:

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan – Bylaw 3217/A-2005 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed.

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

Kelly Kloss
Manager

/chk
attchs.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
City Assessor
D. Kutinsky, Graphics Designer
T. Edwards, Clerk Steno

BYLAW NO. 3217/A-2005

Being a Bylaw to amend Bylaw No. 3217/98, the Bylaw adopting The City of Red Deer Neighbourhood Area Structure Plans, as described herein.

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

- 1 Bylaw 3217/98 with regard to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan is amended by deleting therefrom text pages 4, 5, 14 and Figures 1 to 11 and substituting therefore the attached amended text pages 4, 5, 14 and Figures 1 to 11 and the addition of Figure 12 which forms part of this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this 20th day of June 2005.

READ A THIRD TIME IN OPEN COUNCIL this 20th day of June 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this 20th day of June 2005.


MAYOR


CITY CLERK

Zone 7 – Priority A – Recommendation R2. A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.

The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of Red Deer has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.

Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship site and within the worship site) has been deemed possible to preserve.

Zone 8 – Priority B – Recommendation R3. This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.

Zone 12 – Priority A – Recommendation R4. A small band of poplar trees on the south portion of the area should be dedicated as a municipal reserve.

This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the school site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for a green linkage.

It is understood the services for the proposed residential lots will be extended from the south side to the north side of the four metre municipal reserve. Where the installation of utilities results in the loss of trees, the four metre wide municipal reserve will be revegetated and landscaped to the satisfaction of the City's Recreation and Culture department.

Southeast Wetland – Priority B – Recommendation R5. The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer. Preliminary site grading in 2001 eliminated much of the wetland.

2.3 Servicing

Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.

It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary sewer and storm sewer trunks and mains which can provide service to properties beyond their own.

The site can be serviced with municipal water, sanitary sewer and storm water utilities. An engineering study, required to establish the details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.

2.4 Access

The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing service road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.

3.7.4 Laneways

The majority of lots within the plan area back onto lanes. Lots 78, 79 and 80 Block 8, Plan 042-6836 in the existing Kentwood subdivision will not have access to the lane south of the close, as shown on Figure 12. Lot 78 will have access to the lane east of the close and Lot 80 will have access to the lane west of the close. Provision for rear yard garbage pickup will be made for Lot 79 across Lot 148MR.

3.7.5 Pedestrian and Bicycle Circulation

The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands. There is potential for bicycle-pedestrian pathways through the park/school site. The potential pathway would not be continued through the four metre linear park as this area is not wide enough to accommodate both a treed buffer and a trail. The final location of the central park pathway route will be determined based on the location of sports facilities and pedestrian wear patterns through the landscaped area.

The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix B.

An additional Municipal Reserve parcel will ensure access from Kerr Close to the park area/school site to the west.

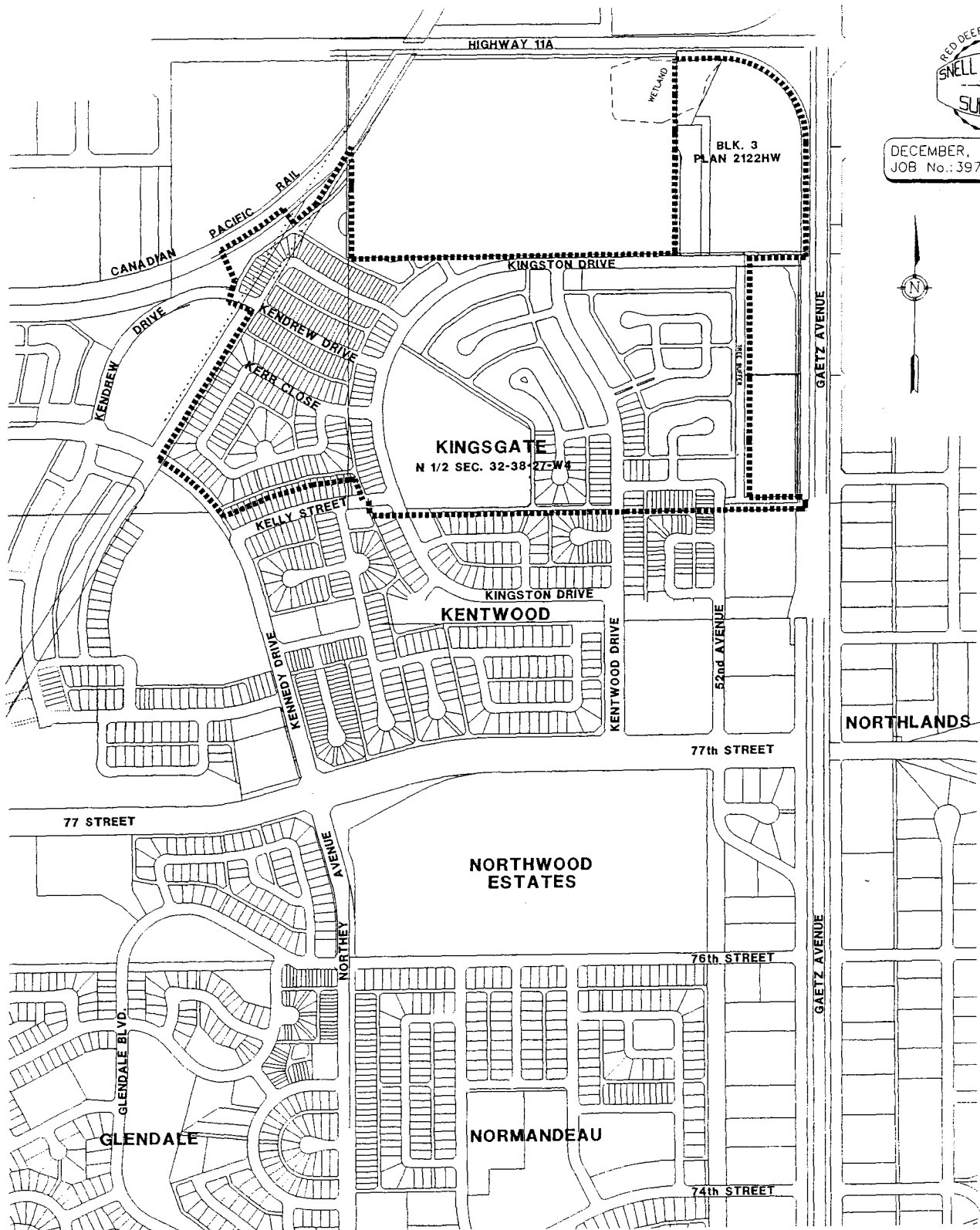
Within the right-of-way of Kingston Drive, adjacent to the west boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.

4.0 Municipal Servicing

The Kentwood Northeast Neighbourhood Area Structure Plan area is serviced from existing sanitary sewer and water mains located at the southern boundaries of the Kentwood East properties.

4.1 Water Mains

The Kentwood Northeast Neighbourhood Area Structure Plan will be serviced by water from four locations.



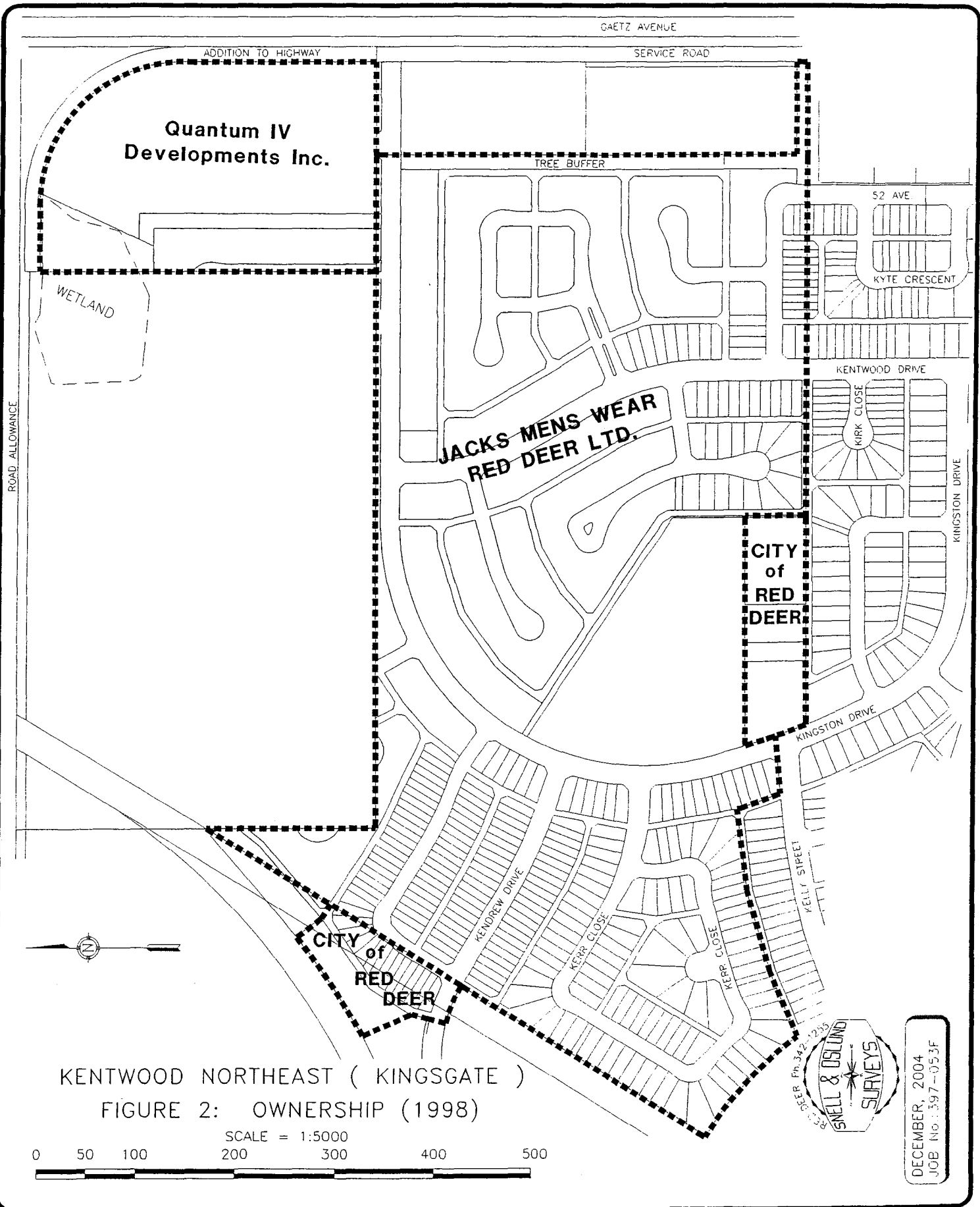
DECEMBER, 2004
JOB No.: 397-053F

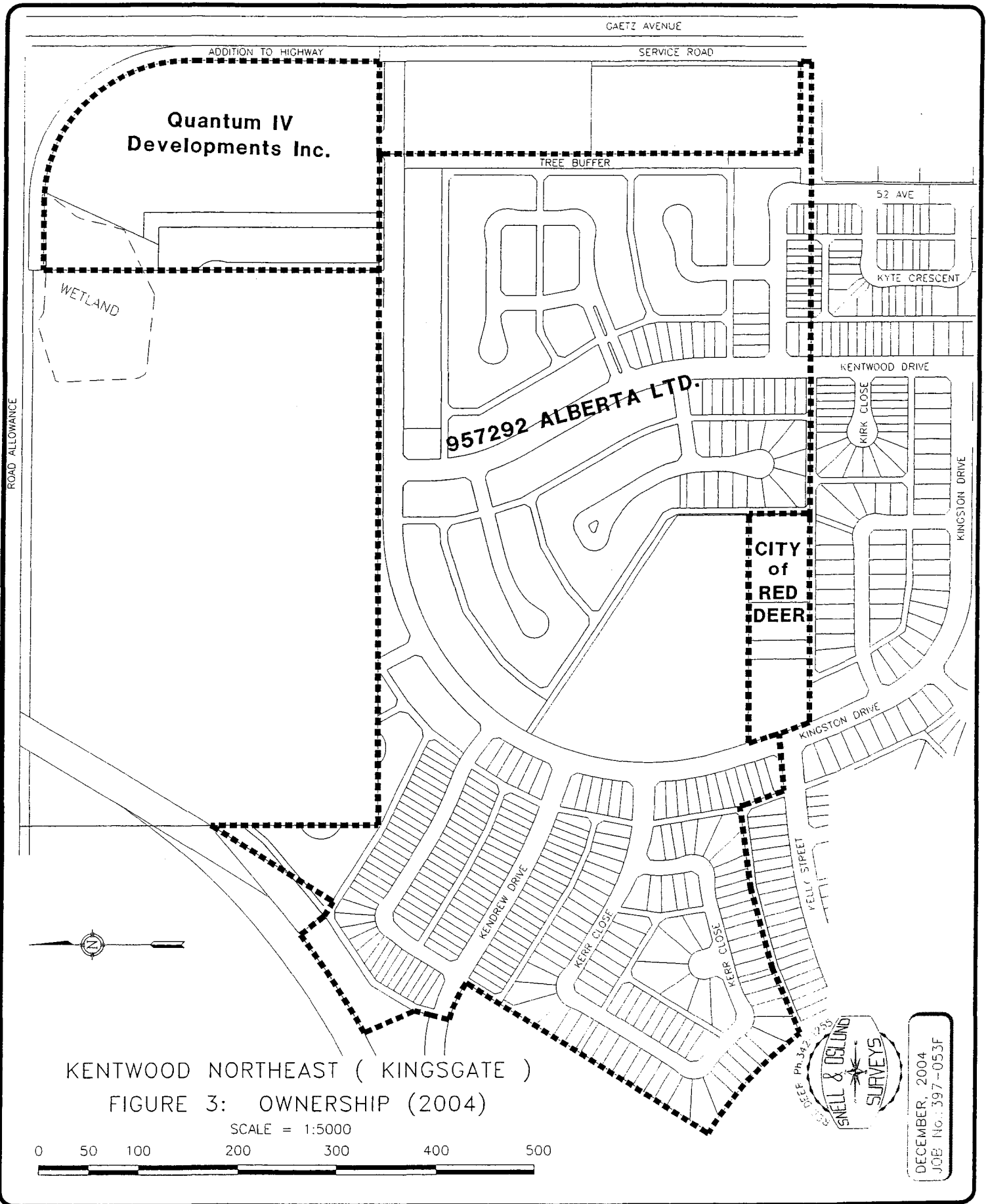
KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 1: LOCATION PLAN

SCALE = 1:10000

0 50 100 200 300 400 500 Metres





ROAD ALLOWANCE

GAETZ AVENUE

SERVICE ROAD

TREE COVER

SCATTERED
TREE COVER

TREE COVER

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENTWOOD DRIVE

KERR CLOSE

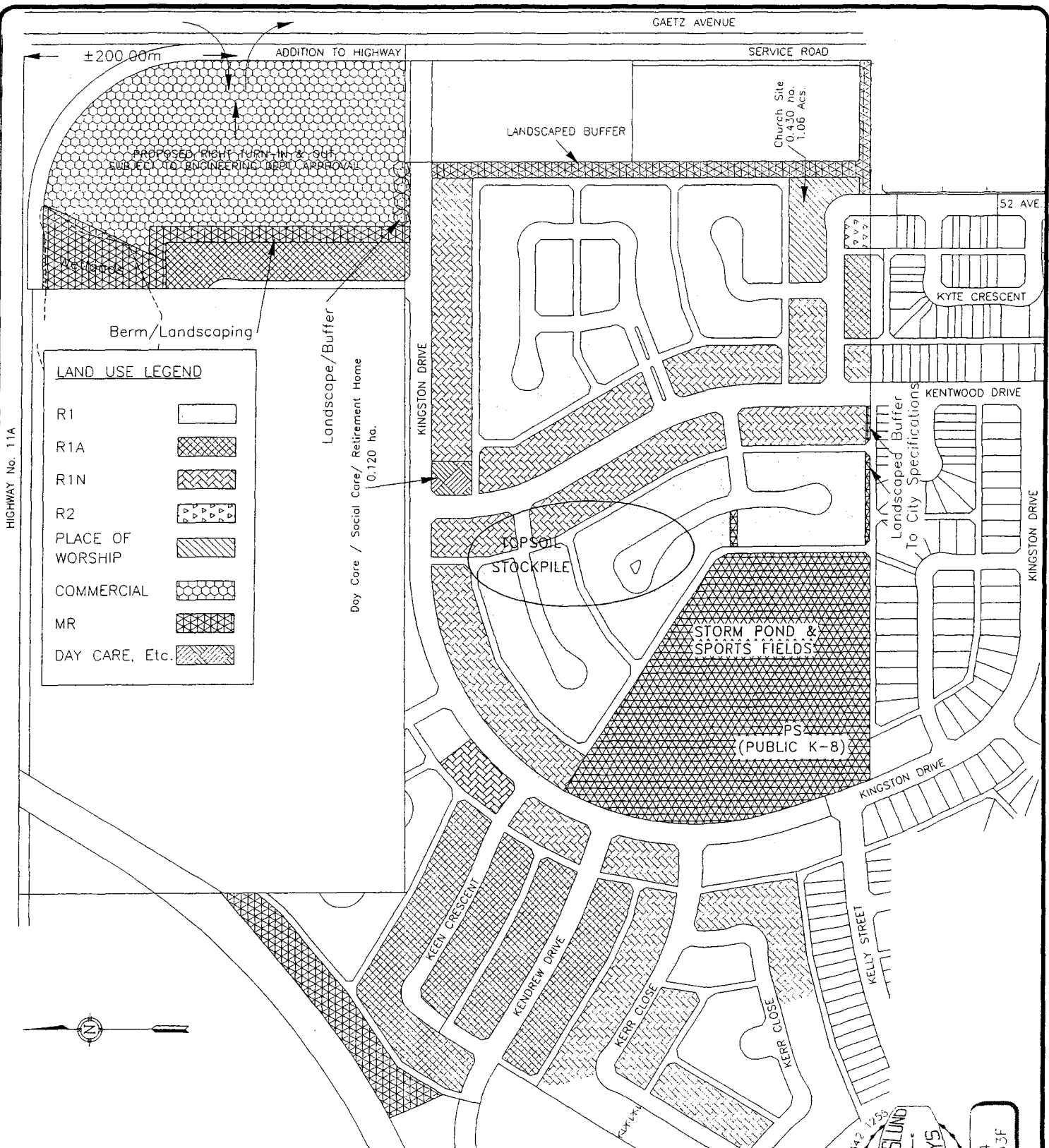
KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 4: NATURAL FEATURES

SCALE = 1:5000

0 50 100 200 300 400 500

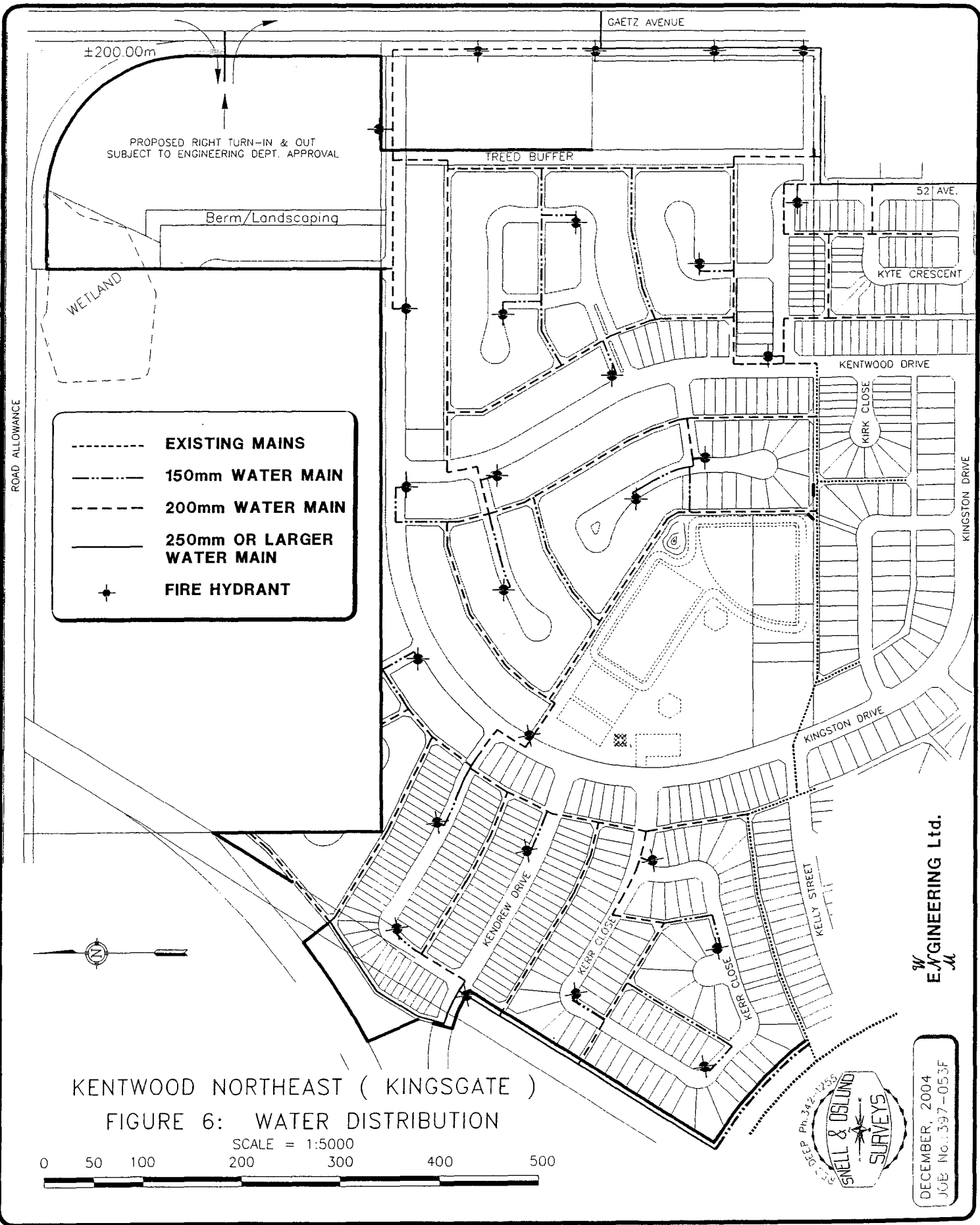


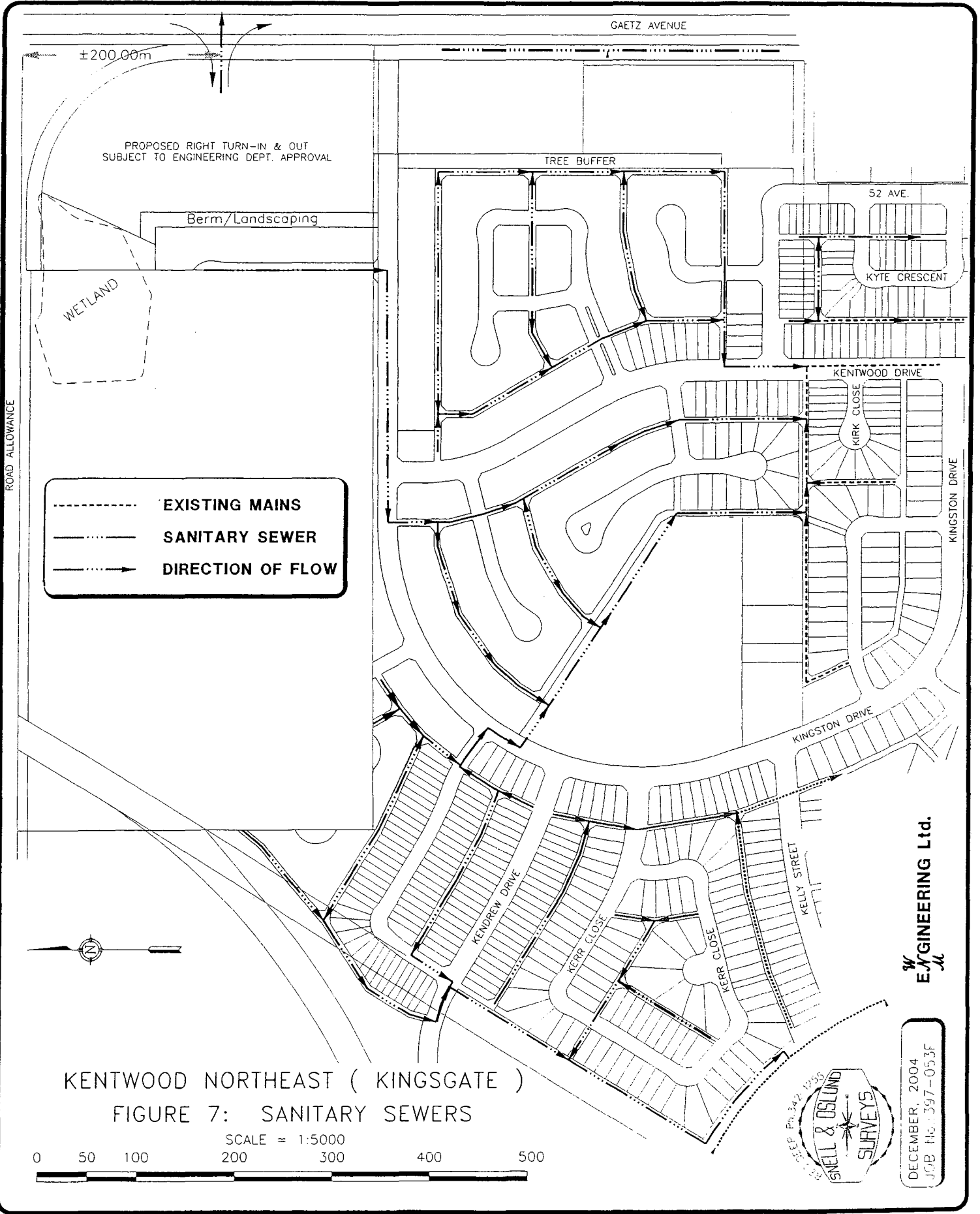
DECEMBER, 2004
JOB No.: 397-U53F



KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 5: LAND USE DISTRIBUTION





PROPOSED RIGHT TURN-IN & OUT
SUBJECT TO ENGINEERING DEPT. APPROVAL

Berm/Landscaping

WETLAND

GAETZ AVENUE

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENDREW DRIVE

KERR CLOSE

KERR CLOSE

KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 7: SANITARY SEWERS

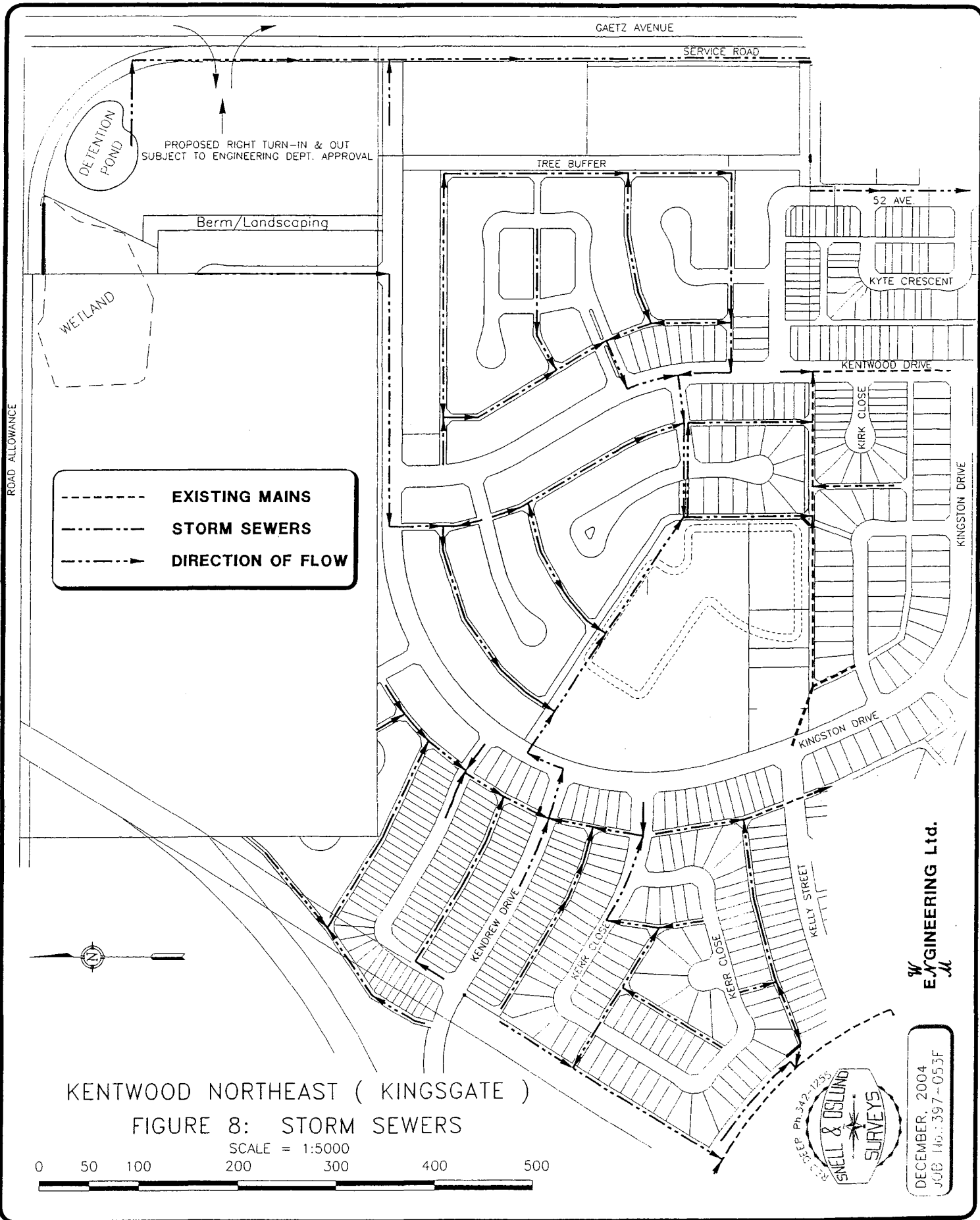
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200 300

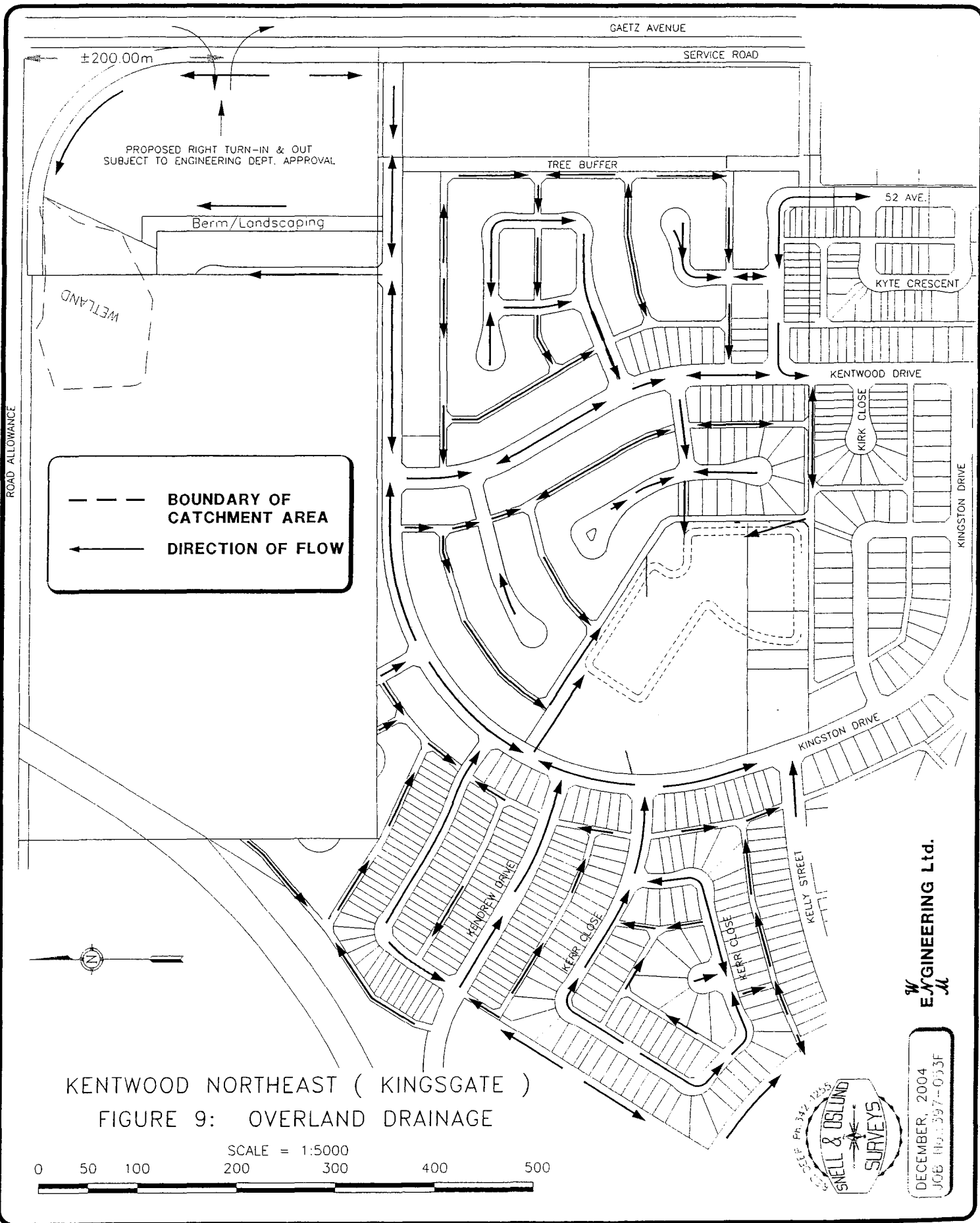
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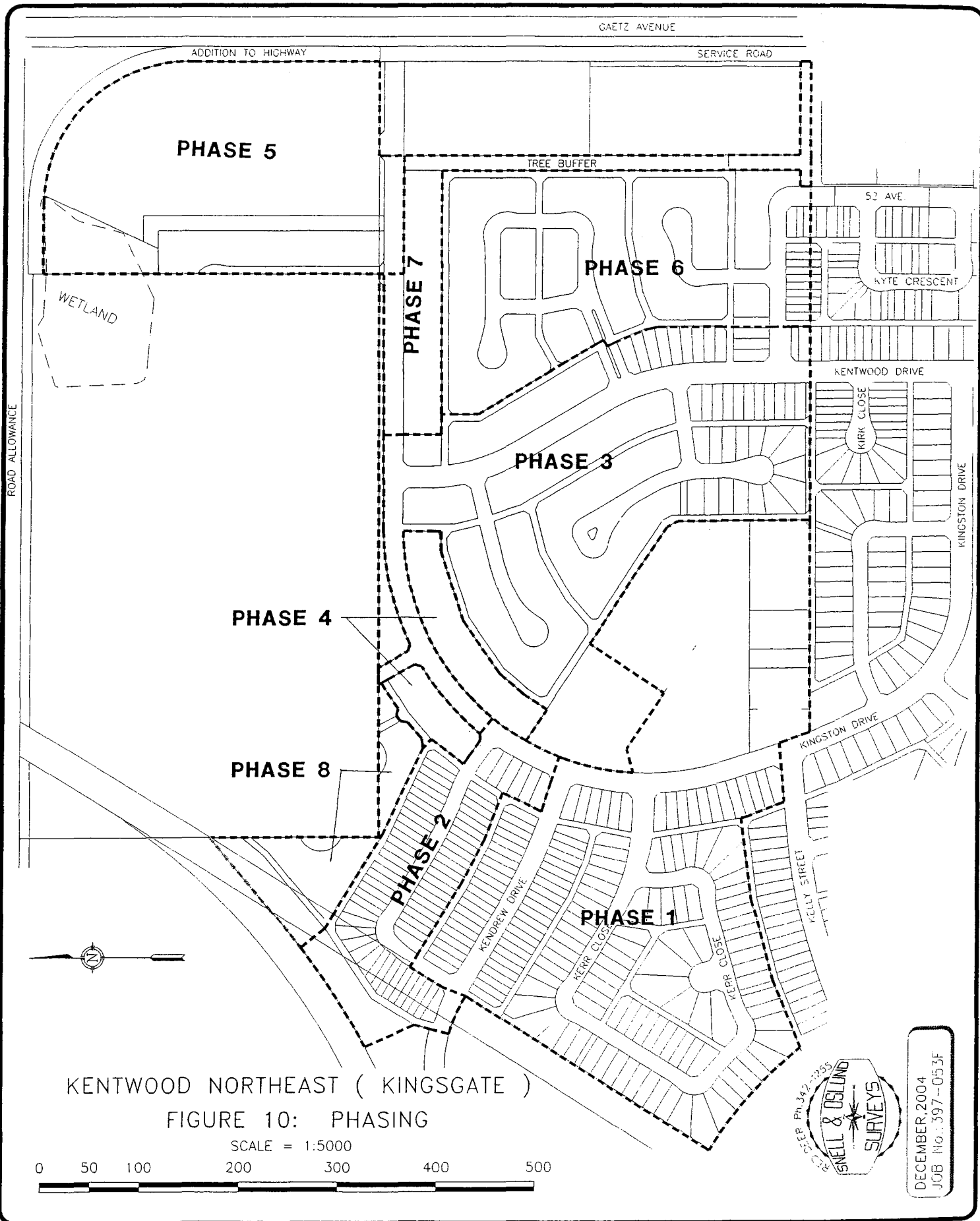
ENGINEERING Ltd.



DECEMBER, 2004
JOB No. 397-053f







KENTWOOD NORTHEAST (KINGSGATE)

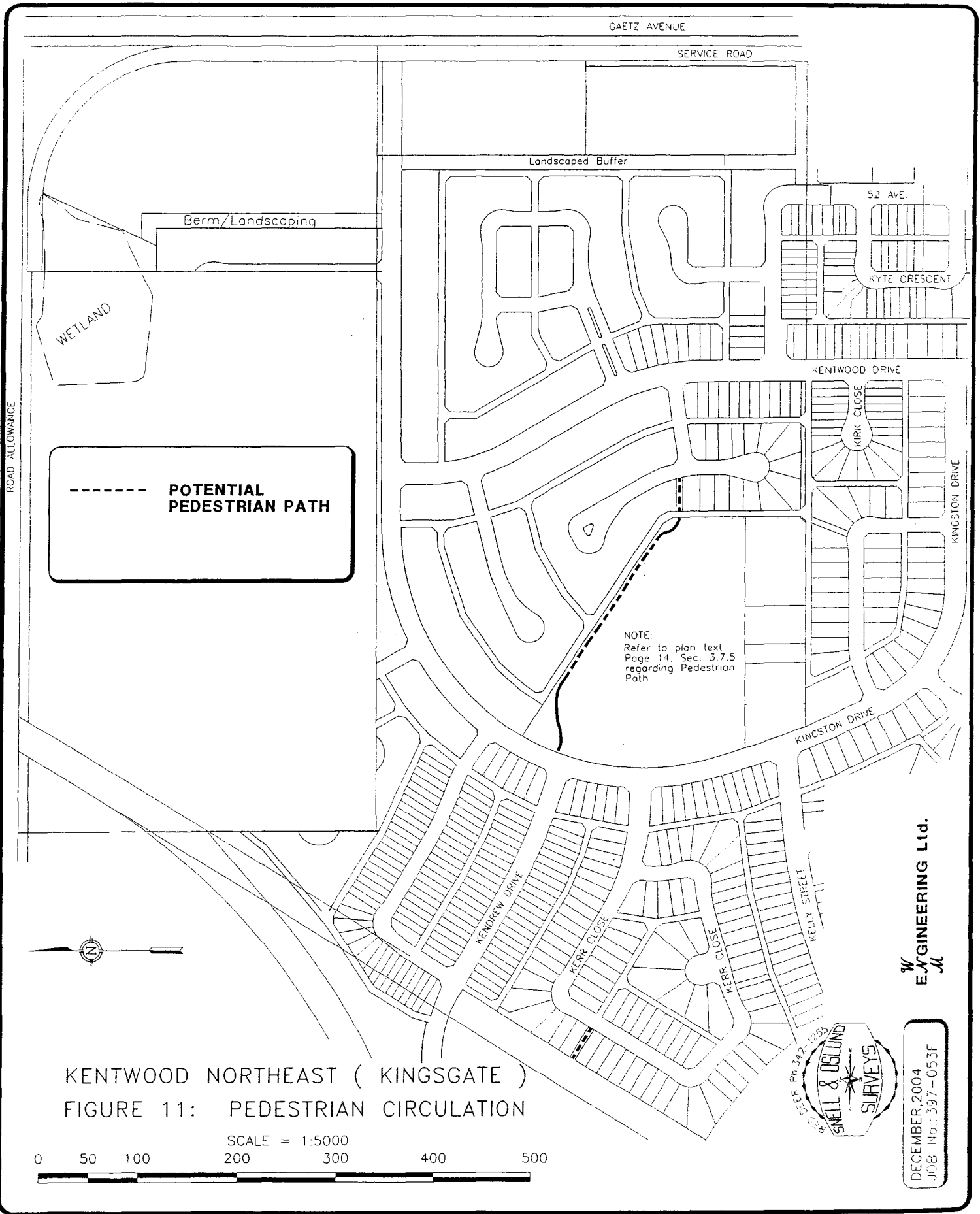
FIGURE 10: PHASING

SCALE = 1:5000

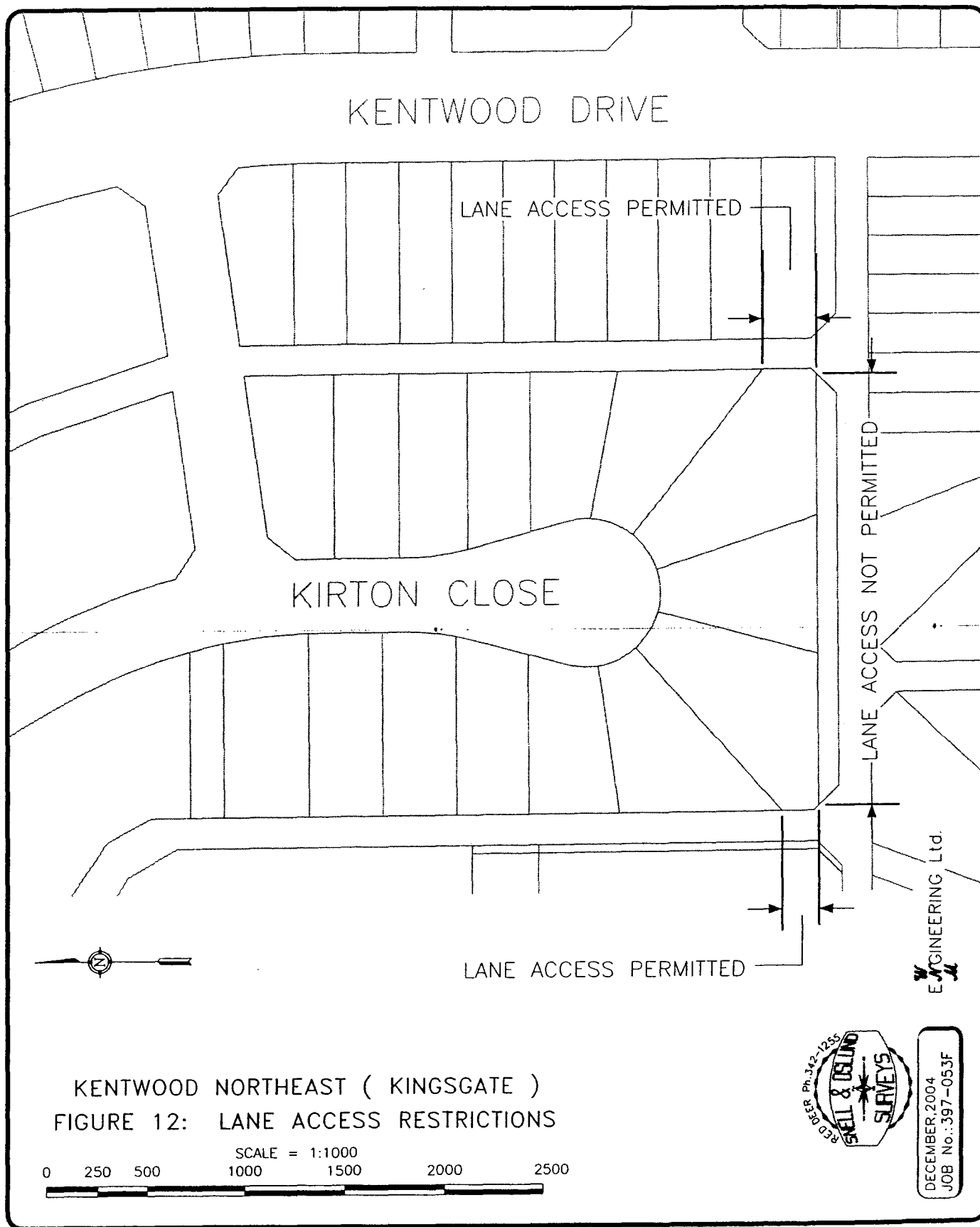
0 50 100 200 300 400 500



DECEMBER, 2004
JOB No.: 397-053F



KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 11: PEDESTRIAN CIRCULATION



**Legislative & Administrative Services**

DATE: June 13, 2005

TO: City Council

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/E-2005
Portion of NE ¼ Sec. 32-38-27-W4M
Kentwood Northeast (Kingsgate) – Phases 26 & 27
Laebon Developments Ltd.

History:

At the Monday, May 9, 2005 meeting of Council, Land Use Bylaw Amendment 3156/E-2005 was given first reading.

Land Use Bylaw Amendment 3156/E-2005 provides for the rezoning of approximately 8.752 ha (21.63 ac) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District, and PS Public Service District. This will create 107 low density residential lots, 1 social care lot, 2 municipal reserve lots and 2 remainders in order to develop Phases 26 & 27 of the Kingsgate neighbourhood

Public Consultation Process

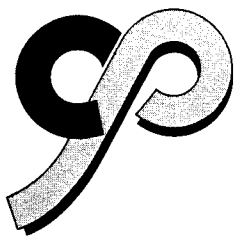
A Public Hearing has been advertised for the above noted bylaw to be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting. The owners of the properties bordering the site have been notified by letter of the Public Hearing.

Recommendations

That following the Public Hearing, Council may proceed with 2nd and 3rd readings of the bylaw.

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

Kelly Kloss
Manager



DATE: May 2, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/E-2005
Portion of NE ¼ Sec. 32-38-27-W4M
Kentwood Northeast (Kingsgate) – Phases 26 & 27
Laebon Developments Ltd.

Proposal

Laebon Developments Ltd. is proposing to develop Phases 26 & 27 of the Kingsgate neighbourhood. Phase 26 contains extensions of Kentwood Drive and Kirton Close within the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan (NASP). The applicant seeks to rezone approximately 8.752 ha (21.63 ac.) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District, and PS Public Service District in order to create one hundred eight (107) low density residential lots, one (1) social care lot, two (2) municipal reserve lots, with two (2) remainders.

A disposed portion of municipal reserve lands is being rezoned from PS to R1 in order to accommodate residential development. A minimum 10% designation of municipal reserve lands continues within the NASP boundaries. The proposed rezonings would conform with the proposed NASP amendment and municipal reserve disposition which appear elsewhere on this Council agenda.

Staff Recommendation

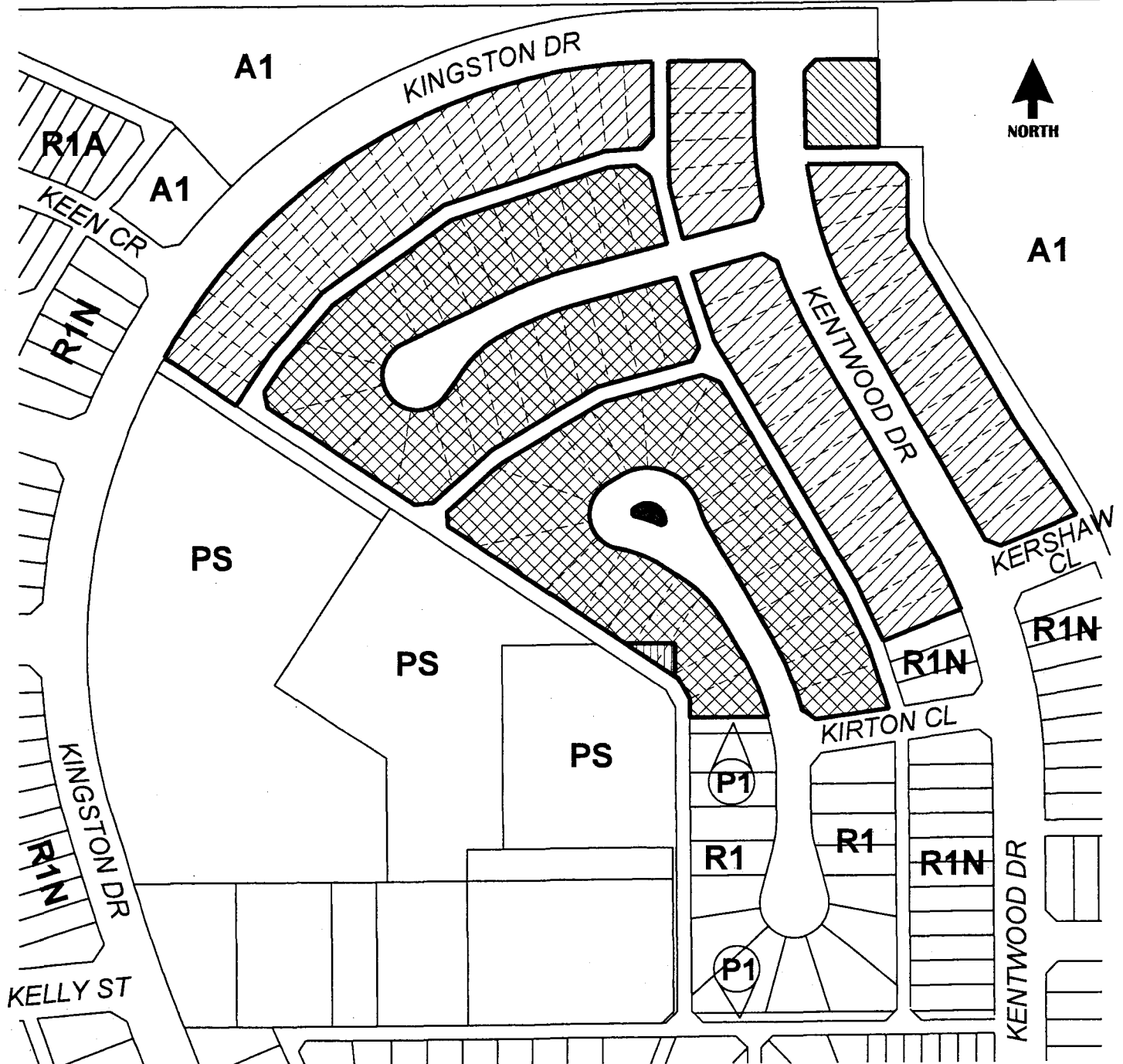
Subject to first reading of Bylaw 3217/A-2005, it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/E-2005.

Martin Kvapil

/attach.

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT

A1



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1N - Residential (Narrow Lot)

P1 - Parks and Recreation

PS - Public Service (Governmental or Institutional)

Change from :

A1 to R1

A1 to R1N

A1 to P1

A1 to PS

PS to R1

MAP No. 5 / 2005
BYLAW No. 3156 / E - 2005

KENTWOOD (KINGSGATE)
LUB AMENDMENT 3156/E-2005
NASP & Disposal of MR

DESCRIPTION: dispose of a portion of the **Municipal Reserve** in the Kentwood East (Kingsgate) neighbourhood; amendment to the NASP provides for the redesign of Kirton Crescent; proposed LUB amendment provides for the rezoning of approximately 8.752 ha (21.63 acres) of land.

FIRST READING: May 9, 2005

FIRST PUBLICATION: June 3, 2005

SECOND PUBLICATION: June 10, 2005

PUBLIC HEARING & SECOND READING: June 20, 2005

THIRD READING:

June 20/05

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☒ NO ☐

DEPOSIT? YES ☒ \$ 400. NO ☐ BY: Laebon Deup.

ACTUAL COST OF ADVERTISING:

\$ 421.60 X 2

TOTAL: \$ 843.20

MAP PREPARATION:

\$ -

TOTAL COST:

\$ 843.20

LESS DEPOSIT RECEIVED:

\$ (400.-)

AMOUNT OWING/ (REFUND):

\$ 443.20

INVOICE NO.:

Batch # 696870 1106860
Inv # 165563 Batch # 100890

(Account No. 180.5901)

Mailed Out
May 31/05

May 31, 2005

«Prime_Owner_Name»
«Owner_Address_1»
«Owner_Address_2»
«Owner_Address_3»
«Owner_Address_4»

Dear Sir/Madam:

**Re: Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Disposal of Municipal Reserve/Land Use Bylaw Amendment 3156/E-2005**

Council of the City of Red Deer is considering a change to both the Neighbourhood Area Structure Plan and the Land Use Bylaw that controls the use and development of land and buildings in the city. As a property owner in the Kentwood Northeast (Kingsgate) area you have an opportunity to ask questions about the intended use and to let Council know your views.

Council proposes to dispose of a portion of the **Municipal Reserve** in the Kentwood East (Kingsgate) neighbourhood, described as 'all that portion of Lot 55MR, Block 8, Plan 992 0387 containing 0.040 hectares more or less' to allow for an amendment to the Neighbourhood Area Structure Plan. The overall dedication of reserve in this subdivision will meet the required 10%.

Red Deer City Council proposes to pass **Bylaw 3217/A-2005**, an amendment to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan. The proposed amendment provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed.

City Council also proposes to pass **Land Use Bylaw Amendment 3156/E-2005** which provides for the rezoning of approximately 8.752 hectares (21.63 acres) of land from A1 Future Urban Development District to R1 Residential (Low Density) District and R1N Residential (Narrow Lot) District, and PS Public Service District. This will create 107 low-density residential lots, 1 social care lot, and 2 Municipal Reserve lots. The proposed bylaws may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

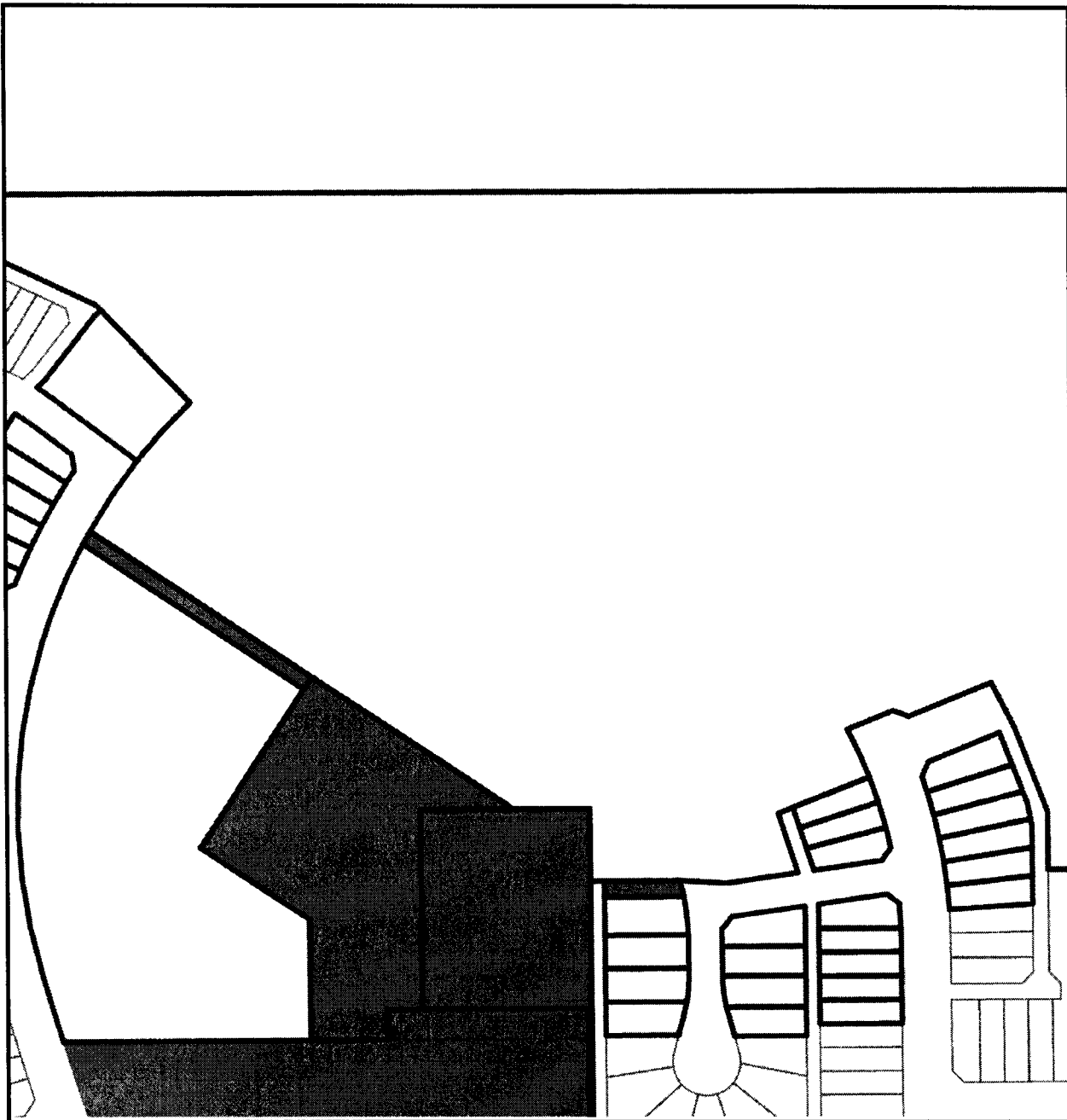
City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, June 20, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, June 14, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,



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

Prime Owner Name	Owner Address 1	Owner Address 2	Owner Address 3	Owner Address 4
LAEBON DEVELOPMENTS LTD	289-28042 HIGHWAY 11	BURNT LAKE BUSINESS PARK	RED DEER COUNTY, AB	T4S 2L4
WILLIAM & SUSAN MONTGOMERY	63 KIRTON CRES	RED DEER, AB	T4P 4E9	
957292 ALBERTA LTD	1-5128 52 ST	RED DEER, AB	T4N 6Y4	
LESTER REID	97 KENTWOOD DR	RED DEER, AB	T4P 4C4	
DENNIS C PERRY & JENYSE I GREEN	92 KENTWOOD DR	RED DEER, AB	T4P 4C4	
CHERYL & DEBBIE CLELAND	88 KENTWOOD DR	RED DEER, AB	T4P 4C4	
KEVIN JAMES	BOX 15	RED DEER, AB	T4N 5E7	
GEOVANNI F VEGA & ARACELI VALERIO	80 KENTWOOD DRIVE	RED DEER, AB	T4P 4C4	
CHRIS & JUDI KERSHAW	117 KENTWOOD DRIVE	RED DEER, AB	T4P 4C4	
CURTIS KROPODRA	109 KENTWOOD DRIVE	RED DEER, AB	T4P 4C4	
MATTHEW JANES	105 KENTWOOD DR	RED DEER, AB	T4P 4C4	



Municipal Reserve/Bylaw 3217/A-2005/LUB Amendment 3156/E-2005



Scale 1 : 2841

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Disposal of Municipal Reserve
Land Use Bylaw Amendment – Phases 26 & 27

Council proposes to dispose of a portion of the **Municipal Reserve** in the Kentwood East (Kingsgate) neighbourhood, described as 'all that portion of Lot 55MR, Block 8, Plan 992 0387 containing 0.040 hectares more or less' to allow for an amendment to the Neighbourhood Area Structure Plan. The overall dedication of reserve in this subdivision will meet the required 10%.

Red Deer City Council proposes to pass **Bylaw 3217/A-2005**, an amendment to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan. The proposed amendment provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed.

"Map"

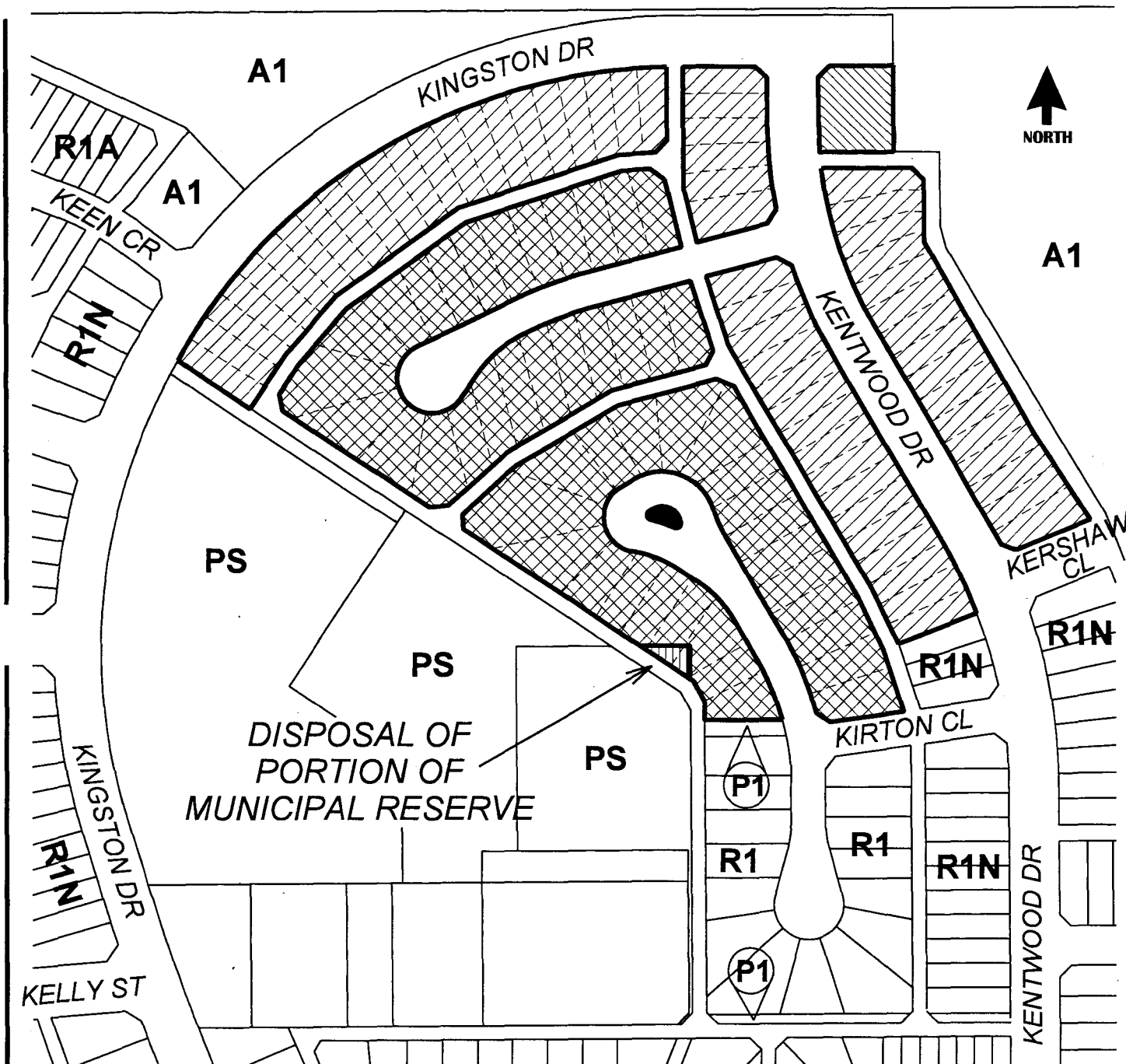
City Council also proposes to pass **Land Use Bylaw Amendment 3156/E-2005**, which provides for the rezoning of approximately 8.752 ha (21.63 acres) of land from A1 Future Urban Development District to R1 Residential (Low Density) District and R1N Residential (Narrow Lot) District, and PS Public Service District. This will create 107 low-density residential lots, 1 social care lot and 2 Municipal Reserve lots. The proposed bylaws may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday, June 20, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, June 14, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: June 3 & 10, 2005)

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

A1



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1N - Residential (Narrow Lot)

P1 - Parks and Recreation

PS - Public Service (Governmental or Institutional)

Change from :

A1 to R1	
A1 to R1N	
A1 to P1	
A1 to PS	
PS to R1	

MAP No. 5 / 2005
BYLAW No. 3156 / E - 2005



THE CITY OF RED DEER RECEIPT

RECEIVED FROM Lachar, K. Corp. \$ 400.- 05/05/03
THE SUM OF Four hundred and 12/1 Dollars
DESCRIPTION LHB Advertising - Kentwood Ph. 26/27

	Account Number (Business Unit, Object, Subsidiary)	Subledger	T	Asset ID No.	Amount
G.L. DIST	<u>180. 5901</u>				<u>400.-</u>
G.L. DIST					
G.L. DIST					
G.L. DIST					
G.L. DIST					
G.L. DIST					
G.S.T.	<u>2.3210</u>				

GST Registration #R119311785

Not Valid Unless Machine Printed

PAID
CITY OF RED DEER

MAY 13 2005

AMT 400.-
ck. 36844

Legislative & Administrative Services

DATE: May 10, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/E-2005
Portion of NE ¼ Sec. 32-38-27-W4M
Kentwood Northeast (Kingsgate) – Phases 26 & 27
Laebon Developments Ltd.

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

Bylaw Readings:

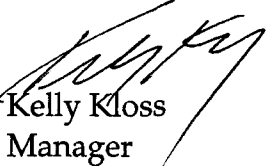
Land Use Bylaw Amendment 3156/E-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/E-2005 provides for the rezoning of approximately 8.752 ha (21.63 ac) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District, and PS Public Service District. This will create 107 low density residential lots, 1 social care lot, 2 municipal reserve lots and 2 remainders in order to develop Phases 26 & 27 of the Kingsgate neighbourhood. This office will now advertise for a Public Hearing. Laebon Developments Ltd. will be responsible for the advertising 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/E-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 F15" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 5/2005 attached hereto and forming part of the bylaw.

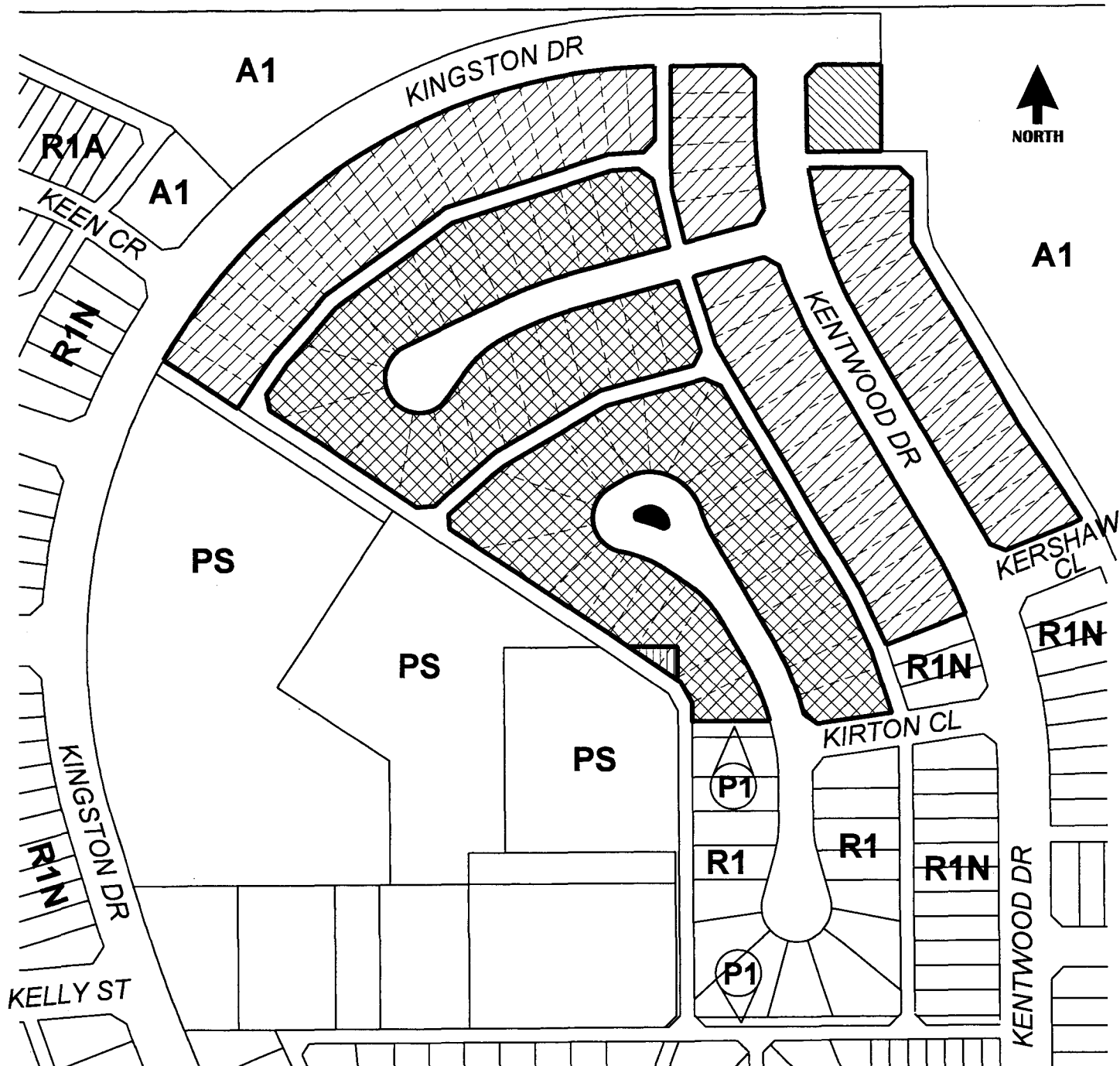
READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.
READ A SECOND TIME IN OPEN COUNCIL this day of 2005.
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

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

A1



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1N - Residential (Narrow Lot)

P1 - Parks and Recreation

PS - Public Service (Governmental or Institutional)

Change from :

A1 to R1 

A1 to R1N 

A1 to P1 

A1 to PS 

PS to R1 

MAP No. 5 / 2005
BYLAW No. 3156 / E - 2005

Legislative & Administrative Services

DATE: May 10, 2005

TO: Kristina Mark, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Bylaw Amendment 3217/A-2005

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

Bylaw Readings:

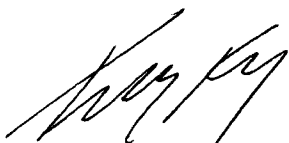
Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed. This office will now advertise for a Public Hearing. Laebon Developments Ltd. will be responsible for the advertising 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. 3217/A-2005

Being a Bylaw to amend Bylaw No. 3217/98, the Bylaw adopting The City of Red Deer Neighbourhood Area Structure Plans, as described herein.

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

- 1 Bylaw 3217/98 with regard to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan is amended by deleting therefrom text pages 4, 5, 14 and Figures 1 to 11 and substituting therefore the attached amended text pages 4, 5, 14 and Figures 1 to 11 and the addition of Figure 12 which forms part of this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 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

Zone 7 – Priority A – Recommendation R2. A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.

The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of Red Deer has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.

Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship site and within the worship site) has been deemed possible to preserve.

Zone 8 – Priority B – Recommendation R3. This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.

Zone 12 – Priority A – Recommendation R4. A small band of poplar trees on the south portion of the area should be dedicated as a municipal reserve.

This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the school site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for a green linkage.

It is understood the services for the proposed residential lots will be extended from the south side to the north side of the four metre municipal reserve. Where the installation of utilities results in the loss of trees, the four metre wide municipal reserve will be revegetated and landscaped to the satisfaction of the City's Recreation and Culture department.

Southeast Wetland – Priority B – Recommendation R5. The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer. Preliminary site grading in 2001 eliminated much of the wetland.

2.3 Servicing

Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.

It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary sewer and storm sewer trunks and mains which can provide service to properties beyond their own.

The site can be serviced with municipal water, sanitary sewer and storm water utilities. An engineering study, required to establish the details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.

2.4 Access

The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing service road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.

3.7.4 Laneways

The majority of lots within the plan area back onto lanes. Lots 78, 79 and 80 Block 8, Plan 042-6836 in the existing Kentwood subdivision will not have access to the lane south of the close, as shown on Figure 12. Lot 78 will have access to the lane east of the close and Lot 80 will have access to the lane west of the close. Provision for rear yard garbage pickup will be made for Lot 79 across Lot 148MR.

3.7.5 Pedestrian and Bicycle Circulation

The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands. There is potential for bicycle-pedestrian pathways through the park/school site. The potential pathway would not be continued through the four metre linear park as this area is not wide enough to accommodate both a treed buffer and a trail. The final location of the central park pathway route will be determined based on the location of sports facilities and pedestrian wear patterns through the landscaped area.

The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix B.

An additional Municipal Reserve parcel will ensure access from Kerr Close to the park area/school site to the west.

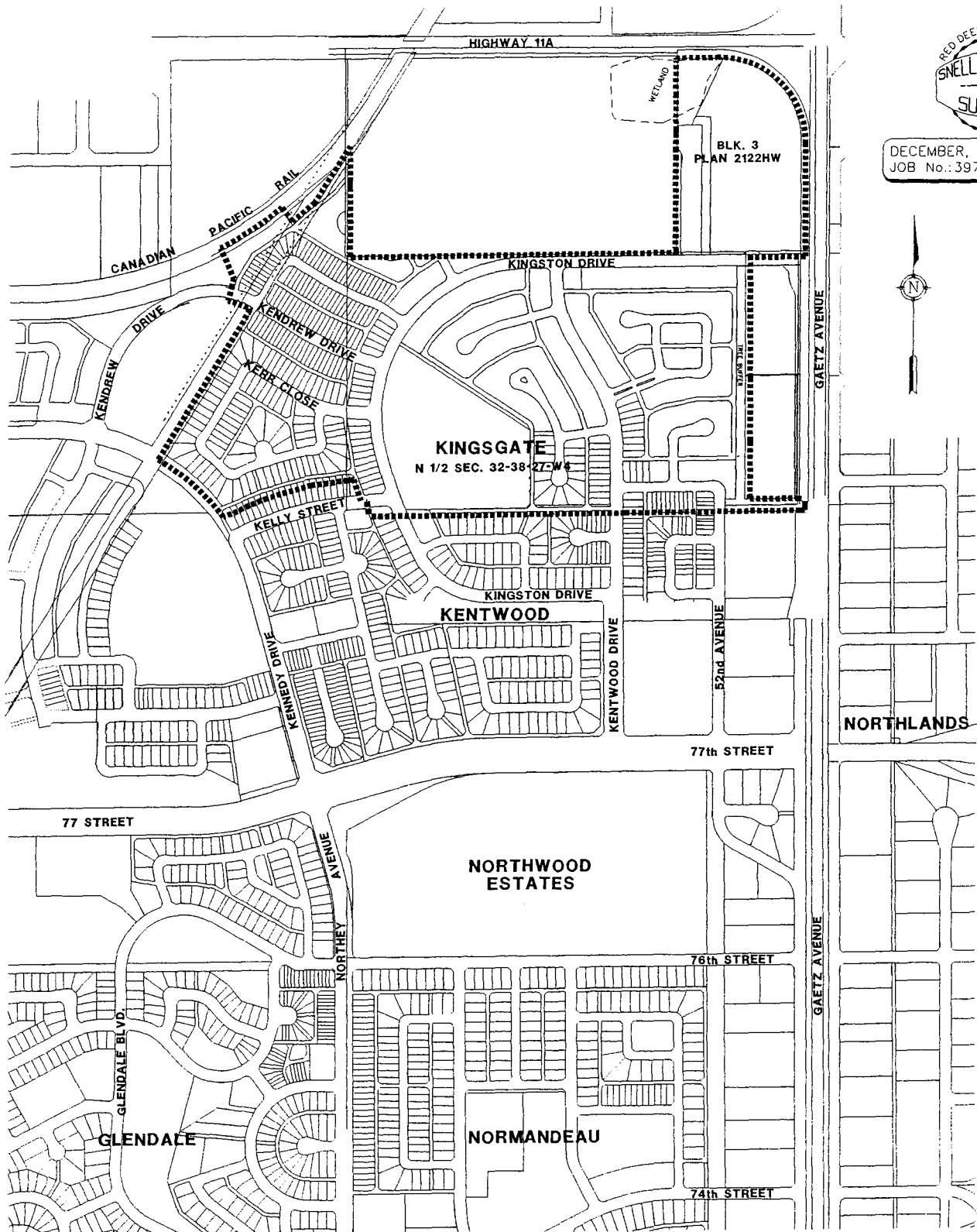
Within the right-of-way of Kingston Drive, adjacent to the west boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.

4.0 Municipal Servicing

The Kentwood Northeast Neighbourhood Area Structure Plan area is serviced from existing sanitary sewer and water mains located at the southern boundaries of the Kentwood East properties.

4.1 Water Mains

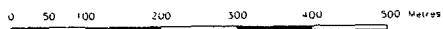
The Kentwood Northeast Neighbourhood Area Structure Plan will be serviced by water from four locations.

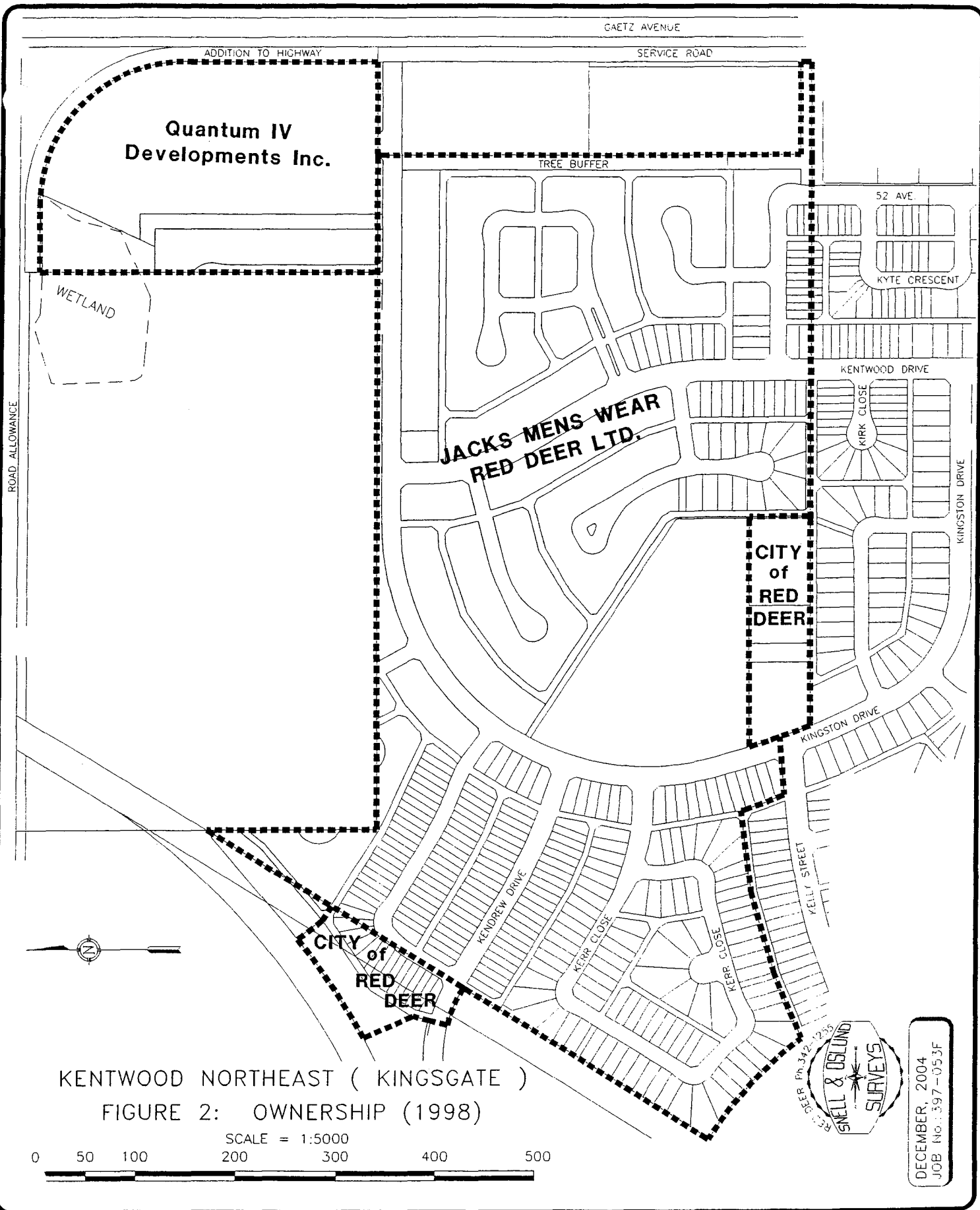


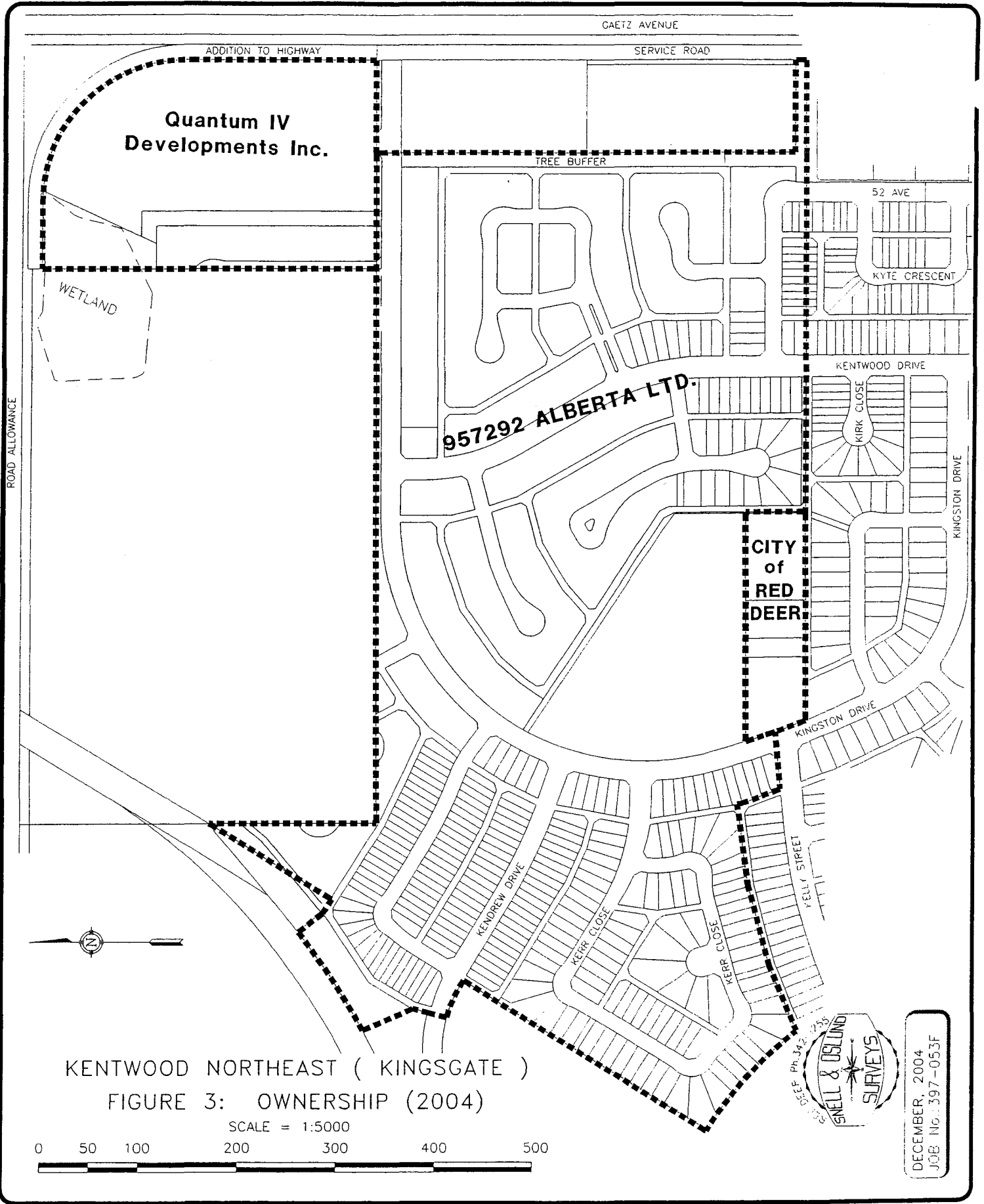
DECEMBER, 2004
 JOB No.: 397-053F

KENTWOOD NORTHEAST (KINGSGATE)
 FIGURE 1: LOCATION PLAN

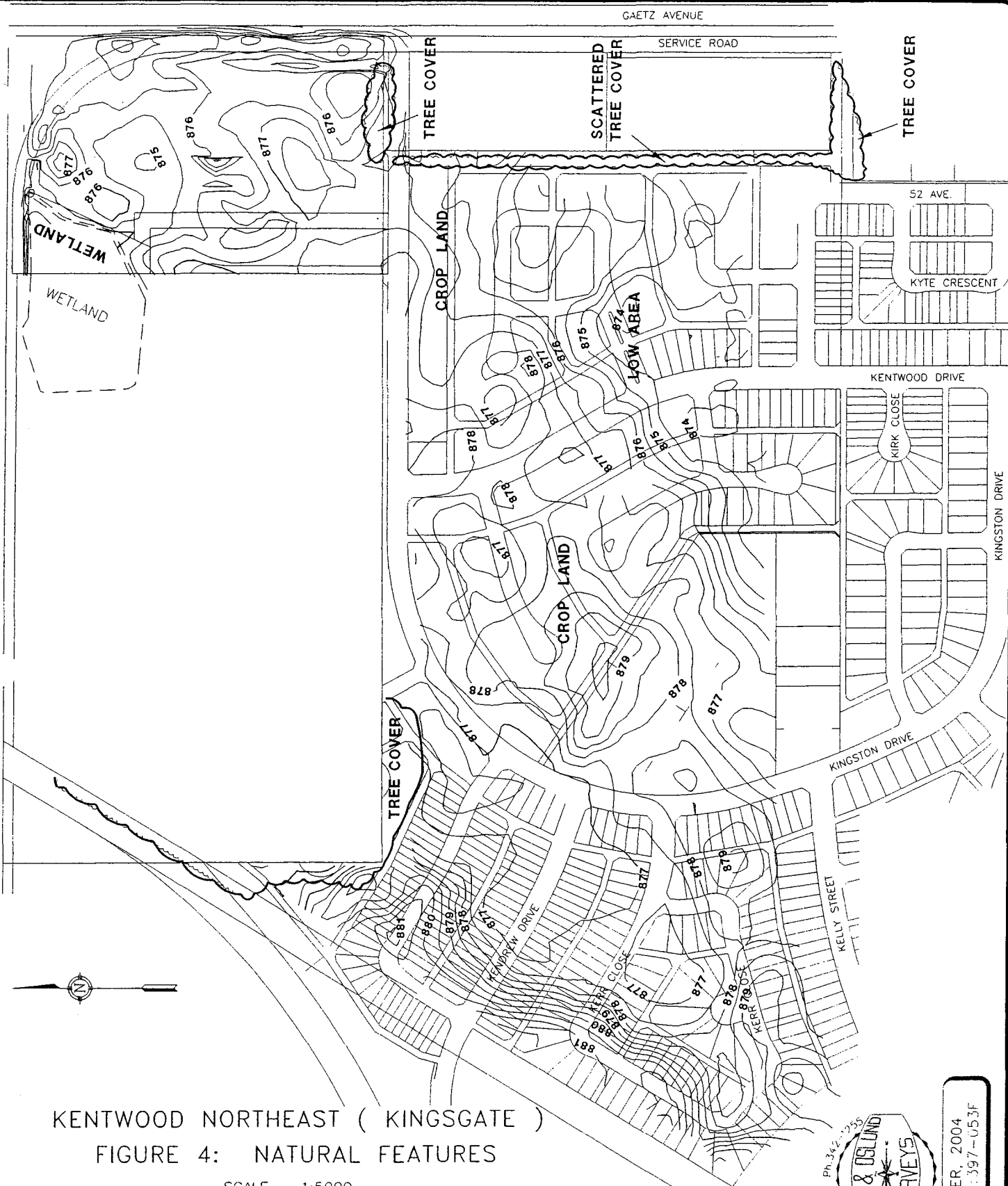
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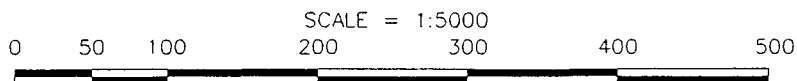




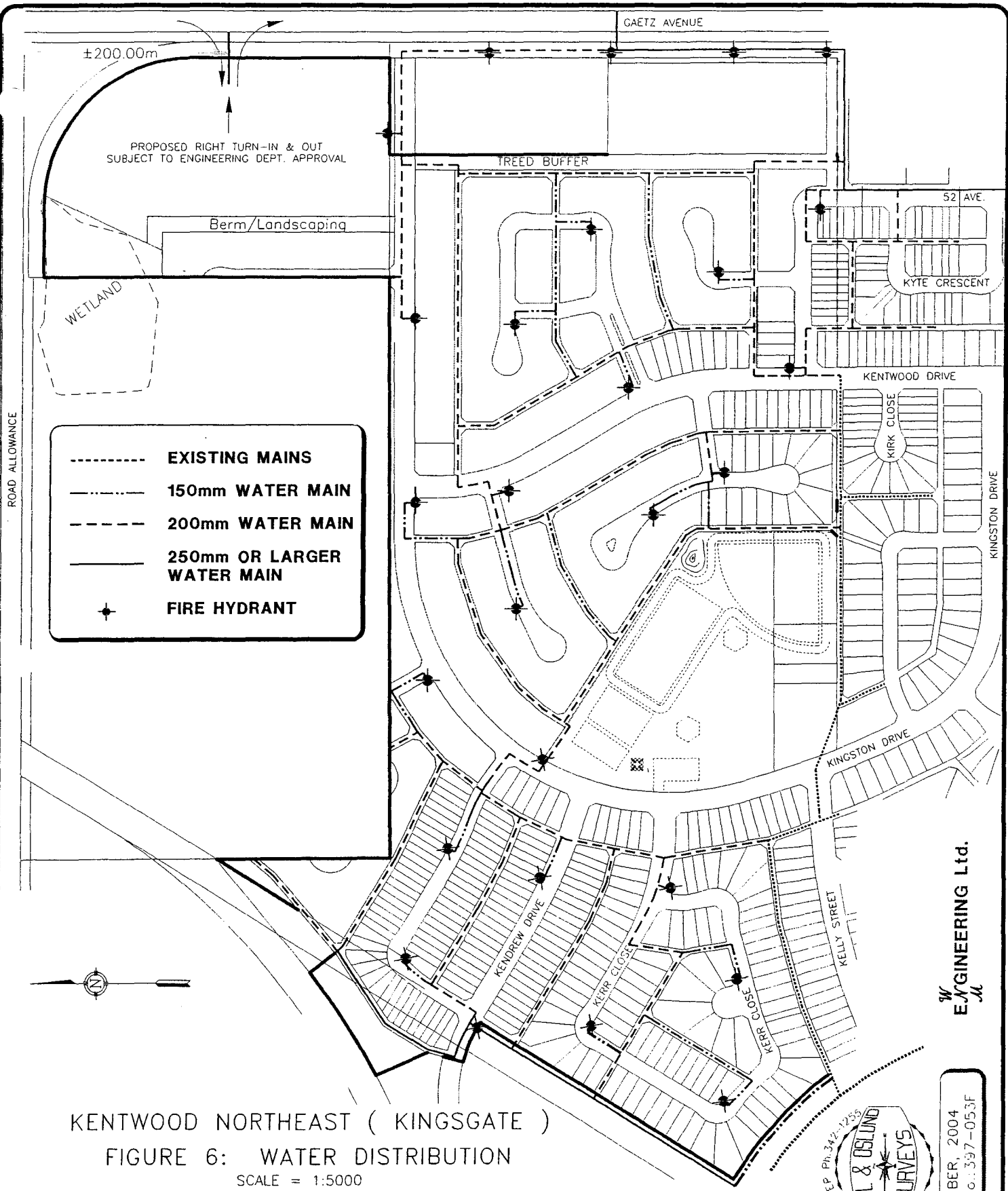
ROAD ALLOWANCE

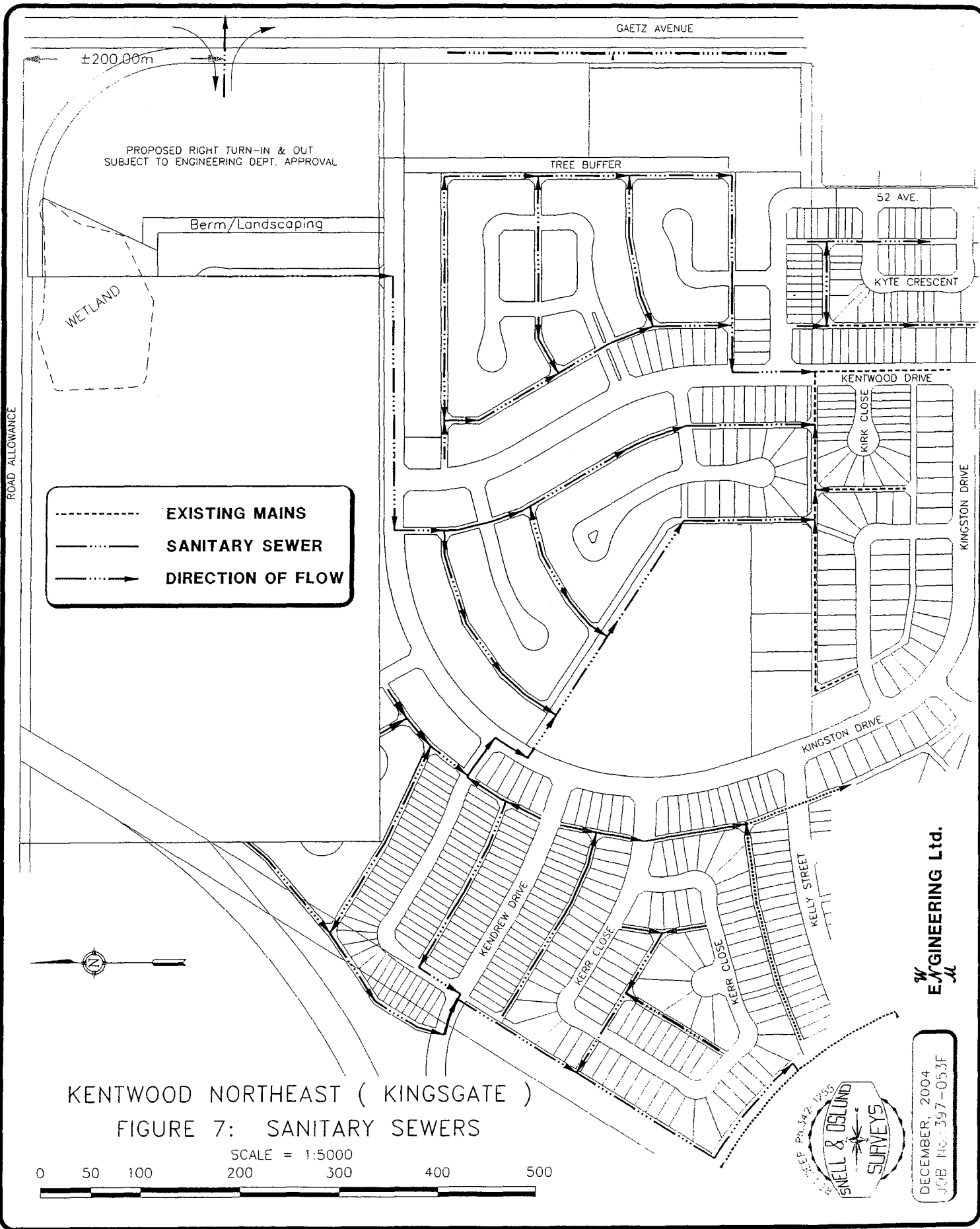


KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 4: NATURAL FEATURES



DECEMBER, 2004
JOB No.: 397-U53F





ROAD ALLOWANCE

GAETZ AVENUE

SERVICE ROAD

DETENTION
POND

PROPOSED RIGHT TURN-IN & OUT
SUBJECT TO ENGINEERING DEPT. APPROVAL

Berm/Landscaping

TREE BUFFER

52 AVE

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KERR CLOSE

KERR CLOSE

KENDREW DRIVE

WETLAND

EXISTING MAINS

STORM SEWERS

DIRECTION OF FLOW



KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 8: STORM SEWERS

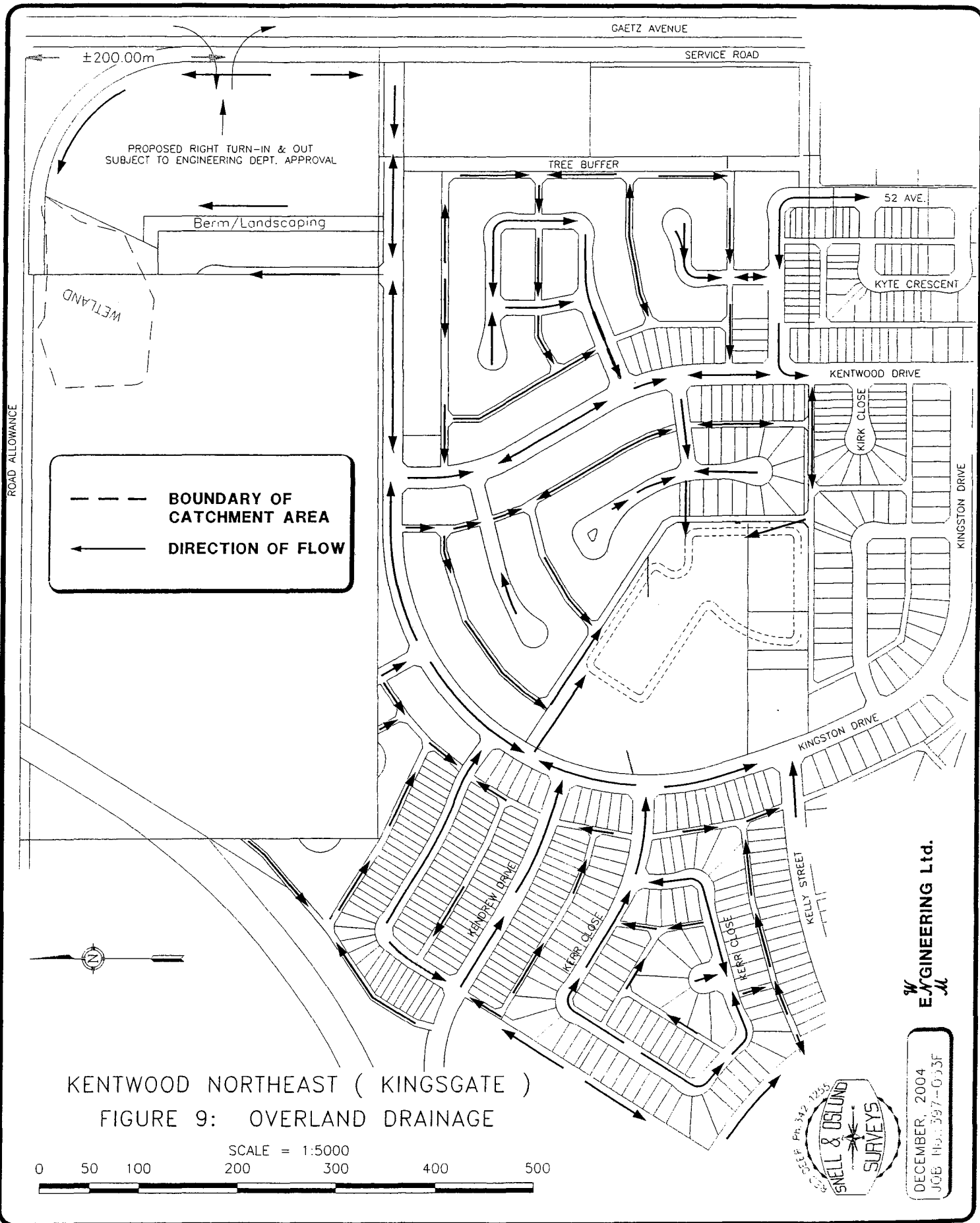
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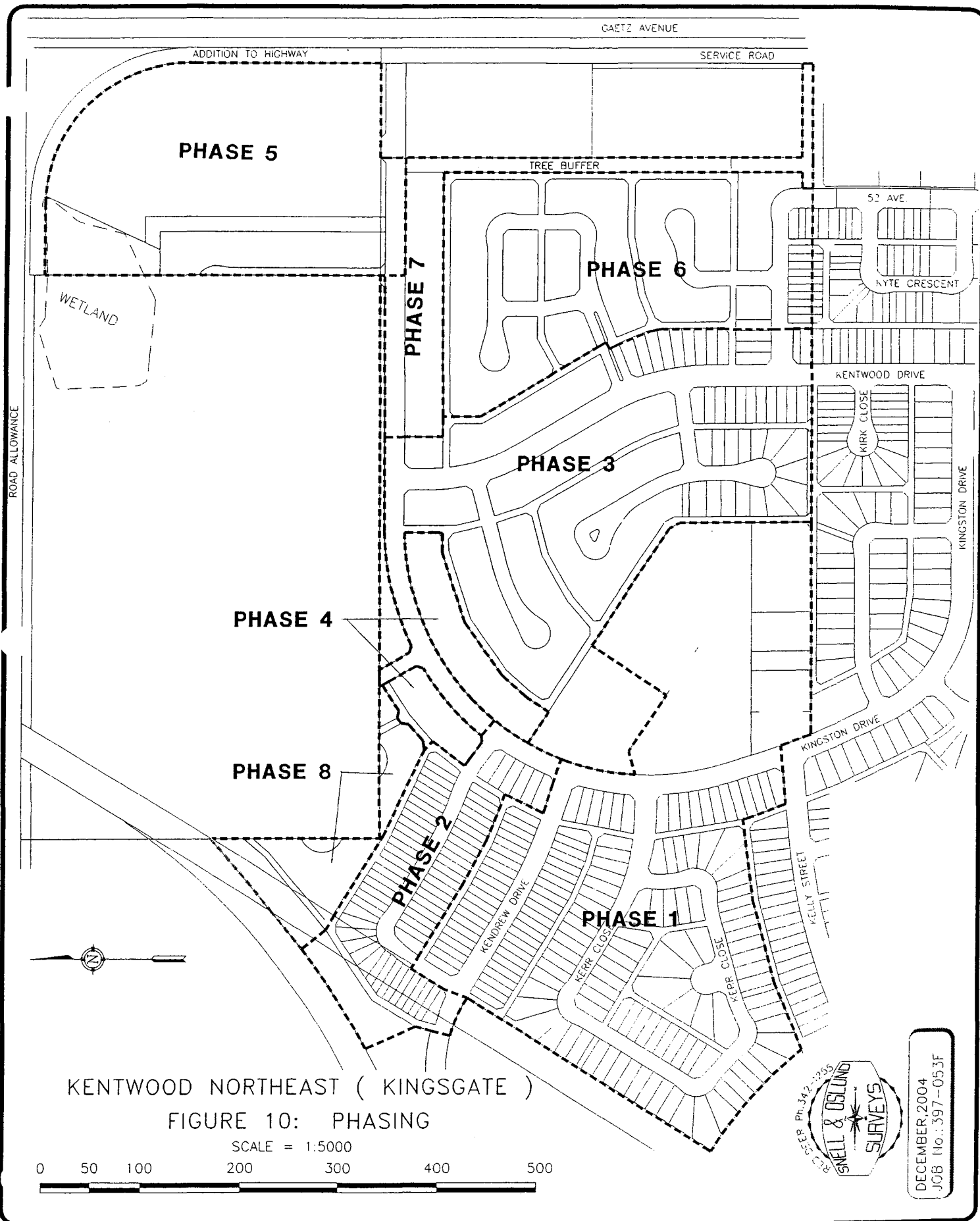
0 50 100 200 300 400 500

ENGINEERING Ltd.



DECEMBER, 2004
JOB No.: 397-053F





ROAD ALLOWANCE

GAETZ AVENUE

SERVICE ROAD

Landscaped Buffer

Berm/Landscaping

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENDREW DRIVE

KERR CLOSE

KERR CLOSE

WETLAND

--- POTENTIAL
PEDESTRIAN PATH

NOTE:
Refer to plan text
Page 14, Sec. 3.7.5
regarding Pedestrian
Path



KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 11: PEDESTRIAN CIRCULATION

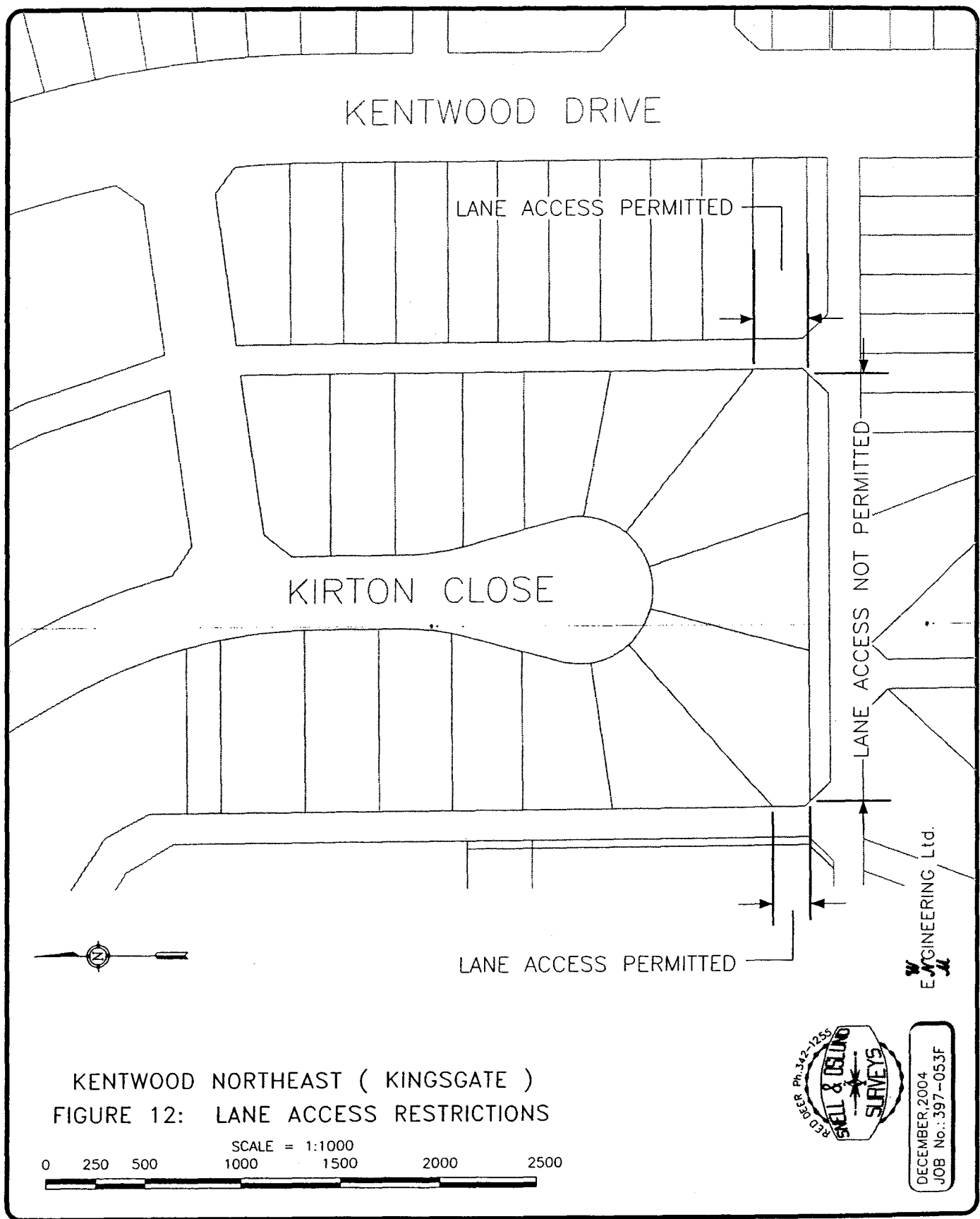
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0 50 100 200 300 400 500

W
E
M
ENGINEERING Ltd.



DECEMBER 2004
JOB No.: 397-053F





Building A Better Way Of Life

May 13, 2005

Kelly Kloss, Manager
Legislative & Administrative Services
The City of Red Deer
Box 5008
Red Deer, AB
T4N 3T4

LAEBON DEVELOPMENTS LTD.
289, 28042 Hwy #11
RED DEER COUNTY, ALBERTA T4S 2L4
TELEPHONE (403) 346-7273
FAX (403) 341-4165
info@laebon.com
www.laebon.com

Dear Kelly,

**Re: Bylaw Amendment 3217/A-2005
Land Use Bylaw Amendment 3156/E-2005
Kentwood Northeast (Kingsgate) – Phase 26 & 27
Laebon Developments Ltd.**

Please find attached a cheque for \$400.00 for advertising costs for the rezoning and area structure plan amendment of Kingsgate Phase 26 and 27.

Please call if you have any questions or require further information.
Thank-you.

Sincerely,

Chris Beaumont, C.E.T.
Land Development Manager
Laebon Developments Ltd.

Att.

Legislative & Administrative Services

DATE: May 10, 2005

TO: Howard Thompson, Land & Economic Development Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate)
Part of Lot 55MR, Block 8, Plan 992 0387
Laebon Developments Ltd.

Reference Report:

Land & Economic Development Manager, dated March 8, 2005

Resolution:

“Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated March 8, 2005, re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) – Part of Lot 55MR, Block 8, Plan 992 0387, Laebon Developments Limited, hereby agrees that the following resolution be considered at the Council meeting of Monday, June 20, 2005:

“Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated March 8, 2005, re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) – Part of Lot 55MR, Block 8, Plan 992 0387, Laebon Developments Limited, hereby agrees to the disposal of municipal reserve lands described as:

“All that portion of Lot 55MR, Block 8, Plan 992 0387 lying within Plan ____ and containing 0.040 ha., more or less”. Excepting thereout all mines and minerals.”

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council’s regular meeting for accompanying Land Use Bylaw Amendment 3156/E-2005 and Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment Bylaw 3217/A-2005.

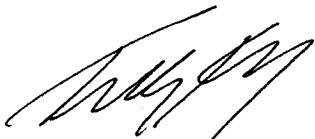
Council Decision – May 9, 2005

Disposal of Municipal Reserve – Kentwood East (Kingsgate)

Page 2

Comments/Further Action:

Laebon Developments Ltd. have requested The City to dispose of a small portion (0.04 ha (0.10 ac)) of municipal reserve land in the Kentwood East (Kingsgate) neighbourhood. The disposal of the portion of municipal reserve does not reduce the overall dedication of reserve in the subdivision below the required 10%, and will be rezoned from municipal reserve to lane and residential lots. Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment Bylaw 3217/A-2005 and Land Use Bylaw Amendment 3156/E-2005 provide for this rezoning.



Kelly Kloss
Manager

/chk

- c Director of Development Services
Inspections & Licensing Manager
Parkland Community Planning Services
C. Adams, Administrative Assistant
T. Edwards, Clerk Steno



LEGISLATIVE & ADMINISTRATIVE SERVICES

May 10, 2005

Fax: 341-4165

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

Dear Sirs:

*Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Bylaw Amendment 3217/A-2005
Land Use Bylaw Amendment 3156/E-2005
Kentwood Northeast (Kingsgate) – Phases 26 & 27
Disposal of Municipal Reserve
Part of Lot 55MR, Block 8, Plan 992 0387*

Red Deer City Council gave first reading to *Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005* and *Land Use Bylaw Amendment 3156/E-2005* at the City of Red Deer's Council Meeting held Monday, May 9, 2005. For your information copies of the bylaws are attached.

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed. *Land Use Bylaw Amendment 3156/E-2005* provides for the rezoning of approximately 8.752 ha (21.63 ac) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District, and PS Public Service District. This will create 107 low-density residential lots, 1 social care lot, 2 municipal reserve lots and 2 remainders in order to develop Phases 26 & 27 of the Kingsgate neighbourhood. Laebon Developments Ltd. have requested The City to dispose of a small portion (0.04 ha (0.10 ac)) of municipal reserve land in the Kentwood East (Kingsgate) neighbourhood. The disposal of the portion of municipal reserve does not reduce the overall dedication of reserve in the subdivision below the required 10%, and will be rezoned from municipal reserve to lane and residential lots.

...2/

Laeon Developments Ltd.

May 10, 2005

Page 2

The following resolution was passed regarding the disposal of municipal reserve:

"Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated March 8, 2005, re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) – Part of Lot 55MR, Block 8, Plan 992 0387, Laeon Developments Limited, hereby agrees that the following resolution be considered at the Council meeting of Monday, June 20, 2005:

"Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated March 8, 2005, re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) – Part of Lot 55MR, Block 8, Plan 992 0387, Laeon Developments Limited, hereby agrees to the disposal of municipal reserve lands described as:

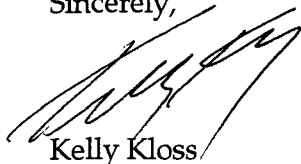
"All that portion of Lot 55MR, Block 8, Plan 992 0387 lying within Plan ____ and containing 0.040 ha., more or less". Excepting thereout all mines and minerals."

Council must hold a Public Hearing before giving second and third readings to the bylaw. This office will now advertise for Public Hearings to be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the *Land Use Bylaw*, The City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, May 25, 2005. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

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

Sincerely,



Kelly Kloss
Manager

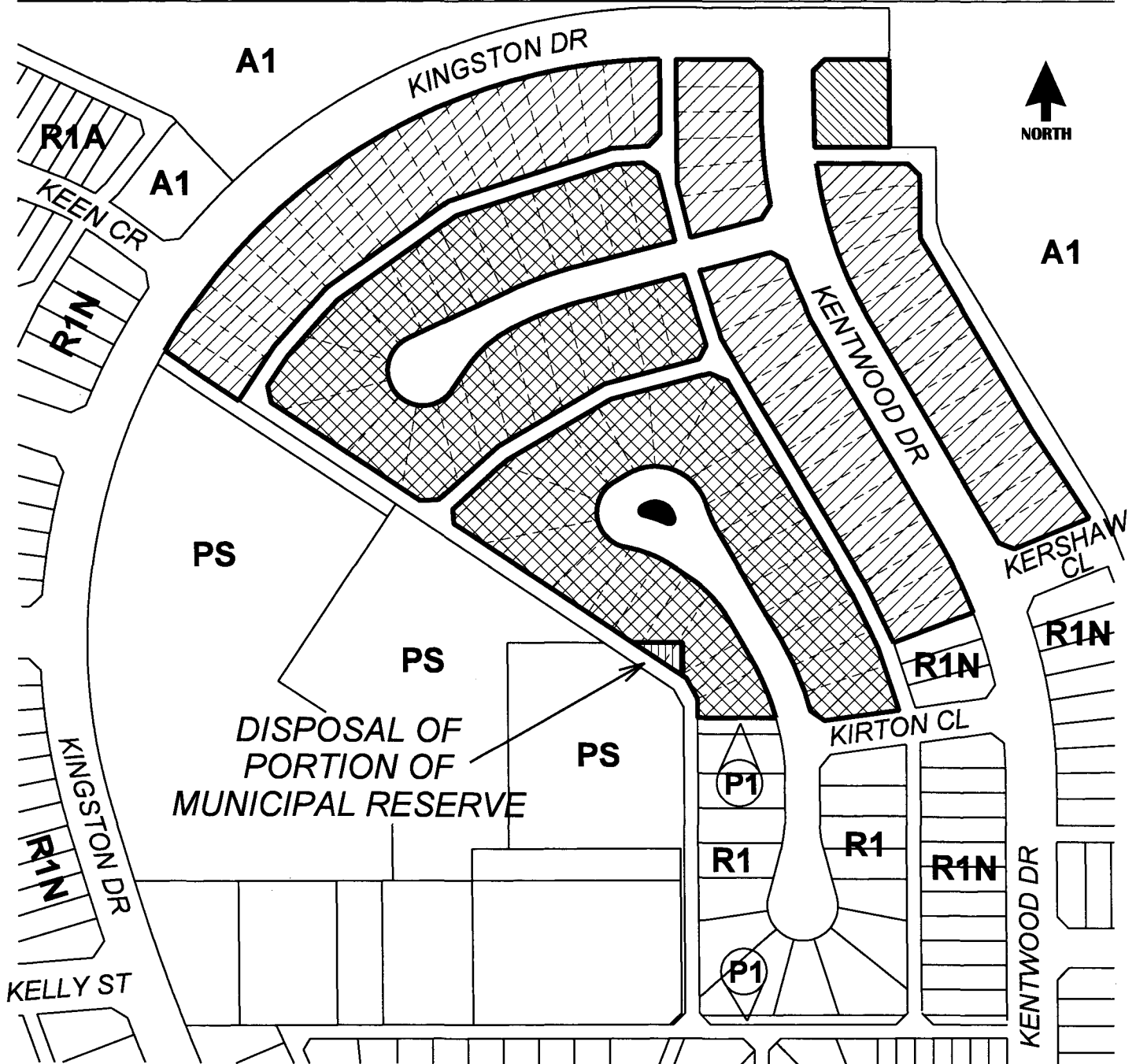
/chk

/attach.

c Parkland Community Planning Services
C. Adams, Administrative Assistant

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT

A1



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1N - Residential (Narrow Lot)

P1 - Parks and Recreation

PS - Public Service (Governmental or Institutional)

Change from :

A1 to R1

A1 to R1N

A1 to P1

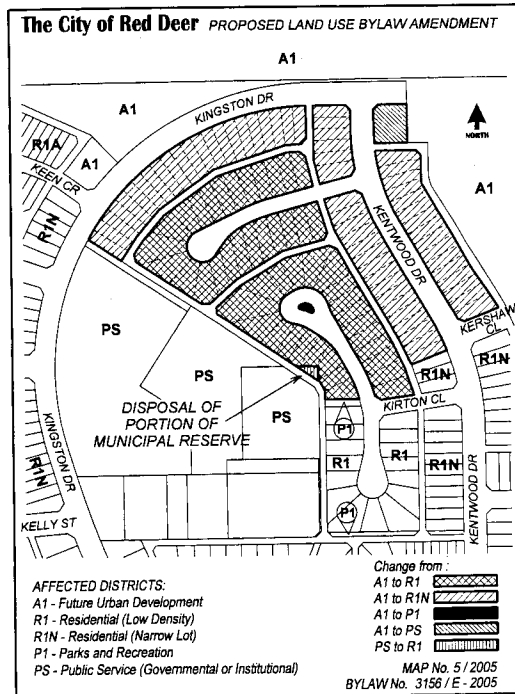
A1 to PS

PS to R1

MAP No. 5 / 2005
BYLAW No. 3156 / E - 2005



**(BOX 5008) 4914 - 48 AVENUE
RED DEER, AB T4N 3T4**



**KENTWOOD EAST (KINGSGATE)
DISPOSAL OF MUNICIPAL RESERVE
Part of Lot 55MR, Block 8, Plan 992 0387
and
KENTWOOD NORTHEAST (KINGSGATE)
NEIGHBOURHOOD AREA STRUCTURE PLAN
BYLAW AMENDMENT 3217/A-2005
and
LAND USE BYLAW AMENDMENT 3156/E-2005**

Council of The City of Red Deer, at its meeting of May 9, 2005, passed a resolution indicating its intention to dispose of a portion of Municipal Reserve, containing 0.04 hectares (0.10 acres) more or less, located at Lot 55MR, Block 8, Plan 992 9387, in Kentwood East (Kingsgate). The purpose of the disposal is to allow for a lane and residential lots to be developed in Kentwood Northeast (Kingsgate) – Phases 26 & 27.

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed.

Land Use Bylaw Amendment 3156/E-2005 provides for the rezoning of approximately 8.752 hectares (21.63 acres) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District and PS Public Service District. This will create 107 low density residential lots, 1 social care lot, 2 municipal reserve lots and 2 remainders in order to develop Phases 26 & 27 of the Kingsgate neighbourhood.

Prior to considering the proposed Disposal of Municipal Reserve, Neighbourhood Area Structure Plan Amendment and Land Use Bylaw Amendment, City Council will hold Public Hearings in Council Chambers, 2nd Floor of City Hall on MONDAY, JUNE 20, 2005 at 7:00 p.m., for the purpose of hearing any person claiming to be affected. Letters or petitions may be submitted at the Public Hearing, or to Legislative & Administrative Services, 2nd Floor, City Hall, prior to the Public Hearings. Persons wishing to have their letters or petitions included on the Council agenda must submit them to Legislative & Administrative Services by 4:30 p.m. on TUESDAY, JUNE 14, 2005.

FILE COPY



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/E-2005
Portion of NE ¼ Sec. 32-38-27-W4M
Kentwood Northeast (Kingsgate) – Phases 26 & 27
Laebon Developments Ltd.

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/E-2005 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

Land Use Bylaw Amendment 3156/E-2005 provides for the rezoning of approximately 8.752 ha (21.63 ac) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District, and PS Public Service District. This will create 107 low density residential lots, 1 social care lot, 2 municipal reserve lots and 2 remainders in order to develop Phases 26 & 27 of the Kingsgate neighbourhood. This office will amend the Land Use Bylaw and distribute copies in due course.



Kelly Kloss

Manager

/chk

attchs.

c Director of Development Services
 Inspections & Licensing Manager
 Land & Economic Development Manager
 City Assessor
 D. Kutinsky, Graphics Designer
 L. Khoshaba, GIS Analyst
 T. Edwards, Clerk Steno

BYLAW NO. 3156/E-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 F15" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 5/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this 20th day of June 2005.

READ A THIRD TIME IN OPEN COUNCIL this 20th day of June 2005.

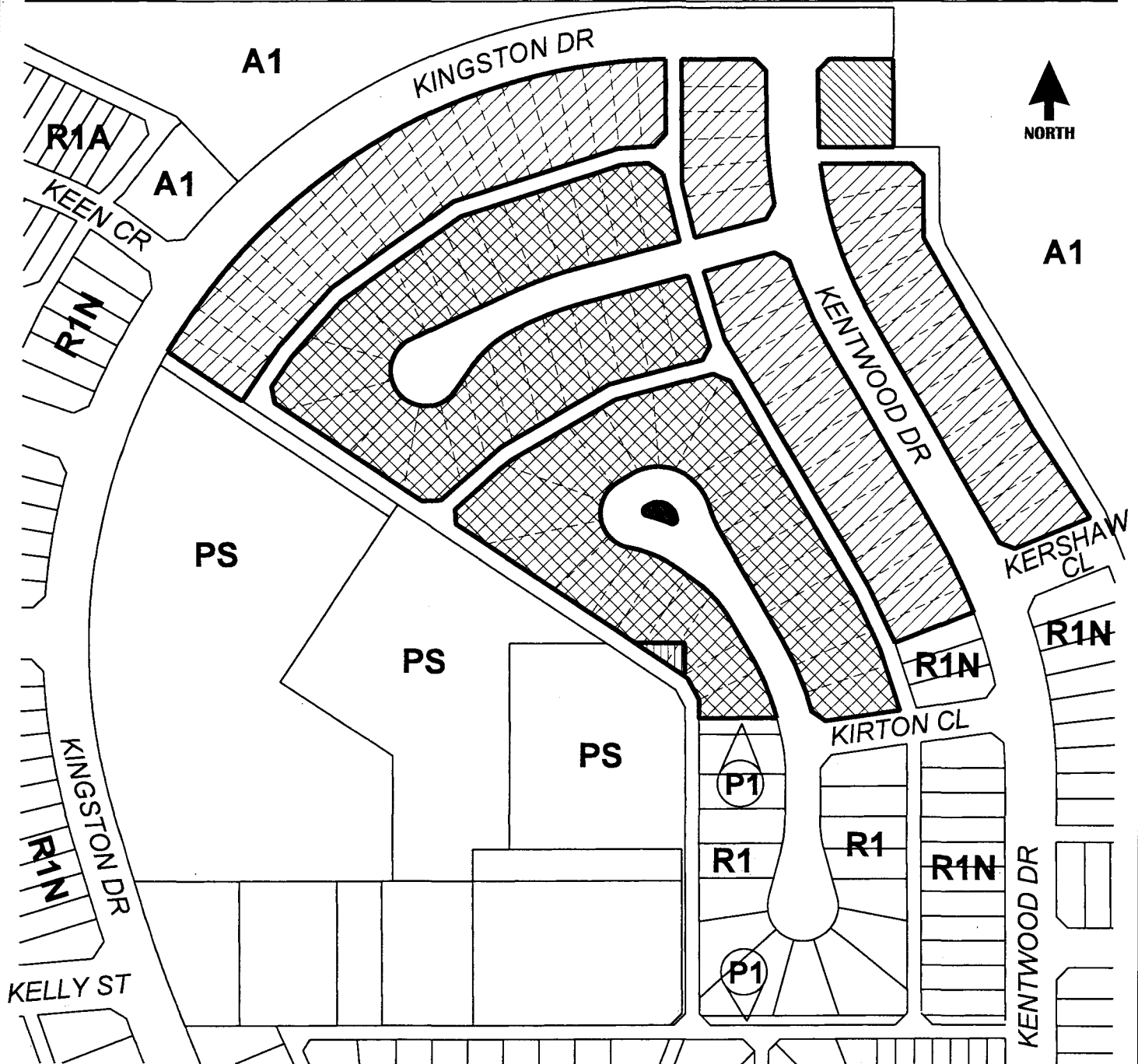
AND SIGNED BY THE MAYOR AND CITY CLERK this 20th day of June 2005.


MAYOR


CITY CLERK

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

A1



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1N - Residential (Narrow Lot)

P1 - Parks and Recreation

PS - Public Service (Governmental or Institutional)

Change from :

A1 to R1 

A1 to R1N 

A1 to P1 

A1 to PS 

PS to R1 

MAP No. 5 / 2005
BYLAW No. 3156 / E - 2005

**Legislative & Administrative Services**

DATE: June 13, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Disposal of Municipal Reserve
Part of Lot 55MR, Block 8, Plan 992 0387
Kentwood East (Kingsgate)
Laebon Developments Limited

History

At the Monday, May 9, 2005 meeting of Council, a resolution was passed to consider approval of the Disposal of Municipal reserve for the above referenced property at the Monday, June 20, 2005 Council Meeting.

Approximately 0.04 ha (0.10 ac) of municipal land in the Kentwood East (Kingsgate) neighbourhood is to be rezoned from municipal reserve to land and residential lots. Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment Bylaw 3217/A-2005 and Land Use Bylaw amendment 3156/E-2005 provide for this rezoning.

Public Consultation Process

A Public Hearing has been advertised for the above to be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

Recommendation

That following the Public Hearing, Council pass a resolution to approve the Disposal of Municipal Reserve, Part of Lot 55MR, Block 8, Plan 992 0387.

A handwritten signature in black ink, appearing to be 'KK', written over the name and title.

Kelly Kloss
Manager

MEMO

Date: March 8, 2005

To: Kelly Kloss, Legislative and Administrative Manager

From: Howard Thompson, Land & Economic Development Manager

RE: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate)
Part of Lot 55MR, Block 8, Plan 992 0387
Laebon Developments Limited

Background:

Land and Economic Development have received a request from Laebon Developments to dispose of a small portion (0.04 hectares (0.10 acres)) of the above captioned lot. The reserve was dedicated to the City under subdivision plan number 992 0387 in 1999 as per the Neighborhood Area Structure Plan adopted in 1998.

The NASP was subsequently amended in 2003 and the boundaries of the central park site and this MR lot were adjusted as shown in the attached NASP land use plan. The disposal of this portion of the MR lot does not reduce the overall dedication of reserve in this subdivision below the required 10%. At that time, Council approval of the required reserve disposal was delayed until the corresponding residential phase was ready for development. An application for subdivision has now been prepared, as shown on the attached plan, illustrating the subject area that will be adjusted from MR to lane and residential lots.


The Recreation and Parks Board received this request as information on March 25th 2004 and offered no objections as it is consistent with the NASP.

A report from PCPS requesting the rezoning of this land appears elsewhere on the agenda.

Recommendation:

That City Council approves the disposal of Municipal Reserve described as;

"All that portion of Lot 55MR, Block 8, Plan 992 0387 lying within Plan _____ and containing 0.040 ha., more or less". Excepting thereout all mines and minerals


Howard Thompson, Ec.D.
Land & Economic Development Manager

Attach.

- c. Greg Scott, Recreation, Parks & Culture Manager
- Tony Lindhout, PCPS

RED DEER KENTWOOD NORTHEAST (KINGSGATE-PHASE 26)

Plan Showing a Proposed Subdivision
of parts of
LOT 55MR, BLOCK 8, PLAN 992 0387
N.E.1/4 SEC.32-38-27-4
all within the
N.E.1/4 SEC.32-38-27-4

SCALE = 1" = 100'

0 10 20 40 60 80 100 Feet

LEGEND & NOTES

DISTANCES ALONG A CURVE ARE NOT DISTRICTS.

DISTANCES ARE IN FEET AND DECIMAL THEREOF.

AREA TO BE SUBDIVIDED IS OUTLINED THIS
AND COVERS AS FOLLOWS:
FROM LOT 55MR, BLOCK 8, PLAN 992 0387
N.E.1/4 SEC.32-38-27-4
TOTAL = 2.4176 AC. (10.87 AC.)

TOTAL AREA SUBDIVIDED IS 0.248 AC. (1.10 AC.)



BLOCK 8
PLAN 992 1383

BLOCK 8
PLAN 992 0387

PLAN
BLOCK 8
PLAN 042 0178

PLAN 042 0178

PLAN 042 0178

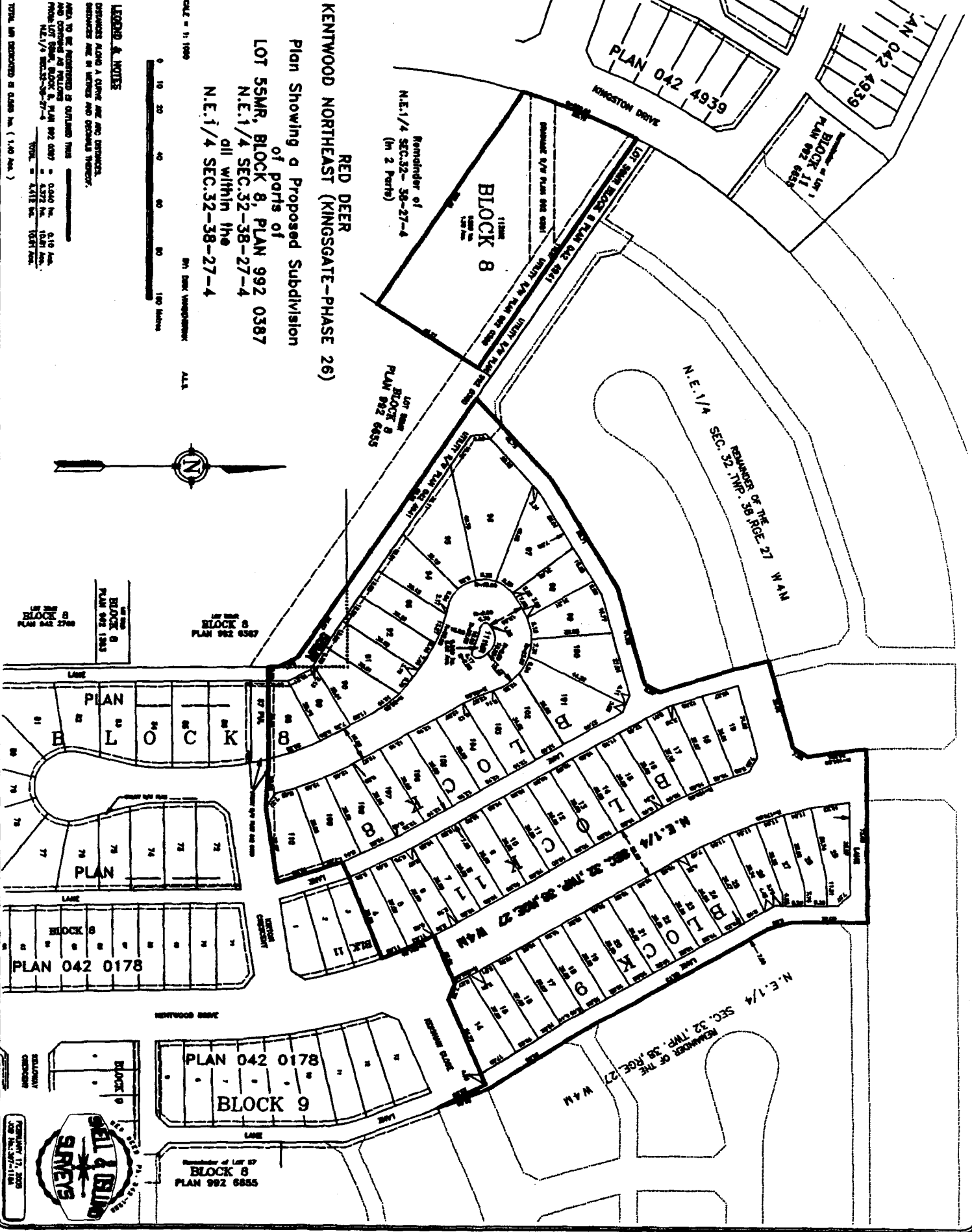
BLOCK 9

Block 8
PLAN 992 0387

BLOCK 9
PLAN 042 0178



REGISTERED 17, 2000
NO. 100-111-110



RED DEER
KENTWOOD NORTHEAST
Sketch Showing
Proposed Disposal of Reserve
(Part of LOT 55MR , BLOCK 8, PLAN 992 0387)
in the
N.E.1/4 SEC.32-38-27-4

SCALE = 1:2000

BY: DIRK VANDENBRINK A.L.S.

0 20 40 80 120 160 200 Metres



LOT 59MR
BLOCK 8
PLAN 032 4915

LOT 58MR
BLOCK 8
PLAN 992 6655

LOT 55MR
BLOCK 8
PLAN 992 0387

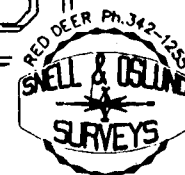
PORTION OF RESERVE TO BE DISPOSED OF
AND CONTAINS 0.040 ha. (0.10 Acs.)

KIRTON CRESCENT

KIRTON CRESCENT

KERSHAW CLOSE

KENTWOOD DRIVE



FEBRUARY 17, 2005
JOB No.: 397-118A

HIGHWAY 11A

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

11

3

A1

A1

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

Portion of reserve to be disposed of

GAETZ (50) AV

(4i)

C4

2

A1

58MR

8

55MR

31A

54MR

34MR

33MR

8

30MR

8

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8

Part Six of the Bylaw
outlines the Land Use
District Definitions

refer to the Index Map
for the Legend



NORTH
Scale 1:5,000

© The City of Red Deer,
Engineering Department

The City of Red Deer

Land Use Bylaw 3156/96

Amendments to NE 1/4 Sec 32

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

3156 / L-2004 June 14, 2004
3156 / V-2004 Aug 9, 2004

E15	F15	G15
E15	F15	G15
E14	F14	G14

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

printed on
September 10, 2004



FILE COPY

LEGISLATIVE & ADMINISTRATIVE SERVICES

June 21, 2005

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

Dear Sirs:

***Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Bylaw Amendment 3217/A-2005
Land Use Bylaw Amendment 3156/E-2005
Kentwood Northeast (Kingsgate) – Phases 26 & 27
Disposal of Municipal Reserve
Part of Lot 55MR, Block 8, Plan 992 0387***

At the City of Red Deer's Council Meeting held June 20, 2005, Public Hearings were held with respect to *Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005* and *Land Use Bylaw Amendment 3156/E-2005*. Following the Public Hearings, *Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005* and *Land Use Bylaw Amendment 3156/E-2005* were given second and third readings. For your information copies of the bylaws are attached.

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed. *Land Use Bylaw Amendment 3156/E-2005* provides for the rezoning of approximately 8.752 ha (21.63 ac) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District, and PS Public Service District. This will create 107 low-density residential lots, 1 social care lot, 2 municipal reserve lots and 2 remainders in order to develop Phases 26 & 27 of the Kingsgate neighbourhood. Laebon Developments Ltd. have requested The City to dispose of a small portion (0.04 ha (0.10 ac)) of municipal reserve land in the Kentwood East (Kingsgate) neighbourhood. The disposal of the portion of municipal reserve does not reduce the overall dedication of reserve in the subdivision below the required 10%, and will be rezoned from municipal reserve to lane and residential lots.

...2/

Laebon Developments Ltd.

June 21, 2005

Page 2

The following resolution was passed regarding the disposal of municipal reserve:

"Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated March 8, 2005, re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) – Part of Lot 55MR, Block 8, Plan 992 0387, Laebon Developments Limited, hereby agrees to the disposal of municipal reserve lands described as:

"All that portion of Lot 55MR, Block 8, Plan 992 0387 lying within Plan ____ and containing 0.040 ha., more or less". Excepting thereout all mines and minerals."

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

Sincerely,



Kelly Kloss
Manager

/chk

/attach.

c Parkland Community Planning Services
Land & Economic Development Manager



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Howard Thompson, Land & Economic Development Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate)
Part of Lot 55MR, Block 9, Plan 992 0387
Laebon Developments Limited

Reference Report:

Land & Economic Development Manager, dated March 8, 2005

Resolutions:


"Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated March 8, 2005, re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) – Part of Lot 55MR, Block 8, Plan 992 0387, Laebon Developments Limited, hereby agrees to the disposal of municipal reserve lands described as:

"All that portion of Lot 55MR, Block 8, Plan 992 0387 lying within Plan _____ and containing 0.040 ha., more or less".
Excepting thereout all mines and minerals."

Report Back to Council: No

Comments/Further Action:

Laebon Developments Ltd. have requested The City to dispose of a small portion (0.04 ha (0.10 ac)) of municipal reserve land in the Kentwood East (Kingsgate) neighbourhood. The disposal of the portion of municipal reserve does not reduce the overall dedication of reserve in the subdivision below the required 10%, and will be rezoned from municipal reserve to lane and residential lots. Attached is an affidavit concerning the Disposal of Municipal Reserve for your use.



Kelly Kloss
Manager
/chk
attchs.

c Director of Development Services
Inspections & Licensing Manager
Parkland Community Planning Services
T. Edwards, Clerk Steno

TO WIT:

**IN THE MATTER OF SECTION 674
OF THE MUNICIPAL GOVERNMENT
ACT, 1994, CHAPTER M-26.1**

I, Kelly Kloss, of the City of Red Deer, in the Province of Alberta, DO SOLEMNLY
DECLARE:

1. THAT I am the duly appointed City Clerk of The City of Red Deer and its proper designated officer in this behalf.
2. THAT the Council of The City of Red Deer wishes to dispose of a municipal reserve.
3. THAT The City of Red Deer has complied with the provisions of Section 674 of the Municipal Government Act, 1994, Chapter M-26.1.
4. THAT the reserve lot is characterized as a municipal reserve under the current Act.
5. THAT The City of Red Deer, in accordance with Section 675(1) of the Municipal Government Act, requests the removal of the designation of municipal reserve from the lands described as follows:

"All that portion of Lot 55MR, Block 8, Plan 992 0387 lying within Plan _____ and containing 0.040 ha., more or less". Excepting thereout all mines and minerals."

AND I MAKE THIS SOLEMN DECLARATION conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

DECLARED before me at the City of)
Red Deer, in the Province of Alberta,)
this 22 day of June,)

A.D. 2005.

KELLY KLOSS,
CITY CLERK

A COMMISSIONER FOR OATHS IN AND
FOR THE PROVINCE OF ALBERTA

Nona C. Housenga
Commissioner for Oaths in
and for the Province of Alberta.
My Appointment expires
September 23, 2005

Item No. 2

**Legislative & Administrative Services**

DATE: June 13, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/F-2005
Accessory Building Regulations

History

At the Monday, May 9, 2005 meeting of Council, Land Use Bylaw Amendment 3156/F-2005 was given first reading.

Land Use Bylaw Amendment 3156/F-2005 provides for :

- New definitions for “accessory” and “temporary” buildings
- Minor accessory structures (e.g. dog house, raised planting bed, pond landscape features, etc) are exempted from requiring a development permit.
- Revisions to temporary residential building and accessory building regulations
- Subject to meeting side yard requirements, accessory buildings with a floor area of 10 m² or less and a height of 2.4m or less are exempted from requiring a development permit
- Accessory buildings on a permanent foundation (e.g. garage) may not be located over a gas line, however, moveable accessory buildings (e.g. garden shed) not on a permanent foundation are permitted to be located over a gas line.
- Accessory buildings shall not be located in a residential front yard unless approved by the Development Authority, and
- Removal of the current minimum 18m front setback requirement of an accessory building from a street.

This amendment also includes a change requiring that any vehicle parked in a residential front yard must be located on a driveway and/or parking pad.

City Council
June 13, 2005
Page 2

Public Consultation Process

A Public Hearing has been advertised for the above noted bylaw to be held on Monday, June 20, 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 Hearing.

Recommendation

That following the Public Hearing, Council may proceed with 2nd and 3rd readings of the bylaw.



Kelly Kloss
Manager

DATE: April 19, 2005

TO: Kelly Kloss, Legislative & Administrative Services Manager

RE: Land Use Bylaw Amendment 3156/F-2005
Accessory Building Regulations

The existing City Land Use Bylaw contains some deficiencies and inconsistencies with regard to how existing "accessory building" and "temporary building" regulations and related issues are defined, interpreted and applied to development permit applications. Parkland Community Planning Services in consultation with City Inspections & Licensing Department staff and City Solicitors have prepared the attached Land Use Bylaw amendment proposal.

The proposed Bylaw amendment deals with three types of accessory structures:

1. Minor accessory structures that should be exempt from the bylaw (raised planter, dog house, etc.).
2. Small sheds that do not require a development permit provided they meet minimum bylaw size, height and location criteria.
3. Larger accessory structures, whether temporary or not, which require development approval (garden shed, greenhouse, detached garage or soft sided garage shelter, permanent shed with foundation, ATCO type trailers or tents on commercial sites, etc.).

The proposed Bylaw amendment is summarized as follows:

- (a) new definitions for "accessory" and "temporary" buildings,
- (b) minor accessory structures (e.g. dog house, raised planting bed, pond landscape features, etc.) are exempted from requiring a development permit,
- (c) revisions to temporary residential building and accessory building regulations,
- (d) subject to meeting side yard requirements, accessory buildings with a floor area of 10m² or less, and a height of 2.4m or less are exempted from requiring a development permit,
- (e) accessory buildings on a permanent foundation (e.g. garage) may not be located over a gas line however, moveable accessory buildings (e.g. garden shed) not on a permanent foundation are permitted to be located over a gas line,
- (f) accessory buildings shall not be located in a residential front yard unless approved by the development authority, and
- (g) removal of the current minimum 18m front setback requirement of an accessory building from a street.

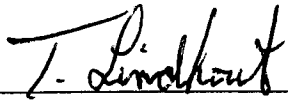
This Bylaw amendment also includes one minor housing-keeping change requiring that any vehicle parked in a residential front yard must be located on a driveway and/or parking pad.

These amendments have been compiled in consultation with the Inspections & Licensing and Engineering Services Departments and the City's legal counsel.

Kelly Kloss, Legislative & Administrative Services Manager
Land Use Bylaw Amendment 3156/F-2005
Page 2

Planning Recommendation

That City Council proceed with first reading of Land Use Bylaw Amendment 3156/F-2005.

A handwritten signature in black ink, appearing to read "T. Lindhout", written over a horizontal line.

Tony Lindhout, ACP, MCIP
CITY PLANNING MANAGER

Attachment

LUB AMENDMENT 3156/F-2005
Accessory Building Regulations

DESCRIPTION: provides for review of definitions, minor accessory structures, revisions to temporary residential building and accessory building regulations, accessory buildings on a permanent foundation, location of accessory buildings in residential front yards, and setback requirements from a street.

FIRST READING: May 9, 2005

FIRST PUBLICATION: June 3, 2005

SECOND PUBLICATION: June 10, 2005

PUBLIC HEARING & SECOND READING: June 20, 2005

THIRD READING: _____

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☐ NO ☒

DEPOSIT? YES ☐ \$ _____ NO ☒ BY: City

ACTUAL COST OF ADVERTISING:

\$ 165.⁹² X 2

TOTAL: \$ 331.⁸⁴

MAP PREPARATION: \$ —

TOTAL COST: \$ 331.⁸⁴

LESS DEPOSIT RECEIVED: \$ _____

AMOUNT OWING/ (REFUND): \$ _____

INVOICE NO.:

(Account No. 180.5901)

Legislative & Administrative Services

DATE: May 10, 2005

TO: Tony Lindhout, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/F-2005
Accessory Building Regulations

Reference Report:

Parkland Community Planning Services, dated April 19, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/F-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, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/F-2005 provides for :

1. New definitions for "accessory" and "temporary" buildings
2. Minor accessory structures (e.g. dog house, raised planting bed, pond landscape features, etc) are exempted from requiring a development permit.
3. Revisions to temporary residential building and accessory building regulations
4. Subject to meeting side yard requirements, accessory buildings with a floor area of 10 m² or less and a height of 2.4m or less are exempted from requiring a development permit
5. Accessory buildings on a permanent foundation (e.g. garage) may not be located over a gas line, however, moveable accessory buildings (e.g. garden shed) not on a permanent foundation are permitted to be located over a gas line.
6. Accessory buildings shall not be located in a residential front yard unless approved by the Development Authority, and
7. Removal of the current minimum 18m front setback requirement of an accessory building from a street.

This amendment also includes a change requiring that any vehicle parked in a residential front yard must be located on a driveway and/or parking pad. 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/F- 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 Section 2 - Definitions is amended by deleting the definitions of "Accessory Building" and "Temporary Building" and replacing them with the following new definitions:

"Accessory Building" means a secondary building on a site, the use of which is subordinate and incidental to that of the principal building and includes a garage, carport, greenhouse, playhouse, treehouse, tool shed, garden shed or workshop, but does not include a temporary building.

"Temporary Building" means a building without any foundation below grade and includes a soft-sided or other structure designed to serve as a temporary garage, storage shelter or greenhouse, but does not include an Accessory Building."

- 2 Section 4 is amended by adding new subsections (k), (l), and (m) as follows:

(k) Minor structures not exceeding 1.8m in height which are ancillary to Residential uses, such as a barbecue, tent for camping, dog house, lawn sculpture, bird feeder, raised planting beds or other similar structures.

(l) Landscaping, where the existing grade and natural surface drainage pattern is not materially altered, except where Landscaping forms part of a development for which a development permit has been issued.

(m) Accessory buildings with a floor area of 10m² or less and a height of 2.4m or less, including garden sheds, workshops, potting sheds and other similar structures provided that they are moveable and provided they otherwise comply with the provisions of section 62 of this Bylaw."

- 3 New Subsection 45 (c) is added as follows:

"(c) a passenger vehicle to be parked in front yard except on a driveway."

- 4 Section 58 (1) (b) is deleted and replaced with the following new subsection:

"(b) in a residential land use district provided that:

- (i) no such temporary building shall have a floor area exceeding 16.5m^2 , be more than 3m in height or be set back less than 1.2m from the side property line; and
- (ii) the owner enters into an agreement to remove such a building in accordance with the terms and conditions stipulated by the Development Authority;
- (iii) there shall be no more than one temporary building per site;
- (iv) a temporary building being used as a garage must be placed in the rear yard only;
- (v) in the case of a pre-manufactured temporary building, the elevations shall be subject to the approval of the Development Authority.
- (vi) the temporary building must be set back at least 1.2 metres from the property line; and
- (vii) the building is completed in accordance with the terms specified by the Development Authority, provided that the temporary building permit shall expire at the end of 24 months unless renewed by the Development Authority for a further term and that such building will comply with this bylaw and all other City Bylaws."

3 Section 62(1) is deleted and replaced with the following new section 62(1):

"(1) An accessory building:

- (a) shall not be erected or placed on the rear yard of a site closer to the side boundary which is a common boundary with a street than the minimum side yard for the site; and
- (b) may not be erected or placed over a gas line if the accessory building is on a permanent foundation."

4 Section 62(3) is amended by deleting subsection (c) and replacing it with a new subsection (c) as follows:

"(c) be located in the front yard of a residential district unless approved by the Development Authority."

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 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

Legislative & Administrative Services

DATE: June 21, 2005

TO: Tony Lindhout, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/F-2005
Accessory Building Regulations

Reference Report:

Parkland Community Planning Services, dated April 19, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/F-2005 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

Land Use Bylaw Amendment 3156/F-2005 provides for :

- New definitions for “accessory” and “temporary” buildings
- Minor accessory structures (e.g. dog house, raised planting bed, pond landscape features, etc) are exempted from requiring a development permit.
- Revisions to temporary residential building and accessory building regulations
- Subject to meeting side yard requirements, accessory buildings with a floor area of 10 m² or less and a height of 2.4m or less are exempted from requiring a development permit
- Accessory buildings on a permanent foundation (e.g. garage) may not be located over a gas line, however, moveable accessory buildings (e.g. garden shed) not on a permanent foundation are permitted to be located over a gas line.
- Accessory buildings shall not be located in a residential front yard unless approved by the Development Authority, and
- Removal of the current minimum 18m front setback requirement of an accessory building from a street.

This amendment also includes a change requiring that any vehicle parked in a residential front yard must be located on a driveway and/or parking pad. This office will amend the Land Use Bylaw and distribute copies in due course.



Kelly Kloss
Manager

/chk
attchs.

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- City Assessor
- D. Kutinsky, Graphics Designer
- L. Khoshaba , GIS Analyst
- T. Edwards, Clerk Steno

BYLAW NO. 3156/F- 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:

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"Temporary Building" means a building without any foundation below grade and includes a soft-sided or other structure designed to serve as a temporary garage, storage shelter or greenhouse, but does not include an Accessory Building."

- 2 Section 4 is amended by adding new subsections (k), (l), and (m) as follows:

"(k) Minor structures not exceeding 1.8m in height which are ancillary to Residential uses, such as a barbecue, tent for camping, dog house, lawn sculpture, bird feeder, raised planting beds or other similar structures.

(l) Landscaping, where the existing grade and natural surface drainage pattern is not materially altered, except where Landscaping forms part of a development for which a development permit has been issued.

(m) Accessory buildings with a floor area of 10m² or less and a height of 2.4m or less, including garden sheds, workshops, potting sheds and other similar structures provided that they are moveable and provided they otherwise comply with the provisions of section 62 of this Bylaw."

- 3 New Subsection 45 (c) is added as follows:

"(c) a passenger vehicle to be parked in front yard except on a driveway."

- 4 Section 58 (1) (b) is deleted and replaced with the following new subsection:

"(b) in a residential land use district provided that:

- (i) no such temporary building shall have a floor area exceeding 16.5m^2 , be more than 3m in height or be set back less than 1.2m from the side property line; and
- (ii) the owner enters into an agreement to remove such a building in accordance with the terms and conditions stipulated by the Development Authority;
- (iii) there shall be no more than one temporary building per site;
- (iv) a temporary building being used as a garage must be placed in the rear yard only;
- (v) in the case of a pre-manufactured temporary building, the elevations shall be subject to the approval of the Development Authority.
- (vi) the temporary building must be set back at least 1.2 metres from the property line; and
- (vii) the building is completed in accordance with the terms specified by the Development Authority, provided that the temporary building permit shall expire at the end of 24 months unless renewed by the Development Authority for a further term and that such building will comply with this bylaw and all other City Bylaws."

3 Section 62(1) is deleted and replaced with the following new section 62(1):

"(1) An accessory building:

- (a) shall not be erected or placed on the rear yard of a site closer to the side boundary which is a common boundary with a street than the minimum side yard for the site; and
- (b) may not be erected or placed over a gas line if the accessory building is on a permanent foundation."

4 Section 62(3) is amended by deleting subsection (c) and replacing it with a new subsection (c) as follows:

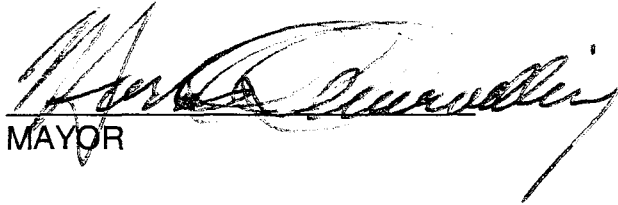
"(c) be located in the front yard of a residential district unless approved by the Development Authority."

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

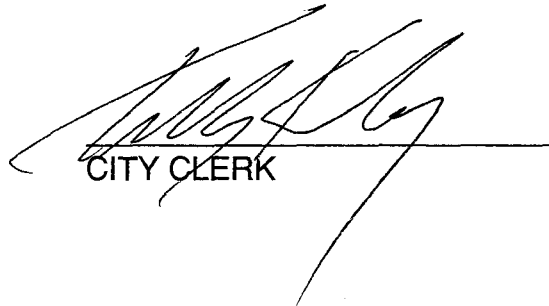
READ A SECOND TIME IN OPEN COUNCIL this 20th day of June 2005.

READ A THIRD TIME IN OPEN COUNCIL this 20th day of June 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this 20th day of June 2005.



MAYOR



CITY CLERK

**Legislative & Administrative Services****DATE:** June 13, 2005**TO:** City Council**FROM:** Kelly Kloss, Legislative & Administrative Services Manager**SUBJECT:** Land Use Bylaw Amendment 3156/M-2005
Lot 2, Block 1, Plan 022 4553, part of Lot 1, Block 1, Plan 972 0461, and part
of Lot 1, Block 4, Plan 812 1569
Johnstone Crossing – Phase 4
The City of Red Deer

History

At the Monday, May 9, 2005 meeting of Council, Land Use Bylaw Amendment 3156/M-2005 was given first reading.

Land Use Bylaw Amendment 3156/M-2005 provides for the rezoning of approximately 6.0 ha (14.83 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-Detached Dwelling) District, and P1 Parks and Recreation District. This will create 89 low density residential lots, 2 municipal reserve lots and 2 remainders for Phase 4 of the Johnstone Crossing neighbourhood.

Public Consultation Process

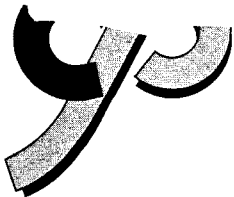
A Public Hearing has been advertised for the above noted bylaw to be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting. The owners of the properties bordering the site have been notified by letter of the Public Hearing.

Recommendations

That following the Public Hearing, Council may proceed with 2nd and 3rd readings of the bylaw.

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

Kelly Kloss
Manager



DATE: May 2, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/M-2005
Lot 2, Block 1, Plan 022 4553, part of Lot 1, Block 1, Plan 972 0461, and part of Lot 1,
Block 4, Plan 812 1569
Johnstone Crossing – Phase 4
The City of Red Deer

Proposal

The City of Red Deer is proposing to develop Phase 4 of the Johnstone Crossing neighbourhood. Phase 4 is located within the easterly portion of the Johnstone Crossing Neighbourhood Area Structure Plan. Rezoning is being sought for approximately 6.0 ha (14.83 ac.) of land from A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-Detached Dwelling) District, and P1 Parks and Recreation District in order to create eighty-nine (89) low density residential lots, and two (2) municipal reserve lots, with two (2) remainders.

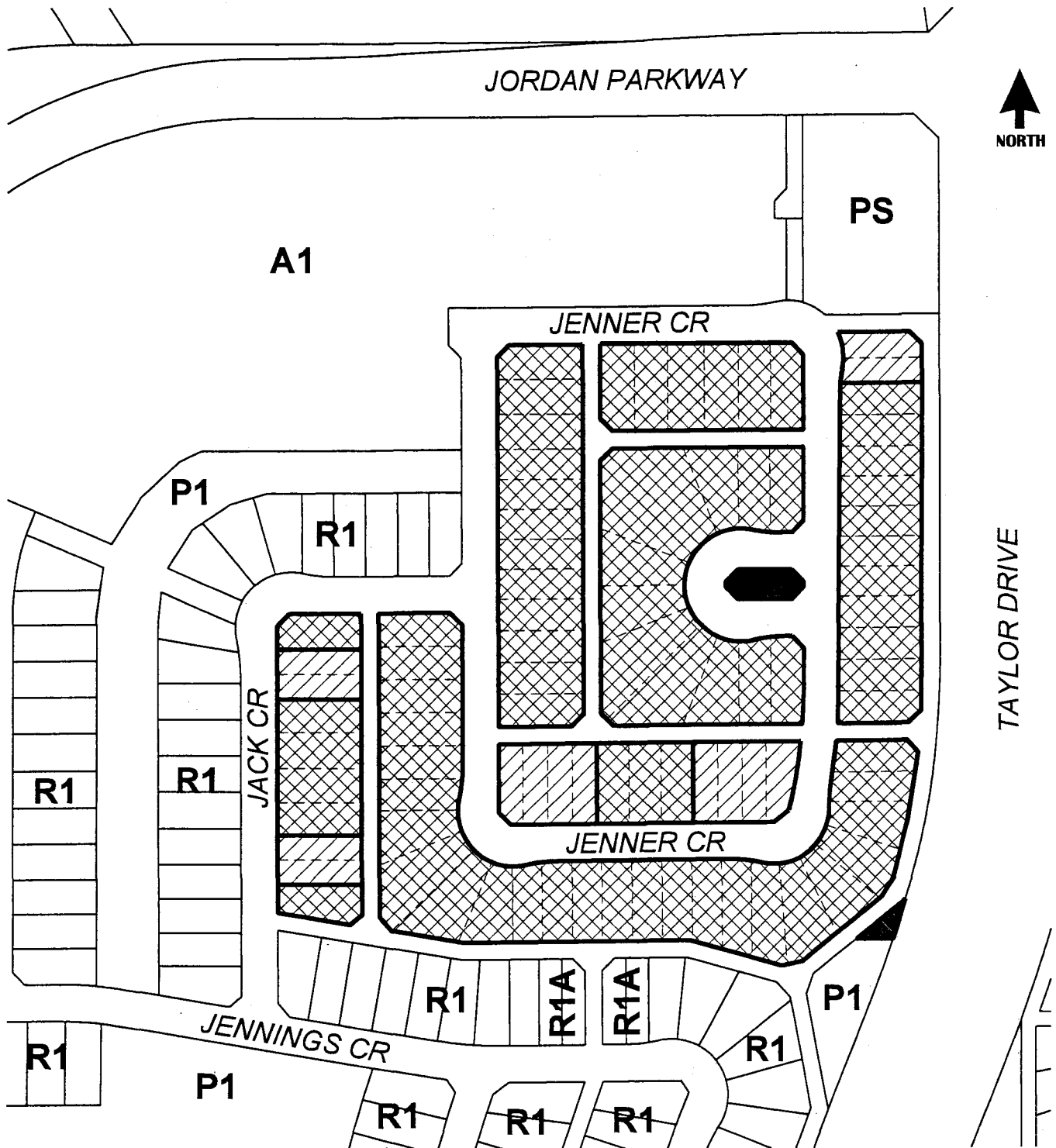
Staff Recommendation

The proposal conforms with the Johnstone Crossing Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/M-2005.

Martin Kvapil
Planning Assistant

/attach.

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



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1A - Residential (Semi-detached Dwelling)

P1 - Parks and Recreation

Change from :

A1 to R1 

A1 to R1A 

A1 to P1 

MAP No. 10 / 2005
BYLAW No. 3156 / M - 2005

LUB AMENDMENT 3156/M-2005
Johnstone Crossing Phase 4

DESCRIPTION: Rezone A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-detached Dwelling) District, and P1 Parks and Recreation District. This will create 89 low density residential lots, 2 municipal reserve lots.

FIRST READING: May 9, 2005

FIRST PUBLICATION: June 3, 2005

SECOND PUBLICATION: June 10, 2005

PUBLIC HEARING & SECOND READING: June 20, 2005

THIRD READING: June 20, 2005

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☒ NO ☐

DEPOSIT? YES ☐ \$ _____ NO ☒ BY: City

ACTUAL COST OF ADVERTISING:

\$ 282.88 X 2 TOTAL: \$ 565.76

MAP PREPARATION: \$ _____

TOTAL COST: \$ 565.76

LESS DEPOSIT RECEIVED: \$ _____

AMOUNT OWING/ (REFUND): \$ _____

INVOICE NO.:

(Account No. 180.5901)

Mailed out
May 31/05

May 31, 2005

«Prime_Owner_Name»

«Owner_Address_1»

«Owner_Address_2»

«Owner_Address_3»

«Owner_Address_4»

Dear Sir/Madam:

**Re: Rezoning Johnstone Crossing – Phase 4
Land Use Bylaw Amendment 3156/M-2005**

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

City Council proposes to pass **Land Use Bylaw Amendment 3156/M-2005** which provides for the rezoning of approximately 6.0 hectares (14.83 acres) of land from A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-detached Dwelling) District, and P1 Parks and Recreation District. This will create 89 low density residential lots and 2 municipal reserve lots. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

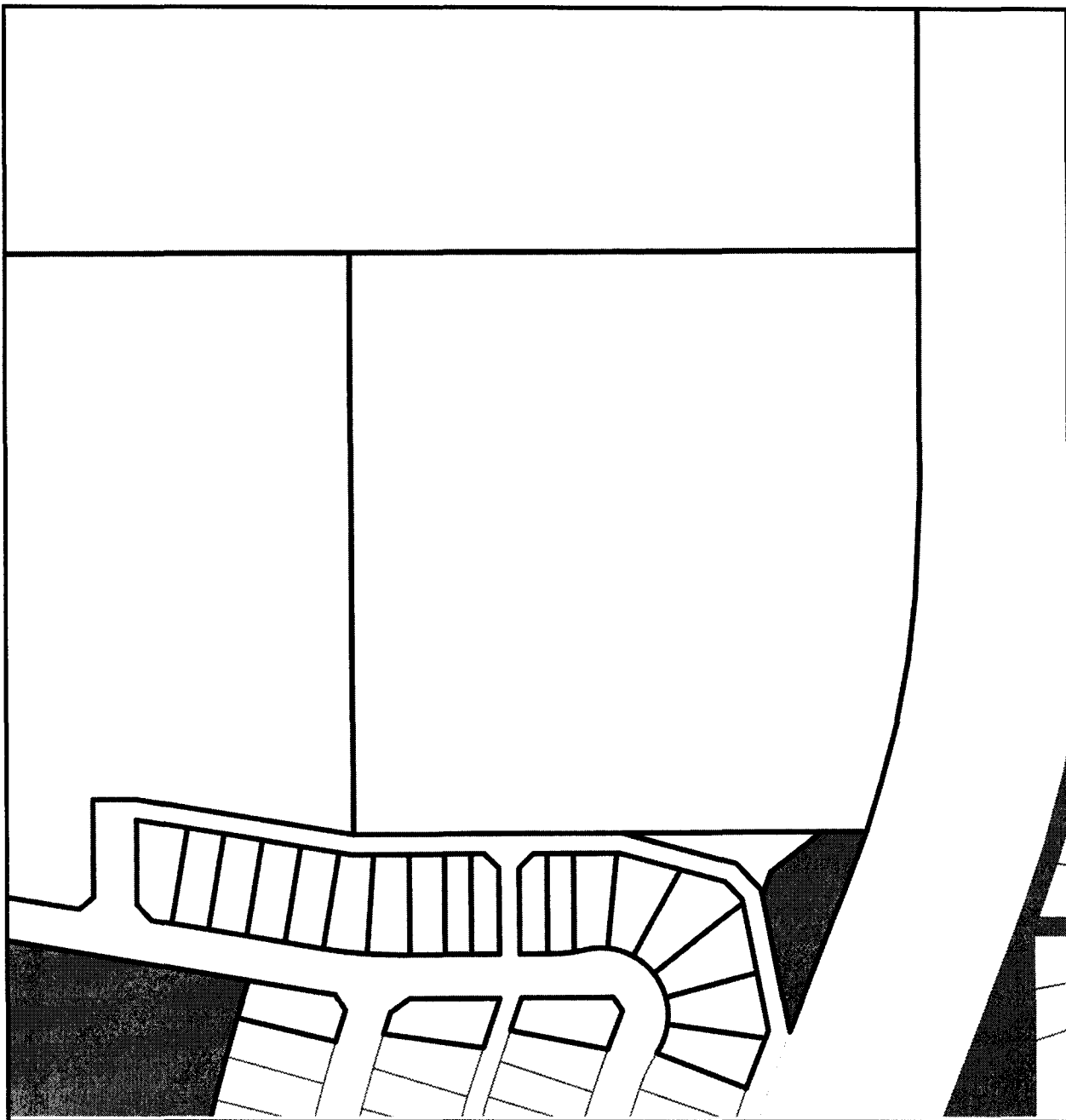
City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, June 20, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, June 14, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,



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

Prime Owner Name	Owner Address 1	Owner Address 2	Owner Address 3	Owner Address 4
GERALDINE TRONNES	3510 44 AV	RED DEER, AB T4N 3H3		
YVES LIZOTTE	213 JENNINGS CRES	RED DEER, AB T4P 3X1		
BRIAN LEROY & MARY TONI BROWN	209 JENNINGS CRES	RED DEER, AB T4P 4G4		
PARADISE HOMES CORP	BOX 9 SITE 13 RR 3	PONOKA, AB T4J 1R3		
SAN MARIA HOMES INC	34 LEWIS CLOSE	RED DEER, AB T4R 3E4		
POINTS WEST CONCRETE FORMING (1994) L	SITE 9 COMP 12 RR 1 STN MAIN	SYLVAN LAKE, AB T4S 1X6		
SERGE'S FRAMING LTD	4720 57 ST	RED DEER, AB T4N 2K6		



LUB Amendment 3156/M-2005



Scale 1 : 2206

JOHNSTONE CROSSING – PHASE 4

Land Use Bylaw Amendment

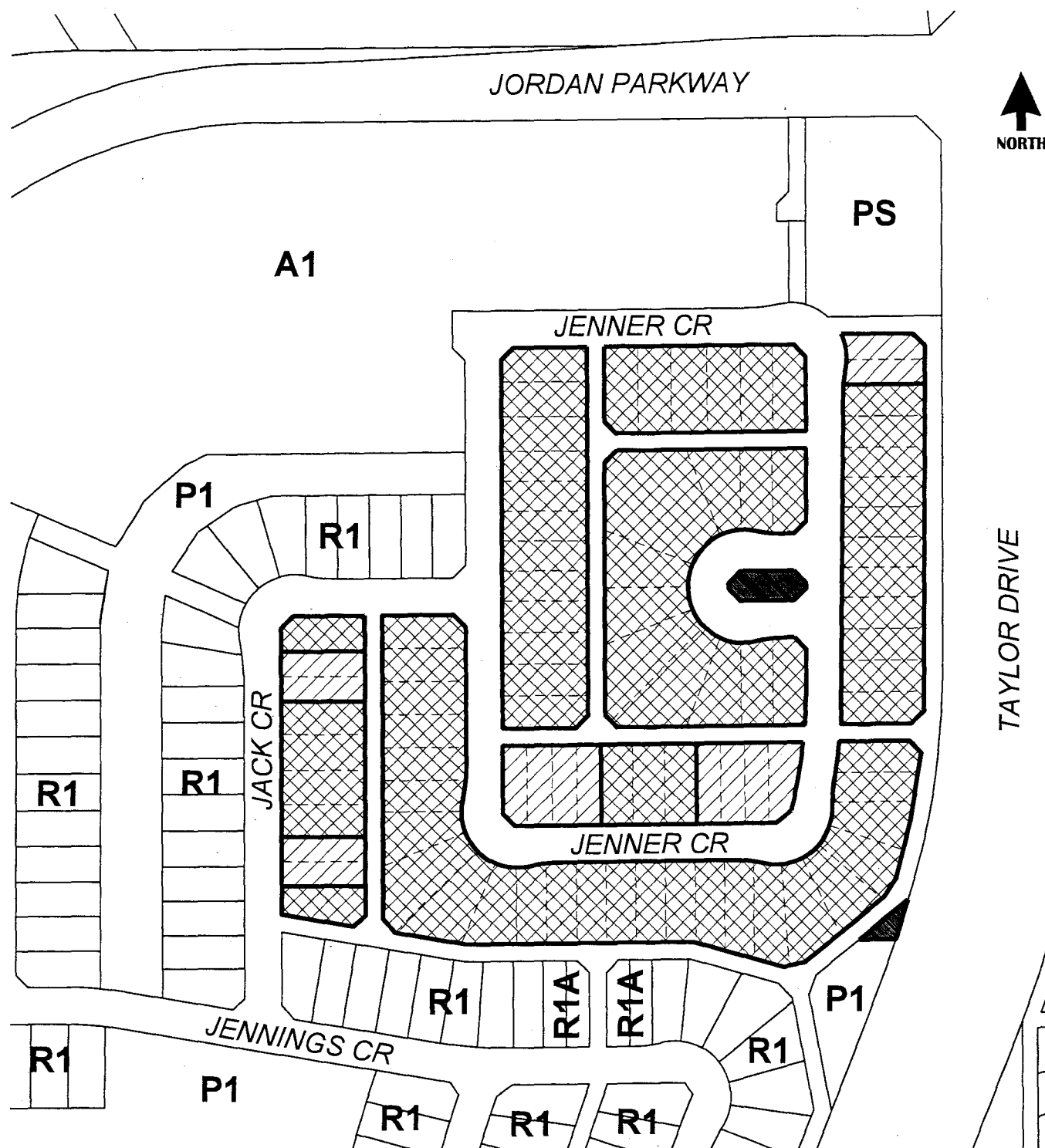
Red Deer City Council proposes to pass an amendment to the Land Use Bylaw, which controls the use and development of land and buildings in the city. Bylaw amendment **3156/M-2005** provides for the rezoning of approximately 6.0 ha (14.83 acres) of land from A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-detached Dwelling) District, and P1 Parks and Recreation District. This will create 89 low density residential lots, 2 municipal reserve lots. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

“Map”

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday June 20, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, June 14, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: June 3 & 10, 2005)

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1A - Residential (Semi-detached Dwelling)

P1 - Parks and Recreation

Change from :

A1 to R1

A1 to R1A

A1 to P1

MAP No. 10 / 2005
BYLAW No. 3156 / M - 2005

Legislative & Administrative Services

DATE: May 10, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/M-2005
Lot 2, Block 1, Plan 022 4553, part of Lot 1, Block 1, Plan 972 0461, and part
of Lot 1, Block 4, Plan 812 1569
Johnstone Crossing – Phase 4
The City of Red Deer

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/M-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, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/M-2005 provides for the rezoning of approximately 6.0 ha (14.83 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-Detached Dwelling) District, and P1 Parks and Recreation District. This will create 89 low density residential lots, 2 municipal reserve lots and 2 remainders for Phase 4 of the Johnstone Crossing neighbourhood. This office will now advertise for a Public Hearing. The City will be responsible for the advertising 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/M-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 D14" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 10/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

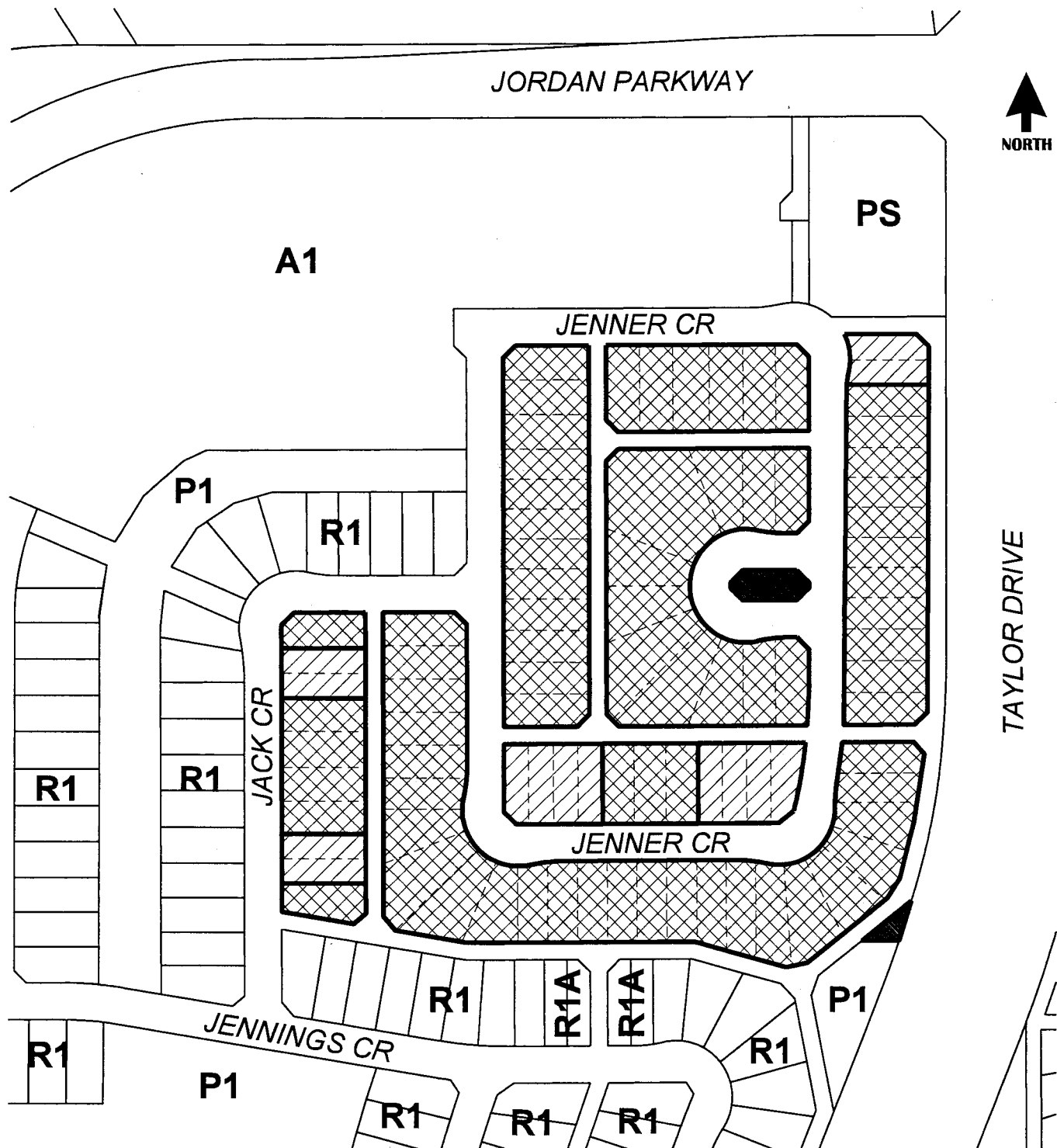
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

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:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1A - Residential (Semi-detached Dwelling)

P1 - Parks and Recreation

Change from :

A1 to R1 

A1 to R1A 

A1 to P1 

MAP No. 10 / 2005

BYLAW No. 3156 / M - 2005



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/M-2005
Lot 2, Block 1, Plan 022 4553, part of Lot 1, Block 1, Plan 972 0461, and part
of Lot 1, Block 4, Plan 812 1569
Johnstone Crossing – Phase 4
The City of Red Deer

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

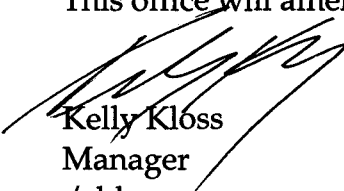
Bylaw Readings:

Land Use Bylaw Amendment 3156/M-2005 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

Land Use Bylaw Amendment 3156/M-2005 provides for the rezoning of approximately 6.0 ha (14.83 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-Detached Dwelling) District, and P1 Parks and Recreation District. This will create 89 low density residential lots, 2 municipal reserve lots and 2 remainders for Phase 4 of the Johnstone Crossing neighbourhood. This office will amend the Land Use Bylaw and distribute copies in due course.



Kelly Kloss
Manager
/chk
attchs.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
City Assessor
D. Kutinsky, Graphics Designer
L. Khoshaba, GIS Analyst
T. Edwards, Clerk Steno

BYLAW NO. 3156/M-2005

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

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1. That "Use District Map D14" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 10/2005 attached hereto and forming part of the bylaw.


READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this 20th day of June 2005.

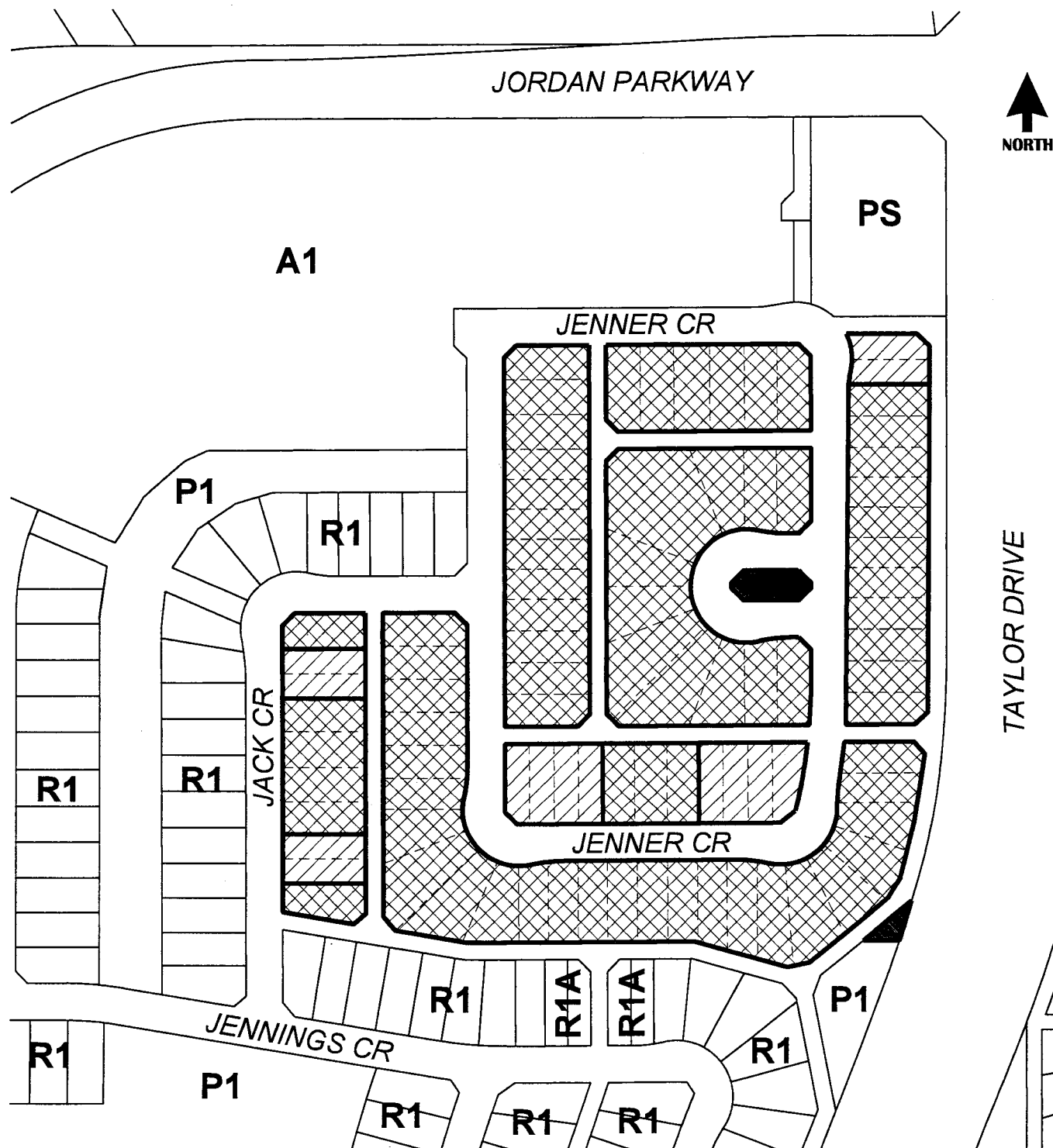
READ A THIRD TIME IN OPEN COUNCIL this 20th day of June 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this 20th day of June 2005.


MAYOR


CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1A - Residential (Semi-detached Dwelling)

P1 - Parks and Recreation

Change from :

A1 to R1 

A1 to R1A 

A1 to P1 

MAP No. 10 / 2005
BYLAW No. 3156 / M - 2005

**Legislative & Administrative Services**

DATE: June 13, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Oriole Park West Neighbourhood Area Structure Plan
Bylaw Amendment 3217/B-2005
Land Use Bylaw Amendment 3156/Q-2005
SW ¼ Sec. 19-38-27-4
Oriole Park West Phase 7A – City of Red Deer

History

At the Monday, May 24, 2005 Council meeting, Council gave first readings to Oriole Park West Neighbourhood Area Structure Plan Bylaw Amendment 3217/B-2005 and Land Use Bylaw Amendment 3156/Q-2005.

Oriole Park West Neighbourhood Area Structure Plan Bylaw Amendment 3217/B-2005 provides for an improvement in the efficiency of the layout of the area. Land Use Bylaw Amendment 3156/Q-2005 provides for the rezoning of 9.78 ha of land from A1 Future Urban Development and A2 Environmental Preservation District to various land use districts as follows: 6.05 ha to R1 Residential (Low Density) District, 0.70 ha to R1A Residential (Semi-detached Dwelling) District and 3.03 ha to P1 Parks & Recreation District. There will also be 0.41 ha of road that will be rezoned to P1 Parks & Recreation District as a public utility lot (proposed storm retention pond). This will facilitate the development of Oriole Park West Phase 7A.

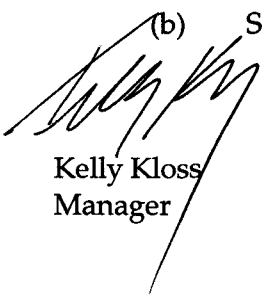
Public Consultation Process

Public Hearings have been advertised for Monday, June 20, 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 Hearing.

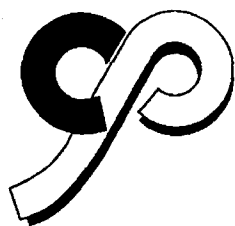
Recommendations

That following the Public Hearing, Council proceed with:

- (a) Second and third readings of Oriole Park West Neighbourhood Area Structure Plan Bylaw Amendment 3217/B-2005
- (b) Second and third readings of Land Use Bylaw Amendment 3156/Q-2005



Kelly Kloss
Manager



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

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

DATE: May 16, 2005
TO: Kelly Kloss, Legislative & Administrative Services
RE: Proposed Plan Amendment
Oriole Park West Neighbourhood Area Structure Plan
(Bylaw Amendment No. 3217/B-2005)

BACKGROUND

Oriole Park West Neighbourhood Area Structure Plan was adopted by The City of Red Deer in 1998. The neighbourhood is being developed by Reid Worldwide Corporation (presently developing), Conwood Construction (fully built out), and the City (presently undeveloped). The City plans to start construction in 2005 and is proposing an amendment to the plan in order to improve efficiency of the layout.

The existing and revised development concepts as well as the entire plan are attached. The amendment pertains only to the lands owned by The City, i.e. those lands south of the quarter section line. Most of the existing layout in this portion is changed except that the two collector streets and the general open space system remain unchanged. Land uses remain generally unchanged from the existing plan.

NEIGHBOURHOOD MEETING

On May 3, 2005 Parkland Community Planning Services hosted a neighbourhood meeting to discuss and gather community input on this amendment to Oriole Park West Neighbourhood Area Structure Plan. The meeting was advertised by neighbourhood newsletters delivered door to door. The meeting was held at Oriole Park Elementary School Library and was attended by 29 people as well as one Councillor, the Community Development Coordinator from Recreation Parks and Culture and the Land and Economic Development Manager.

Residents expressed a strong interest in the proposed design for the City lands and there were few concerns with regard to the proposed layout and land use pattern.

There were a number of other concerns. A summary of the flip chart meeting notes and written submissions returned (six letters were returned) after the meeting follows in the table below. Copies of all submissions received will be made available under confidential cover.

ISSUE/CONCERN	No.	RESPONSE
		into the area, which will further reduce the unlawful activity.
17. Landscaping Landscaping is required along the CP Rail line berm.	1	There is an approved landscaping plan for the CP Rail berm, which the developer is responsible for. Both level 1 (grass) and level 2 (trees & shrubs) landscaping is scheduled to be completed this year.
18. Park development What amenities will be developed on the remainder of the neighbourhood park?	1	The central park site will contain two playground structures and off street parking. Other possible amenities could include a community activity centre, basketball court, or multi use pad (tennis & basketball).
19. Riverbank trees Need to upgrade the trees along the riverbank before increased use will jeopardize the survival of new growth. Also, the brush undergrowth and dead wood need to be cleared out, leaving only mature trees, which will open up the views over the river valley. The river bank should be fenced off for public safety. Lighting should be included with a pathway for security considerations.	1	These are all points that will be addressed, reviewed, evaluated as part of the Recreation Parks & Culture department's ongoing assessment of Maskepetoon Park and the connecting natural areas.
20. Tree line between Reid Worldwide and City lands This east-west tree line should be retained.	1	The existing neighbourhood area structure plan does propose a 20 m wide linear parcel to retain these trees and provide a pathway. The plan amendment proposes to remove the trees. The reason is that, with more detailed engineering studies having been undertaken, after site grading to accommodate underground servicing the trees will remain on an earthen berm between 1.5 and 2 m high. Apart from the fact that this will appear odd, it will also jeopardize the survival of the trees, make tree maintenance difficult, and require that the universally accessible pathway be constructed in an undesirable location (i.e. immediately adjacent to the rear of residential properties). The plan amendment, supported by the Recreation Parks & Culture department, proposes to remove the trees, grade and landscape the area including native tree species and construct a pathway that would be an asset to the neighbourhood.
21. Berms and ATV's The use of ATVs and snowmobiles destroy the berms and create noise nuisance.	1	The Recreation Parks & Culture department has created barriers in some locations to curb access; however, with the numerous access points available, it is difficult to completely close off the area to motorized vehicles. Again, as the area develops, this type of use will diminish greatly. We will continue to monitor the area and attempt to deny access when deemed necessary and effective. Further enforcement in the area, through the RCMP or bylaws, may be necessary to help curb this problem until enough development has occurred to naturally alleviate much of the problem.
22. Building waste & garbage During development and home construction a system should be created to keep litter and other debris out of the river valley.	2	A condition of the development agreement for the proposed development will require the developer to meet acceptable standards for debris control. This will be monitored as part of the development agreement process.

ISSUE/CONCERN	No.	RESPONSE
<p>1. Increased traffic There is concern over increased traffic through the neighbourhood streets once Kerry Wood Drive is extended and connected to Oak Drive and Orr Drive.</p>	2	<p>Kerry Wood Drive, Oak Drive and Orr Drive are designated as the proposed neighbourhood collector roadways. Typically to all new neighbourhoods these roadways collect neighbourhood traffic and funnel it to the arterial roadways. In Oriole Park West the proposed collector roadways connect to arterial roadways along 67 Street and Taylor Drive (the latter through the existing Oriole Park neighbourhood via Oak Street). In 1998 the collector roadway design in the plan was carefully considered after considerable public input from Oriole Park residents and Engineering Services, and a circuitous layout was adopted to reduce shortcutting.</p> <p>It is expected that traffic will increase on some collector roadways as a result of many factors including increased development - more households making in and out bound trips, more people wishing to access local amenities such as parks, and more people wishing to access arterial roadways.</p> <p>It is intended that the extension of Kerry Wood Drive will be a link between Oriole Park West neighbourhood and Taylor Drive. Those neighbourhood residents wishing to access the south of Red Deer may use this route. This will benefit the neighbourhood as a whole by allowing this second, more direct route than Orr Drive to 67 Street alone. This roadway extension will also alleviate concerns with respect to traffic accessing Taylor Drive via Oak Drive.</p>
<p>2. Tim Horton's drive-through traffic The volume of traffic generated by the Tim Horton's drive-through at 67 Street backs up onto Orr Drive and causes considerable delays for residents. This is the only access into and out of Oriole Park West and it is a bottleneck.</p>	1	<p>Currently there are only two separate accesses into the neighbourhood - i.e. Orr Drive from 67 Street in the north and Oak Drive from Oak Street in the east. Due to development staging these two collector roadways are not connected yet and presently function separately as single accesses into separate stages of the neighbourhood. In the final development stage the collector roadway system will be completed which will provide more route options to neighbourhood traffic. The neighbourhood area structure plan proposes a third collector roadway access - i.e. Kerry Wood Drive Extension from Taylor Drive in the south. This third should alleviate some of the concern with respect to the "bottle necking".</p> <p>The issue of traffic backing up from the Tim Horton's drive-through does not directly relate to this neighbourhood area structure plan amendment as the commercial area is substantially built out by a different developer. This question may be relevant and will be forwarded to the Traffic Engineer for review and follow-up separate from the neighbourhood area structure plan amendment process.</p>
<p>3. Roadway completion/neighbourhood accessibility For the past four years since construction first started in Oriole Park West the neighbourhood has had only one access, i.e. along Orr Drive to 67 Street. This situation will continue for the next few years until the City lands are built out and Kerry</p>	3	<p>The City standard in the <i>Planning & Subdivision Guidelines</i> (Policy 3401) is that a neighbourhood must have at least two accesses during all phases of development.</p> <p>Originally it was planned that in order to avoid potential shortcutting of traffic through the existing Oriole Park neighbourhood via Oak Drive, a second access was</p>

ISSUE/CONCERN	No.	RESPONSE
<p>Wood Drive is completed to connect to Oak Drive during the final development phase. This is a concern from an emergency point of view (e.g. a vehicle accident on Orr Drive could block access to the entire neighbourhood, or in circumstances similar to the ammonia spill a few years ago there is a real concern for limited access with more residents in the area due to development of the City lands.</p>		<p>not a requirement of the Reid World Wide development. However, there were alternative emergency accesses provided to the neighbourhood, i.e. from Oldford Close to 66 Street and from Golden West Avenue to Orr Drive. Now that there is substantial build out occurring in the neighbourhood, future phasing of Oriole Park West will require a temporary gravel access as secondary access for the subdivision.</p>
<p>4. Shortcutting through the neighbourhood Once Kerry Wood Drive is completed to connect to Oak Drive there is a potential shortcut for Sylvan Lake traffic from 67 Street through the neighbourhood to the Red Deer Golf and Country Club as well as to Bower Ponds/Great Chief Park. A solution may be to connect Oak Drive back to Overdown Drive, rather than extend it to Kerry Wood Drive.</p>	4	<p>When Oriole Park West Neighbourhood Area Structure Plan was prepared in 1998 the road design was carefully considered after considerable public input from Oriole Park residents and Engineering Services to try to minimize shortcutting by making it a circuitous route with collector standards and speed limit. It is very unlikely that the Oriole Park residents who required that this issue be addressed would now support connecting to Overdown Drive.</p> <p>One of the main purposes of Kerry Wood Drive extension is to provide a direct link between Oriole Park West and Taylor Drive to avoid shortcutting through the existing Oriole Park neighbourhood via Oak Drive connecting to Oak Street. Connecting Kerry Wood Drive directly to Overdown Drive would encourage additional motorists to use this connection increasing this undesirable route selection.</p>
<p>5. Shortcutting from O'Brien Crescent to Overdown Drive Vehicles are taking a short cut through the lane and across the berm.</p>	1	<p>This concern appears to be indirectly related to the proposed neighbourhood area structure plan amendment. It will, however be further reviewed and considered as a general issue raised by the public and has been forwarded to the Traffic Engineer for review and follow-up.</p>
<p>6. Speeding There is speeding on the existing roadways. When Kerry Wood Drive is extended to Oak Drive the section of Kerry Wood drive within the treed area will be open to excessive speeding. This raises concern over pedestrian and wildlife safety in the natural area. Perhaps speed bumps on all the collectors, particularly Oak Drive and Kerry Wood Drive could be considered.</p>	4	<p>Kerry Wood Drive, Oak Drive and Orr Drive are designated as collector streets. The posted speed limit on collector streets throughout the city is 50 km/h. It may be possible to implement street calming methods to reduce speeding through the neighbourhood, but this would be contrary to current City policy (Policy 4301).</p> <p>Kerry Wood Drive is expected to be constructed to a collector roadway standard with an operating speed of 50 km/h. During detail design we will explore options to reduce potential speeding, such as to separate pedestrians by possibly locating a trail along the old rail embankment, or to minimize pedestrian crossing and provide a safe crossing location. Like other roadways, if speeding continues to be a concern then enforcement may be a viable option to address this issue.</p> <p>It is not practice to locate speed bumps on collector roadways as it does not meet the basic expectations of the motorists and may cause further safety issues. Motorists will have to substantially slow down in order to cross these devices and may be in conflict with those following who are not expecting these devices and are traveling at the normal operating speeds of collector roadways.</p>

ISSUE/CONCERN	No.	RESPONSE
7. Overdown Drive There is a concern that Overdown Drive is too narrow and creates limited maneuverability with parking lanes congested.	3	<p>This issue does not appear to have direct relevance to the neighbourhood area structure plan amendment.</p> <p>Nonetheless, when Overdown Drive was originally constructed it did meet the current standard of the day, i.e. approximately 11 meters of pavement face of curb to face of curb. This may not be the same width of current collector roadways standards of 12 meters. However this is not a unique situation as there are other roadways that were built to older standards. The 11 meter width is still adequate for the intended use, i.e. two through lanes and parallel parking on both sides. This standard is similar to the current standard for local and collector roadways which also makes provision for parking on both sides and two travel lanes.</p>
8. Turning left onto Orr Drive from 67 Street westbound At lunch time, sometimes only one car can make it through the left turn - on the yellow light! The problem seems to be that the left turn lane is too short and can accommodate only some of the left turning vehicles. At rush hour the traffic is backed up past the Holiday Inn traffic light. It seems that the north-south direction has more time with the green light, even though there is generally less traffic going those directions during these times.	2	<p>This concern seems to be indirectly related to the proposed neighbourhood area structure plan amendment and has been forwarded to the Traffic Engineer for review and follow-up.</p> <p>The Engineering Services Department's Traffic Section continues to assess and monitor intersections for upgrading and improvement when required.</p>
9. Noise Noise from Highway 2 traffic across the bridge south of the plan area will be an issue.	1	<p>A noise study was conducted in 1994 using projected traffic volumes on Highway 2 and the railway line for the year 2025. This study recommended the construction of a berm along the west boundary in the north portion of the plan area. The study did not recommend the construction of a berm on the lands owned by The City.</p>
10. Transit stop The bus stop located on Orr Drive and Osler Crescent should be relocated in front of the daycare facility.	1	<p>This concern is indirectly related to the proposed neighbourhood area structure plan and has been forwarded to the Transit Department for review and follow-up.</p>
11. Secondary Suites The plan amendment proposes 20 lots for secondary suite development. Parking for secondary suites is a concern.	1	<p>The Land Use Bylaw provides that a lot identified in a neighbourhood area structure plan may be developed with a secondary suite. One off-street parking space is required for a secondary suite with up to two bedrooms, and two off-street parking spaces are required for three or more bedrooms, in addition to the two off-street parking spaces required for the principal dwelling unit.</p>
12. Park and playground completion The concern is that after having lived in Oriole Park West for four years the park and playground are still not completed.	1	<p>The construction of park space is determined by the development that takes place around it, which the Recreation Park & Culture department has little control over. In the case of the central park site in Oriole Park West, the collector road would need to be constructed (as its elevation will determine the necessary grading of the park site) and the overall drainage pattern in the area laid out prior to any park development taking place. As well, even if it was possible to construct the park prior to the road being completed, we would be reluctant to do so as the future road construction would likely cause significant damage to park landscaping, as well as create an unsafe situation in the park due to</p>

ISSUE/CONCERN	No.	RESPONSE
		the fact that it had become an established play area. The phasing of subdivision development is based, amongst other considerations, on the logical sequencing of the major underground services. The phase containing the last portion of the central park is the last phase in the Reid-Built Homes development; therefore, this portion of the park is not likely to be developed in the near future.
13. Size of the municipal reserve The width of the proposed linear park west of Osmond Close and Owens Close is proposed to be reduced from the existing area structure plan more residential lots.	1	The plan amendment does propose less park space in this area west of Osmond Close and Owens Close. However, in the new design possibly less lots will back onto the existing lots in Osmond Close and Owens Close, and even though the open space is reduced, in total 24% of the plan area is proposed to be dedicated as municipal reserve. This is twice as much as the typical new neighbourhood and only 3% less than the existing plan. A portion of the trees west of Osmond Close and Owens Close is located within an existing municipal reserve parcel 6 m wide which is dedicated A2 Environmental Preservation District and falls outside the plan area. Within the plan area the rest of the tree stand and an overhead power line are proposed to be accommodated in a municipal reserve parcel 25 m wide. This design allows for the preservation of the trees within a 31 m wide open space and for the efficient and optimal use of the area for residential development.
14. Storm Drainage and existing lots Currently storm drainage flows east into the back yards of lots in Osmond Close and Owens Close. How will the proposed development correct this situation?	1	As part of the storm water management plan, all drainage from the back of the proposed Oriole Park West lots will be controlled and directed to an open green space to the south. There is no plan to re-grade or alter the current grading immediately adjacent the lots on Osmond Close and Owens Close as there is a tree stand that is identified for preservation. It is not the intent of the proposed Oriole Park West development to correct an offsite drainage issue, but rather to ensure this development has minimal impact on existing adjacent development.
15. Storm drainage and proposed walkout basements It appears that a large volume of fill will have to be placed in the west portion of the plan where walkout basements are proposed. How will this affect drainage?	1	The large amount of fill is required to ensure adequate coverage over sanitary sewer lines throughout the proposed development. Where walkouts have been identified, drainage has been planned for and is intended to collect into the proposed storm pond to the west and discharge into an existing storm trunk main located on the west edge of the plan area.
16. Maskepetoon Park There is concern over the current misuse of vegetation and the tree covered area East of Highway 2, and that this misuse will continue and increase with additional population in the area.	1	<p>The Recreation Parks & Culture department is in the process of developing solutions to the misuse taking place in Maskepetoon. However, the numerous access points into the area (including from Highway 2), the lack of legitimate users, the remoteness of Maskepetoon, and the absence of enforcement create significant challenges to this problem.</p> <p>In regard to the concern that misuse will increase as the area develops, the opposite is more likely. Typically, as residential development takes place around parkland, the illegitimate use of it lessens. This is due to the increase in both the natural surveillance and legitimate use of the area. The Recreation Parks & Culture department will be creating trail links to and through Maskepetoon, bringing more walking traffic</p>

PLANNING ANALYSIS

General

The proposed changes to the plan are not significant in the sense that the existing intent of the plan is maintained. The land use pattern remains essentially similar to the existing plan while being more efficient and the collector street layout remains unchanged.

Open Space

The amount of open space west of Osmond Close and Owens Close is reduced but the primary purpose of this open space, i.e. to retain and preserve the trees, is still achieved, and more efficiently so. A few more lots are proposed west of Osmond Close and Owens Close but essentially the same number of lots will be backing onto the existing lots in these closes. Overall the open space system is still oversupplied compared to other typical new neighbourhoods, considering that 24% of the plan area is being dedicated for municipal reserve compared to 27% in the existing plan and 12% in other typical new neighbourhoods.

Secondary Suite Development

Another change to the existing plan is the identification of 20 lots in the R1 Residential (Low Density) District for secondary suite development. None of these lots are located close to existing lots in or outside of the plan area and we contend that the Land Use Bylaw contains sufficient regulations pertaining to off-street parking requirements to ensure that the secondary suites, if developed, do not impact upon any existing lot.

A2 Environmental Preservation District

In the Land Use Bylaw lands adjacent to the riverbank have been located within the A2 Environmental Preservation District since the mid 1980's. The purpose was to preserve trees and provide a setback from the riverbank. The width of these lands range from approximately 100 m to 130 m, with approximately 50 m of this being located within Oriole Park West Neighbourhood Area Structure Plan. The plan proposes that some of these lands are redistricted to R1 Residential (Low Density) District and to the P1 Parks & Recreation District (to be dedicated as municipal reserve).

Only a small portion of the lands within the A2 Environmental Preservation District that are within the plan area actually contain natural vegetation. This is confined to slivers along the edge of the plan area. The remaining lands are presently used for agricultural purposes.

A 1995 geotechnical investigation by AGRA Earth & Environmental reviewed the minimum required setback from the river valley crest and stated the following minimum setbacks:

- a 50 metre setback for storm water detention pond construction
- a 20 metre setback for roads, and
- a 25 metre setback for development/structures

Based on field observation, the top of bank corresponds approximately to a setback of varying distance from and more or less parallel to the south boundary of the existing dirt road (i.e. Road Plan 256 ET and Road Plan 3626 J). The proposed residential lots backing onto the south plan boundary are set back 50 metres from the top of bank of the river valley. This 50 metre setback is in accordance with the AGRA River Bank Slope Stability Report and consists of the following:

- a 30 metre setback within the plan area which is to be dedicated as municipal reserve and redesignated from A2 Environmental Preservation District to P1 Parks & Recreation District and dedicated as municipal reserve; and
- a 20 metre setback outside of the plan area which is made up of the road plans for the existing dirt road and will remain within the existing A2 Environmental Preservations District.

The AGRA report also notes that certain development restrictions, including limits on automatic sprinkler systems, swimming pools and the placement of fill material, should be required within 150 metres of the valley escarpment (top-of-the-bank - measured on the south boundary of the existing roadway) unless a site-specific review indicates no need for such restrictions. Site specific review would entail the undertaking of a detailed geotechnical study at the time of subdivision and development to identify specific limitations.

Without site specific reviews the restrictions and setbacks listed above, as detailed in the said 1995 AGRA report, will be included in land sale agreements and registered as a restrictive covenant against the land titles of individual lots.

On May 17, 2005 the proposed plan amendment will be presented to the Environmental Advisory Board to review the proposed redistricting of lands out of the A2 Environmental Preservation District to other land use districts, and to advise City Council of their position.

Gas Wells

Due to the relevancy of recent discussions at Municipal Planning Commission, it should be noted that there are four abandoned gas wells in the plan area. These wells have been reclaimed and a copy of Reclamation Certificate No. 31203 is contained in Appendix B. The approximate location of the wells is shown on the development concept in Figure 3 (proposed).

The four wells have been incorporated into the existing neighbourhood park in the south portion of the easterly Conwood owned segment. In accordance with the requirements of Alberta Energy and Utilities Board, the design ensures that the wells are set back at least 5 metres from any permanent structures, 3 metres from any underground utilities, and that there is sufficient working space in the unlikely event that a drilling rig requires access to the wells.

MUNICIPAL PLANNING COMMISSION

In compliance with the "former" *Planning & Subdivision Guidelines* this amendment to Oriole Park West Neighbourhood Area Structure Plan was considered by the Municipal Planning Commission. The Commission's recommendation will be forwarded to City Council under separate cover.

ENVIRONMENTAL ADVISORY BOARD

Due to the fact that the proposed plan amendment involves a proposal to redistrict land out of the A2 Environmental Preservation District into other land use districts, this amendment to Oriole Park West Neighbourhood Area Structure Plan will be considered by the Environmental Advisory Board on May 17, 2005, and their recommendation will be forwarded to City Council under separate cover.

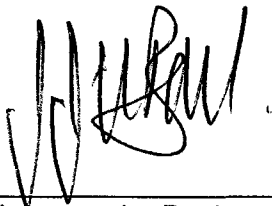
OTHER CONSULTATION

Reid Worldwide Corporation, whose existing development is approximately 90 m away from the boundary of the city lands, has been notified of the proposed changes and did not offer any concerns.

The amendments to the plan are acceptable to all City departments.

RECOMMENDATION

That Council considers first reading of Bylaw No. 3217/B-2005 being an amendment to Oriole Park West Neighbourhood Area Structure Plan.

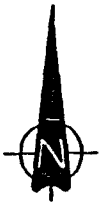


Johan van der Bank ACP, MCIP
PLANNER

cc: Colleen Jensen, Director of Community Services Division
Howard Thompson, Land & Economic Development Manager
Russell Crook, Land & Appraisal Coordinator
Frank Colosimo, Streets Engineer
Dave Matthews, Community Development Coordinator

Oriole Park West Outline Plan

122



SCALE: 1:7000

Highway 2

Railway Right of Way

67 Street

Orr Drive

Golden West Avenue

Oak Street

Overdown Drive

Red Deer River

- | | |
|-------------------------------|--------------------------------|
| Single Family | Outline Plan Boundary |
| Single Family (Semi-Detached) | Trees to be retained |
| Single Family (Narrow Lot) | DC Day Care Facility |
| Commercial | SC Social Care Facility |
| Open Space | Major pedestrian / bike trails |
| Medium Density Multi-Family | w/w Walkway |

Revised September 2001

EXISTING
Development Concept

Figure 3



City of Red Deer
Oriole Park West
 Neighbourhood Area Structure Plan

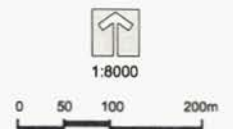
"PROPOSED"

Figure 3
 Development Concept

- Plan Area
- Municipal Boundary
- Residential - Detached Dwelling (R1)
- Residential - Semi-Detached (R1A)
- Residential - Narrow Lot (R1N)
- Residential - Medium Density (R2)
- Residential - Mixed Housing*

*Min. 50% R1; min. 35% R1A

- Residential - Secondary Suite
- Daycare Site
- SDR Social/Daycare/Retirement Site
- Commercial - Major Arterial (C4)
- Municipal Reserve (P1)
- Public Utility Lot
- Walkout Basement
- Major Pathway
- Reclaimed Gas Well





DATE: May 16, 2005

TO: Kelly Kloss, Legislative & Administrative Services Manager

FROM: Municipal Planning Commission

RE: **Proposed Plan Amendment
Oriole Park West Neighborhood Area Structure Plan
(Bylaw Amendment No. 3217/B-2005)**

On May 16, 2005 the Municipal Planning Commission gave consideration to a report from Parkland Community Planning Services, Re: Proposed Plan Amendment, Oriole Park West Neighborhood Area Structure Plan (Bylaw Amendment No. 3217/B-2005). Following discussion the motion as shown below was introduced and passed.

“Resolved, that the Municipal Planning Commission supports the proposed Oriole Park West Neighborhood Area Structure Plan amendments and recommends that Council of The City of Red Deer give consideration to the approval of this amended plan.”

This is provided for Council’s information and consideration.

Mayor Morris Flewwelling, Chair
Municipal Planning Commission



Date: May 17, 2005

To: Kelly Kloss, Legislative & Administrative Services Manager

From: Environmental Advisory Board

Re: **Proposed Plan Amendment**
Oriole Park West Neighbourhood Area Structure Plan
(Bylaw Amendment No. 3217/B-2005)
Land Use Bylaw Amendment 3156/Q-2005 and Map 14/2005

At the May 17, 2004 Environmental Advisory Board (EAB) meeting members reviewed a report from Parkland Community Planning Services dated May 10, 2005 to amend the Oriole Park West Neighbourhood Area Structure Plan. The following motion was passed in support of the request.

“Resolved that the Environmental Advisory Board recommend that Council of the City of Red Deer considers first reading of the plan amendment to Oriole Park West Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/B-2005, while taking into consideration the following concerns of the Board:

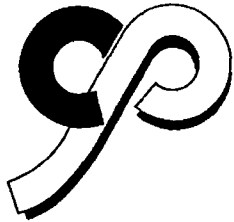
1. The erosion of the bank along Red Deer River and the long-term impact.
2. The loss of land presently dedicated as A2 Environmental preservation which is proposed to be rezoned as R1 Residential (Low Density).
3. The effects that rezoning will have on the wildlife corridor.”

The above is submitted for Council’s consideration.

Harry Ng, Chairperson
 Environmental Advisory Board

/lk

c Johan van der Bank, Parkland Community Planning Services



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

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

DATE: May 16, 2005

TO: Kelly Kloss, Manager, Legislative & Administrative Services

RE: Proposed Land Use Bylaw Amendment 3156/Q-2005
Map 14/2005
Block X Plan 1034 AR
SW ¼ Sec. 19-38-27-4
Oriole Park West Phase 7A
The City of Red Deer

BACKGROUND

As the developer of Oriole Park West Phase 7, The City of Red Deer is proposing to redistrict and subdivide land for the development of Phase 7A. This requires that 9.78 ha of lands within the plan area are redistricted from A1 Future Urban Development and A2 Environmental Preservation District to various land use districts as follows:

- 6.05 ha (102 lots) in the R1 Residential (Low Density) District
- 0.70 ha (20 lots) in the R1A Residential (Semi-detached Dwelling) District
- 3.03 ha in the P1 Parks & Recreation District, to be dedicated as municipal reserve (parks) and as public utility lot (storm water detention pond)

In addition to these lands there is a portion (0.41 ha) of existing Road Plan 2082 LZ outside of the plan area that must be redistricted to the P1 Parks & Recreation District as public utility lot (storm water detention pond). This road plan has to be closed before subdivision proceeds, and the Land & Economic Development Department will be bringing an item to Council in due course, dealing with the road closure.

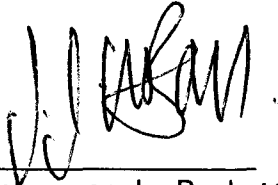
PLANNING ANALYSIS

The proposed redistricting of Phase 7A is in accordance with the proposed amendment to Oriole Park West Neighbourhood Area Structure Plan.

The redistricting of certain lands in the A2 Environmental Preservation District to various other districts does not affect any natural environment since the lands are used for agricultural purposes (crops). The proposal to redistrict land out of the A2 Environmental Preservation District will be discussed with the Environmental Advisory Board (on May 17, 2005) and their decision will be forwarded to Council under separate cover.

RECOMMENDATION

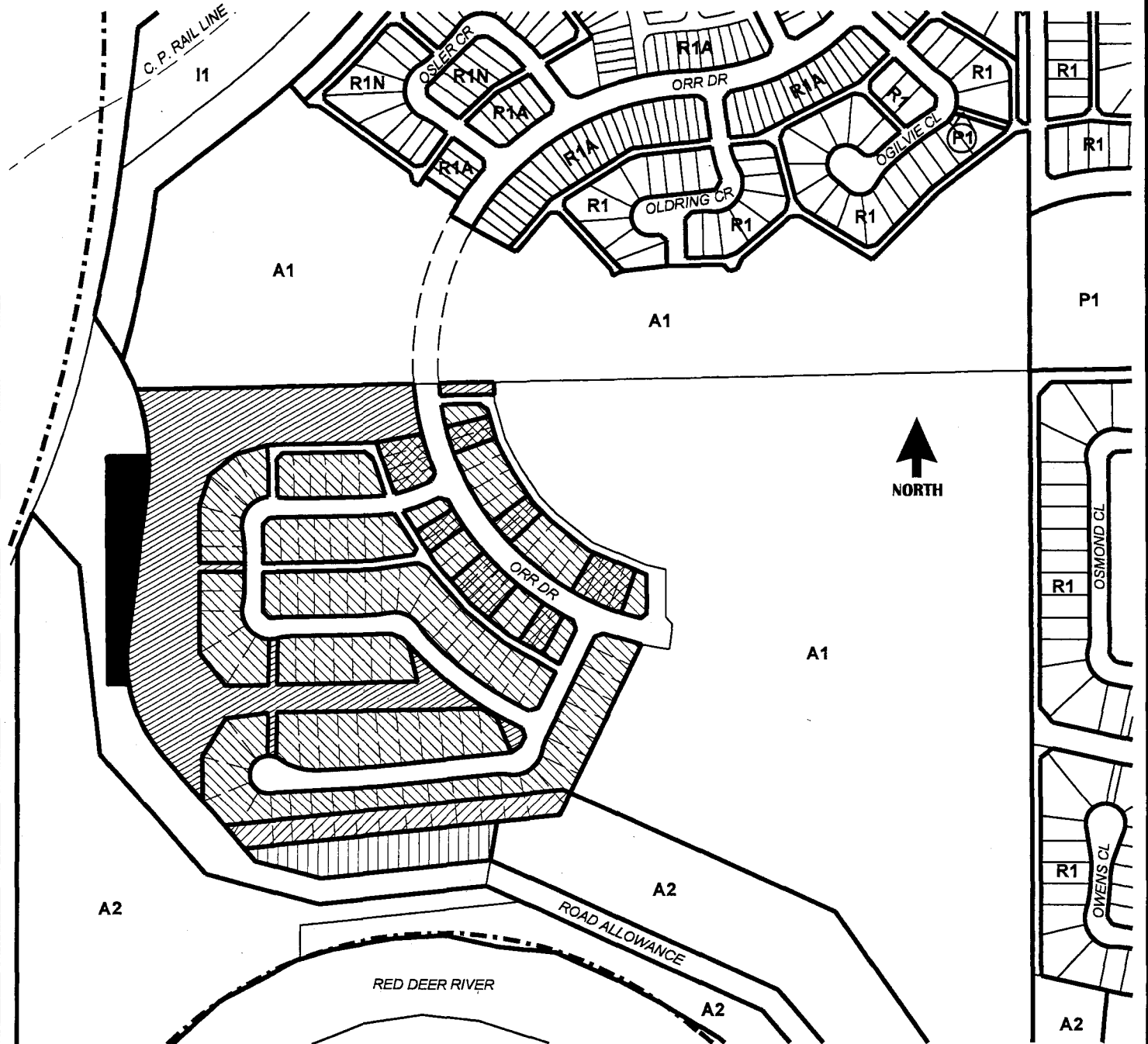
Subject to Council giving first reading to Oriole Park West Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/B-2005, planning staff recommend that Council consider first reading of Land Use Bylaw Amendment No. 3156/Q-2005.



Johan van der Bank ACP, MCIP
PLANNER
attachments

cc: Colleen Jensen, Director of Community Services Division
Howard Thompson, Land & Economic Development Manager
Russell Crook, Land & Appraisal Coordinator
Frank Colosimo, Streets Engineer
Dave Matthews, Community Development Coordinator







The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- A2 - Environmental Preservation
- R1 - Residential (Low Density)
- R1A - Residential (Semi-detached Dwelling)
- P1 - Parks and Recreation

Change from :

- A1 to R1 
- A1 to R1A 
- A1 to P1 
- A2 to R1 
- A2 to P1 
- Road to P1 

MAP No. 14 / 2005
BYLAW No. 3156 / Q - 2005



Legislative & Administrative Services

DATE: June 13, 2005

TO: City Council

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/N-2005
 Portion of Lot 2MR and 20, Block 2, Plan 982 3721
 Request to Exchange Municipal Reserve Land
 Park of Lot 21MR, Block 2, Plan 982 3721 for Part of Lot 20, Block 2, Plan
 982 3721
 Oriole Park West
 Mike Dandurand Realty and Northland Industrial Park (Red Deer) Ltd.

History:

At the Monday, May 24, 2005 meeting of Council, Land Use Bylaw Amendment was given first reading.

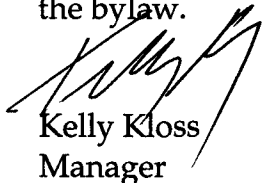
Land Use Bylaw Amendment 3156/N-2005 provides for the rezoning of municipal reserve lands from C4 Commercial (Major Arterial) District to A2 Environmental Preservation District. The Disposal of Municipal Reserve will accommodate a request for an exchange of part of a municipal reserve lot for an equivalent area of commercial land adjacent to the reserve lot.

Public Consultation Process:

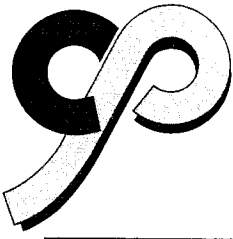
A Public Hearing has been advertised to be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting. The owners of the properties bordering the site have been notified by letter of the Public Hearing.

Recommendations:

That following the Public Hearing, Council may proceed with 2nd and 3rd readings of the bylaw.



Kelly Kloss
 Manager



DATE: May 11, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/N-2005
Portion of Lot 2MR and 20, Block 2, Plan 982 3721
Oriole Park West
The City of Red Deer

Proposal

The City of Red Deer is proposing to dispose of municipal reserve lands. These lands, totaling approximately 929 m² in area, are to be reallocated within the same parcel. The subject lands are contained within the Oriole Park West Neighbourhood Area Structure Plan (NASP). This rezoning from C4 Commercial (Major Arterial) District to A2 Environmental Preservation District is being proposed concurrently with a NASP amendment and is being sought in order to accommodate an existing tree stand, as per the NASP.

Staff Recommendation

Subject to first reading of Bylaw 3217/B-2005, it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/N-2005.

Martin Kvapil
Planning Assistant

Attachment

67 ST

C4

ORR DR



I1

66 ST

C4

C4

AFFECTED DISTRICTS:

C4 - Commercial (Major Arterial)

A2 - Environmental Preservation

Change from :

C4 to A2 

MAP No. 11 / 2005
BYLAW No. 3156 / N - 2005

Memo

132

Date: May 13, 2005

To: Kelly Kloss, Legislative and Administrative Manager

From: Howard Thompson, Land & Economic Development Manager

RE: **Request to exchange Municipal Reserve land in Oriole Park, Part of Lot 21MR, Block 2, Plan 982 3721 for Part of Lot 20, Block 2, Plan 982 3721 Mike Dandurand Realty and Northland Industrial Park (Red Deer) Ltd.**

Background:

Land and Economic Development have received a request from Mike Dandurand Realty on behalf of the owner of Lot 20, Northland Industrial Park (Red Deer) Ltd., to reshape and exchange part of a Municipal Reserve Lot 21MR for an equivalent area of the commercial land adjacent to the reserve lot. The proposed land exchange is shown on the attached sketch. This request is consistent with the intent of the existing Area Structure Plan, which seeks to protect the natural vegetation covering some of the reserve lands. The Recreation Parks and Culture Department supports this request subject to the landowner relocating some of the substrate plant material from the reserve disposal area and from adjacent lands to the newly dedicated reserve lands. This will ensure the preservation of the natural vegetation.

This request is consistent with a proposed amendment to the Area Structure Plan prepared by PCPS and presented to Council on this agenda.

This proposal has been circulated to all affected city departments and there are no unresolved objections on file.

The Recreation and Parks Board and the Environmental Advisory Board have considered this request and their recommendation is attached.

A report from PCPS requesting the rezoning of this land appears elsewhere on the agenda.

Memo

133

Kelly Kloss
May 13, 2005

Recommendation:

That City Council approves a land exchange with Northland Industrial Park (Red Deer) Ltd., subject to the following conditions:

1. The area to be dedicated as reserve within Lot 20, Block 2, Plan 982 3721 must be equal to or larger than the reserve area to be disposed of in Lot 21MR, Block 2, Plan 982 3721.
2. The appropriate plant material currently located within the MR land to be exchanged to be relocated to the newly dedicated reserve area under the direction of the Recreation Parks and Culture Department.
3. The Purchaser is to be responsible for all costs associated with this transaction including but not limited to; Legal Survey costs, the cost of advertising and other costs related to holding public hearings required for the reserve disposal and rezoning; and the cost of relocating plant material.
4. The Purchaser is to be responsible for all costs associated with maintenance of noxious weeds in the relocated substrate within the newly created Municipal Reserve.
5. The Purchaser to enter into a Land Exchange Agreement satisfactory to the City.

and the disposal of Municipal Reserve described as;

"All that portion of Lot 21MR, Block 2, Plan 982 3721 lying within Plan 052_____ and containing 0.093 ha. more or less". Excepting thereout all mines and minerals



Howard Thompson, Ec.D.
Land & Economic Development Manager

Attach.

- c. Greg Scott, Recreation, Parks & Culture Manager
Tony Lindhout, PCPS



Date: May 17, 2005

To: Kelly Kloss, Legislative & Administrative Services Manager

From: Environmental Advisory Board

Re: **Request to exchange Municipal Reserve land in Oriole Park located on the east side of Orr Drive, just south of 66 Street
Part of Lot 21MR, Block 2, Plan 982 3721 for
Part of Lot 20, Block 2, Plan 982 3721
(Mike Dandurand Realty)**

At the May 17, 2004 Environmental Advisory Board (EAB) meeting members reviewed a report from the Land Coordinator dated May 4, 2005 regarding the exchange of part of a municipal reserve lot for privately owned commercial land. The following motion was passed in support of the request.

“Resolved that the Environmental Advisory Board recommend to Council of the City of Red Deer the exchange of approximately 0.093 hectares of municipal reserve land located within the Oriole Park neighbourhood, east of Orr Drive and south of 66 Street (affecting part of Lot 21MR, Block 2, Plan 982 3721 and a part of Lot 20, Block 2, Plan 982 3721) for approximately .093 hectares of privately owned commercial land.

Support is subject to the following conditions:

1. As directed by the Recreation, Parks & Culture Department, the affected vegetation and substrate within the existing municipal reserve will be relocated to the newly created Municipal Reserve at the developer's expense.
2. In the reorganization of green space there is no net loss of municipal reserve on the site.

Environmental Advisory Board – May 17, 2005
Exchange Municipal Reserve Land in Oriole Park
Page 2

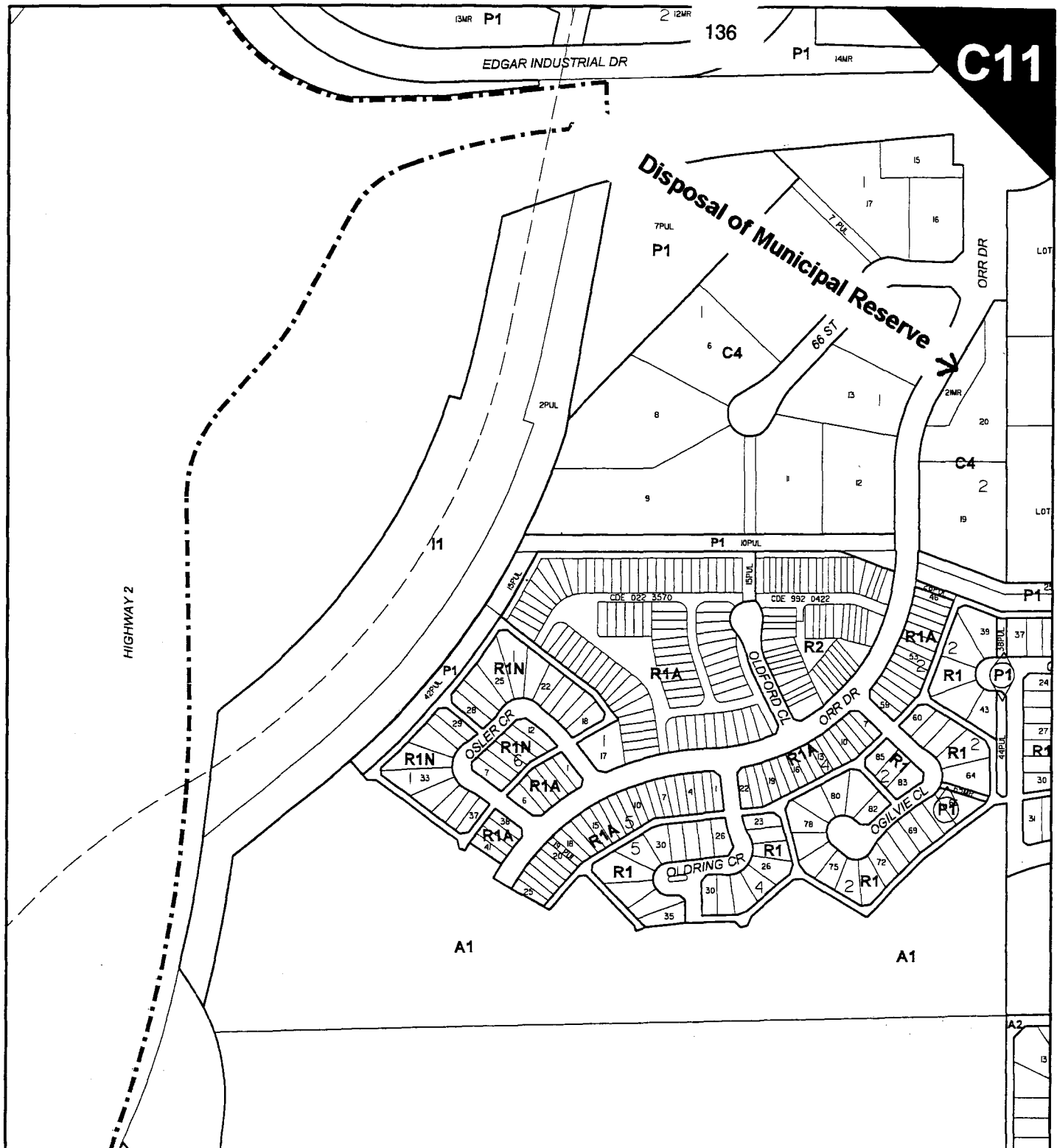
3. The applicant is to be responsible for all costs associated with this transaction including but not limited to legal survey costs, the cost of advertising, and other costs related to holding public hearings required for the reserve disposal and rezoning.
4. Once the land exchange is completed, the created municipal reserve parcel is to be rezoned from C4 Commercial District to A2 Environmental Preservation District in order to preserve it in its entirety.
5. The developer is to be responsible for all costs associated with maintenance of noxious weeds in the relocated substrate within the newly created Municipal Reserve.”

The above is submitted for Council's consideration.

Harry Ng, Chairperson
Environmental Advisory Board

/lk

c Russell Crook, Land Coordinator
Dave Matthews, Community Development Coordinator



Part Six of the Bylaw
outlines the Land Use
District Definitions

refer to the Index Map
for the Legend



NORTH
Scale 1:5,000

© The City of Red Deer,
Engineering Department

The City of Red Deer

Land Use Bylaw 3156/96

Amendments to NW 1/4 Sec 19

3156 / EE-97	Dec 15, 1997
3156 / A-98	Feb 9, 1998
3156 / R-98	July 13, 1998
3156 / S-98	July 13, 1998
3156 / TT-98	Dec 21, 1998
3156 / P-99	June 21, 1999
3156 / AA-2000	Aug 28, 2000
3156 / OO-2001	Nov 5, 2001

3156 / Y-2002 June 17, 2002

B12	C12	D12
B11	C11	D11
B10	C10	D10

NW 1/4 Sec 19
Twp 38- Rge 27 - W4th

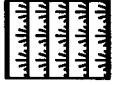
printed on
September 10, 2004

RESERVE LANDS AT ORR DRIVE

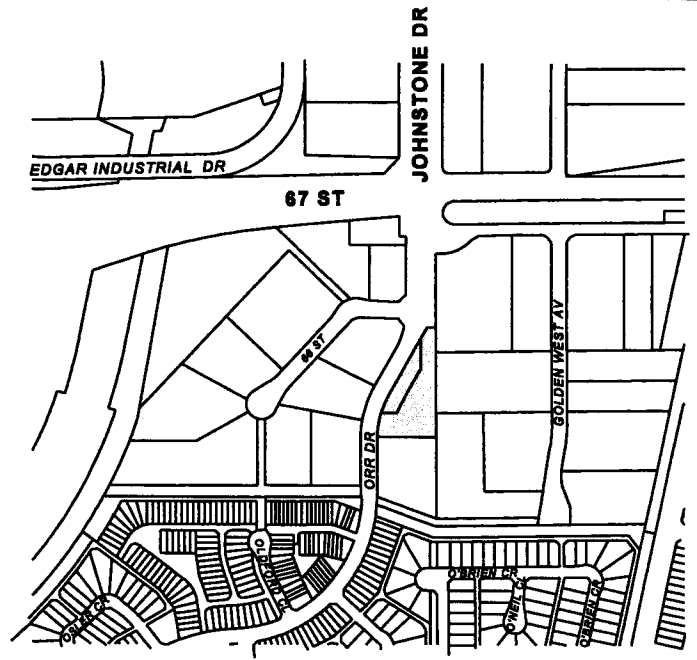
APRIL 25, 2005



Reserve lands



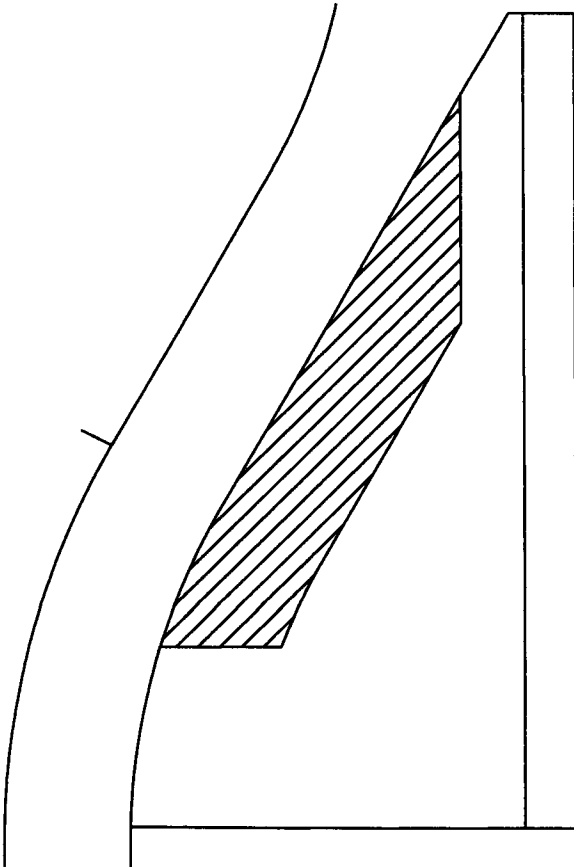
Substrate to be relocated
as shown



SITE PLAN

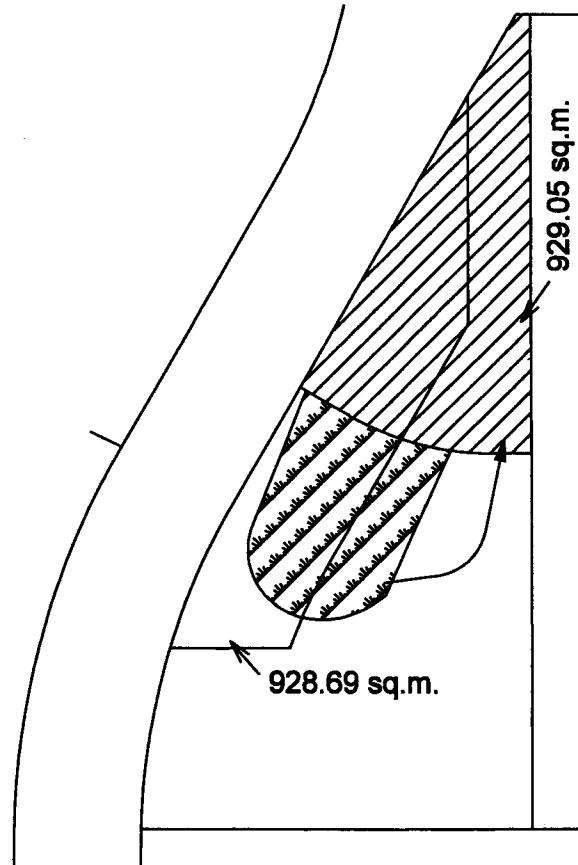
BEFORE

SCALE 1:750



AFTER

SCALE 1:750



**Legislative & Administrative Services**

DATE: June 13, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Road Closure Bylaw 3346/2005
Road Plan 2082 LZ
Oriole Park West

History

At the Monday, May 24, 2005 Council meeting, Council gave first reading to Road Closure Bylaw 3346/2005.

Road Closure Bylaw 3346/2005 provides for the closure of an unconstructed road (0.41 ha) to be rezoned to P1 Parks and Recreation District to accommodate a proposed storm detention pond in the Oriole Park West Neighbourhood.

Public Consultation Process

A Public Hearing has been advertised for Monday, June 20, 2005 to be held 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 Hearing.

Recommendations

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



Kelly Kloss
Manager

Memo

Date: May 16, 2005
To: Kelly Kloss, Manager Legislative and Administrative Services
From: Howard Thompson, Land & Economic Development Manager
Re: Road Closure – Road Plan 2082 LZ – Oriole Park West

The Oriole Park West area contains a number of registered road plans that follow the top of the escarpment and are no longer used. The Oriole Park West Neighbourhood Area Structure Plan calls for a portion of an unconstructed road to be closed and zoned to P1 to accommodate a proposed storm detention pond. This area is shown on the attached sketch. The closure of this part of the road is requested today in order to move forward with the development of the first phase of Oriole Park West.

A report regarding the rezoning of this land from road to P1 – Parks and Recreation District appears elsewhere on this agenda consistent with Parkland Community Planning Services report to amend the Neighbourhood Area Structure Plan.

RECOMMENDATION

Land and Economic Development recommend that City Council give first reading to a Bylaw having the effect of closing the following:

“All that portion of Road Plan 2082 LZ lying within the limits of subdivision plan 052_____. (SW ¼ 19-38-27-W4M)”.


Howard S. Thompson
Land & Economic Development Manager

Attach.

140



ROAD PLAN
892 2493

R/W PLAN 1816 NY

WALKOUT LOTS

AREA TO BE
INCORPORATED
AS PUL

ROAD
ALLOWANCE

ROAD PLAN 2082 LZ

WALKOUT LOTS

ROAD PLAN 256 ET

(MASKEPETOON PARK)
PLAN 6393 KS



ROAD PLAN
892 2493

R/W PLAN 1816 NY

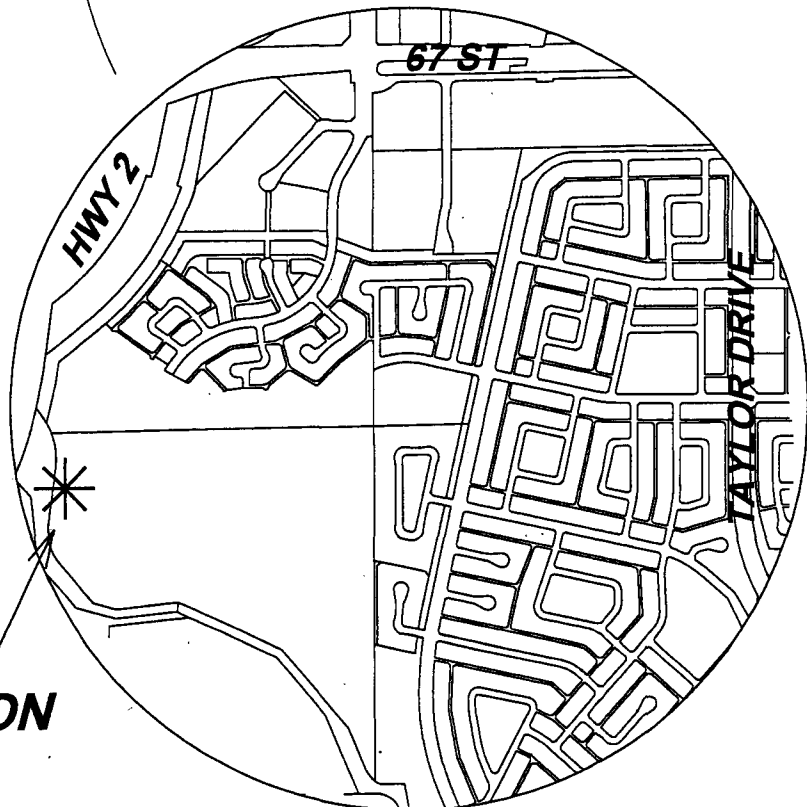
WALKOUT LOTS

AREA TO BE
INCORPORATED
AS PUL

ALLOWANCE

ROAD

LOCATION





LEGISLATIVE & ADMINISTRATIVE SERVICES

May 25, 2005

Mike Dandurand Realty Inc.
201, 4719 – 48 Avenue
Red Deer, AB T4N 3T1

Dear Mr. Dandurand:

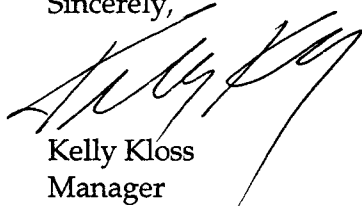
***Request to Exchange Municipal Reserve Land in Oriole Park
Part of Lot 21MR, Block 2, Plan 982 3721 for
Part of Lot 20, Block 2, Plan 982 3721
Land Use Bylaw Amendment 3156/N-2005
Oriole Park West
Northland Industrial Park (Red Deer) Ltd.***

At the City of Red Deer's Council Meeting held June 20, 2005, A Public Hearing was held regarding the above referenced bylaw. Council tabled consideration of second and third readings of Land Use Bylaw Amendment 3156/N-2005 and approval of the Disposal of Municipal Reserve in Oriole Park to the Monday, July 4, 2005 Council Meeting.

City Administration was directed to prepare a report regarding the findings of a recent geotechnical study that affects the lands affected by the Land Use Bylaw Amendment and Disposal of Municipal Reserve. This report is to be presented to Council at the Monday, July 4, 2005 Council Meeting. Council will then consider second and third readings of the Land Use Bylaw Amendment and the approval of the Disposal of Municipal Reserve.

Please contact me if you have any questions or require further information.

Sincerely,



Kelly Kloss
Manager

c Parkland Community Planning Services
Land & Economic Development Manager
C. Adams, Administrative Assistant

Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Howard Thompson, Land & Economic Development Manager
Johan van der Bank, Parkland Community Planning Services
Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Oriole Park West Neighbourhood Area Structure Plan
Bylaw Amendment 3217/B-2005
Land Use Bylaw Amendment 3156/Q-2005
Oriole Park West Phase 7A – City of Red Deer
Land Use Bylaw Amendment 3156/N-2005
Disposal of Municipal Reserve
Road Closure Bylaw 3346/2005

Reference Report:

Parkland Community Planning Services, dated May 11, May 16, 2005

Land & Economic Developments Manager, dated May 13, & May 16, 2005

Resolutions:

"Resolved that Council of the City of Red Deer hereby agrees to table consideration of the following items:

- a) Bylaw 3217/B-2005
- b) Bylaw 3156/Q-2005
- c) Bylaw 3346/2005
- d) Bylaw 3156/N-2005
- e) Disposal of Municipal Reserve described as

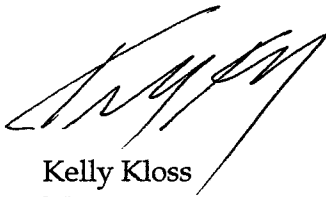
"All that portion of Lot 21MR, Block 2, Plan 982 3721 lying within Plan 052 _____ and containing 0.093 ha. more or less. Excepting thereout all mines and minerals."

to allow Administration to further investigate the findings of a recent geotechnical study regarding the lands in question that reflected in the above noted items, and present a report back to Council for the July 4, 2005 meeting."

Report Back to Council: Yes

Comments/Further Action:

Public Hearings were held for the above referenced bylaws. A report is to be brought back to the July 4, 2005 Council concerning the findings of a geotechnical study, prior to Council considering 2nd and 3rd readings of the bylaws and the Disposal of Municipal Reserve.



Kelly Kloss
Manager

/chk

c Director of Development Services
 Inspections & Licensing Manager
 C. Adams, Administrative Assistant



Legislative & Administrative Services

DATE: June 13, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/O-2005
Lot 1, Block 2, Plan 042 5379
Johnstone Crossing
The City of Red Deer

History:

At the Monday, May 24, 2005 meeting of Council, Land Use Bylaw Amendment 3156/O-2005 was given first reading.

Land Use Bylaw Amendment 3156/O-2005 provides for the rezoning of approximately 0.82 ha of land in Johnstone Crossing from A1 Future Urban Development District to R2 Residential (Medium Density) District. The site was allocated as a Place of Worship/R2 site and no interest has been expressed in purchasing this site so alternate zoning is being requested.

Public Consultation Process:

A Public Hearing has been advertised to be held on Monday, June 20, 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 Hearing.

Recommendations:

That following the Public Hearing, Council may proceed with 2nd and 3rd readings of the bylaw.

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

Kelly Kloss
Manager



DATE: May 6, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/O-2005
Lot 1, Block 2, Plan 042 5379
Johnstone Crossing
The City of Red Deer

Proposal

The City of Red Deer is seeking to rezone a portion of land within the Johnstone Crossing neighbourhood. The 0.82 ha site is presently zoned A1 Future Urban Development District under the Land Use Bylaw and is allocated as a Place of Worship/R2 site within the Johnstone Crossing Neighbourhood Area Structure Plan (NASP). In accordance with the NASP, the site has been advertised by Social Planning. No interest in purchasing the Place of Worship site was expressed and therefore alternate zoning may be pursued.

Staff Recommendation

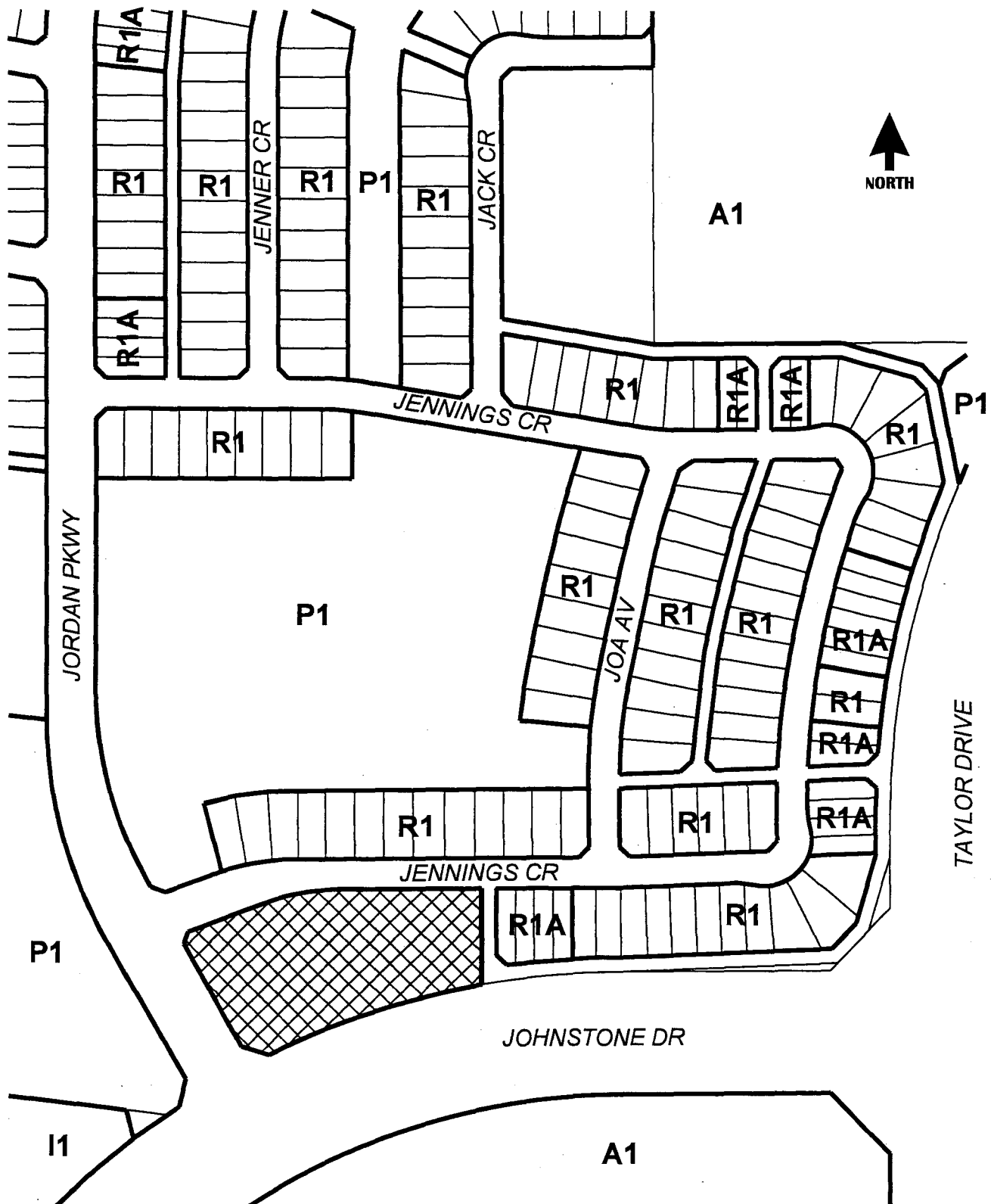
The proposal conforms with the Johnstone Crossing Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/O-2005.

Martin Kvapil
Planning Assistant

/attach.

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



Change from :

A1 to R2 

AFFECTED DISTRICTS:

A1 - Future Urban Development

R2 - Residential (Medium Density)

MAP No. 12 / 2005
BYLAW No. 3156 / O - 2005

LUB AMENDMENT 3156/O-2005
Johnstone Crossing

DESCRIPTION: Rezoning from A1 to R2 in place of a Place of Worship designation.

FIRST READING: May 24, 2005

FIRST PUBLICATION: June 3, 2005

SECOND PUBLICATION: June 10, 2005

PUBLIC HEARING & SECOND READING: June 20, 2005

THIRD READING: June 20, 2005

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☒ NO ☐

DEPOSIT? YES ☐ \$ _____ NO ☐ BY: City

ACTUAL COST OF ADVERTISING:

\$ 329.¹² X 2

TOTAL: \$ 658.²⁴

MAP PREPARATION: \$ _____

TOTAL COST: \$ 658.²⁴

LESS DEPOSIT RECEIVED: \$ —

AMOUNT OWING/ (REFUND): \$ _____

INVOICE NO.: —

(Account No. 180.5901)

Mailed Out
May 31/05

May 31, 2005

«Prime_Owner_Name»
«Owner_Address_1»
«Owner_Address_2»
«Owner_Address_3»
«Owner_Address_4»

Dear Sir/Madam:

**Re: Rezoning Johnstone Crossing
Land Use Bylaw Amendment 3156/O-2005**

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

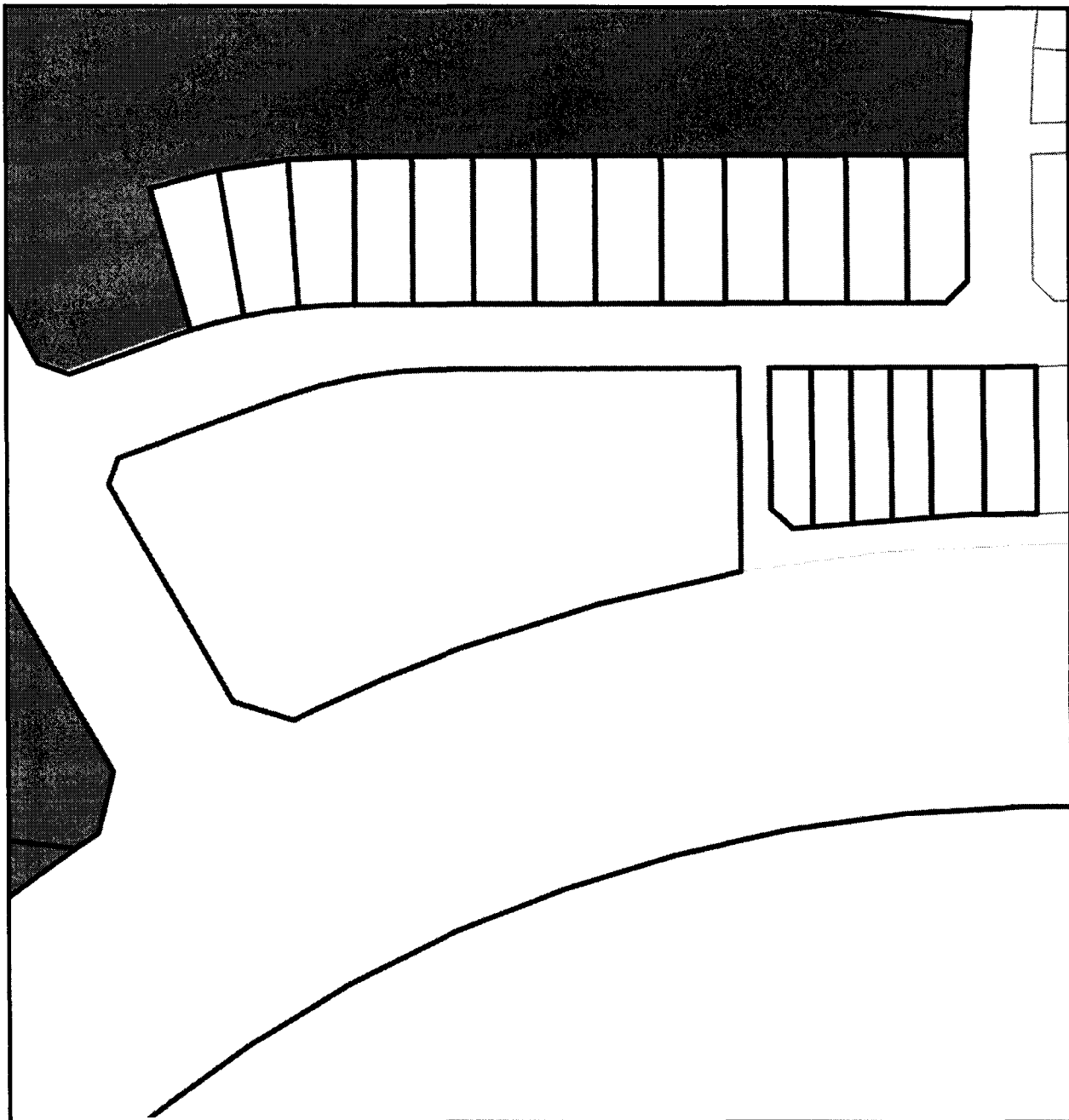
City Council proposes to pass **Land Use Bylaw Amendment 3156/O-2005** which provides for the rezoning of approximately .082 hectares (2.03 acres) of land from A1 Future Urban Development District to R2 Residential (Medium Density) District. The site was allocated as a Place of Worship/R2 site; no interest was expressed in purchasing the site for a Place of Worship. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, June 20, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, June 14, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

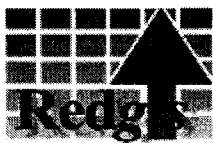
Yours truly,



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



LUB Amendment 3156/O-2005 - Johnstone Crossing



Parcel Fabric
Legal Fabric
Base
Parks

Scale 1 : 1471

Prime Owner Name	Owner Address 1	Owner Address 2	Owner Address 3	Owner Address 4
CAROLINA HOMES INC	215-340 MIDPARK WAY SE	CALGARY, AB T2X 1P1		
THOMAS & BONNIE ALEXANDER	63 JENNINGS CRES	RED DEER, AB T4P 5G1		
796598 ALBERTA LTD	SITE 11 BOX 10 RR 1 LCD 1	RED DEER, AB T4N 5E1		

JOHNSTONE CROSSING Land Use Bylaw Amendment

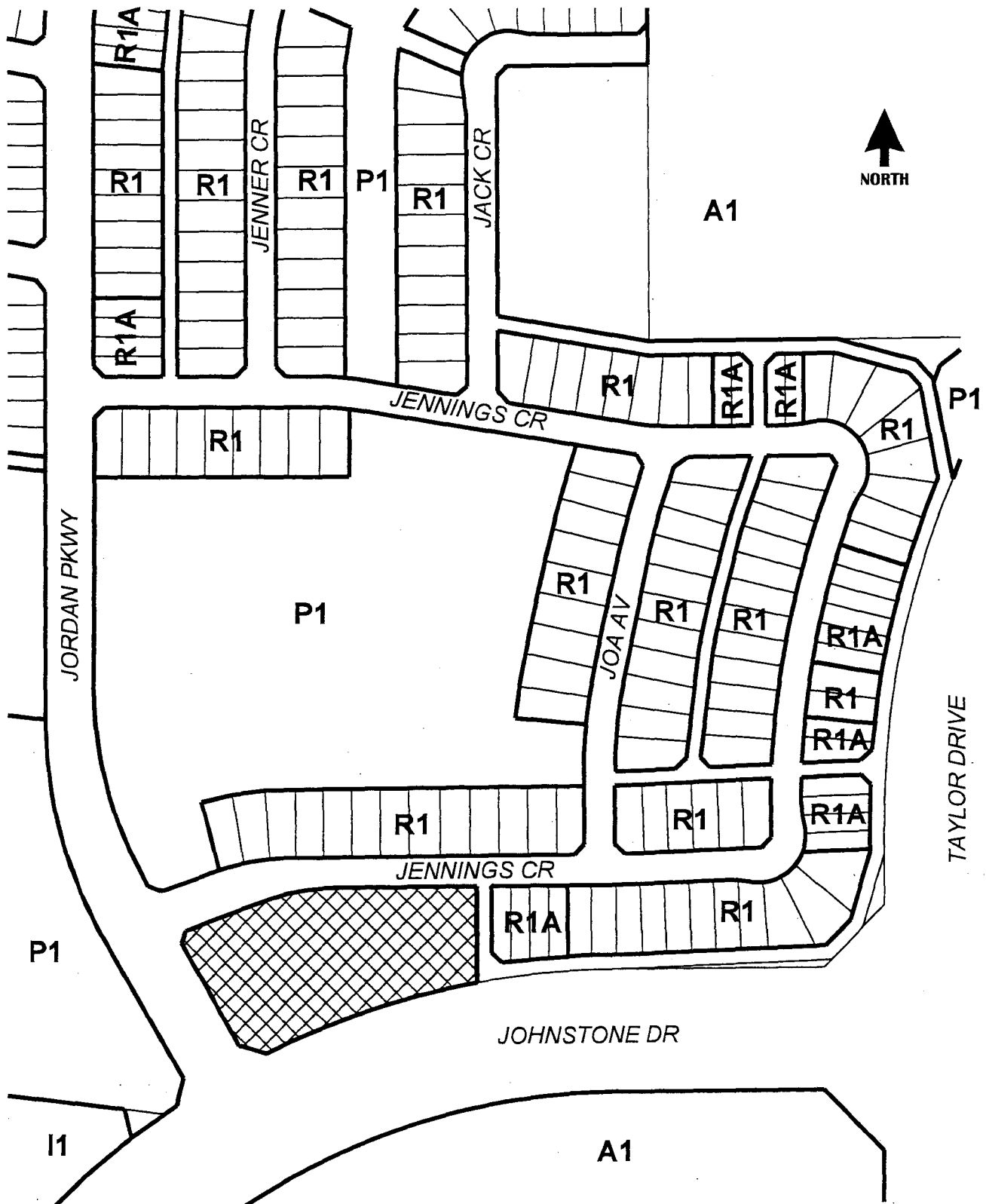
Red Deer City Council proposes to pass an amendment to the Land Use Bylaw, which controls the use and development of land and buildings in the city. Bylaw amendment **3156/O-2005** provides for the rezoning of approximately .082 hectares (2.03 acres) of land from A1 Future Urban Development District to R2 Residential (Medium Density) District. The site was allocated as a Place of Worship/R2 site; no interest was expressed in purchasing the site for a Place of Worship. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

"Map"

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday June 20, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, June 14, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: June 3 & 10, 2005)

The City of Red Deer



Change from :

A1 to R2 

AFFECTED DISTRICTS:

A1 - Future Urban Development

R2 - Residential (Medium Density)

MAP No. 12 / 2005

BYLAW No. 3156 / O - 2005



Council Decision – May 24, 2005

Legislative & Administrative Services

DATE: May 25, 2005
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/O-2005
Lot 1, Block 2, Plan 042 5379
Johnstone Crossing
The City of Red Deer

Reference Report:

Parkland Community Planning Services, dated May 6, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/O-2005 was given first reading. A copy of the bylaws is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/O-2005 provides for the rezoning of approximately 0.82 ha of land in Johnstone Crossing from A1 Future Urban Development District to R2 Residential (Medium Density) District. The site was allocated as a Place of Worship/R2 site and no interest has been expressed in purchasing this site so alternate zoning is being requested. 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
/attach.

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



**RED DEER
COMMUNITY
PLANNING
SERVICES**

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

DATE: May 6, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/O-2005
Lot 1, Block 2, Plan 042 5379
Johnstone Crossing
The City of Red Deer

Proposal

The City of Red Deer is seeking to rezone a portion of land within the Johnstone Crossing neighbourhood. The 0.82 ha site is presently zoned A1 Future Urban Development District under the Land Use Bylaw and is allocated as a Place of Worship/R2 site within the Johnstone Crossing Neighbourhood Area Structure Plan (NASP). In accordance with the NASP, the site has been advertised by Social Planning. No interest in purchasing the Place of Worship site was expressed and therefore alternate zoning may be pursued.

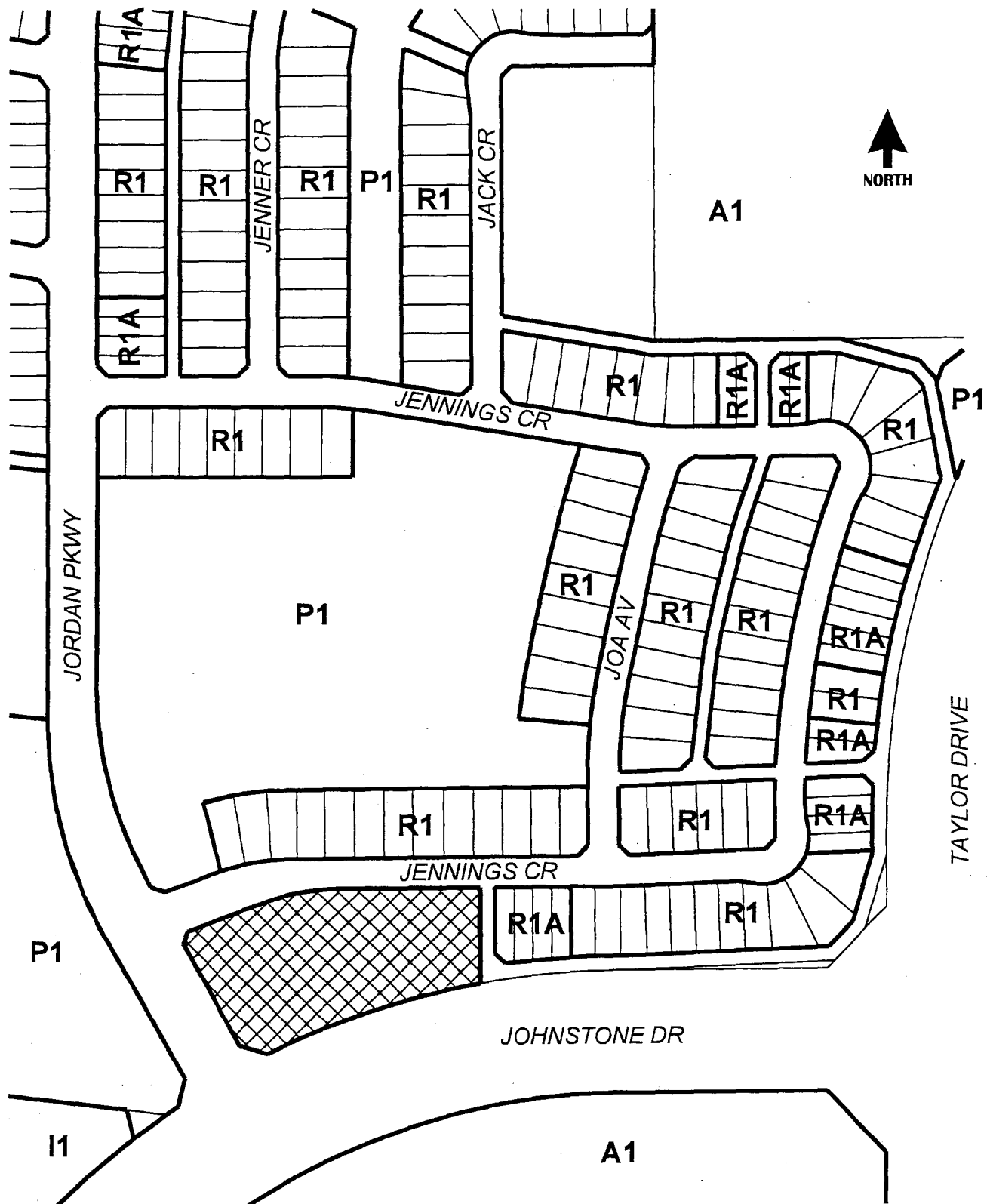
Staff Recommendation

The proposal conforms with the Johnstone Crossing Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/O-2005.

Martin Kvapil
Planning Assistant

/attach.

The City of Red Deer



Change from :

A1 to R2 

AFFECTED DISTRICTS:

A1 - Future Urban Development

R2 - Residential (Medium Density)

MAP No. 12 / 2005

BYLAW No. 3156 / O - 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/O-2005
Lot 1, Block 2, Plan 042 5379
Johnstone Crossing
The City of Red Deer

Reference Report:

Parkland Community Planning Services, dated May 6, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/O-2005 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

Land Use Bylaw Amendment 3156/O-2005 provides for the rezoning of approximately 0.82 ha of land in Johnstone Crossing from A1 Future Urban Development District to R2 Residential (Medium Density) District. The site was allocated as a Place of Worship/R2 site and no interest has been expressed in purchasing this site so alternate zoning is being requested. This office will amend the Land Use Bylaw and distribute copies in due course.



Kelly Kloss
Manager

/chk
attchs.

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- City Assessor
- D. Kutinsky, Graphics Designer
- L. Khoshaba, GIS Analyst
- T. Edwards, Clerk Steno

BYLAW NO. 3156/O-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 D14" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 12/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 24th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this 20th day of June 2005.

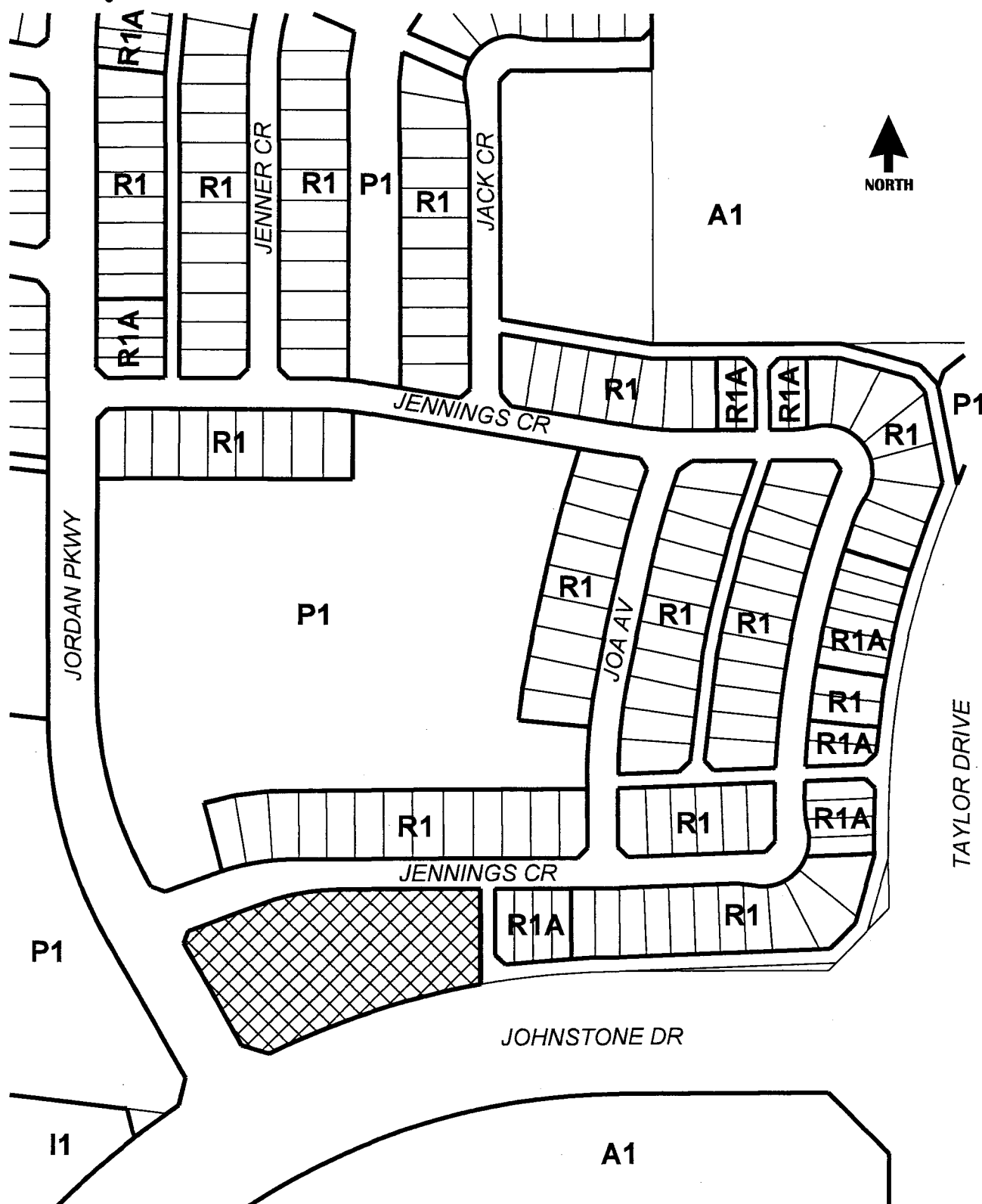
READ A THIRD TIME IN OPEN COUNCIL this 20th day of June 2005.


AND SIGNED BY THE MAYOR AND CITY CLERK this 20th day of June 2005.


MAYOR


CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



Change from :
A1 to R2 

AFFECTED DISTRICTS:

A1 - Future Urban Development
R2 - Residential (Medium Density)

MAP No. 12 / 2005
BYLAW No. 3156 / O - 2005

**Legislative & Administrative Services**

DATE: June 13, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/P-2005
NE ¼ 30-38-27-4
Johnstone Park – Phase 10
Carolina Homes Ltd.

History:

At the Monday, May 24, 2005 meeting of Council, Land Use Bylaw Amendment 3156/P-2005 was given first reading.

Land Use Bylaw Amendment 3156/P-2005 provides for the rezoning of approximately 4.871 ha (12.04 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District for the development of Phase 10 of the Johnstone Park neighbourhood. Twenty-nine low-density residential lots, 2 municipal reserve lots and 1 public utility lot will be created.

Public Consultation Process:

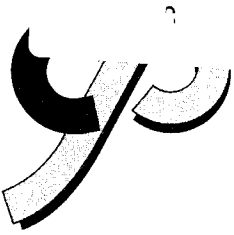
A Public Hearing has been advertised to be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting. The owners of the properties bordering the site have been notified by letter of the Public Meeting.

Recommendations:

That following the Public Hearing, Council may proceed with 2nd and 3rd readings of the bylaw.

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

Kelly Kloss
Manager



DATE: May 13, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/P-2005
NE ¼ 30-38-27-4
Johnstone Park – Phase 10
Carolina Homes Ltd.

Proposal

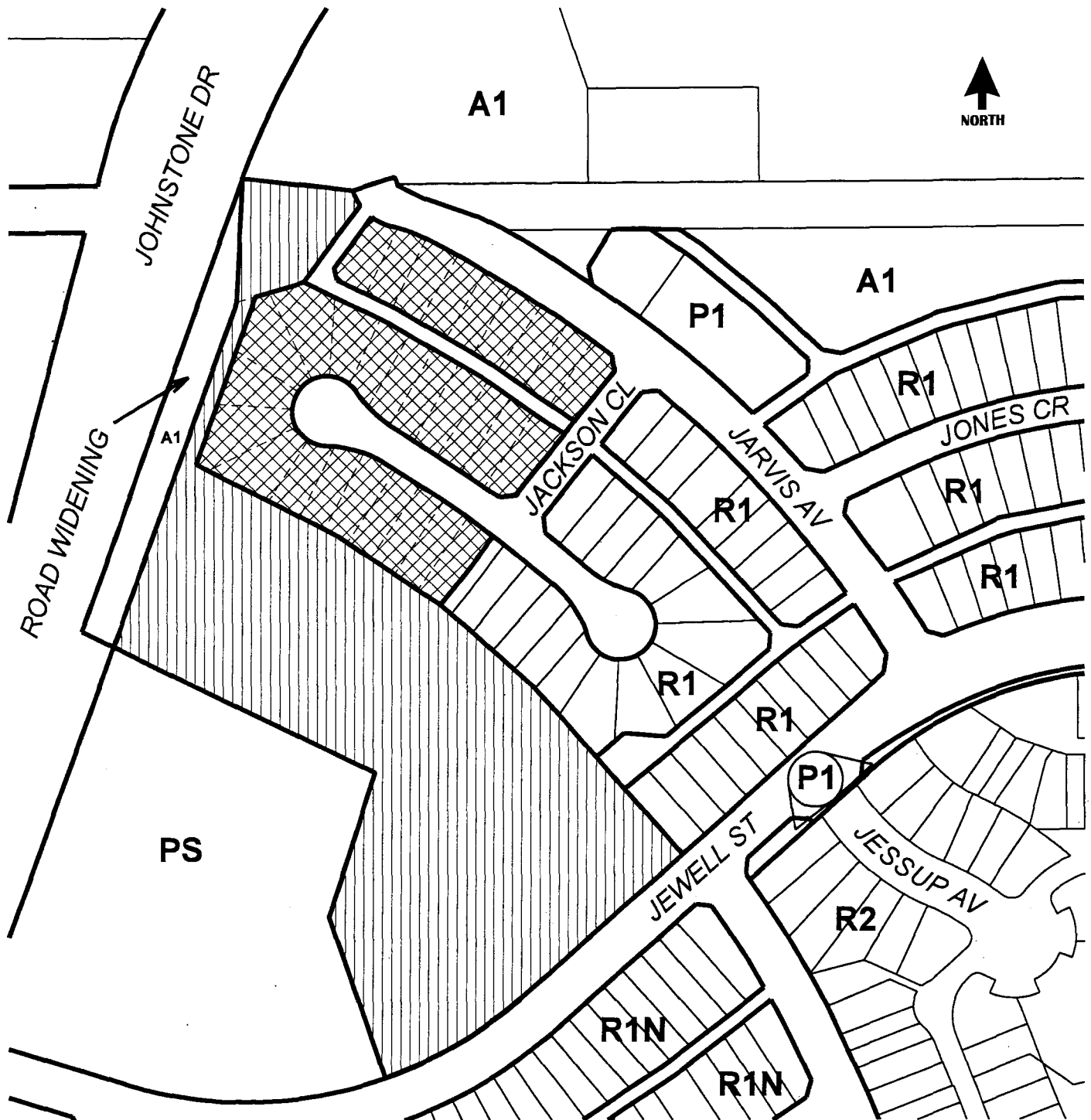
Carolina Homes Ltd. is proposing to develop Phase 10 of the Johnstone Park neighbourhood. Phase 10 is located within the north portion of the Johnstone Park Neighbourhood Area Structure Plan. Rezoning is being sought for approximately 4.871 ha (12.04 ac.) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District in order to create twenty-nine (29) low density residential lots, two (2) municipal reserve lots, and one (1) public utility lot.

Staff Recommendation

The proposal conforms with the Johnstone Park Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/P-2005.

Martin Kvapil
Planning Assistant

Attachment



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

Change from :

A1 to R1 

A1 to P1 

MAP No. 13 / 2005
BYLAW No. 3156 / P - 2005



FILE COPY

LEGISLATIVE & ADMINISTRATIVE SERVICES

June 21, 2005

Carolina Homes Inc.
#215, 340 Midpark Way SE
Calgary, AB T2X 1P1

Dear Sirs:

***Land Use Bylaw Amendment 3156/P-2005
Johnstone Park – Phase 10
Carolina Homes Ltd..***

At the City of Red Deer's Council Meeting held June 20, 2005, a Public Hearing was held with respect to *Land Use Bylaw Amendment 3156/P-2005*. Following the Public Hearing, Land Use Bylaw Amendment 3156/P-2005 was given second and third readings, a copy of which is attached.

Land Use Bylaw Amendment 3156/P-2005 provides for the rezoning of approximately 4.871 ha (12.04 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District for the development of Phase 10 of the Johnstone Park neighbourhood. Twenty-nine low-density residential lots, 2 municipal reserve lots and 1 public utility lot will be created.

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

Sincerely,


Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

LUB AMENDMENT 3156/P-2005
Johnstone Park Phase 10

DESCRIPTION: Rezoning from A1 to R1 and P1.

FIRST READING: May 24, 2005

FIRST PUBLICATION: June 3, 2005

SECOND PUBLICATION: June 10, 2005

PUBLIC HEARING & SECOND READING: June 20, 2005

THIRD READING: June 20, 2005

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☒ NO ☐

DEPOSIT? YES ☒ \$ 400. NO ☐ BY: Carolina Holmes

ACTUAL COST OF ADVERTISING:

\$ 331.84 X 2

TOTAL: \$ 663.68

MAP PREPARATION: \$ _____

TOTAL COST: \$ 663.68

LESS DEPOSIT RECEIVED: \$ —

AMOUNT OWING/ (REFUND): \$ 663.68

INVOICE NO.: ~~16663~~ 165573

(Account No. 180.5901)

Batch # ~~700240~~ 696870

Mailed Out
May 31/05

May 31, 2005

«Prime_Owner_Name»

«Owner_Address_1»

«Owner_Address_2»

«Owner_Address_3»

«Owner_Address_4»

Dear Sir/Madam:

**Re: Rezoning Johnstone Park
Land Use Bylaw Amendment 3156/P-2005**

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

City Council proposes to pass **Land Use Bylaw Amendment 3156/P-2005** which provides for the rezoning of approximately 4.871 hectares (12.04 acres) of land from A1 Future Urban Development District to R1 Residential (Low Density) District and P1 Parks and Recreation District. The amendment will allow for the creation of 29 low-density residential lots, 2 municipal reserve lots and 1 public utility lot. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, June 20, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, June 14, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

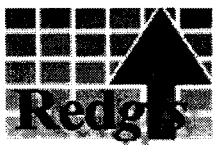
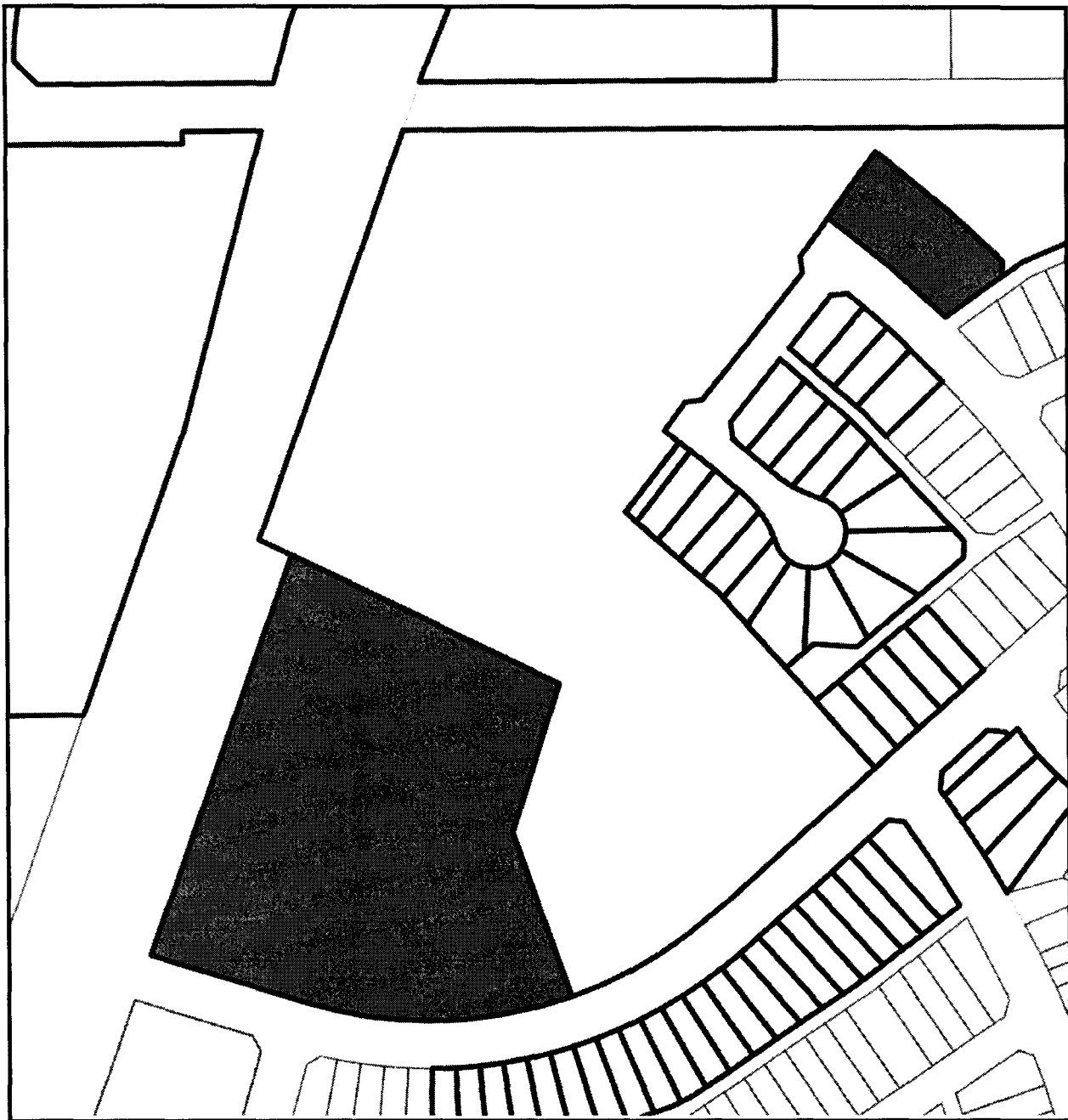
Yours truly,



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

Prime Owner Name	Owner Address 1	Owner Address 2	Owner Address 3	Owner Address 4
JOHN B & DEBBIE EDITH WISNIEWSKI	10 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
BARBARA COUSINS	101 JEWELL ST	RED DEER, AB	T4P 3W3	
GARY L MITCHELL & DENISE M CARRIER	105 JEWELL ST	RED DEER, AB	T4P 3W3	
GAIL FINLEY	109 JEWELL ST	RED DEER, AB	T4P 3W3	
NICHOLAS N & GERTIE ANDRUSHKO	113 JEWELL ST	RED DEER, AB	T4P 3W3	
ALLISON FOX	117 JEWELL ST	RED DEER, AB	T4N 3T4	
DAPHNE A & MILTON J ARMSTRONG	121 JEWELL ST	RED DEER, AB	T4P 3W3	
RUAN ASHLI RENWICK	125 JEWELL ST	RED DEER, AB	T4P 3W3	
MELVIN A ADAMARCZUK & JEANETTE Y ADAMS	129 JEWELL ST	RED DEER, AB	T4P 3W3	
ANTHONY & RHONDA HANSEN	133 JEWELL ST	RED DEER, AB	T4P 3W3	
CLAYTON NAKAMURA	137 JEWELL ST	RED DEER, AB	T4P 3W3	
MICHAEL HOWELL & MELISSA MAH	14 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
GLENDA MCIVOR	141 JEWELL ST	RED DEER, AB	T4P 3W3	
LAWRENCE WALDNER & DONNA GREEN	145 JEWELL ST	RED DEER, AB	T4P 3W3	
WILLIAM & ENEIDA THOMAS	147 JEWELL ST	RED DEER, AB	T4P 4A1	
BRADLEY ROBERT NICKORIUK	149 JEWELL ST	RED DEER, AB	T4P 4A1	
TOBY WYLIE BRADLEY	151 JEWELL ST	RED DEER, AB	T4P 4A1	
JAMES & JAMES & KAREN PERRY	153 JEWELL ST	RED DEER, AB	T4P 4A1	
RAEGAN HUFF	155 JEWELL ST	RED DEER, AB	T4P 4A1	
MURRAY & TRUDY MACLEOD	18 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
RICHERD G ANDRUSIAK & MARY-DEL KELLS	2 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
WILLIAM & EMMA MARIA KRUIHOF	2 JESSUP AVE	RED DEER, AB	T4P 3X1	
CAROLINA HOMES INC	215-340 MIDPARK WAY SE	CALGARY, AB	T2X 1P1	
CORY & LINETTE MILLER	22 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
RONALDA G LEE	26 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
BERNIE PYRA	28 JARVIS AVE	RED DEER, AB	T4P 3W6	
RODICA GUYE	30 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
ALLISON & SHAUN PAUL	32 JARVIS AV	RED DEER, AB	T4P 3W6	
VERNON & LINDA POTTER	34 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
DAVID F & KERRY L PELHAM	36 JARVIS AV	RED DEER, AB	T4P 3W6	
ROBERT RUST & ARLENE HANSON	38 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
DAVID R & JOAN E CREWS	4 JESSUP AV	RED DEER, AB	T4P 3X1	
JASON & JAMIE ELLIS	42 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
LAURA BERNDT	46 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
KEITH G WITTKE	50 JACKSON CLOSE	RED DEER, AB	T4P 3W5	
CAROLINE BRANDT	54 JACKSON CLOSE	RED DEER, AB	T4P 3W5	

REYNOLD & ELEANOR PLETT	58 JACKSON CLOSE	RED DEER, AB T4P 3W5
GERALD & GWEN FISCHER	6 JACKSON CL	RED DEER, AB T4P 3W5
RANDY & PATRICIA SCHMIDT	6 JESSUP AV	RED DEER, AB T4P 3X1
LUCERO PANTONY & MILDRED MANUEL	62 JEWELL ST	RED DEER, AB T4P 3W3
WILL CONSTRUCTION & DEVELOPMENT LTD	6204 46 AV	RED DEER, AB T4N 7A2
TREVOR DUNCAN & GYONGYI POWELL	66 JEWELL ST	RED DEER, AB T4P 3W3
ROBERT MICHAEL & FRANCISCA HENDRIKA KELH	70 JEWELL ST	RED DEER, AB T4P 3W3
RONALD GLEN & DEBORAH GOLDA MAYBERRY	74 JEWELL ST	RED DEER, AB T4P 3W3
CINDY L & THOMAS BRAUN	78 JEWELL ST	RED DEER, AB T4P 3W3
AMIE L WYATT	85 JEWELL ST	RED DEER, AB T4P 3W3
BRANDI WARD & RICHARD BROWES	93 JEWELL ST	RED DEER, AB T4P 3W3
KEARNEY PROPERTIES LTD	9625 SHEPARD RD SE	CALGARY, AB T2C 4K5
DAVE D CROWLEY	97 JEWELL ST	RED DEER, AB T4P 3W3
ELVIE F MONTEFALCO & MERIAM T	SANTIAGO	89 JEWELL ST RED DEER, AB T4P 3W3



Scale 1 : 2680

JOHNSTONE PARK PHASE 10 Land Use Bylaw Amendment

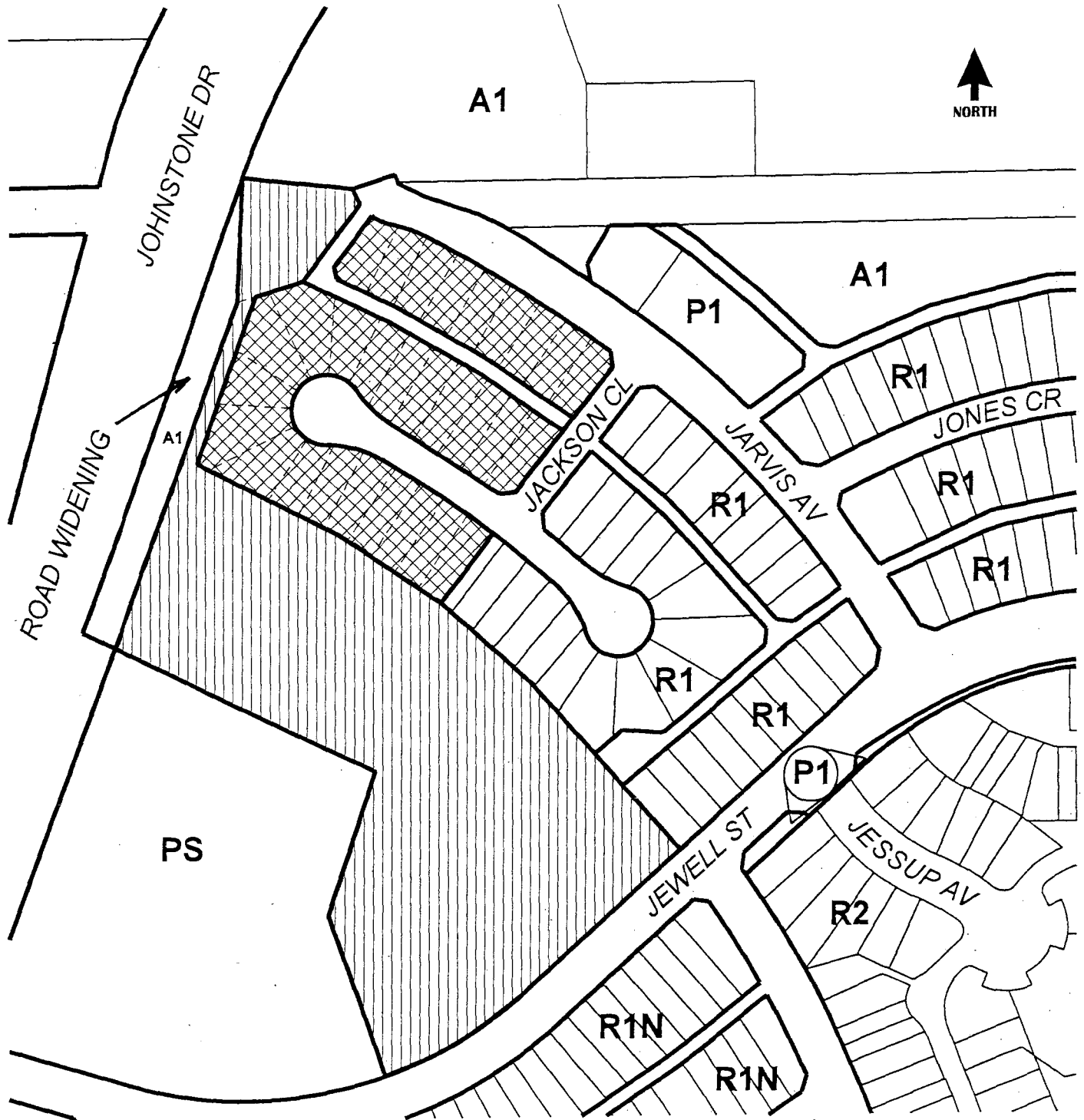
Red Deer City Council proposes to pass an amendment to the Land Use Bylaw, which controls the use and development of land and buildings in the city. Bylaw amendment **3156/P-2005** provides for the rezoning of approximately 4.871 hectares (12.04 acres) of land from A1 Future Urban Development District to R1 Residential (Low Density) District and P1 Parks and Recreation District. The amendment will allow for the creation of 29 low-density residential lots, 2 municipal reserve lots and 1 public utility lot. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

"Map"

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday June 20, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, June 14, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: June 3 & 10, 2005)

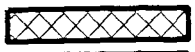

The City of Red Deer



AFFECTED DISTRICTS:

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

Change from :

- A1 to R1 
- A1 to P1 

MAP No. 13 / 2005
BYLAW No. 3156 / P - 2005



Council Decision – May 24, 2005

Legislative & Administrative Services

DATE: May 25, 2005
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/P-2005
NE ¼ 30-38-27-4
Johnstone Park – Phase 10
Carolina Homes Ltd.

Reference Report:

Parkland Community Planning Services, dated May 13, 2005

Bylaw Readings:

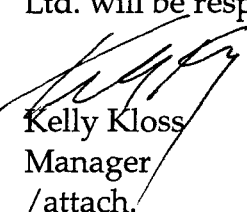
Land Use Bylaw Amendment 3156/P-2005 was given first reading. A copy of the bylaws is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/P-2005 provides for the rezoning of approximately 4.871 ha (12.04 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District for the development of Phase 10 of the Johnstone Park neighbourhood. Twenty-nine low-density residential lots, 2 municipal reserve lots and 1 public utility lot will be created. This office will now proceed with the advertising for a Public Hearing. Carolina Homes Ltd. will be responsible for the advertising costs in this instance.



Kelly Kloss
Manager
/attach.

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



LEGISLATIVE & ADMINISTRATIVE SERVICES

May 25, 2005

Fax: (403) 256-7991

Carolina Homes Inc.
#215, 340 Midpark Way SE
Calgary, AB T2X 1P1

Dear Sirs:

Land Use Bylaw Amendment 3156/P-2005
Johnstone Park – Phase 10
Carolina Homes Ltd..

Red Deer City Council gave first reading to *Land Use Bylaw Amendment 3156/P-2005* at the City of Red Deer's Council Meeting held Monday, April 25, 2005. For your information, a copy of the bylaw is attached.

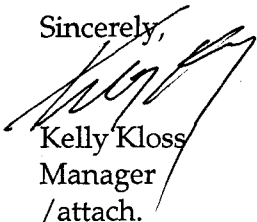
Land Use Bylaw Amendment 3156/P-2005 provides for the rezoning of approximately 4.871 ha (12.04 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District for the development of Phase 10 of the Johnstone Park neighbourhood. Twenty-nine low-density residential lots, 2 municipal reserve lots and 1 public utility lot will be created.

Council must hold a Public Hearing before giving second and third readings to the bylaw. This office will now advertise for a Public Hearing to be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the *Land Use Bylaw*, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, June 1, 2005. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

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

Sincerely,



Kelly Kloss
Manager
/attach.

c Parkland Community Planning Services
C. Adams, Administrative Assistant



**LAND
COMMUNITY
PLANNING
SERVICES**

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

DATE: May 13, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/P-2005
NE ¼ 30-38-27-4
Johnstone Park – Phase 10
Carolina Homes Ltd.

Proposal

Carolina Homes Ltd. is proposing to develop Phase 10 of the Johnstone Park neighbourhood. Phase 10 is located within the north portion of the Johnstone Park Neighbourhood Area Structure Plan. Rezoning is being sought for approximately 4.871 ha (12.04 ac.) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District in order to create twenty-nine (29) low density residential lots, two (2) municipal reserve lots, and one (1) public utility lot.

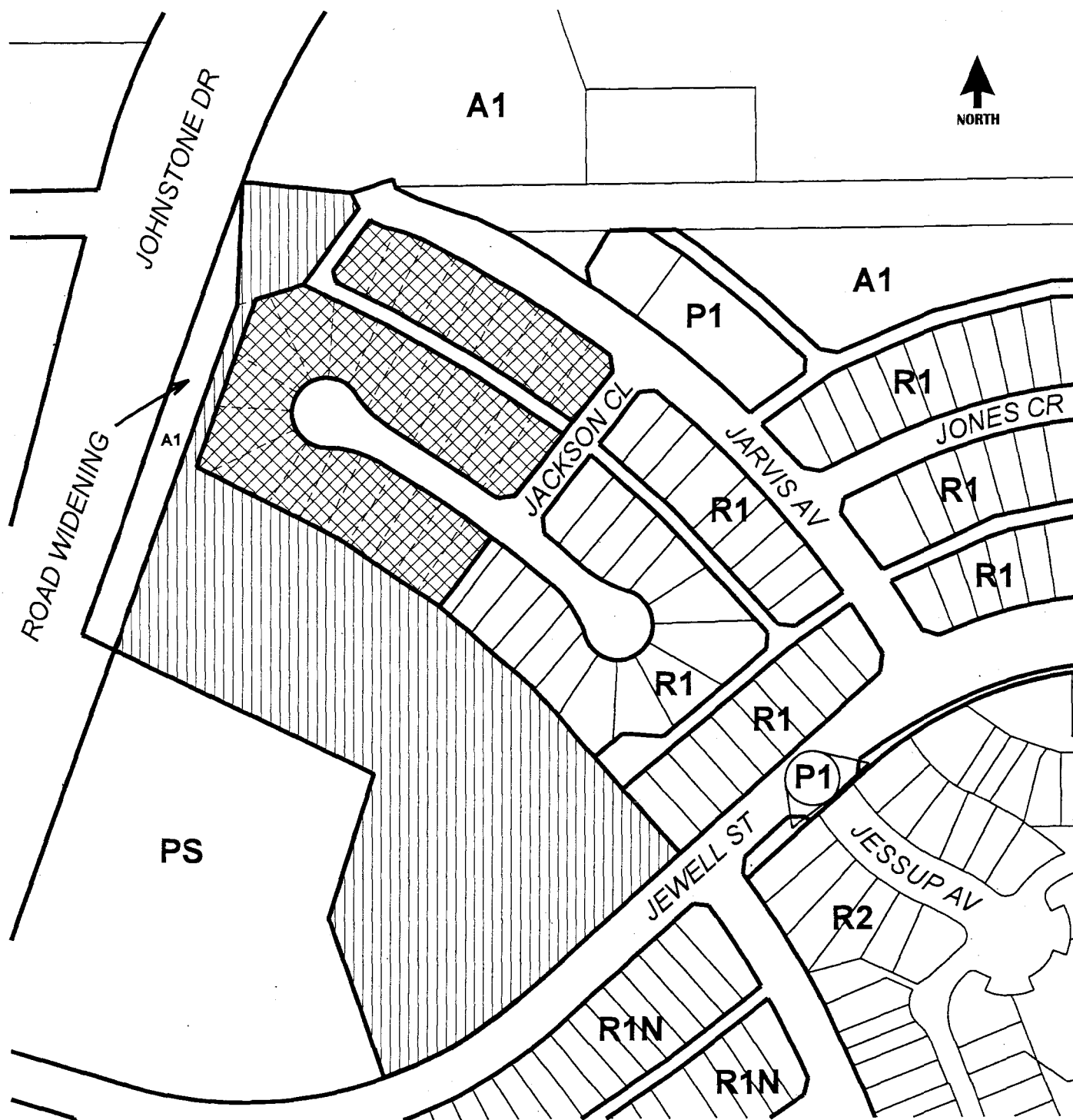
Staff Recommendation

The proposal conforms with the Johnstone Park Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/P-2005.

Martin Kvapil
Planning Assistant

Attachment

The City of Red Deer



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

Change from :

A1 to R1 

A1 to P1 

MAP No. 13 / 2005
BYLAW No. 3156 / P - 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/P-2005
NE ¼ 30-38-27-4
Johnstone Park – Phase 10
Carolina Homes Ltd.

Reference Report:

Parkland Community Planning Services, dated May 13, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/P-2005 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No***Comments/Further Action:***

Land Use Bylaw Amendment 3156/P-2005 provides for the rezoning of approximately 4.871 ha (12.04 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District and P1 Parks and Recreation District for the development of Phase 10 of the Johnstone Park neighbourhood. Twenty-nine low-density residential lots, 2 municipal reserve lots and 1 public utility lot will be created. This office will amend the Land Use Bylaw and distribute copies in due course.



Kelly Kloss
Manager

/chk
attchs.

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- City Assessor
- D. Kutinsky, Graphics Designer
- L. Khoshaba, GIS Analyst
- T. Edwards, Clerk Steno

BYLAW NO. 3156/P-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 D13" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 13/2005 attached hereto and forming part of the bylaw.

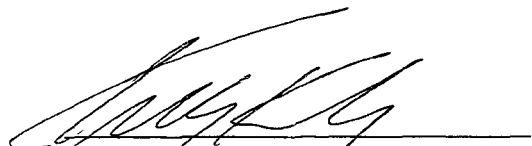
READ A FIRST TIME IN OPEN COUNCIL this 24th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this 20th day of June 2005.

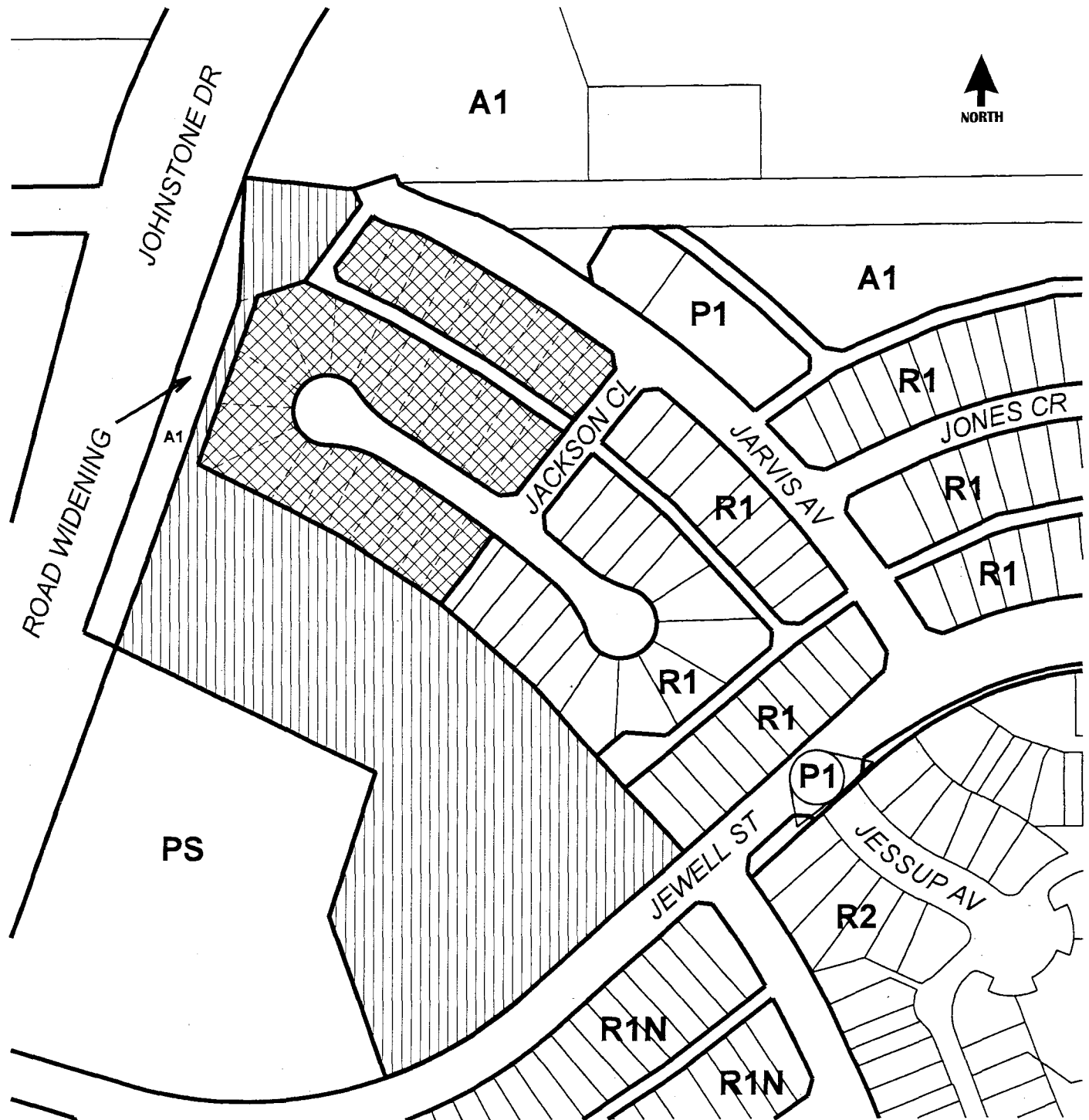
READ A THIRD TIME IN OPEN COUNCIL this 20th day of June 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this 20th day of June 2005.


MAYOR


CITY CLERK

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



AFFECTED DISTRICTS:

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

Change from :

A1 to R1 

A1 to P1 

MAP No. 13 / 2005
BYLAW No. 3156 / P - 2005



Engineering Services

Date: June 13, 2005
To: Legislative & Administrative Services Manager
From: Engineering Services Manager
Re: Delburne Road Widening, 40 Avenue to Irwin Avenue

We have completed the detailed design and tendering of the Delburne Road Widening from 40 Avenue to Irwin Avenue. Prior to awarding the Contract, an update to the project budget must be considered, as the anticipated project expenditures are beyond what is approved in the 2005 Major Capital Budget.

A. Background

Prior to the 2004 Major Capital Budget, Delburne Road was to be widened from 40 Avenue to 30 Avenue in 2008. To accommodate growth in the southeast area of Red Deer, the Delburne Road widening was split into two components: 40 Avenue to Irwin Avenue in 2005 and Irwin to 30 Avenue in 2007. The 2005 Major Capital Budget was approved with \$1,400,000 for the first phase of construction.

The 2005 Major Capital Budget also included a budget of \$460,000 to extend a 400 mm water trunk along Delburne Road (40 Avenue to Irwin Avenue) to serve adjacent development.

B. Tender Results

The tender closed for Delburne Road Widening on June 7, 2005. We received two competitive bids from Border Contracting Ltd. and Central City Asphalt Ltd for approximately \$2,491,400 and \$2,910,400 respectively, excluding contingency and G.S.T.

Included in this tender is construction of the 400 mm water trunk, valued at approximately \$405,200 as well as storm system over-sizing to accommodate drainage from Inglewood East residential subdivision. The storm oversize is valued at approximately \$82,600 and will be recovered separately from the Developer.

Legislative & Administrative Services Manager
 June 13, 2005
 Page 2

C. Tender Evaluation

As part of the tender review process, our consultant, Al-Terra Engineering Ltd. has reviewed the tender and has met with the low bidder and explored opportunities to reduce the tender value further. The more notable items include the following:

1. Allow a full road closure of Delburne Road between 30 Avenue and 40 Avenue for the duration of the project, with the exception of Westerner Days. Considering the available detour route of 30 Avenue, 22 Street, and 40 Avenue it would be reasonable to allow this closure. The potential savings is \$43,400.
2. Allow a larger portion of storm sewer and ducting to be installed by open cut trenching methods to reduce the amount of directional drilling beneath the road. The potential savings is \$22,600.
3. A review of the quantities of import material tendered indicates that there is a potential saving of \$75,000.
4. Other minor changes totaling approximately \$22,000.

Our consultant, Al-Terra Engineering Ltd., is recommending award of the work to the low bidder, Border Paving Ltd for a value of approximately \$2,328,400 including the water and storm costs.

D. Budget Update

The following table provides the revised estimate of costs for Delburne Road Widening (40 Avenue to Irwin Avenue), Storm Oversize, and Water Trunk Construction.

	Delburne Road Widening	Storm Oversize	Water Trunk
Approved Budget	\$1,400,000	Developer Cost	\$480,000
Proposed Budget:			
Engineering	\$86,000	\$8,700	\$23,700
Construction Contract	\$1,840,600	\$82,600	\$405,200
Contract contingency (5%)	\$92,000	4,100	20,300
EL&P	\$106,000	--	--
City Forces	\$17,000	--	\$5,000
TOTAL	\$2,152,000	\$95,400	\$454,200
VARIANCE	(\$752,000)	--	\$25,800

Legislative & Administrative Services Manager
June 13, 2005
Page 3

E. Project Variance

Variances between the original and revised budget amounts are due to the following:

1. During detailed design the area of the roadway proposed for construction was increased to accommodate an alignment shift to the south and an extended transition area from the new four lanes to the existing two-lane roadway.
2. The base structure was also extended beyond the transition from two lanes to four lanes to accommodate future widening of Delburne Road to the east.
3. The need to relocate an overhead power line was identified during detailed design to meet current codes for clearance between boulevard and overhead power lines.
4. During detailed design, it was determined that the existing storm water system extending from the lane in the Inglewood Subdivision to Delburne Road required replacement. This was to accommodate the depth of the new storm system and to increase the pipe capacity to reduce the duration of high water levels within the wetland immediately south of Delburne Road.
5. There is no readily available source of fill material for this project and as such, borrow material was supplied by the contractor off site. The additional haul distance increased costs and the contractor is being charged by the landowner for the borrow material.
6. In general, prices have increased significantly from last year's project costs, which the budget was based on. Comparing the tender prices to that of the 40 Avenue Widening project completed in 2004, most unit prices have increased by 5% to 15%, although there are a number of unit prices, such as concrete curb and asphalt pavement that have increased by 17 to 41%. This is far in excess of CPI and very difficult to plan for when preparing a budget over a year in advance of construction.

Legislative & Administrative Services Manager
June 13, 2005
Page 4

Recommendation

As residential development is continuing at a rapid pace in this area, and the construction of Delburne Road Widening between 40 Avenue and Irwin Avenue is required to allow access to the Inglewood Subdivision, we respectfully recommend that Council approve the revised budget of \$2,152,000, an increase of \$752,000. The funding source for this budget is from the Road Off-site Levy fund.



Tom C. Warder, P.Eng.
Engineering Services Manager

FC/ldr

- c. Director of Development Services
Treasury Services Manager
Streets Engineer
Engineering Accountant

Comments:

We agree with the recommendations of the Engineering Services Manager.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Tom Warder, Engineering Services Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Delburne Road Widening, 40th Avenue to Irwin Avenue

Reference Report:

Engineering Services Manager, dated June 13, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated June 13, 2005, re: Delburne Road Widening, 40th Avenue to Irwin Avenue, hereby amends the 2005 Capital Budget by increasing the budget for the first phase of the Delburne Road Widening, between 40th Avenue and Irwin Avenue, from \$1,400,000 to \$2,152,000 to be funded from the Road Off-Site Levy Fund."

Report Back to Council: No

A handwritten signature in black ink, appearing to be 'K. Kloss'.

Kelly Kloss
Manager

/chk

c Director of Development Services
 M. Bovair, Financial Analyst
 D. Krejci, Controller

Emergency Services

DATE: June 14, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Howard Thompson, Land and Economic Development Manager
Jack MacDonald, Fire Chief, Emergency Services Manager

SUBJECT: Emergency Services Fire Training Site Expansion - Part of Lot 1MR,
Block 1, Plan 812 2691 – Amendment to Capital Budget
and Lease to Firemaster Oilfield Services Inc.

Background:

Emergency Services entered into planning discussions with a private fire training company, Firemaster Oilfield Services Inc., in 2004 with the intent to expand into and develop the parkland immediately north of the existing fire training facility. The original concept was for Firemaster to purchase the land and enter into a partnership with Emergency Services to cooperatively utilize both sites for both partners' mutual benefit.

This plan changed in the fall of 2004 when it was decided The City would retain ownership of the land, an application to rezone from P-1 to I-2 would be made, and Emergency Services would purchase the new site. Council approved the Disposal of Municipal Reserve and Rezoning at their October 4, 2004 meeting (see attachments).

Since that time, further discussions have taken place between the Land & Economic Development Department, the Emergency Services Department, and Firemaster to develop appropriate lease and operating arrangements. Lawyers for The City and Firemaster have reviewed and approved the lease.

With respect to the operational agreement between The City of Red Deer and Firemaster, a Fire Training and Joint Use Agreement has been developed and reviewed by both parties and their legal counsel. With a view to effectively managing the operation of the facility, it covers a number of areas including:

- Use of each others improvements and scheduling of facilities
- Safety
- Costs
- Clean-up and maintenance
- Rights to enter
- Future development
- Indemnification
- Liability
- Insurance
- Termination of the agreement

.../2

Emergency Services

June 14, 2005

Kelly Kloss

Page 2

Council approval is now required to complete the transfer of this parcel to Emergency Services, compensate the Public Reserve Trust Fund for the disposal of MR; and to approve entering into a long term land lease with Firemaster, subject to Municipal Planning Commission approval for the development.

Financial Implications:

Land Transfer - The Land and Economic Development Department has reviewed market values in this area and have determined that the appropriate market value for this 1.42 acre (0.575 ha), more or less, portion of Lot 1MR be based on a rate of \$70,000 per acre with a 10% discount for the odd shape of the lot and its' current unimproved state. The value to be transferred to the Public Reserve Trust Fund would then be \$89,500. Emergency Services would be responsible for the cost, approximately up to \$5,500, to survey and consolidate the parcel with their existing site.

Upon discussions with Senior Management, it is recommended that City Council amend the 2005 Major Capital Budget to allocate \$95,000 from the Capital Projects Reserve to complete the transfer and cover consolidation costs.

Lease - Discussions have resulted in the following relevant terms and conditions for Council's consideration that reflect the long term nature of the partnership and investment that Firemaster will be making into this site.

- 5 year term with the right to renew for a further 3 terms for a total of 20 years.
- The lease rate is to be based on 8% of the above market value for a rent of \$7,160 + GST per year for the first 5 year term. Rent will be adjusted for current market values at the time of each renewal. Please note that the 8% lease rate is slightly lower than the City's standard of 10% and is supported by Administration to reflect that Firemaster is taking the site "as is" and they will be incurring additional site preparation costs to import fill material to improve the grade of the site.

Recommendation:

That City Council approves:

1. To expand the Emergency Services Fire Training Facility site by consolidating 1.42 acre (0.575 ha), more or less, being part of Lot 1MR, Block 1, Plan 812 2691 to the existing site.

.../3

**Emergency Services**

June 14, 2005

Kelly Kloss

Page 3

2. To amend the 2005 Major Capital Budget to allocate \$95,000 from the Capital Project Reserve to fund the transfer of \$89,500 to the Public Reserve Trust Fund and for consolidation costs.
3. Entering into a long term land lease with Firemaster Oilfield Services Inc. for 1.42 acre (0.575 ha), more or less, of the expanded Emergency Services Fire Training Facility subject to:
 - i. 5 year term with the right to renew for a further 3 terms.
 - ii. Lease rate is to be based on 8% of the current market value with rent adjustments upon renewal.
 - iii. Municipal Planning Commission approval for Firemasters' proposed development on the leased lands.
 - iv. Lease Agreement satisfactory to the City Solicitor.

A handwritten signature in black ink, appearing to read 'H. Thompson'.

Howard Thompson
Land & Economic Development Manager

A handwritten signature in black ink, appearing to read 'Jack MacDonald'.

Jack MacDonald
Fire Chief, Emergency Services Manager

Attach.

- c. Bryon Jeffers, Director of Development Services
Greg Scott, Recreation, Parks and Culture Manager
Rodney Burkard, Director of Corporate Services



Labels
Legal Fabric
Land Use Districts
Streets
Base
2004 Ortho Image

156



EMS Fire Training Facility Expansion Lands

2005/06/15

Scale 1 : 4900

H15

157

RED DEER RIVER

NE 1/4
SEC. 33
38-27-4

8

12

NE 1/4 SEC. 33-38-27-4

LOT L

12

NE 1/4
SEC. 33 38-27-4

EMS FIRE TRAINING
FACILITY EXPANSION LANDS

P1

4h

12
EXISTING
SITE

NORTHLAND DR

P1

12

2

9

5

Part Six of the Bylaw
outlines the Land Use
District Definitions

refer to the Index Map
for the Legend

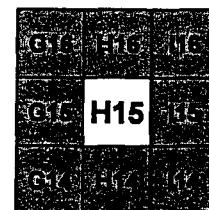


NORTH
Scale 1:5,000

© The City of Red Deer,
Engineering Department

The City of Red Deer Land Use Bylaw 3156/96

Amendments to NE 1/4 Sec 33
3156/DD-2004 Oct 4, 2004



NE 1/4 Sec 33
Twp 38- Rge 27 - W4th

printed on
December 07, 2004

see reverse for additional constraints



Council Decision – October 4, 2004

Legislative & Administrative Services

DATE: October 5, 2004

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

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Emergency Services Fire Training Site – Riverside Heavy Industrial Park
Disposal of Municipal Reserve
Land Use Bylaw Amendment 3156/DD-2004
Part of Lot 1MR, Block 1, Plan 812 2691

Reference Report:

Land & Economic Development Manager, dated August 31, 2004 and Parkland Community Planning Services, dated August 30, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated August 31, 2004, re: Emergency Services Fire Training Site – Riverside Heavy Industrial Park, Disposal of Municipal Reserve and Rezoning Request from P1 to I2, Part of Lot 1MR, Block 1, Plan 812 2691, hereby agrees to the disposal of municipal reserve lands described as:

"All that portion of Lot 1MR, Block 1, Plan 812 2691 lying within Plan _____ and containing 0.575 ha., more or less."

Bylaw Readings:

The Disposal of Municipal Reserve was approved and Land Use Bylaw Amendment 3156/DD-2004 was given second and third readings. A copy of the bylaw is attached.

Report Back to Council: No

Council Decision – October 4, 2004
Land Use Bylaw Amendment 3156/DD-2004
Page 2

Comments/Further Action:

In order to expand the Emergency Services fire training site, the Disposal of Municipal Reserve provides for the disposition of a portion of Municipal Reserve adjacent to the north boundary of the site, containing 1.422 acres (0.575 hectares) more or less. Land Use Bylaw Amendment provides for the rezoning of 0.575 hectares (1.4222ac) of land from P1 Parks and Recreation District to I2 Industrial (Heavy Industrial) District for the development of a fire training facility to be used in conjunction with the current fire training facility on an adjoining parcel. This office will amend the Land Use Bylaw and distribute copies in due course. A Statutory Declaration regarding the Disposal of Municipal Reserve is also attached for your use.



Kelly Kloss
Manager

/chk
attchs.

- c Director of Development Services
- Inspections & Licensing Manager
- City Assessor
- D. Kutinsky, Graphics Designer
- L. Soley, Clerk Steno

CANADA

PROVINCE OF ALBERTA

TO WIT:

IN THE MATTER OF SECTION 674
OF THE MUNICIPAL GOVERNMENT
ACT, 1994, CHAPTER M-26.1

I, Kelly Kloss, of the City of Red Deer, in the Province of Alberta, DO SOLEMNLY
DECLARE:

1. THAT I am the duly appointed City Clerk of The City of Red Deer and its proper designated officer in this behalf.
2. THAT the Council of The City of Red Deer wishes to dispose of a municipal reserve.
3. THAT The City of Red Deer has complied with the provisions of Section 674 of the Municipal Government Act, 1994, Chapter M-26.1.
4. THAT the reserve lot is characterized as a municipal reserve under the current Act.
5. THAT The City of Red Deer, in accordance with Section 675(1) of the Municipal Government Act, requests the removal of the designation of municipal reserve from the lands described as follows:

"All that portion of Lot 1MR, Block 1, Plan 812 2691 lying within Plan _____ and containing 0.575 ha., more or less."

AND I MAKE THIS SOLEMN DECLARATION conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

DECLARED before me at the City of)
Red Deer, in the Province of Alberta,)
this 4 day of October,)

A.D. 2004.

KELLY KLOSS,
CITY CLERK

A COMMISSIONER FOR OATHS IN AND
FOR THE PROVINCE OF ALBERTA

BYLAW NO. 3156/DD-2004

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

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

1. That "Use District Map H15" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 21/2004 attached hereto and forming part of the bylaw.

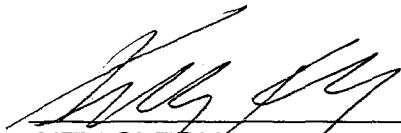
READ A FIRST TIME IN OPEN COUNCIL this 7th day of September 2004.

READ A SECOND TIME IN OPEN COUNCIL this 4th day of October 2004.

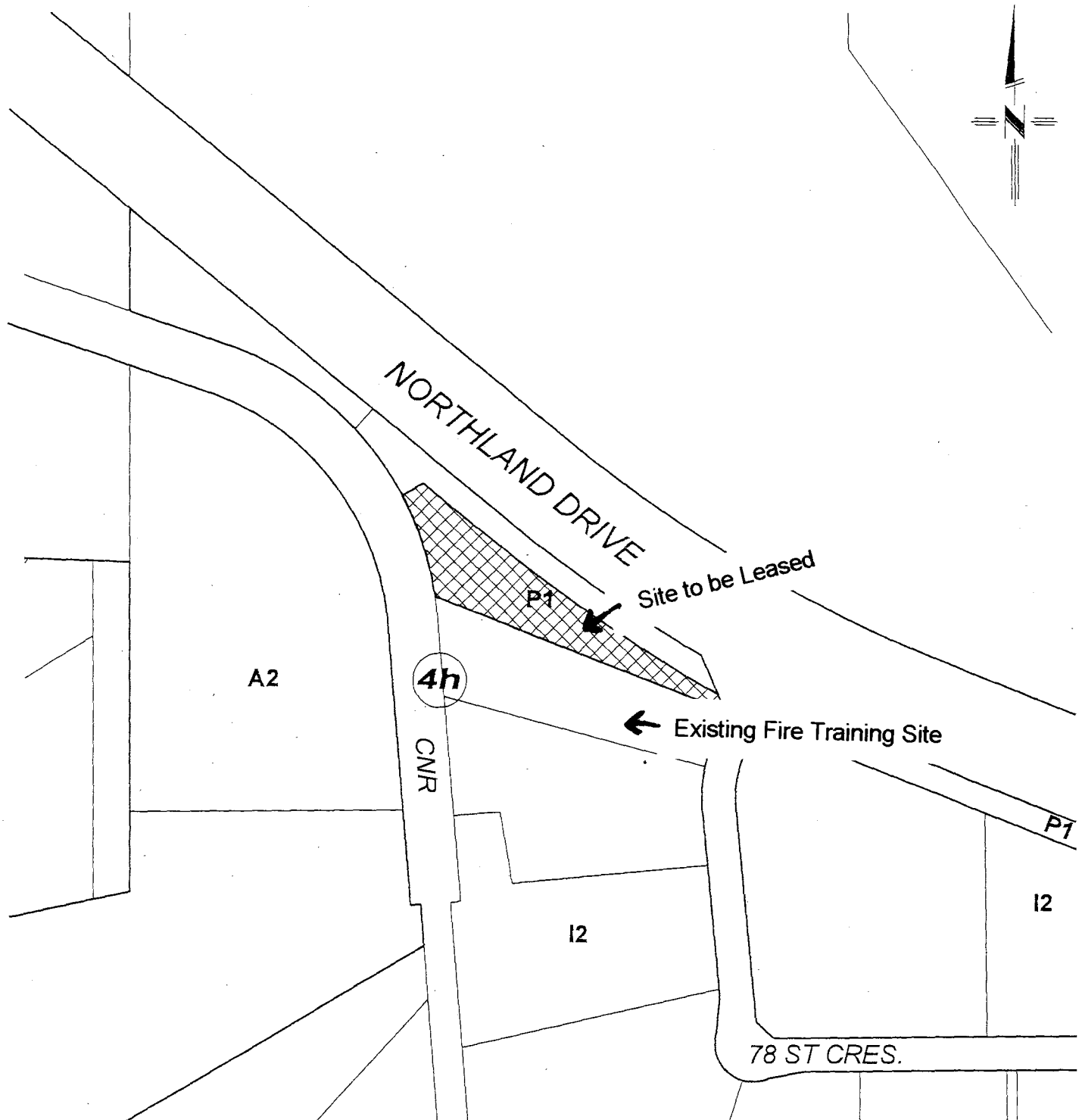
READ A THIRD TIME IN OPEN COUNCIL this 4th day of October 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 4th day of October 2004.


MAYOR


CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



Change from :

P1 to I2



AFFECTED DISTRICTS:

I2 - Industrial (Heavy Industrial) District

P1 - Parks & Recreation District

MAP No. 21 / 2004
BYLAW No. 3156 / DD - 2004



Legislative & Administrative Services

DATE: September 27, 2004

TO: City Council

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Emergency Services Fire Training Site – Riverside Heavy Industrial Park
Disposal of Municipal Reserve and Rezoning Request From P1 to I2
Part of Lot 1MR, Block 1, Plan 812 2691
Land Use Bylaw Amendment 3156/DD-2004

History

At the Tuesday, September 7, 2004 meeting of Council, Land Use Bylaw Amendment 3156/DD-2004 was given first reading. Council also considered the Disposal of Municipal Reserve for part of Lot 1MR, Block 1, Plan 812 2691.

In order to expand the Emergency Services fire training site, the Disposal of Municipal Reserve provides for the disposition of a portion of Municipal Reserve adjacent to the north boundary of the site, containing 1.422 acres (0.575 hectares) more or less. Land Use Bylaw Amendment provides for the rezoning of 0.575 hectares (1.4222ac) of land from P1 Parks and Recreation District to I2 Industrial (Heavy Industrial) District for the development of a fire training facility to be used in conjunction with the current fire training facility on an adjoining parcel.

Public Consultation Process

A Public Hearing has been advertised for the above noted bylaw to be held on Monday, October 4, 2004 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 Hearing.

Recommendations

That following the Public Hearing, Council may:

1. Pass a resolution approving the Disposal of Municipal Reserve
2. Give second and third readings of the Land Use Bylaw Amendment

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

Kelly Kloss
Manager

DATE: September 28, 2004

TO: City Council

FROM: K.C. Pavlick

RE: Proposed Expansion of E.M.S. Training Facilities

Your Worship and Members of Council,

I was in attendance on Tuesday, September 7, when the issue of rezoning and transferring a small parcel of land was discussed and tabled. The land was to be used to further expand the City of Red Deer's fire fighting training facilities. As the former Chair of the Emergency Services Master Plan Advisory Committee and as the former Chair of the Emergency Services Service Delivery Study, I feel it is important at this time to come forward **in favor of this expansion.**

I realize that the timing of this letter could be misconstrued as political opportunism. Let me assure you, my motives are for what is best for the citizens of Red Deer and our EMS personnel.

REASONING

EMS should not and cannot be treated the same as a private sector entity.

- 1) EMS is a part of Red Deer and this "land sale" is nothing more than taking a toonie from your left pocket and putting it in your right pocket. Red Deer retains possession of the land.
- 2) Factors like employee morale are never considered in a private sector sale. In considering this expansion, Council should weigh heavily the benefits to EMS members and their families. For advanced training, members will no longer have to travel long distances and stay in hotels.
- 3) EMS personnel would remain in Red Deer for training and could be called upon in case of a disaster.

The City of Red Deer needs new revenue streams.

- 1) This expansion will provide the City with new revenue from private sector partnerships. These partnerships will bring people to Red Deer to train and these people will need lodging, food, entertainment, maybe even rental cars.
- 2) The savings of no longer outsourcing training are also of real dollar benefit to the City. These savings extend beyond the cost of just the training and the associated travel and living expenses. We will also be saving the mental and physical toll that comes from being away from home.

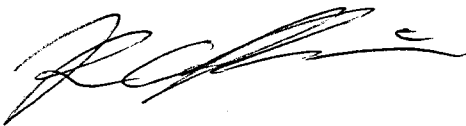
Any councilor, who is paying more than lip service to guarding taxpayers dollars and mitigating any future debt carried by the City, would want to support such a creative initiative. If this initiative should be questioned at all, the question should be:

“HOW CAN WE DEVELOP THIS IDEA FURTHER, AND TURN
RED DEER INTO THE FIRE FIGHTER TRAINING CAPITAL OF
ALBERTA OR CANADA?”

Red Deer leads Alberta and Canada in so many ways. Why cannot this be another jewel in Red Deer's crown?

Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read 'K.C. Pavlick', with a stylized flourish at the end.

K.C. Pavlick

Former Chair, Emergency Services Master Plan Advisory Committee

Former Chair, Emergency Services Service Delivery Study

ivitemo

Date: August 31, 2004

To: Kelly Kloss, Legislative and Administrative Manager

From: Howard Thompson, Land & Economic Development Manager

RE: Emergency Services Fire Training Site - Riverside Heavy Industrial Park
Disposal of Municipal Reserve and Rezoning Request From P1 to I2
Part of Lot 1MR, Block 1, Plan 812 2691

Background:

Emergency Services is in active discussions with a private sector firm interested in locating additional fire training apparatus on the above site for use on a shared basis. In order to expand the training site, City Council approval is required to dispose of a portion of Municipal Reserve adjacent to the north boundary of the site, as shown on the attached plan, containing 1.422 acres (0.575 hectares), more or less. Council's approval is also required to rezone this land from P1 to I2 as per Parkland Planning's memo on this agenda.

Once the business and financial aspect of this transaction are finalized they will be presented to Council for consideration. In the meantime, City Administration recommends proceeding with the disposal and rezoning at this time to assist with the process to capitalize on this opportunity. Regardless, Emergency Services envisions the need to expand their site eventually that would require the disposal and rezoning.

The concept and a draft site plan were presented to both the Environmental Advisory, and the Recreation & Parks Boards at their meetings on March 23rd and 25th respectively. Both boards were in support of the intent to sell parkland and made similar resolutions as follows. Please note that the proposed area has now been determined to be 1.422 acres (0.575 hectares), more or less, to accommodate the development plan.

"... supports the recommendation of administration that Red Deer City Council consider approval of:

- 1. The sale of the 1.33 acres, more or less, of City-owned P1 (Parks & Recreation District), Lot 1MR, Block 1, Plan 812 2691 (corner of 78 Street Crescent & Northland Drive), immediately north of the existing emergency services training facility, to Emergency Services for the purpose of expanding the existing training facility, and*
- 2. That the 1.33 acres, more or less, be rezoned from P1 (Parks & recreation District) to I2 (Heavy Industrial District)."*

Development plans were circulated to the administration for comments in preparation to take this proposal to the Municipal Planning Commission should Council approve the disposal and rezoning. MPC will consider the use and any development conditions recommended by the Administration. The pertinent issues and comments for MPC's consideration are summarized as follows:

Memo

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Kelly Kloss
Page 2

- No access permitted to Northland Drive or 78 Street Crescent.
- Land to be consolidated with the Emergency Services site.
- This site should be screened as to not cause a distraction or nuisance to motorists on Northland Drive, which will be an expressway with a 60 metre right of way and will not include a berm in this industrial area. Emergency Services should construct a landscaped berm along the 15.0 metre MR strip to an arterial standard and/or install solid fencing versus chain link on the north property line to provide adequate screening.

Financial Implications:

Details to be presented once finalized. Although Emergency Services will have to purchase the additional MR lands and the proceeds will be credited to the Public Reserve Trust Fund. Emergency Services will also be responsible for associated costs for legal surveys and advertising.

Recommendation:

That City Council approves:

1. the Disposal of Municipal Reserve described as;
"All that portion of Lot 1MR, Block 1, Plan 812 2691 lying within Plan _____ and containing 0.575 ha., more or less".
2. A Land Use Bylaw amendment to rezone the disposed portion of municipal reserve from P1 to I2.



Howard Thompson
Land & Economic Development Manager

Attach.

- c. Bryon Jeffers, Director of Development Services
Tom Warder, Engineering Services Manager
Greg Scott, Recreation, Parks and Culture Manager
Tony Lindhout, Parkland Community Planning Services
Paul Meyeette, Inspections & Licensing Manager
Jack MacDonald, Fire Chief
John Wyatt, Deputy Chief Prevention and Education
Don Simpson, City Solicitor
Bryce Hume, Cliff Kary, Glen Chrapko, Firemaster Oilfield Services Inc.

CANADIAN NATIONAL RAILWAY

SITE PLAN
SCALE 1"=50'-0"

NEW ASPHALT PAVING
GRAVELLED

ESTRAINING FACILITY

ADDITIONAL SITE = 1.422 Acres

DISPOSAL of MR

ORTHLAND DRIVE

ST. CRES.

- SCOPE OF WORK:**
- 1) REZONE ADDITIONAL SITE AREA FROM 'P-1' TO 'P-2'.
 - 2) INSTALL AND REGRADE ENTIRE SITE. SITE GRADING DESIGN BY OTHERS.
 - 3) INSTALL NEW FIRE TRAINING EQUIPMENT AS SHOWN, COMPLETE WITH DRAIN PIPING TO RECOVERY PIT.
 - 4) ASPHALT PAVE ENTIRE SITE, BY OTHERS.

JOB No. 04-133
PROPOSED FIRE TRAINING SITE UPGRADE
RED DEER
SITE PLAN

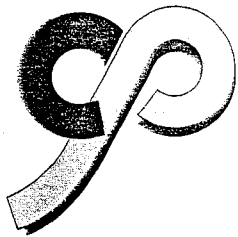
BEARDEN ENGINEERING
ARCHITECTURAL & ENGINEERING CONSULTING

4040 Riverdale Drive, Red Deer, Alberta T4N 6Y5
Phone (403) 343-8888 Fax (403) 343-8128
E-mail: info@bearden.ca Web: www.bearden.ca

DRAWN CHKD SCAI
RCI
Jun 30, 2004 10:20 PM IMPER
30 JUN 2004
No. REVISION

DWG No. DRAWING TITLE

STAMPS



DATE: August 30, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/DD-2004
Portion of Lot 1MR, Block 1, Plan 812 2691
Riverside Heavy Industrial Park

Proposal

City of Red Deer Emergency Services Department is seeking to rezone 0.575 hectares (1.42 ac.) of land from P1 Parks and Recreation District to I2 Industrial (Heavy Industrial) District. The purpose of the rezoning is to accommodate the development of a fire training facility to be used in conjunction with the current fire training facility on the adjoining parcel.

The subject area is part of a designated municipal reserve (MR) parcel that would require removal of the MR designation. Both the Environmental Advisory and Recreation Parks & Culture Boards support development of this portion of reserve land and removal of the reserve designation from it. The remainder of the existing municipal reserve parcel will be used to accommodate a future landscaped berm along Northlands Drive when upgraded to a major arterial roadway.

To allow development of this site, subdivision of the reserve parcel would be required to establish a new parcel boundary that coincides with the proposed zoning amendment. The new parcel would meet the requirements of the Land Use Bylaw.

Staff Recommendation

Subject to the removal of the municipal reserve designation from the proposed development site, it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/DD-2004.

Martin Kvapil
Planning Assistant

/attach.

Comments:

We agree with the recommendations of the Land & Economic Development Manager and the Emergency Services Manager.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Howard Thompson, Land & Economic Development Manager
Jack MacDonald, Fire Chief, Emergency Services Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Emergency Services Fire Training Site Expansion – Part of Lot 1MR, Block 1, Plan 812 2691 – Amendment to Capital Budget and Lease to Firemaster Oilfield Services Inc.

Reference Report:

Land & Economic Development Manager and Emergency Services Manager dated June 14, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Land and Economic Development Manager and the Emergency Services Manager, dated June 14, 2005, re: Emergency Services Fire Training Site Expansion, Part of Lot 1MR, Block 1, Plan 812 2691 – Amendment to Capital Budget and Lease to Firemaster Oilfield Services Inc., hereby approves:

1. The expansion of the Emergency Services Fire Training Facility site by consolidating 1.42 acre (0.575 ha), more or less, being part of Lot 1MR, Block 1, Plan 812 2691 to the existing site.
2. The amendment of the 2005 Major Capital Budget to allocate \$95,000 from the Capital Project Reserve to the Public Reserve Trust Fund which represents the land and consolidation costs of the site.
3. Entering into a long-term land lease with Firemaster Oilfield Services Inc. for 1.42 acre (0.575 ha), more or less, of the expanded Emergency Services Fire Training Facility subject to:

- (a) A 5 year term with the right to renew for a future 3 terms
- (b) The lease rate is to be based on 8% of the current market value with rent adjustments upon renewal.
- (c) Municipal Planning Commission approval for Firemasters' proposed development on the leased lands
- (d) The lease agreement satisfactory to the City Solicitor."

Report Back to Council: No



Kelly Kloss
Manager

/chk

- c Director of Development Services
Recreation, Parks & Culture Manager
D. Krejci, Controller
M. Bovair, Financial Analyst

Memo

Date: June 14, 2005

To: Kelly Kloss, Legislative and Administrative Manager

From: Howard Thompson, Land & Economic Development Manager

Re: **Johnstone Crossing – Phase 4**
Raw Residential Land Sale to Tronnes Development L.P.

Tronnes Development L.P. is the private developer of a 3.87 hectare (9.6 acre) parcel of land adjacent to the City's residential lands in Johnstone Crossing. In order to comply with the lot layout in the Johnstone Crossing Neighbourhood Area Structure Plan, Tronnes needs to purchase several small portions of land from the City to adjust their legal boundaries as shown on the attached plan prepared by their survey firm.

Tronnes requires 859.5 +/- square meters of City land while the City will receive 23 +/- square meters from Tronnes for a net area of 836.5 +/- square meters (0.207 acre). The fair market value for raw residential land has been agreed by Tronnes and the City to be \$40,000 per acre in this area of the city, therefore the Purchase Price would be \$8,280 + GST.

In addition, the amount of Municipal Reserve that Tronnes is required to dedicate is well below the 10% minimum while the City portion of the neighbourhood is over dedicated (12.5%). Tronnes has agreed to compensate the City for the cash in lieu equivalent of purchasing 3,866 +/- square meters (0.955 acre) of MR land dedicated by the City Subdivision plus pay for the corresponding offsite levies and grading costs as if they dedicated and developed the municipal reserve. The market value of \$40,000 per acre would also apply to the land portion for a value of \$38,200.

Recreation, Parks and Culture agree in principle that the private developer's money in lieu of MR dedication should go towards the purchase of excess MR in Johnstone Crossing. Therefore, instead of the cash in lieu payment going to the Public Reserve Trust Fund upon subdivision, we recommend that Council agree that the cash in lieu payment for land plus the corresponding offsite levies and grading costs be credited back the City Johnstone Crossing Subdivision accounts.

Memo

Kelly Kloss
June 14, 2005
Page 2

Recommendation:

That City Council agree to:

1. The sale of 836.5 square meters (0.207 acre), more or less, of raw land in Johnstone Crossing to Tronnes Development L.P. at the market value of \$40,000 per acre + GST.
2. To direct the Tronnes Development L.P. Municipal Reserve cash in lieu payment in the amount of \$38,200, more or less, plus the corresponding offsite levies and grading costs to be credited to the City Johnstone Crossing Subdivision accounts.



Howard Thompson
Land & Economic Development Manager

Attach

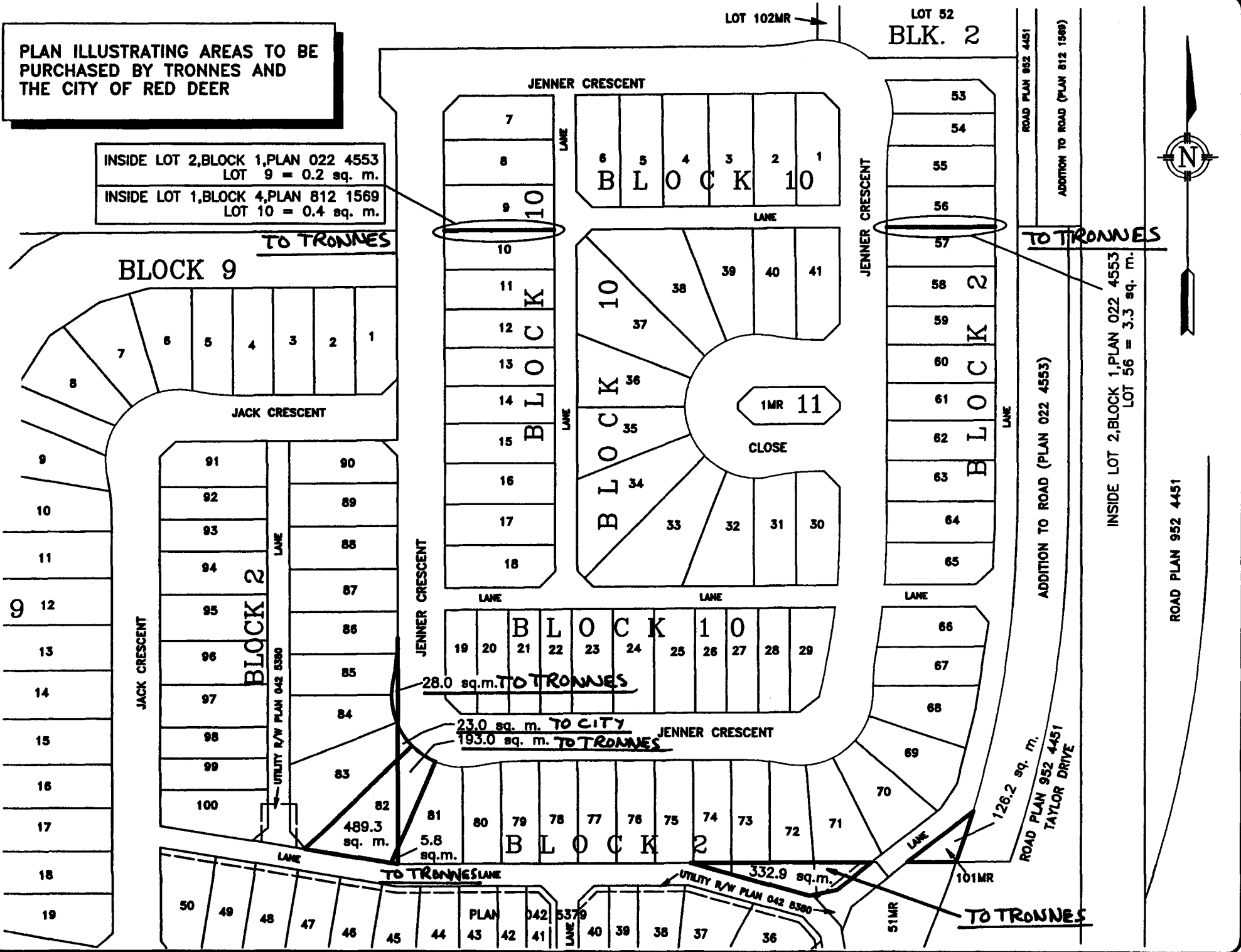
- c. Bryon Jeffers, Director of Development Services
Greg Scott, Recreation, Parks and Culture Manager
Tom Warder, Engineering Services Manager
Johan van der Bank, PCPS



PLAN ILLUSTRATING AREAS TO BE
PURCHASED BY TRONNES AND
THE CITY OF RED DEER

INSIDE LOT 2, BLOCK 1, PLAN 022 4553
LOT 9 = 0.2 sq. m.
INSIDE LOT 1, BLOCK 4, PLAN 812 1569
LOT 10 = 0.4 sq. m.

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ROAD PLAN 952 4451

Comments:

We agree with the recommendation of the Land & Economic Development Manager.

“Morris Flewwelling”
Mayor

“Norbert Van Wyk”
City Manager



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005
TO: Howard Thompson, Land & Economic Development Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Johnstone Crossing – Phase 4
Raw Residential Land Sale to Tronnes Development L.P.

Reference Report:

Land & Economic Development Manager, dated June 21, 2005

Resolutions:

“Resolved that Council of the City of Red Deer having considered the report from the Land & Economic Development Manager, dated June 14, 2005, re: Johnstone Crossing – Phase 4, Raw Residential Land Sale to Tronnes Development L.P., hereby authorizes:

1. The sale of 836.5 square meters (0.207 acres) more or less, of raw land in Johnstone Crossing to Tronnes Development L.P. at the market value of \$40,000 per acre, plus GST.
2. The Tronnes Development L.P. Municipal Reserve cash in lieu of payment in the amount of \$38,200, more or less, plus the corresponding offsite levies and grading costs to be credited to the City Johnstone Crossing Subdivision accounts.”

Report Back to Council: No


Kelly Kloss
Manager

/chk

- c Director of Development Services
Engineering Services Manager
Recreation, Parks & Culture Manager
Parkland Community Planning Services
M. Bovair, Financial Analyst
D. Krejci, Controller

Memo

Date: June 14, 2005

To: Kelly Kloss, Manager Legislative and Administrative Services

From: Howard Thompson, Land & Economic Development Manager

Re: **Road Closure – East Gaetz Avenue Service Road Between 76th and 77th Street
Part of Plan 752 1574**

On May 25th 2005 City Council adopted the following resolution after receiving submissions from stakeholders regarding the Gaetz Avenue Redevelopment Study:

“Resolved that Council of the City of Red Deer having considered the reports from the Engineering Services Manager, dated May 3, 2005 re: Gaetz Avenue Redevelopment Study and May 24, 2005, re: Gaetz Avenue Redevelopment Study Public Consultation and Plan Adoption hereby reaffirms that Administration be directed to proceed with the following, based only on the 2005 Gaetz Avenue Road Construction Plan between 71 Street and Highway 11A:

1. Widening Gaetz Avenue to 6 lanes between 71 Street and 77 Street.
2. Intersection widening at Gaetz Avenue and 77 Street to improve turning movement capacity.
3. New traffic signals at Gaetz Avenue and 80 Street Intersection widening at Gaetz Avenue and Highway 11A to improve turning movement capacity.
4. Improvements to street lighting and landscaping.
5. Termination of the north end of the east service road at 77 Street, subject to agreement with the adjacent landowner.
6. Minor modifications to various service roads between 71 Street and 77 Street.

Council further agrees that other service road improvements may be considered as part of this construction if adjacent landowners are in agreement.”

Kelly Kloss
June 13 2005
Page 2

The administration has reached an agreement with the owners of Centre 76 related to condition five of the above resolution. Under the agreement the service road will be closed between 76th and 77th Streets except for a mid block access as shown on the attached plan. The City will provide direct access to 76th street and the aforementioned mid block access will include a slotted left turn bay for southbound traffic.

To accomplish this the service road needs to be closed to vehicular traffic. This requires a bylaw and a public hearing; however, the bylaw will not be registered at the Land Titles Office. Rather the closed area will remain as a road right of way and be incorporated into the Gaetz Avenue boulevard, therefore a legal description is not required for the bylaw.

A mutual access agreement will also be required to accommodate various traffic movements through the parking lots. The owner's representative has acknowledged their agreement in the attached correspondence and has also indicated interest in possibly purchasing any remnant portion of the closed service road from the City sometime in the future.

RECOMMENDATION

That City Council give first reading to a Bylaw having the effect of closing the portion of service road to vehicular traffic in Plan 752 1574, as shown crosshatched on the attached plan.



Howard S. Thompson
Land & Economic Development Manager

Attach.

c. Tom Warder, Engineering Services Manager



FIRST INDEPENDENT

Real Estate Ltd.

Commercial

Industrial

*Condominium
Management*

*Property
Management*

June 14, 2005

Russell Crook
Land Coordinator
The City of Red Deer
4914 – 48th Avenue
Red Deer, AB T4N 3T4

Dear Mr. Crook

RE: Property Known as 7619 and 7667 – Gaetz Avenue, Red Deer
We have received your drawing dated June 2005 showing changes to the service road in front of Centre 76. The owners of the building are in agreement with the proposed changes shown including:

- Closure of the service road except for the area required for a mid block access from Gaetz Avenue.
- Development of all turns access to 76th street.
- Development of a slotted left turn bay for southbound Gaetz traffic to enter the mid block access into Centre 76.
- Development of a right in-right out access for northbound traffic from Gaetz Avenue into Centre 76.

The owners of the building also understand that they will need to enter into a joint access agreement to provide south egress from the north building. This agreement is conditional upon the City completing all of the items outlined in the letter of June 14, 2005 from F. Colosimo of the City of Red Deer Engineering Department

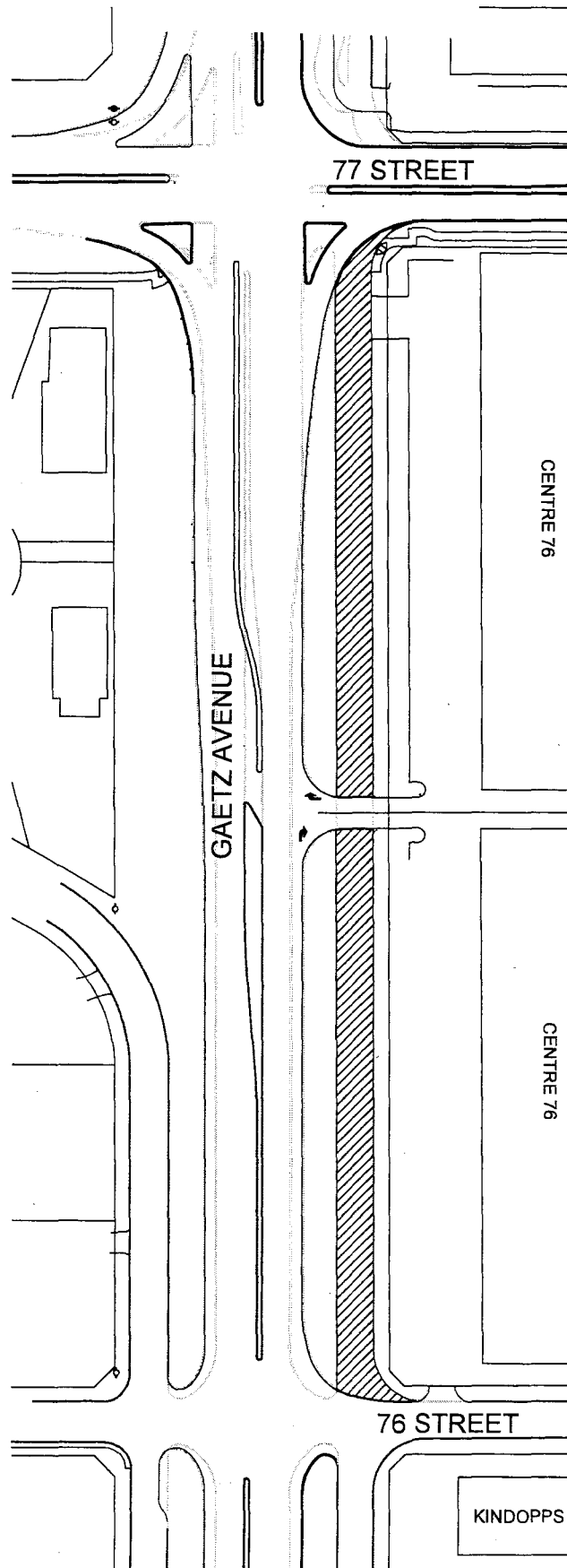
Yours truly,
First Independent Real Estate Ltd.

Per: Jack Engel
For and upon the verbal instructions of the Property Owner
11: 45 A. M. June 14, 2005

c. c. Ramco Development Corporation Ltd.



MAILING ADDRESS: P.O. Box 1339, Red Deer, AB T4N 7B6
OFFICE LOCATION: Unit 13, 7875 - 48 Ave., Red Deer, AB T4P 2K1
Ph: (403) 341-7888 • Fax: (403) 346-4191



ROAD TO BE CLOSED

Comments:

We agree that Council give first reading to the Road Closure Bylaw. A Public Hearing will be held on Monday, July 18, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

It should be noted that the road will remain as road right of way and does not require rezoning. As well, The City will retain ownership of this road right of way.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager



Council Decision – June 20, 2005

FILE COPY

Legislative & Administrative Services

DATE: June 21, 2005
TO: Howard Thompson, Land & Economic Development Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Road Closure Bylaw 3347/2005
East Gaetz Avenue Service Road Between 76th and 77th Street
Part of Plan 752 1574

Reference Report:

Land & Economic Development Manager, dated June 14, 2005

Bylaw Readings:

Road Closure Bylaw 3347/2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, July 18, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Road Closure Bylaw provides for the closure of a portion of service road between 76th and 77th Street. The City will provide direct access to 76th Street and a mid-block access will include a slotted left turn bay for southbound traffic. The closed portion of the service road will remain as a road right of way and be incorporated into the Gaetz Avenue boulevard. 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

c Director of Development Services
Inspections & Licensing Manager
Engineering Services Manager
C. Adams, Administrative Assistant
T. Edwards, Clerk Steno

BYLAW NO. 3347/2005

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:

“East Gaetz Avenue Service Road between 76th and 77th Street –
Part of Plan 752 1574, as per Appendix “A” attached .”

READ A FIRST TIME IN OPEN COUNCIL this 20th day of June 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

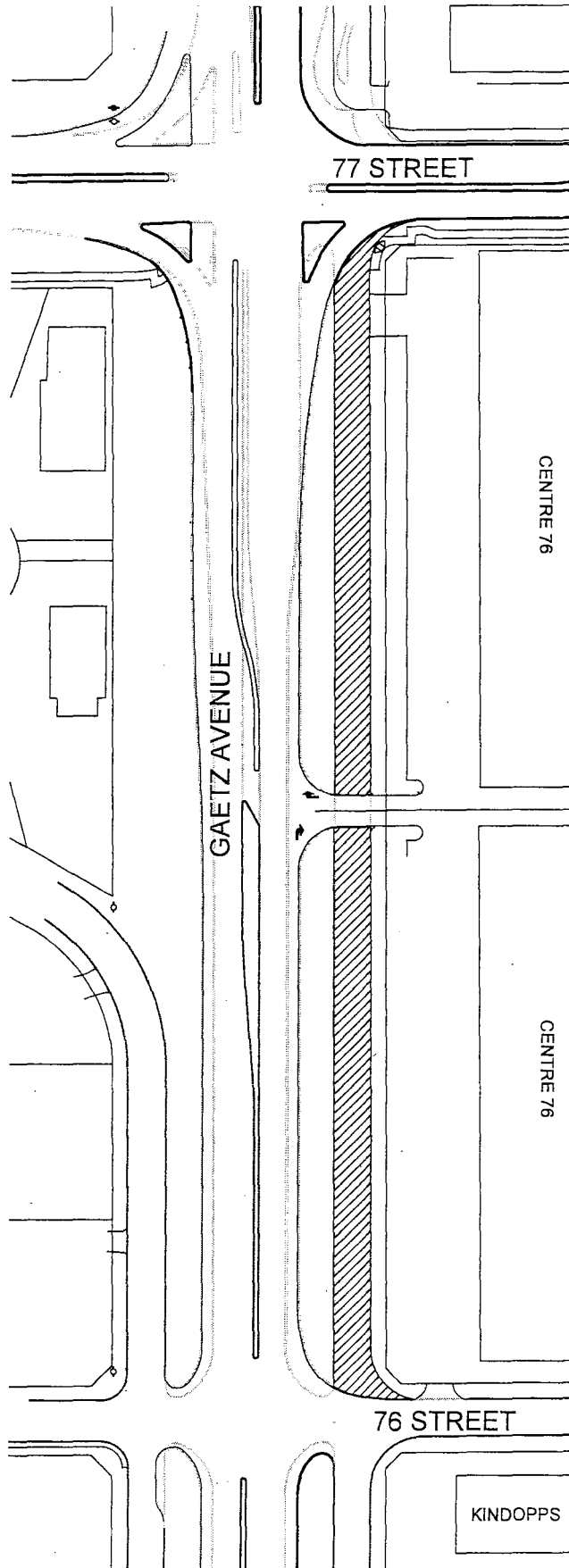
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

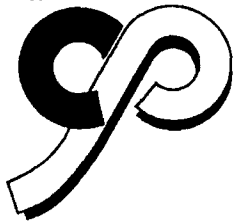


NORTH



ROAD TO BE CLOSED

Appendix "A"
Bylaw No. 3347/2005



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

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

DATE: June 13, 2005

TO: Kelly Kloss, Manager, Legislative & Administrative Services

RE: Proposed Plan Amendments
Northwest Major Area Structure Plan
(Bylaw Amendment No. 3213/A-2005)
Kentwood Northeast Neighbourhood Area Structure Plan
(Bylaw Amendment No. 3217/D-2005)

BACKGROUND

The Northwest Major Area Structure Plan covers the northwest quadrant of the city and provides high level direction for the development of future infrastructure, major roadways, environmental preservation and broad land uses. Individual neighbourhood area structure plans within the major area structure plan provide more detail in terms of land uses and subdivision, but have to comply with the overall framework of the major area structure plan.

Kentwood Northeast Neighbourhood Area Structure Plan, being situated within the area of the Northwest Major Area Structure Plan, was adopted by The City of Red Deer in 1998. The residential neighbourhood is being developed by Laebon Developments. As part of the neighbourhood area structure plan, Quantum IV Developments Inc. is the developer of a large commercial site on Gaetz Avenue (the old drive-in theatre).

PROPOSED AMENDMENTS

The existing and proposed development concepts of Kentwood Northeast Neighbourhood Area Structure Plan are attached for reference.

The existing neighbourhood area structure plan and the Northwest Major Area Structure Plan designate the Quantum IV commercial site as a potential highway commercial site, which implies that it would have to be districted into the C4 Commercial (Major Arterial) District. The developer wishes to change this designation to allow the possible districting of the site into the C2 Commercial (Regional and District Shopping Centre) District, to be developed as a regional shopping centre similar to South Pointe Common on the south hill on Gaetz Avenue. At the same time the developer is requesting that the residential designation of a portion of the site is removed to increase the area of the commercial site. These two are the only proposed changes to the plans.

NEIGHBOURHOOD MEETING

On May 31, 2005 Parkland Community Planning Services hosted a neighbourhood meeting to discuss and gather community input on these amendments to the Northwest Major Area Structure Plan and Kentwood Northeast Neighbourhood Area Structure Plan. The meeting was advertised by neighbourhood newsletters delivered door to door. The meeting was attended by one person. No comment sheets were received and there are no unresolved issues.

OTHER CONSULTATION

Laebon Developments, who is the developer of the residential neighbourhood, and the owner of the vacant parcel to the west of the commercial site, are aware of the proposed plan amendment and did not offer any concerns.

The amendments to the plan are acceptable to all City departments.

PLANNING ANALYSIS

General

The proposed changes to the plans are not significant in the sense that the existing overall intent is maintained, i.e. the land use pattern remains essentially similar to the existing pattern.

Deletion of R1A Housing and Partial Roadway in Kentwood Northeast NASP

The R1A housing and partial roadway on the commercial site were identified in the existing plan to provide direction for the future planning of the vacant parcel to the west of the commercial site (the vacant parcel is not part of the plan, but it will require comprehensive planning prior to development). At that future time, based on the land use pattern in Kentwood Northeast NASP, it is likely that residential development will be the most compatible land use for this vacant parcel.

Deleting the R1A housing from the plan does not change the intent of or jeopardize the integrity of the plan, either with regard to the future development of land within the plan area or the vacant parcel outside of the plan area.

Landscaping and buffering of commercial development

The proposed changes to the plans retain the berm and landscaping that are identified in the existing plans as a buffer between future residential and commercial land uses, including the future development of the vacant parcel to the west.

The C2 District has higher landscaping standards than the C4 District. The allowable uses in the C4 District are typically oriented to a business service/light industrial nature. Thus the development of the site as a C2 regional commercial site, rather than a C4 commercial site, would be more compatible with residential land uses.

Development of the commercial site opposite the residential lots in Kingston Drive will be oriented towards Gaetz Avenue, and the developer has indicated that it is the intent to

not provide parking in this portion of the site but rather attractive shop fronts with landscaping and an appropriate fence that would be compatible with residential land use.

As developer of the residential lands, Laebon Developments as well as the owner of the vacant parcel outside the plan area (west of the commercial site) would probably be the most affected parties, and they are satisfied that a larger commercial site would not affect them adversely.

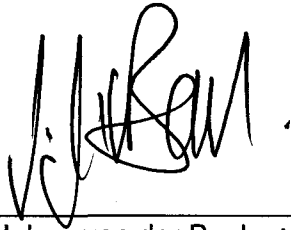
MUNICIPAL PLANNING COMMISSION

In compliance with the "former" *Planning & Subdivision Guidelines* these amendments to the Northwest Major Area Structure Plan and Kentwood Northeast Neighbourhood Area Structure Plan were forwarded to the Municipal Planning Commission for review and a recommendation to City Council.

The Commission resolved to recommend that City Council consider first reading of the proposed bylaw amendments.

RECOMMENDATION

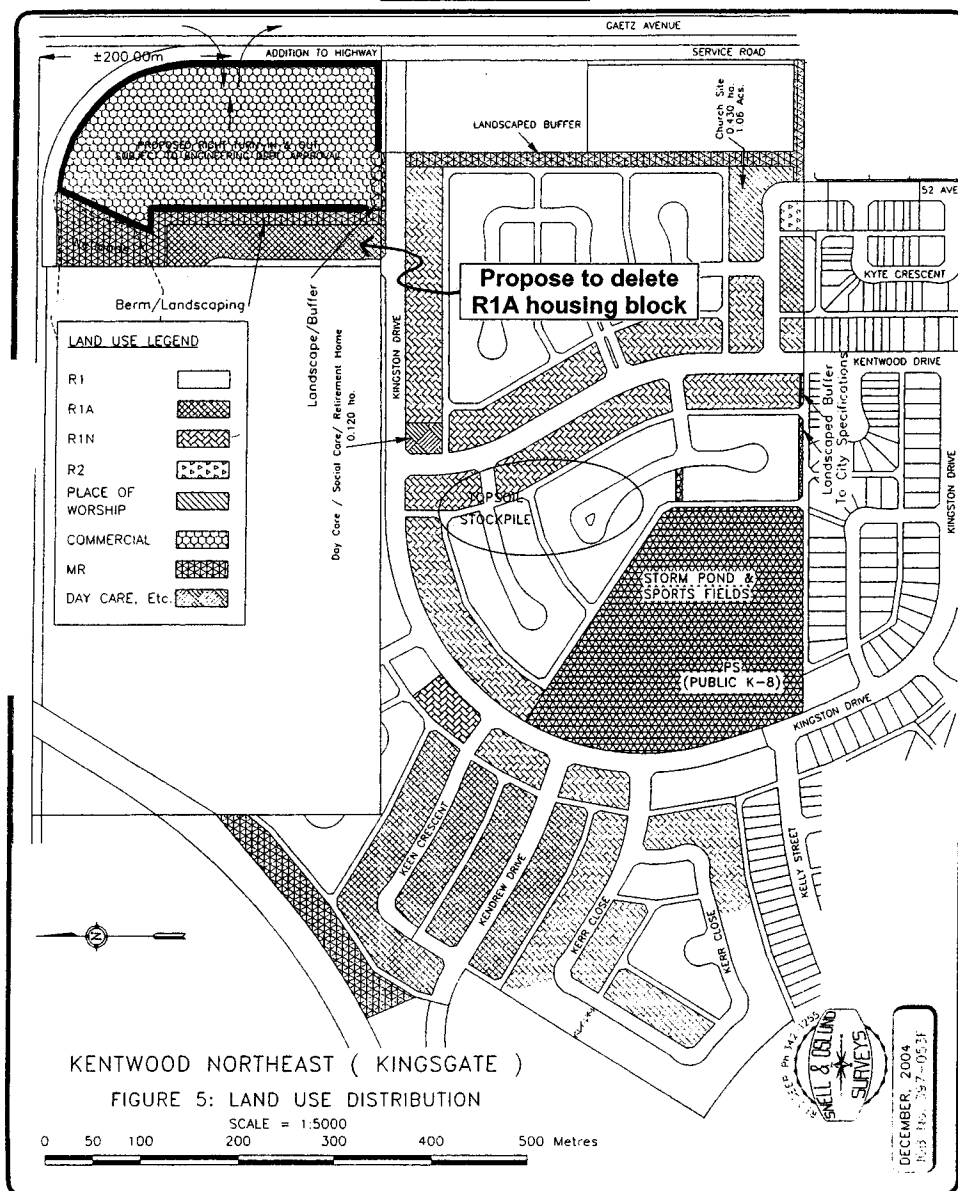
That City Council consider first reading of the plan amendments to the Northwest Major Area Structure Plan Bylaw Amendment No. 3213/A-2005 and Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment No. 3217/D-2005.



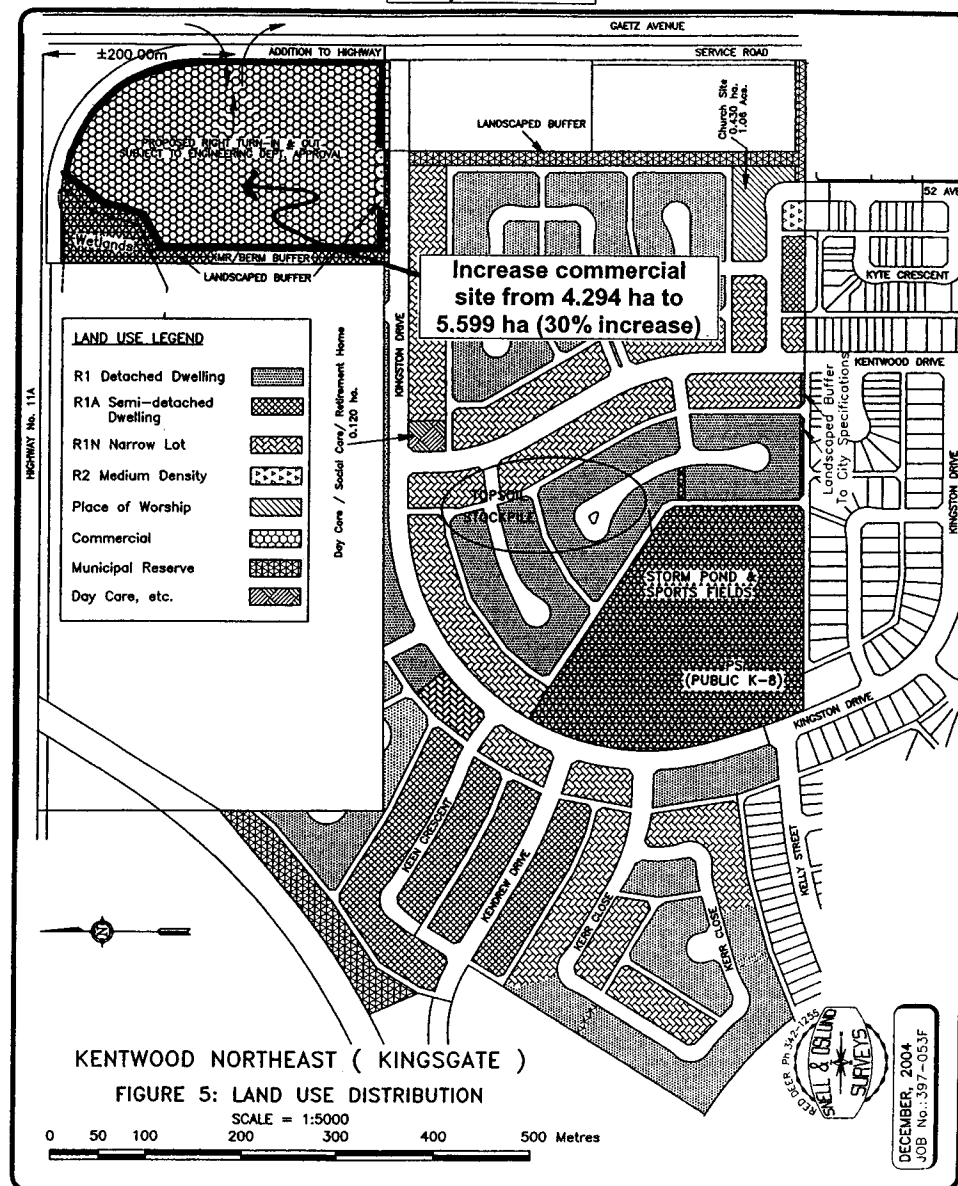
Johan van der Bank ACP, MCIP
PLANNER

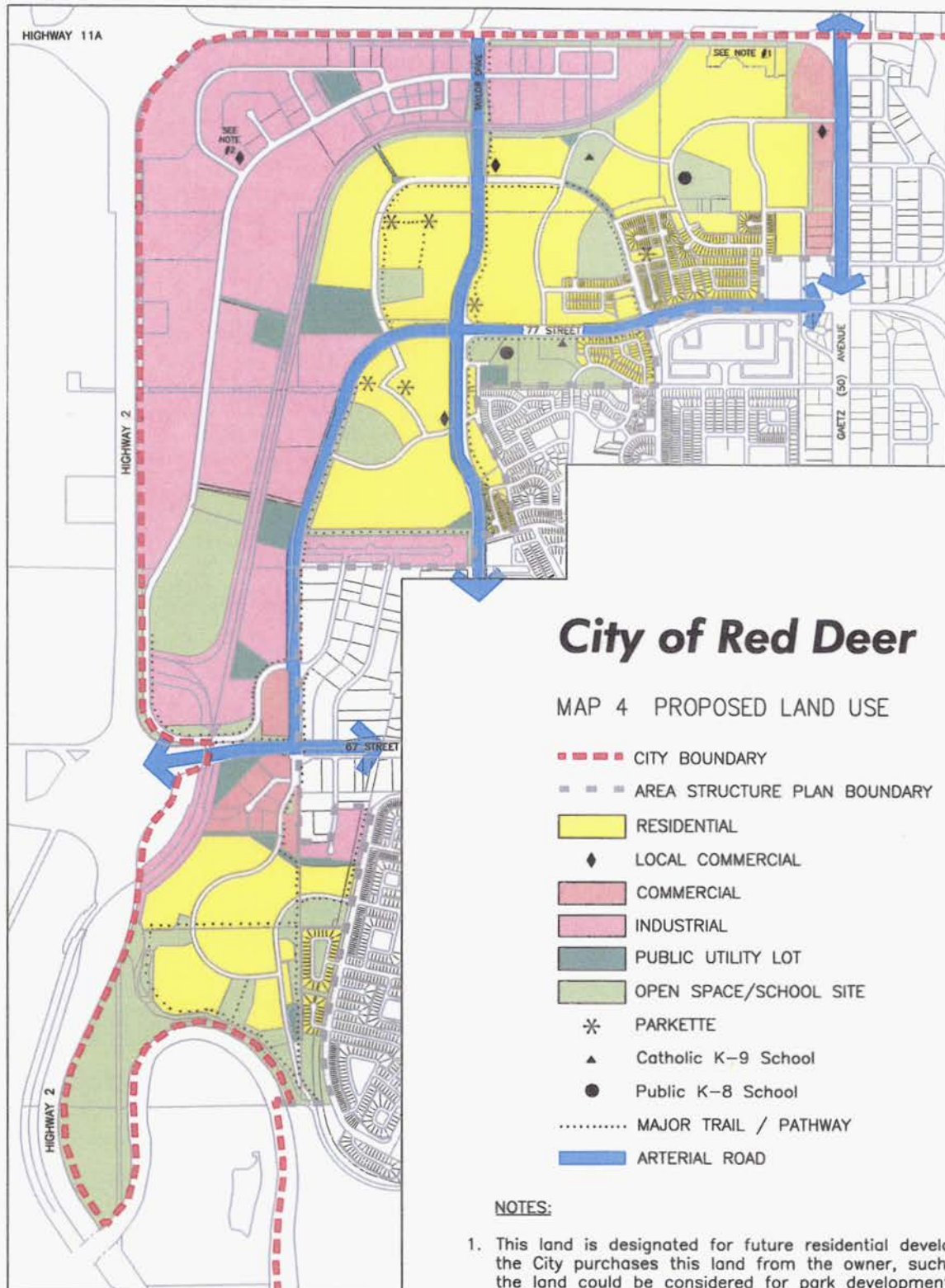
cc: Colleen Jensen, Director of Community Services Division

Existing Plan



Proposed Plan





MAY 2003

Prepared by PCPS & RD Engineering Dept.



**OFFICE OF THE MAYOR & CITY MANAGER**

DATE: June 14, 2004

TO: Kelly Kloss, Legislative & Administrative Services Manager

FROM: Municipal Planning Commission

SUBJECT: Proposed Plan Amendments
Northwest Major Area Structure Plan
(Bylaw Amendment No. 3213-A-2005)
Kentwood Northeast Neighborhood Area Structure Plan
(Bylaw Amendment No. 3217/D-2005)

On June 13, 2005 the Municipal Planning Commission gave consideration to a report from Parkland Community Planning Services, Re: Proposed Plan Amendments Northwest Major Area Structure Plan (Bylaw Amendment No. 3213-A-2005) and Kentwood Northeast Neighborhood Area Structure Plan (Bylaw Amendment No. 3217/D-2005). Following discussion the resolution was introduced and passed.

"Resolved that the Municipal Planning Commission recommend that City Council consider first reading of the amendments to the Northwest Major Area Structure Plan Bylaw Amendment No. 3213/A-2005 and Kentwood Northeast Area Structure Plan Bylaw Amendment No. 3217/D-2005."

This is provided for Council's information and consideration.

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

Mayor Morris Flewwelling, Chair
Municipal Planning Commission

Comments:

We agree that Council proceed with first reading of the bylaw amendments. Public Hearings would be held on Monday, July 18, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager



Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005

TO: Johan van der Bank, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Northwest Major Area Structure Plan Bylaw Amendment 3213/A-2005
Kentwood Northeast Neighbourhood Area Structure Plan Bylaw
Amendment 3217/D-2005

Reference Report:

Parkland Community Planning Services, dated June 13, 2005

Bylaw Readings:

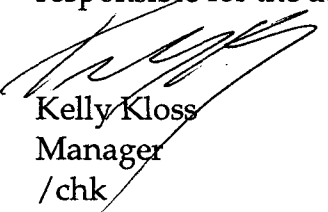
Northwest Major Area Structure Plan Bylaw Amendment 3213/A-2005 and Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment 3217/D-2005 were given first reading. Copies of the bylaws are attached.

Report Back to Council: Yes

Public Hearings will be held on Monday, July 18, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Northwest Major Area Structure Plan Bylaw 3213/A-2005 and Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment 3217/D-2005 will allow a change to a commercial site being developed by Quantum IV Developments Inc. The site is to be rezoned from C4 Commercial (Major Arterial) District to C2 Commercial (Regional and District Shopping Centre) A residential designation on a portion of the site will be removed to increase the commercial site area. This office will now proceed with the advertising for a Public Hearing. Quantum IV Developments Inc. will be responsible for the advertising costs in this instance.



Kelly Kloss

Manager

/chk

/attach.

c Director of Development Services
 Inspections & Licensing Manager
 Engineering Services Manager
 C. Adams, Administrative Assistant
 T. Edwards, Clerk Steno

BYLAW NO. 3213/A-2005

Being a bylaw to amend Bylaw No. 3213/98, the bylaw adopting the Northwest Major Area Structure Plan as a bylaw of the City of Red Deer.

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

1. That Bylaw No. 3213/98 is hereby amended:

By substituting the revised page 4 of 9 and Map 4: Proposed Land Use, attached hereto and forming part of the bylaw, for the existing page 4 of 9 and Map 4: Proposed Land Use.

READ A FIRST TIME IN OPEN COUNCIL this 20th day of June 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 density for new residential neighbourhoods shall be between 12.35 and 17.30 dwelling units per gross developable hectare, if the major utility infrastructure so permits.

4.1 Industrial

Industrial growth within the plan area is primarily focused in the area west of the railway, however there are two additional areas where industrial growth will occur. The first additional area is at the south end of Johnstone Park where there will be a small extension of the Golden West Industrial area. This extension will allow the roads to be looped; the roads currently dead-end at the quarter section line. The second additional industrial area is the area between 68th Avenue and the railway tracks. No heavy industrial uses shall be allowed in the area covered by this plan.

4.2 Commercial

There are three major commercial areas within the Northwest Area Structure Plan. These include two areas north and south of 67th Street and an area along Gaetz Avenue. All of the areas will be districted to an appropriate land use district allowing for a wide range of retail uses. These areas together with existing commercial uses along Gaetz Avenue and 67th Street will serve the northwest district.

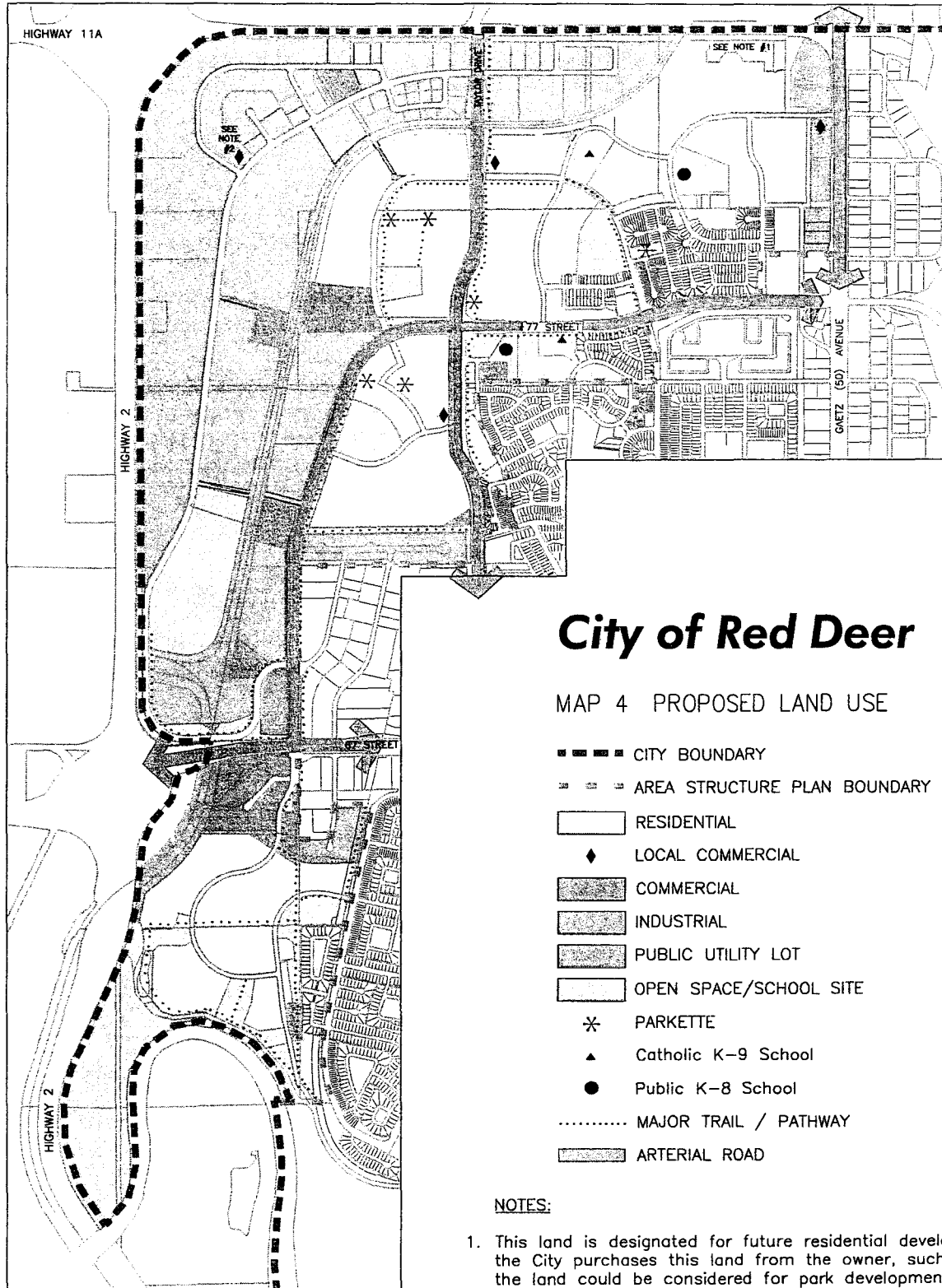
In addition to the commercial sites noted above, there are two neighbourhood convenience sites. These sites are intended to provide neighbourhood conveniences, including convenience store/gas bar, doctor's offices, hairdressing, pharmacy, video store, etc., each serving approximately two quarter sections of development.

4.3 Schools

Four school sites are proposed for the plan area. Two of the sites in the Glendale neighbourhood are existing. The two new sites include a Catholic K-9 school in Kentwood and a Public K-8 school in Kentwood. In accordance with the agreement between the City and the School Board, the school sites are provided through Municipal Reserve dedication; each school is located within a large central park site.

4.4 City Level Facilities

City level facilities are intended to serve the entire community and include arenas, recreation centres and large scale parks. Two large scale parks exist within the plan area. The first City level park is the Edgar Athletic Park which will contain a large number of sports fields. The second City level park is the Maskepetoon Natural Area. This Natural Area is intended for passive use.



MAY 2003

Prepared by PCPS & RD Engineering Dept.



BYLAW NO. 3217/D-2005

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

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

1. That Bylaw No. 3217/98 is hereby amended:

By substituting the revised Kentwood Northeast Neighbourhood Area Structure Plan, attached hereto and forming part of the bylaw, for the existing Kentwood Northeast Neighbourhood Area Structure Plan.

2. Appendix A and Appendix B of the existing Kentwood Northeast Neighbourhood Area Structure Plan are unchanged and remain part of the amended plan.

READ A FIRST TIME IN OPEN COUNCIL this 20th day of June 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

KENTWOOD NORTHEAST (KINGSGATE)

NEIGHBOURHOOD AREA STRUCTURE PLAN

Prepared for

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

**September 1998
amended June 2003
amended August 2004
amended January 2005
amended June 2005**

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1. INTRODUCTION

This Neighbourhood Area Structure Plan was originally prepared in September of 1998 on behalf of Laebon Developments Ltd. and Quantum IV Developments Inc. in accordance with the City of Red Deer's 1996 Planning and Subdivision guidelines and as a precondition for redesignation and subdivision.

In June 2003 it was revised to change road patterns on the lands owned by 957292 Alberta Ltd. (Laebon), to add a small piece of land to the west of the subject site and to indicate utilities installed up to that date. The January 2002 version of the City of Red Deer Planning and Subdivision guidelines was applied to the update.

1.1 Location

The land is generally located west of Gaetz Avenue, south of Highway 11A, southeast of the Canadian Pacific Railway and north of the existing Kentwood subdivision (as shown on Figure 1).

1.2 Ownership as at September 1998

In September 1998 there were 45.91 hectares of undeveloped land, with ownership distributed as shown on Figure 2.

Parcel one - Block 3, Plan 212 HW - The area is owned by Quantum IV Developments Inc. It is located immediately southwest of the intersection of Gaetz Avenue and Highway 11A.

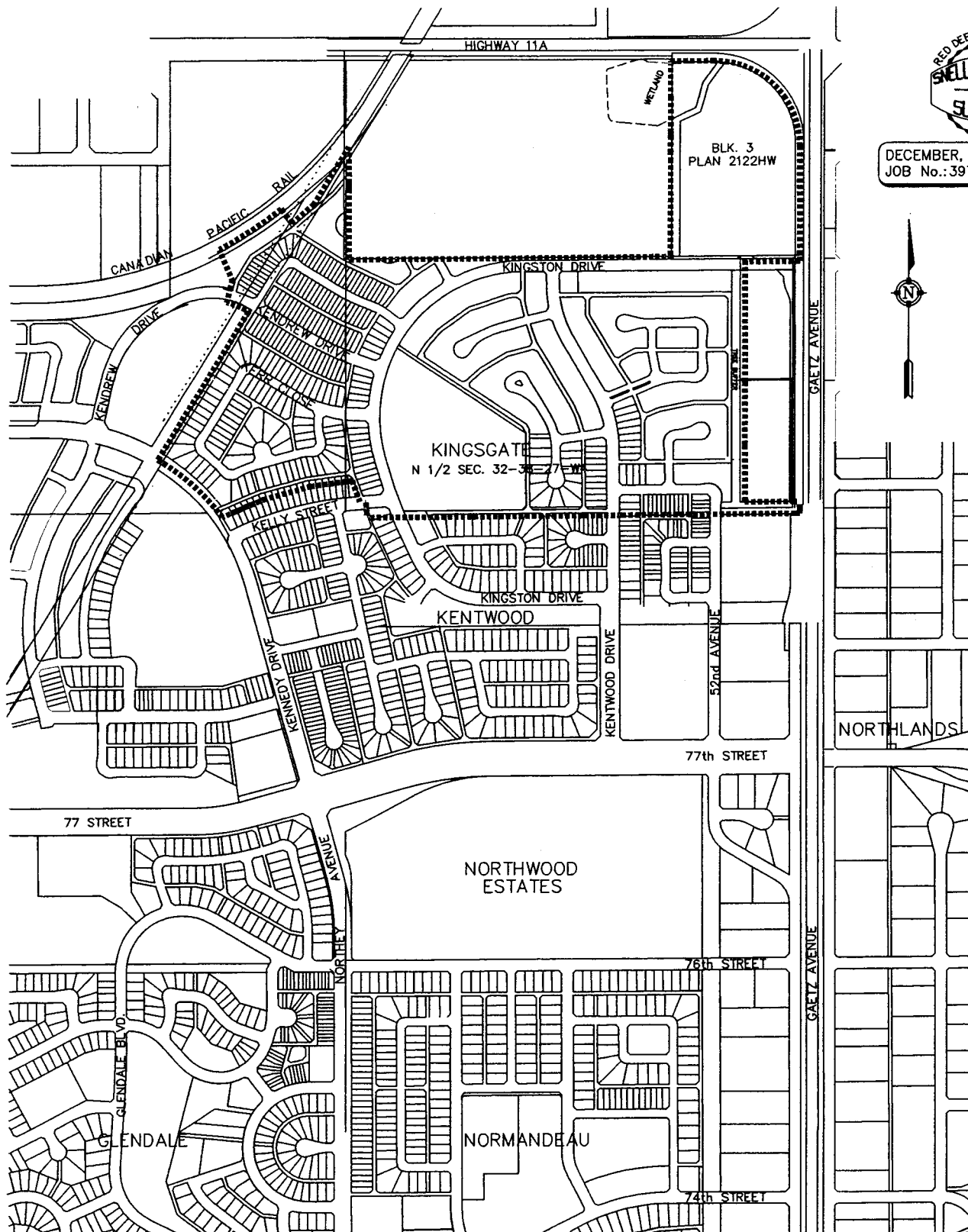
Parcel two - N ½ of 32-38-27-4 - In September 1998 this land was owned by Jacks Men's Wear (Red Deer) Ltd.

Parcel three - Various M-R zoned parcels owned by the City of Red Deer. The City owned land had been acquired as municipal reserve dedications from previous subdivisions.

1.3 Ownership as of January 2003

By January 2003 some of the original land had been developed. That area is shown on Figure 3, along with the current ownership of the undeveloped land.

Parcel one - In January 2003 parcel one, owned by Quantum IV Developments Inc. was unchanged.

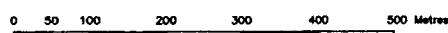


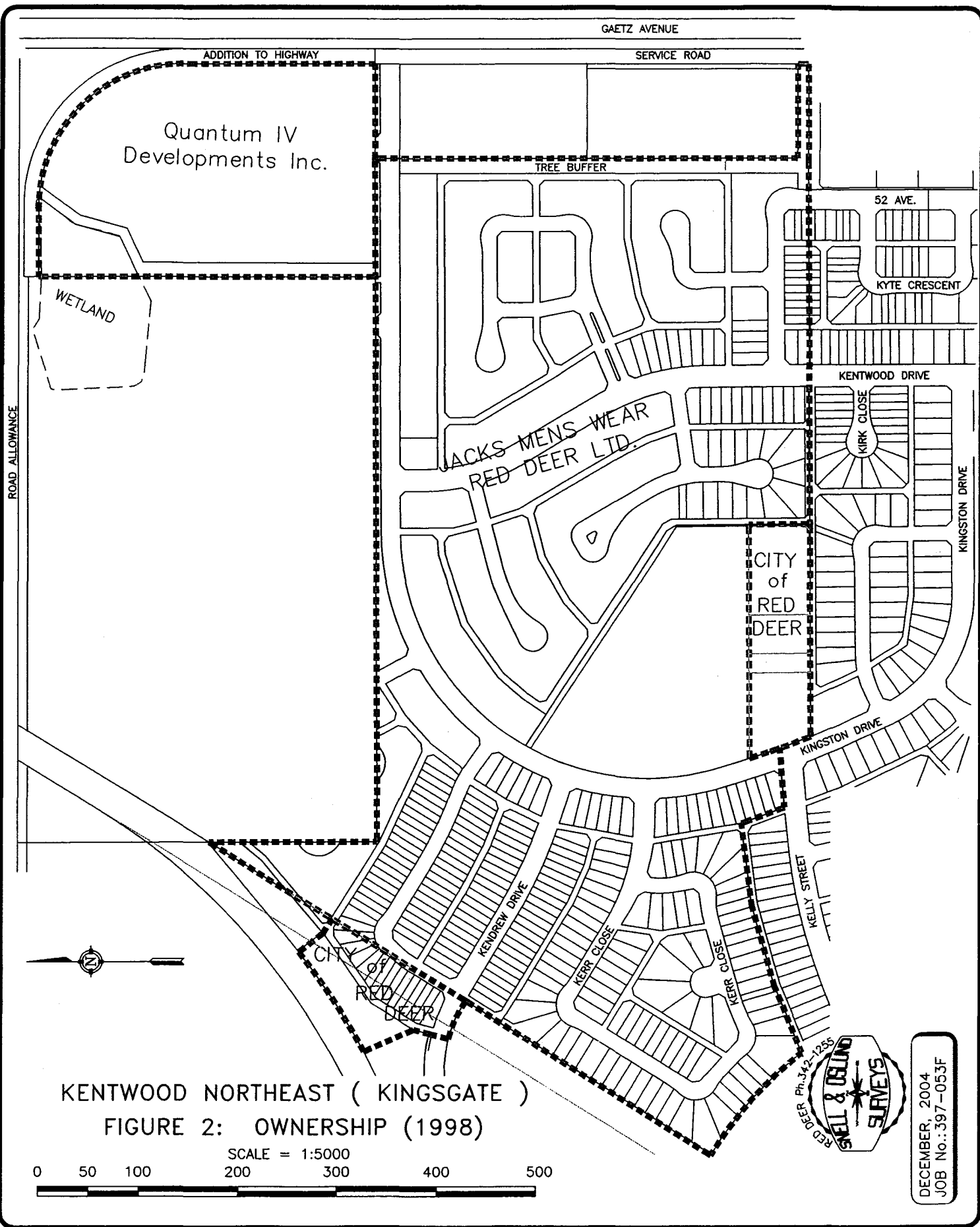
DECEMBER, 2004
JOB No.: 397-053F

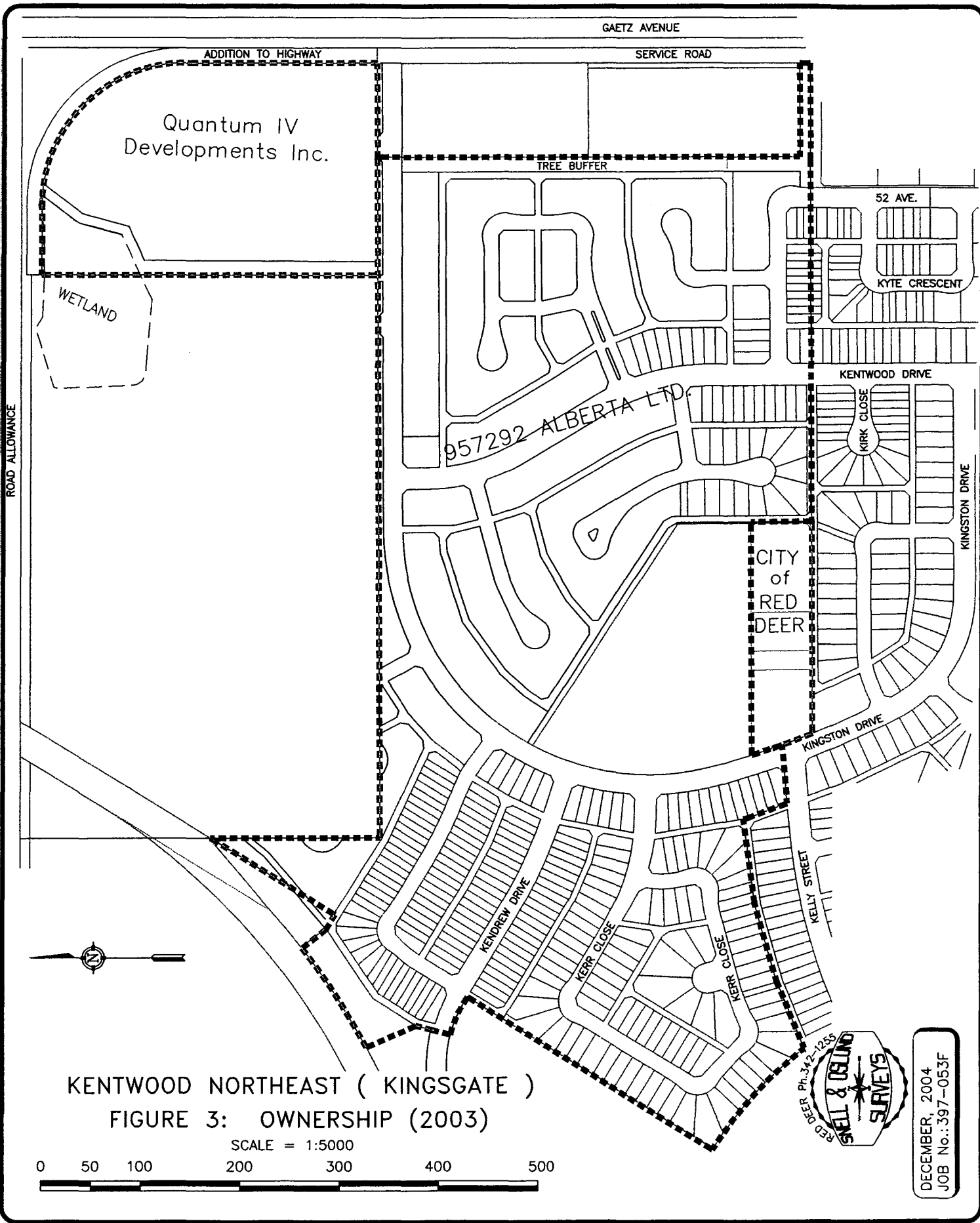
KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 1: LOCATION PLAN

SCALE = 1:10000



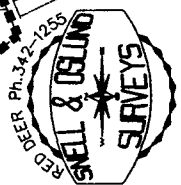




KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 3: OWNERSHIP (2003)

SCALE = 1:5000

0 50 100 200 300 400 500



DECEMBER, 2004
JOB No.: 397-053F

Parcel two – The land owned by Jack's Men's Wear (Red Deer) Ltd. had been sold to 957292 Alberta Inc, which is owned by W. G. (Gord) Bontje, the owner of Laebon Developments Ltd.

Parcel three – Various M-R zoned parcels owned by the City of Red Deer. The City owned land had been acquired as municipal reserve dedications from previous subdivisions

Parcel four – The City of Red Deer owns a parcel of land at the west end of the site, and has agreed to sell a portion of it to Laebon Developments Ltd. That parcel was not included in the 1998 plan, but is being added to the plan area because it will logically be developed in conjunction with this plan area.

1.4 Site Area

The plan area is 47.341 hectares.

1.4.1 Site Area in September 1998

At the time this plan was originally prepared in September 1998, the undeveloped land totaled 45.91 hectares.

Parcel one – was 6.779 hectares, owned by Quantum IV Developments Inc.

Parcel two – was 37.632 hectares, owned by Jacks Men's Wear Ltd.

Parcel three – was 1.499 hectares, owned by the city of Red Deer.

1.4.2 Site area in January 2003

At the time of this revision to the plan in January 2003 the undeveloped land totaled 34.447 hectares.

Parcel one – is 6.779 hectares and remains undeveloped.

Parcel two – has been partially developed and is now 26.538 hectares.

Parcel three – is still 1.499 hectares owned by the City of Red Deer.

Parcel four – has been added to the plan area, and is 1.13 hectares.

2.0 SITE CHARACTERISTICS

2.1 Existing Land Use

The plan area is presently designated A-1, Future Urban Development District under the City of Red Deer Land Use Bylaw 3156/96. The general purpose of this district is: “to ensure that development on lands required for future urban development is restricted to ensure that future development may proceed in an orderly and well planned fashion, in keeping with the intent of the Municipal Development Plan”.

The plan area is situated within the boundary of, and is consistent with the objectives of the Northwest Area Structure Plan.

Redesignation to appropriate residential and commercial districts will be required before development can occur.

2.2 Natural Features

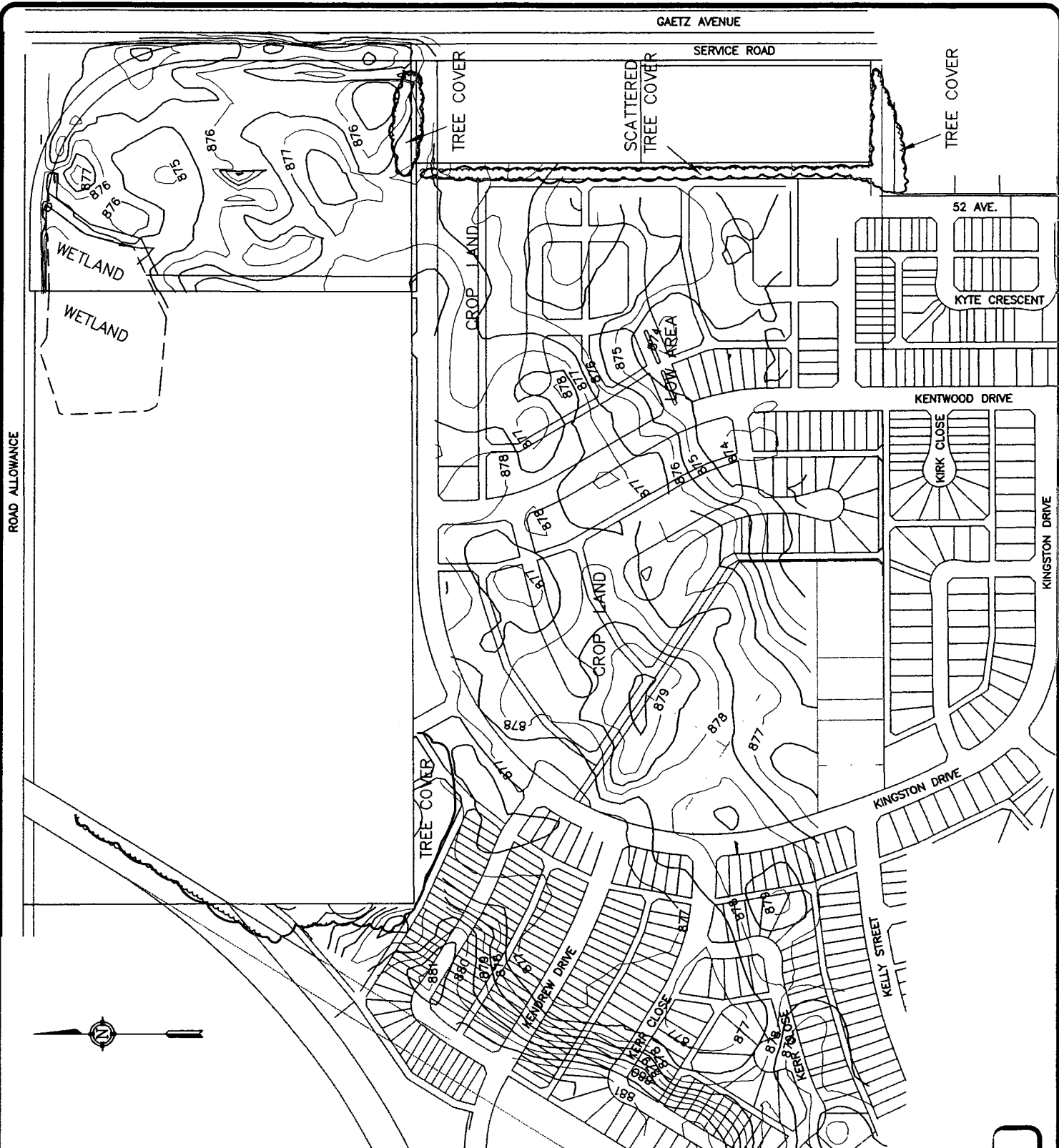
This Neighbourhood Area Structure Plan encompasses lands which are generally flat with elevations ranging from a high point of 881 meters on the west portion to a low point of 874 meters on the east portion (see Figure 4). The plan area is presently a mixture of cultivated land, tree covered areas and wetlands.

The City of Red Deer's Ecological Profile of the North Kentwood Natural Area identified five zones within the Neighbourhood Area Structure Plan area (Appendix A), and provided priority rankings for each zone, for the preservation of natural areas (A is top priority, C is low priority).

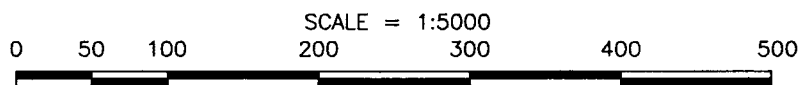
Zone 6 (old drive-in site) – Priority A – Recommendation R1. The area is covered by a sporadic growth of poplars intermixed with willows which also line the eastern part of the section. The area is characterized by diverse vegetative growth and is populated by a wide variety of birds. The profile encourages the preservation of as much of the natural habitat as possible.

Wetland areas will be retained in their natural state and will be used for storm water detention or retention during rainfall events which exceed the 1:5 year event. Many of the features outlined in the Ecological Profile will be lost as a result of commercial development.

City Parks department staff would like an opportunity to remove orchids from the site prior to development if the Owner has no plans to preserve them or relocate or use these plants.



KENTWOOD NORTHEAST (KINGSGATE)
 FIGURE 4: NATURAL FEATURES



DECEMBER, 2004
 JOB No.: 397-053F

Zone 7 – Priority A – Recommendation R2. A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.

The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of Red Deer has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.

Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship site and within the worship site) has been deemed possible to preserve.

Zone 8 – Priority B – Recommendation R3. This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.

Zone 12 – Priority A – Recommendation R4. A small band of poplar trees on the south portion of the area should be dedicated as a municipal reserve.

This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the school site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for a green linkage.

It is understood the services for the proposed residential lots will be extended from the south side to the north side of the four metre municipal reserve. Where the installation of utilities results in the loss of trees, the four metre wide municipal reserve will be revegetated and landscaped to the satisfaction of the City's Recreation and Culture department.

Southeast Wetland – Priority B – Recommendation R5. The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer. Preliminary site grading in 2001 eliminated much of the wetland.

2.3 Servicing

Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.

It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary sewer and storm sewer trunks and mains which can provide service to properties beyond their own.

The site can be serviced with municipal water, sanitary sewer and storm water utilities. An engineering study, required to establish the details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.

2.4 Access

The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing service road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.

2.5 Emergency Services

The Neighbourhood Area Structure Plan area currently has an estimated Emergency Services response time of greater than six and one half (6.5) minutes.

2.6 Environmental Assessment

A level 1 Environmental Assessment has been completed by UMA Engineering and submitted to the City of Red Deer under separate cover. The environment site assessment revealed no significant sources of contamination of the subject property.

Based on the proximity to the industrial/commercial uses to the east, the report encourages further investigation to monitor the impact of nearby commercial land uses and to study the migration of potential contaminants from nearby quarter sections. Monitoring of the areas adjacent to commercial subdivisions where contaminants could originate will continue as development proceeds and encroaches on those areas.

2.7 Noise Recommendations

In 1999, the City of Red Deer undertook a study of noise levels in the Kentwood area. Two (2) noise criteria were used in the study. The City of Red Deer limitation for traffic noise of 60 dBA L_{eq} (24 hr.) was used to evaluate traffic noise and other continuous sources while a 70dBA criterion was used to evaluate train horns and other short term noises. The 70 dBA criterion is used as noise levels which exceed 70dBA may cause a "startle" effect. The report concluded that the 60 dBA L_{eq} (24 hr) criteria can be achieved in all areas with construction of low berms along Highway 11A and Taylor Drive and by construction of buildings along Highway 11A.. It also recommended the preferable method of reducing train noise would be to eliminate the need for horns to be sounded. This would require controlled rail crossings and/or grade separations at road/railway intersections. A barrier (combination berm and fence) was recommended if grade separation could not be provided at Taylor Drive. As a recently constructed grade separation at Taylor Drive has eliminated the need for train horns, the following strategies will be implemented to mitigate the effect of the noise on homeowners.

2.7.1 Barrier Height

An earth berm will be constructed adjacent to the rail line to a minimum height of four metres to reduce wheel and engine noise. The berm will be landscaped to standards set by the City of Red Deer.

2.7.2 Barrier Block Construction Techniques

All homes adjacent to the rail are to incorporate barrier block construction techniques to mitigate against noise effects.

2.7.2.1 Construction Details

All homes adjacent to the rail line are to incorporate the following construction aspects:

- 2 x 6 walls
- R24 insulation
- Double glazed windows

2.7.2.2 Home Design Considerations

The report suggests that in the first row of homes adjacent to the rail line, that noise sensitive rooms such as bedrooms could be located on the side of the home furthest from the rail line/industrial areas. This is not a requirement; it is only a suggestion.

2.7.2.3 Construction Initiatives

The reports author offers a number of other ideas that might be incorporated into home construction. He suggests central air conditioning might eliminate the need to open windows. Another is reducing the height of buildings, as bungalows will be better sheltered behind the berm.

3.0 DEVELOPMENT CONCEPT

The proposed Neighbourhood Area Structure Plan incorporates policies contained in the Northwest Area Structure Plan and other City of Red Deer guidelines and policy documents.

3.1 Land Distribution

The land use and development concept proposed for the Neighbourhood Area Structure Plan area is shown on Figure 5. The majority of the plan area is proposed for single family residential with some semi-detached development. Commercial uses are proposed for the northeast portion of the plan area. The proposed land use distribution is shown in Table 1.

Kentwood Northeast Neighbourhood Area Structure Plan

Table One

Plan Statistics - by

Land Use	Original Owner				Total hectares
	Laebon	Quantum	City M-R	City/west	
Existing R1	3.795				3.795
Existing R1N	3.712				3.712
Existing R1A	2.890			0.441	3.331
Existing R2	0.075				0.075
Proposed R1	7.230			0.015	7.245
Proposed R1N	3.987				3.987
Proposed R1A	0.017				0.017
Day Care/Social Care	0.117				0.117
Church	0.413				0.413
Central site M-R	3.917		1.385		5.302
Misc M-R	0.773	0.529	0.136	0.721	2.159
Wetland		0.481			0.481
Street/Lanes/PUL	10.837			0.256	11.093
Commercial	0.028	5.599			5.627
Total hectares	37.791	6.609	1.521	1.433	47.354

Plan Statistics - by percentage

Land Use	Original Owner				Total percent
	Laebon	Quantum	City M-R	City/west	
Existing R1	8.014				8.014
Existing R1N	7.839				7.839
Existing R1A	6.103			0.931	7.034
Existing R2	0.158				0.158
Proposed R1	15.268			0.032	15.300
Proposed R1N	8.420				8.420
Proposed R1A	0.036				0.036
Day Care/Social Care	0.247				0.247
Church	0.872				0.872
Central site M-R	8.272		2.925		11.197
Misc M-R	1.632	1.117	0.287	1.523	4.559
Wetland		1.016			1.016
Street/Lanes/PUL	22.885			0.541	23.426
Commercial	0.059	11.824			11.883
Total percent	79.805	13.957	3.212	3.026	100.000

3.2 Residential

The residential areas will consist mainly of R1 and R1N single detached dwellings with some areas zoned R1A which will accommodate semi-detached dwellings. There is a small area in the south east corner which abuts an existing R2 townhouse community that will accommodate a few townhouse units.

3.3 Commercial

A 5.599 hectare area in the northeast portion of the plan area is proposed for Commercial zoning. Development of the commercial property shall be completed in an attractive fashion which will be compatible with the nearby residential neighbourhoods. Uses, such as adult entertainment nightclubs, which may have a detrimental noise impact will not be allowed.

Landscaping and berming shall be used to enhance the visual appearance of the commercial development. Berming will also be used to control the noise impact of commercial development on lands to the west which are outside of the Neighbourhood Area Structure Plan. Development which will affect the wetland/retention pond located to the northwest of the commercial lands will not be allowed until detailed engineering is completed to define the operation of the storm water retention function of the wetland and to establish acceptable water levels for the wetland areas. The detailed engineering will be completed in consultation with the adjoining landowners to the west.

3.4 Density

Including all the lots developed since this plan was adopted in September 1998, and assuming the undeveloped areas are developed as per this plan, it is estimated that this Neighbourhood Area Structure Plan area will accommodate 155 single family R1 lots, 220 single family R1N lots and 140 semi-detached dwellings.

Assuming that 3.4 persons live in each single family dwelling and 3.3 persons in each semi-detached and town house dwelling, the total plan area will house a population of 1,737. A population density of about 42.1 persons per hectare is expected after full development. This equates to 12.48 dwelling units per hectare.

If the areas slated for use as day care, social care or retirement home site and place of worship are eventually used for development of housing (R1N or R1A), the population density in the area will increase. The commercial areas and lands dedicated to the City of Red Deer as municipal reserve from neighboring developments have not been included in the density calculations.

3.5 Open Space

The proposed park and open space system includes a neighbourhood park/school site, walkway, a separate municipal reserve parcel and a buffer area. A total of 15.764 percent of the plan area will be dedicated to municipal reserve.

3.5.1 Neighbourhood Park/School Site

A neighbourhood park/school site is proposed in the central area of the Neighbourhood Area Structure Plan area to accommodate a school and related playground facilities as identified in the Northwest Area Structure plan. The overall site is proposed to be 5.425 hectares (13.405 acres).

A development concept of the park/school site has been prepared by the City of Red Deer and has been provided as Appendix B. An integral part of the development concept is the storm water detention pond which will encompass the sports fields planned for the park (in particular the ball diamond and soccer pitch).

The school site will be zoned PS (public service). While the maps indicate that it will be a public K-9 (kindergarten to grade 9) school, it may be any combination of grades between kindergarten and grade 9.

3.5.2 Municipal Reserve Parcels

There are a number of municipal reserve parcels throughout the Neighbourhood Area Structure Plan area.

3.5.2.1 Link from neighbourhood park/school site to the east

A ten metre wide walkway .045 hectares (.111 acres) extending easterly from the school site to the residential area is proposed to connect the school site to the residential development. It will include a 1.5 metre walking trail.

3.5.2.2 Link from Kerr Close to the West

There is a six metre wide link between the west side of Kerr Close and the neighbourhood park/school site to the west. The area of this link is .022 hectares (.054 acres). The M-R strip will be landscaped to ensure access from the residential areas to the park.

3.5.2.3 Railway Area

A total of .416 hectares of municipal reserve will be incorporated into the berm separating residential development from the Canadian Pacific Railway.

3.5.2.4 East Boundary of Residential Area

The total area of this reserve parcel will be .753 hectares. The residential areas on the east edge of the property abut commercial lots fronting Gaetz Avenue. They will be separated by a ten metre wide municipal reserve. A treed berm will be constructed on the reserve. The berm will extend south from the south side of the future location of Kingston Drive to the north end of the proposed place of worship site. There are some trees on the place of worship site, and they will be left by the developer. This reserve will include a segment which will extend from 52 Street to the Gaetz Avenue Service Road which will be left in its present state.

3.5.2.5 South Boundary of Residential Area

An M-R parcel of .052 hectares will be created to link the neighbour-hood park/school site to Kentwood Drive. This parcel will be four metres wide, and will be left as natural as possible. Utilities will have to be constructed through the area.

3.5.2.6 Quantum IV Buffer

A 0.344 hectare buffer on the Quantum IV lands will be provided to separate anticipated residential development on lands to the west of the commercial site, which are lands outside of the Neighbourhood Area Structure Plan, from the future commercial development in the northeast area of the plan. The buffer through this area will be developed as a landscaped berm. As well, other landscaping features along the berm will be used to effectively screen (visual) the residential areas from the commercial development. Landscaping features which are used to buffer the future residential areas from the commercial areas will be designed to enhance the visual appearance of the commercial development from the planned and future residential areas.

As well, a 0.058 hectare landscaped buffer will be planted along the southern boundary of the commercial area to provide screening from residential properties to the south and a 0.127 ha landscaped buffer will be provided to separate commercial areas from the wetlands to the northwest.

3.5.3 Wetlands

The wetland area in the northwest corner of the Quantum IV Development Inc. parcel will be maintained for aesthetic and future storm water management purposes. The zoning designation of the area will be the subject of negotiations between the owner and the City of Red Deer. The wetland area will be incorporated into an integral storm water management plan for areas included in this Neighbourhood Area Structure Plan and for areas which are beyond the extent of this plan.

The wetland extends into properties which could not be incorporated into this plan. Therefore the impact of any storm water management plan which includes those lands has not been accurately determined.

As a result, the eventual limits of the required area for the detention facilities have not been established. The proposed developments which would include the wetlands as part of the required storm water management concept would be developed in such a manner as to ensure there would be no detrimental impact on the natural features in the area.

Prior to development of the future commercial areas located on the east edge of the wetlands, detailed engineering studies will be completed, with cooperation from the landowners to the west of the commercial area, to establish the methods by which the wetlands will be used for storm water retention. Development by the owners of the commercial areas or by owners of future residential areas to the west, will not be permitted until the developers provide details regarding the operating parameters (including water elevations) for the wetland/retention pond.

3.6 Social Facilities

In accordance with the City of Red Deer's planning and subdivision guidelines, a site has been provided which is suitable for either a day care, social care residence or a retirement home, as well as a site for a place of worship.

3.6.1 Day Care/Social Care or Retirement Home Facility

The 0.12 hectare (.3 acre) site provided in the plan area is adjacent to an intersection of two collector roadways and is approximately 400 metres from the designated school site. Should a day care, social care facility or retirement home not be constructed, the site will be suitable for R1N zoning (single family dwellings).

3.6.2 Place of Worship Site

The .412 hectare (1.018 acre) designated place of worship site is at the south east corner of the site, between 52 Avenue and Kentwood Drive. If the site is not required for a place of worship it is suitable for R1A (duplex) zoning.

3.7 Transportation

3.7.1 Collector Roadways

The Neighbourhood Area Structure Plan contains collector roadways aligned in accordance with the Northwest Area Structure Plan.

The plan continues the collector roadway concept contained in the Kentwood West Neighbourhood Area Structure Plan and existing subdivisions to the south. There are three collector roads in the plan area.

3.7.1.1 Kingston Drive

The main collector roadway is a continuation of the existing Kingston Drive and is proposed to circle through the area from Kelly Street to a proposed intersection at Gaetz Avenue at the northeast corner of the plan area.

To complete the connection of the Neighbourhood Area Structure Plan to Gaetz Avenue in the north east corner of the proposed development, Kingston Drive will be constructed on lands which are not presently owned or controlled by either of the owners of the lands which are the subject of this plan.

In order for this plan to be effectively implemented, land required to complete the connection of Kingston Drive to Gaetz Avenue must be obtained. The City of Red Deer is collecting levies from area landowners for the acquisition and construction of the required roadway.

Where Kingston Drive intersects with the service road at Gaetz Avenue, the service road will be constructed to a suitable standard. Intersection designs will be submitted to the City of Red Deer engineering services for review and comment. Complete scaled drawings, showing dimension and significant detail will be prepared prior to development of the intersections.

3.7.1.2 Kentwood Drive

Kentwood Drive presently terminates at the south side of the plan area. It will be extended north through the plan area to connect with the future extension of Kingston Drive.

3.7.1.3 Kendrew Drive

Kendrew Drive extends west from Kingston Drive to residential development to the west.

3.7.2 Transit Stopping Zones

Where transit stopping zones are required along collector roads, efforts will be made by the developers to orient corner lots so that stopping zones will be provided at the side of the lots rather than at the front.

3.7.3 Local roadways

The system of local roadways provides access to individual lots throughout the plan area. Detailed drawings indicating road widths will be prepared and submitted to the City of Red Deer Engineering Services, prior to development.

Access to the commercial site is to be gained directly off of Kingston Drive. Additional access is also to be obtained by construction of a right in/right out intersection with Gaetz Avenue. The location and geometric form of the Gaetz Avenue access is to be determined by engineering studies.

3.7.4 Laneways

The majority of lots within the plan area back onto lanes. Lots 78, 79 and 80 Block 8, Plan 042-6836 in the existing Kentwood subdivision will not have access to the lane south of the close, as shown on Figure 12. Lot 78 will have access to the lane east of the close and Lot 80 will have access to the lane west of the close. Provision for rear yard garbage pickup will be made for Lot 79 across Lot 148MR.

3.7.5 Pedestrian and Bicycle Circulation

The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands.

There is potential for bicycle-pedestrian pathways through the park/school site. The potential pathway would not be continued through the four metre linear park as this area is not wide enough to accommodate both a treed buffer and a trail. The final location of the central park pathway route will be determined based on the location of sports facilities and pedestrian wear patterns through the landscaped area.

The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix B.

An additional Municipal Reserve parcel will ensure access from Kerr Close to the park area/school site to the west.

Within the right-of-way of Kingston Drive, adjacent to the west boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.

4.0 MUNICIPAL SERVICING

The Kentwood Northeast Neighbourhood Area Structure Plan area is serviced from existing sanitary sewer and water mains located at the southern boundaries of the Kentwood East properties.

4.1 Water Mains

The Kentwood Northeast Neighbourhood Area Structure Plan will be serviced by water from four locations.

The existing 300 mm westerly main, located within the Kennedy Drive right-of-way has been extended along the west side of the site to service early phases of area. The existing 150 mm main located on the east side of Kentwood phase 5E will be extended to complete looping.

The existing 200 mm main located along the eastern boundary of the proposed storm dry pond will be extended. The existing 200 mm easterly service located on Kentwood Drive will be extended north.

The water distribution network will be designed to accommodate all future development areas in the Neighbourhood Area Structure Plan area and those areas which have not been included as part of this plan lying between Kentwood Northeast and Highway 11A which may be developed in the future.

Looping of mains and cross connections to existing development areas will be completed as necessary to provide an efficient system with adequate fire flows. Figure 6 schematically shows the network of proposed water mains.

4.2 Sanitary Sewers

The Kentwood Northeast Area Structure plan area will be serviced by sanitary sewer from three main locations. The westerly connection will be made to a 450 mm main in the Kennedy Drive right-of-way. Another connection to a 200 mm main located on the east side of Kentwood phase 5E will be completed to service phase one and two. The easterly connection will be to a 300 mm main located on Kentwood Drive. The sewer has the capacity to serve the entire catchment area. Figure 7 schematically shows the proposed routing of the sanitary sewer system.

All sanitary sewers will be seated and installed in a suitable bedding material in order to provide long terms stability to the pipe. Pipe type will be specified to prevent the ingress of ground water to the system.

4.3 Storm Sewer System

4.3.1 Minor System

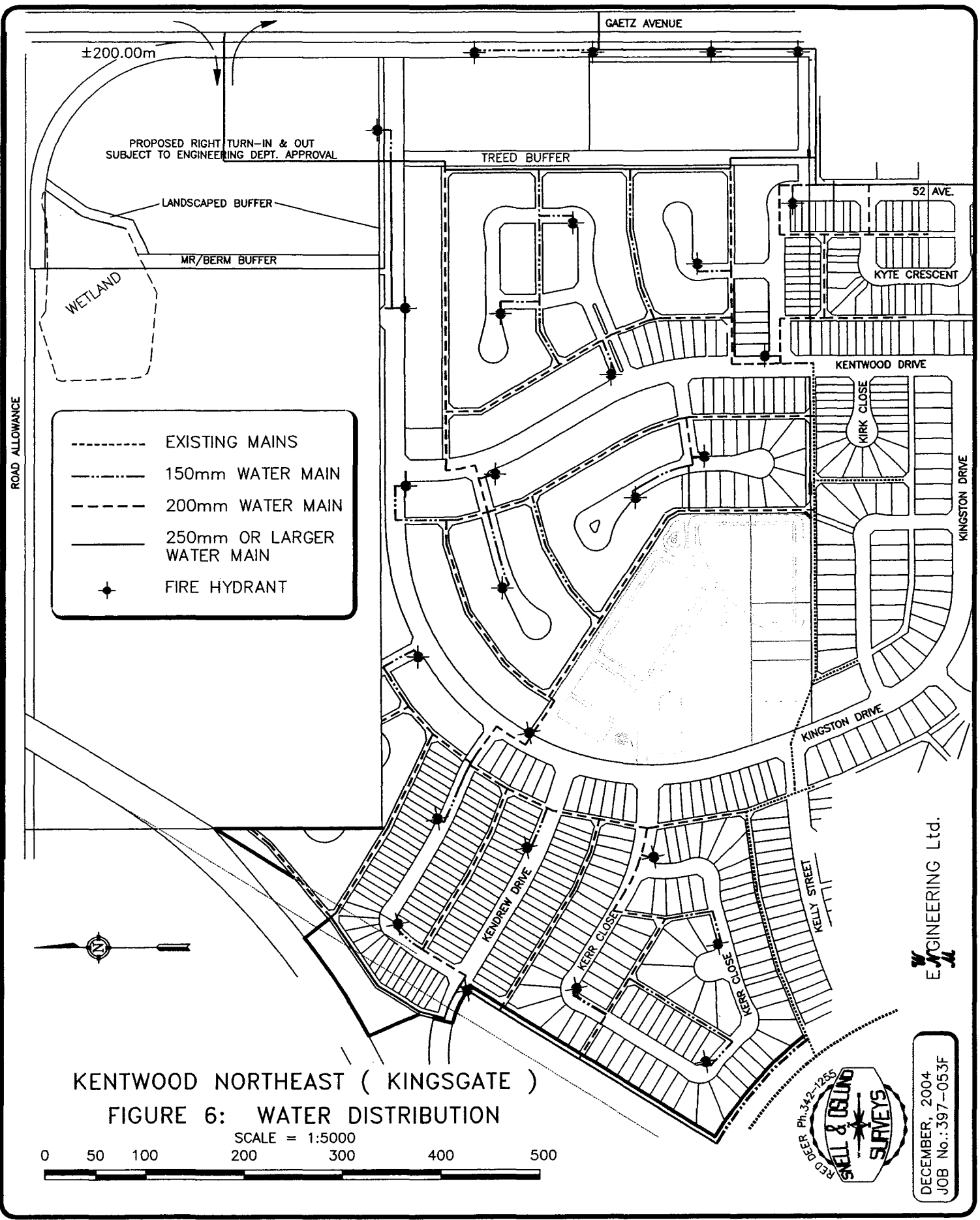
Run-off from storms up to the one in five year event will be conveyed by gravity via a piped system to two connections to the existing system. The westerly connection is a 1500 mm storm main located in the Kennedy Drive right-of-way and the easterly connection is a 1200 mm main in Kentwood Drive.

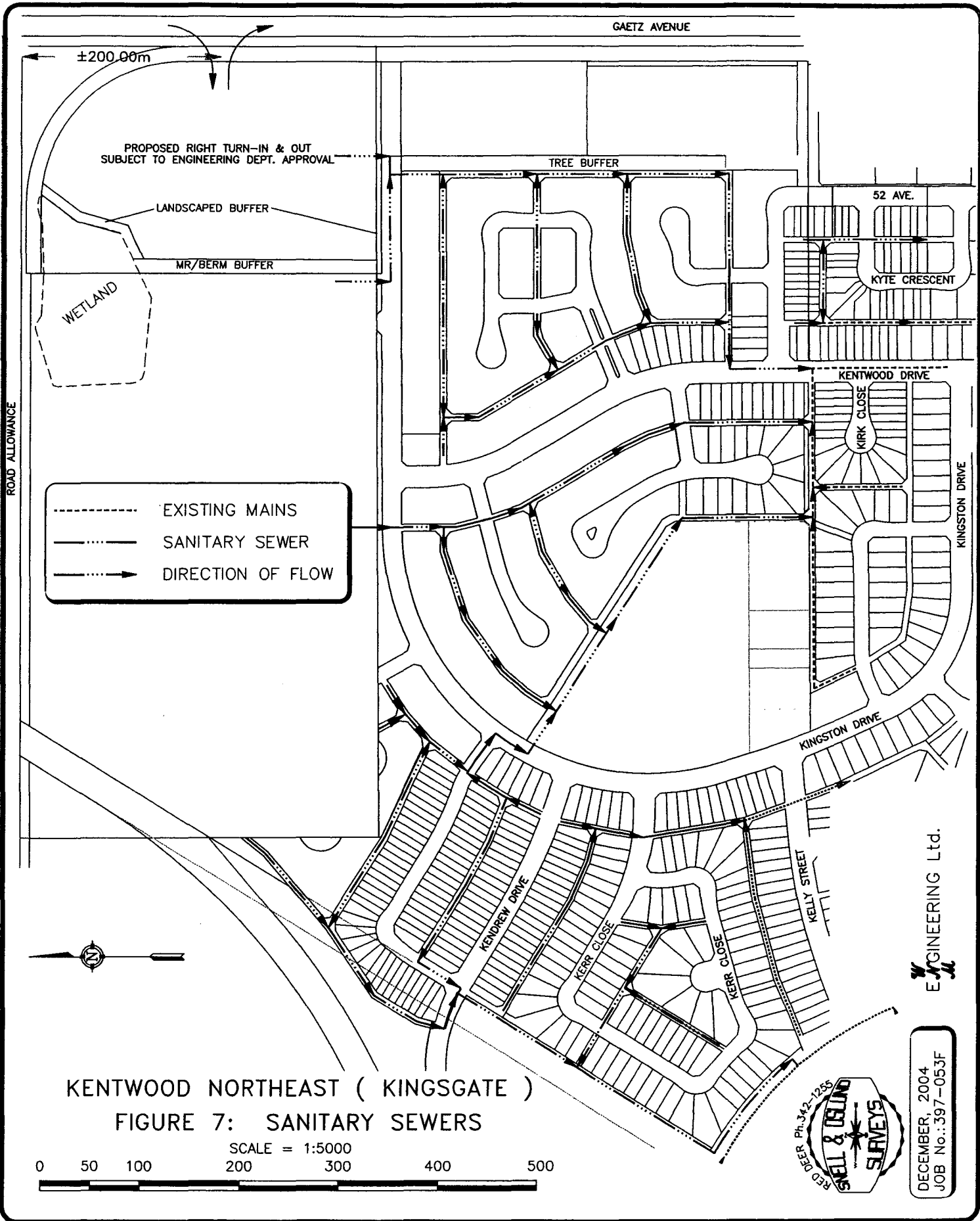
Figure 8 schematically shows the routing of the storm sewer system. Pipe sizes and materials will be designed in accordance with the City of Red Deer Design guidelines.

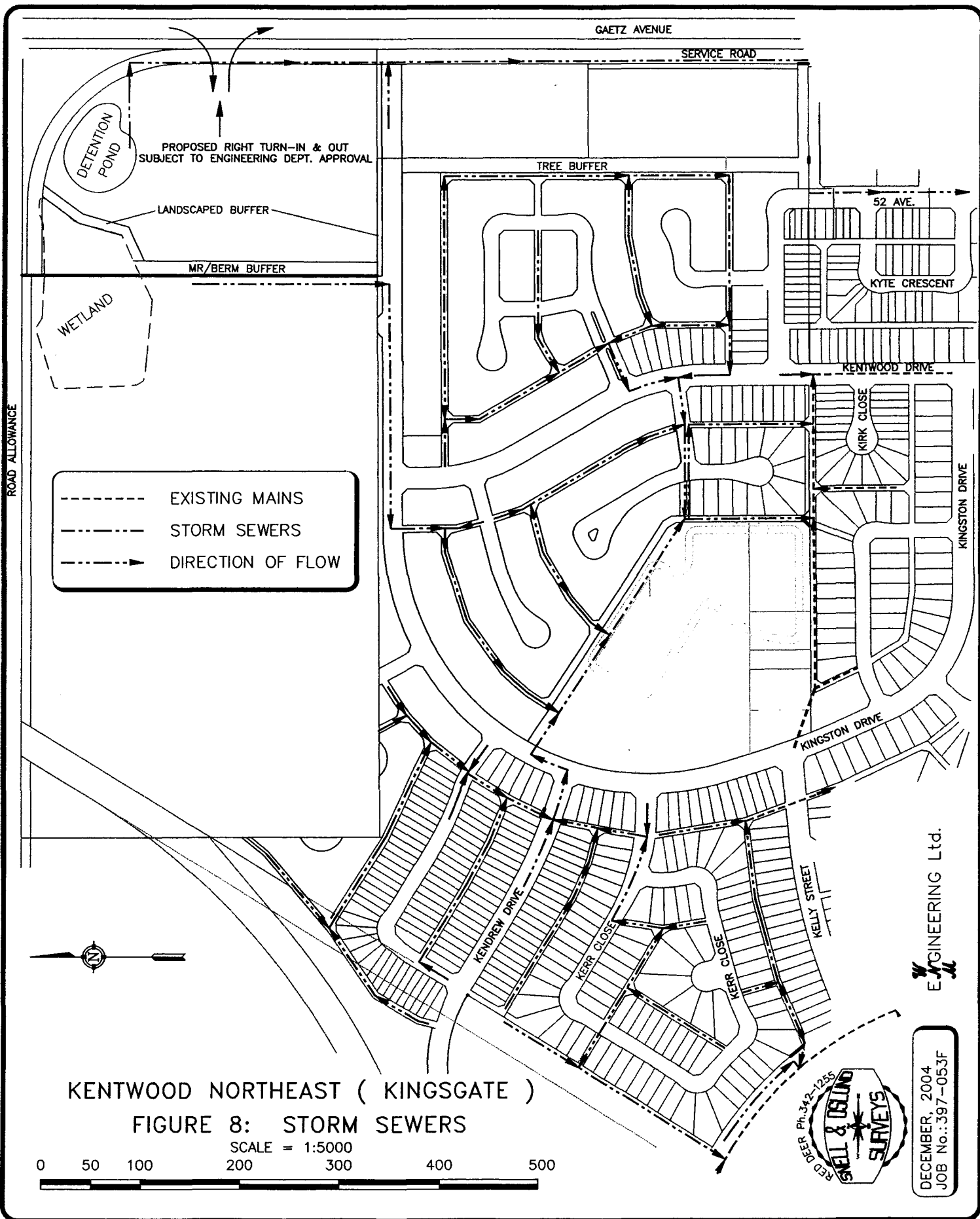
4.3.2 Major System

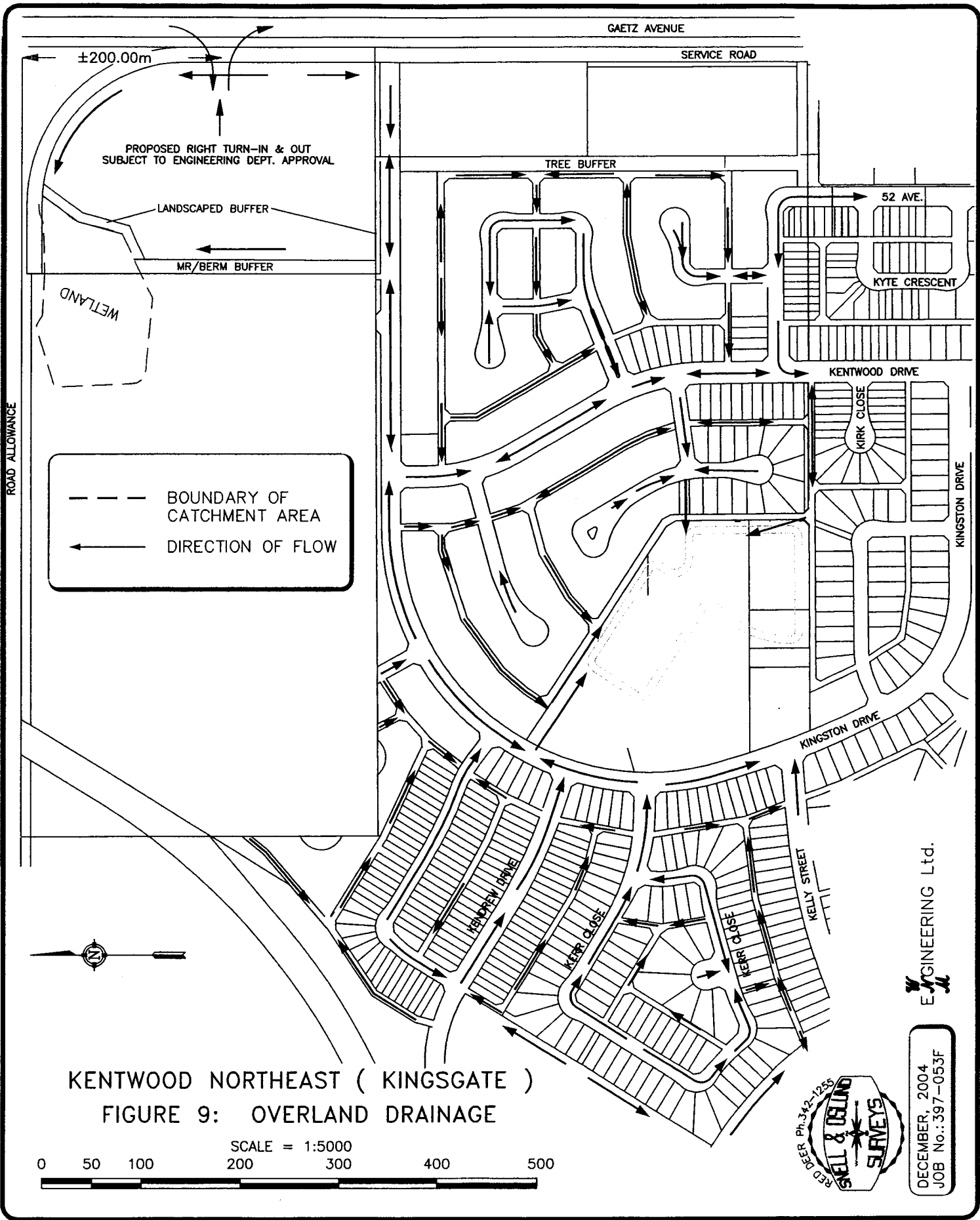
For storm events in excess of a one in five year event, roads and laneways will be designed to convey overland flows to storm water ponds located in the northwest and the south central part of the plan area.

Ponding of within roadways or lanes will be permitted in strict accordance with the City of Red Deer design guidelines. Area drainage and overland flow routes are indicated schematically on Figure 9.









4.4 Power, Telephone and Cable Vision

Red Deer Electric Light and Power, Telus and Shaw Cable advise that their networks have sufficient capacity, with some qualification regarding the sequencing of phasing, to fully develop the proposed Kentwood Northeast Neighbourhood Area Structure Plan development.

The City of Red Deer Electric Light and Power department has advised that two main utility lines will require underground alignments on the west side of Gaetz Avenue between 80th Street and Highway 11A. The utility lines will also require an alignment westward from Gaetz Avenue along a portion of Highway 11A. The underground alignments are required prior to the development of the commercial areas indicated as phase 5 of the plan.

A third main line will be required to service phases 4,5 and 6. This third main line will follow an alignment from 80th Avenue (at Gaetz Avenue) and along Kingston Drive. Expansion of the existing system will be required to complete the phase 1,2 and 3 development. This expansion will include switchgear alignments currently presumed to be required in the northwest and southwest corners of the park/school site and at Kingston Drive, adjacent to the west boundary of phase 5.

It is understood that any changes to the planned phasing of the development may require installation of temporary overhead lines to provide appropriate servicing levels.

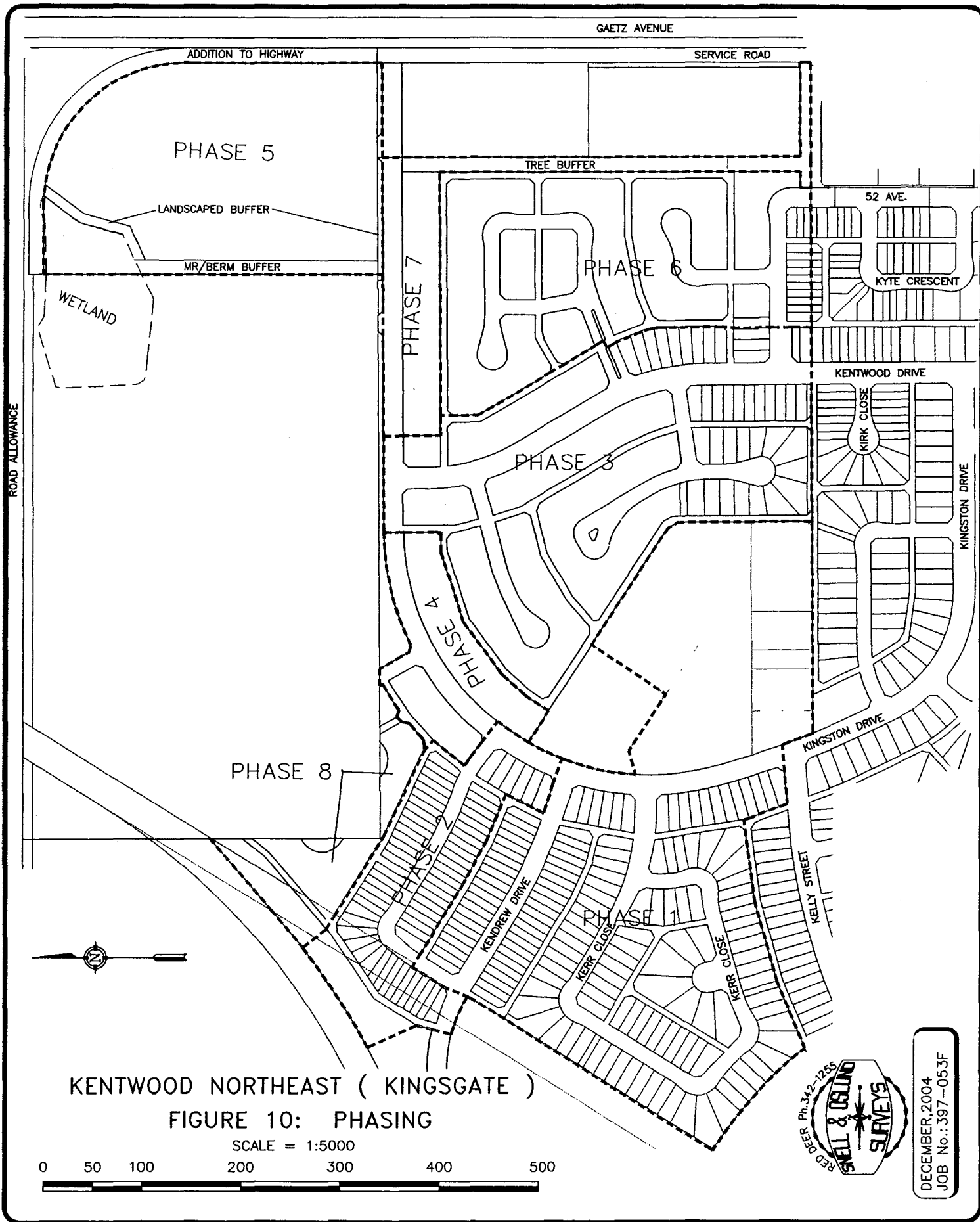
Telus has advised that infrastructure for telephone service to the area presently exists on the east side of Gaetz Avenue. Therefore, extending service to the plan area will require extension of the existing infrastructure westward along alignments reserved for collector road right-of-way (ie. Kingston Drive at the north end and Kentwood Drive at the south end of the plan area). Should either of these proposed collector roads be re-aligned, easements will be required to complete the extension of service to the area.

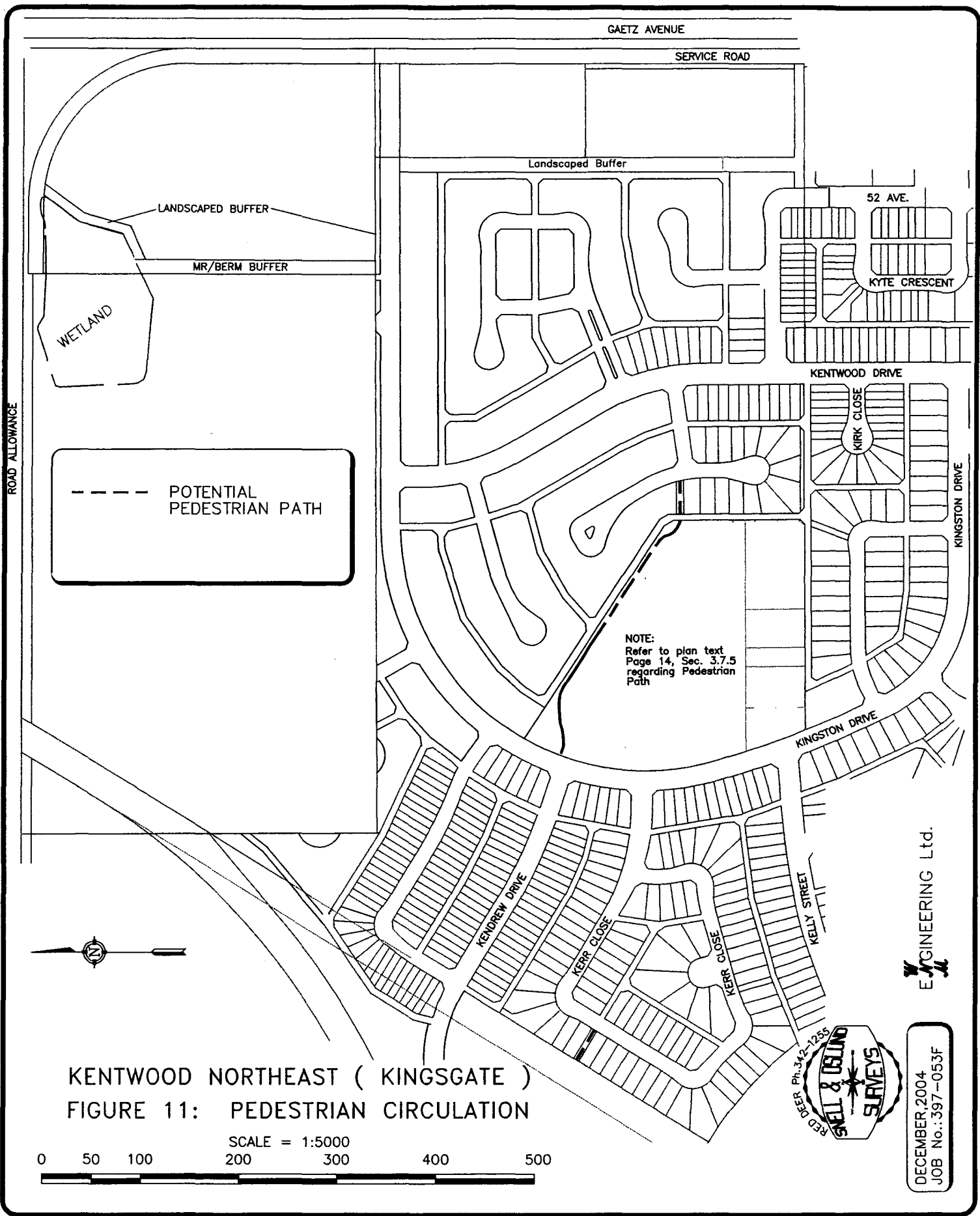
4.5 Natural Gas

Atco Gas advises that they will be able to service the proposed development by extending their existing distribution facilities.

5.0 STAGING AND DEVELOPMENT

Figure 10 shows the proposed staging of development. The area labeled “Existing Development” has been serviced as of the end of 2002. The location of existing utilities dictates phases of development. Market conditions will influence the actual phasing of later developments.





KENTWOOD DRIVE

LANE ACCESS PERMITTED

KIRTON CLOSE

LANE ACCESS NOT PERMITTED

LANE ACCESS PERMITTED

ENGINEERING Ltd.

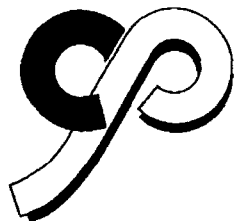
KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 12: LANE ACCESS RESTRICTIONS

SCALE = 1:1000
0 250 500 1000 1500 2000 2500



DECEMBER, 2004
JOB No.: 397-053F



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

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

DATE: June 13, 2005

TO: Kelly Kloss, Manager, Legislative & Administrative Services

RE: Proposed Land Use Bylaw Amendment 3156/S-2005 and Map 15/2005
Block 3 Plan 2122 HW; NE ¼ Sec. 32-38-27-4
Quantum IV Developments - Commercial Site

BACKGROUND

The Kentwood Northeast Neighbourhood Area Structure Plan was adopted by The City of Red Deer in 1998. It identifies a commercial site at the intersection of Gaetz Avenue and Highway 11A (the old drive-in theater). Quantum IV Developments Inc. is the owner and developer of this commercial site.

Quantum IV Developments Inc. is proposing to amend the land use bylaw by redistricting this site from A1 Future Urban Development to C2 Commercial (Regional and District Shopping Centre) District (5.599 ha) and P1 Parks and Recreation District [0.529 buffer area and 0.481 ha public utility lot (i.e. wetland)].

The purpose of this rezoning is to facilitate the development of a regional shopping centre and to allow the development of a portion of the wetland for storm water management and aesthetic purposes.

PLANNING ANALYSIS

The proposed redistricting is in accordance with the proposed amendment to Kentwood Northeast Neighbourhood Area Structure Plan, which is a separate agenda item.

The main access to the commercial property will be from future Kingston Drive with a secondary right-in right-out access off Gaetz Avenue being investigated subject to the satisfaction of the Engineering Services Department.

RECOMMENDATION

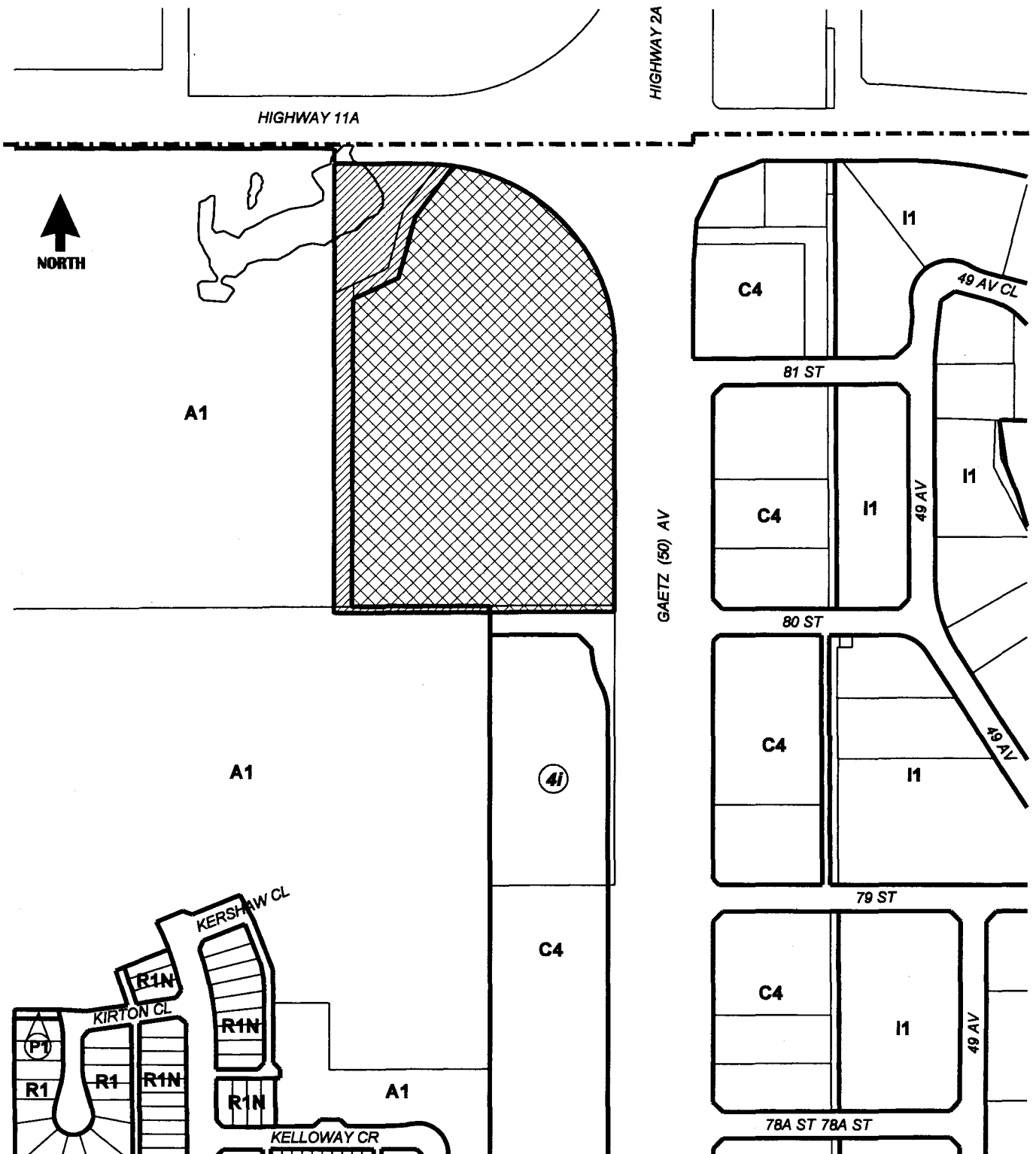
Subject to Council giving first reading to Kentwood Northeast Neighbourhood Area Structure Plan Amendment No. 3217/B-2005, planning staff recommend that Council consider first reading of Land Use Bylaw Amendment No. 3156/Q-2005.



Johan van der Bank ACP, MCIP PLANNER
attachments

cc: Colleen Jensen, Director of Community Services Division
Tom Warder, Engineering Services Manager
Dave Matthews, Community Development Co-ordinator
Marty Schmidt, Bearden Engineering

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

C2 - Commercial (Regional & District Shopping Centre)

P1 - Parks and Recreation

Change from :

A1 to C2 

A1 to P1 

MAP No. 15 / 2005
BYLAW No. 3156 / S - 2005

Comments:

We agree that Council proceed with first reading of the Land Use Bylaw Amendment. A Public Hearing would be held on Monday, July 18, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

FILE COPY



LEGISLATIVE & ADMINISTRATIVE SERVICES

June 21, 2005

Fax: 358-4116

Mr. David Everett
Quantum IV Developments Inc.
7159 – 50 Avenue
Red Deer, AB T4N 4E4

Dear Mr. Everett:

Northwest Major Area Structure Plan Amendment 3213/A-2005
Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment 3217/D-2005
Land Use Bylaw Amendment 3156/S-2005
Quantum IV Developments Inc.

Red Deer City Council gave first reading to *Northwest Major Area Structure Plan Amendment 3213/A-2005*, *Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment 3217/D-2005* and *Land Use Bylaw Amendment 3156/S-2005*, at the City of Red Deer's Council Meeting held Monday, June 20, 2005. For your information, copies of the bylaws are attached.

Northwest Major Area Structure Plan Bylaw 3213/A-2005 and *Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment 3217/D-2005* will allow a change to a commercial site being developed by Quantum IV Developments Inc. The site is to be rezoned from C4 Commercial (Major Arterial) District to C2 Commercial (Regional and District Shopping Centre) A residential designation on a portion of the site will be removed to increase the commercial site area. *Land Use Bylaw Amendment 3156/S-2005* provides for the rezoning of a commercial site at the intersection of Gaetz Avenue and Highway 11A from A1 Future Urban Development to C2 Commercial (Regional and District Shopping Centre) District (5.599 ha) and P1 Parks and Recreation District (0.529 ha buffer area and 0.481 ha public utility lot (wetland)).

Council must hold Public Hearings before giving second and third readings to the bylaws. This office will now advertise for the Public Hearings to be held on Monday, July 18, 2005 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the Land Use Bylaw, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, April 2, 2003. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

...2/

Quantum IV Developments Inc.

June 21, 2005

Page 2

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

Sincerely,

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

Kelly Kloss
Manager

/chk

/attach.

c Parkland Community Planning Services
 C. Adams, Administrative Assistant

* * * Transmission Result Report (MemoryTX) (Jun.21. 2005 2:48PM) * * *

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

Date/Time: Jun.21. 2005 2:36PM

File No. Mode	Destination	Pg(s)	Result	Page Not Sent
1770 Memory TX	3584116	P. 40	OK	

Reason for error

E.1) Hang up or line fail
E.3) No answerE.2) Busy
E.4) No facsimile connection

LEGISLATIVE & ADMINISTRATIVE SERVICES

June 21, 2005

Fax: 358-4116

Mr. David Everett
Quantum IV Developments Inc.
7159 - 50 Avenue
Red Deer, AB T4N 4B4

Dear Mr. Everett:

Northwest Major Area Structure Plan Amendment 3213/A-2005
Kentwood Northeast Neighbourhood Area Structure Plan Bylaw Amendment 3217/D-2005
Land Use Bylaw Amendment 3156/S-2005
Quantum IV Developments Inc.

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Council must hold Public Hearings before giving second and third readings to the bylaws. This office will now advertise for the Public Hearings to be held on Monday, July 18, 2005 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the Land Use Bylaw, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, April 2, 2003. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

...2/



FILE COPY
Council Decision – June 20, 2005

Legislative & Administrative Services

DATE: June 21, 2005
TO: Johan van der Bank, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/S-2005
Block 3, Plan 2122HW; NE ¼ Sec. 32-38-27-4
Quantum IV Developments – Commercial Site

Reference Report:

Parkland Community Planning Services, dated June 13, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/S-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, July 18, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/S-2005 provides for the rezoning of a commercial site at the intersection of Gaetz Avenue and Highway 11A from A1 Future Urban Development to C2 Commercial (Regional and District Shopping Centre) District (5.599 ha) and P1 Parks and Recreation District (0.529 ha buffer area and 0.481 ha public utility lot (wetland). This office will now proceed with the advertising for a Public Hearing. Quantum IV Developments Inc. will be responsible for the advertising costs in this instance.


Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
Inspections & Licensing Manager
Engineering Services Manager
C. Adams, Administrative Assistant
T. Edwards, Clerk Steno

BYLAW NO. 3156/S-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. The "Land Use District Map F15" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use Bylaw Amendment Map No. 15/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 20th day of June 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

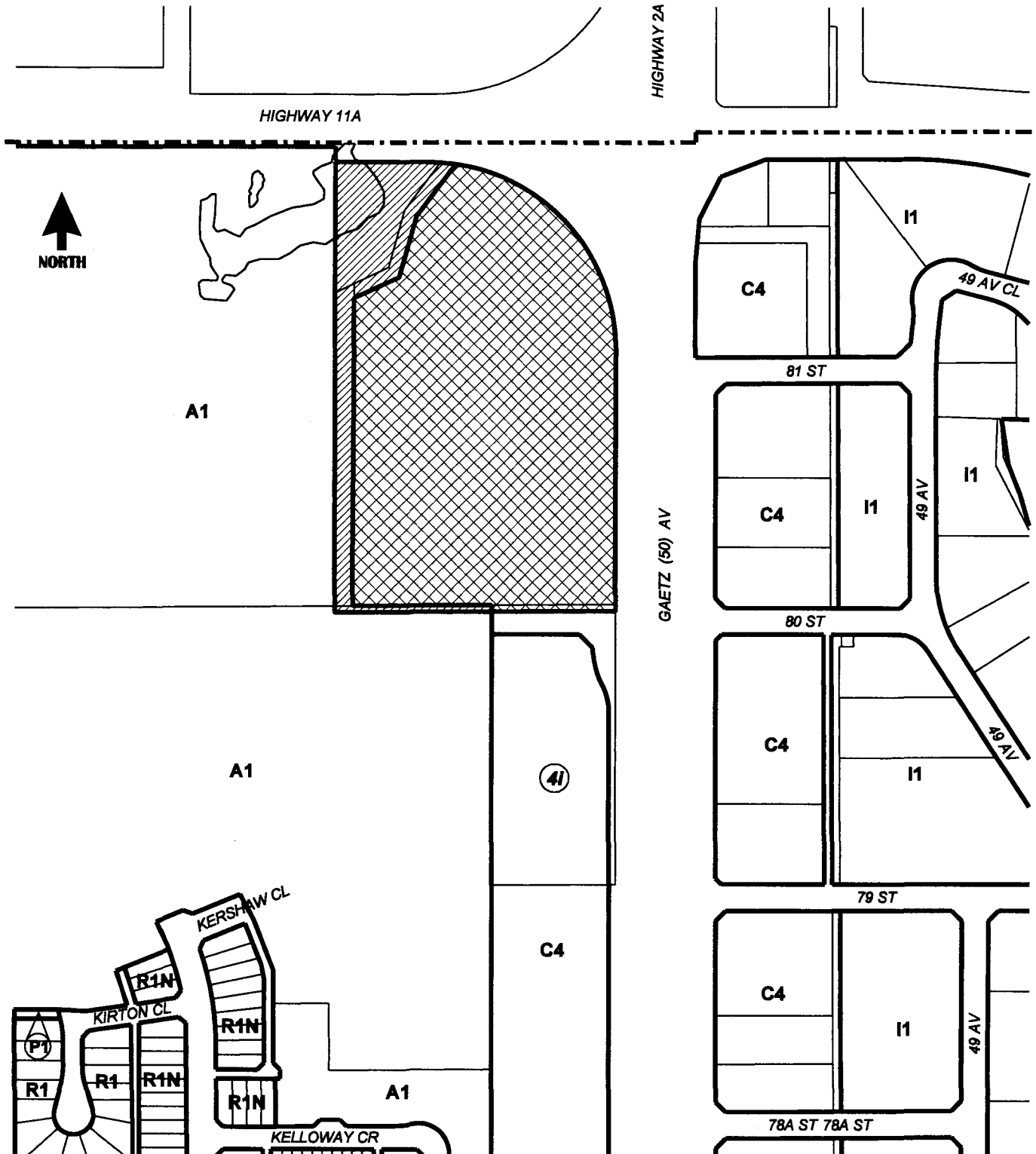
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

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:

A1 - Future Urban Development

C2 - Commercial (Regional & District Shopping Centre)

P1 - Parks and Recreation

Change from :

A1 to C2 

A1 to P1 

MAP No. 15 / 2005
BYLAW No. 3156 / S - 2005

Ed Somerville

19 Muldrew Crescent
Red Deer, AB
T4R 1R
(403) 340-3979
local60@shaw.ca

2005 02 17

Mr Kelly Kloss, City Clerk
Legislative and Administrative Services

Dear Mr Kloss

Very recently I was making an inquiry regarding our 2005 property assessment notice with staff at Assessment and Taxation Services in City Hall. In the course of this business the suggestion was made that I should contact you regarding our specific situation.

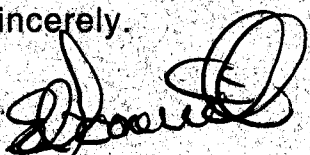
On June 27, 2004 our home at 19 Muldrew Crescent was destroyed by fire. From that date on we were unable to live at that address and subsequently we have resided temporarily at 5713 West Park Crescent while we have gone about the task of rebuilding our home. We have chosen to remain at our previous address although the destruction of our home was to the extent that we had to demolish the building, including the foundation, and completely rebuild.

Please accept this correspondence as an application to the City of Red Deer for forgiveness of all, or a portion, of both our 2004 and 2005 residential taxes. As previously indicated, we have been unable to reside at our previous address since June 27, 2004, and we do not expect to be able to occupy our new home until April or May 2005 at the earliest. (At date of writing we have not been given a projected occupancy date for our new home by Bowood Construction.)

Any relief or forgiveness that may be granted by the City of Red Deer relative to residential taxes in this situation would be most appreciated. We would have made this request earlier had we been aware of this avenue of appeal.

Thank you, in advance, for your attention to this request.

Sincerely,



Ed and Sandra Somerville
5713 West Park Crescent
Red Deer, AB T4N 1E4



Assessment and Taxation Services

DATE: May 24, 2005

TO: Kelly Kloss
Legislative and Administrative Services Manager

FROM: Rod Risling
Assessment and Taxation Services Manager

SUBJECT: Request for Tax Cancellation – 19 Muldrew Crescent

Legislation:

Section 347 (1) of the Municipal Government Act states that, "If a council considers it to be equitable to do so, it may, generally or with respect to a particular taxable property or business or a class of taxable property or business, do one or more of the following, with or without conditions:

- (a) cancel or reduce tax arrears;
- (b) cancel or refund all or part of a tax;
- (c) defer the collection of a tax."

Background:

In previous years, where a negative physical change to a property occurred such as destruction by fire, City Council, in rare situations, canceled a prorated amount of the municipal portion of the tax bill. The Provincial Education portion was not cancelled as The City collects these funds on behalf of the province and cannot adjust payments to the province based on City Council approved tax cancellations.

The tax levied in May/June is based on the physical condition of a property as of December 31 of the prior year. As a result, even though a structure on a property is impacted negatively, such as damage due to fire or demolition in the current year, Administration cannot make any adjustments to either the assessment or tax bill for the current tax year.

For the 2001 tax year, City Council approved supplementary assessment and taxation. Since that time, no formal written requests for tax cancellation were received as a result of property damage due to fire. Since the implementation of

Kelly Kloss
May 24, 2005
Page 2

supplementary assessments, some people argue that The City should consider reducing or canceling taxes in catastrophic-type situations such as fire because The City is recapturing taxes when properties are partially constructed during the year.

Discussion:

The property owners at 19 Muldrew Crescent are requesting tax cancellation for both 2004 and 2005 taxation due to a fire that destroyed their home and garage on June 27, 2004. As stated above, the 2004 tax bill reflected the condition of the property on December 31, 2003. The total property assessment was \$190,400 and corresponding tax bill was \$2,011.04. For the 2005 tax year, the assessment was reduced to \$120,000 to reflect the condition of the property on December 31, 2004 which was the value of the land and a partially reconstructed residence.

There are typically two general components to a property, the land and improvements (buildings). Some people would argue that, if a tax cancellation were granted, it should only apply to the portion of the property that was damaged. Therefore, the land component should not receive any reduction. Legislation requires that the City Assessor value property based on the market value of property as a whole and, therefore, does not focus on calculating an exact value for the land and improvements separately. For the purposes of this report, an estimate of the land value was calculated by the Assessment and Tax Department.

The attached schedule provides an assessment breakdown and the corresponding tax amount.

Providing a tax cancellation to the subject property will set a precedent that may expose The City to a financial risk. A tax cancellation to the subject property would not impose hardship to The City; however, tax cancellations granted on a larger scale to compensate for a catastrophic event may do so. It should be noted that some municipal councils do cancel or reduce taxes for catastrophic events, whereas, others do not.

Future Direction:

Administration intends to develop and present to City Council, for their consideration, a policy on how to address any future requests for tax cancellation due to physical changes to a property that occur after the physical characteristic date of December 31.

Kelly Kloss
May 24, 2005
Page 3

Recommendation:

That City Council authorize a tax cancellation of \$391.27 for the 2004 tax year which represents the prorated municipal tax portion attributable to the estimated value of the improvements from June 27, 2004 to December 31, 2004.

That the Provincial Education portion of the tax bill not be cancelled as The City is only the collector of the funds and cannot adjust payments to the Province based on Council approved cancellations.

That the request for a tax cancellation for the 2005 tax year be denied as the assessment reflects the physical condition of the property as of December 31, 2004. The assessment reflected a partially completed residence.

Rod Risling
Assessment and Taxation Services Manager

Attach. Schedule A

Schedule A

Property Assessment and Taxation Breakdown

	Land Assessment in \$	**Municipal Tax in \$	Education Tax in \$	Improvement Assessment in \$	**Municipal Tax in \$	Education Tax in \$
2004 Tax Year Assessed Value	67,900	421.12	296.06	122,500	759.75	534.12
*Pro Rated to June 27, 2004		216.87	152.47		391.27	275.07
2005 Tax Year Assessed Value	69,600	440.44	280.75	50,400	318.94	203.30

*Note - the date of the fire was June 27, 2004. Used 51.5% in the calculation.
(188 days of non use of home / 365 days in the year)

** Note - Municipal tax includes the Red Deer Public Library Amount.

Prepared by: Assessment and Taxation Services
Date Prepared: May 17, 2005

Comments:

We agree with the recommendation of the Assessment and Taxation Services Manager.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager



FILE COPY

LEGISLATIVE & ADMINISTRATIVE SERVICES

June 21, 2005

Mr. E. Somerville
19 Muldrew Crescent
Red Deer, AB T4R 1R3

Dear Mr. Somerville:

Request for Tax Cancellation – 19 Muldrew Crescent

As discussed on the phone, your request for tax cancellation at the above noted property has been tabled to the Monday, July 4, 2005 Council Meeting. Also, to confirm, you have spoken to Mr. Rod Risling, the Assessment & Taxation Services Manager regarding the deadline for submitting your property taxes.

You will be notified of the time your item will be scheduled to be presented to the July 4, 2005 Council Meeting by Thursday, June 30th.

Thank you for your cooperation during this time.

Sincerely,

Kelly Kloss
Manager

c Assessment & Taxation Services Manager

BYLAW NO. 3217/A-2005

Being a Bylaw to amend Bylaw No. 3217/98, the Bylaw adopting The City of Red Deer Neighbourhood Area Structure Plans, as described herein.

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

- 1 Bylaw 3217/98 with regard to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan is amended by deleting therefrom text pages 4, 5, 14 and Figures 1 to 11 and substituting therefore the attached amended text pages 4, 5, 14 and Figures 1 to 11 and the addition of Figure 12 which forms part of this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 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

Zone 7 – Priority A – Recommendation R2. A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.

The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of Red Deer has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.

Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship site and within the worship site) has been deemed possible to preserve.

Zone 8 – Priority B – Recommendation R3. This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.

Zone 12 – Priority A – Recommendation R4. A small band of poplar trees on the south portion of the area should be dedicated as a municipal reserve.

This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the school site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for a green linkage.

It is understood the services for the proposed residential lots will be extended from the south side to the north side of the four metre municipal reserve. Where the installation of utilities results in the loss of trees, the four metre wide municipal reserve will be revegetated and landscaped to the satisfaction of the City's Recreation and Culture department.

Southeast Wetland – Priority B – Recommendation R5. The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer. Preliminary site grading in 2001 eliminated much of the wetland.

2.3 Servicing

Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.

It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary sewer and storm sewer trunks and mains which can provide service to properties beyond their own.

The site can be serviced with municipal water, sanitary sewer and storm water utilities. An engineering study, required to establish the details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.

2.4 Access

The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing service road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.

3.7.4 Laneways

The majority of lots within the plan area back onto lanes. Lots 78, 79 and 80 Block 8, Plan 042-6836 in the existing Kentwood subdivision will not have access to the lane south of the close, as shown on Figure 12. Lot 78 will have access to the lane east of the close and Lot 80 will have access to the lane west of the close. Provision for rear yard garbage pickup will be made for Lot 79 across Lot 148MR.

3.7.5 Pedestrian and Bicycle Circulation

The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands. There is potential for bicycle-pedestrian pathways through the park/school site. The potential pathway would not be continued through the four metre linear park as this area is not wide enough to accommodate both a treed buffer and a trail. The final location of the central park pathway route will be determined based on the location of sports facilities and pedestrian wear patterns through the landscaped area.

The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix B.

An additional Municipal Reserve parcel will ensure access from Kerr Close to the park area/school site to the west.

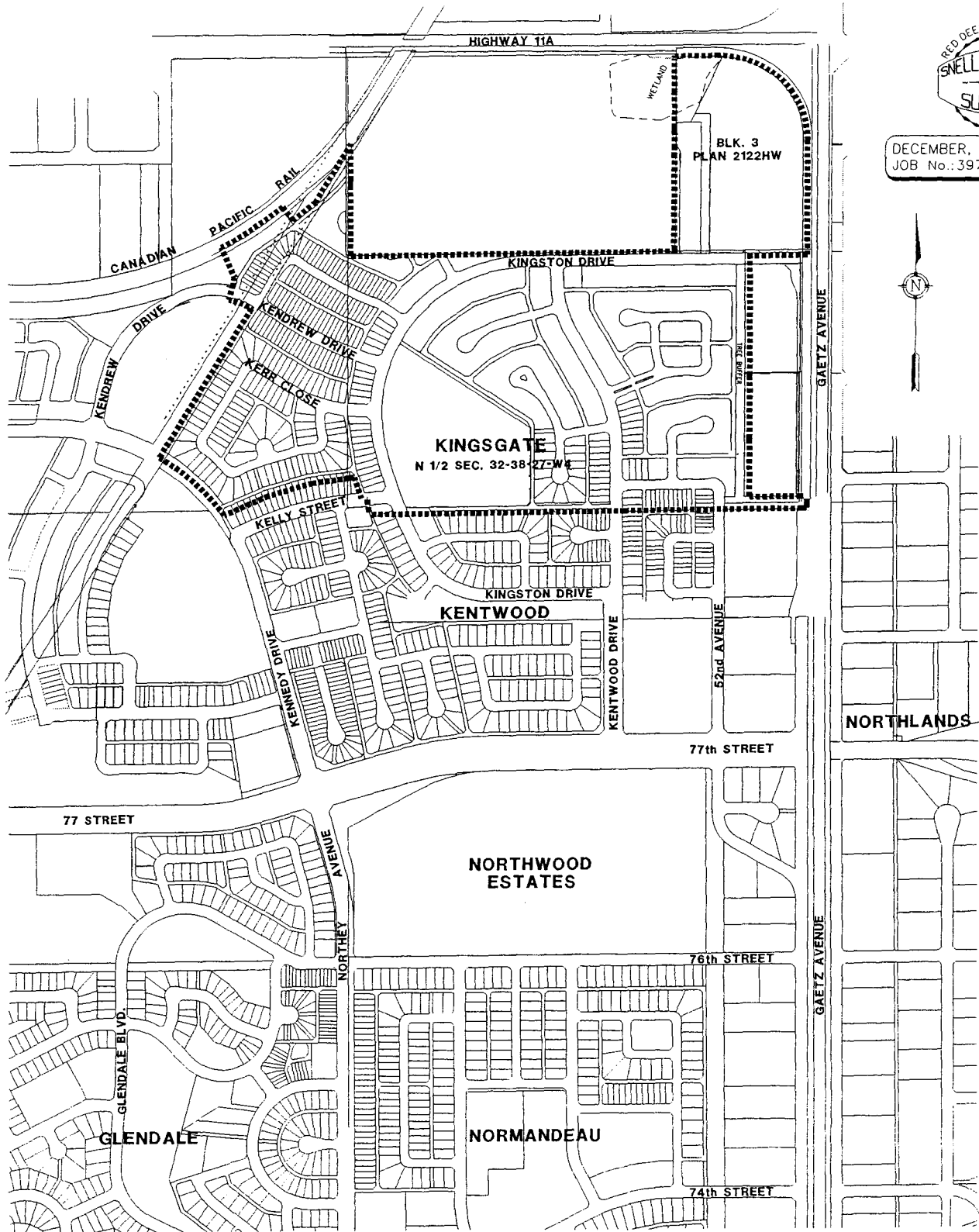
Within the right-of-way of Kingston Drive, adjacent to the west boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.

4.0 Municipal Servicing

The Kentwood Northeast Neighbourhood Area Structure Plan area is serviced from existing sanitary sewer and water mains located at the southern boundaries of the Kentwood East properties.

4.1 Water Mains

The Kentwood Northeast Neighbourhood Area Structure Plan will be serviced by water from four locations.

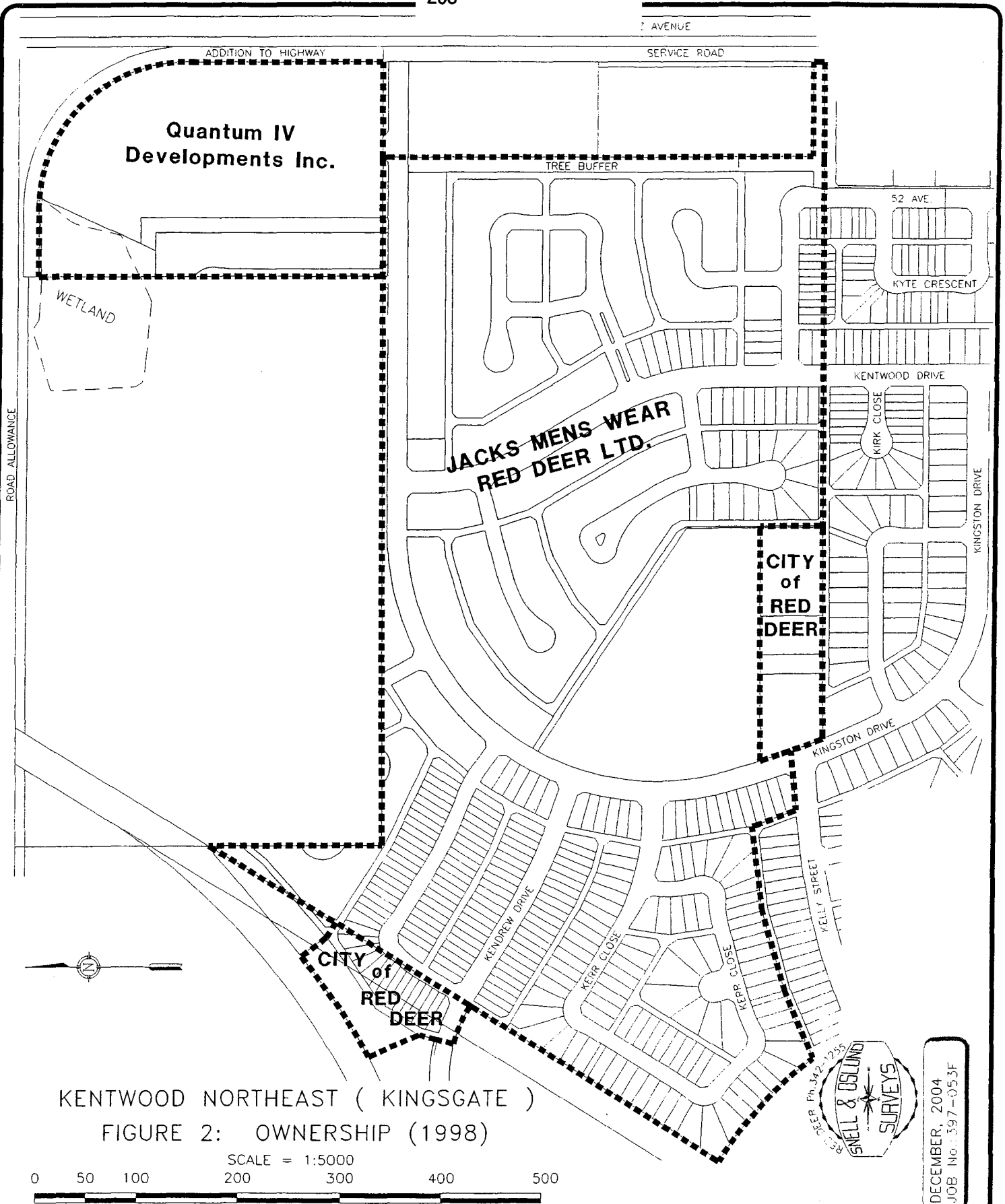


KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 1: LOCATION PLAN

SCALE = 1:10000

0 50 100 200 300 400 500 Metres



ROAD ALLOWANCE

'ENUE

ADDITION TO HIGHWAY

SERVICE ROAD

Quantum IV
Developments Inc.

TREE BUFFER

52 AVE

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

957292 ALBERTA LTD.

CITY
of
RED
DEER

KINGSTON DRIVE

VELLY STREET

KENDREW DRIVE

KERR CLOSE

KERR CLOSE



KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 3: OWNERSHIP (2004)

SCALE = 1:5000

0 50 100 200 300 400 500



DECEMBER, 2004
JOB NO. 397-053F

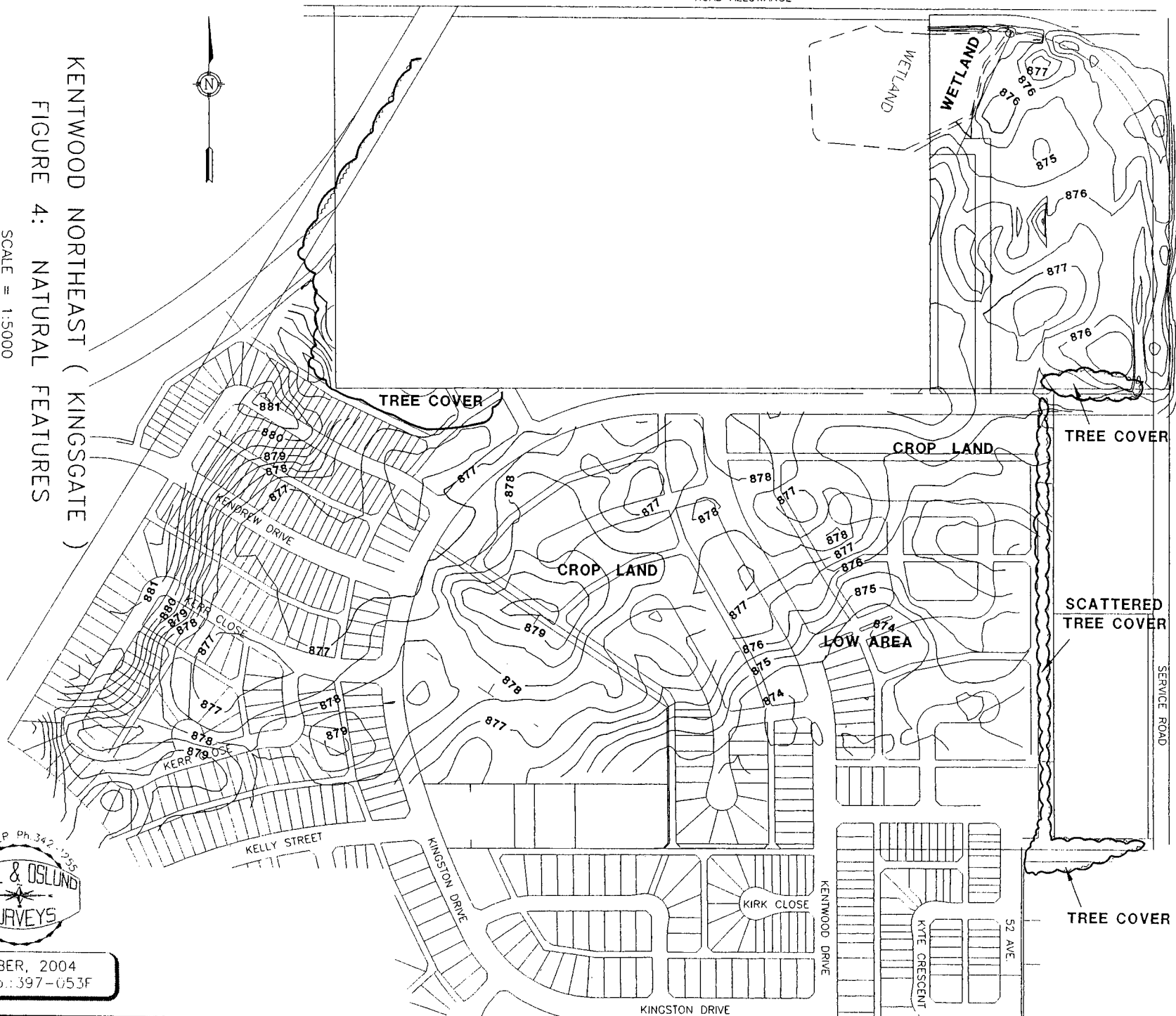
0 50 100 200 300 400 500

SCALE = 1:5000

KENTWOOD NORTHEAST (KINGSGATE) FIGURE 4: NATURAL FEATURES



DECEMBER, 2004
JOB No.: 397-053F



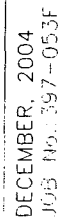


FIGURE 5: LAND USE DISTRIBUTION

0 50 100 200 300 400 500 Metres



ROAD ALLOWANCE

AVENUE

±200.00m

PROPOSED RIGHT TURN-IN & OUT
SUBJECT TO ENGINEERING DEPT. APPROVAL

Berm/Landscaping

WETLAND

TREED BUFFER

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENDREW DRIVE

KEIR CLOSE

KERR & CLOSE

KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 6: WATER DISTRIBUTION

SCALE = 1:5000

0 50 100 200 300 400 500

- EXISTING MAINS
 - - - - - 150mm WATER MAIN
 - - - - - 200mm WATER MAIN
 _____ 250mm OR LARGER WATER MAIN
 * FIRE HYDRANT

W
ENGINEERING Ltd.
M



DECEMBER, 2004
JOB No.: 397-053F

2 AVENUE

±200.00m

PROPOSED RIGHT TURN-IN & OUT
SUBJECT TO ENGINEERING DEPT. APPROVAL

Berm/Landscaping

WETLAND

TREE BUFFER

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENDREW DRIVE

KERR CLOSE

KERR CLOSE

KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 7: SANITARY SEWERS

SCALE = 1:5000

0 50 100 200 300 400 500

ENGINEERING Ltd.

DECEMBER, 2004
JOB No.: 397-053F



ROAD ALLOWANCE

JE

SERVICE ROAD

DETENTION
PONDPROPOSED RIGHT TURN-IN & OUT
SUBJECT TO ENGINEERING DEPT. APPROVAL

Berm/Landscaping

WETLAND

TREE BUFFER

52 AVE

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENDREW DRIVE

KERR CLOSE

KERR CLOSE

KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 8: STORM SEWERS

SCALE = 1:5000

0 50 100 200 300 400 500


 EJ ENGINEERING Ltd.

 DECEMBER, 2004
 JOB No.: 397-053F


ROAD ALLOWANCE

IUE

SERVICE ROAD

 $\pm 200.00\text{m}$ PROPOSED RIGHT TURN-IN & OUT
SUBJECT TO ENGINEERING DEPT. APPROVAL

Berm/Landscaping

WETLAND

TREE BUFFER

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENDREW DRIVE

KERR CLOSE

KERR CLOSE

KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 9: OVERLAND DRAINAGE

SCALE = 1:5000

0 50 100 200 300 400 500



ENGINEERING Ltd.
M

DECEMBER, 2004
JOB No.: 397-033F

ADDITION TO HIGHWAY

SERVICE ROAD

PHASE 5

TREE BUFFER

PHASE 6

52 AVE

KYTE CRESCENT

WETLAND

PHASE 7

PHASE 3

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

PHASE 4

PHASE 8

PHASE 2

KENDREW DRIVE

PHASE 1

KERR CLOSE

KEPR CLOSE

KINGSTON DRIVE

KELLY STREET



KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 10: PHASING

SCALE = 1:5000

0 50 100 200 300 400 500



DECEMBER, 2004
JOB No.: 397-053F

ROAD ALLOWANCE

AVENUE

SERVICE ROAD

Landscaped Buffer

Berm/Landscaping

WETLAND

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENDREW DRIVE

KERR CLOSE

KERR CLOSE

----- POTENTIAL
PEDESTRIAN PATH

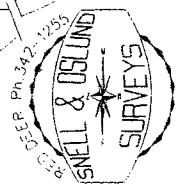
NOTE:
Refer to plan text
Page 14, Sec. 3.7.5
regarding Pedestrian
Path



KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 11: PEDESTRIAN CIRCULATION

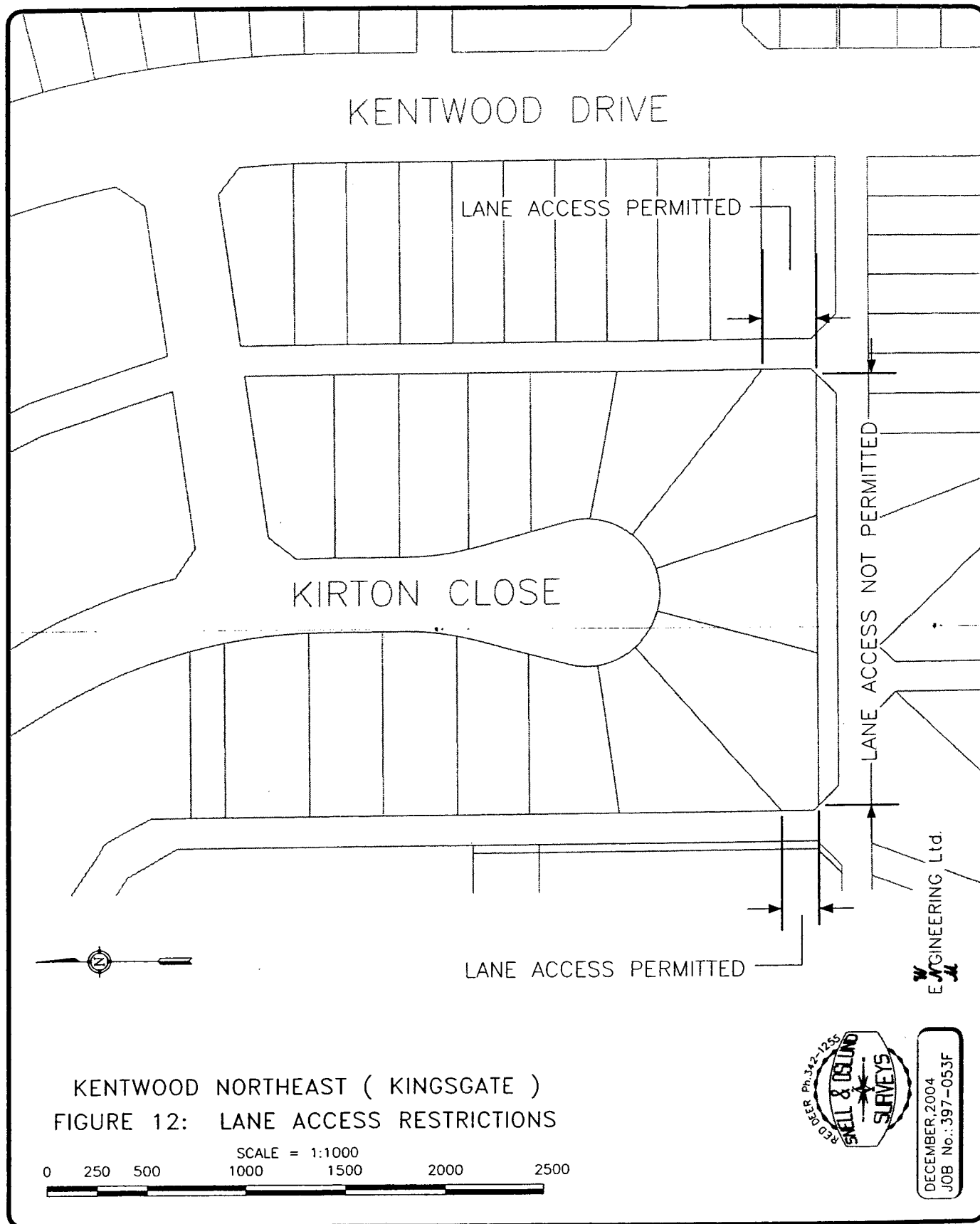
SCALE = 1:5000

0 50 100 200 300 400 500



ENGINEERING Ltd.

DECEMBER 2004
JOB No.: 397-053F



BYLAW NO. 3156/E-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 F15" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 5/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

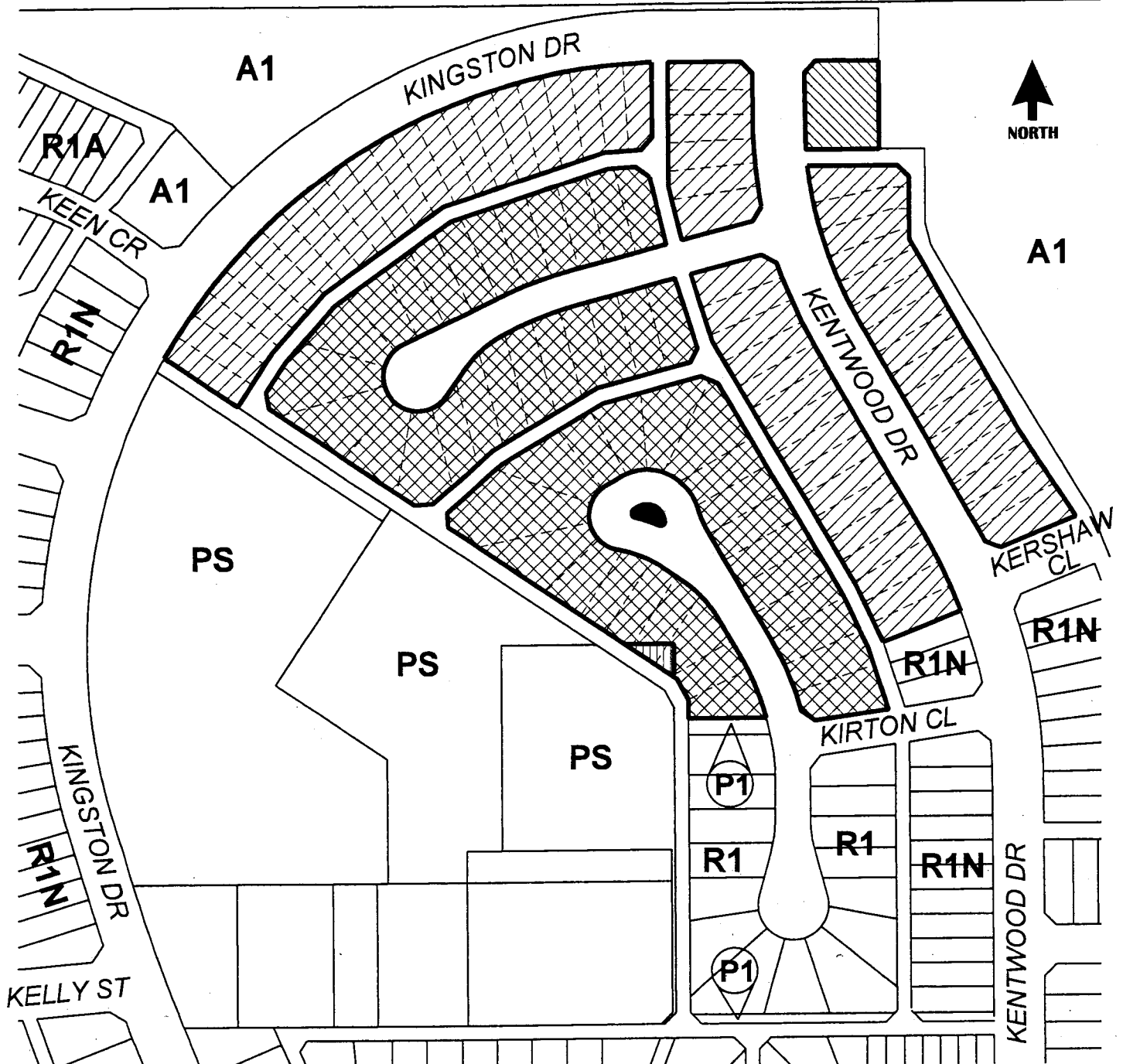
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

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

MAYOR

CITY CLERK






A1



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1N - Residential (Narrow Lot)
- P1 - Parks and Recreation
- PS - Public Service (Governmental or Institutional)

Change from :

- A1 to R1 
- A1 to R1N 
- A1 to P1 
- A1 to PS 
- PS to R1 

BYLAW NO. 3156/F- 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 Section 2 - Definitions is amended by deleting the definitions of "Accessory Building" and "Temporary Building" and replacing them with the following new definitions:

"Accessory Building" means a secondary building on a site, the use of which is subordinate and incidental to that of the principal building and includes a garage, carport, greenhouse, playhouse, treehouse, tool shed, garden shed or workshop, but does not include a temporary building.

"Temporary Building" means a building without any foundation below grade and includes a soft-sided or other structure designed to serve as a temporary garage, storage shelter or greenhouse, but does not include an Accessory Building."

- 2 Section 4 is amended by adding new subsections (k), (l), and (m) as follows:

"(k) Minor structures not exceeding 1.8m in height which are ancillary to Residential uses, such as a barbecue, tent for camping, dog house, lawn sculpture, bird feeder, raised planting beds or other similar structures.

(l) Landscaping, where the existing grade and natural surface drainage pattern is not materially altered, except where Landscaping forms part of a development for which a development permit has been issued.

(m) Accessory buildings with a floor area of 10m² or less and a height of 2.4m or less, including garden sheds, workshops, potting sheds and other similar structures provided that they are moveable and provided they otherwise comply with the provisions of section 62 of this Bylaw."

- 3 New Subsection 45 (c) is added as follows:

"(c) a passenger vehicle to be parked in front yard except on a driveway."

- 4 Section 58 (1) (b) is deleted and replaced with the following new subsection:

"(b) in a residential land use district provided that:

- (i) no such temporary building shall have a floor area exceeding 16.5m², be more than 3m in height or be set back less than 1.2m from the side property line; and
- (ii) the owner enters into an agreement to remove such a building in accordance with the terms and conditions stipulated by the Development Authority;
- (iii) there shall be no more than one temporary building per site;
- (iv) a temporary building being used as a garage must be placed in the rear yard only;
- (v) in the case of a pre-manufactured temporary building, the elevations shall be subject to the approval of the Development Authority.
- (vi) the temporary building must be set back at least 1.2 metres from the property line; and
- (vii) the building is completed in accordance with the terms specified by the Development Authority, provided that the temporary building permit shall expire at the end of 24 months unless renewed by the Development Authority for a further term and that such building will comply with this bylaw and all other City Bylaws."

3 Section 62(1) is deleted and replaced with the following new section 62(1):

"(1) An accessory building:

- (a) shall not be erected or placed on the rear yard of a site closer to the side boundary which is a common boundary with a street than the minimum side yard for the site; and
- (b) may not be erected or placed over a gas line if the accessory building is on a permanent foundation."

4 Section 62(3) is amended by deleting subsection (c) and replacing it with a new subsection (c) as follows:

"(c) be located in the front yard of a residential district unless approved by the Development Authority."

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 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/M-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 D14" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 10/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

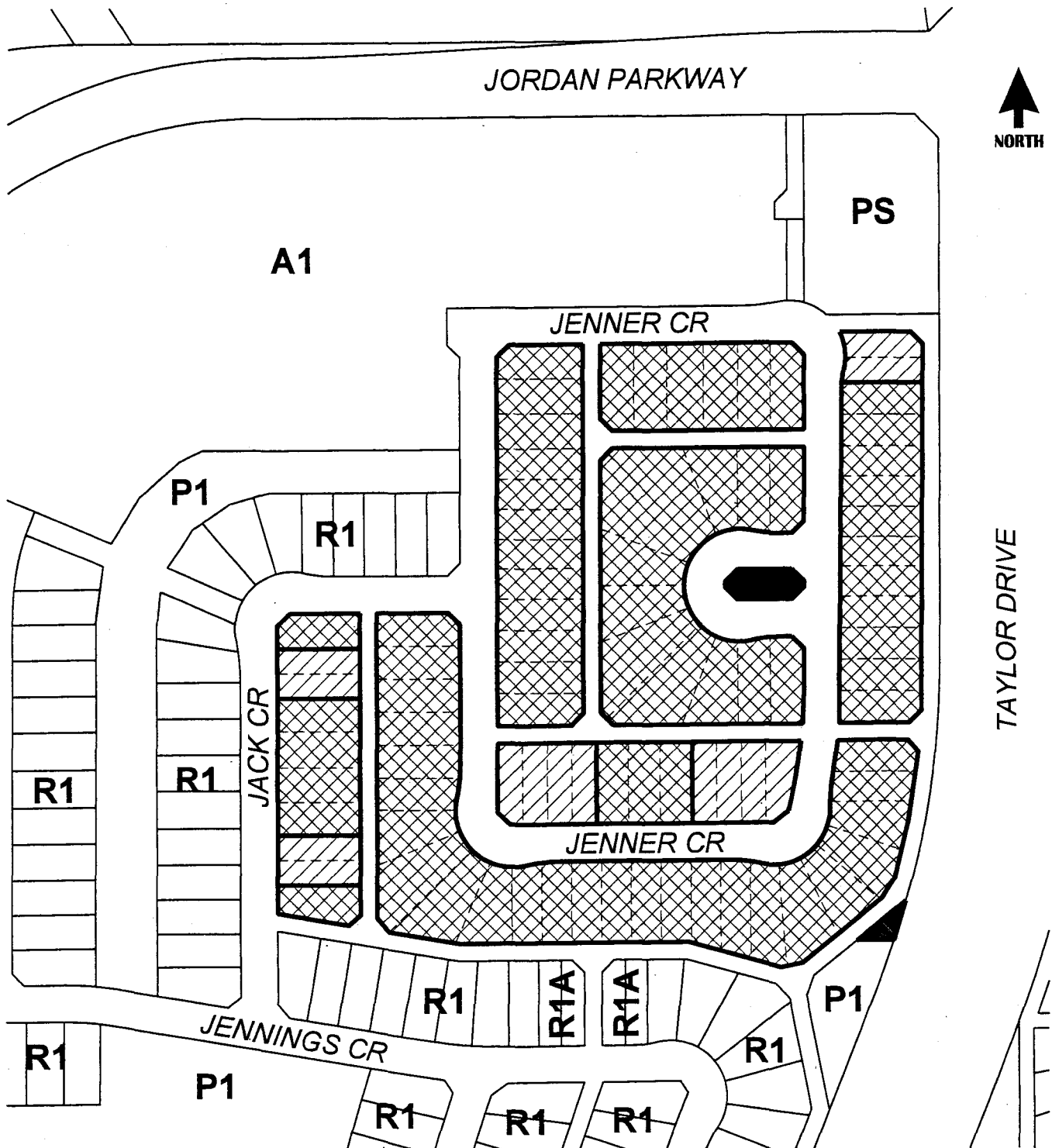
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

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:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1A - Residential (Semi-detached Dwelling)

P1 - Parks and Recreation

Change from :

A1 to R1 

A1 to R1A 

A1 to P1 

MAP No. 10 / 2005
BYLAW No. 3156 / M - 2005

BYLAW NO. 3217/B-2005

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

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

1. That Bylaw No. 3217/98 is hereby amended:

By substituting the complete revised Oriole Park West Neighbourhood Area Structure Plan, attached hereto and forming part of the bylaw, for the existing Oriole Park West Neighbourhood Area Structure Plan.

READ A FIRST TIME IN OPEN COUNCIL this 24th day of May , 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

ORIOLE PARK WEST

NEIGHBOURHOOD AREA STRUCTURE PLAN

Original Outline Plan
Approved by City Council, October 20, 1997

Amended Outline Plan
(Creation of multi-family site – Avalon Homes)
Approved by City Council, June 1, 1998

Adopted as an Area Structure Plan
By City Council, December 7, 1998

Application by Stantec Consulting Ltd. on behalf of Reid Worldwide Corporation
to Amend Neighbourhood Area Structure Plan
(Introduction of R1N lots and a Semi-detached Condominium Development)
Adopted by City Council, August 28, 2000

Application by Will Inns to Amend Neighbourhood Area Structure Plan
(Expansion of C4 Commercial) Adopted by City Council, November 2001

Application by the City of Red Deer to Amend Neighbourhood Area Structure Plan
Draft, April 2005

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1. INTRODUCTION

This Neighbourhood Area Structure Plan was prepared on behalf of Reid Worldwide Corporation and the City of Red Deer, in accordance with the City of Red Deer's 1998 Planning and Subdivision Guidelines. The plan document also recognizes the requirements of, and input provided by, City Administration and Parkland Community Planning Services (the City's Planning Department).

1.1 Location and Land Ownership

The Plan Area includes lands owned by Conwood (actually, formerly owned by Conwood; in 2005 this portion was fully built-out and sold to individual homeowners), the City of Red Deer and Reid Worldwide Corporation, and is generally bordered by 67 Street on the north, Highway 2 and the CP mainline on the west and existing development (residential and industrial) on the east, west of Overdown Drive. In the south the plan boundary is a line which runs along the north boundary of the existing road right-of-way parallel to the top-of-bank of the river valley.

The land ownership pattern is shown on Figure 1 (note that built-out areas are included, but these areas may have been sold to individual homeowners). The Reid Worldwide Corporation land holdings comprise the north 39 hectares of the plan area, while the south 31 hectares are under City ownership, and Conwood owns the 9 hectares on the east. The total plan area is approximately 79 hectares.

1.2 Natural Features

Existing natural features located within the plan area are illustrated by Figure 2. The escarpment of the Red Deer River is the most significant such feature, and requires a subdivision setback to protect both its integrity and the integrity of future development. More information is provided under section 2.3.4.

A treed natural area, known as Maskepetoon Park and comprising a portion of the River Valley system below the escarpment, is located directly southwest of the plan area. This area contains pristine parkland habitat.

Within the Oriole Park West plan area itself, the following significant concentrations of trees are evident:

- A stand of trees in the northeast segment
- Along the east boundary, adjacent to Overdown Drive
- Along the south boundary adjacent to the valley escarpment, as part of an abandoned farmstead; and
- A windrow made up of poplars and willows extends east-west along the south side of the quarter section line in the centre of the plan area.



■ ■ ■ Plan Area
 ■ || ■ Municipal Boundary
 ——— Ownership Boundary



A horizontal scale bar with tick marks at 0, 50, 100, and 200m.

The contour intervals shown on Figure 2 indicate a high point located approximately central to the plan area. This high point slopes relatively sharply towards the west/northwest. The slopes toward the southwest and southeast are less evident. A low, seasonally wet area exists in the southeast corner of the plan area. Low areas are also evident in the northwest and southwest corners. All three of these areas provide opportunities for storm water retention facilities.

1.3 **Policy Context**

The Oriole Park West Neighbourhood Area Structure Plan area is part of the Northwest Major Area Structure Plan Bylaw No. 3213/98 (originally Bylaw No. 3071/92). The commercial and residential uses proposed for the Oriole Park West plan conform to the future land use pattern approved under the Major Area Structure Plan.

2. DEVELOPMENT CONCEPT

2.1 Land Use Statistics

The proposed development concept is shown on Figure 3. The primary use proposed for the most northerly portion of the plan area, located in close proximity to 67 Street, is commercial, while the balance of the area is proposed for residential development ranging from single family low density, semi-detached and narrow lots to medium density multi-family. The concept also proposes that a significant portion of the plan area be used for parks and open space. The land use breakdown is summarized in Table 1.

Table 1

Land Use Breakdown

Land Use	Area by Landowner* (hectare)								Total	
	Reid Worldwide Corporation North	Reid Worldwide Corporation South	Conwood Construction Ltd.	City of Red Deer						
Commercial	9.21	-	-	-					9.21	11.7%
R1 Detached dwelling	-	6.26	3.74	11.90					21.90	27.8%
R1A Semi-detached	-	5.01	-	-					5.01	6.4%
R1N Narrow lot	-	3.21	-	-					3.21	4.0%
R2 Medium density	-	1.27	-	-					1.27	1.6%
Mixed Housing (min. 50% R1 and min. 35% R1A)	-	-	-	2.98					2.98	3.8%
Day Care	-	0.12	-	-					0.12	0.15%
Social Care/Day Care/Retirement Home	-	-	-	0.12					0.12	0.15%
Circulation**	2.11	5.79	2.14	5.97					16.01	20.3
Open Space	Municipal Reserve***	1.57	3.04	7.62				12.23 (do not add to total)	15.5%	(do not add to total)
	Public Utility Lot	1.77	0.05	2.26				6.78 (do not add to total)	8.6%	(do not add to total)
	Total	3.34	3.09	9.88				19.01	24.1%	
TOTAL	14.02	25.0	8.97	30.86				78.85	100%	

* The land areas (hectares) are estimates only and subject to change at the time of subdivision.

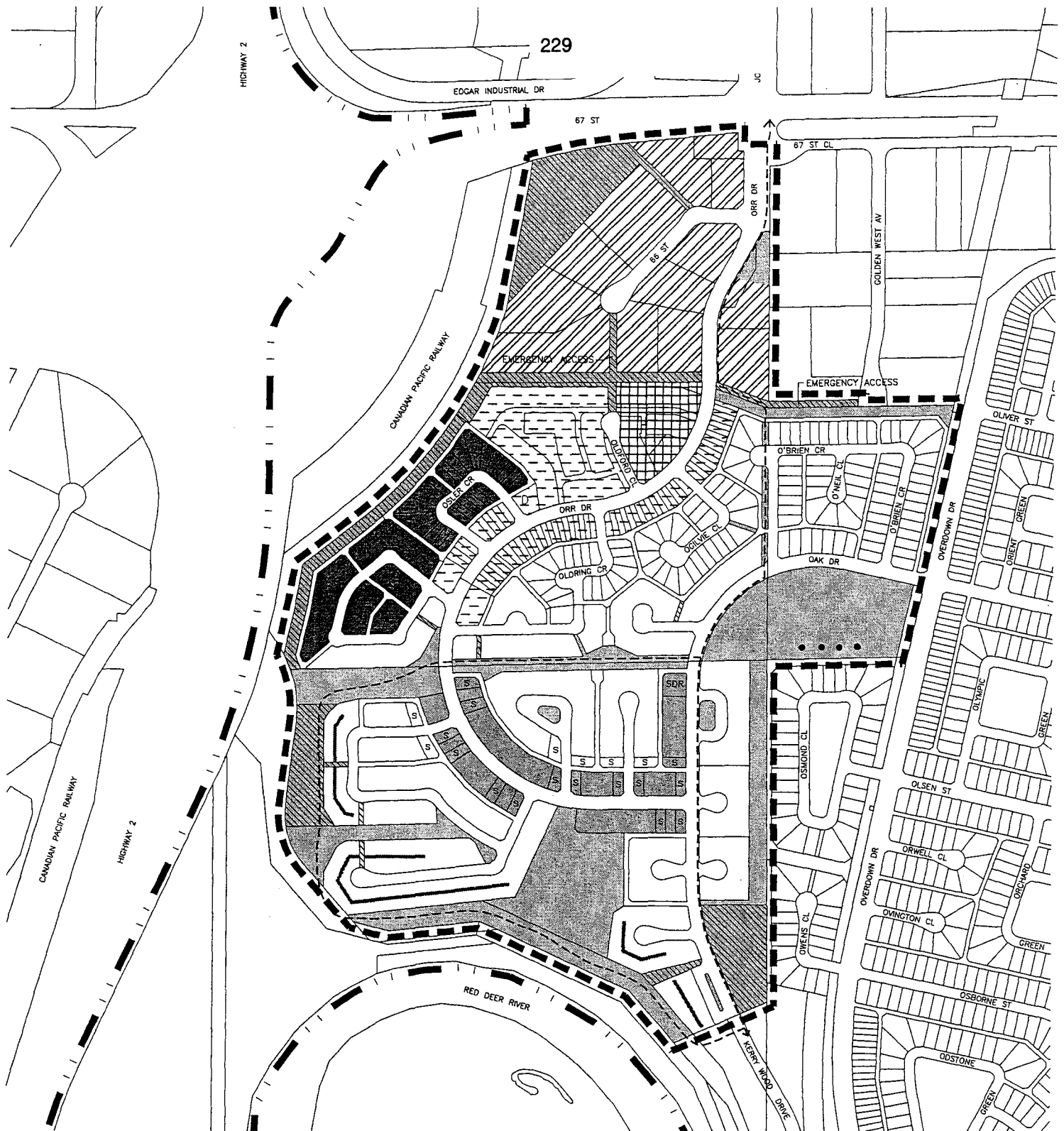
** Circulation includes collectors, local roads and lanes.

*** Includes a 2.46 ha abandoned historic farmstead located within City south lands.

2.2 Commercial Area

The 14 hectares comprising the north segment of the plan area, north of the east/ west 15 metre wide Public Utility Lot (PUL), are designated for commercial development. That portion of this north segment located west of Orr Drive (68 Avenue) has been subdivided into nine lots, ranging in size from 1.21 hectares (3.0 acres) to 0.51 hectares (1.51 acres). These lots are zoned C4 Commercial (Major Arterial) District.

A dry storm pond is planned within a 1.967 hectare (4.86 acre) PUL in the north west corner of the subdivided lands. A second PUL (15 metre wide) extends in an east/west

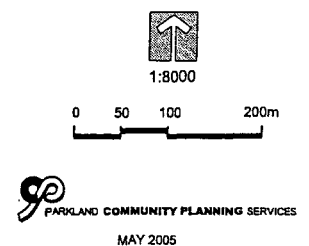


**City of Red Deer
Oriole Park West
Neighbourhood Area Structure Plan**

**Figure 3
Development Concept**

- | | |
|--|--------------------------------------|
| ■■■ Plan Area | [S] Residential - Secondary Suite |
| ■■■ Municipal Boundary | [D] Daycare Site |
| [] Residential - Detached Dwelling (R1) | [SDR] Social/Daycare/Retirement Site |
| [] Residential - Semi-Detached (R1A) | [] Commercial - Major Arterial (C4) |
| [] Residential - Narrow Lot (R1N) | [] Municipal Reserve (P1) |
| [] Residential - Medium Density (R2) | [] Public Utility Lot |
| [] Residential - Mixed Housing* | [] Walkout Basement |
| | [] Major Pathway |
| | [] Reclaimed Gas Well |

*Min. 50% R1; min. 35% R1A



alignment along the entire length of the commercial lands and will contain a berm to buffer residential development proposed to the south from future commercial development to the north. The berm will be extended within a Municipal Reserve parcel further east to buffer future residential development on the Conwood Construction owned nine hectare parcel from existing industrial uses located outside the plan area. All linear PUL's and Municipal Reserves in the Neighbourhood Area Structure Plan area, which are proposed to contain berms, will incorporate naturalized landscaping techniques, as opposed to decorative landscaping. The natural grasses and shrubs used in naturalized landscaping reduce maintenance requirements, and are typical of new growth areas in the City.

Two commercial lots are proposed for the lands located east of Orr Drive (68 Avenue), directly across from the subdivided area. The south lot is 0.73 hectares (1.8 acres) in size. The north 0.61 hectare (1.5 acre) lot includes a mature poplar tree stand, which comprises the most northerly 0.2 hectare (0.5 acre) of the proposed lot. Conwood (the original land owner) has expressed a desire to retain these trees, and intend to register a restrictive covenant to this effect at the time of registration of the subdivision instrument. A sample restrictive covenant is contained in Appendix A. No access linkage is being contemplated through these lots to the industrial parcels lying directly east of the plan area.

East of Orr Drive (68 Avenue) a 10 metre wide lane is proposed to parallel, and abut, the PUL on its north side. This lane is required to provide emergency access from the cul-de-sac head proposed under this plan for Golden West Avenue. Although a road plan is registered to allow for the extension of Golden West to connect with the lands just south of the proposed PUL berm (see Figure 3), the City has agreed to cul-de-sac this roadway as shown, thereby separating future residential and industrial traffic.

An existing 138 kV power line, extending along the east boundary of the north segment of the plan area, is proposed to be accommodated within a 9.0 metre wide easement.

2.3 Residential Area

2.3.1 Land Use Districts

The residential lands are located south of the east/west PUL and will be designated R1 Residential (Low Density) District, R1A Residential (Semi-detached) District, R1N Residential (Narrow Lot) District, and R2 Residential (Medium Density) District (a multi-family town house site measuring 1.27 ha in extent). The Development Concept recognizes the Land Use Bylaw regulations for these Districts.

In total 33.10 hectares are proposed for single family housing (R1, R1A and R1N). This includes narrow lots west of Orr Drive and a mix of detached and semi-detached homes fronting east and west off Orr Drive, allowing for increased housing opportunities with a greater choice of product styles.

There are 20 R1 lots designated for secondary suite development. This is approximately 3% of the total number of R1 lots. These lots are selected based on their location as corner lots and dispersed throughout the plan area.

In order to create a balanced blend of housing types along Orr Drive within the lands owned by the City, the developer within the City-owned lands is required to provide the following mix of housing at the time of subdivision:

- a minimum of 50% of the number of lots provided in the mixed housing areas shall be designated for conventional single family detached dwellings and detached dwellings with secondary suites
- a minimum of 35% of the number of lots provided in the mixed housing areas shall be designated for semi-detached dwellings (for this purpose only, a pair of semi-detached dwelling units shall be counted as two separate lots) [this leaves 15% of the mixed use housing area to be developed with either R1 or R1A at the developer's discretion]
- at subdivision, groups of semi-detached lots shall consist of not more than three adjacent semi-detached lots (i.e. six dwelling units), and such groups shall be separated by at least two adjacent lots for conventional detached dwellings or detached dwellings with secondary suites, or a municipal reserve lot, a PUL, a street or a lane.

2.3.2 Population Density

The density calculation rests on the following assumptions:

- In the Reid Worldwide and Conwood lands north of the quarter section line there are 18.22 hectare net single family residential and 1.27 hectare net multi-family residential lands. Of the remaining single family lands approximately 80% are built-out in April 2005 (288 single family lots) while the multi-family lands are fully built out (51 multi-family units), for a total of 339 dwelling units. This gives average densities of 19.75 single family dwelling units (R1, R1A and R1N) per net hectare and 40 dwelling units per net hectare for multi-family housing (R2) in the Reid Worldwide lands. The undeveloped Reid Worldwide lands (approximately 4.0 hectares at April 2005) will accommodate approximately 75 R1 single family dwelling units at a density of 18.75 units per net hectare. The approximate total number of dwelling units to be developed in the area north of the quarter section line is 414 (i.e. 363 R1, R1A and R1N and 51 R2). This is an average of 21.25 dwelling units per net hectare.
- In the City-owned lands south of the quarter section line the total of 14.88 hectare net single family residential land is undeveloped in 2005. In this area the approximate average dimensions for a typical R1 lot is proposed at approximately 14 – 15 metres frontage by 35 to 36 metre depth, for an average lot size of approximately 515 m² (or 5541 ft²) [along the riverbank and backing onto natural green spaces the lots will be considerably larger than throughout other areas of the city lands]. The approximate average dimensions for a typical R1A lot is proposed at approximately 19 – 21 metres frontage by 35 to 36 metre depth, for an average lot size of approximately 710 m² (or 7643 ft²), each of which will accommodate two semi-detached dwelling units. Based on these assumptions the lands owned by The City will yield approximately 258 detached

dwelling units in the R1 and the mixed used areas and approximately 20 R1A lots in the mixed use area for approximately 40 semi-detached dwellings. The combined total will be approximately 298 dwelling units overall, at an average density of 20 single family dwelling units (including R1 and R1A) per net hectare in the city lands.

Based on the density approximations outlined above, the overall plan area will yield approximately 661 single family units (R1, R1A and R1N) and 51 multi-family units (R2), totaling 712 dwelling units. Based on 3.4 persons per single family dwelling unit and 3.0 persons per multi-attached dwelling unit, the total population yield is estimated at 2,400 persons.

This results in a population density of 30.4 persons per gross hectare for the entire Plan Area (78.85 ha), and 34.5 persons per gross hectare (69.64 ha) when calculated exclusive of the commercial lands (9.21 hectare). The gross density is lower than the City's maximum neighbourhood density of 45 persons per gross hectare stated in the Planning & Subdivision Guidelines. This is due to the substantial land area dedicated to open space (i.e. municipal reserve and public utility lots), which makes up 24% of the total plan area (inclusive of the commercial lands) and 27% of the plan area exclusive of the commercial lands.

2.3.3 Noise Attenuation

The residential lots backing onto the west boundary of the plan area are buffered from adverse impacts resulting from the CP Railway/Highway 2 corridor:

- In the north portion of the residential area (Reid Worldwide Corporation lands) a 17.5 metre wide PUL will contain a combined berm and noise attenuation device. The required width of this PUL is based on the Report on Noise Measurements with Predictions and Barrier Design for Oriole Park West Subdivision, prepared by the City of Red Deer Engineering Department in September of 1994. Fencing may also be included in this PUL.
- In the south portion of the residential area (City lands) future lots will be set back from the transportation corridor (the noise source) through a combination of park and PUL. The PUL will contain a storm detention pond (see Section 3 - Servicing).

2.3.4 River Bank Setback

A strip of land in the south portion of the plan area is presently designated as A2 Environmental Preservation District. This designation was applied in the mid 1980's as part of a general setback from the river bank and to preserve natural vegetation. This setback is approximately 100 metre wide, with approximately 50 m located within the plan area, and a large portion of this is presently used for agriculture. A portion of these lands will be redesignated from the A2 District to the R1 Residential (Low Density) District and another portion to the P1 Parks & Recreation District (to be dedicated as municipal reserve).

A geotechnical investigation by AGRA Earth & Environmental in 1995 reviewed the minimum required setback from the river valley crest and stated the following minimum setbacks:

- a 50 metre setback for storm water detention pond construction
- a 20 metre setback for roads, and
- a 25 metre setback for development/structures

Based on field observation, the top of bank corresponds approximately to a setback of varying distance from and more or less parallel to the south boundary of the existing dirt road (i.e. Road Plan 256 ET and Road Plan 3626 J). The proposed residential lots backing onto the south plan boundary are set back 50 metres from the top of bank of the river valley. This 50 metre setback is in accordance with the AGRA River Bank Slope Stability Report and consists of the following:

- a 30 metre setback within the plan area which is to be dedicated as municipal reserve and redesignated from A2 Environmental Preservation District to P1 Parks & Recreation District; and
- a 20 metre setback outside of the plan area which is made up of the road plans for the existing dirt road and will be designated to A2 Environmental Preservation District to be added to the existing A2 Environmental Preservations District.

The AGRA report also notes that certain development restrictions, including limits on automatic sprinkler systems, swimming pools and the placement of fill material, should be required within 150 metres of the valley escarpment (top-of-the-bank - measured on the south boundary of the existing roadway) unless a site-specific review indicates no need for such restrictions. Site specific review would entail the undertaking of a detailed geotechnical study at the time of subdivision and development to identify specific limitations.

Without site specific reviews the restrictions and setbacks listed above, as detailed in the said 1995 AGRA report, will be included in land sale agreements and registered as a restrictive covenant against the land titles of individual lots.

2.4 Transportation

2.4.1 Proposed Circulation Pattern

The proposed circulation pattern recognizes the existing roadways surrounding the plan area, the two collectors proposed by the Northwest Area Structure Plan, and the City of Red Deer's transportation guidelines. The topography of the area, which includes a high point central to the Neighbourhood Area Structure Plan area, is also recognized. The lands generally slope towards the northwest, southeast and southwest from this high point.

The major features of the circulation pattern shown on Figure 3 are as follows:

- Orr Drive (68 Avenue) is proposed to extend as a collector roadway through the west central portion of the plan area.
- Oak Street is proposed to extend as a collector through the east segment of the plan area. In the longer term, Oak Street will be extended to link with Kerry Wood Drive. This linkage will provide direct access to the south from Oriole Park West to Taylor Drive and the Downtown.
- The City's 45 metre spacing requirement between intersections is maintained throughout.
- The east/west alignment of the registered road plan for Golden West Avenue is recognized by the circulation pattern. As was noted previously, Golden West Avenue is proposed to cul-de-sac at the south end of the existing industrial area, and a 10 metre wide emergency access will be provided to link with Orr Drive (68 Avenue) to the west, within the future commercial segment of the plan area. This emergency access will ensure separation of industrial and residential traffic.
- No direct linkages of streets or lanes are provided between Oak Street and the Orr Drive (68 Avenue) collector, thereby discouraging the potential for cross-cutting through the residential area from Overdown Drive to the commercial lands in the north segment of the plan area, and further north to 67 Street.
- A focal point will be created by an entry feature proposed directly north of the multi-family site, within the Orr Drive (68 Avenue) right-of-way. The Orr Drive (68 Avenue) collector will function as the major entry into the residential area. As such, the entry feature will include enhanced landscaping combined with a community identification sign.

2.4.2 Trail System

The following elements combine to provide an integrated walkway system within the Oriole Park West plan area:

- sidewalks to be developed within all road rights-of-way (a minimum of 2.5 metre on at least one side of all collector streets and a minimum of 1.5 metre along both sides of all local roadways and one side of all collector streets)
- perimeter PUL's to the north and west
- the north-south linear park (PUL/Municipal Reserve) extending along the east side of the plan area and containing a pathway north of Oak Drive
- an existing trail along the top-of-bank of the Red Deer River valley; and
- the east-west linear park (Municipal Reserve) through the centre of the plan area

The major trail system identified on Figure 3 shall be a minimum of 2.5 metre asphalt, with the exception of the portion running from Kerry Wood Drive along the river bank to Maskepetoon Park, which will be a minimum of 3.0 metre asphalt. This trail system links the majority of residential lands to all the major park features proposed for the plan area, as well as the river lands. The linkage to the river lands ensures access from Oriole Park West to the City-wide river valley parks and trail system.

2.5 Public Facilities

The 0.61 hectare commercial lot in the north portion of the plan area, located east of Orr Drive (68 Avenue), includes a mature poplar tree stand, which comprises the most northerly 0.2 hectare (0.5 acre) of the proposed lot. Conwood (the original land owner) has expressed a desire to retain these trees, and intend to register a restrictive covenant to this effect at the time of registration of the subdivision instrument. A sample restrictive covenant is contained in Appendix A.

No school site is contemplated for the plan area (as per the Northwest Major Area Structure Plan). Notwithstanding this, a considerable area is identified for park and open space. Three major park sites, to be designated as Municipal Reserve, are identified in the NASP: one site is located in the east portion of the plan area, a smaller site is located in the west and a third site is located in the south. Combined with the open space dedicated for the riverbank setback this amounts to approximately 19 hectares of park space being provided (see Table 1). All major park sites are located along collector roadways.

The east park site will serve as a central park facility for the lands to the east and south of the Oriole Park West area, as well as for the plan area itself. As per the City of Red Deer's Recreation, Parks and Culture Department's guidelines, the central park site should be approximately eight to nine acres in size to allow proper facility development. That portion of the site located on the Reid Worldwide Corporation lands and the Conwood owned east segment comprises 3.5 hectares (8.7 acres), thereby meeting the City's size requirement. This portion of the east park site has been cleared and is shaped to allow for appropriate sizing and configuration of recreation facilities. The site is proposed to extend in a linear configuration to the south, on City owned land, to encompass existing tree cover.

The west park site straddles the boundary between the Reid Worldwide Corporation and City owned lands, and extends eastward into the proposed residential area. This park is linked to the east park site by the 20 metre wide Municipal Reserve strip, which is proposed to contain a pathway extending through the centre of the plan area. This linear park and multi-use trail system draws open space into the residential areas to facilitate pedestrian linkages between the major park sites and throughout the community. The ends of the linear park open onto both Orr Drive and Oak Drive, providing pedestrian access and an attractive view of the linear park. The linear park contains a node which stands as both a physical and visual amenity to the neighbourhood promoting the safety of users in the interior of the linear system.

Park sites are located throughout the neighbourhood to provide a balanced distribution of open space. The developer will work with the City at the time of subdivision to address boundaries, areas and development criteria for individual park sites.

As was noted in Subsection 2.4.2 the two park sites and the open space lands are integrated into the overall pedestrian circulation system proposed by the development concept.

2.6 Social Facilities

One site is proposed for a Day Care facility beside the semi-detached development. In this location it is closer to the more populated areas of the Neighbourhood Area Structure Plan with household profiles more likely to make use of a local Day Care facility. The location is accessed directly from Orr Drive.

A Social Care/Day Care/Retirement Home site of 0.12 hectare is located across from the east park and along a future collector roadway.

These sites are proposed in accordance with the City of Red Deer Planning and Subdivision Guidelines. The Day Care site in the north portion of the plan area is developed. If the Social Care/Day Care/Retirement Home site is not sold for its intended use within six months it may be converted to either single family or semi-detached lots within the mixed use area.

2.7 Natural and Cultural Features

The Red Deer River valley and the historic abandoned farmstead (ruins of foundation remain) located adjacent to the valley form the south boundary of Oriole Park West, and are the most significant natural and cultural features in the general vicinity of the plan area. The farmstead comprises a 2.46 hectare (6 acre) parcel and contains a considerable treed area.

The park site proposed in the east segment of the plan area will allow for preservation of a significant tree concentration. The lengths of all the lots backing onto Overdown Drive have been extended to allow for the retention of the existing trees in this segment of the plan area.

The poplar and willow trees comprising the east/ west windrow extending through the centre of the plan area will not be preserved. Site grading will result in a cut line up to two metres high which will jeopardize the tree root systems and result in the trail being elevated, creating difficulty in meeting universal access standards. Native trees will be replanted as part of landscaping within the 20 metre wide linear park (which is to be dedicated as Municipal Reserve). The linear park is made up of 10 metre wide MR dedication on the lands owned by Reid Worldwide Corporation and a 10 metre wide MR dedication on the City-owned lands. This linear park will provide an important pedestrian and bike trail linkage between the two major parks proposed for Oriole Park West.

The Development Concept shown on Figure 3 protects the integrity of the trees identified for preservation by providing an approximately 8 metre setback of residential lots from the tree dripline to protect the trees' root systems during site grading and ensure access for parks maintenance vehicles. The concept also ensures that park and pedestrian linkages allow for resident access.

2.8 Environmental Considerations

The river valley slope is a significant environmental feature in the vicinity of the plan area. The Maskepetoon natural area below this slope as well as a strip of land parallel to the river valley above the escarpment is designated A2 Environmental Preservation District.

As was noted in Subsection 2.3.4 the Development Concept (Figure 3) recognizes the setback requirements from the top-of-the-bank of the Red Deer River as defined by the 1995 AGRA report on the geotechnical site investigation. Within the plan area a strip of land 30 metres wide is identified as municipal reserve dedication in order to ensure and maintain the required river bank setback. This strip of land will be redistricted from its existing A2 Environmental Preservation District to the P1 Parks & Recreation District.

Although not considered a hazard, low lying lands are found along the west and east boundaries of the plan area and in the south portion of the (formerly) Conwood owned segment. These low areas are proposed to be contained in public utility lots (PUL's) and park land, and are well suited for such uses.

There are four abandoned gas wells in the plan area. These wells have been reclaimed and a copy of Reclamation Certificate No. 31203 is contained in Appendix B. The approximate location of the wells is shown on the development concept in Figure 3. The four wells have been incorporated into the park proposed in the south portion of the easterly Conwood owned segment. In accordance with the requirements of Alberta Energy and Utilities Board, the design ensures that the wells are set back at least 5 metres from any permanent structures, 3 metres from any underground utilities, and that there is sufficient working space in the unlikely event that a drilling rig requires access to the wells.

3. SERVICING

An existing power transmission line extends along the east side of the lands owned by Reid Worldwide Corporation and the south City owned lands. This line is accommodated within a combination of easement, PUL and municipal reserve. A trail is proposed to extend along the section of the transmission line north of Oak Drive. The PUL component of this linear feature extends between the emergency access to the north and Oak Street to the south, and is proposed to be approximately 14 metres wide to allow for municipal services, as well as the bike trail and the power line.

The ISL water modeling will be updated as part of detailed studies for subdivision of the land.

3.1 Water Mains

Oriole Park West will be serviced by water by extending the existing 350 mm diameter water main at the intersection of Orr Drive (68 Avenue) and 67 Street. The water distribution network will be designed to accommodate all future development areas in Oriole Park West, with looping of mains and cross connections to existing developed areas as necessary to provide an efficient system with adequate fire flows. Figure 4 schematically shows the network of proposed water mains. The water mains may be located in lanes rather than the road rights-of-way, depending on functional and geotechnical considerations.

3.2 Sanitary Sewers

Oriole Park West will be serviced by the extension of the existing 250 mm diameter sanitary sewer located at the intersection of Orr Drive (68 Avenue) and 67 Street. This sewer has the capacity to serve the entire catchment area, although some fill will have to be placed in the western areas of the site to ensure adequate depth of cover. Figure 5 schematically shows the routing of the sanitary system. It should be noted that design considerations may dictate that the sewers be located in the lanes rather than within the road rights-of-way.

All sanitary sewers will be seated and installed in a suitable bedding material in order to provide long term stability to the pipe, and a pipe type will be specified to prevent ingress of groundwater to the system.

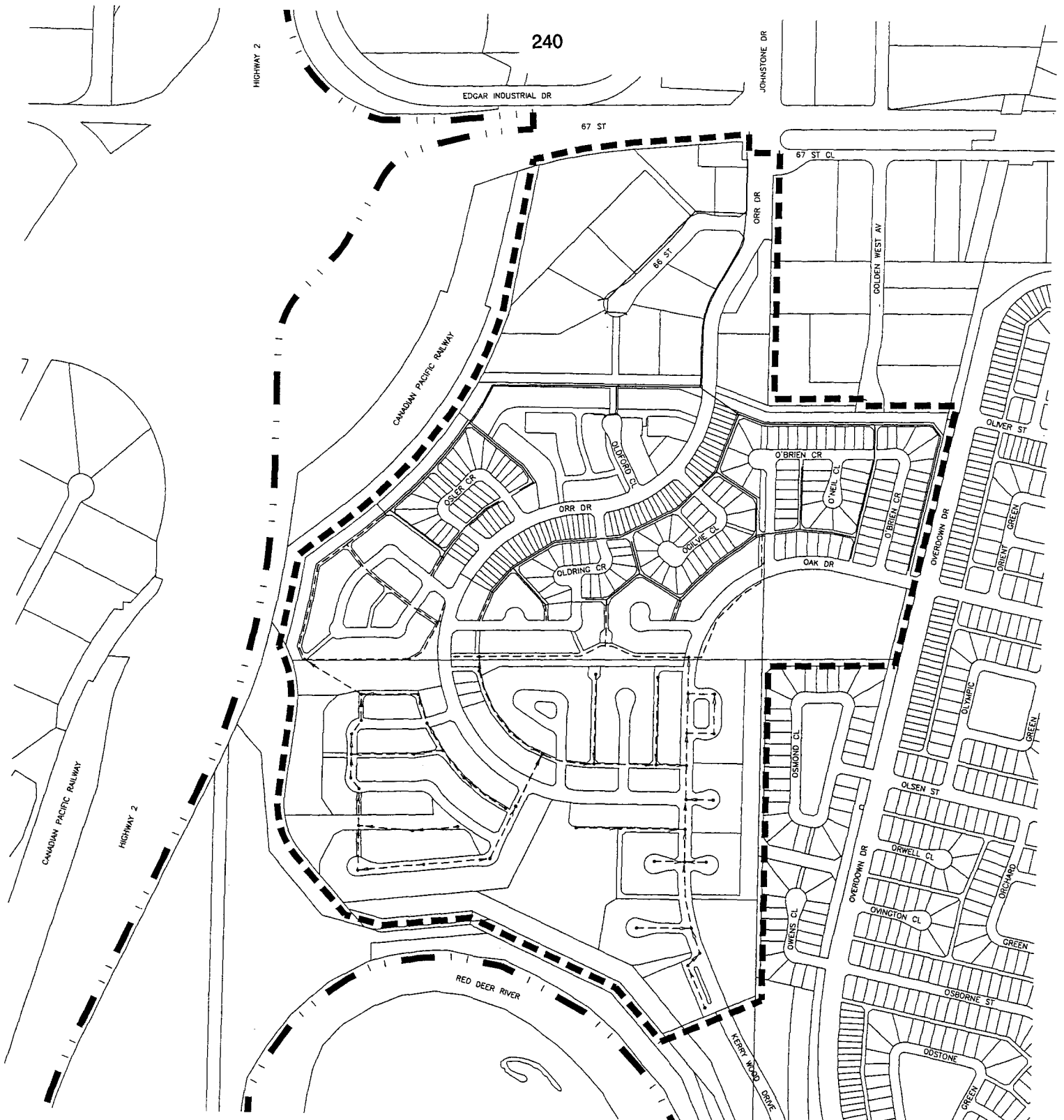
3.3 Storm System

3.3.1 Minor System (Piped)

Runoff from storms up to the 1 in 5 year event will be conveyed by gravity via a piped system to two storm water ponds, one located in the extreme northwest and the other on the west side of the plan area (see Figure 6). Pipe sizes and materials will be designed in accordance with City of Red Deer guidelines.

3.3.2 Major System (Overland)

For storm events in excess of the 1 in 5 year event, roads and laneways will be designed



City of Red Deer
Oriole Park West
Neighbourhood Area Structure Plan

Figure 5
 Sanitary Servicing

- Plan Area
- Municipal Boundary
- Existing Sanitary Main
- - - Future Sanitary Main



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0 50 100 200m



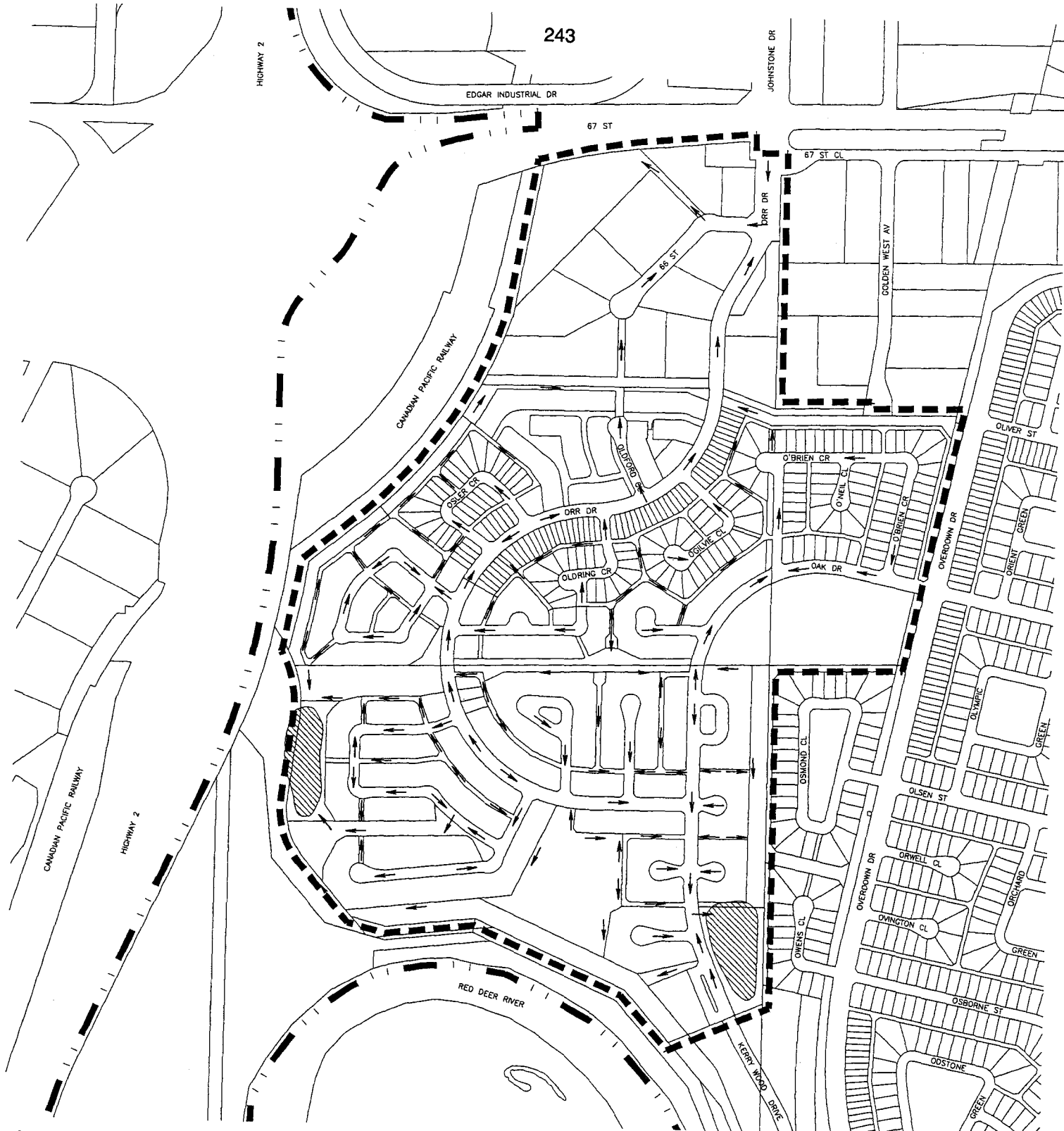
to convey overland flows to the storm water ponds identified in Section 3.3.1. Ponding within roadways or lanes will be permitted in strict accordance with the City of Red Deer guidelines. The major overland flow routing is indicated schematically on Figure 7.

3.4 **Power, Telephone and Cablevision**

Red Deer Electric Light and Power, Telus and Shaw Cable advise that their networks have sufficient capacity to provide service to the fully developed Oriole Park West.

3.5 **Natural Gas**

ATCO Gas advises that they will be able to service the proposed development by extending their existing distribution facilities.



City of Red Deer
Oriole Park West
 Neighbourhood Area Structure Plan

- Plan Area
- Municipal Boundary
- Future Direction Flow of Overland Drainage
- ▨ Future Storm Detention Pond

Figure 7
 Storm Servicing
 - Overland



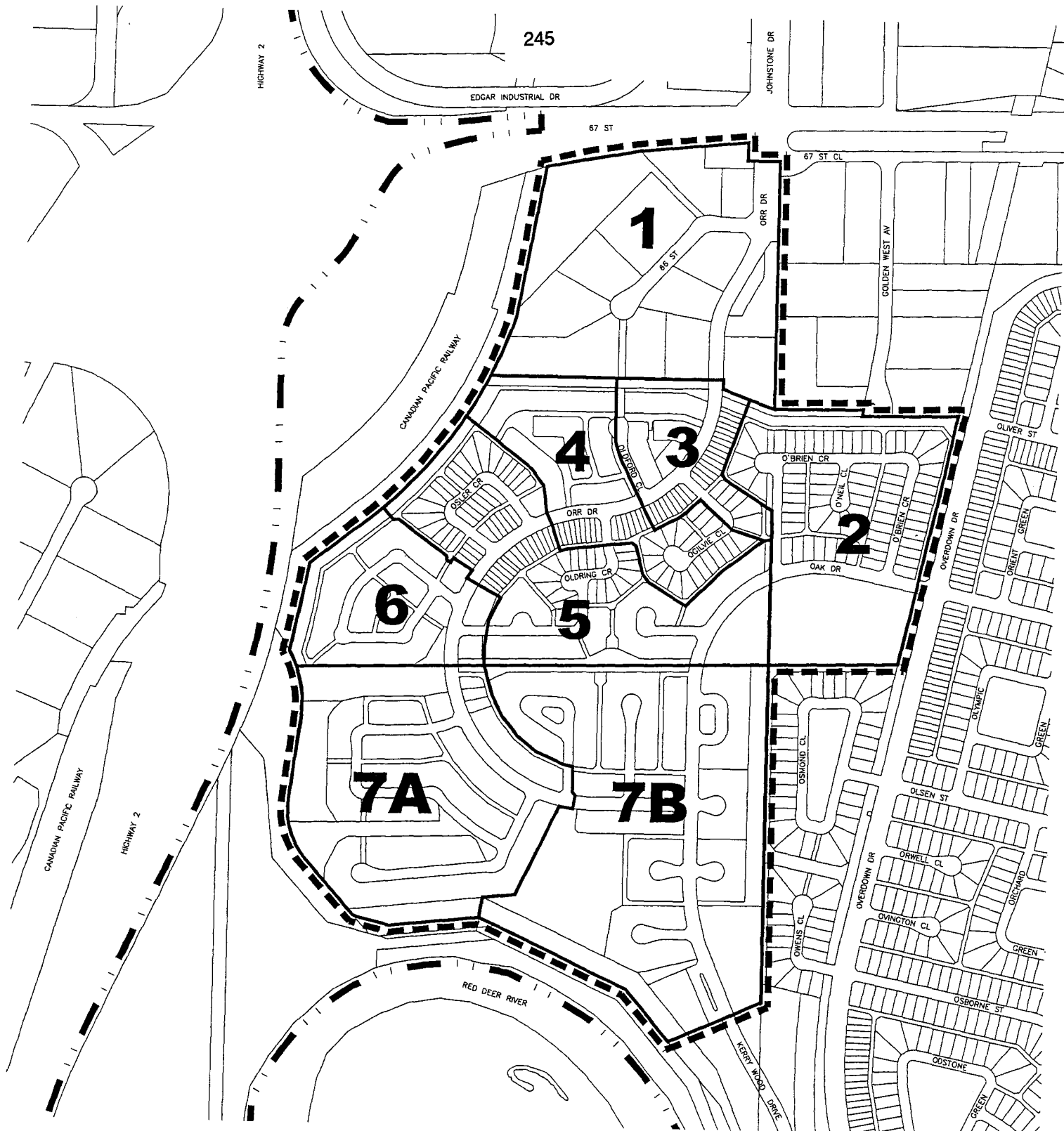
1:8000

0 50 100 200m

4. STAGING

Future development within the Oriole Park West Neighbourhood Area Structure Plan will likely proceed on a number of fronts to cater to different markets. The logical and economical extension of municipal services and franchise services as well as market demand will ultimately determine development locations.

The proposed Staging Concept is reflected in general terms on Figure 8.



City of Red Deer
Oriole Park West
 Neighbourhood Area Structure Plan

Figure 8
 Staging Concept

- Plan Area
- Municipal Boundary
- Development Stage Boundary



1:8000

0 50 100 200m

APPENDIX A

Sample Restrictive Covenant

RESTRICTIVE COVENANT

THIS RESTRICTIVE COVENANT AGREEMENT made and entered into this ____ day of _____, 1997.

BETWEEN:

CONWOOD CONSTRUCTION LTD.
a body corporate having its head office
at the City of Red Deer, in the Province
of Alberta;
(hereinafter referred to as "the Grantor")

OF THE FIRST PART

- and -

THE CITY OF RED DEER

^^
^^

(hereinafter referred to as "the Grantee")

OF THE SECOND PART

WHEREAS the Grantor is the registered owner of the lands in the City of Red Deer legally described as:

PLAN ^^
BLOCK ^^
LOTS ^^

EXCEPTING THEREOUT ALL MINES AND MINERALS
(hereinafter referred to as "the Servient Lands")

AND WHEREAS the Grantee, a municipal corporation established pursuant to the laws of the Province of Alberta is the registered owner of those lands located in the City of Red Deer, in the Province of Alberta, the legal description of which is:

^^
^^

(hereinafter referred to as the "Dominant Lands");

AND WHEREAS the Grantee has the control and management of the public highways, parks, roads, streets, lanes and alleys within the City of Red Deer adjacent to the Servient Lands;

AND WHEREAS the Grantor is entering into this Agreement with the Grantee in order to assure to the Grantee and each successor or transferee in title of the Servient Lands the continuation of the restrictive covenant hereinafter described;

AND WHEREAS it is intended by the parties hereto that the Restrictive Covenant hereinafter set forth restricts the development of the Lands and that such covenant shall also constitute a covenant running with or capable of being legally annexed to the Lands pursuant to Section 52 of the Land Titles Act, being Chapter L-5 of the Revised Statutes of Alberta, 1980, as amended;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the sum of ONE DOLLAR (\$1.00) and other good and valuable consideration paid by the Grantee to the Grantor, the receipt whereof is hereby acknowledged, the Grantor and the Grantee hereby covenant and agree as follows:

1. The Grantor, as registered owner of the Servient Lands, does for itself and its successors, assigns and successors in title to each of the parcels of land comprising the Servient Lands, hereby covenants and agrees to observe and be bound by the hereinafter mentioned covenants as the same affect the Servient Lands, provided that the said covenants shall be personally binding upon Grantor and its respective successors in title and assigns only while and so long as it or they are or remain the owner or owners of any part of the Servient Lands and then only in respect or such portion which may be so affected by any such covenants and as is owned by them or any one or more of them, inasmuch as the said covenants shall be construed to be and shall be covenants running with the land and shall be appurtenant thereto for the benefit of and may be enforced by Grantee as owner of the Dominant Lands and by virtue of its control and management of the public highways, parks, roads, streets, lanes and alleys adjacent to the Servient Lands namely:

(a) No living tree shall be cut down or removed within the subject Lands without first obtaining the written permission of the Grantee.

(b) Permission to remove trees shall only be considered after a site development plan is prepared showing the impact of the proposed development on the existing trees. A site inspection shall be arranged with the Grantor and Grantee to identify, on site by flagging, the trees that will be permitted to be removed to allow the development to proceed.

2. The Grantee may enforce the provisions of this Restrictive Covenant with respect to any breach of any of the obligations hereby imposed on the owner or owners of the Servient Lands and may, in addition to any other remedy that may be available at law, in equity or otherwise, apply to a court of competent jurisdiction to restrain such breach by injunction.

3. If any provision of this Restrictive Covenant or its application to any parcel of land shall be determined by a court of

competent jurisdiction to be invalid or unenforceable to any extent, the remainder of this Restrictive Covenant shall not be affected thereby and each provision hereof shall be enforced to the fullest extent permitted by law.

4. The above mentioned restrictions shall continue in force in perpetuity and shall operate as covenants running with lands, for the benefit of the Grantee as owner of the Dominant Lands and by virtue of the Grantee's control and management of the public highways, parks, roads, streets, lanes and alleys adjacent to the Servient Lands.

IN WITNESS WHEREOF the parties hereto have hereunto set their corporate seals, attested to by the proper officer in that behalf the day and year first above written.

CONWOOD CONSTRUCTION LTD.

Per: _____

THE CITY OF RED DEER

Per: _____

Per: _____

APPENDIX B

Reclamation Certificate

Land Reclamation Division

3rd Floor, Oxbridge Place
9820 - 106 Street
Edmonton, Alberta
Canada T5K 2J6

Telephone (403)427-6212
Fax (403)422-0080

RECLAMATION CERTIFICATE NO. 31203

This reclamation certificate is issued pursuant to section 123 of the Environmental Protection and Enhancement Act, following an inquiry on

August 21, 1997. (Date)

This certifies that the surface of the land held by Westridge Petroleum Corp.

within NE Sec. 19 Tp. 38 Rge. 27 W4M

in connection with or incidental to Westridge Cygnet 6,8,14,16-19-38-27 wells, drilled from a surface point in Lsd 10 of Sec. 19 Tp. 38 Rge. 27 W4M, as shown outlined in yellow on the attached plan, complies with the conservation and reclamation requirements of Part 5 of the Act.

Issued this 21 day of August, 1997

[Signature]
Inspector (s)

[Signature]

Operator/Agent:

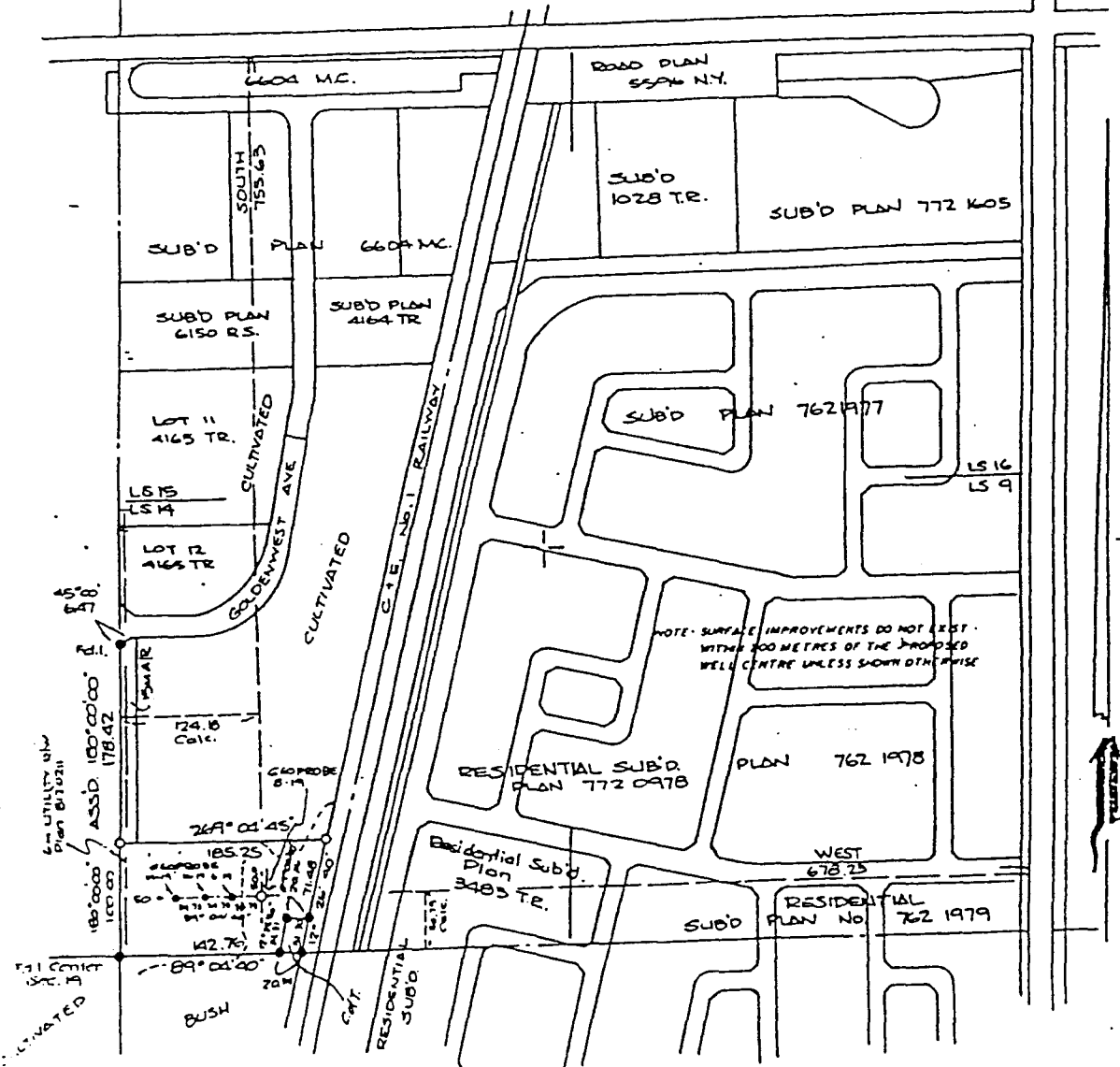
Westridge Petroleum Corp.
12TH FLOOR, 630 6TH AVE SW
CALGARY AB T2P 0S8

Owners/Occupants:

City of Red Deer
Dave Dampsey

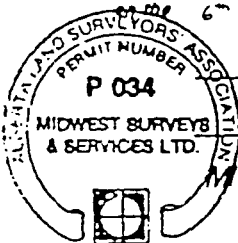
Section 84 of the Environmental Protection and Enhancement Act may provide a right of appeal against this decision to the Chair, Environmental Appeal Board. There may be a strict time limit for filing such an appeal. For further information, please contact the Executive Director of the Environmental Appeal Board at 11th Floor, Pacific Plaza, 10909 Jasper Avenue, Edmonton, Alberta T5J 3L9; telephone 427-6207; fax 427-4693.

ADDENDUM ATTACHED: ☒ YES ☐ NO



I certify that the survey represented by this plan is correct to the best of my knowledge and was completed on the 6th day of June A.D., 1985

CO-ORDS: 755.63 South of North boundary } Sec. 19
678.23 West of East boundary }



Alberto Land Surveyor
Witness
MIDWEST SURVEYS & SERVICES LTD.

ELEVATION: 882.27 Ground
Well Site Corner Elevations
N.W. 882.58 N.E. 883.27
S.W. 882.10 S.E. 881.91

AREAS: Well Site 1.680 ha. (4.15 acres)
Access Road 0.273 ha. (0.68 acres)
Total 1.953 ha. (4.83 acres)

GEOPROBE EXPLORATION AND RESOURCES LTD.

SCALE-1:5000
Survey monuments found shown thus: ●
Survey monuments planted shown thus: ○
Portions referred to outlined
Distances are in metres and decimals



BYLAW NO. 3156/Q-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. The "Land Use District Map C10" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use Bylaw Amendment Map No. 14/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 24th day of May , 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of , 2005.

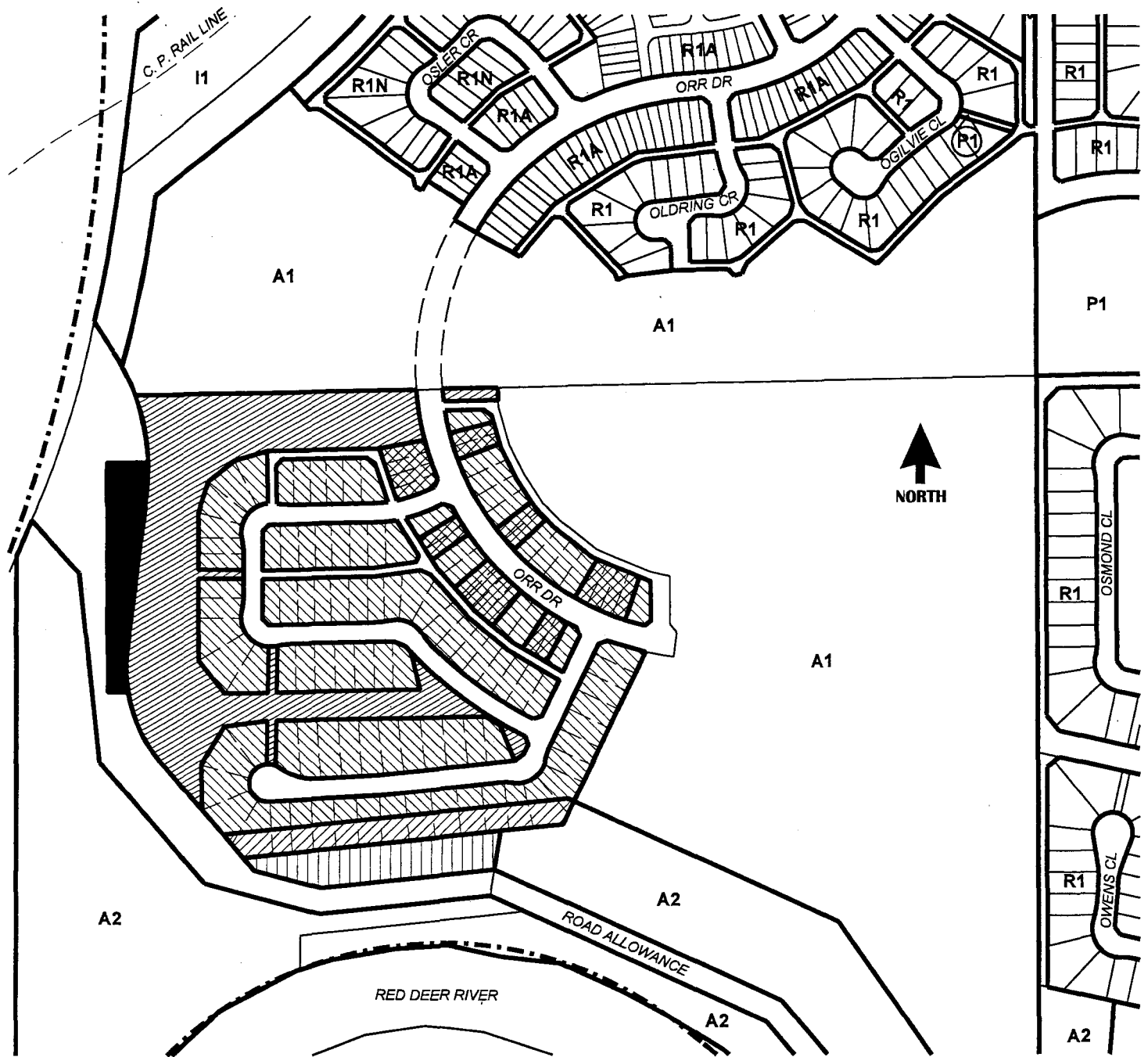
READ A THIRD TIME IN OPEN COUNCIL this day of , 2005.

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:

- A1 - Future Urban Development
- A2 - Environmental Preservation
- R1 - Residential (Low Density)
- R1A - Residential (Semi-detached Dwelling)
- P1 - Parks and Recreation

Change from :

- A1 to R1 
- A1 to R1A 
- A1 to P1 
- A2 to R1 
- A2 to P1 
- Road to P1 

MAP No. 14 / 2005
BYLAW No. 3156 / Q - 2005

BYLAW NO. 3156/N-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 C11" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 11/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 24th day of May 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

67 ST

C4

ORR DR



I1

66 ST

C4

C4

AFFECTED DISTRICTS:

C4 - Commercial (Major Arterial)

A2 - Environmental Preservation

Change from :

C4 to A2 

MAP No. 11 / 2005
BYLAW No. 3156 / N - 2005

BYLAW NO. 3156/O-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 D14" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 12/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 24th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

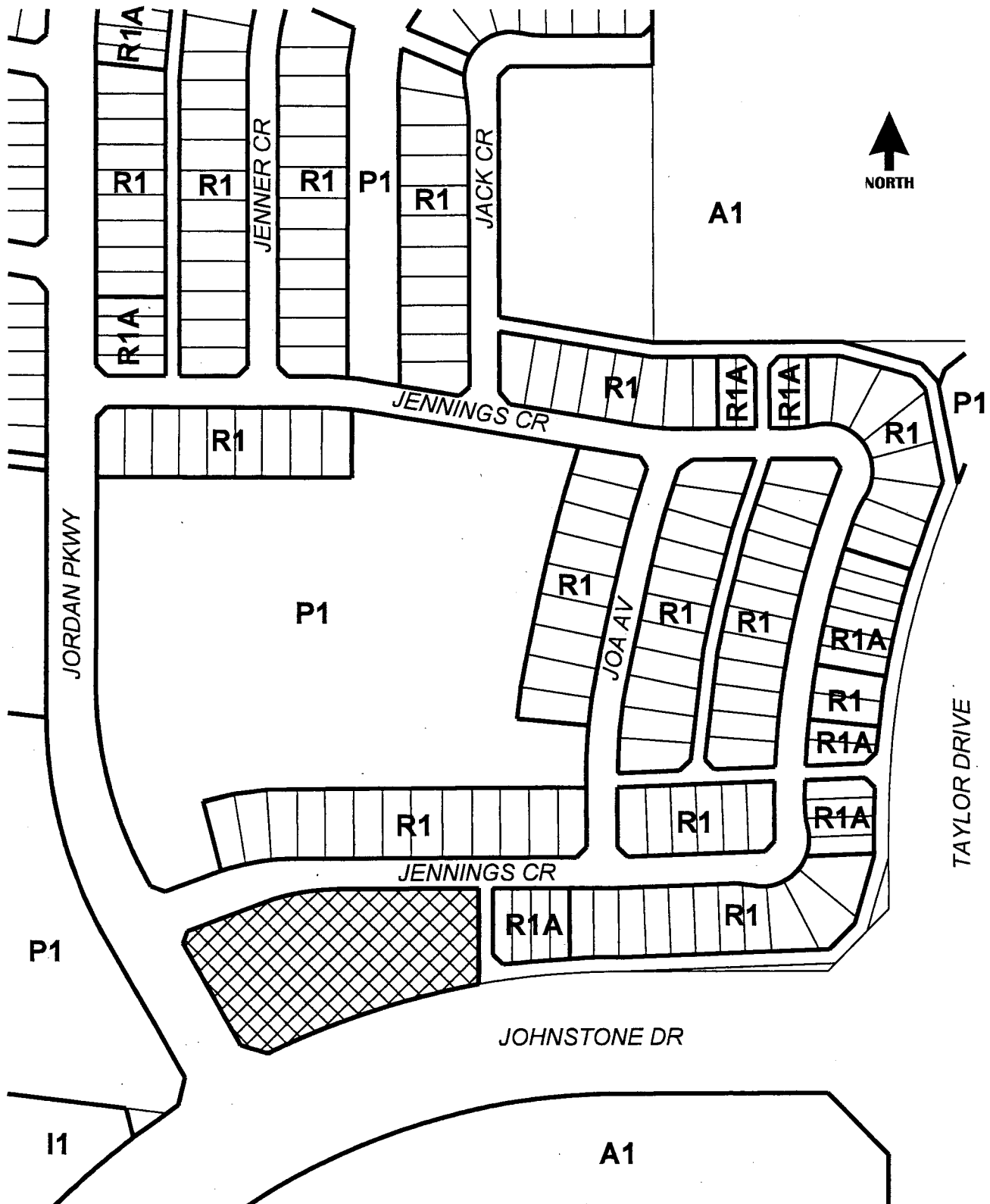
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



Change from :

A1 to R2 

AFFECTED DISTRICTS:

A1 - Future Urban Development

R2 - Residential (Medium Density)

MAP No. 12 / 2005

BYLAW No. 3156 / O - 2005

BYLAW NO. 3156/P-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 D13" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 13/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 24th day of May 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. 3345/2005

Being a bylaw of the City of Red Deer in the Province of Alberta respecting smoke free public places and workplaces.

WHEREAS the Council of The City of Red Deer has the authority to pass bylaws respecting:

- a) the safety, health and welfare of people and the protection of people and property;
- b) people, activities and things in, on or near a public place or place that is open to the public;
- c) businesses, business activities and persons engaged in business;

AND WHEREAS it has been determined that second hand smoke (exhaled smoke and the smoke from idling cigarettes, cigars and pipes) is a health hazard or discomfort for many persons.

AND WHEREAS Council deems it expedient and appropriate to limit the effects of second hand tobacco smoke for residents of and visitors to the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

Short Title

1. This bylaw may be cited as the "Smoke Free Bylaw."

Definitions

2. In this Bylaw, the following terms shall have the meanings shown:
 - (a) "Bingo Establishment" means any premises for which the Province of Alberta license has issued a bingo license under the *Gaming and Liquor Act*.
 - (b) "Casino" means any premises for which the Province of Alberta has issued a casino license under the Gaming and Liquor Act.
 - (c) "City" means the City of Red Deer.
 - (d) "Drinking Establishment " means a business the primary purpose of which is the sale of alcoholic beverages for consumption on the premises and the secondary purposes of which may include entertainment, dancing, music, the preparation and sale of food for

consumption on the premises, take-out food services and the sale of alcoholic beverages for consumption away from the premises.

- (e) "Grandstand" means an open air seating facility primarily but not exclusively limited to use in watching sporting events.
- (f) "Offence Ticket" means a municipal ticket issued by the City allowing for the voluntary payment of a specified fine established by this Bylaw.
- (g) "Patio" means an outdoor area also known as a deck, terrace or rooftop, whether enclosed or not, that is open to the public or to which the public is customarily admitted or invited that is operated as part of a Restaurant or Drinking Establishment, but does not include an outdoor area or structure made available by a Restaurant or Drinking Establishment if:
 - (i) there is no seating of any kind provided in the area or on the structure,
 - (ii) there is no service of any kind provided in the area or on the structure; and
 - (iii) there is no food or drink permitted in the area or on the structure at any time.
- (h) "Private Club" means an enclosed place or premises that operates primarily for the benefit and pleasure of the members of a non-profit corporation, service club or branch of the Royal Canadian Legion.
- (i) "Private Living Accommodation" means an area of a building used as a private residence to which the members of the public are not normally invited, this includes a hotel or motel room, but does not include any portion of such area used as a workplace.
- (j) "Proprietor" means the owner, operator, manager or any other person in charge or in control of a place or premises and includes:
 - (i) a person who is in charge of the place or premises at any particular time;
 - (ii) the owner or driver of a taxi-cab;
 - (iii) the owner or driver of a public bus or other form of public transportation;

- (iv) the owner or driver of a school bus; and
- (v) the Board of Trustees of a school, college or hospital.
- (k) "Public Building" means an enclosed or substantially enclosed building or structure to which the public is customarily admitted or invited. Without limiting the generality of the foregoing, public building includes bus shelters.
- (l) "Public Transportation Vehicle" means any vehicle used for the transportation of people upon the payment of a fee.
- (m) "Restaurant" means an enclosed place or premises the primary purpose of which is the preparation and sale of food for consumption on the premises, and the secondary purpose of which may include the sale of alcohol or non alcohol beverages, take out food services and catering. A Restaurant does not include a Drinking Establishment but does include any premises in respect of which a "Class A" Liquor License has been issued and where minors are not prohibited by the terms of the license.
- (n) "Sidewalk Café" means an outdoor area, located on a public sidewalk, to which the public is invited or permitted access and which abuts and is operated as part of a Restaurant.
- (o) "Smoke" means to smoke, hold or otherwise have control over an ignited tobacco product including, but not limited to, cigarettes, cigars and pipes.
- (p) "Violation Ticket" means a violation ticket as defined in the Provincial Offences Procedure Act
- (q) "Work Place" means an area of a building or structure in which a person works as an employee or in a capacity similar to an employee.

Regulation of Smoking

3. No person shall smoke tobacco in any indoor place to which the public is ordinarily invited or permitted to attend or in any of the following places:

- Bingo Establishment
- Casino
- Drinking Establishment
- Grandstand
- Patio
- Private Club

Public Building
Public Transportation Vehicle
Restaurant
Sidewalk Cafe
Work Place

4. (1) No Proprietor of a place where smoking is prohibited by Section 3 shall permit smoking in that place.
- (2) A Proprietor who takes the following steps or ensures that the following steps are taken shall be deemed to have complied with the obligation described in Section 4(1):
 - (a) advise a smoker that smoking is not allowed and request the smoker to put out any lit tobacco;
 - (b) ask any smoker who refuses to comply with such a request to leave the premises;
 - (c) refuse to provide any further service to such person; and
 - (d) immediately report to the RCMP any smoker who refuses to put out lit tobacco and to leave the premises when requested to do so.
5. No Proprietor of a place where smoking is prohibited by this bylaw shall permit ashtrays to be placed or to remain in that place.

Signs required

6. (1) Every Proprietor of a place or premises mentioned in Section 3 shall ensure that signs prohibiting smoking are posted in proximity to all of the public entrances to such place. Such signs shall be in general conformity with the form specified in Schedule "A".
- (2) Where there is no public entrance to a place or premises mentioned in Section 3, signs prohibiting smoking shall be posted in a prominent location on or near the premises in such manner as to be readily visible to any member of the public using such place or premises.
7. No person shall remove, alter, conceal, deface or destroy any sign posted pursuant to this bylaw.

Inspections

8. For the purpose of determining if the provisions of this Bylaw are being complied with, a City Bylaw Enforcement Officer or a member of the RCMP is a designated officer for the purposes of section 542 of the *Municipal Government Act* of Alberta and may inspect such places or premises at all reasonable times.

Enforcement

9. Any person who contravenes a provision of this Bylaw is guilty of an offence and is liable upon conviction:
- a) for a first offence, to a fine of \$200.00; and
 - b) for a second or subsequent offence, to a fine of not less than \$200.00 and not more than \$2,500.00.
10. An individual who is convicted of an offence shall also be liable, in default of payment of any fine, to imprisonment for up to six months
11. Each day that an offence continues shall constitute a separate offence.
12. Where a Bylaw Enforcement Officer or a member of the RCMP has reason to believe that a person has contravened any provision of this Bylaw, he or she may serve upon such person:
- (a) an Offence Ticket allowing payment to the City of the specified fine set out in Section 9 (a), which payment shall be accepted by the City in lieu of prosecution for the offence; or
 - (b) for a first offence, a Violation Ticket requiring a person to appear in Court with the alternative of making a voluntary payment; or
 - (c) for a second or subsequent offence, a Violation Ticket requiring a person to appear in Court without the alternative of making a voluntary payment.
13. If a Violation Ticket containing a specified penalty is issued to a person for a breach of this bylaw, the person may make a voluntary payment equal to the specified fine by delivering the Violation Ticket and the specified fine to the Provincial Court Office specified on the Violation Ticket within the required time. In that event, the voluntary payment will be accepted as a guilty plea and no court appearance is required.

Severability

14. Should any provision of this bylaw be found to be invalid it is the intention of Council for the City that such invalid portion be severed and that the remainder of the bylaw be given full force and effect.

Effective Date

15. This bylaw shall come into effect on June 1, 2006 and Bylaw 3286/2001, The Smoking Bylaw, is repealed as of June 1, 2006.

READ A FIRST TIME IN OPEN COUNCIL this 24th day of May 2005.
READ A SECOND TIME IN OPEN COUNCIL this 24th day of May 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

SCHEDULE "A"



**NO SMOKING
THE CITY OF RED DEER**

BYLAW NO. 3346/2005

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 Road Plan 2082 LZ lying within the limits of subdivision plan 052_____. (SW ¼ 19-38-27-W4M).”

READ A FIRST TIME IN OPEN COUNCIL this 24 day of May 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. 3347/2005

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:

"East Gaetz Avenue Service Road between 76th and 77th Street –
Part of Plan 752 1574, as per Appendix "A" attached ."

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



270



77 STREET

Appendix "A"
Bylaw No. 3347/2005

GAETZ AVENUE

CENTRE 76

CENTRE 76

76 STREET

KINDOPPS

Item No. 13

BYLAW NO. 3213/A-2005

Being a bylaw to amend Bylaw No. 3213/98, the bylaw adopting the Northwest Major Area Structure Plan as a bylaw of the City of Red Deer.

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

1. That Bylaw No. 3213/98 is hereby amended:

By substituting the revised page 4 of 9 and Map 4: Proposed Land Use, attached hereto and forming part of the bylaw, for the existing page 4 of 9 and Map 4: Proposed Land Use.

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

The density for new residential neighbourhoods shall be between 12.35 and 17.30 dwelling units per gross developable hectare, if the major utility infrastructure so permits.

4.1 Industrial

Industrial growth within the plan area is primarily focused in the area west of the railway, however there are two additional areas where industrial growth will occur. The first additional area is at the south end of Johnstone Park where there will be a small extension of the Golden West Industrial area. This extension will allow the roads to be looped; the roads currently dead-end at the quarter section line. The second additional industrial area is the area between 68th Avenue and the railway tracks. No heavy industrial uses shall be allowed in the area covered by this plan.

4.2 Commercial

There are three major commercial areas within the Northwest Area Structure Plan. These include two areas north and south of 67th Street and an area along Gaetz Avenue. All of the areas will be districted to an appropriate land use district allowing for a wide range of retail uses. These areas together with existing commercial uses along Gaetz Avenue and 67th Street will serve the northwest district.

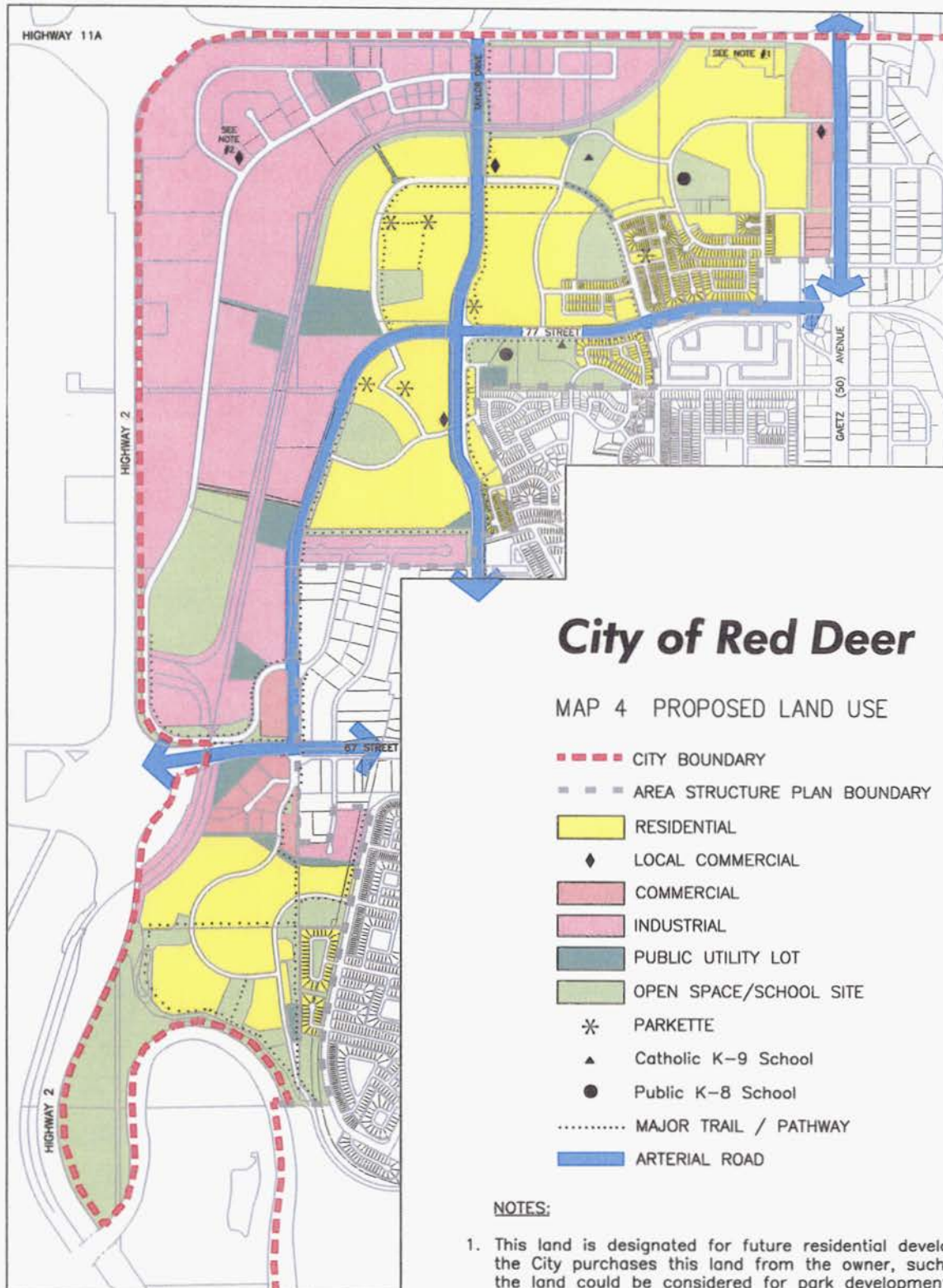
In addition to the commercial sites noted above, there are two neighbourhood convenience sites. These sites are intended to provide neighbourhood conveniences, including convenience store/gas bar, doctor's offices, hairdressing, pharmacy, video store, etc., each serving approximately two quarter sections of development.

4.3 Schools

Four school sites are proposed for the plan area. Two of the sites in the Glendale neighbourhood are existing. The two new sites include a Catholic K-9 school in Kentwood and a Public K-8 school in Kentwood. In accordance with the agreement between the City and the School Board, the school sites are provided through Municipal Reserve dedication; each school is located within a large central park site.

4.4 City Level Facilities

City level facilities are intended to serve the entire community and include arenas, recreation centres and large scale parks. Two large scale parks exist within the plan area. The first City level park is the Edgar Athletic Park which will contain a large number of sports fields. The second City level park is the Maskepetoon Natural Area. This Natural Area is intended for passive use.



MAY 2003

Prepared by PCPS & RD Engineering Dept.



BYLAW NO. 3217/D-2005

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

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

1. That Bylaw No. 3217/98 is hereby amended:

By substituting the revised Kentwood Northeast Neighbourhood Area Structure Plan, attached hereto and forming part of the bylaw, for the existing Kentwood Northeast Neighbourhood Area Structure Plan.

2. Appendix A and Appendix B of the existing Kentwood Northeast Neighbourhood Area Structure Plan are unchanged and remain part of the amended plan.

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

KENTWOOD NORTHEAST (KINGSGATE)

NEIGHBOURHOOD AREA STRUCTURE PLAN

Prepared for

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

**September 1998
amended June 2003
amended August 2004
amended January 2005
amended June 2005**

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1. INTRODUCTION

This Neighbourhood Area Structure Plan was originally prepared in September of 1998 on behalf of Laebon Developments Ltd. and Quantum IV Developments Inc. in accordance with the City of Red Deer's 1996 Planning and Subdivision guidelines and as a precondition for redesignation and subdivision.

In June 2003 it was revised to change road patterns on the lands owned by 957292 Alberta Ltd. (Laebon), to add a small piece of land to the west of the subject site and to indicate utilities installed up to that date. The January 2002 version of the City of Red Deer Planning and Subdivision guidelines was applied to the update.

1.1 Location

The land is generally located west of Gaetz Avenue, south of Highway 11A, southeast of the Canadian Pacific Railway and north of the existing Kentwood subdivision (as shown on Figure 1).

1.2 Ownership as at September 1998

In September 1998 there were 45.91 hectares of undeveloped land, with ownership distributed as shown on Figure 2.

Parcel one - Block 3, Plan 212 HW - The area is owned by Quantum IV Developments Inc. It is located immediately southwest of the intersection of Gaetz Avenue and Highway 11A.

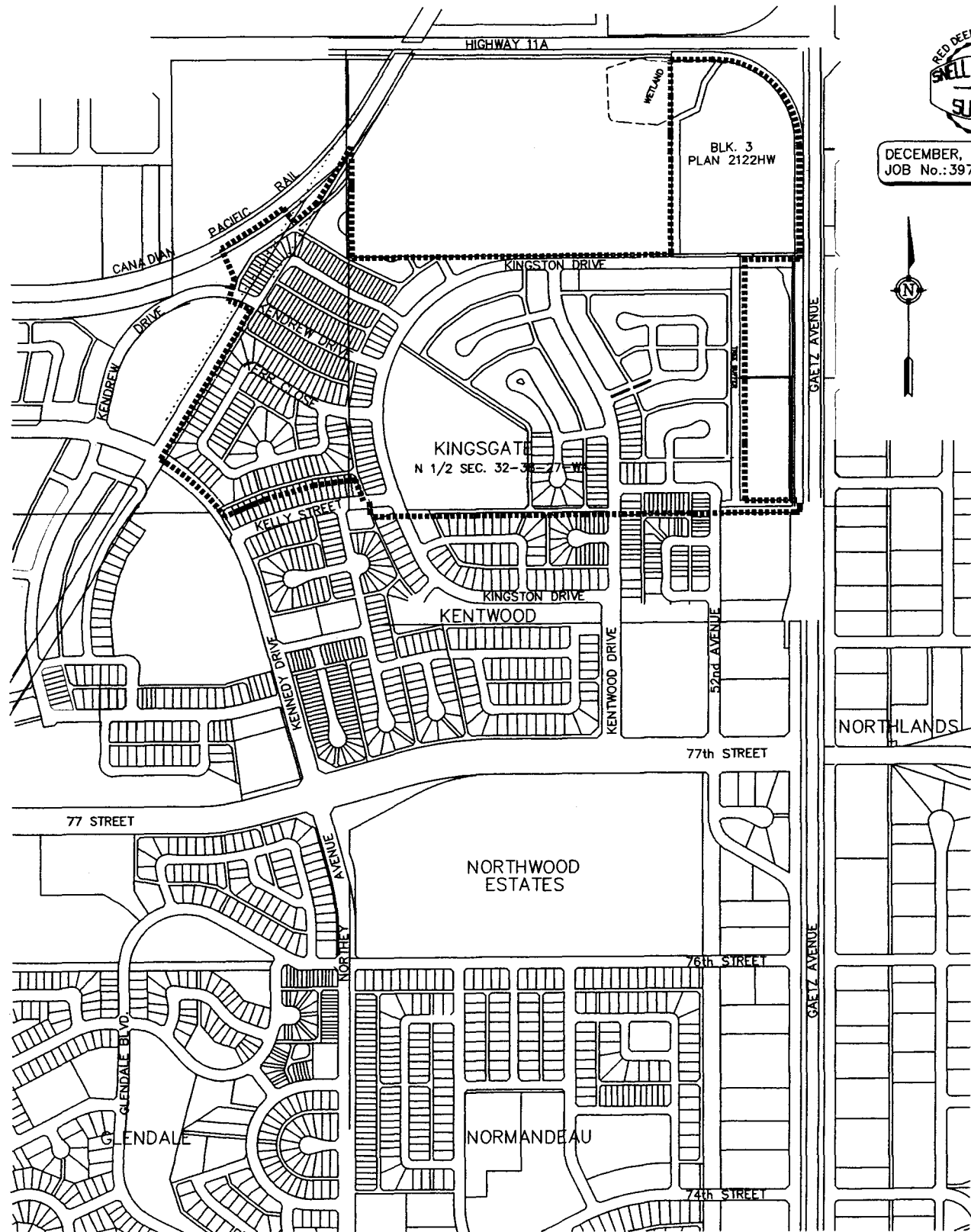
Parcel two - N ½ of 32-38-27-4 – In September 1998 this land was owned by Jacks Men's Wear (Red Deer) Ltd.

Parcel three – Various M-R zoned parcels owned by the City of Red Deer. The City owned land had been acquired as municipal reserve dedications from previous subdivisions.

1.3 Ownership as of January 2003

By January 2003 some of the original land had been developed. That area is shown on Figure 3, along with the current ownership of the undeveloped land.

Parcel one - In January 2003 parcel one, owned by Quantum IV Developments Inc. was unchanged.



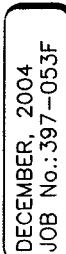
DECEMBER, 2004
JOB No.: 397-053F

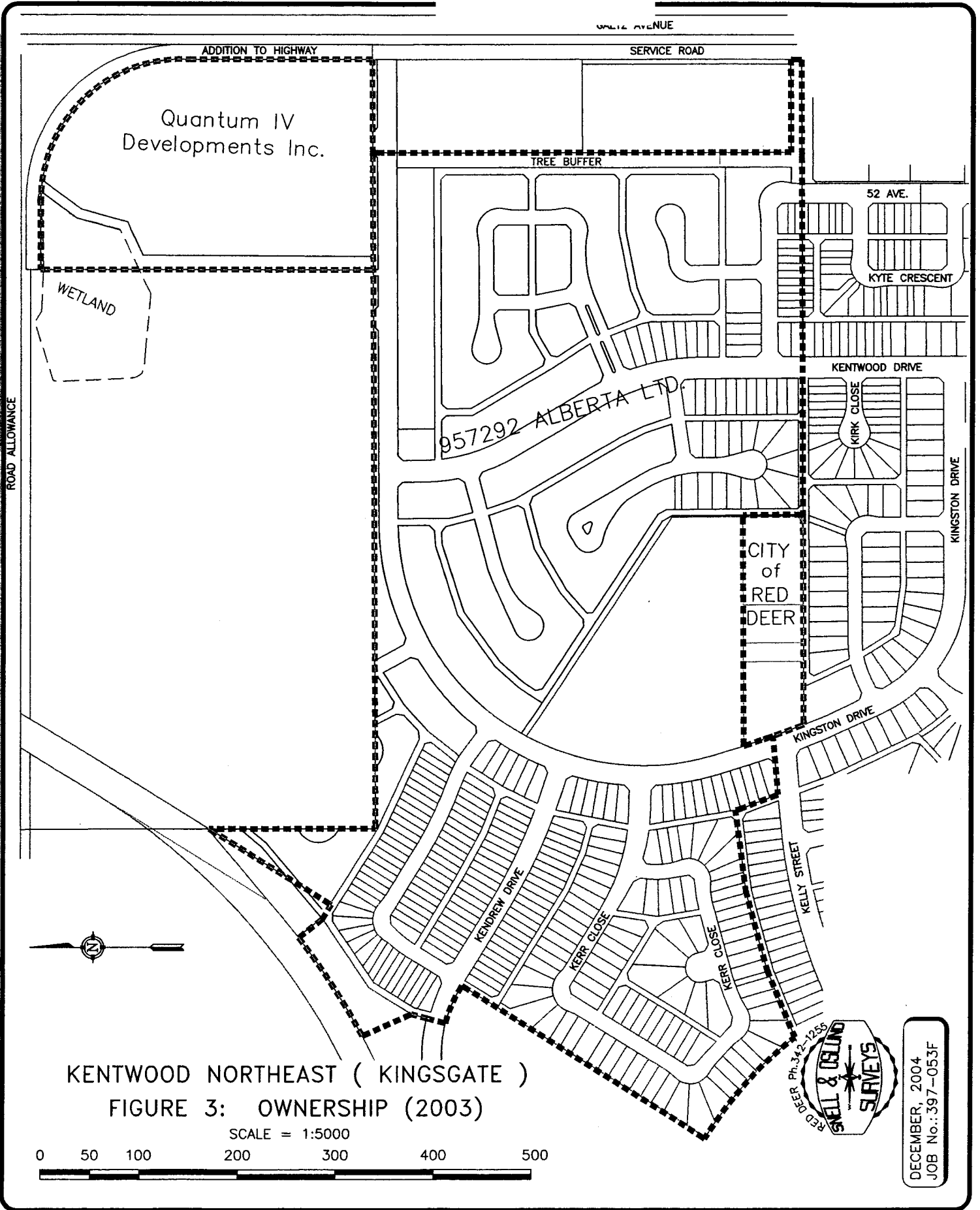
KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 1: LOCATION PLAN

SCALE = 1:10000

0 50 100 200 300 400 500 Metres





Parcel two – The land owned by Jack's Men's Wear (Red Deer) Ltd. had been sold to 957292 Alberta Inc, which is owned by W. G. (Gord) Bontje, the owner of Laebon Developments Ltd.

Parcel three – Various M-R zoned parcels owned by the City of Red Deer. The City owned land had been acquired as municipal reserve dedications from previous subdivisions

Parcel four – The City of Red Deer owns a parcel of land at the west end of the site, and has agreed to sell a portion of it to Laebon Developments Ltd. That parcel was not included in the 1998 plan, but is being added to the plan area because it will logically be developed in conjunction with this plan area.

1.4 Site Area

The plan area is 47.341 hectares.

1.4.1 Site Area in September 1998

At the time this plan was originally prepared in September 1998, the undeveloped land totaled 45.91 hectares.

Parcel one – was 6.779 hectares, owned by Quantum IV Developments Inc.

Parcel two – was 37.632 hectares, owned by Jacks Men's Wear Ltd.

Parcel three – was 1.499 hectares, owned by the city of Red Deer.

1.4.2 Site area in January 2003

At the time of this revision to the plan in January 2003 the undeveloped land totaled 34.447 hectares.

Parcel one – is 6.779 hectares and remains undeveloped.

Parcel two – has been partially developed and is now 26.538 hectares.

Parcel three – is still 1.499 hectares owned by the City of Red Deer.

Parcel four – has been added to the plan area, and is 1.13 hectares.

2.0 SITE CHARACTERISTICS

2.1 Existing Land Use

The plan area is presently designated A-1, Future Urban Development District under the City of Red Deer Land Use Bylaw 3156/96. The general purpose of this district is: "to ensure that development on lands required for future urban development is restricted to ensure that future development may proceed in an orderly and well planned fashion, in keeping with the intent of the Municipal Development Plan".

The plan area is situated within the boundary of, and is consistent with the objectives of the Northwest Area Structure Plan.

Redesignation to appropriate residential and commercial districts will be required before development can occur.

2.2 Natural Features

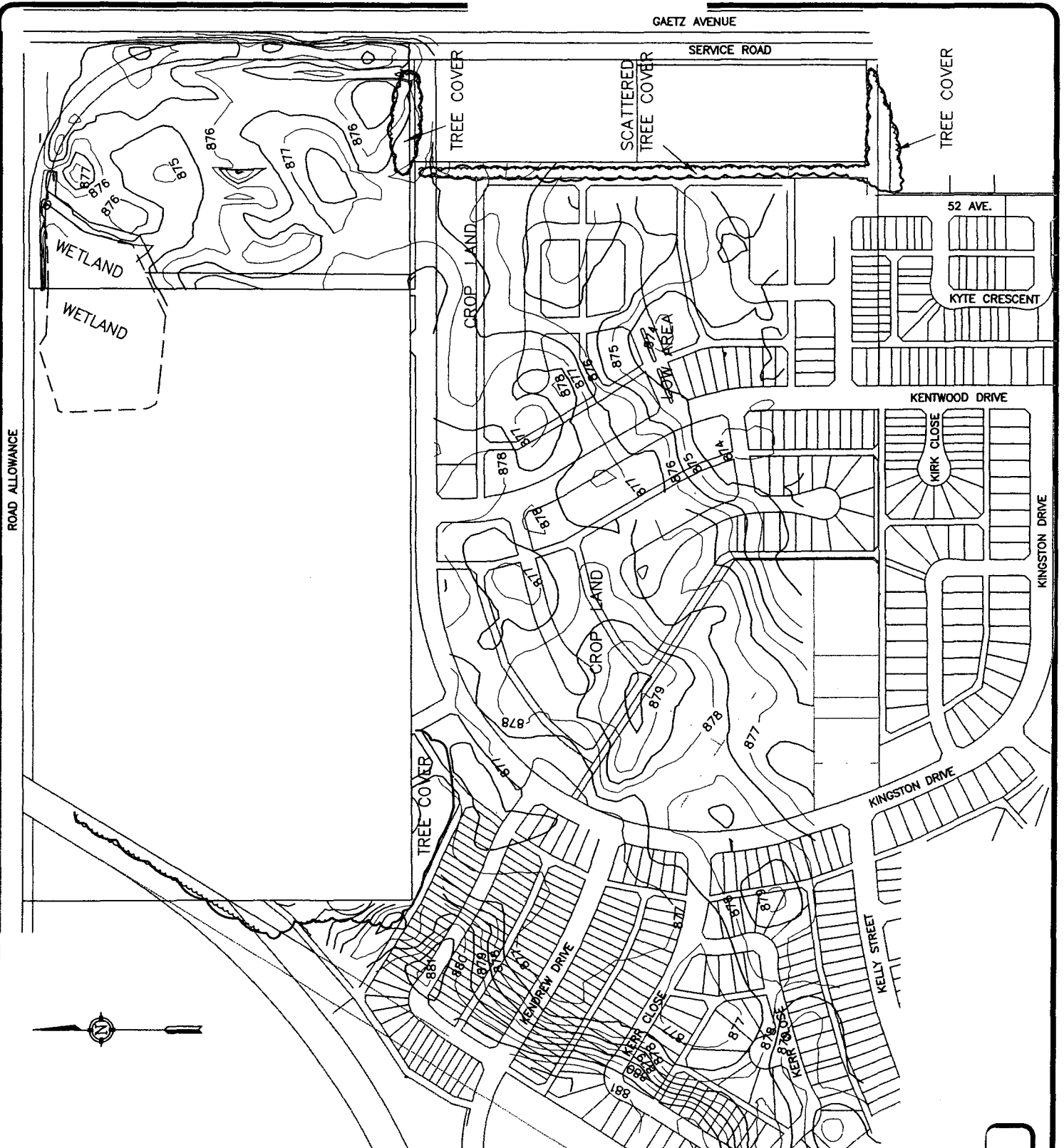
This Neighbourhood Area Structure Plan encompasses lands which are generally flat with elevations ranging from a high point of 881 meters on the west portion to a low point of 874 meters on the east portion (see Figure 4). The plan area is presently a mixture of cultivated land, tree covered areas and wetlands.

The City of Red Deer's Ecological Profile of the North Kentwood Natural Area identified five zones within the Neighbourhood Area Structure Plan area (Appendix A), and provided priority rankings for each zone, for the preservation of natural areas (A is top priority, C is low priority).

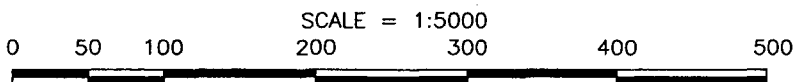
Zone 6 (old drive-in site) – Priority A – Recommendation R1. The area is covered by a sporadic growth of poplars intermixed with willows which also line the eastern part of the section. The area is characterized by diverse vegetative growth and is populated by a wide variety of birds. The profile encourages the preservation of as much of the natural habitat as possible.

Wetland areas will be retained in their natural state and will be used for storm water detention or retention during rainfall events which exceed the 1:5 year event. Many of the features outlined in the Ecological Profile will be lost as a result of commercial development.

City Parks department staff would like an opportunity to remove orchids from the site prior to development if the Owner has no plans to preserve them or relocate or use these plants.



KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 4: NATURAL FEATURES



DECEMBER, 2004
JOB No.: 397-053F

Zone 7 – Priority A – Recommendation R2. A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.

The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of Red Deer has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.

Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship site and within the worship site) has been deemed possible to preserve.

Zone 8 – Priority B – Recommendation R3. This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.

Zone 12 – Priority A – Recommendation R4. A small band of poplar trees on the south portion of the area should be dedicated as a municipal reserve.

This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the school site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for a green linkage.

It is understood the services for the proposed residential lots will be extended from the south side to the north side of the four metre municipal reserve. Where the installation of utilities results in the loss of trees, the four metre wide municipal reserve will be revegetated and landscaped to the satisfaction of the City's Recreation and Culture department.

Southeast Wetland – Priority B – Recommendation R5. The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer. Preliminary site grading in 2001 eliminated much of the wetland.

2.3 Servicing

Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.

It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary sewer and storm sewer trunks and mains which can provide service to properties beyond their own.

The site can be serviced with municipal water, sanitary sewer and storm water utilities. An engineering study, required to establish the details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.

2.4 Access

The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing service road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.

2.5 Emergency Services

The Neighbourhood Area Structure Plan area currently has an estimated Emergency Services response time of greater than six and one half (6.5) minutes.

2.6 Environmental Assessment

A level 1 Environmental Assessment has been completed by UMA Engineering and submitted to the City of Red Deer under separate cover. The environment site assessment revealed no significant sources of contamination of the subject property.

Based on the proximity to the industrial/commercial uses to the east, the report encourages further investigation to monitor the impact of nearby commercial land uses and to study the migration of potential contaminants from nearby quarter sections. Monitoring of the areas adjacent to commercial subdivisions where contaminants could originate will continue as development proceeds and encroaches on those areas.

2.7 Noise Recommendations

In 1999, the City of Red Deer undertook a study of noise levels in the Kentwood area. Two (2) noise criteria were used in the study. The City of Red Deer limitation for traffic noise of 60 dBA L_{eq} (24 hr.) was used to evaluate traffic noise and other continuous sources while a 70dBA criterion was used to evaluate train horns and other short term noises. The 70 dBA criterion is used as noise levels which exceed 70dBA may cause a "startle" effect. The report concluded that the 60 dBA L_{eq} (24 hr) criteria can be achieved in all areas with construction of low berms along Highway 11A and Taylor Drive and by construction of buildings along Highway 11A.. It also recommended the preferable method of reducing train noise would be to eliminate the need for horns to be sounded. This would require controlled rail crossings and/or grade separations at road/railway intersections. A barrier (combination berm and fence) was recommended if grade separation could not be provided at Taylor Drive. As a recently constructed grade separation at Taylor Drive has eliminated the need for train horns, the following strategies will be implemented to mitigate the effect of the noise on homeowners.

2.7.1 Barrier Height

An earth berm will be constructed adjacent to the rail line to a minimum height of four metres to reduce wheel and engine noise. The berm will be landscaped to standards set by the City of Red Deer.

2.7.2 Barrier Block Construction Techniques

All homes adjacent to the rail are to incorporate barrier block construction techniques to mitigate against noise effects.

2.7.2.1 Construction Details

All homes adjacent to the rail line are to incorporate the following construction aspects:

- 2 x 6 walls
- R24 insulation
- Double glazed windows

2.7.2.2 Home Design Considerations

The report suggests that in the first row of homes adjacent to the rail line, that noise sensitive rooms such as bedrooms could be located on the side of the home furthest from the rail line/industrial areas. This is not a requirement; it is only a suggestion.

2.7.2.3 Construction Initiatives

The reports author offers a number of other ideas that might be incorporated into home construction. He suggests central air conditioning might eliminate the need to open windows. Another is reducing the height of buildings, as bungalows will be better sheltered behind the berm.

3.0 DEVELOPMENT CONCEPT

The proposed Neighbourhood Area Structure Plan incorporates policies contained in the Northwest Area Structure Plan and other City of Red Deer guidelines and policy documents.

3.1 Land Distribution

The land use and development concept proposed for the Neighbourhood Area Structure Plan area is shown on Figure 5. The majority of the plan area is proposed for single family residential with some semi-detached development. Commercial uses are proposed for the northeast portion of the plan area. The proposed land use distribution is shown in Table 1.

Kentwood Northeast Neighbourhood Area Structure Plan

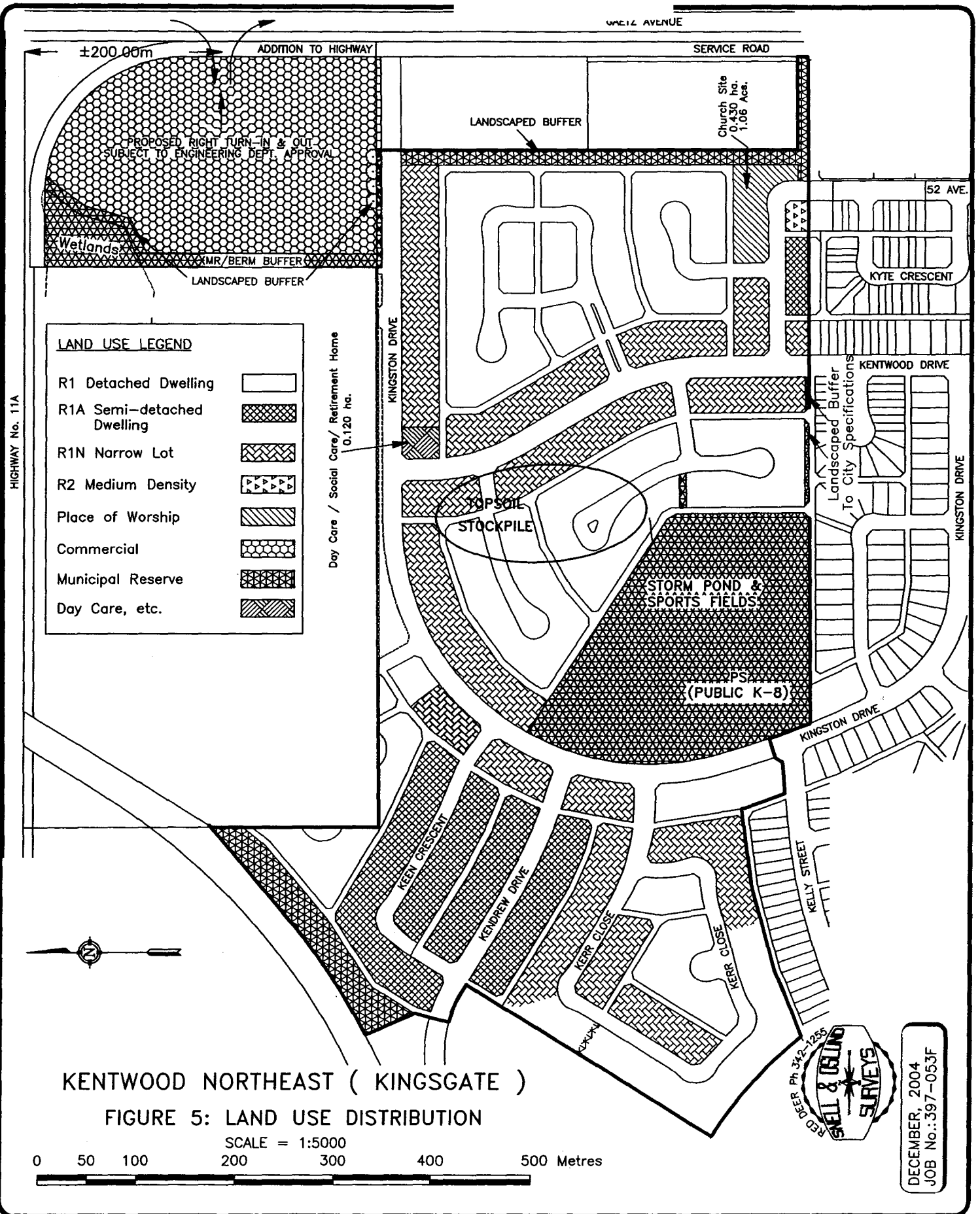
Table One

Plan Statistics - by

Land Use	Original Owner				Total
	Laebon	Quantum	City M-R	City/west	hectares
Existing R1	3.795				3.795
Existing R1N	3.712				3.712
Existing R1A	2.890			0.441	3.331
Existing R2	0.075				0.075
Proposed R1	7.230			0.015	7.245
Proposed R1N	3.987				3.987
Proposed R1A	0.017				0.017
Day Care/Social Care	0.117				0.117
Church	0.413				0.413
Central site M-R	3.917		1.385		5.302
Misc M-R	0.773	0.529	0.136	0.721	2.159
Wetland		0.481			0.481
Street/Lanes/PUL	10.837			0.256	11.093
Commercial	0.028	5.599			5.627
Total hectares	37.791	6.609	1.521	1.433	47.354

Plan Statistics - by percentage

Land Use	Original Owner				Total
	Laebon	Quantum	City M-R	City/west	percent
Existing R1	8.014				8.014
Existing R1N	7.839				7.839
Existing R1A	6.103			0.931	7.034
Existing R2	0.158				0.158
Proposed R1	15.268			0.032	15.300
Proposed R1N	8.420				8.420
Proposed R1A	0.036				0.036
Day Care/Social Care	0.247				0.247
Church	0.872				0.872
Central site M-R	8.272		2.925		11.197
Misc M-R	1.632	1.117	0.287	1.523	4.559
Wetland		1.016			1.016
Street/Lanes/PUL	22.885			0.541	23.426
Commercial	0.059	11.824			11.883
Total percent	79.805	13.957	3.212	3.026	100.000



3.2 Residential

The residential areas will consist mainly of R1 and R1N single detached dwellings with some areas zoned R1A which will accommodate semi-detached dwellings. There is a small area in the south east corner which abuts an existing R2 townhouse community that will accommodate a few townhouse units.

3.3 Commercial

A 5.599 hectare area in the northeast portion of the plan area is proposed for Commercial zoning. Development of the commercial property shall be completed in an attractive fashion which will be compatible with the nearby residential neighbourhoods. Uses, such as adult entertainment nightclubs, which may have a detrimental noise impact will not be allowed.

Landscaping and berming shall be used to enhance the visual appearance of the commercial development. Berming will also be used to control the noise impact of commercial development on lands to the west which are outside of the Neighbourhood Area Structure Plan. Development which will affect the wetland/retention pond located to the northwest of the of the commercial lands will not be allowed until detailed engineering is completed to define the operation of the storm water retention function of the wetland and to establish acceptable water levels for the wetland areas. The detailed engineering will be completed in consultation with the adjoining landowners to the west.

3.4 Density

Including all the lots developed since this plan was adopted in September 1998, and assuming the undeveloped areas are developed as per this plan, it is estimated that this Neighbourhood Area Structure Plan area will accommodate 155 single family R1 lots, 220 single family R1N lots and 140 semi-detached dwellings.

Assuming that 3.4 persons live in each single family dwelling and 3.3 persons in each semi-detached and town house dwelling, the total plan area will house a population of 1,737. A population density of about 42.1 persons per hectare is expected after full development. This equates to 12.48 dwelling units per hectare.

If the areas slated for use as day care, social care or retirement home site and place of worship are eventually used for development of housing (R1N or R1A), the population density in the area will increase. The commercial areas and lands dedicated to the City of Red Deer as municipal reserve from neighboring developments have not been included in the density calculations.

3.5 Open Space

The proposed park and open space system includes a neighbourhood park/school site, walkway, a separate municipal reserve parcel and a buffer area. A total of 15.764 percent of the plan area will be dedicated to municipal reserve.

3.5.1 Neighbourhood Park/School Site

A neighbourhood park/school site is proposed in the central area of the Neighbourhood Area Structure Plan area to accommodate a school and related playground facilities as identified in the Northwest Area Structure plan. The overall site is proposed to be 5.425 hectares (13.405 acres).

A development concept of the park/school site has been prepared by the City of Red Deer and has been provided as Appendix B. An integral part of the development concept is the storm water detention pond which will encompass the sports fields planned for the park (in particular the ball diamond and soccer pitch).

The school site will be zoned PS (public service). While the maps indicate that it will be a public K-9 (kindergarten to grade 9) school, it may be any combination of grades between kindergarten and grade 9.

3.5.2 Municipal Reserve Parcels

There are a number of municipal reserve parcels throughout the Neighbourhood Area Structure Plan area.

3.5.2.1 Link from neighbourhood park/school site to the east

A ten metre wide walkway .045 hectares (.111 acres) extending easterly from the school site to the residential area is proposed to connect the school site to the residential development. It will include a 1.5 metre walking trail.

3.5.2.2 Link from Kerr Close to the West

There is a six metre wide link between the west side of Kerr Close and the neighbourhood park/school site to the west. The area of this link is .022 hectares (.054 acres). The M-R strip will be landscaped to ensure access from the residential areas to the park.

3.5.2.3 Railway Area

A total of .416 hectares of municipal reserve will be incorporated into the berm separating residential development from the Canadian Pacific Railway.

3.5.2.4 East Boundary of Residential Area

The total area of this reserve parcel will be .753 hectares. The residential areas on the east edge of the property abut commercial lots fronting Gaetz Avenue. They will be separated by a ten metre wide municipal reserve. A treed berm will be constructed on the reserve. The berm will extend south from the south side of the future location of Kingston Drive to the north end of the proposed place of worship site. There are some trees on the place of worship site, and they will be left by the developer. This reserve will include a segment which will extend from 52 Street to the Gaetz Avenue Service Road which will be left in its present state.

3.5.2.5 South Boundary of Residential Area

An M-R parcel of .052 hectares will be created to link the neighbour-hood park/school site to Kentwood Drive. This parcel will be four metres wide, and will be left as natural as possible. Utilities will have to be constructed through the area.

3.5.2.6 Quantum IV Buffer

A 0.344 hectare buffer on the Quantum IV lands will be provided to separate anticipated residential development on lands to the west of the commercial site, which are lands outside of the Neighbourhood Area Structure Plan, from the future commercial development in the northeast area of the plan. The buffer through this area will be developed as a landscaped berm. As well, other landscaping features along the berm will be used to effectively screen (visual) the residential areas from the commercial development. Landscaping features which are used to buffer the future residential areas from the commercial areas will be designed to enhance the visual appearance of the commercial development from the planned and future residential areas.

As well, a 0.058 hectare landscaped buffer will be planted along the southern boundary of the commercial area to provide screening from residential properties to the south and a 0.127 ha landscaped buffer will be provided to separate commercial areas from the wetlands to the northwest.

3.5.3 Wetlands

The wetland area in the northwest corner of the Quantum IV Development Inc. parcel will be maintained for aesthetic and future storm water management purposes. The zoning designation of the area will be the subject of negotiations between the owner and the City of Red Deer. The wetland area will be incorporated into an integral storm water management plan for areas included in this Neighbourhood Area Structure Plan and for areas which are beyond the extent of this plan.

The wetland extends into properties which could not be incorporated into this plan. Therefore the impact of any storm water management plan which includes those lands has not been accurately determined.

As a result, the eventual limits of the required area for the detention facilities have not been established. The proposed developments which would include the wetlands as part of the required storm water management concept would be developed in such a manner as to ensure there would be no detrimental impact on the natural features in the area.

Prior to development of the future commercial areas located on the east edge of the wetlands, detailed engineering studies will be completed, with cooperation from the landowners to the west of the commercial area, to establish the methods by which the wetlands will be used for storm water retention. Development by the owners of the commercial areas or by owners of future residential areas to the west, will not be permitted until the developers provide details regarding the operating parameters (including water elevations) for the wetland/retention pond.

3.6 Social Facilities

In accordance with the City of Red Deer's planning and subdivision guidelines, a site has been provided which is suitable for either a day care, social care residence or a retirement home, as well as a site for a place of worship.

3.6.1 Day Care/Social Care or Retirement Home Facility

The 0.12 hectare (.3 acre) site provided in the plan area is adjacent to an intersection of two collector roadways and is approximately 400 metres from the designated school site. Should a day care, social care facility or retirement home not be constructed, the site will be suitable for R1N zoning (single family dwellings).

3.6.2 Place of Worship Site

The .412 hectare (1.018 acre) designated place of worship site is at the south east corner of the site, between 52 Avenue and Kentwood Drive. If the site is not required for a place of worship it is suitable for R1A (duplex) zoning.

3.7 Transportation

3.7.1 Collector Roadways

The Neighbourhood Area Structure Plan contains collector roadways aligned in accordance with the Northwest Area Structure Plan.

The plan continues the collector roadway concept contained in the Kentwood West Neighbourhood Area Structure Plan and existing subdivisions to the south. There are three collector roads in the plan area.

3.7.1.1 Kingston Drive

The main collector roadway is a continuation of the existing Kingston Drive and is proposed to circle through the area from Kelly Street to a proposed intersection at Gaetz Avenue at the northeast corner of the plan area.

To complete the connection of the Neighbourhood Area Structure Plan to Gaetz Avenue in the north east corner of the proposed development, Kingston Drive will be constructed on lands which are not presently owned or controlled by either of the owners of the lands which are the subject of this plan.

In order for this plan to be effectively implemented, land required to complete the connection of Kingston Drive to Gaetz Avenue must be obtained. The City of Red Deer is collecting levies from area landowners for the acquisition and construction of the required roadway.

Where Kingston Drive intersects with the service road at Gaetz Avenue, the service road will be constructed to a suitable standard. Intersection designs will be submitted to the City of Red Deer engineering services for review and comment. Complete scaled drawings, showing dimension and significant detail will be prepared prior to development of the intersections.

3.7.1.2 Kentwood Drive

Kentwood Drive presently terminates at the south side of the plan area. It will be extended north through the plan area to connect with the future extension of Kingston Drive.

3.7.1.3 Kendrew Drive

Kendrew Drive extends west from Kingston Drive to residential development to the west.

3.7.2 Transit Stopping Zones

Where transit stopping zones are required along collector roads, efforts will be made by the developers to orient corner lots so that stopping zones will be provided at the side of the lots rather than at the front.

3.7.3 Local roadways

The system of local roadways provides access to individual lots throughout the plan area. Detailed drawings indicating road widths will be prepared and submitted to the City of Red Deer Engineering Services, prior to development.

Access to the commercial site is to be gained directly off of Kingston Drive. Additional access is also to be obtained by construction of a right in/right out intersection with Gaetz Avenue. The location and geometric form of the Gaetz Avenue access is to be determined by engineering studies.

3.7.4 Laneways

The majority of lots within the plan area back onto lanes. Lots 78, 79 and 80 Block 8, Plan 042-6836 in the existing Kentwood subdivision will not have access to the lane south of the close, as shown on Figure 12. Lot 78 will have access to the lane east of the close and Lot 80 will have access to the lane west of the close. Provision for rear yard garbage pickup will be made for Lot 79 across Lot 148MR.

3.7.5 Pedestrian and Bicycle Circulation

The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands.

There is potential for bicycle-pedestrian pathways through the park/school site. The potential pathway would not be continued through the four metre linear park as this area is not wide enough to accommodate both a treed buffer and a trail. The final location of the central park pathway route will be determined based on the location of sports facilities and pedestrian wear patterns through the landscaped area.

The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix B.

An additional Municipal Reserve parcel will ensure access from Kerr Close to the park area/school site to the west.

Within the right-of-way of Kingston Drive, adjacent to the west boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.

4.0 MUNICIPAL SERVICING

The Kentwood Northeast Neighbourhood Area Structure Plan area is serviced from existing sanitary sewer and water mains located at the southern boundaries of the Kentwood East properties.

4.1 Water Mains

The Kentwood Northeast Neighbourhood Area Structure Plan will be serviced by water from four locations.

The existing 300 mm westerly main, located within the Kennedy Drive right-of-way has been extended along the west side of the site to service early phases of area. The existing 150 mm main located on the east side of Kentwood phase 5E will be extended to complete looping.

The existing 200 mm main located along the eastern boundary of the proposed storm dry pond will be extended. The existing 200 mm easterly service located on Kentwood Drive will be extended north.

The water distribution network will be designed to accommodate all future development areas in the Neighbourhood Area Structure Plan area and those areas which have not been included as part of this plan lying between Kentwood Northeast and Highway 11A which may be developed in the future.

Looping of mains and cross connections to existing development areas will be completed as necessary to provide an efficient system with adequate fire flows. Figure 6 schematically shows the network of proposed water mains.

4.2 Sanitary Sewers

The Kentwood Northeast Area Structure plan area will be serviced by sanitary sewer from three main locations. The westerly connection will be made to a 450 mm main in the Kennedy Drive right-of-way. Another connection to a 200 mm main located on the east side of Kentwood phase 5E will be completed to service phase one and two. The easterly connection will be to a 300 mm main located on Kentwood Drive. The sewer has the capacity to serve the entire catchment area. Figure 7 schematically shows the proposed routing of the sanitary sewer system.

All sanitary sewers will be seated and installed in a suitable bedding material in order to provide long terms stability to the pipe. Pipe type will be specified to prevent the ingress of ground water to the system.

4.3 Storm Sewer System

4.3.1 Minor System

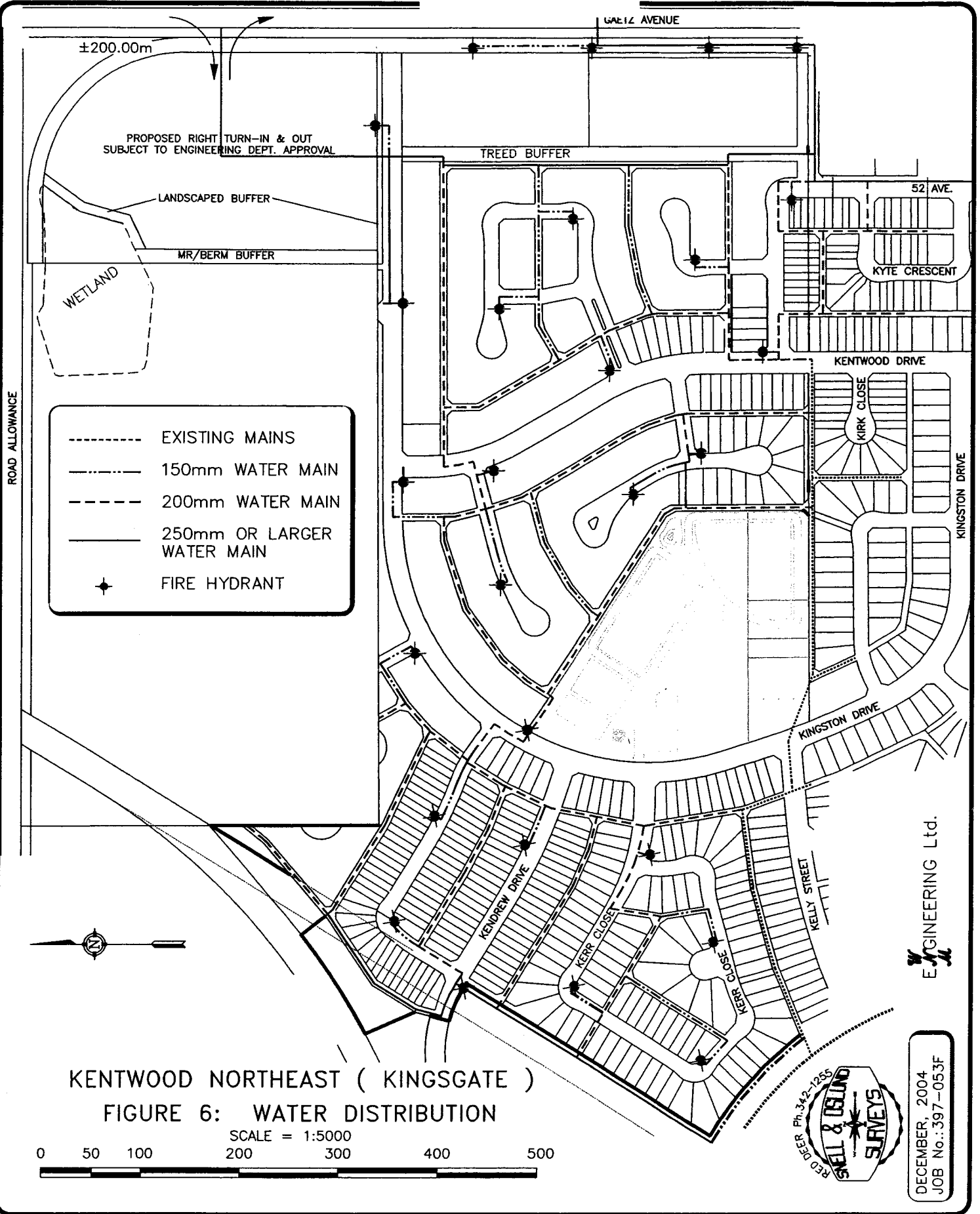
Run-off from storms up to the one in five year event will be conveyed by gravity via a piped system to two connections to the existing system. The westerly connection is a 1500 mm storm main located in the Kennedy Drive right-of-way and the easterly connection is a 1200 mm main in Kentwood Drive.

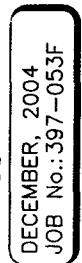
Figure 8 schematically shows the routing of the storm sewer system. Pipe sizes and materials will be designed in accordance with the City of Red Deer Design guidelines.

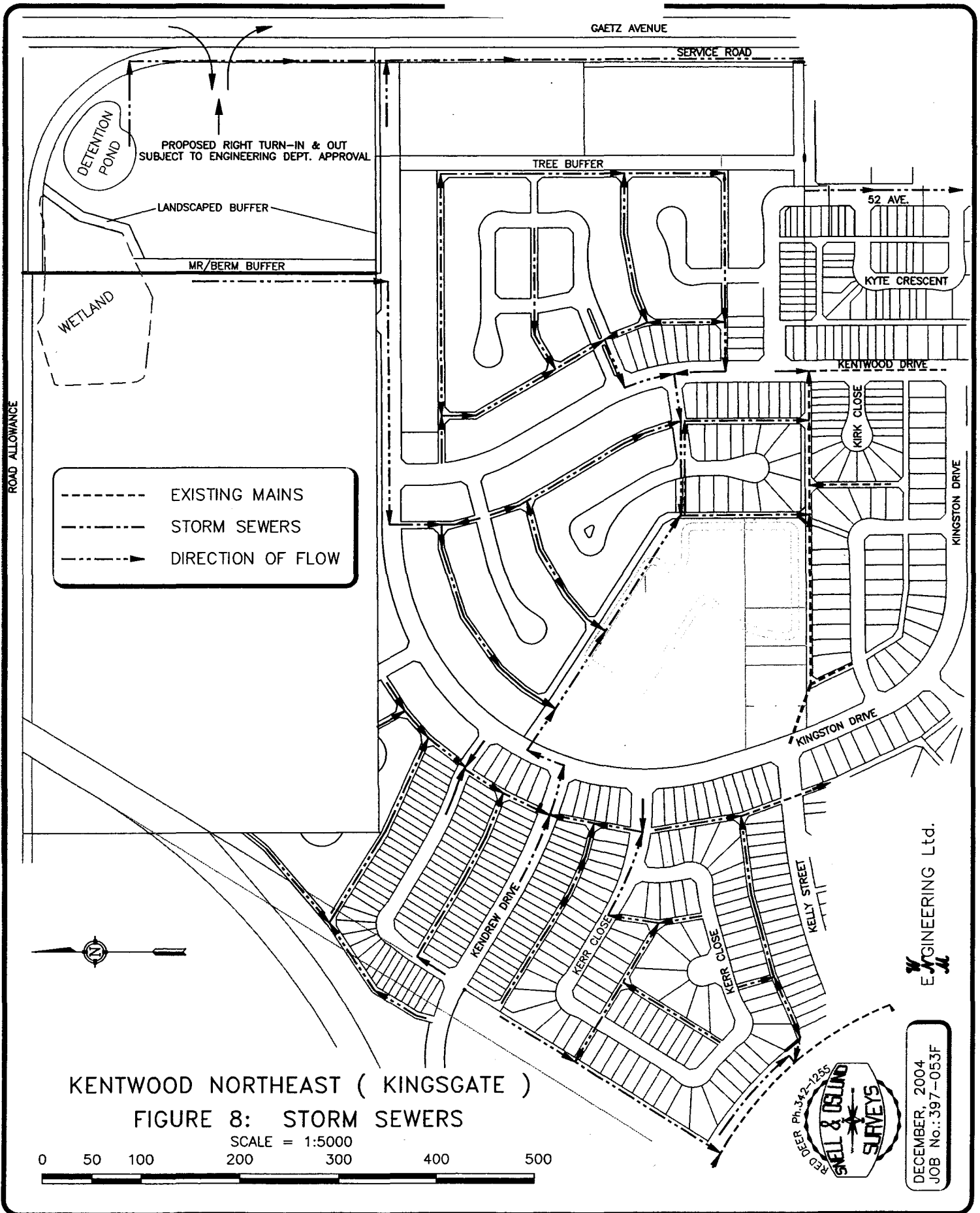
4.3.2 Major System

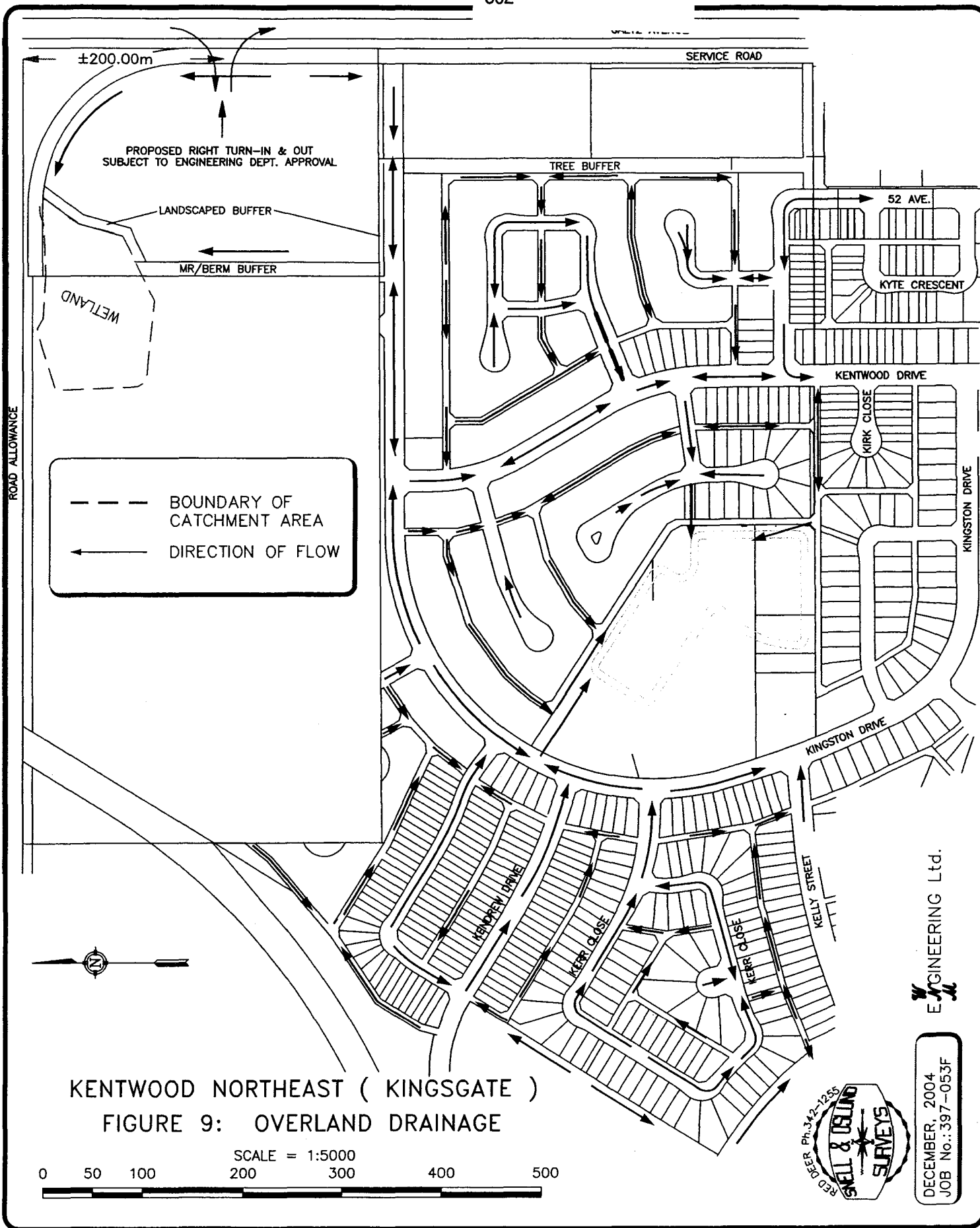
For storm events in excess of a one in five year event, roads and laneways will be designed to convey overland flows to storm water ponds located in the northwest and the south central part of the plan area.

Ponding of within roadways or lanes will be permitted in strict accordance with the City of Red Deer design guidelines. Area drainage and overland flow routes are indicated schematically on Figure 9.









4.4 Power, Telephone and Cable Vision

Red Deer Electric Light and Power, Telus and Shaw Cable advise that their networks have sufficient capacity, with some qualification regarding the sequencing of phasing, to fully develop the proposed Kentwood Northeast Neighbourhood Area Structure Plan development.

The City of Red Deer Electric Light and Power department has advised that two main utility lines will require underground alignments on the west side of Gaetz Avenue between 80th Street and Highway 11A. The utility lines will also require an alignment westward from Gaetz Avenue along a portion of Highway 11A. The underground alignments are required prior to the development of the commercial areas indicated as phase 5 of the plan.

A third main line will be required to service phases 4,5 and 6. This third main line will follow an alignment from 80th Avenue (at Gaetz Avenue) and along Kingston Drive. Expansion of the existing system will be required to complete the phase 1,2 and 3 development. This expansion will include switchgear alignments currently presumed to be required in the northwest and southwest corners of the park/school site and at Kingston Drive, adjacent to the west boundary of phase 5.

It is understood that any changes to the planned phasing of the development may require installation of temporary overhead lines to provide appropriate servicing levels.

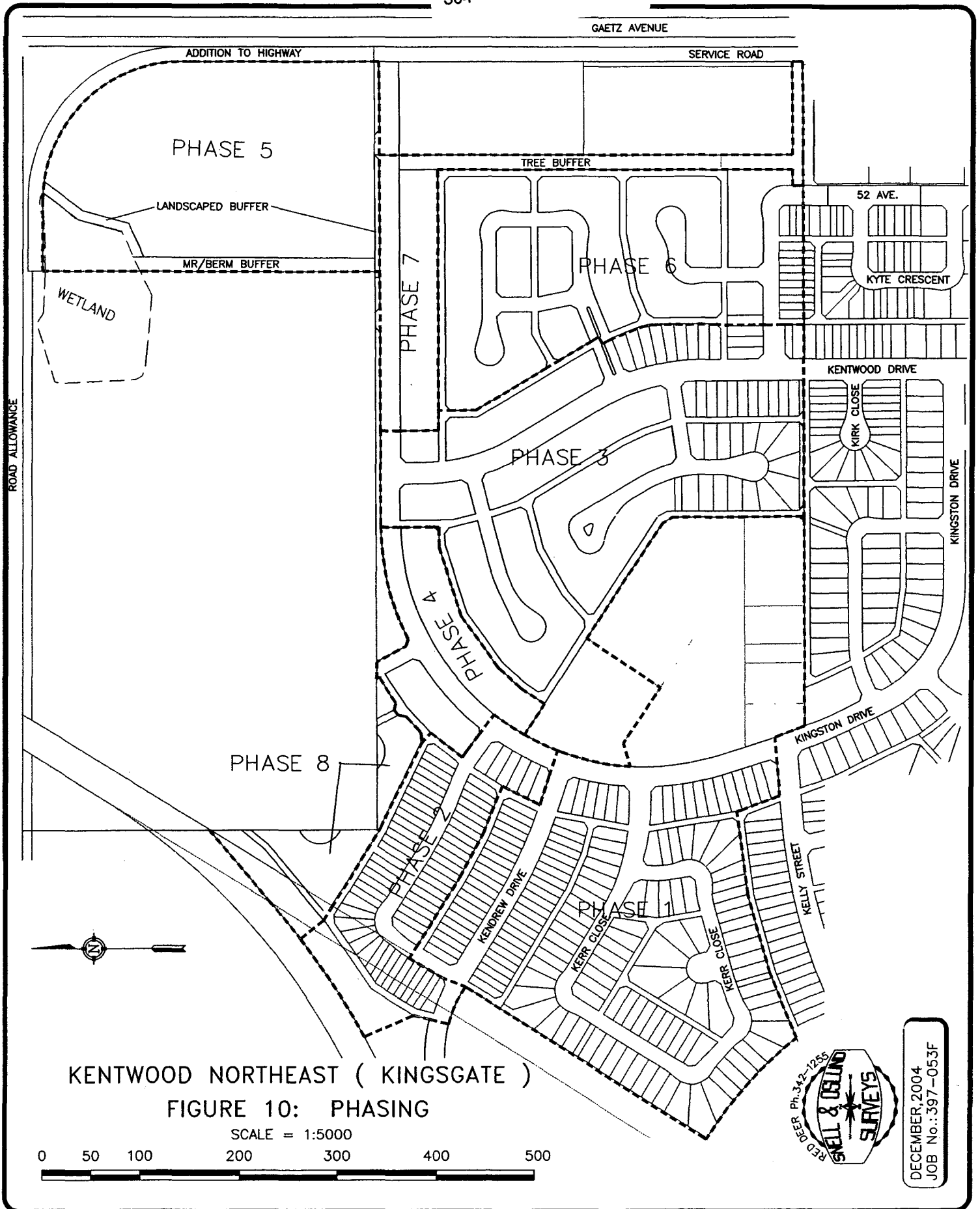
Telus has advised that infrastructure for telephone service to the area presently exists on the east side of Gaetz Avenue. Therefore, extending service to the plan area will require extension of the existing infrastructure westward along alignments reserved for collector road right-of-way (ie. Kingston Drive at the north end and Kentwood Drive at the south end of the plan area). Should either of these proposed collector roads be re-aligned, easements will be required to complete the extension of service to the area.

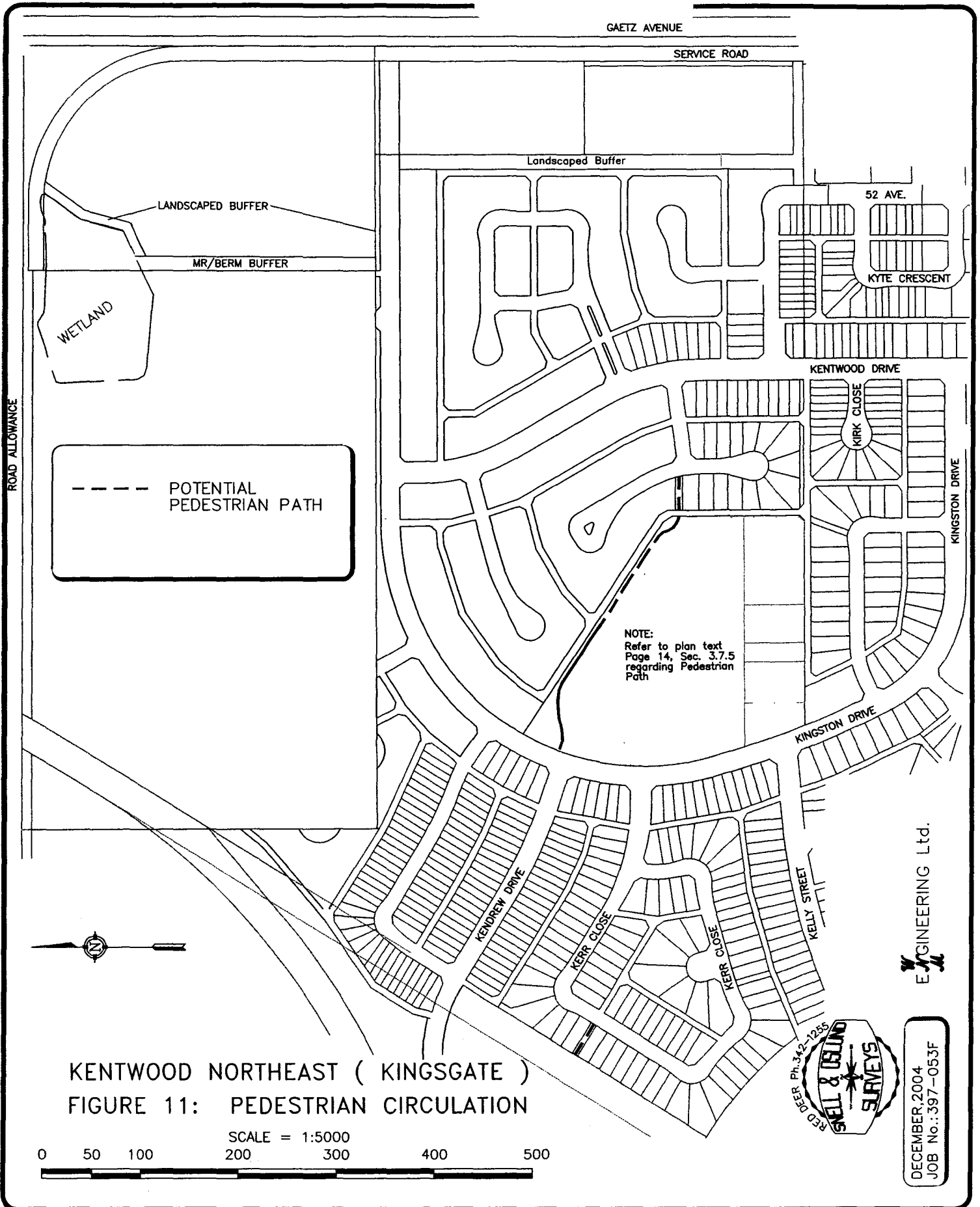
4.5 Natural Gas

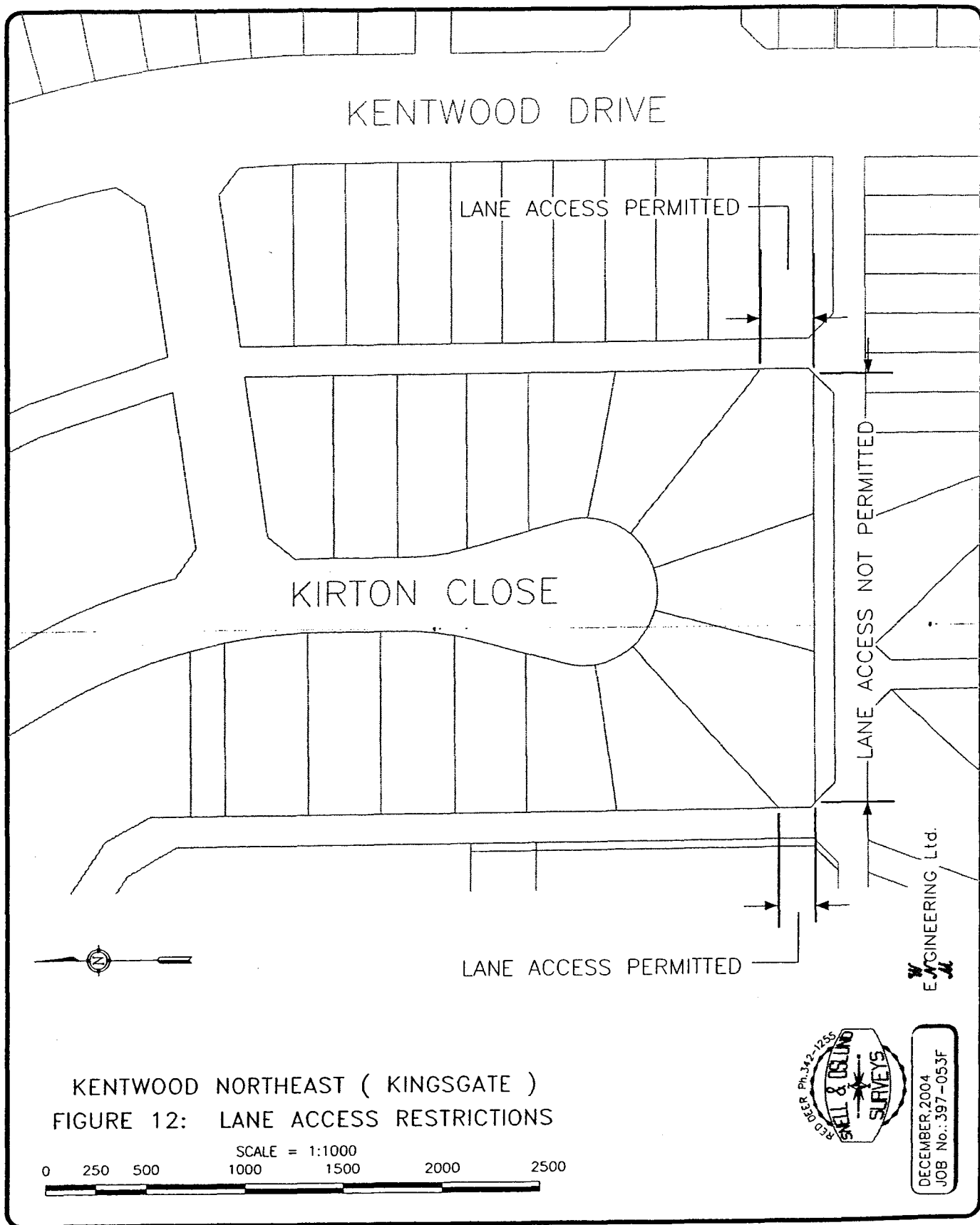
Atco Gas advises that they will be able to service the proposed development by extending their existing distribution facilities.

5.0 STAGING AND DEVELOPMENT

Figure 10 shows the proposed staging of development. The area labeled "Existing Development" has been serviced as of the end of 2002. The location of existing utilities dictates phases of development. Market conditions will influence the actual phasing of later developments.







BYLAW NO. 3156/S-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. The "Land Use District Map F15" contained in "Schedule B" of the Land Use Bylaw is hereby amended in accordance with the Land Use Bylaw Amendment Map No. 15/2005 attached hereto and forming part of the bylaw.

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.

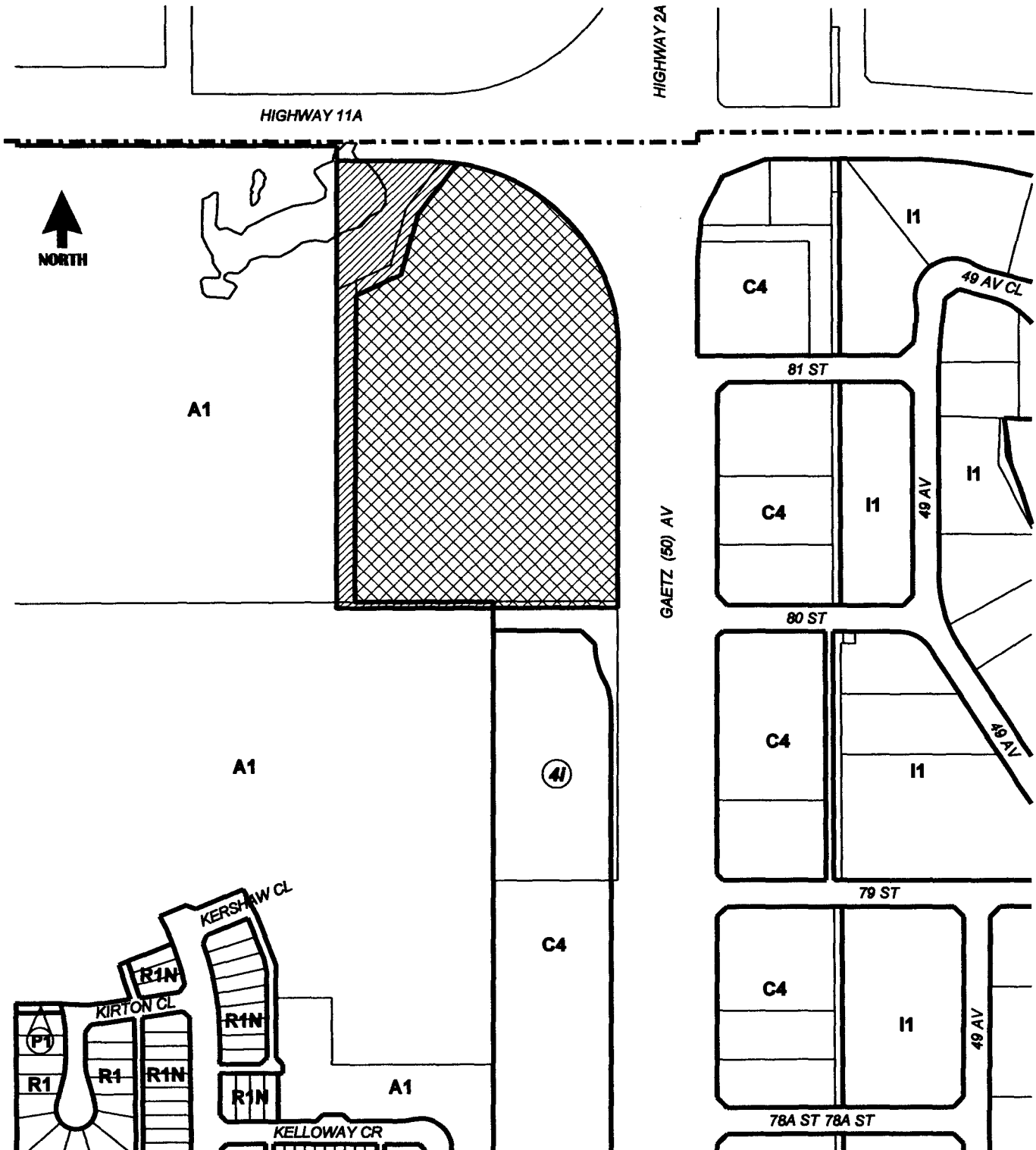
READ A THIRD TIME IN OPEN COUNCIL this day of , A.D. 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of , A.D. 2005.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

C2 - Commercial (Regional & District Shopping Centre)

P1 - Parks and Recreation

Change from :

A1 to C2 

A1 to P1 

MAP No. 15 / 2005
BYLAW No. 3156 / S - 2005

Christine Kenzie

FILE

From: Kelly Kloss
Sent: June 24, 2005 8:51 AM
To: Christine Kenzie
Subject: FW: John Eade - Shed

Please put in the Council agenda file for last meeting.

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

From: Kelly Kloss
Sent: June 24, 2005 8:50 AM
To: Bev Hughes; Cindy Jefferies; Frank Wong; Jeffrey Dawson; Larry Pimm; Lorna Watkinson-Zimmer; Lynne Mulder; Tara Veer; Mayor
Cc: Norbert Van Wyk; Mary McGarry; Donna Hamel
Subject: John Eade - Shed

Hi All,

At the last Council meeting there was a question if the shed in the neighbor's yard adjacent to John Eade was actually approved. The answer is yes. Here is the background from Inspections and Licensing for your information.

Kelly

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

From: Joyce Boon
Sent: June 24, 2005 8:05 AM
To: Paul Meyette
Cc: Colleen Jensen
Subject: RE: john eade

The Shed (accessory building) owned by Mr. Pangel the neighbor of Mr. Eade was approved by our department. It did not need a permit as it did not exceed 9.5m2. It meets the Bylaw and he had approval from ATCO to go over the gas line because it is on skids. It matches the house and is 3 feet from the property line.

We have had many meetings with Mr. Eade when Greg was the Manger and Mr. Eade had a number off telephone conversations with Bryon relative to this shed.. Also the City of Red Deer is now putting up trees for screening on Mr. Eades property over this issue. Greg Scott is aware of this.

Joyce Boon
Permits & Licensing Supervisor
Inspections & Licensing Department
403-342-8192
joyce.boon@reddeer.ca <<mailto:joyce.boon@reddeer.ca>>