



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, APRIL 19, 2004

COMMENCING AT *4:30 P.M.*

- (1) Confirmation of the Minutes of the Regular Meeting of Monday, April 5, 2004
- (2) **UNFINISHED BUSINESS**
 - 1. Engineering Services Manager – Re: *Proposed 2004 Off-Site Levy Rates / 2004 Off-Site Levy Bylaw 3331/2004* . .1
(Consideration of 3 Readings of the Bylaw)
- (3) **PUBLIC HEARINGS**
 - 1. Edgar Industrial Park (Johnstone Drive) – Re:
 - (a) Land & Economic Development Manager – Re: *Partial Road Closure, Road Plan 4067 J and 2385 MC / Road Closure Bylaw 3327/2004 – City of Red Deer* . .18
(Consideration of 2nd & 3rd Readings of the Bylaw)

- (b) Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/K-2004 – Rezoning of Land from A1 Future Urban Development District to I1 Industrial (Business Service) District and from Road to I1 District / Edgar Industrial Park (Adjacent to Johnstone Drive) / City of Red Deer*
(Consideration of 2nd & 3rd Readings of the Bylaw) . .21

(4) **REPORTS**

1. Recreation, Parks & Culture Manager – Re: *Ghost Project: Hazel Braithwaite #7-03* . .23
2. Assessment and Taxation Services Manager – Re: *2004 Supplementary Assessment Bylaw – Bylaw No. 3329/2004*
(Consideration of 3 Readings of the Bylaw) . .27
3. Assessment and Taxation Services Manager – Re: *2004 Tax Rate Bylaw No. 3330/2004*
(Consideration of 3 Readings of the Bylaw) . .30
4. Land & Economic Development Manager – Re: *Lancaster Green Phase 7 – Residential Lot Pricing & Market Value Multifamily and Neighbourhood Commercial Sites* . .40
5. Engineering Services Manager – Re: *Gaetz Avenue Setback Study* . .46
6. Engineering Services Manager – Re: *Johnstone Storm Water Detention Pond* . .49
7. Engineering Services Manager – Re: *2004 Area Improvement Levies* . .52
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9. **Parkland Community Planning Services – Re: *Johnstone Crossing Neighbourhood:***
- (a) ***Amendments to the Johnstone Crossing Neighbourhood Area Structure Plan – Bylaw Amendment 3217/A-2004 – Designation of 33 R1 Lots for Secondary Suite Development / Addition of a 5 Metre Wide Public Utility Lot / City of Red Deer***
(Consideration of 1st Reading of the Bylaw) . .58
- (b) ***Land Use Bylaw Amendment 3156/N-2004 / Rezoning of land from A1 Future Urban Development District to R1 Residential Low Density, R1A Residential (Semi-Detached) Dwellings, R2 Residential (Medium Density), P1 Parks and Recreation Districts and Road / Development of Phases 1 & 3 / Johnstone Crossing (Johnstone North) / City of Red Deer***
(Consideration of 1st Reading of the Bylaw) . .62
10. **Legislative & Administrative Services Manager – Re: *Ratification of Appointment of Archives Committee Representative to the Normandeau Cultural and Natural History Society*** . .66
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(5) **CORRESPONDENCE**

(6) **PETITIONS AND DELEGATIONS**

(7) NOTICES OF MOTION

1. Legislative & Administrative Services Manager – Re:
Notice of Motion – Councillor Jeffrey Dawson . . .70

(8) WRITTEN INQUIRIES

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Written Inquiry from Councillor Jeffrey Dawson - . . .73
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(9) BYLAWS

1. **3156/K -2004** – Land Use Bylaw Amendment - Rezoning of
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2. **3327/2004** – Road Closure Bylaw / Partial Road Closure,
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3. **3329/2004** – 2004 Supplementary Assessment Bylaw
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4. **3330/2004** – 2004 Tax Rate Bylaw
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| 5. | 3217/A-2004 – Johnstone Crossing Neighbourhood Area
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Public Utility Lot / City of Red Deer
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| 6. | 3156/N-2004 – Land Use Bylaw Amendment - Rezoning of
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| 7. | 3331/2004 – 2004 Off-Site Levy Bylaw
(3 Readings) | . .106
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Date: April 8, 2004

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: Proposed 2004 Off-Site Levy Rates

Off-site Levy Calculation – General Background

As you are aware, The City charges off-site levies on new development land within The City to cover the cost of extending trunk water, sanitary, and storm mains, arterial roadways, and associated facilities to serve new developments. The cost of expanding water and wastewater treatment facilities are funded through utility rates, and are not included in the off-site levy calculation. The off-site levy rates are reviewed on an annual basis to account for the following items:

1. Revenues received from new developments during the previous year.
2. Expenditures made to construct new facilities during the previous year.
3. The effect of inflation on the current Off-site Levy Fund debt or surplus.
4. Inflation on the estimated cost of constructing new off-site facilities in the future.
5. Changes in future infrastructure plans or funding.

For the 2004 rates, an inflation factor of 3.4% (Alberta's annual average Consumer Price Index) was applied to net expenditures incurred to the beginning of 2003, to reflect the current value of facilities that have already been constructed but are not yet paid for. For future expenditures, the Engineering Services Department has updated future sanitary trunk, storm trunk, water trunk, and major thoroughfare cost estimates.

Off-site Levy Calculation – Rate Scenarios

Tables 1 and 2 attached, provide Off-site Levy Calculations for two different Provincial Grant funding scenarios. Each table provides a summary of total expenditures and revenues to date, future expenditure estimates, the proposed 2004 rate calculation for that scenario, and a comparison of the proposed 2004 rates to the 2003 rates, for each of the roads, water, sanitary, and storm off-site facilities.

The proposed rate changes for the water, sanitary, storm off-site levies relate to the changes in revenues and expenditures made during 2003, the effects of inflation, and some changes in future infrastructure plans. The proposed water rates are about 18% lower than in 2003, due to a re-evaluation of the pumping and storage needs of the water distribution system. The proposed sanitary and storm rates are nearly 10% higher than in 2003, primarily due to an increase in actual and estimated trunk extension costs through the Inglewood East and West subdivisions. The net change in the sum of the water, sanitary, and storm rates is an increase of \$5 per hectare. These rates are the same in both tables.

For the road levy, the expenditures and revenues to date, the projected future construction costs, and the remaining development areas, are the same for both tables, but the amount of Provincial Grant funding changes for each of the scenarios.

Provincial Transportation Grant

The Province announced a 3-year program last year that would provide annual transportation funding at \$60 per capita. Although it is uncertain if this level of funding will continue beyond 2005, we have assumed that it will continue indefinitely at this level for the purposes of evaluating how much funding should be provided to support future off-site levy road projects. This evaluation involves a review of our current 5-year major capital transportation budget, as well as a further projection of transportation budget requirements over the next 10 years.

Five and Ten Year Transportation Budgets

Attached is Section 3 – Page 2 from the Capital Budget Summary presented to City Council in January. This sheet contains two tables; each listing Capital funding required for transportation projects in The City over the next 10 years, as well as the amount of Operating and Provincial Grant funding projected to be available during that time frame.

The first table assumes that 100% of the cost of road improvements within the Off-site Levy Basin would be covered from development levies (i.e. there would be 0% grant funding for off-site levy projects). At the end of 5 years, there is projected to be a surplus of Provincial Grant revenue in the amount of \$9,590,000, but by the end of 10 years, the funding projection drops to a \$1,179,000 shortfall. This is primarily related to the major funding needs of the proposed Northland Drive extension across the Red Deer River.

The second table assumes that Provincial Grants would fund 40% of the cost of road improvements within the Off-site Levy Basin, and the remaining 60% would be covered by development levies. At the end of 5 years, there is a projected grant surplus of \$4,777,000, but by the end of 10 years, there is a shortfall of \$12,138,000.

Note that, consistent with the budget presentation in January, infrastructure maintenance and other tax-funded projects have been given first priority for the use of Provincial Grant Funding. These projects have been allotted 75% provincial funding, the maximum allowed under the program.

Transportation Funding Options

This is a very complex issue that really concerns the amount of risk that City Council is willing to take with respect to The City's long-term ability to fund transportation projects, the long-term impact on the level of taxation, and the affect on development costs. Making this issue more difficult to evaluate is the uncertainty of long-range provincial funding and City growth projections.

The funding scenario outlined in Table 1 (i.e. 40% grant) is consistent with the rate calculation approved in 2003, and would cause Off-site Levy rates to virtually remain the same (i.e. \$300 increase to \$48,900/ha). Over the next 5 years, there is projected to be sufficient funding to cover the cost of all transportation improvements, but there would be insufficient funding to cover the cost of the Northland Drive / River crossing in the 5 to 10 year horizon.

The funding scenario outlined in Table 2 (i.e. 0% grant) would cause Off-site Levy rates to increase by 27% to \$61,795/ha. This is in addition to the 27% increase approved in 2003. Over the next 5 years, a grant surplus of nearly \$10 million would be generated to fund the Northland Drive / River crossing in the 5 to 10 year horizon.

UDI Comments

City Administration has had several meetings with UDI (Urban Development Institute) over the past year, and advised UDI in December that the Capital Budget would be based on zero provincial funding for off-site levy projects due to other funding priorities. UDI has indicated their support of the 2003 rate increase, but is concerned about another substantial increase in levy rates (see letter of March 24, 2004 attached). UDI has asked The City to consider providing funding for road links that connect to Provincial Highways, such as Delburne Road, 67 Street, and Northland Drive.

Table 3 outlines the Off-site Levy rates that would result if these Highway Connectors were funded at 75% grant. As indicated, the overall Off-site Levy rate would rise by 1.4% to \$49,260 and Off-site Levy projects would consume about \$14 million in Provincial Grant funding. This would result in a grant shortfall of approximately \$13.7 million over the next 10 years.

UDI also asked that we assess the affect of increasing the Off-site Levy Basin to include the proposed annexation lands. This would add approximately 310 hectares of developable land including some County lands to create a logical infrastructure boundary along Northland Drive and 20 Avenue. Note that Section 23 including College Park is already contained in the Off-site Basin. Although there would be additional lands to share the costs, there would also be additional costs related to the construction of parts of Northland Drive, 30 Avenue, and 20 Avenue. Drawings D1 and D2 attached illustrate the differences in the basins. Tables 4 and 5 outline two scenarios for funding, which result in Off-site Levy rates ranging from \$51,280 to \$61,080. The scenario shown in Table 4 consumes about the same amount of grant funding as the Table 2 scenario (i.e. In Table 2, Northland Drive and 30 Avenue are outside of the basin and assumed to be funded from grants). The grant consumption in Table 5 would be similar to the scenario in Table 3 and would result in a \$13.7 million grant shortfall at the end of 10 years.

It should be noted that the scenarios outlined in Tables 4 and 5 have allowed for an expanded Road Basin, but have not expanded the Water, Sanitary, or Storm Basins. This basin expansion should be done in future years if the expanded basin is adopted for the road levy calculation.

Summary

There are several issues to consider in determining a Road Off-site Levy rate, including:

1. Should the Off-site Levy Basin be expanded to include proposed annexation lands?
2. Should a portion of provincial funding be reserved for expansion and development of Highway Connector Roads such as 67 Street, Delburne Road, and Northland Drive?
3. How much funding will be available from the Province to support maintenance and improvement of the existing transportation network and transit system, and how much can be provided for Off-site Levy projects?

The results of the five road levy calculation scenarios are summarized below for easier reference and comparison.

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Scenario	Description	Proposed Levy			Transportation Grant	
		Road	Total	Change from 2003	Total Use (\$ Millions)	Projected 10 year Shortfall
Current	40% Grant	\$24,375	\$48,600	--	\$14.4	\$12.1
1	40% Grant	\$24,670	\$48,900	1%	\$14.4	\$12.1
2	0% Grant	\$37,565	\$61,795	27%	\$0	\$1.2
3	75% Grant for Highway Connectors	\$25,030	\$49,260	1%	\$14.0	\$13.7
4	Expanded Basin, 0% Grant except Northlands & 30 Av	\$36,850	\$61,080	26%	\$14.4	\$1.2
5	Expanded Basin, 75% Grant for Highway Connectors	\$27,050	\$51,280	6%	\$28.4	\$13.7

Conclusions

A meeting was held with representatives of UDI on April 7 to discuss the information outlined above. Highlights of this discussion are noted below:

1. It was generally agreed that the basin should be expanded to include the proposed annexation areas. This affectively eliminates scenarios 1, 2, and 3 outlined above.
2. No agreement was reached with respect to whether or not the Highway Connectors should receive City funding. UDI contends that the connectors provide for traffic growth from areas outside of the City growth areas. City Administration contends that the roadway expansions are almost entirely related to City growth, that highway traffic growth would make up only a small portion of the total traffic growth on these roads, and that existing roads would accommodate highway traffic growth for a very long time.
3. UDI is very optimistic that the Province will increase Transportation funding over the next three years, and indicated that they would accept the rate increase indicated in Scenario 4 (including the normal annual adjustments for inflation, etc.) in three years if the Province doesn't raise the level of funding adequately to cover the City's needs. City Administration is less optimistic about this increase in funding, but suggested that the levy rate be increased in more or less equal increments over the next 3 years to give UDI a chance to adjust to the rate increase and to participate in discussions with the Province about funding. This issue was not resolved.

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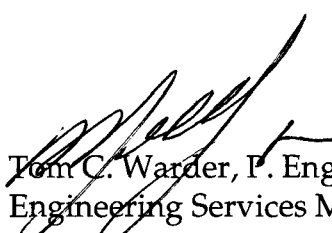
Recommendations

1. Based on the information provided above, we recommend implementing the Off-site Levy Rates as outlined on Table 4, totaling \$61,080. As this is a significant increase, we suggest that the rate increase be phased in over three years to provide the development industry some time to adjust and to participate in discussions with the Province about transportation funding. Allowing for inflation, the total off-site levy rate would be approximately \$64,800 in three years. An annual increase of \$5,400 would be needed to reach this level in three years.

We recommend that the overall Off-site Levy rate be increased by \$5,400 this year. Future rate increases will be subject to our normal annual review, although the intent is that the rate move toward the calculation as outlined in Table 4 by 2006, subject to changes in Provincial funding, infrastructure plans, and other impacts. For 2004, the overall rate would increase to \$54,000/ha, broken down as follows:

a. Water	\$ 6,855	(18.3% reduction)
b. Sanitary	\$ 4,020	(9.7% increase)
c. Storm	\$13,355	(9.7% increase)
d. Roads	<u>\$29,770</u>	(22.1% increase)
Total:	\$54,000/ha	(11.1% increase)

2. We recommend that City Council approve the attached amended Bylaw.



Tom C. Warder, P. Eng.
Engineering Services Manager

TCW/ldr

Att.

- c. City Manager
Director of Development Services
Director of Corporate Services
Utilities Engineer
Streets Engineer
Development Administrator
Engineering Services Administrative Supervisor
UDI Chapter Chairman, Russ Wlad

TABLE 1
2004 OFF-SITE LEVY RATE SUMMARY
40% Grant Scenario

	Water	Sanitary	Storm	Roads	Totals
EXPENDITURES AND REVENUES TO DATE					
Net Balance at Beginning of Year	\$1,382,792	(\$1,108,742)	(\$44,518)	\$655,939	\$885,470
Current Year Expenditures	(\$21,472)	(\$89,768)	(\$744,535)	(\$5,364,372)	(\$6,220,148)
Current Year Revenue	\$846,309	\$466,857	\$1,499,462	\$4,047,252	\$6,859,880
Current Year CPI Interest (Carrying Cost)	\$47,015	(\$37,697)	(\$1,514)	\$22,302	\$30,106
Net Balance to Date:	\$2,254,644	(\$769,351)	\$708,895	(\$638,880)	\$1,555,309
FUTURE EXPENDITURE ESTIMATES					
Projected Future Construction Costs	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$41,216,195)	(\$66,429,445)
Provincial Grant Funding				\$14,401,000	\$14,401,000
Net Future Expenditures:	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$26,815,195)	(\$52,028,445)
TOTAL NET COSTS AND RATE CALCULATION					
Total Costs	(\$6,961,989)	(\$4,003,646)	(\$12,053,427)	(\$27,454,075)	(\$50,473,136)
Remaining Development Area	1,016	997	902	1,113	
Proposed 2004 Rates (\$/ha)	\$6,855	\$4,020	\$13,355	\$24,670	\$48,900
COMPARISON TO 2003 RATES					
2003 Rates	\$8,390	\$3,665	\$12,170	\$24,375	\$48,600
Rate Change	(\$1,535)	\$355	\$1,185	\$295	\$300
Percent Change	-18.3%	9.7%	9.7%	1.2%	0.6%

NOTES:

- Based on the current population projections, it will take approximately 15 years to fully develop the service basin. During this time, we expect that the annual per capita Provincial Roads Grant will not keep pace with construction spending. In calculating the Roads Off-site Levy for this scenario, Provincial Grants are assumed to cover 40% of the cost of future road construction projects.
- Interest charges were written down in 1996. The total interest write down was \$19.7 million to the end of 1995, including the \$5.9 million write down in 1987. Inflation at the rate of the Consumer Price Index has been applied to Net Expenditures after 1996.

TABLE 2
2004 OFF-SITE LEVY RATE SUMMARY
0% Grant Scenario

	Water	Sanitary	Storm	Roads	Totals
EXPENDITURES AND REVENUES TO DATE					
Net Balance at Beginning of Year	\$1,382,792	(\$1,108,742)	(\$44,518)	\$655,939	\$885,470
Current Year Expenditures	(\$21,472)	(\$89,768)	(\$744,535)	(\$5,364,372)	(\$6,220,148)
Current Year Revenue	\$846,309	\$466,857	\$1,499,462	\$4,047,252	\$6,859,880
Current Year CPI Interest (Carrying Cost)	\$47,015	(\$37,697)	(\$1,514)	\$22,302	\$30,106
Net Balance to Date:	\$2,254,644	(\$769,351)	\$708,895	(\$638,880)	\$1,555,309
FUTURE EXPENDITURE ESTIMATES					
Projected Future Construction Costs	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$41,216,195)	(\$66,429,445)
Provincial Grant Funding				\$53,000	\$53,000
Net Future Expenditures:	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$41,163,195)	(\$66,376,445)
TOTAL NET COSTS AND RATE CALCULATION					
Total Costs	(\$6,961,989)	(\$4,003,646)	(\$12,053,427)	(\$41,802,075)	(\$64,821,136)
Remaining Development Area	1,016	997	902	1,113	
Proposed 2004 Rates (\$/ha)	\$6,855	\$4,020	\$13,355	\$37,565	\$61,795
COMPARISON TO 2003 RATES					
2003 Rates	\$8,390	\$3,665	\$12,170	\$24,375	\$48,600
Rate Change	(\$1,535)	\$355	\$1,185	\$13,190	\$13,195
Percent Change	-18.3%	9.7%	9.7%	54.1%	27.2%

NOTES:

- Based on the current population projections, it will take approximately 15 years to fully develop the service basin. During this time, we expect that the annual per capita Provincial Roads Grant will not keep pace with construction spending. In calculating the Roads Off-site Levy for this scenario, Provincial Grants are assumed to cover 0% of the cost of future road construction projects.
- Interest charges were written down in 1996. The total interest write down was \$19.7 million to the end of 1995, including the \$5.9 million write down in 1987. Inflation at the rate of the Consumer Price Index has been applied to Net Expenditures after 1996.

Population Projection					
	2004	2005	2006	2007	2008
Population Projection	72,691	74,581	76,296	77,882	79,145

There are a number of issues related to the Capital Budget that are worthy of mention. They are discussed as follows.

BASIC CAPITAL PROVINCIAL GRANT FUNDING

A significant funding source is the Basic Capital Grant (BCG). The following points need to be considered when reviewing the amounts presented in the tables:

- The funding received is based on \$60 per capita but as there is no long term agreement with the Province this continued level of funding is uncertain
- There is no indication that the \$60 per capita will be adjusted for inflation
- The funding received has been adjusted for population growth
- As the city continues to grow there will be an increased demand on this source of funding for bridge maintenance and operating maintenance such as crown paving (this increased demand has not been reflected in the amounts presented)
- There will likely be additional projects identified which qualify for funding from this source as the city continues to grow and develop
- The Transit fleet may grow faster than anticipated at this point
- The figures shown are in 2004 dollars. Inflation and cost increases have not been included

The following scenario assumes 100% Road Offsite Basin funding for most roads projects. The accumulation through 2008 is to ensure funds are available to finance the Northland river crossing, expected to begin in 2010. Even with this change, there will be a BCG shortfall of \$1.2 million.

BCG Assuming 100% Road Basin	2004	2005	2006	2007	2008	2009 +
Balance – Beginning of Year	1,755	3,190	4,908	7,638	7,187	9,560
Less: Funding Required – Capital	(2,138)	(1,969)	(1,060)	(4,332)	(1,588)	(31,806)
Less: Operating Funding	(788)	(788)	(788)	(788)	(788)	(3,940)
Add: Provincial Grant Funding	4,361	4,475	4,578	4,669	4,749	25,007
Surplus (Deficit)	3,190	4,908	7,638	7,187	9,590	(1,179)

The following projection assumes continued 40% Basic Capital Grant funding of eligible roads projects, with 60% funded from the Road Offsite Basin. At the end of ten years we project a BCG funding shortfall of \$12.1 million, assuming no additional funding is received.

BCG Assuming 40% BCG Funding	2004	2005	2006	2007	2008	2009 +
Balance – Beginning of Year	1,755	1,863	3,533	5,063	4,212	4,777
Less: Funding Required – Capital	(3,465)	(2,017)	(2,260)	(4,732)	(3,396)	(37,982)
Less: Operating Funding (Pavement Maintenance, etc.)	(788)	(788)	(788)	(788)	(788)	(3,940)
Add: Provincial Grant Funding	4,361	4,475	4,578	4,669	4,749	25,007
Surplus (Deficit)	1,863	3,533	5,063	4,212	4,777	(12,138)



MAR 24 2004

URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

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March 24, 2004

Mr. Tom Warder P.Eng.
Engineering Services Manager
City of Red Deer
Box 5008
Red Deer, Alberta T4N 3T4

Dear Mr. Warder,

2004 Transportation Levy

Thank you for meeting with members of our Association to update them on the proposed levy number that will be going forward to Council for approval. It is our understanding that you will be recommending a 0% contribution from the provincial transportation grant in support of projects deemed by the City to be "growth related".

This dramatic change in the funding practice is a cause of serious concern to our members and ultimately to the new home buyers that we represent. The 54% change to the transportation levy alone proposed for 2004 would result in an increase to the cost of a residential lot in the City of Red Deer close to \$1,000.00. Combined with the 77% increase in 2003, the total impact in the last 2 years would be approximately \$1700.00.

As we have indicated in previous correspondence our members generally supported the recommendation for 2003, which saw the transportation portion of the levy increase by \$10,795 to \$24,375 (77%). The main reason for this acceptance was that we understood the increased pressure for new roads based on the growth of the City and that fact that a portion of these roads were funded by provincial grant dollars. The proposal now will see an additional increase of \$13,190 (54%) and no contribution of grant dollars. The total increase in the transportation levy since 2002 will total \$23,785 or 173%. This proposal is not acceptable to the Urban Development Institute.

It is clear that the City of Red Deer requires additional funding to support the construction of new transportation infrastructure. We feel that placing the burden of funding much of this infrastructure solely on the backs of new home purchaser in this City is unreasonable and not supported under the guidelines set out in the Municipal Government Act. We feel that there are other sources of funding that should be at least partially responsible for paying for these projects. These sources must be aggressively pursued by the City of Red Deer. UDI remains committed to joining forces with the City and providing whatever assistance possible to secure this funding.



URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

In considering the calculation of the 2004 off-site levy rate, we put forward the following:

- 1) Firstly, UDI accepts the rates as proposed for the water, sanitary, and storm water levies.
- 2) With respect to the major thoroughfare levy we would request that the following projects be reviewed and alternate sources of funding be sought;
 - a. 19th Street – 40th Avenue to east of 30th Avenue
 - b. 19th Street – 30th Avenue to east of 20th Avenue
 - c. 67th Street and 30th Avenue intersection
 - d. 67th Street east of 30th Avenue to 20th Avenue
 - e. Northland Drive – Gaetz Avenue to river


These projects total nearly \$20,000,000 and they all have some significant regional transportation benefit. UDI's position would be that it is appropriate for the levy fund to pay only for that portion of these projects that pertains to new growth. We would request that grant funding level of 75% that existed prior to 2002 be restored for these projects only. The levy fund (home buyers) will be responsible for 100% of the remaining projects.

- 3) We would ask that a calculation be undertaken to determine the effect on the levy rate of increasing the basin to include the proposed annexation lands and the accompanying roadway projects.

The major impacts of this issue that are the focus of the UDI are the reduction in affordability of housing, and the financial ability of the City to keep up with growth. Housing affordability is the number #1 issue facing the homebuilding industry across the Country, we need to pay attention to this. UDI does not expect City taxpayers to be saddled with unfair costs anymore than new home buyers. Adequate funding must be made available from the source most able to provide it, the Provincial Government. The City is much better equipped to make this case to the Province than UDI and its members are.

We look forward to working with you to create a rate for 2004 that meets the needs of all parties.

Sincerely,

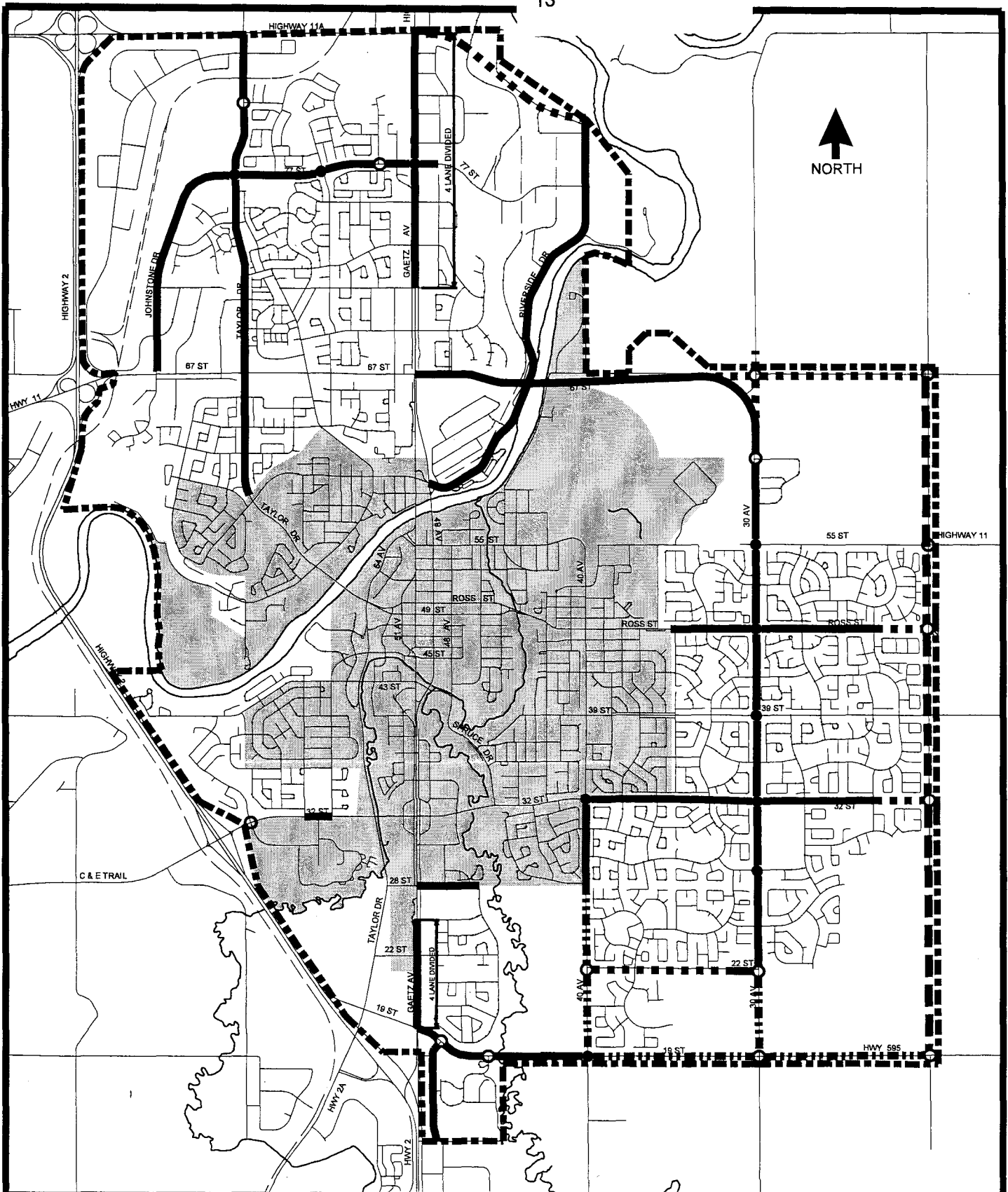


Russ Wlad, P.Eng.
Chapter Chairman

C: Guy Pelletier, Gord Bontje, Gary Will, Martin Broks

TABLE 3
2004 OFF-SITE LEVY RATE SUMMARY - UDI Proposal
0% Grant Scenario
75% Grant for Highway Connectors

	Water	Sanitary	Storm	Roads	Totals
EXPENDITURES AND REVENUES TO DATE					
Net Balance at Beginning of Year	\$1,382,792	(\$1,108,742)	(\$44,518)	\$655,939	\$885,470
Current Year Expenditures	(\$21,472)	(\$89,768)	(\$744,535)	(\$5,364,372)	(\$6,220,148)
Current Year Revenue	\$846,309	\$466,857	\$1,499,462	\$4,047,252	\$6,859,880
Current Year CPI Interest (Carrying Cost)	\$47,015	(\$37,697)	(\$1,514)	\$22,302	\$30,106
Net Balance to Date:	\$2,254,644	(\$769,351)	\$708,895	(\$638,880)	\$1,555,309
FUTURE EXPENDITURE ESTIMATES					
Projected Future Construction Costs	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$41,216,195)	(\$66,429,445)
Provincial Grant Funding				\$14,001,500	\$14,001,500
Net Future Expenditures:	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$27,214,695)	(\$52,427,945)
TOTAL NET COSTS AND RATE CALCULATION					
Total Costs	(\$6,961,989)	(\$4,003,646)	(\$12,053,427)	(\$27,853,575)	(\$50,872,636)
Remaining Development Area	1,016	997	902	1,113	
Proposed 2004 Rates (\$/ha)	\$6,855	\$4,020	\$13,355	\$25,030	\$49,260
COMPARISON TO 2003 RATES					
2003 Rates	\$8,390	\$3,665	\$12,170	\$24,375	\$48,600
Rate Change	(\$1,535)	\$355	\$1,185	\$655	\$660
Percent Change	-18.3%	9.7%	9.7%	2.7%	1.4%



PUBLIC ROADWAY LEVY

Not to Scale

February 2004

- Basin Boundary
- ===== Existing 4 lane road (included in levy rate)
- Proposed 4 lane road
- Proposed 4 lane with 2 existing lanes
- Initial 2 lanes of 4 lane divided roadway



Former Central Basin (levies do not apply)



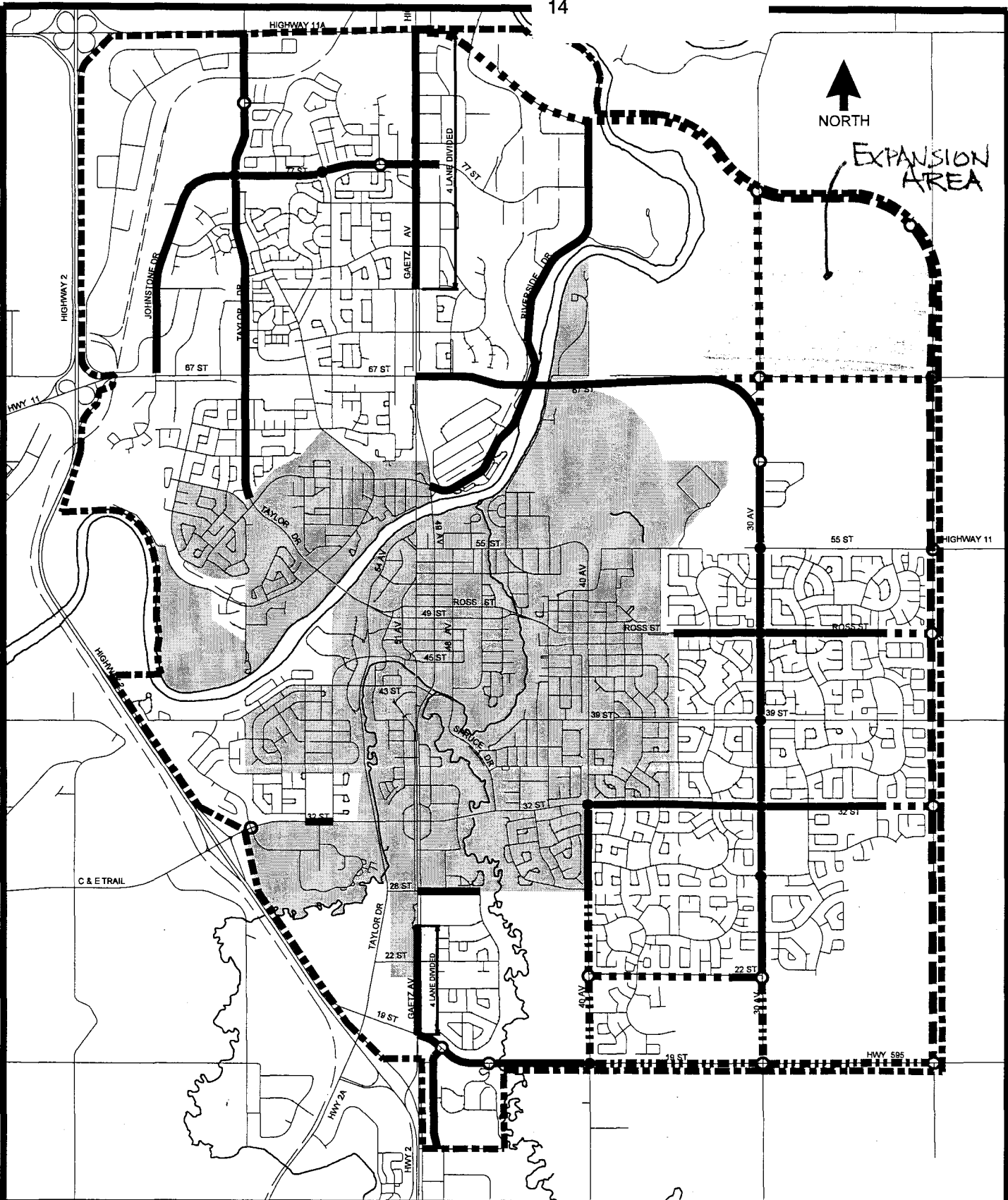
Existing traffic lights included in offsite levy rate



Proposed traffic lights included in offsite levy rate

OFF-SITE LEVY
BYLAW 33 / 2004
SCHEDULE "D" I

CURRENT BASIN



PUBLIC ROADWAY LEVY

Not to Scale

February 2004

- Basin Boundary
- Existing 4 lane road (included in levy rate)
- Proposed 4 lane road
- Proposed 4 lane with 2 existing lanes
- Initial 2 lanes of 4 lane divided roadway
- Former Central Basin (levies do not apply)
- Existing traffic lights included in offsite levy rate
- Proposed traffic lights included in offsite levy rate

OFF-SITE LEVY
BYLAW 33 / 2004
SCHEDULE "D" 2

EXPANDED BASIN

TABLE 4
2004 OFF-SITE LEVY RATE SUMMARY
BASIN EXPANDED TO INCLUDE NORTHLAND DRIVE AND 30 AVENUE AND ADJACENT LANDS
0% Grant Scenario except 75% for Northlands Drive and 30 Avenue

	Water	Sanitary	Storm	Roads	Totals
EXPENDITURES AND REVENUES TO DATE					
Net Balance at Beginning of Year	\$1,382,792	(\$1,108,742)	(\$44,518)	\$655,939	\$885,470
Current Year Expenditures	(\$21,472)	(\$89,768)	(\$744,535)	(\$5,364,372)	(\$6,220,148)
Current Year Revenue	\$846,309	\$466,857	\$1,499,462	\$4,047,252	\$6,859,880
Current Year CPI Interest (Carrying Cost)	\$47,015	(\$37,697)	(\$1,514)	\$22,302	\$30,106
Net Balance to Date:	\$2,254,644	(\$769,351)	\$708,895	(\$638,880)	\$1,555,309
FUTURE EXPENDITURE ESTIMATES					
Projected Future Construction Costs	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$66,255,195)	(\$91,468,445)
Provincial Grant Funding				\$14,444,000	\$14,444,000
Net Future Expenditures:	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$51,811,195)	(\$77,024,445)
TOTAL NET COSTS AND RATE CALCULATION					
Total Costs	(\$6,961,989)	(\$4,003,646)	(\$12,053,427)	(\$52,450,075)	(\$75,469,136)
Remaining Development Area	1,016	997	902	1,423	
Proposed 2004 Rates (\$/ha)	\$6,855	\$4,020	\$13,355	\$36,850	\$61,080
COMPARISON TO 2003 RATES					
2003 Rates	\$8,390	\$3,665	\$12,170	\$24,375	\$48,600
Rate Change	(\$1,535)	\$355	\$1,185	\$12,475	\$12,480
Percent Change	-18.3%	9.7%	9.7%	51.2%	25.7%

TABLE 5
2004 OFF-SITE LEVY RATE SUMMARY - UDI Proposal
BASIN EXPANDED TO INCLUDE NORTHLAND DRIVE AND 30 AVENUE AND ADJACENT LANDS
0% Grant Scenario except 75% for Highway Connectors

	Water	Sanitary	Storm	Roads	Totals
EXPENDITURES AND REVENUES TO DATE					
Net Balance at Beginning of Year	\$1,382,792	(\$1,108,742)	(\$44,518)	\$655,939	\$885,470
Current Year Expenditures	(\$21,472)	(\$89,768)	(\$744,535)	(\$5,364,372)	(\$6,220,148)
Current Year Revenue	\$846,309	\$466,857	\$1,499,462	\$4,047,252	\$6,859,880
Current Year CPI Interest (Carrying Cost)	\$47,015	(\$37,697)	(\$1,514)	\$22,302	\$30,106
Net Balance to Date:	\$2,254,644	(\$769,351)	\$708,895	(\$638,880)	\$1,555,309
FUTURE EXPENDITURE ESTIMATES					
Projected Future Construction Costs	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$66,255,195)	(\$91,468,445)
Provincial Grant Funding				\$28,392,500	\$28,392,500
Net Future Expenditures:	(\$9,216,633)	(\$3,234,295)	(\$12,762,322)	(\$37,862,695)	(\$63,075,945)
TOTAL NET COSTS AND RATE CALCULATION					
Total Costs	(\$6,961,989)	(\$4,003,646)	(\$12,053,427)	(\$38,501,575)	(\$61,520,636)
Remaining Development Area	1,016	997	902	1,423	
Proposed 2004 Rates (\$/ha)	\$6,855	\$4,020	\$13,355	\$27,050	\$51,280
COMPARISON TO 2003 RATES					
2003 Rates	\$8,390	\$3,665	\$12,170	\$24,375	\$48,600
Rate Change	(\$1,535)	\$355	\$1,185	\$2,675	\$2,680
Percent Change	-18.3%	9.7%	9.7%	11.0%	5.5%

Comments:

I concur with the recommendations of the Engineering Services Manager to increase the offsite levy rates as per the recommendation. While we have had excellent discussions with members of the Urban Development Institute, we don't share their optimism that the Province will increase transportation funding significantly over the next three years to offset the proposed increase in the offsite levy. Obviously the situation will be reviewed each year and if circumstances change, then we will be in a position to react quickly to any increase in funding from the province if that occurs. In the meantime, I believe that a phasing in of the significant increase to the transportation levy over three years is a prudent approach for the City to take. We will adjust the increase next year and the year beyond to account for any lost revenues as a result of not passing along the entire increase this year. In this way, no long-term loss of revenue would occur.

"N. Van Wyk"
City Manager



Legislative & Administrative Services

Council Decision – March 8, 2004

FILE

BACKUP

DATE: March 9, 2004
TO: Tom Warder, Engineering Services Manager
FROM: Nona Housenga, Legislative & Administrative Services Coordinator
SUBJECT: 2003 Arterial Road Levy – Urban Development Institute

Reference Report:

Engineering Services Manager, dated March 2, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, having considered the report from the Engineering Services Manager, dated March 2, 2004, re: 2003 Arterial Road Levy – Urban Development Institute, agrees to further table consideration of the report for up to 6 weeks to finalize the 2004 Off-Site Levy Rate Report."

Report Back to Council: Yes

Comments/Further Action:

A report is to be brought back for Council's consideration by the April 19, 2004 Council Meeting.

A handwritten signature in cursive script, appearing to read 'N. Housenga'.

Nona Housenga
Coordinator

/chk

c Director of Development Services



Engineering Services

700-053

Date: March 2, 2004

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: 2003 Arterial Road Levy - Urban Development Institute

On January 26, 2004, City Council tabled reports from the Engineering Services Department and the Urban Development Institute for a period of six (6) weeks. While information related to the 2003 Arterial Road Levy has been prepared for City Council, it was considered to be more effective to present the proposed 2004 Off-site Levy rates to Council at the same time. Unfortunately, the 2004 Off-site Levy Rate report is not yet finalized. We therefore respectfully request that City Council table this matter for an additional six (6) weeks.

A handwritten signature in black ink, appearing to read 'Tom C. Warder'.

Tom C. Warder, P. Eng.
Engineering Services Manager

TCW/ldr
Att.

- c. Director of Development Services
 - Streets Engineer
 - Utilities Engineer
 - Engineering Accountant
 - UDI Chapter Chairman, Russ Wlad

Comments:

We concur with the recommendation of the Engineering Services Manager.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager



Backup

Legislative & Administrative Services

DATE: January 21, 2004
TO: Engineering Services Manager
FROM: Legislative & Administrative Services Manager
SUBJECT: Request for Comments by: Monday, February 16, 2004
2003 Arterial Roadway Levy
January 21, 2004 Letter from U.D.I.

Please provide your comments to the attached letter from UDI, dated January 21, 2004 for the Monday, February 23, 2004 Council Meeting. At the Monday, January 26, 2004 Council Meeting, Council will table the discussion of the 2003 Arterial Roadway Levy for up to 6 weeks.

Your comments will be required by Monday, February 16, 2004 in order to allow time for the preparation of the February 23, 2004 Council meeting agenda.

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

Kelly Kloss
Manager

/attach.



URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

600, 4808 ROSS STREET
RED DEER, ALBERTA T4N 1X5
PHONE (403) 341-3320 FAX (403) 342-0969
EMAIL: rwlad@stantec.com

January 21, 2004

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

Attention: Tom Warder

Dear Tom

Re: 2003 Arterial Roadway Levy

On September 22 2003, the Urban Development Institute wrote to City Council expressing our concern with proposed increases to the major thoroughfare levy. These increases are driven partly by rapid growth in the City, but also in large part by changes in the number and size of transportation projects that the City expects home buyers (through the major thoroughfare transportation levy) to pay.

On November 24, you responded, through a letter to City Council recommending to maintain the arterial road levy rate at \$24,375/ha for 2003. You indicated through further review "improvements that were not required to give access to the development" such as widening of Gaetz Ave. North would be removed from the levy calculation.

Members of UDI are generally willing to accept these recommendations for 2003 understanding that further discussions will take place in 2004. Our efforts to date had been directed at attempting to develop a combined model between the City and UDI that allows any levies charged to new developments to be fair, reasonable, predictable and legal.

We think you would agree that it is not in the interest of the City to raise the cost of development to a level that encourages home buyers to move to bedroom communities such as Blackfalds, Sylvan Lake or Penhold. Those buyers pay no transportation levies to the City, yet many of them use City roads as they commute to jobs in the City, or use City services.

We ask that you consider making the following recommendations to City Council:

1. The major thoroughfare levy be left at the proposed \$24,275 per hectare for 2003, however only roadways "required to give access to the development" are included in the levy calculations.
2. The development industry, through UDI, should have meaningful input into the development of, and annual revisions to, the levy. The levy is



URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

determined annually by considering the nature and timing of projects that are required for development to occur. Because we are buying land and talking to home buyers on a regular basis, developers have an excellent understanding as to the extent of annual growth, the future direction of growth and the timing of that growth. With our input, the engineering department will make better decisions when planning which projects to construct annually, as well as when maintaining and annually updating the ten year plan. It is our understanding that the City have agreed to a process whereby they will annually convene a meeting of UDI representatives and City staff to review all of the pertinent issues. We think this meeting should be mandated, and City Council should require a joint report from the City and UDI prior to reviewing the annual offsite levy bylaw.

3. Much of the proposed increase in the percentage of transportation projects paid by home buyers is caused by a lack of provincial transportation funding. These annual per capita grants have not kept pace with inflation. Further, there is no certainty that they will be available on an ongoing basis; the province commits only three years at a time. Based on our understanding of transportation infrastructure needs, if the province immediately indexed transportation grants, and committed that they will be available on an ongoing basis, that many of the concerns raised by the engineering department would be allayed, as there would be sufficient provincial grant funds available to continue to pay for a significant portion of transportation infrastructure. We are confident that our help would be invaluable in making that happen. Further, many of the transportation projects contemplated are part of a new "ring road" that will be needed in the next decade or so. We think extraordinary funding may be available from other levels of government to fund all or part of that. We think that if the development industry works with the City, that we jointly stand a better chance of success than if the City lobbies alone.
4. The topic of provincial transportation grants remains troubling to the development industry. Traditionally the City has funded up to 75 percent of the cost of road projects using provincial grant money. In 2002 that percentage was reduced to 65 percent. The proposal in 2003 is to fund 40 percent of the cost of road projects using provincial grant funds. The development industry would support the current percentage based on the \$24,375/ha levy rate provided that City Administration and Council are committed to working cooperatively with UDI to maintain the current percentage of cost sharing of provincial funds.



URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

The development industry in Red Deer has a long history of working collaboratively with the City to build one of the finest cities in Canada (or the world). We look forward to maintaining that level of cooperation and working together with the City to jointly develop a levy model that is fair, reasonable, predictable and legal for all parties.

Sincerely

Urban Development Institute, Red Deer Chapter
Russ Wlad, Chapter Chairman

cc. Mayor Gail Surkan

d o:\administration\udi\lrr_udi - jan20 2003rev2.doc

Legislative & Administrative Services

DATE: January 27, 2004
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: 2003 Arterial Road Levy

Reference Report:

Legislative & Administrative Services Manager, dated January 21, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, agrees to lift from the table consideration of the 2003 Arterial Road Levy – Urban Development Institute report ."

"Resolved that Council of the City of Red Deer, having considered the report from the Legislative & Administrative Services Manager, dated January 21, 2004, re: 2003 Arterial Road Levy, agrees to further table consideration of the report for up to 6 weeks to allow the Urban Development Institute to respond to the report."

*Report Back to Council: Yes**Comments/Further Action:*

A report is to come back for Council's consideration at either the February 23rd or March 8th Council meetings.


Kelly Kloss
Manager

/chk

c Director of Development Services



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

January 27, 2004

Russ Wlad, Chairman
Urban Development Institute
Red Deer Chapter
600, 4808 Ross Street
Red Deer, AB T4N 1X5

Dear Mr. Wlad:

2003 Arterial Roadway Levy

Thank you for your recent letter dated January 21, 2004 regarding the 2003 Arterial Roadway Levy. As you may recall, it was scheduled to come before Council on January 26, 2004. However, additional time is required by City Administration to review your letter and, as such, Council agreed to table discussion of this to a future Council meeting.

Once I have received the City Administrative comments, I will advise you the date of the Council meeting where this matter will be heard.

Please call me if you have any questions.

Sincerely,



Kelly Kloss
Manager

c Engineering Services Manager



Legislative & Administrative Services

DATE: January 21, 2004
TO: City Council
FROM: Legislative & Administrative Services Manager
SUBJECT: 2003 Arterial Road Levy

At the Council Meeting of December 1, 2003, consideration was given to a report from the Engineering Services Manager dated November 24, 2003 regarding the 2003 Arterial Road Levy – UDI (Urban Development Institute).

At that meeting, Council agreed to table discussion for 8 weeks to allow UDI to comment on the report. Unfortunately, additional time is required to provide all the information to Council.

Recommendation

That Council further table this matter for up to 6 weeks.

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

Kelly Kloss
Manager



Old

URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

600, 4808 ROSS STREET
RED DEER, ALBERTA T4N 1X5
PHONE (403) 341-3320 FAX (403) 342-0969
EMAIL: rwiad@stantec.com

January 20, 2004

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

Attention: Tom Warder

Dear Tom

Re: 2003 Arterial Roadway Levy

On September 22 2003, the Urban Development Institute wrote to City Council expressing our concern with proposed increases to the major thoroughfare levy. These increases are driven partly by rapid growth in the City, but also in large part by changes in the number and size of transportation projects that the City expects home buyers (through the major thoroughfare transportation levy) to pay.

On November 24, you responded, through a letter to City Council. You rejected the vast majority of our arguments, and made a number of recommendations to Council that, if implemented, will largely preserve the status quo.

Members of UDI are generally willing to accept these recommendations. Our efforts had been directed at attempting to clarify and add transparency to the relationship between the City and the development industry. Our philosophy is that any levies charged to new developments need to be fair, reasonable, predictable and legal.

We think you would agree that it is not in the interest of the City to raise the cost of development to a level that encourages home buyers to move to bedroom communities such as Blackfalds, Sylvan Lake or Penhold. Those buyers pay no transportation levies to the City, yet many of them use City roads as they commute to jobs in the City, or use City services.

We ask that you consider making the following recommendations to City Council:

1. You suggest that the major thoroughfare levy be left at the proposed \$24,275 per hectare, even though in the body of your report to City Council you agree with UDI that at least one transportation project that is on the list should not be there. Therefore, a recalculation is in order.
2. The development industry, through UDI, should have meaningful input into the development of, and annual revisions to, the levy. The levy is determined annually by considering the nature and timing of projects that are required for development to occur. Because we are buying land and talking to home buyers on a regular basis, developers have an excellent understanding as to the extent of annual growth, the future direction of



URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

growth and the timing of that growth. With our input, the engineering department will make better decisions when planning which projects to construct annually, as well as when maintaining and annually updating the ten year plan. I want to acknowledge that you have informally agreed to a process whereby you will annually convene a meeting of UDI representatives and City staff to review all of the pertinent issues. We think this meeting should be mandated, and City Council should insist it will not review the annual offsite levy bylaw until it sees a demonstration that it has occurred.

3. Much of the proposed increase in the percentage of transportation projects paid by home buyers is caused by a lack of provincial transportation funding. These annual per capita grants have not kept pace with inflation. Further, there is no certainty that they will be available on an ongoing basis; the province commits only three years at a time. Based on our understanding of transportation infrastructure needs, if the province immediately indexed transportation grants, and committed that they will be available on an ongoing basis, that many of the concerns raised by the engineering department would be allayed, as there would be sufficient provincial grant funds available to continue to pay for a significant portion of transportation infrastructure. We are confident that our help would be invaluable in making that happen. Further, many of the transportation projects contemplated are part of a new "ring road" that will be needed in the next decade or so. We think extraordinary funding may be available from other levels of government to fund all or part of that. We think that if the development industry works with the City, that we jointly stand a better chance of success than if the City lobbies alone.
4. The topic of provincial transportation grants remains troubling to the development industry. Traditionally the City has funded up to 75 percent of the cost of road projects using provincial grant money. In 2002 that percentage was reduced to 65 percent. The proposal in 2003 is to fund 40 percent of the cost of road projects using provincial grant funds. The development industry would support that percentage, as long as there are no further reductions.

If administration and council are prepared to accept these clarifications, UDI will support the proposed resolution.

The development industry in Red Deer has a long history of working collaboratively with the City to build one of the finest cities in Canada (or the world). A revitalization of that relationship will make us all stronger, and position us jointly to maintain that level of cooperation.

Sincerely,

Urban Development Institute, Red Deer Chapter
Russ Wlad, Chapter Chairman

cc. Mayor Gail Surkan

Christine Kenzie

From: Tom Warder
Sent: January 16, 2004 1:01 PM
To: Christine Kenzie
Cc: Greg Sikora; Frank Colosimo; 'Russ Wlad'
Subject: RE: 2003 Arterial Road Levy - UDI

Christine,

UDI indicated that they would respond for the January 26 agenda, but I have not seen anything yet.

Russ, have you made any progress on this? I suggest that we meet again to discuss a joint approach for the 2004 rates. I don't know how you want to proceed with respect to the 2003 rates.

Tom Warder, P. Eng.
Engineering Services Manager
The City of Red Deer
(403) 342-8168
tomw@city.red-deer.ab.ca

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

From: Christine Kenzie
Sent: January 16, 2004 11:32 AM
To: Tom Warder
Subject: 2003 Arterial Road Levy - UDI

At the December 1, 2003 Council meeting, Council tabled consideration of the 2003 Arterial Road Levy report for up to eight weeks to allow the UDI to respond to the report.

Have you heard from the UDI if they are planning on submitting comments for the January 26, 2004 Council Agenda? Review of the January 26, 2004 Council agenda with the Mayor & City Manager starts at 9:00 a.m. on Tuesday, January 20, 2004.

Thanks.

Christine Kenzie
Legislative & Administrative Services
342.8201

Legislative & Administrative Services

DATE: December 2, 2003

TO: Tom Warder, Engineering Services Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: 2003 Arterial Road Levy – Urban Development Institute

Backup*Reference Report:*

Engineering Services Manager, dated November 24, 2003

Resolutions:

"Resolved that Council of the City of Red Deer, having considered the report from the Engineering Services Manager, dated November 24, 2003, re: 2003 Arterial Road Levy – Urban Development Institute, agrees to table consideration of this report for up to eight weeks to allow the Urban Development Institute to respond to said report."

Report Back to Council: Yes

Comments/Further Action

A report is to come back for Council's consideration at either the January 12th or January 26th Council Meeting.



Kelly Kloss
Manager

/chk

c Director of Development Services



LEGISLATIVE & ADMINISTRATIVE SERVICES

December 2, 2003

Russ Wlad
Urban Development Institute
Red Deer Chapter
c/o 600, 4808 Ross Street
Red Deer, AB T4N 1X5

Dear Russ:

2003 Arterial Road Levy – Urban Development Institute

At the December 1, 2003 Council Meeting, Council reviewed the 2003 Arterial Road Levy and passed the following resolution:

“Resolved that Council of the City of Red Deer, having considered the report from the Engineering Services Manager, dated November 24, 2003, re: 2003 Arterial Road Levy – Urban Development Institute, agrees to table consideration of this report for up to eight weeks to allow the Urban Development Institute to respond to said report.”

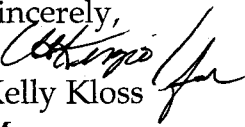
The dates for Council meetings in January, 2004 are *January 12* and *January 26*. Please let us know which Council meeting you will be providing comments for. If your comments are to be included with the Council Agenda, the deadlines for submission of comments to Legislative & Administrative Services are:

For the January 12, 2004 Council Meeting:
For the January 26, 2004 Council Meeting:

Deadline is *Monday, January 5, 2004*
Deadline is *Monday, January 19, 2004*

Please call if you have any questions.

Sincerely,


Kelly Kloss
Manager

c Mr. G. Bontje, Laebon Developments Ltd.
Engineering Services Manager

Fax Transmittal

UDI
600 - 4808 Ross Street
Red Deer AB T4N 1X5
Tel: 403 341-3320 Fax: 403 342-0969
rwlad@stantec.com

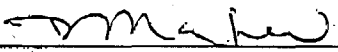
To:	City of Red Deer	Sender:	Russ Wlad, P.Eng.
Attention:	Kelly Kloss	Tel. No:	403 341-3320
Fax No:	346-6195	Fax No:	403 342-0969
Date:	01 December 2003		2 page(s) total includes cover sheet
File:	UDI		Original will NOT follow by mail

The content of this fax is confidential. If the reader is not the intended recipient or its agent, be advised that any dissemination, distribution or copying of the content of this fax is prohibited. If you have received this fax in error, please notify us immediately and return the original fax to us by mail at our expense. Thank you.

Reference: 2003 Arterial Road Levy Council Resolution – December 1, 2003

Attached is a letter regarding the 2003 Arterial Road Levy Council Resolution – December 1, 2003.

Regards,


for Russ Wlad, P.Eng.
Chapter Chairman

Attachment

c. Tom Warder, Engineering Services Manager

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**URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER**

600, 4808 ROSS STREET
RED DEER, ALBERTA T4N 1X5
PHONE (403) 341-3320 FAX (403) 342-0969
EMAIL: rwiad@stantec.com

December 1, 2003

Mr. Kelly Kloss
Manager,
Legislative Administrative Services

Re: 2003 Arterial Road Levy Council Resolution – December 1, 2003

UDI are generally supportive of Council's resolution regarding the report from the Engineering Services Manager dated November 24, 2003 on the 2003 Arterial Road Levy calculation. We would ask that this item be tabled for two weeks to allow us the opportunity to address some of the issues outlined in the resolution.

We will respond with a letter outlining our comments prior to the next council meeting.

Sincerely,

Russ Wlad, P.Eng.
Chapter Chairman

c. Tom Warder, Engineering Services Manager

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700-053

Engineering Services

Date: November 24, 2003

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: 2003 Arterial Road Levy - Urban Development Institute

The arterial road (major thoroughfare) levy is a charge paid by developers (private and City) on each hectare of land developed to support the cost of expanding of the arterial road network. Attachment #1 is a letter from the Urban Development Institute (UDI) dated September 2003 with regard to the arterial road levy. We have several comments in response to this letter.

1. 2003 Road Levy Rate Increase

As indicated by UDI and pursuant to our report of March 31, 2003 (attachment #2) and City Council resolution of April 7, 2003 (attachment #3), the arterial road levy increased from \$13,780/ha to \$24,375/ha in 2003. The rate increase was needed primarily because we expect future Provincial funding will be insufficient to keep up with the projected transportation needs over the next 5 to 10 years. The 2002 arterial road levy was based on 65% Provincial and 35% developer funding; whereas the 2003 rate is based on 40% Provincial and 60% developer funding.

UDI's letter indicates that they are "concerned that when this cost is passed on to home buyers, that many buyers will not be able to afford homes". The \$10,595/ha increase noted above equates to approximately \$760 per lot based on 14 lots per hectare. We feel that this increase is unlikely to be a significant factor in determining the affordability of a \$150,000 to \$250,000 home.

Essentially, the cost of extending arterial roads to new development areas is similar in nature to the cost of extending new water or sewer trunks. These are costs of development and should be paid for by the people who most directly benefit (i.e. the new home purchaser). If new lot purchasers do not cover this cost, it would have to be funded from taxes, which is unfair to homeowners in older areas who have already paid for the roads and services that were built in their areas, for their benefit.

2. Road Levy Calculation

The 2003 off-site levy calculation includes the following future road extensions or widening:

- a. 20 Avenue, from Delburne Road to 67 Street - initial two lanes only
- b. 30 Avenue from, Delburne Road to 22 Street - four lanes
- c. 40 Avenue from, Delburne Road to Selkirk Boulevard - four lanes
- d. Delburne Road, from 40 Avenue to 30 Avenue - four lanes
- e. 22 Street, from 30 Avenue to 40 Avenue - four lanes, undivided
- f. 32 Street, from Daines Avenue to 20 Avenue - four lanes
- g. Ross Street, from Donlevy Avenue to 20 Avenue - four lanes
- h. 67 Street, from 30 Avenue to 20 Avenue - four lanes and 30 Avenue intersection realignment
- i. Northland Drive, from Gaetz Avenue to Riverside Drive - four lanes
- j. Gaetz Avenue, from 71 Street to 77 Street - widen to six lanes

Attachment #4 is a map that illustrates the proposed roadways included in the 2003 arterial road levy for your reference.

The roadways listed under 2a to 2h above are all located within the southeast part of the City, and are "required to give access to the development" in that area (e.g. College Park section, Rosedale, Deer Park, Lancaster, Anders, Inglewood).

Similarly, the extension of Northland Drive on the west side of the river is related to development within the Riverside Industrial Park, although it can be argued that it will be used to provide access across the river. Conversely, it can be argued that the main purpose for the Northland Drive river crossing is to connect the new development areas on each side of the river.

Expansion of Gaetz Avenue, between 71 Street and 77 Street, to six lanes does benefit development in the Kentwood area, but is also required to accommodate growth in traffic entering the City from the north (e.g. Blackfalds, Lacombe, Chiles Industrial). As these areas outside of the City do not contribute to the off-site levy, we sympathize with UDI's argument that this road is not entirely "required to give access to the development". We are, therefore, proposing to remove this road from the off-site levy calculation in 2004.

All of the roads listed in item 2 above are shown in the Major Capital Transportation Budget for construction within 10 years, and will serve current or proposed development within that timeframe. The only exception is the 2.4

km section of 20 Avenue, extending south of 32 Street to Delburne Road, which may be delayed depending on development of the adjacent area.

The proposed Northland Drive River Bridge and road extending east thereof to 30 Avenue, as well as the extension of 30 Avenue northward to Northland Drive, are not included in the current arterial road levy calculation. These roads are expected to be included in a future or expanded off-site levy basin covering the lands lying northeast of the City (i.e. north of 67 Street). However, this future road construction is expected to be needed within the next 5 to 10 years, and will utilize a large amount of Provincial funding. In short, the East Northland Drive project is not covered by the current arterial road levy, but will compete with other transportation projects for Provincial Grants.

3. Edmonton Road Levy

The City of Edmonton Road Off-site Levy Policy requires that developers pay for the initial two lanes of all arterial roadways within developing areas; including land, grading, drainage, curbing, paving, walkways, lighting, berming, and landscaping. The City taxpayer funds the remaining two travel lanes when they are needed. To my knowledge, this is the only City in the Province that uses this model, although many Cities support new development roads in some fashion (e.g. using Provincial Grants and/or City funds). The manner in which Edmonton applies its road levy is similar to Red Deer's practices with three major exceptions:

- a. Edmonton developers do not pay for the final two arterial travel lanes. This is a significant advantage to the developer as they do not pay for approximately one third of the cost of the arterial road network in new development areas. Of course, this is a disadvantage to The City of Edmonton, as this cost would have to be paid for by the taxpayer. Edmonton may be more able to cover this cost, as they receive much more Provincial funding for transportation projects than The City of Red Deer does. We understand that the \$0.05/litre fuel tax that Edmonton receives equates to roughly \$100 per capita in annual funding as compared to Red Deer's \$60/capita.
- b. The City of Edmonton does not provide any funding to the construction of the initial two travel lanes for new development arterial roads. The advantage to the developer in this case is rate stability. Because there is no outside funding, the Edmonton rates are not subject to fluctuations in Provincial Grants or competing demands for such funds (e.g. transit, road rehabilitation,

November 24, 2003

capacity/safety improvements, etc.). A disadvantage is that developers cannot utilize Provincial funding when it is available. Historically, The City of Red Deer has provided the majority of funding (up to 75%) for arterial roads in new development areas. Recent growth rates in the City of Red Deer have reduced our ability to fund growth related transportation projects. This has caused a recent increase in road levy rates, although the 2003 rates still allow for 40% City funding.

- c. Edmonton developers construct and pay for the initial two lanes of arterial roads within new development areas. The City does not front-end or finance the cost in any way. The advantage to The City is that it doesn't share in the risk of development. The disadvantage to developers is that the first developer may have to front-end a significant amount of roadway in order to commence development. This road may benefit other developers and the investment may take several years to repay depending on the situation. This policy causes a reluctance to initiate development in a new area and may make it difficult for smaller developers to obtain financing for such an investment.

Arterial road off-site rates in Edmonton vary depending on the area of development, but range from \$13,000/ha to \$79,000/ha. The typical levy is about \$33,000/ha.

Attachment #5 is a copy of a letter from The City of Edmonton that outlines the calculation for the Ellerslie Neighbourhood in the City's south sector. The calculated rate for this area is \$35,860/ha and the levy applies to an area of 1,072 hectare of land development. This area is similar in size to the remaining area covered by the Red Deer road levy basin. The rate is nearly 50% higher than the current Red Deer arterial road levy.

4. Road Levies in Other Alberta Communities

We have also contacted other cities within the province and surveyed their forms of road off-site levy rates. Attachment #6 is a summary of the levy rates, the philosophies and methods of calculation used in establishing the levies, and future costs and funding issues identified. The rates vary from \$2,730/ha to \$79,000/ha; however, the level of service provided in exchange for the levy also varies considerably. For example, some communities require the developer to construct and pay for the initial two lanes of the adjacent arterial roadways and collect a road levy to upgrade the arterials to four-lane at a later date. The communities on the low end of the levy (e.g. Airdrie, St. Albert,

Lethbridge, and Leduc) are in the process of reviewing their rates and have indicated that they will need to increase them significantly to fund future transportation needs.

The formulas and philosophies for levy calculation vary considerably from one community to the next. Some municipalities consider their community as a single catchment area, and others use multiple catchments areas in determining levies. The intent in most communities is to have development pay for the full cost of developing the arterial roadway network in development areas, although many communities subsidize these costs in some fashion through the use of Provincial Grants and/or City funds.

5. Typical Arterial Road Cost

In response to the letter from UDI, we calculated the cost of arterial roads immediately adjacent to a typical quarter section of developable land. The cost per hectare for the initial two lanes of construction is approximately \$1.5 million or \$24,000/ha. The future costs for upgrading the roadway from two to four lanes is about \$750,000 for each quarter section of land, or \$12,000/ha. In total, a typical four-lane roadway would cost about \$36,000/ha. A drawing that illustrates a typical quarter section and the cost sharing proportions for the road and signals is attached (attachment #7) for your reference.

6. Municipal Government Act

As indicated by UDI, the Municipal Government Act (MGA) allows municipalities to recover the cost of "roads required to give access to the development" from developers. This statement can be interpreted in different ways. The City of Edmonton's interpretation seems to leave a significant road construction cost to The City taxpayer. This isn't the interpretation of Calgary whose policy requires developers to pay for the full cost of the arterial road system, and contribute to the cost of expressways and interchanges. Nor is it the interpretation of most mid-sized Cities who generally require developers to pay for the entire cost of the arterial road system.

The Province has recently given first reading to Bill 46 (attachment #8), which includes an amendment to the Municipal Government Act related to road off-site levies. If passed later this year, road off-site levies would be established under City By-laws similar to water and sewer levies rather than through the development permit process. This would give The City clearer authority for establishing road levies. The amendment would also cover past road levies assessed to developers dating back as far as 1978.

The City has legally assessed fair arterial road levies to developers for the past 30 years or more based on the principles of the MGA. Developers have not challenged The City on the amounts assessed because the funds have clearly been used for arterial road projects benefiting development in the City and the methods of calculation and accounting have been open and available for review. As indicated by UDI, developers have been less interested in the rate calculation in the past because The City has always provided the majority of the funding for "roads required to give access to development". This is something that The City is slowly becoming unable to continue due to high growth rates, competing needs, and lack of Provincial funding.

RECOMMENDATIONS

Considering the above information, we respectfully make the following recommendations:

1. In order to maintain revenues in balance with costs, the arterial road levy rate should be left at \$24,375/ha for the remainder of 2003, as approved by City Council in April. UDI has suggested that the rate should be reduced to the 2002 rate plus inflation but have not provided any evidence to support their assertion that the reduced rate would be 'suitable' or 'reasonable' to fund 'all transportation projects projected to be constructed in the next 10 years'.
2. The arterial road levy should continue to be reviewed annually and the level of Provincial funding that is applied to the calculation (if any) should be based on the current 5 and 10-year major capital budget forecasts. As per past City practice, Provincial funding should not be used for new development at the expense of other general benefit projects.
3. The full cost of building new or expanded arterial roads required to serve new development, including all travel lanes, signalization, walkways, and bridges should continue to be considered in the calculation of arterial road levies. We believe that this conforms with the MGA and the proposed amendment.
4. The City of Red Deer has done a considerable amount of work over the years in developing and maintaining a system for calculating road levies that is equitable for lot purchasers and City taxpayers and provides opportunity for developers of all sizes. We have also investigated the practices of other Alberta municipalities and believe that our current methods are a good fit for Red Deer. We would welcome further

correspondence and meetings with UDI to gain a better understanding of each other's views and to improve our arterial road levy calculation and assessment methods. Traditional methods of negotiating these matters are recommended as opposed to a joint task force.



Tom C. Warder, P. Eng.
Engineering Services Manager

TCW/emr
Att.

- c. Director of Development Services
Ken Haslop
Streets Engineer
Utilities Engineer
Engineering Accountant
UDI Chapter Chairman, Russ Wlad

Comments:

We concur with the recommendations of the Engineering Services Manager. We appreciate the concern of the Urban Development Institute with the rising costs that they face as a result of reduced City subsidization, given that the basic capital grant is not adequate to meet all of the City's growth needs for infrastructure. We note the concerns around the Northlands Bridge Project and wish to clarify that the bridge is not included in the off-site levies. However some of the approach roads are, given their importance to provide access to traffic flowing from new developments. This method is consistent with the funding arrangements for the twinning of the 67th Street Bridge. We agree it would be ideal if the Provincial Government funds these important transportation projects, however, we cannot plan on that basis since Provincial funding has proven to be unpredictable.

We are in agreement with UDI with respect to the cost sharing of the six lanes of Gaetz Avenue in North Red Deer and Administration has removed these costs from the off-site levy calculations.

We note the significant interest of UDI in the Edmonton formula. We believe that the understanding of the technical and financial implications of that formula are not fully understood. The report from the Engineering Services Manager outlines the most critical aspects of the comparison between the Edmonton and Red Deer off-site funding models. We note that there are advantages and disadvantages for both the City and developers in the Edmonton model when compared to our current practice.

Should UDI and Council have an interest in a further detailed technical comparison, we can undertake to work with UDI to see that accomplished. We do not believe that a task force is warranted to undertake that level of technical review.

We appreciate and understand UDI's concern with the situation created by the lack of adequate Provincial funding for transportation infrastructure development. We invite UDI to join the City in achieving a deeper understanding of this issue on the part of the Province and addressing the shortfall in Provincial infrastructure funding.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager

Attachment #1

**URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER****SEP 25 2003****CITY OF RED DEER
MAYOR'S OFFICE**

September 22 2003

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

Dear Mayor Surkan and members of City Council

Re: Offsite levies – Major Thoroughfare Levy

On April 7 2003, City Council dealt with the issue of increasing development levies. The major thoroughfare levy was increased from \$13,780 per hectare to \$15,470 per hectare effective January 1 2003. A further increase of \$8,905 per hectare was deferred until September of this year, pending a review of the levy by the Urban Development Institute (UDI). The total proposed increase is 76.9 percent. UDI members are concerned that when this cost is passed on to home buyers, that many buyers will not be able to afford homes.

Subsequent to this, UDI undertook a review. Our conclusions are as follows:

1. The authority to collect levies to fund transportation projects is derived from section 650 of the Municipal Government Act. Section 650(1) states that the municipality can require that the developer "enter into an agreement with the municipality to do any or all of the following:" and section 650(1)(a) lists: "to construct or pay for the construction of a road required to give access to the development".
2. For many years, it has been the practice of the City to pool the cost of many transportation projects together, and then to charge 25% of the total cost to developers, and pay the balance (75%) using provincial grants. Even though many of the road projects included in the pool may not have been specifically "required to give access to the development", developers were only paying 25% of the total cost. The effect was that by paying the major thoroughfare levy, the cost to developers may have been less than paying the cost of "roads required to give access to the development".

In the last few years, the percentage of roadwork projects funded by developers has increased. On April 7 2003 City Council amended the major thoroughfare levy to require developers to pay 60% of the cost, meaning that provincial grants pay only 40%, even though provincial grants have not decreased. More importantly, the nature of projects has broadened to include some projects that in previous years might not have been charged to the major thoroughfare levy fund. Further, projects have been added to the list that will be built ten or more years from now, serving development that may not occur for many



URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

years after that. The net effect is that the amount charged to developers may be exceeding the legally permissible amount.

3. We also learned that the dramatic increase in Major Thoroughfare levies proposed by the City of Red Deer is not a function of increasing construction costs. Rather, it is largely a function of the addition of one very significant project, namely road works related to the Northland Drive bridge. While we are quite certain that the Northland Drive bridge is not “required to give access to the development”, and should not be funded in whole or part by developers, we also question whether this is a project that should be funded by the municipality. It is clearly a regional transportation improvement, and should qualify for substantial provincial or even federal funding, much in the same way the major continuous corridor was funded in the early 1990’s, or the Centrium construction was funded. Even if funding programs do not exist at this time to pay for Northland Drive, that road is not planned to be built for ten or more years; that gives the development industry and the City ten years (and three provincial elections) to pressure the province for funding.
4. In addition, there are several other projects on the list used to determine the major thoroughfare levy which are clearly not “required to give access to the development”, or are beyond a reasonable time horizon for calculation of the levies. Rather, they are for improvements to the general transportation system in the City. They are for such things as improvements to the 67th Street/30th Avenue intersection, six laning Gaetz Avenue and significant improvements to the future 20th Avenue.
5. Other Alberta municipalities handle the issue of transportation levies in various ways. Many are uncomfortable with the legality their transportation levy policies. We determined that the one community that seems to have solved the conundrum of both obeying the law at the same time as collecting enough money from development to fund relevant road projects is Edmonton. The City of Edmonton and the local chapter of UDI have negotiated a comprehensive agreement that requires developers to pay the entire cost of roads required to give access to developments.

Representatives of Red Deer’s UDI, and Tom Warder of the City Engineering department traveled to Edmonton on May 27 2003 to meet with City of Edmonton engineering staff and Edmonton UDI members to learn about Edmonton’s arterial roadway assessment. A further meeting was held on June 12 2003 with Mr. Warder and UDI members in Red Deer with the stated purpose of modeling the application of the Edmonton process to Red Deer’s scenario. This research remains incomplete, due partially to an inability to agree on some basic definitions (such as what is a “road required to give access to a development”), and a general agreement that this modeling would require more time than was allocated.



URBAN DEVELOPMENT INSTITUTE RED DEER CHAPTER

Present City of Red Deer policy makes it appear that the City is somehow subsidizing the construction of roads in areas of new growth. This is clearly not the case. On April 7 2003, City Council temporarily froze the major thoroughfare levy at \$15,470 per hectare, which is comfortably within the range that the City of Edmonton determined realistic when they did a detailed analysis of the costs to pay 100% of "roads required to give access to the development".

Based on the research to date, it is the wish of UDI Red Deer to further explore converting Red Deer's system of funding major thoroughfares in new growth areas to mimic Edmonton's system. We acknowledge that the two cities are of vastly different size, and that growth rates are different. However, there are many similarities, and the Edmonton model is an excellent platform to build a "made in Red Deer" solution. The development industry is anxious to be seen to be paying our own way using a system that is both legal and fair.

If developers pay 100% of the cost of "roads required to give access to the development, then the City can use 100% of provincial transportation grants to fund improvements to the general transportation system in the city.

City Council can cause this to happen by directing senior members of your engineering department staff to participate in a task force with UDI members to plan this transition. We would ask that a member of council be designated to chair the task force. This task force will need some time to do it's job; council might ask for a report by June 30 2004, so that it can be thoroughly reviewed and adopted by the end of October 2004, and implemented effective January 1 2005.

Secondly, City Council should freeze major thoroughfare levy rates at the 2002 level with an annual adjustment for inflation for both the 2003 and 2004 years. This level is suitable and reasonable for all transportation projects projected by engineering staff to be constructed in the next ten years. The revised model will readdress the funding formula and timing of all future transportation infrastructure projects.

We attach a copy of the Edmonton Arterial Roadway Assessment agreement.

We thank you for your consideration.

Yours Truly

Urban Development Institute Red Deer Chapter
Gord Bontje

Arterial Roadway Assessment for Developing Areas

Recommendation:

That an arterial roadway assessment be implemented for developing areas in accordance with the principles outlined in Attachment 1.

Report Summary

- The report recommends adoption of an arterial roadway assessment, as negotiated with the Urban Development Institute over the last two years, in order to facilitate the extension of arterial roadways to serve developing areas.

Report

- At the present time, arterial roadway extensions into developing areas are funded by developers in accordance with the requirement for basic subdivision access as outlined in the Municipal Government Act (the "Act"). In the absence of any regulations in the Act governing approaches to sharing the costs of this infrastructure, the City has historically taken the position that the first developer into an area requiring access is responsible for the costs of constructing the roadway. The first developer may have no mechanism for recovering any of these costs from other developers taking access from the arterial roadway. This has led to a number of difficulties affecting the costs and efficiency of servicing new development:
 - The costs of constructing the arterial roadway may be onerous for one developer, leading to difficulties in the City securing the required arterial roadways.
- Posturing between developers may occur to avoid or defer the responsibility of constructing arterial roadways, leading to gaps in the arterial roadway network.
- No formal opportunity exists for cost recovery from other developers taking access, which creates equity issues amongst developers.
- The present system may discourage the completion of neighbourhoods in instances where completion of an arterial roadway is necessary to provide access to remaining undeveloped areas.
- The Transportation and Streets Department was approached by the Urban Development Institute approximately two years ago to discuss alternatives that would create a mechanism to facilitate the sharing of arterial roadway costs amongst developers to address these concerns.
- The involvement of the City in the process is necessary, as there is no mechanism for developers to create an overall system for the recovery of costs. The system proposed, an arterial roadway assessment, is modelled on the successful approach used to finance the construction of trunk sewers and related facilities and share the costs of these facilities amongst benefiting developers.
- Attachment 1 highlights the principles agreed to between the City and the Urban Development Institute in this process. Attachment 2 is a letter of support from the Urban Development Institute endorsing the Arterial Roadway

Assessment initiative as outlined in Attachment 1.

- A summary of the key principles in the arterial roadway assessment is as follows:
 - Developers will be responsible to cost share the first two lanes of a urban arterial roadway for all arterial roadways required for development access to an area (in accordance with municipal authority under the Municipal Government Act).
 - The arterial roadway assessment rate will be applied across a catchment area, which is generally equivalent to an Area Structure Plan. Arterial Roadway Assessment Rates will be adjusted annually.
 - The arterial roadways required for access will be determined through a Traffic Impact Assessment.
 - An Arterial Roadway Assessment will be charged through the servicing agreement as a rate per developable hectare. The rate will be calculated based on the projected and actual costs of arterial roadways required for access to the catchment area divided by the developable area. New provisions will be added to the standard servicing agreement to address this.
 - All servicing agreements in defined catchment areas will be subject to an Arterial Roadway Assessment (ARA).
 - The developer remains responsible for the initial construction of arterial roadways required for access. When construction costs are greater than

the Arterial Roadway Assessment, the developer incurs an overexpenditure, which will be recovered from any balance within the existing ARA account, or from future developments as assessments are collected within the catchment area.

- Overexpenditures will be reviewed and adjusted annually based on the construction price index or prime plus 1%, whichever is lower.
- The City will charge an administrative fee on a per servicing agreement basis to cover the costs of managing the process. The fee will be set annually by the Transportation and Streets Department in consultation with the Urban Development Institute. An initial estimate of the fee is \$750 per agreement.
- Where there are lands remaining to be developed in a catchment area and an arterial road has already been constructed by a developer to provide access, guidelines have been developed to bring these roadways into the ARA process. This will require amendments to some existing servicing agreements.
- The principles and other information contained in Attachments 1 and 3 were presented to representatives of the development industry and their consultants at a workshop on February 4, 2000. The workshop was attended by both members and non members of UDI, and represented a broad cross section of the development industry. Following the

workshop, the City – UDI committee undertook further work to develop initial catchment area definitions (outlined for information in Attachment 3) covering all of the approved residential Area Structure Plans and Servicing Design Concept Briefs. Over time, catchment areas will also be defined to include industrial areas where arterial roadways are required to provide access. Future Area Structure Plans or Servicing Concept Design Briefs will define catchment areas as part of the development approval process.

- Since the February 4 workshop, industry representatives have worked together to estimate ARA rates for various catchment areas. Initial estimates of these rates range from \$9,000 to \$33,000 per hectare in the defined catchment areas. The City has been advised of two catchment areas where affected property owners have been unable to agree on either the defined area or the rate. The concern of the owners is the increase in their development cost resulting from the ARA. Administration will be meeting with the owners to try and facilitate agreement on defined areas and rates.

Budget / Financial Implications

- The proposed Arterial Roadway Assessment (ARA) system will cause no net increase in costs to the City. The capital costs of arterial roadway construction will continue to be borne by developers. The costs of administering the system by the City will be recovered on the basis of a fee per servicing agreement.

Legal Implications

- Under the Municipal Government Act, the City has the authority to ask developers to construct roadways required to access their development. The City can also require developers to construct or pay for the construction of improvements, including roadways, with an excess capacity. Where the City has required a developer to construct or pay for the construction of an improvement with excess capacity, the City may require other lands that benefit from the improvement having excess capacity to contribute to the cost of that improvement.
- The proposed system has been reviewed by the Law Branch to ensure that the proposed system is in accordance with the requirements of the Municipal Government Act.

Justification of Recommendation

- Approval of an Arterial Roadway Assessment (ARA) system will facilitate development, the completion of the arterial roadway grid and a more equitable distribution of arterial roadway costs amongst developers. The system is modelled on the existing, successful approach utilized in the Drainage Branch. Adoption of the system is supported by the Urban Development Institute, and costs of administering the system will be paid for by the development industry.

Background Information Attached

1. Arterial Roadway Assessment Principles

2. Letter of Support from Urban
Development Institute
3. Defined Catchment Areas

Others Approving this Report

Al Maurer, P. Eng., Corporate Services
Department

ARTERIAL ROADWAY ASSESSMENT – BASIC PRINCIPLES

1. PRINCIPLES OF ASSESSMENT

1.1 Development Access Responsibility

- Developers are responsible for the first two lanes of all arterial roadways, to an urban divided standard, including channelization, for all arterial roadways required for development access to an area.
- Development arterial road access requirements will be determined through a Traffic Impact Assessment (TIA).
- If it is demonstrated through the Traffic Impact Assessment that two lanes are not adequate to service a development, a developer will be responsible for any additional roadway capacity required to adequately service a development. All additional components of arterial roads required for access are cost shareable.
- Extra-ordinary costs, such as a bridge or structure, which may be required for development access, will not be the responsibility of the developer. The developer will pay the equivalent of the first two lanes of an arterial roadway.
- Clarification of 'extra-ordinary costs' is required as part of the Traffic Impact Assessment.

1.2 Arterial Roadway Assessment Calculation

- Arterial Roadway Assessments will be calculated on the basis of a catchment area. A catchment area is generally defined as the Area Structure Plan. Where an Area Structure Plan is not in place, the Neighbourhood Area Structure Plan or Servicing Design Concept Brief will be used. In some cases, it may be appropriate to divide an Area Structure Plan into more than one catchment area.
- The Arterial Roadway Assessment will be based on the estimated costs of constructing arterial roads required for access to a catchment area. Roads required for access are

Arterial Roadway Assessments

arterials within and surrounding the catchment area and other connecting arterial roadways as may be determined by the TIA.

- The Arterial Roadway Assessment for a catchment area will be charged on a per developable area basis. The definition of the developable area will be the same as that used by the Drainage Branch for drainage permanent area contribution calculations, and includes all land within a catchment area, less environmental reserves (ER), municipal reserves (MR), school and park sites, power and utility lines rights of way, PUL's and land for arterial roads and freeways.
- The Arterial Roadway Assessment rate will be calculated as the estimated and actual costs of arterial roadways required for access, divided by the developable area in a catchment area.
- Arterial Roadway Assessments will be assessed for each subdivision through the servicing agreement.
- Each catchment area will have an individual account. Each account will be used to collect and hold assessments, track overexpenditures and disburse payments on overexpenditures.
- Cost shareable arterial roadway costs will include but not be limited to:
 - Road right of way land costs.
 - Two lanes of urban divided arterial roads including:
 - Road preparation (excavation, pavement removal, fill, sub-grade preparation, sub-grade stabilization, utility relocation).
 - Pavement structure and pavement marking.
 - Curb and gutter and road drainage.
 - Channelization for accesses to the area (accesses to private commercial developments not included).
 - 2.5m sidewalk or multi-use trail.
 - Street lights.

2. ARTERIAL ROAD ASSESSMENT RULES AND METHODS

2.1 Components of the Arterial Road Assessment Process

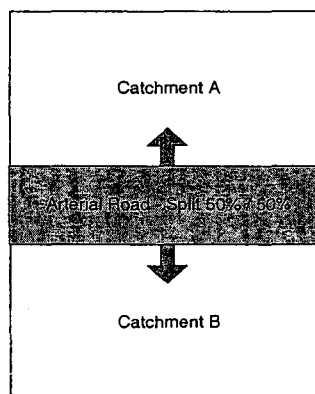
The Arterial Road Assessment process is comprised of the following major components:

Arterial Roadway Assessments

- Determining catchment areas and developable areas.
- Assigning arterial roads required for access to catchment areas.
- Estimating arterial road costs.
- Assessment rate calculation.
- Collection of assessments and disbursements of overexpenditures.
- Annual adjustment of assessment rates.
- Management of catchment area accounts.

2.2 Assigning Arterial Roadways to Catchment Areas

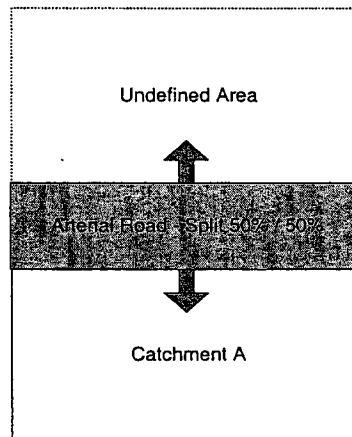
- The assessment for a catchment area will be based upon the estimated costs of constructing arterial roads that may be required for access. Roads required for access are arterials surrounding and within the catchment area, where access is taken, and other arterial roadways as may be determined in the Traffic Impact Assessment.
- Arterial road costs may be assigned to a catchment area in accordance with the following cost sharing methods.
 - i) **Arterial Bisecting Two Catchment Areas:** The cost of an arterial road which bisects adjacent catchment areas will be deemed to benefit each catchment area on a 50%/50% basis. That is, half of the cost of the arterial roadway will form part of the assessment of each catchment area.



Arterial Roadway Assessments

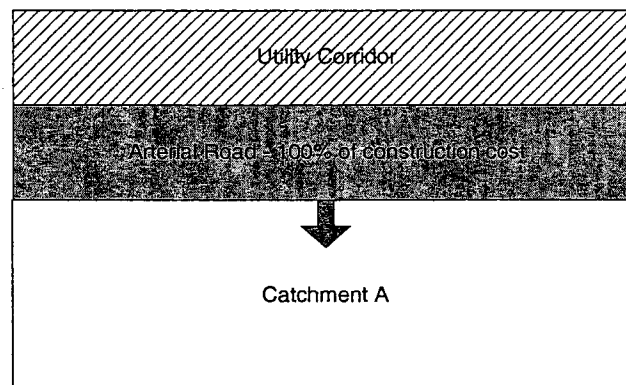
ii) Arterial Bordering a Catchment Area and an Undefined Area of

Development: An undefined area is where a structure plan or Servicing Design Concept Brief does not exist. This will be treated the same as an arterial bisecting two catchment areas.



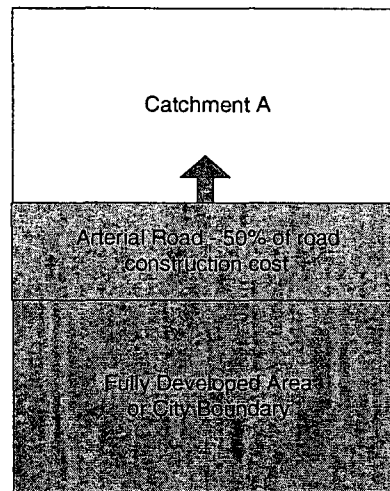
iii) Arterial Bordering a Catchment Area and an Area Not For Future

Development: For situations where an arterial roadway required for access borders a catchment area and an area which is not slated for development, (these areas may include but not be limited to the Transportation Utility Corridor, a ravine or undevelopable natural area), the cost of an arterial road will be allocated 100% to the catchment area.

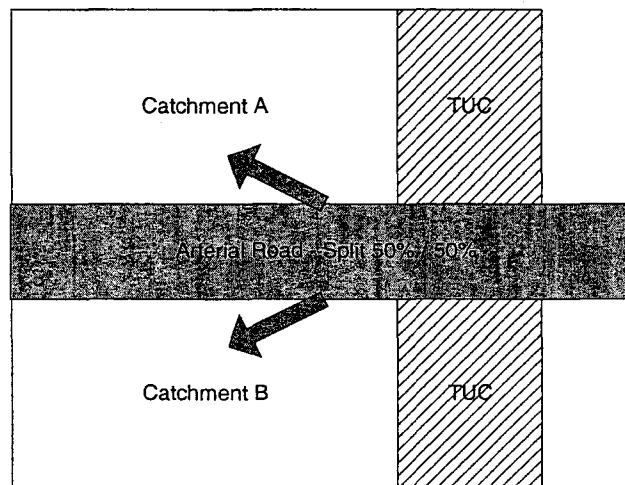


iv) Arterial Bordering a Catchment Area and an Area Fully Developed Prior to Adoption of Arterial Roadway Assessments or the City Boundary: The catchment area will be allocated half the cost of the arterial road.

Arterial Roadway Assessments

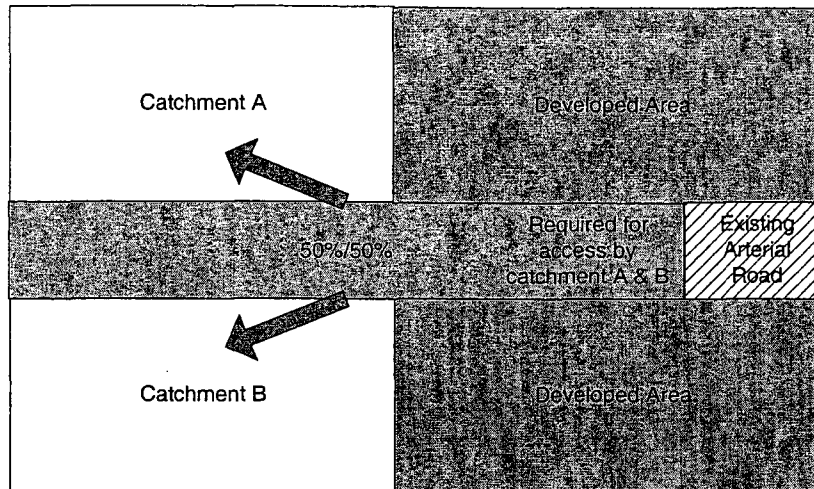


- v) **Roads Crossing the Transportation and Utility Corridor:** Where a road required for access must be extended across the Transportation Utility Corridor, the cost of the road will be attributed to the catchment areas immediately outside of the TUC on a 50%/50% basis.



- vi) **Arterials Required for Access:** Where a road required for access must be extended from a largely developed area to other catchment areas, the arterial road costs will be allocated to the benefiting catchment areas on a 50%/50% basis.

Arterial Roadway Assessments



2.3 Estimating Arterial Road Costs and Assessment Rates

- Developers will prepare road cost estimates for all arterial roads required to serve the catchment area.
- Unit rate cost estimates will be provided by the City of Edmonton for use where more specific information is unavailable.
- Developers will provide an estimate of the developable area remaining within a catchment area.
- The value of road right-of-way will be based on land value appraisals used for drainage facilities within the catchment area.
- All estimates will be reviewed and confirmed by the Transportation and Streets Department, and will form the basis for the Arterial Roadway Assessment rate for that catchment area.

2.4 Assessment Collection and Disbursement

- The Arterial Roadway Assessment will be charged at the time of servicing agreement for a subdivision or Development Permit.

Arterial Roadway Assessments

- The assessment calculation for a developer who develops but does not construct an arterial road is equal to:

$$\longrightarrow \text{Developable Area} \times \frac{\text{Catchment}}{\text{assessment rate}}$$

- Where a developer is required to construct an arterial roadway to access the catchment area, the developer's assessment will be reduced by the roadway construction costs.
- If the roadway construction costs exceed a developer's assessment, the difference becomes an 'overexpenditure' and may be recovered by the developer from funds within the catchment area account, or from assessments as further development occurs within the catchment area.
- Assessments received will be disbursed to developers holding overexpenditures. Developers will receive a pro-rata share of assessments according to the proportion of their overexpenditure balances to the total overexpenditure balance for the catchment area. Where a developer owes an assessment and is carrying an overexpenditure in the same catchment area, the amount of his assessment will be applied first to reduce his overexpenditure.
- An administration fee will be charged to cover the City's costs to administer the Arterial Roadway Assessment. The fee will be charged as a flat rate per servicing agreement.

2.5 Annual Adjustments

- To help ensure that Arterial Roadway Assessments rates are based upon current costs, elements making up the assessment rates will be escalated annually. Escalation indices will be as follows:
 - All outstanding overexpenditures will be escalated using the lower of Prime +1% or the Construction Price Index.
 - Where standard unit rate roadway cost estimates have been used as the basis for all or part of the estimated roadway cost, the most current annual unit rate cost factors prepared by the City will be applied to update the arterial roadway cost estimates.
 - In the absence of more detailed information, construction cost estimates for roads yet to be constructed will be escalated based on the rate of inflation as stipulated in the City of Edmonton Annual Budget Guidelines.

Arterial Roadway Assessments

- Arterial road right of way land estimates will reflect land value as per the land value used for drainage facilities within the catchment area.
- The remaining developable area in a catchment area shall be updated by the developer if revisions are made to the ASP and as more accurate estimates become available.
- Arterial Roadway Assessment rates will be adjusted annually based on the escalated roadway cost estimates, actual construction costs, remaining overexpenditures and any area or land value revisions.

3. GRANDFATHERING OF EXISTING ROADS

- Grandfathering of existing arterial access roadways built by developers will be considered for inclusion in the Arterial Roadway Assessment program based on the following criteria:
 - The arterial access roadway was built to a permanent standard on the ultimate alignment, to the satisfaction of the Transportation and Streets Department.
 - The arterial roadway will benefit other undeveloped lands in the catchment area.
 - Only land yet to be developed is assessable. Land already developed will not be assessed.
 - The developer's cost recovery will be calculated based on the following:
 1. A base Arterial Roadway Assessment rate will be calculated based on the 'green field' situation, prior to development, for the overall catchment area. The base rate will include all arterial roadways (not constructed by the City) required for access to the area.
 2. A theoretical Arterial Roadway Assessment will be calculated based on the 'green field' ARA rate and the developable area of the land already developed.
 3. The developer's maximum cost recovery will be the excess of his actual construction cost (without interest) to the theoretical Arterial Roadway Assessment for the area.
- Where arterial access roads are yet to be constructed, an Arterial Roadway Assessment for the catchment area will be calculated based on the estimated costs of roads to be constructed, plus the developer's cost recovery for a grandfathered road, divided by the developable area remaining in the catchment area.
- If a cost recovery is established, the servicing agreement through which the developer constructed the grandfathered road will be amended to provide for the cost recovery, and the cost recovery will be treated as an overexpenditure for the catchment area from the date of the amended servicing agreement.

**ARTERIAL ROADWAY ASSESSMENTS
PRECEDENT SERVICING AGREEMENT PROVISIONS**

1.1(d) the Owners have paid to the City the sum of \$..... as their total contribution for their proportionate share of the cost of construction of arterial roadways from which the Said Lands will benefit, plus the sum of \$ as payment of the Goods and Services Tax on such amount as assessed, charged and levied by the Government of Canada. The monies paid pursuant to this clause shall be referred to, collectively, as the "Arterial Roadway Assessments";

1.1(e) the Owners have paid to the City the sum of \$ 750.00 as the Arterial Roadway Assessment Fund Administration Fee, plus the sum of \$ 52.50 as payment of the Goods and Services Tax on such amount as assessed, charged and levied by the Government of Canada.

1.4 The Owners and the City acknowledge and agree that the Arterial Roadways Overexpenditure Recovery Amount is \$..... The parties acknowledge that the Arterial Roadways Overexpenditure Recovery Amount is based on estimates of construction costs for the arterial roadways. The Arterial Roadways Overexpenditure Recovery Amount will be adjusted to reflect the actual costs of constructing the arterial roadways. The cost of construction for this improvement shall include the construction cost, approved by the Manager, plus fifteen percent (15%) of such amount to cover all related expenses including engineering, surveying and administration, but shall not include Sales Taxes, as defined herein. The parties agree that Interest shall be paid on the Arterial Roadways Overexpenditure Recovery Amount in accordance with Article. 8.

8.2(d) Interest at the Prescribed Rate shall be calculated on the Owners' unpaid Arterial Roadways Overexpenditure Recovery Amount from the date that the City issues a CCC for the Paved Roads, Sidewalks, Curb and Gutter ("the Interest Start Date") to and including December 31st of the year preceding the year in which the last of the Arterial Roadways Overexpenditure Recovery Amount (including interest thereon as herein provided for) is paid to the Owners ("the Interest Termination Date"). Interest shall be calculated annually on the 31st of December in each year from and after the Interest Start Date to and including the Interest Termination Date, and shall be compounded annually on such dates.

8.3 The City acknowledges that the Owners are required to construct or pay for the construction of all or a portion of the arterial roadways in excess of the requirement for the Said Lands. The City shall, at such time as other land benefitted by the arterial roadways is developed or subdivided, as the case may be, enter into agreements with the applicants for development permits or subdivision approval for that other land, (the "Developers"), requiring the Developers to pay an amount, calculated in

accordance with the method outlined in Schedule "G" (the "ARA Payment"), as a condition of approval of their subdivision or issuance of a development permit. In calculating the amount to be paid to the City by Developers, the City shall include applicable Sales Taxes and interest at the rate prescribed in Article 8.2 (the "Prescribed Rate") calculated in the manner provided in Article 8.2. If and at such time as the City receives from the Developers the aforesaid payments and upon fulfillment by the Owners of the requirements described above and provided that the Owners are not otherwise in default under this Agreement, the City agrees to pay to the Owners a pro rata share of the amount the City receives from the Developers, within sixty (60) days of receipt by the City. The pro rata share shall be calculated in accordance with the method outlined in Schedule "H". The aggregate amount of such ARA Payments to the Owners shall not exceed the Arterial Roadways Overexpenditure Recovery Amount. If the City does not pay the said pro rata share to the Owners within the aforesaid sixty (60) days, the City shall also pay to the Owners interest on their pro rata share, calculated at the rate provided in Article 12.3, which interest shall begin to accrue on the said sixtieth (60th) day. Nothing in this Article shall obligate the City to pay to the Owners any amount which the City is prevented by law from recovering from the Developers. Further, in the event that a Court orders the City to repay monies to the Developers, which monies had been previously collected from the Developers and paid to the Owners as part of their pro rata share of a ARA Payment, the Owners shall indemnify the City in respect of such amounts and shall repay to the City any amounts the City is obligated to repay to the Developers.

SCHEDULE "G"
METHOD OF CALCULATING FUTURE ASSESSMENTS TO BE COLLECTED FROM DEVELOPERS
FOR ARTERIAL ROADWAYS

The City shall collect from each future Developer amounts calculated in accordance with the following method for arterial roadways.

For the purpose of this Schedule the following definitions shall apply:

Arterial Roadway – those roadways identified in a TIA as being the arterial roadways required to provide access for the lands in the Catchment Area. If there is no TIA for a Catchment Area, "Arterial Roadway" shall mean any roadway identified by the City as being the arterial roadways required to provide access for the lands in the Catchment Area.

Assessable Area or AA - the area of the Developer's subdivision less the municipal, school and environmental reserves, the area of public utility lots, the area of pipeline rights of way and the area of freeways and arterial roads.

Catchment Area – an area of land that will, according to the TIA, benefit from a proposed arterial roadway. Unless the TIA clearly states otherwise, the Catchment Area is presumed to be:

- a) the land within an Area Structure Plan (the "ASP") or,
- b) where there is no ASP, the land within a Neighbourhood Structure Plan (the "NSP"),
or
- c) where there is neither an ASP nor a NSP, the land within a Servicing Concept Design Brief.

Constructing Owner – an owner of land within a Catchment Area who constructs an Arterial Roadway.

Construction Cost or CC - the approved amount paid by a Constructing Owner to his contractor for the construction of arterial roadways pursuant to the Constructing Owner's subdivision approval or development permit, plus fifteen percent (15%) of such amount to cover engineering, surveying and administration expenses but exclusive of all Sales Taxes.

Developer - any person, who subsequent to the date of this Agreement is granted a development permit or subdivision approval in respect of other land within the Catchment Area whose land benefits from the arterial roadways constructed or paid for pursuant to this Agreement.

Arterial Roadway Overexpenditure - the amount by which Construction Costs incurred by a Constructing Owner exceed that Constructing Owner's ARA Payment (as determined through Calculation 1).

$$\text{Rate} = \frac{\text{Total arterial roadway cost remaining to be paid including interest thereon}}{\text{Aggregate assessable area of the Catchment Area then remaining to be developed}}$$

Transportation Impact Assessment or TIA – an analysis prepared by developers as part of the ASP or NSP process that describes how an existing or proposed transportation network will handle the changes brought about by a proposed development and which identifies any roadway upgrading or enhancements required to address future traffic concerns.

In determining future assessments to be collected from Developers the following calculations shall be made:

Interest shall be computed as provided in Article 8.2 of the Servicing Agreement.

Calculation 1

ARA Payment = AA x Rate

Calculation 2

If the Developer is going to be constructing arterial roadways with the development or subdivision, the Developer's Construction Cost for any arterial roadways to be constructed by that Developer shall be determined.

The assessment to be collected, and then distributed to Constructing Owners within the Catchment Area, shall be determined in accordance with the following principles:

Assessment I

If the Developer is not constructing arterial roadways (when the results of Calculation 2 are zero) the Developer shall pay to the City the results of Calculation 1 (the ARA Payment); or

Assessment II

If the Developer is going to incur Construction Costs the Developer shall pay to the City the amount (if any) by which the results of Calculation 1 (the ARA Payment) exceeds Calculation 2 (Construction Costs); or

Assessment III

If the Developer has, with previous developments or subdivisions in the Catchment Area, constructed arterial roadways for which the Developer still has an outstanding Arterial Roadway Overexpenditure, the Developer shall pay to the City the difference between the amount (if any) by which the results of Calculation 1 (the ARA Payment) exceeds the Developer's outstanding Arterial Roadway Overexpenditure.

SCHEDULE "H"
CALCULATION OF PRO-RATA REBATE TO THE CONSTRUCTING OWNERS FOR ARTERIAL ROADWAYS

Where the City collects monies pursuant to Article 8.3 and Schedule "G" hereof, the monies shall be distributed to Constructing Owners within the Catchment Area who are then carrying an Arterial Roadway Overexpenditure.

Monies collected shall be distributed in the following order:

- 1) to Constructing Owners on a pro rata basis calculated using the outstanding balance of their respective Arterial Roadway Overexpenditures;
- 2) to the City to be held in trust for the payment of construction costs of arterial roadways within the Catchment Area yet to be constructed

Attachment #2

Engineering Services

700-053

Date: March 31, 2003

To: City Clerk

From: Director of Development Services

**Re: 2003 Water, Sanitary Sewer, and Storm Sewer Off-site Levies
and Major Thoroughfare Levy**

At the March 24, 2003 meeting of Council, consideration was given to the 2003 Off-site Levy rates for Water, Sanitary Sewer, and Storm Sewer. The Major Thoroughfare Levy was also considered.

Representatives of the Red Deer Chapter of UDI and the Homebuilders Association presented their concerns relating to the significant increase in the Major Thoroughfare Levy. They requested that Council provide them some time to work with them to discuss the levy and to determine if there were alternate ways to fund the necessary road costs, and to discuss equity issues respecting who should bear these costs.

Council agreed to delay a decision on the rate until such time as UDI and the Homebuilders had an opportunity to address the issue. It was agreed that City Administration would act as a resource and provide information respecting the derivation of the rate, The City's projected expenditures, and any other relevant information we are able to provide.

This decision was conditional on City Administration, in conjunction with the City Solicitor, determining an acceptable mechanism to execute Development Agreements that may have to be processed in the intervening period.

City staff have met with The City Solicitor and determined a means of executing these Agreements, that will protect The City's interests but will not require the developers to pay a significantly increased rate while the issue is being addressed.

City Clerk
Page 2
March 31, 2003

RECOMMENDATION

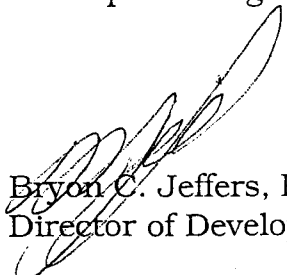
It is respectfully recommended that:

1. Council pass a resolution setting the Major Thoroughfare Levy for 2003 at \$24,375 per hectare, as recommended in the March 17, 2003 Engineering Services report to Council. Developers would be required to pay \$15,470 per hectare on signing of the Development Agreement, which is the 2002 rate adjusted to reflect what it would have been if there had been no change in the level of Provincial funding applied to the projects. The developer would also secure payment of the difference by providing an Irrevocable Letter of Credit for the balance. This Letter of Credit would be cashed no later than September 1, 2003, unless Council sets an alternate rate in the intervening period.

Once UDI and the Homebuilders have completed their review, presented it to Council, and Council have determined what the 2003 rate should be, the Letters of Credit will be used to make up the difference if any, or the developers will pay the difference and the Letters of Credit will be returned.

The Major Thoroughfare Levy would apply to the area within the "Basin Boundary" shown on the attached map. The Levy would not be assessed to properties within the "Former Central Basin" shown as a shaded area on the map.

2. It is further recommended that Council proceed with three readings of the Off-site By-law pertaining to Water, Sanitary Sewer, and Storm Sewer. These rates have been reviewed by UDI and they are not protesting these adjustments.

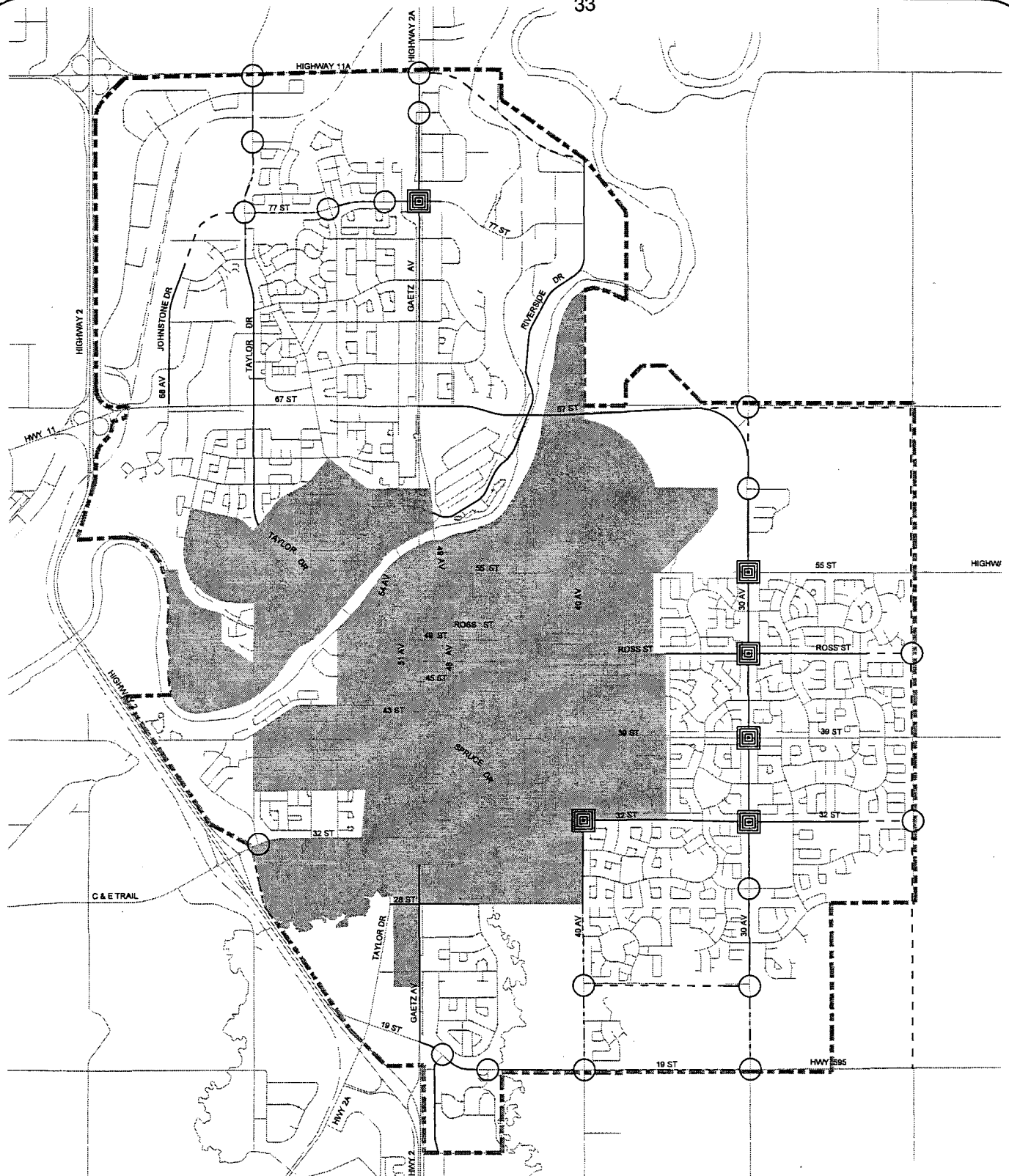


Bryon C. Jeffers, P. Eng.
Director of Development Services

BCJ/emr
Att.

- c. Engineering Services Manager
Streets and Utilities Engineer
Municipal Engineer
Engineering Accountant
Subdivision Administrator

Director of Corporate Services
Treasury Services Manager
Russ Wlad, UDI Chairperson
Guy Pelletier, Melcor



MAJOR THOROUGHFARE

Basin Boundary

Existing 4 lane road
(included in levy rate)

Proposed 4 lane road

Proposed 4 lane with
2 existing lanes



Former Central Basin
(levies do not apply)



Existing traffic lights included
in offsite levy rate



Proposed traffic lights included
in offsite levy rate

NOTE:

Only initial 2 lane construction included on 20 Avenue
(20 St to 67 St), Northlands Drive and 67 Street (20 Av to 30 Av)



Not to Scale
MAR 2003

Attachment #3



City Clerk's Department

Council Decision – April 7, 2003

DATE: April 8, 2003

TO: Bryon Jeffers, Director of Development Services

FROM: Kelly Kloss, City Clerk

SUBJECT: 2003 Water, Sanitary Sewer, and Storm Sewer Off-site Levies and Major Thoroughfare Levy

copy pls → Tom
 (pls. 3 hole punch)
 [Signature]
 [Signature]
 [Signature]

Reference Report:

Director of Development Services, dated March 31, 2003

Bylaw Readings:

Off-site Levy Bylaw 3310/2003 received three readings. A copy of the bylaw is attached.

Resolutions:

Resolved that Council of the City of Red Deer, having considered the report from the Director of Development Services, dated March 31, 2003, re: 2003 Water, Sanitary Sewer, and Storm Sewer Off-site Levies and Major Thoroughfare Levy, hereby:

1. Approves the Major Thoroughfare Levy for 2003 of \$24,375 per hectare which applies to the area as shown on the Major Thoroughfare map attached to the above noted project.
2. Agrees that at the time of signing a Development Agreement, developers are required to:
 - (a) Pay \$15,470 per hectare, and
 - (b) Secure payment for the remaining portion of the Levy of \$8,905 per hectare with an Irrevocable Letter of Credit to be cashed by the City of Red Deer no later than September 1, 2003 unless otherwise directed by Council.

Report Back to Council: Yes once UDI and the Home Builders have completed their review. The Council Meetings before the September 1, 2003 deadline are Monday, August 11 and Monday August 25, 2003.

Comments/Further Action:

This office will send out copies of Off-site Levy Bylaw 3310/2003 in due course.

Kelly Kloss
 City Clerk

/chk
 attchs.

c Treasury Services Manager
 Engineering Services Manager

BYLAW NO. 3310/2003

Being a Bylaw of The City of Red Deer to provide a uniform levy of off-site costs in respect of previously undeveloped land.

WHEREAS pursuant to provisions of Section 648 of the Municipal Government Act, The City may recover the cost of the following:

- 1 New or expanded facilities for the storage, treatment, or supplying of water;
- 2 New or expanded facilities for the treatment, movement, or disposal of sanitary sewage;
- 3 New or expanded storm sewer drainage facilities; and

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

- 1 This bylaw may be cited as "The Off-Site Levy Bylaw".

- 2 Definitions:

For the purpose of this bylaw:

- (1) "Development" shall mean:

- (a) a change of use of land, or an act done in relation to land that results in or is likely to result in a change in the use of the land, or

(b) a change in the intensity of the use of land or an act done in relation to land that results in, or is likely to result in, a change of the intensity of the use of the said land.

(2) "Gross Development Area" means each and every hectare or part thereof as shown on the Plan of Subdivision for the Development, including any area which may be dedicated for roads, lanes, walkways, parks, reserve parcels, schools, or any other public use.

(3) "Net Development Area" means the area remaining after deletion of lands required for major arterial roadways, environmental reserve, and other undevelopable lands from the Gross Area.

3 (1) In all the area outlined in the attached Schedule "A", the sum of \$3,665 for each hectare within the development area for Sanitary Trunk Service.

(2) In all the area outlined in the attached Schedule "B", the sum of \$12,170 for each hectare within the development area for Storm Trunk Service.

(3) In all the area outlined in the attached Schedule "C", the sum of \$8,390 for each hectare within the development area for Water Trunk Service.

4 All levies imposed under this bylaw shall be in addition to the fee payable for development permits or building permits, and shall be paid to The City prior to the approval of a subdivision plan, a development permit, or a building permit as the case may be.

5 Notwithstanding the provisions of this bylaw, where lands are required to be dedicated to The City in excess of the required 10% municipal and school reserves and where the Director of Development Services considers that such lands are undevelopable, or where lands are required to be dedicated to The City for major thoroughfares through the development area in excess of land required for highways to serve the development area, the Director of Development Services may at his discretion relax the requirement of this bylaw and reduce the area of the development area by the area of such excess lands to be dedicated for the purpose of calculating the off-site cost levies payable to The City.

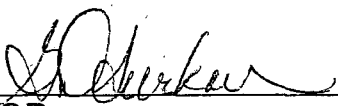
6 Bylaw 3068/92 is hereby repealed.

READ A FIRST TIME IN OPEN COUNCIL this 7th day of April 2003

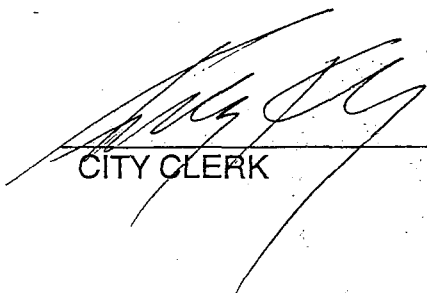
READ A SECOND TIME IN OPEN COUNCIL this 7th day of April 2003

READ A THIRD TIME IN OPEN COUNCIL this 7th day of April 2003

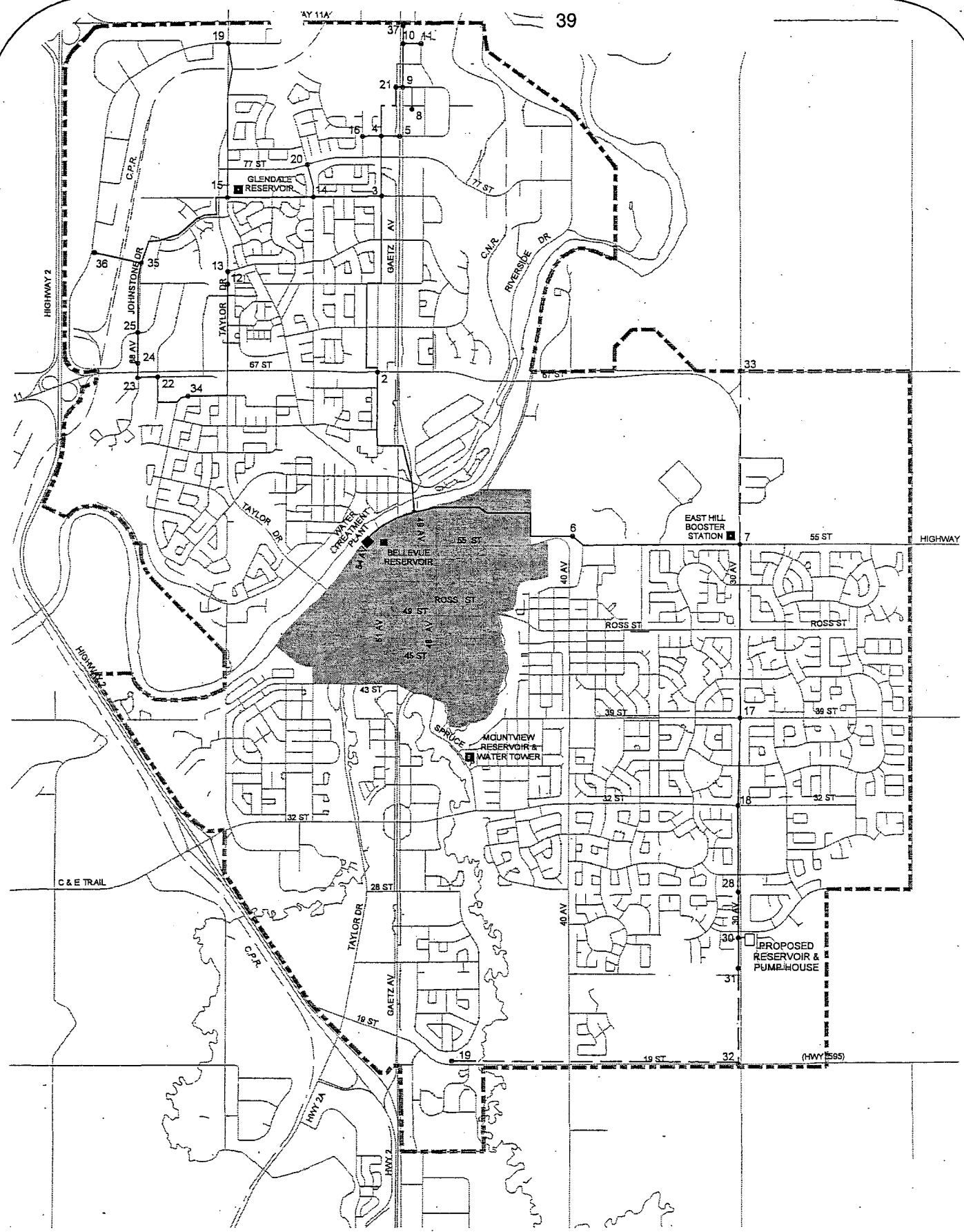
AND SIGNED BY THE MAYOR AND CITY CLERK this 7th day of April 2003



MAYOR



CITY CLERK



BYLAW 3310/2003

WATER TRUNKS

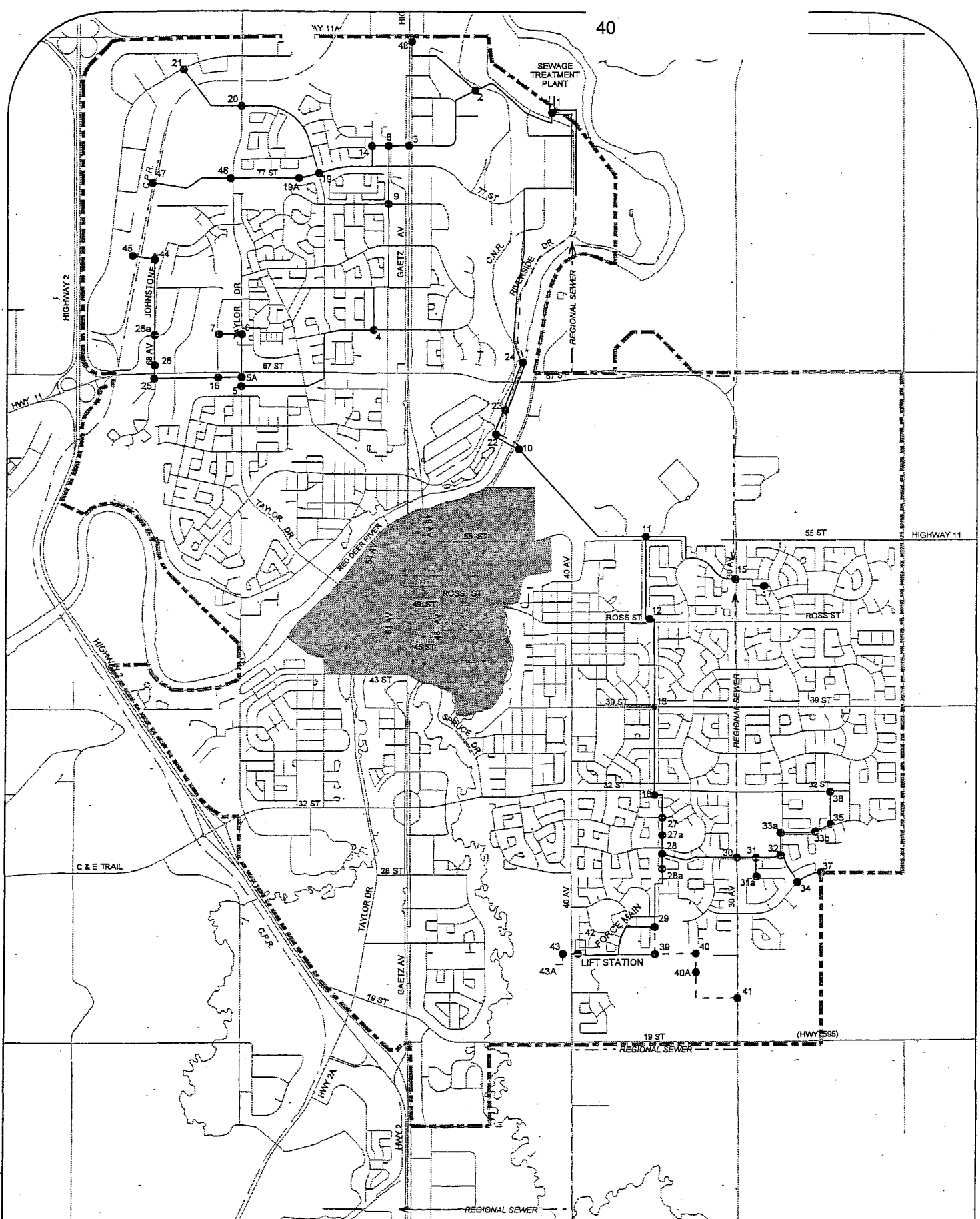
SCHEDULE "A"

- Basin Boundary
- Existing Trunks
- Proposed Trunks

Central Exempt Area
(levies do not apply)

Not to Scale
MAR 2003






BYLAW 3310/2003

Basin Boundary



Central Exempt Area
(levies do not apply)

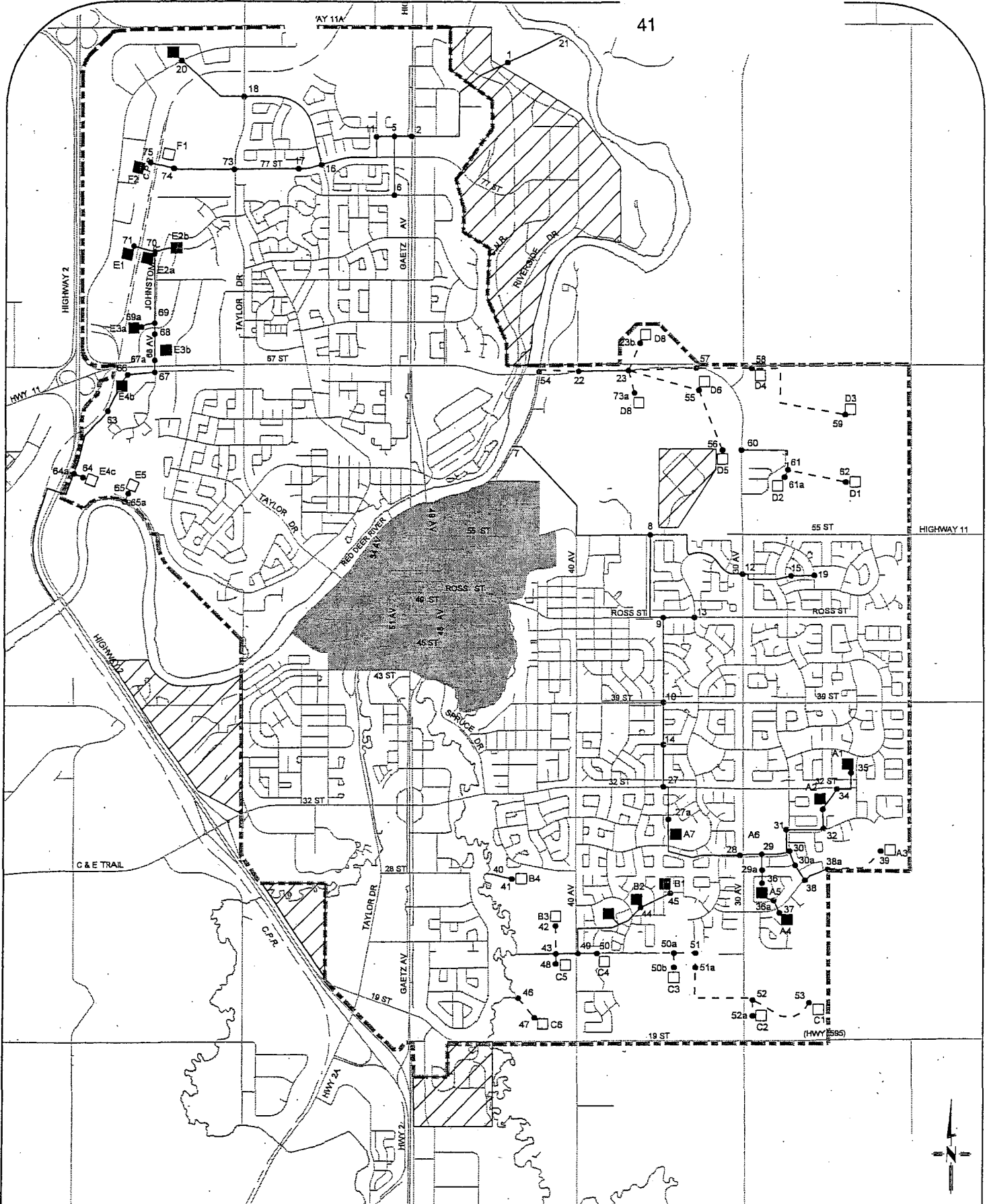
SANITARY TRUNKS

 Existing Trunks
 Proposed Trunks

SCHEDULE "B"

Not to Scale
MAR 2003





Basin Boundary



Central Exempt Area
(levies do not apply)



Developer to construct and pay for
own outfall main; basin levy charge
not applicable

STORM TRUNKS

Not to Scale MAR 2003

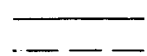


Existing Detention Pond
Proposed Detention Pond

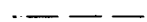


SCHEDULE "C"

BYLAW 3310/2003



Existing Trunks



Proposed Trunks



Attachment #4



-

Not to Scale
NOV 2003

Attachment #5

03 April 2003
File: 160-99000

Tel: (780) 917-7256
Fax: (780) 917-7179
dtaylor@stantec.com

City of Edmonton
Transportation and Streets
11th Flr – 9803 – 102A Avenue
Edmonton, AB T5J 3A3

Attention: Ms. Melanie Matwie

Dear Melanie:

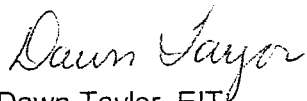
**Reference: Ellerslie ASP
Arterial Road Assessment**

Please find included the updates of the Arterial Road Assessment rate for the Ellerslie Area Structure Plan Boundary.

We trust that this submission is in order. Please contact me at 917-7256 if you have questions.

Sincerely,

STANTEC CONSULTING LTD.



Dawn Taylor, EIT
Consultant

Attachment

**ELLERSLIE AREA ARTERIAL
ROADWAY ASSESSMENT
25-Mar-03**

NOTES

- 1 The remaining assessable land is shown on the enclosed plan.
- 2 Road cost is based on \$1,500.00 per meter
- 3 The land cost for right-of-way is based on \$112,000 per hectare.

PRELIMINARY COST ESTIMATE**A. Parson's Road**

TUC to Ellerslie		800 m	x	\$ 1,500.00	\$ 1,200,000.00
Land Dedication	37 ROW	2.96 ha			
91 St. to 41Ave.		2800 m	x	\$ 1,500.00	\$ 4,200,000.00
Land Dedication	37 ROW	10.36 ha			
Arterial-Collector Intersections		1 ea	x	\$150,000.00	\$ 150,000.00
SubTotal Construction					<u>\$ 5,550,000.00</u>
Engineering (15%)					\$ 832,500.00
Land Dedication (Remaining)		13.32 ha	x	\$112,000.00	<u>\$ 1,491,840.00</u>
Total Cost					\$ 7,874,340.00

B. 91 Street

TUC to Ellerslie		Cost Estimate	\$ 165,000.00
Land Dedication	18.5 ROW	1.73 ha Remaining	
Ellerslie to Gateway 2		Cost Estimate	\$ 421,000.00
Land Dedication		Land Already Dedicated	
SubTotal Construction			<u>\$ 586,000.00</u>
Engineering (15%)			\$ 87,900.00
Land Dedication (Remaining)		1.73 ha x \$112,000.00	<u>\$ 194,146.40</u>
Total Cost			\$ 868,046.40

C. 66 Street

Boundary to Ellerslie (50%)	820 m	x	\$ 1,500.00	x0.5	\$ 615,000.00
Land Dedication 8.5 ROW	0.70 ha				
Ellerslie to 25 Ave (50%)	1630 m	x	\$ 1,500.00	x0.5	\$ 1,222,500.00
Land Dedication 8.5 ROW	1.39 ha				
25 Avenue to 41 Avenue	2380 m	x	\$ 1,500.00		\$ 3,570,000.00
Land Dedication 37 ROW	8.81 ha				
Arterial-Collector Intersections	4 ea	x	\$150,000.00		\$ 600,000.00
Shared (50%)	2 ea	x	\$150,000.00	x0.5	\$ 150,000.00
SubTotal Construction					<u>\$ 6,157,500.00</u>
Engineering (15%)					\$ 923,625.00
Land Dedication (Remaining)	10.89 ha	x	^{100,000} \$112,000.00		<u>\$ 1,219,512.00</u>
Total Cost					\$ 8,300,637.00

D. Ellerslie Road

Parson's Rd. to 91 St.	Cost Estimate		\$ 1,831,000.00
Land Dedication included in cost estimate			
91 Street to 78 Street	Cost Estimate		\$ 2,950,000.00
Land Dedication 8.5 ROW	0.44 ha		
78 Street to 66 Street	800 m	x	\$ 1,500.00
Land Dedication 17 ROW	1.36 ha		\$ 1,200,000.00
Arterial-Arterial Intersections			
Shared (50%)	1 ea	x	\$250,000.00 x0.5
			\$ 125,000.00
Arterial-Collector Intersections	1 ea	x	\$150,000.00
			\$ 150,000.00
SubTotal Construction			<u>\$ 6,256,000.00</u>
Engineering (15%)			\$ 938,400.00
Land Dedication (Remaining)	1.80 ha	x	^{100,000} \$112,000.00
			<u>\$ 201,600.00</u>
Total Cost			\$ 7,396,000.00

E. 25 Avenue

Calgary Trail to 66 St.	3600 m	x	\$ 1,500.00		\$ 5,400,000.00
Land Dedication 37 ROW	13.32 ha				
Arterial-Arterial Intersections	1 ea	x	\$250,000.00		\$ 250,000.00
Shared (50%)	1 ea	x	\$250,000.00	x0.5	\$ 125,000.00
Arterial-Collector Intersections	5 ea	x	\$150,000.00		\$ 750,000.00
SubTotal Construction					<u>\$ 6,525,000.00</u>
Engineering (15%)					\$ 978,750.00

Land Dedication (Remaining)	13.32 ha x \$112,000.00	\$ 1,491,840.00
Total Cost		\$ 8,995,590.00

F. 41 Avenue

Calgary Trail to 66 St. (50%)	2670 m x \$ 1,500.00 x 0.5	\$ 2,002,500.00
Land Dedication 8.5 ROW	2.27 ha	
Arterial-Arterial Intersections		\$ -
Shared (50%)	2 ea x \$250,000.00 x 0.5	\$ 250,000.00
SubTotal Construction		\$ 2,252,500.00
Engineering (15%)		\$ 337,875.00
Land Dedication (Remaining)	2.27 ha x \$112,000.00	\$ 254,184.00
Total Cost		\$ 2,844,559.00

Total Remaining Cost	\$ 36,279,172.00
-----------------------------	-------------------------

Over-Expenditures (end of 2002)

I-148 (including interest of \$17,239)	\$ 800,852.00
DS-835 (1)	\$ 994,613.00
This overexpenditure is included in the Cost Estimate for Stage 6	\$ (994,613.00)
DS-835 (2)	\$ 800,500.00
DS-792	\$ 574,366.00
Total	\$ 2,175,718.00

Total Assessable Cost	\$ 38,454,890.00
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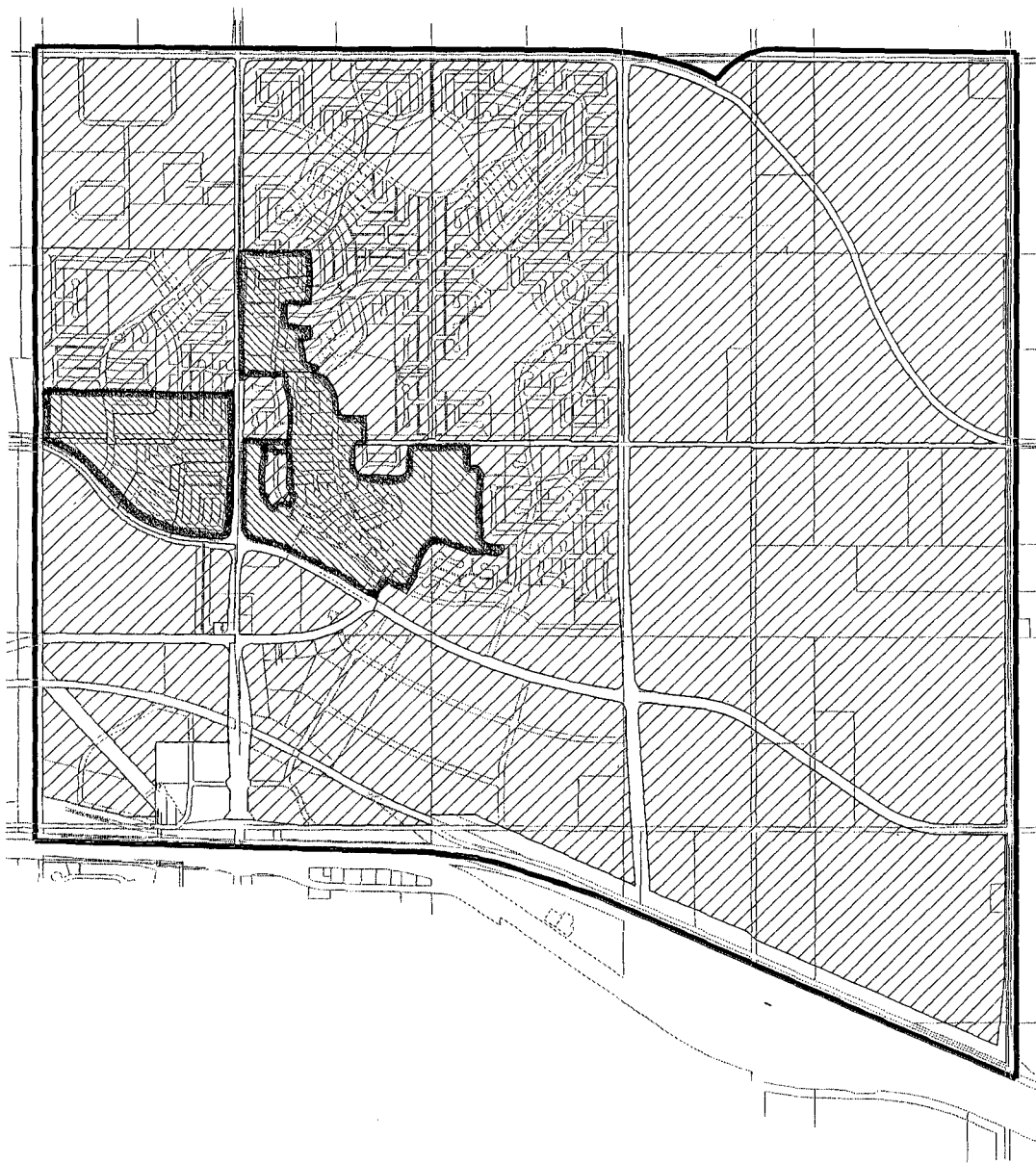
Assessable Land Calculation

Remaining Developable Land	1205.62 ha
-Stormwater Management Facilities	-47.38 ha
-Municipal Reserves	-62.98 ha
-Environmental Reserves	-22.91 ha

Remaining Assessable Land	1072.35 ha
----------------------------------	-------------------

2003 Arterial Road Assessment Rate

Total Remaining Cost	=	\$ 38,454,890.00	=	\$ 35,860.39 /ha
Remaining Assessable Land		1072		



Legend



Developed Land
Remaining Assessable Land



Stantec

W:\Projects\2003\20030327\20030327.dwg

Client/Project

ELLERSLIE
ARTERIAL ROAD ASSESSMENT

Figure No.

1.0

Title

Remaining Assessable Land

27 March 2003





Legend
- - - - - Remaining Arterial Roads
————— Arterial Roads Constructed
————— Ellerslie Boundary

Client/Project

ELLERSLIE
ARTERIAL ROAD ASSESSMENT

Figure No. 2.0

Title

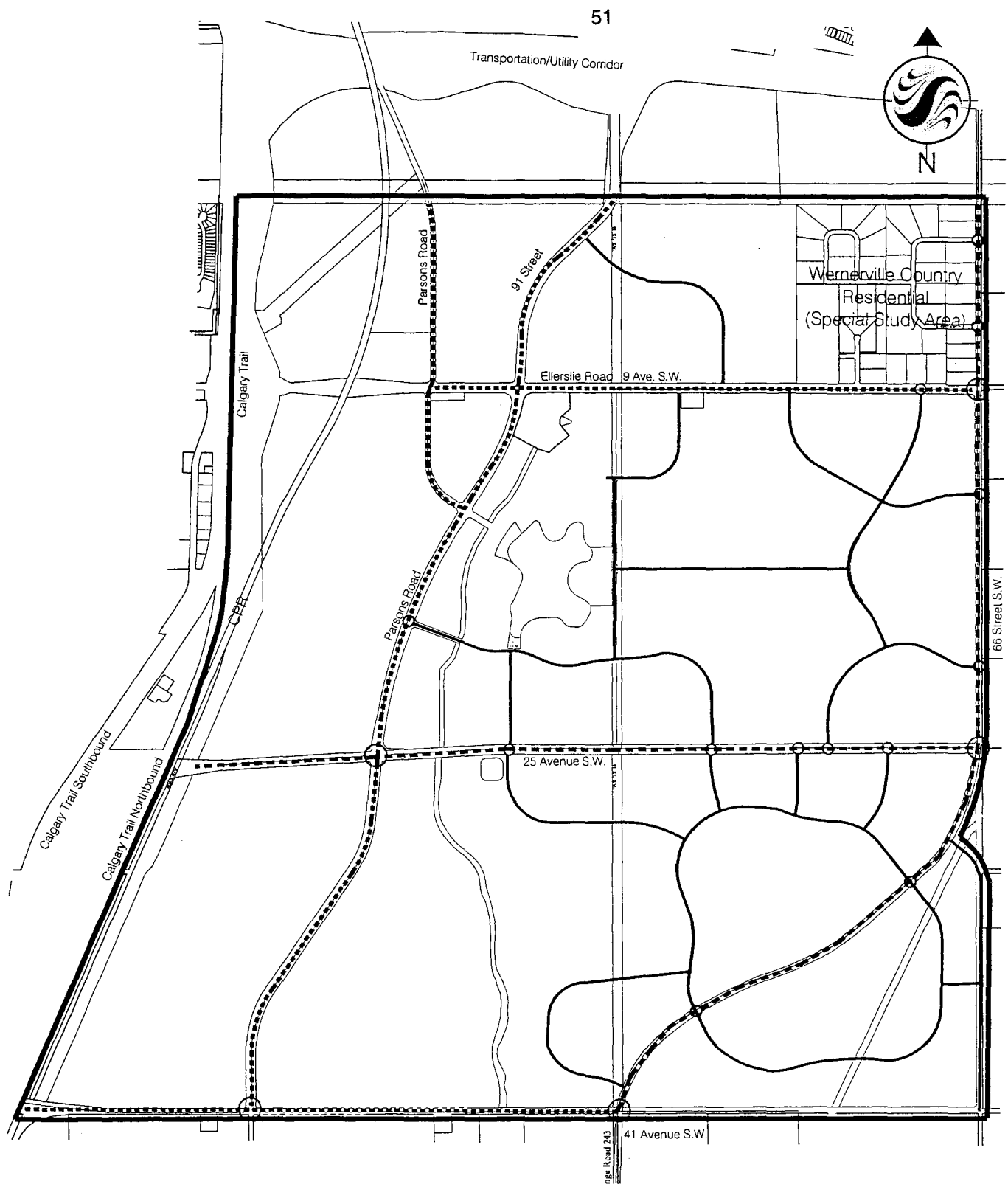
Constructed Arterial Road

April 1, 2003



Stantec

1455 VICTORIA AVENUE, SUITE 200, VICTORIA, BC V8W 2E2



1 : 1000 0 5 10 15 20 25m



Stantec

Legend



Remaining Arterial Arterial Intersections
 Remaining Arterial Collector Intersections
 Development Boundary

Client/Project

ELLERSLIE AREA STRUCTURE PLAN
 AMENDMENT

Figure No.

3.0

Title

Proposed Intersections

Attachment #6

Review of Major Thoroughfare Levies in other Alberta Municipalities

City	Rates	Philosophy	Rate calculation	Future Costs and Issues
Strathcona County (75,951 pop)	\$6,500/ha - \$25,000/ha	<ul style="list-style-type: none"> • Rates vary from area to area • Residential development pays for 100% arterial • Basic capital grant applied to arterials adjacent industrial development up to 75%, if available. • Total arterial costs included in rates are to a 4 lane divided standard and in some cases 6 lane divided 	<ul style="list-style-type: none"> • Development pays for their portion of cost immediately adjacent arterial roadway. • Same cost sharing formula as the City of Edmonton, except costs include the full four lane or six lane standards. 	
Grande Prairie (40,226 pop)	\$33,712/ha	<ul style="list-style-type: none"> • New proposed Transportation Levy Rate, Flat rate across the city • Objective-to achieve a "level playing field" for land areas within the City and find funding for all transportation projects. • Moneys from levy and provincial sources are put into pot and council decides which capital improvements are funded each year. Developers have to lobby Council to consider constructing new arterials equally with capacity/growth improvement projects. If not included in annual budget, the developer has the option to front end the two-lane roadway and be reimbursed later. Will be credit of offsite versus roadway construction up to \$750/m. • From 1990 to 2002: developer responsible for original 2 lane of arterial adjacent development plus \$8,000/ha levy for upgrading to four lanes divided. 	<ul style="list-style-type: none"> • Negotiated with development community. Starting position was 100% cost to developers, approximately \$80,000/ha (actual cost of 10 year transportation costs). • Agreed rate based on the average levy of tier 2 cities. Average levy of san/stm/wat/road is \$50,000. • In G.P. the san/stm component is \$17,000/ha. The road levy component was agreed to the remaining, \$33k/ha. 	<ul style="list-style-type: none"> • Next 10-year requirements for transportation projects are almost \$26M. Transportation System Levy collects approximately \$10.8M. Remaining to funded from other sources, approximately \$47k/ha.
Spruce Grove (15,983 pop)	\$8,500/ha	<ul style="list-style-type: none"> • Roadway Development Charge • Total cost of arterial improvements for the city is to be funded 75% by basic capital and 25% by levy. 	<ul style="list-style-type: none"> • Total net cost to city for arterial roadways/net contributing area 	
Camrose (15,253 pop)	Residential: \$528/unit (\$7,392/ha assumes 14 units/ha) Industrial: 2.66/m2 or 22.76/m2 of building area	<ul style="list-style-type: none"> • All projects required throughout the City are funded equally by Basic Capital, average of 42% of funding per project. • Projects determined to be required for full build out of development areas are considered for development charges. 	<ul style="list-style-type: none"> • \$22M required for transportation improvements related to development. 42% provincial grant and 18% matching city share is applied. Remaining 40% (\$8.9M) is developer cost. • Using ITE generation rates for trip ends for various land use types, the cost is proportioned back to industrial/residential lands. 	<ul style="list-style-type: none"> • Assumes next 25 years total transportation cost is \$44M. Assume Basic Capital will remain constant for the period, \$18.5M. Leaves \$25.6M to be funded by other sources including taxation, special provincial funding or development. Of which development would be funding \$8.9M. • Assumes a \$37/capita grant for next 25 years – based on 10 year average (assumed 2003 would be \$25/capita)

53

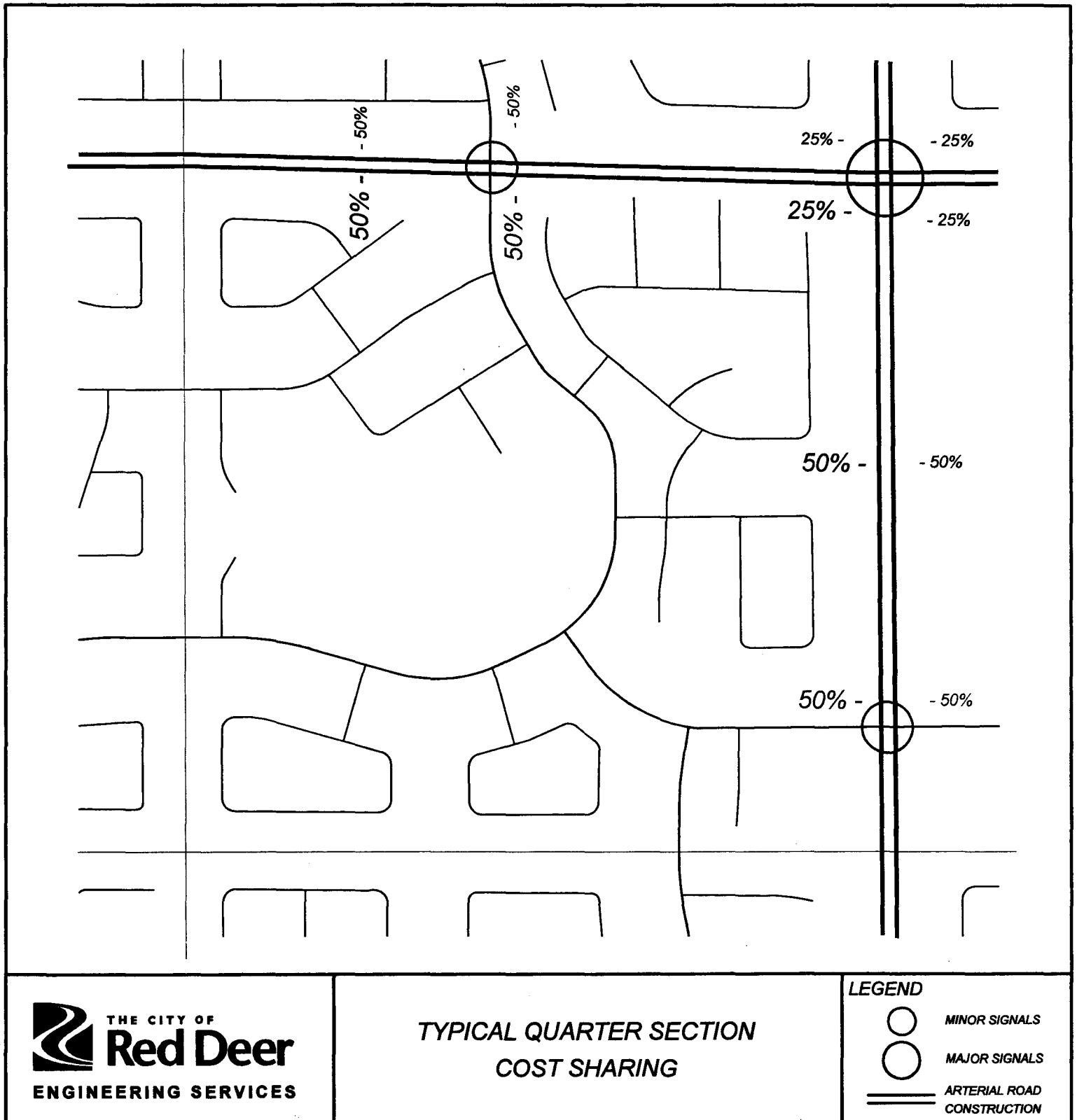
Review of Major Thoroughfare Levies in other Alberta Municipalities

City	Rates	Philosophy	Rate calculation	Future Costs and Issues
City of Edmonton (666,104 pop)	Avg: \$33,000/ha Range: \$13,000 to \$79,000	<ul style="list-style-type: none"> • Arterial Roadway Assessment (ARA) • Developers responsible to pay for first two lanes of arterial roadway. Developer front-end cost of arterial as required and can recover cost of over expenditures from future developments in catchment area. • If Traffic Impact Study shows that additional lanes are required to adequately service a development, the developers will be responsible for any additional roadway capacity. These cost are shareable throughout the development area. • The City pays for extra-ordinary costs such as bridges or structures. • ARA applied uniformly across full catchment area. Catchments can vary from 10ha to 1000ha+, usually based on MASP. If no MASP, then NASP may be used. • ARA varies throughout city, unique rate for each catchment area. 	<ul style="list-style-type: none"> • Calculated based on the projected and actual costs of the arterial roadways required for the catchment area divided by the developable area. • Roads required for access are arterials surrounding and within the catchment area, where access is taken, and other arterial roadways as may be determined in the Traffic Impact Assessment. • Cost of arterial construction includes grading full right of way, drainage, berms, seeding, 2 lanes of roadway, walkways, streetlights, and land costs. 	<ul style="list-style-type: none"> • City pays for remaining two lanes of final arterial roadway. Funding can include property and business taxes, provincial funding, and gasoline tax.
City of Calgary (904,987 pop)	\$41,655/ha	<ul style="list-style-type: none"> • Transportation Acreage Assessment (TAA), flat rate through the City • The developer typically pays for the initial two lanes of the arterial roadways (4 or 6 lanes) within or adjacent to their development. They are reimbursed a portion of the costs for shared roadways by adjacent developers. The City uses the TAA to pay for the completion of the arterial road (i.e. the final two lanes). Expressway and freeways are partially funded from the TAA. 	<ul style="list-style-type: none"> • \$17,274/ha of the TAA used for system needs, including signals, transit, lighting, sound walls, etc. • \$24,381/ha of the TAA is a supplemental charge for development related costs of roadway system including the final two lanes of arterials, expressways, freeways, and overpasses. • TAA calculated by totaling the full theoretical roadway costs about a typical development area and then dividing by the typical net developable area. Roadway costs assumes the following: arterials on a 1-mile grid, expressways and interchanges on a two-mile grid. 	<ul style="list-style-type: none"> • Transportation Infrastructure Plan (TIP) developed outlining \$930M in costs over the next 7 years. TAA pays for less than 25%. Alternate sources are being sought including gasoline tax, parking fees or others. • City policy states that no municipal tax-based funds of any sort are to be used for transportation improvements.
St. Albert (53,081 pop)	\$10,000 to \$12,000/ha	<ul style="list-style-type: none"> • Permanent Area Charge (PAC) • PAC is used for arterial roadway widening from 2 lane to 4 lane within catchment areas. Catchments areas based on MASP. Multiple catchments areas within city. Current 2 lane arterials already constructed by developers for most developments. 	<ul style="list-style-type: none"> • Previously paid for 25% cost of improvements and used 75% from Province, but switched to 100% of arterial improvements recently due improvement costs exceeding potential provincial funds. • PAC based on 100% cost of arterial improvement in catchments area divided by net developable land (i.e. excluding ER and MR). 	<ul style="list-style-type: none"> • Currently planning a ring road to access west side of city. Preliminary cost in excess of \$30M. Consultant hired to develop funding structure. If 100% funded from development, rate would be approximately \$60,000/ha.

Review of Major Thoroughfare Levies in other Alberta Municipalities

City	Rates	Philosophy	Rate calculation	Future Costs and Issues
Leduc (15,032 pop)	\$6,000/ha	<ul style="list-style-type: none"> Arterial Assessment Levy (AAL) is a city wide rate Based on city arterial boundary roads. Developers pay for first two lanes. AAL used to pay for the final 2 lanes of arterials. 	<ul style="list-style-type: none"> Total cost of the first two lanes of arterial roadway pro-rated to the undeveloped areas with City boundary. Current rate collected is not adequate to fund planned transportation improvements and there is a shortfall of funds in paying for future improvements. 	<ul style="list-style-type: none"> Currently under review, have hired consultant to explore other funding options, council presentation in 2004. Review two models, local catchments areas vs. citywide model. Transportation study is updating costs, applying provincial grants to those projects eligible and reassign final cost of remaining roadways to undeveloped lands Initial estimates of AAL are approximately \$23,000/ha.
Fort Saskatchewan (13,121 pop)	Varies for different areas. \$11,400 based on Southfort Development	<ul style="list-style-type: none"> Offsite levy rate calculated for each development separately Attempt to have levy rates on par with surrounding community to ensure the same development conditions. 	<ul style="list-style-type: none"> Developer constructs first two lanes of arterial and levy used for widening when required. Initial calculation includes 100% of the cost of transportation improvements, no other source of funding considered. As funding is made available, project funding is applied for and if successful, future rates may be reduced (e.g. special transportation grant or basic capital). 	<ul style="list-style-type: none"> Of the projects that have received grant funding to date, the full 75% has been applied to the project and the City has paid the 25%. This is being reviewed and will likely change to have 25% from off-sites.
Airdrie (21,979 pop)	\$8,631/ha	<ul style="list-style-type: none"> Acreage Assessment Pay for city wide growth and development City is considered as one catchment area 	<ul style="list-style-type: none"> Cost of road upgrades within the next 10 years plus special high cost items such as an overpass Only collect 25% of the cost, assume 75% funding from Province 	<ul style="list-style-type: none"> Deficit in money available to pay for transportation projects. Negotiating with local UDI Chapter to change rates to \$19,827/ha, which equals about 50/50 split (i.e. 50% grant).
Lethbridge (72,717 pop)	\$2,730/ha	<ul style="list-style-type: none"> Arterial Roadway Levy Not enough funds available from Capital grants to pay for new construction. Most of grant goes towards maintenance 	<ul style="list-style-type: none"> Most of the Provincial grant is used for maintenance of existing roads. Insufficient in recent years to cover new construction. City recognizes that the levy isn't nearly high enough to cover the costs. The rate is currently being reviewed to capture full cost of construction. Waiting for MGA amendment. 	<ul style="list-style-type: none"> Real cost of transportation projects over the next 50 years could be \$75,000 to \$85,000/ha – Levy being reviewed.
Wood Buffalo (58,317 pop)	\$18,000/ha	<ul style="list-style-type: none"> N/A 		

Attachment #7



Attachment #8

Alberta Government News Release**November 19, 2003****Amendments will help municipalities address growth**

Edmonton... Amendments to the *Alberta Municipal Government Act* tabled today will provide municipalities with the authority to formally collect levies from developers to support road construction and upgrades. This has been a code of practice by municipalities for the past 25 years.

"The legislation will confirm what municipalities are already doing," said Guy Boutilier, Minister for Municipal Affairs. "The amendments will ensure that the process is both accountable and transparent in dealing with growth pressures."

Current legislation enables municipalities to collect levies to offset water, storm and sewer costs. Amendments tabled today were brought forward by the Minister following consultation with the Association of Municipal Districts and Counties, the Alberta Urban Municipalities Association, and the mayors of Edmonton and Calgary through the Minister's Provincial/Municipal Council on Roles, Responsibilities and Resources in the 21st Century.

Additional amendments tabled today will provide liability protection for officials of municipal boxing and wrestling commissions and other combat sports, and provide municipalities with more time to prepare for changes in their property tax assessment reporting process.

- 30 -

Visit our web site at www.gov.ab.ca/ma

For further information, contact:

Irwin Huberman
Communications
Alberta Municipal Affairs
780-427-8862

Ryan Cromb
Communications
Alberta Municipal Affairs
780-427-8862

Bill 46

BILL 46

2003

MUNICIPAL GOVERNMENT AMENDMENT ACT, 2003

(Assented to , 2003)

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of Alberta, enacts as follows:

Amends RSA 2000 cM-26

1 The *Municipal Government Act* is amended by this Act.

2 Section 535.1 is amended

(a) by repealing subsection (1) and substituting the following:

Protection of sporting commissions

535.1(1) In this section, “commission” means a commission established by bylaw for controlling and regulating any of the following:

- (a) boxing;
- (b) wrestling;
- (c) full contact karate;
- (d) kickboxing;
- (e) any other sport that holds contests where opponents strike each other with a hand, foot, knee, elbow or other part of the body.

(b) in subsection (2) by adding “and officials” after “volunteers”.

3 Section 648 is amended

(a) in subsection (2)

(i) by adding the following after clause (c):

(c.1) new or expanded roads required for or impacted by a subdivision or development;

(ii) in clause (d) by striking out “clauses (a) to (c)” and substituting “clauses (a) to (c.1)”;

(b) by adding the following after subsection (4):

- (5) An off-site levy collected under this section, and any interest earned from the investment of the levy,
 - (a) must be accounted for separately from other levies collected under this section, and
 - (b) must be used only for the specific purpose described in subsection (2)(a) to (c.1) for which it is collected or for the land required for or in connection with that purpose.
- (6) A bylaw under subsection (1) must be advertised in accordance with section 606 unless
 - (a) the bylaw is passed before January 1, 2004, or
 - (b) the bylaw is passed on or after January 1, 2004 but at least one reading was given to the proposed bylaw before that date.
- (7) Where after March 1, 1978 and before January 1, 2004 a fee or other charge was imposed on a developer by a municipality pursuant to a development agreement entered into by the developer and the municipality for the purpose described in subsection (2)(c.1), that fee or charge is deemed
 - (a) to have been imposed pursuant to a bylaw under this section, and
 - (b) to have been validly imposed and collected
 effective from the date the fee or charge was imposed.

4 Section 694 is amended by repealing subsection (4) and substituting the following:

- (4) The Lieutenant Governor in Council may make regulations
 - (a) governing the maximum amount that a municipality may establish or impose and collect as a redevelopment levy or an off-site levy, either generally or specifically;
 - (b) governing the principles and criteria that must be applied by a municipality when establishing an off-site levy.

Amends SA 2002 c19

5 The *Municipal Government Amendment Act, 2002* is amended

- (a) in section 13 in the new section 321.1(2) by striking out “by January 1, 2004” and substituting “by the date this section comes into force”;
- (b) in section 21 by repealing subsection (2) and substituting the following:
 - (2) Sections 9, 12 and 18 come into force on January 1, 2004.
 - (3) Sections 10, 11, 13, 16, 17 and 20 come into force on Proclamation.

Explanatory Notes

- 1 Amends chapter M-26 of the Revised Statutes of Alberta 2000.

2 Section 535.1 presently reads:

535.1(1) In this section, "commission" means a commission established by bylaw for controlling and regulating boxing matches or wrestling matches, or both.

(2) A commission and its members, officers, employees and any volunteers performing duties under the direction of any of them are not liable for anything said or done or omitted to be done in good faith in the performance or intended performance of their functions, duties or powers under this Act or any other enactment.

(3) Subsection (2) is not a defence if the cause of action is defamation.

3 Section 648 presently reads:

648(1) For the purposes referred to in subsection (2), a council may by bylaw

(a) provide for the imposition and payment of a levy, to be known as an "off-site levy", in respect of land that is to be developed or subdivided, and

(b) authorize an agreement to be entered into in respect of the payment of the levy.

(2) An off-site levy may be used only to pay for all or part of the capital cost of any or all of the following:

(a) new or expanded facilities for the storage, transmission, treatment or supplying of water;

(b) new or expanded facilities for the treatment, movement or disposal of sanitary sewage;

(c) new or expanded storm sewer drainage facilities;

(d) land required for or in connection with any facilities described in clauses (a) to (c).

(3) On September 1, 1995 an off-site levy under the former Act continues as an off-site levy under this Part.

(4) An off-site levy imposed under this Part or the former Act may be collected only once in respect of land that is the subject of a development or a subdivision.

4 Section 694(4) presently reads:

(4) The Lieutenant Governor in Council may make regulations governing the maximum amount that a municipality may establish or impose and collect as a redevelopment levy or an off-site levy, either generally or specifically.

5 Amends chapter 19 of the Statutes of Alberta, 2002. Sections 13 and 21 presently read:

13 The following is added after section 321:

321.1(1) In this section, "previous Act" means the Municipal Government Act as it read immediately before it was amended by the Municipal Government Amendment Act, 2002.

(2) Where a municipality has appealed the amount of an equalized assessment to the Municipal Government Board and the appeal is not concluded by January 1, 2004, the appeal must continue to be dealt with under the previous Act.

21(1) Sections 4, 5, 7, 14 and 15 come into force on January 1, 2003.

(2) Sections 9, 10, 11, 12, 13, 16, 17, 18 and 20 come into force on January 1, 2004..

**Legislative & Administrative Services**

DATE: November 24, 2003
TO: City Council
FROM: Legislative & Administrative Services Manager
SUBJECT: Request for Ratification of Board Members – Normandeau Cultural and Natural History Society

History

The Normandeau Cultural and Natural History Society was formed in 1989. Their purpose is to manage, operate and maintain certain City owned facilities including the Red Deer & District Museum.

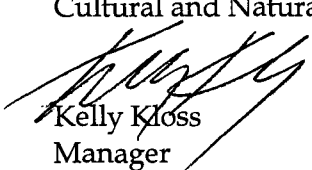
The Society is comprised of the following twelve members:

- One Council representative
- Five citizens-at-large
- One Kerry Wood Nature Centre Association representative
- Three Museum Society representatives
- One Red Deer River Naturalist Society representative
- One Red Deer & District Archives committee representative

The bylaws of the Society state that all appointments must be approved and confirmed by Council. As usual, the names of the nominees have been submitted in confidence to Council.

Recommendations

That Council approve the appointments of the proposed new members to the Normandeau Cultural and Natural History Society.



Kelly Kloss
Manager

Comments:

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

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager

3331/2004

PROPOSED REVISIONS
OFF-SITE LEVY BYLAW NO. 33__/2004

Being a Bylaw of The City of Red Deer to provide a uniform levy of off-site costs in respect of previously undeveloped land.

1. WHEREAS pursuant to provisions of Section 648 of the Municipal Government Act, The City may by bylaw:
 - (a) Provide for the imposition and payment of a levy to be known as an "off-site levy" in respect of land that is to be developed or subdivided, and
 - (b) Authorize an agreement to be entered into in respect of the payment of the levy.
2. An off-site levy may be used only to pay for all or part of the capital cost of any or all of the following:
 - (a) New or expanded facilities for the storage, transmission, treatment, or supplying of water;
 - (b) New or expanded facilities for the treatment, movement, or disposal of sanitary sewage;
 - (c) New or expanded storm sewer drainage facilities;
 - (c.1) New or expanded roads required for or impacted by a subdivision or development;

- (d) Land required for or in connection with any facilities described in clauses (a) to (c.1);

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

1 This bylaw may be cited as "The Off-Site Levy Bylaw".

2 Definitions:

For the purpose of this bylaw:

(1) "Development" shall mean:

(a) a change of use of land, or an act done in relation to land that results in or is likely to result in a change in the use of the land, or

(b) a change in the intensity of the use of land or an act done in relation to land that results in, or is likely to result in, a change of the intensity of the use of the said land.

(2) "Gross Development Area" means each and every hectare or part thereof as shown on the Plan of Subdivision for a development which has been approved by the Municipal Planning Commission, including any area which may be dedicated for roads, lanes, walkways, parks, reserve parcels, schools, or any other public use.

- (3) "Net Development Area" means the area remaining after the deletion from the Gross Development Area of lands required for arterial roadways, any previously developed lands, and other undevelopable lands such as wetlands, rivers, creeks, escarpments and major utility rights of way.
- (4) "Trunk Water" means an existing or proposed water main; generally having an internal diameter of 350 mm or greater, complete with related pumping and storage facilities; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Water Off-site Levy rate.
- (5) "Trunk Sanitary Sewer" means an existing or proposed sanitary sewer; generally having an internal diameter of 375 mm or greater, or having a depth of cover greater than 6.0 m, complete with related pumping facilities; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Sanitary Off-site Levy rate.
- (6) "Trunk Storm Sewer" means an existing or proposed storm sewer; generally defined as having an internal diameter of 1,200 mm or greater, as well as stormwater storage facilities and associated outlet piping; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Storm Off-site Levy rate.

- (7) "Major Thoroughfare" means an existing or proposed expressway, divided arterial roadway, or undivided arterial roadway, including the land for right of way, storm drainage, traffic signals, and street lighting, that has been designated as a major thoroughfare by The City; the cost of same having been included in the calculation of the Major Thoroughfare off-site levy rate.

3 The City of Red Deer hereby levies an off-site levy upon all land to be developed or subdivided within the areas described below and calculated as follows:

- (1) In all the area outlined in the attached Schedule "A", the sum of \$6,855 per hectare for each hectare or part thereof within the Net Development Area for Trunk Water Infrastructure.
- (2) In all the area outlined in the attached Schedule "B", the sum of \$4,020 for each hectare or part thereof within the Net Development Area for Trunk Sanitary Sewer Infrastructure.
- (3) In all the area outlined in the attached Schedule "C", the sum of \$13,355 for each hectare or part thereof within the Net Development Area for Trunk Storm Sewer Infrastructure.
- (4) In all the area outlined in the attached Schedule "D", the sum of \$29,770 for each hectare or part thereof within the Net Development Area for Major Thoroughfares.

- 4 All levies imposed under this bylaw shall be in addition to the fee payable for development permits or building permits, and shall be paid to The City following approval of a subdivision plan and prior to the issuance of a development permit or a building permit, as the case may be.
- 5 Offsite levies imposed and collected under Bylaw 33__/2004 shall be deemed to have been imposed and collected under this Bylaw.
- 6 Bylaw 3310/2003 is hereby repealed.

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

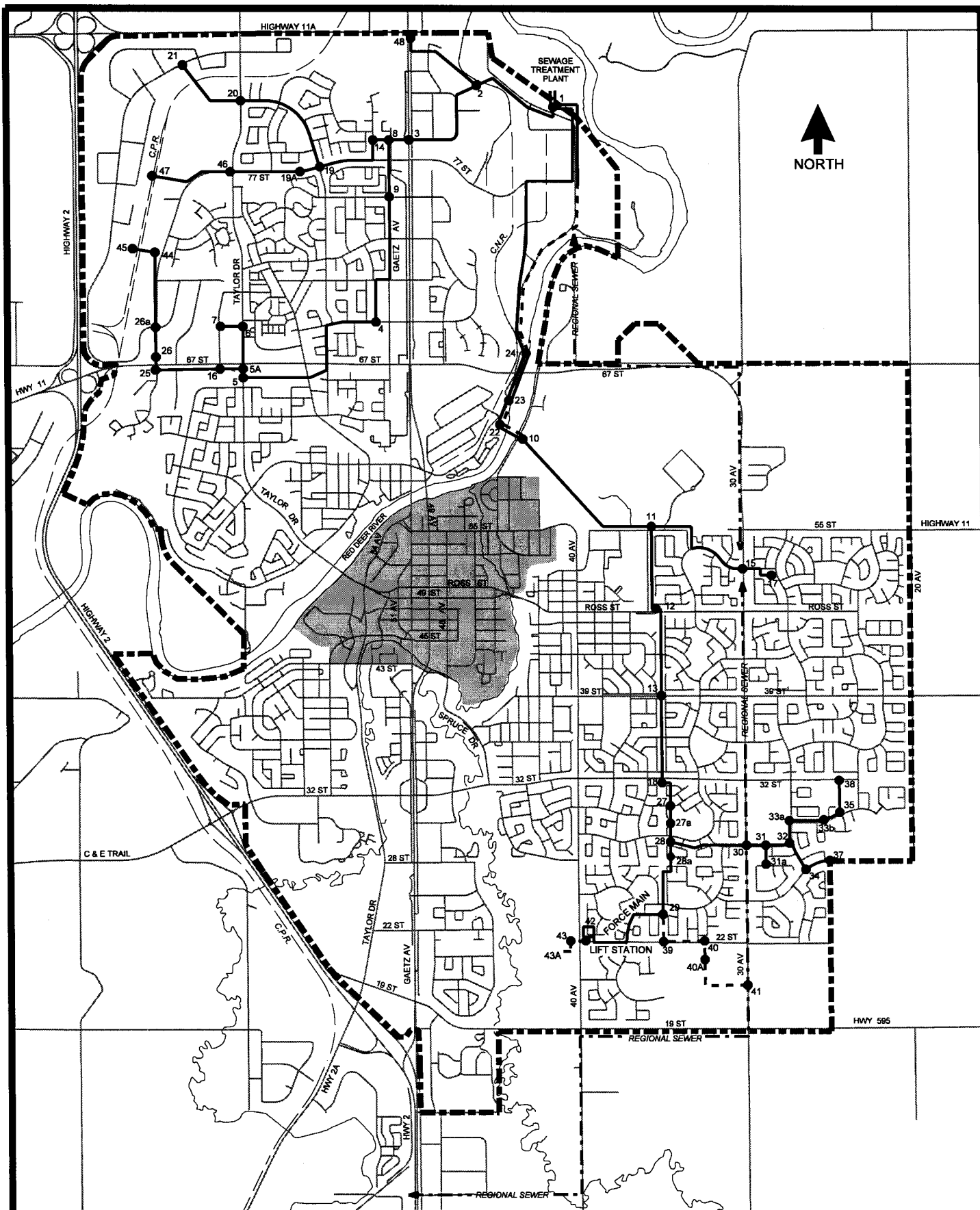
READ A SECOND TIME IN OPEN COUNCIL this ____ day of ____ 2004.

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

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

MAYOR

CITY CLERK



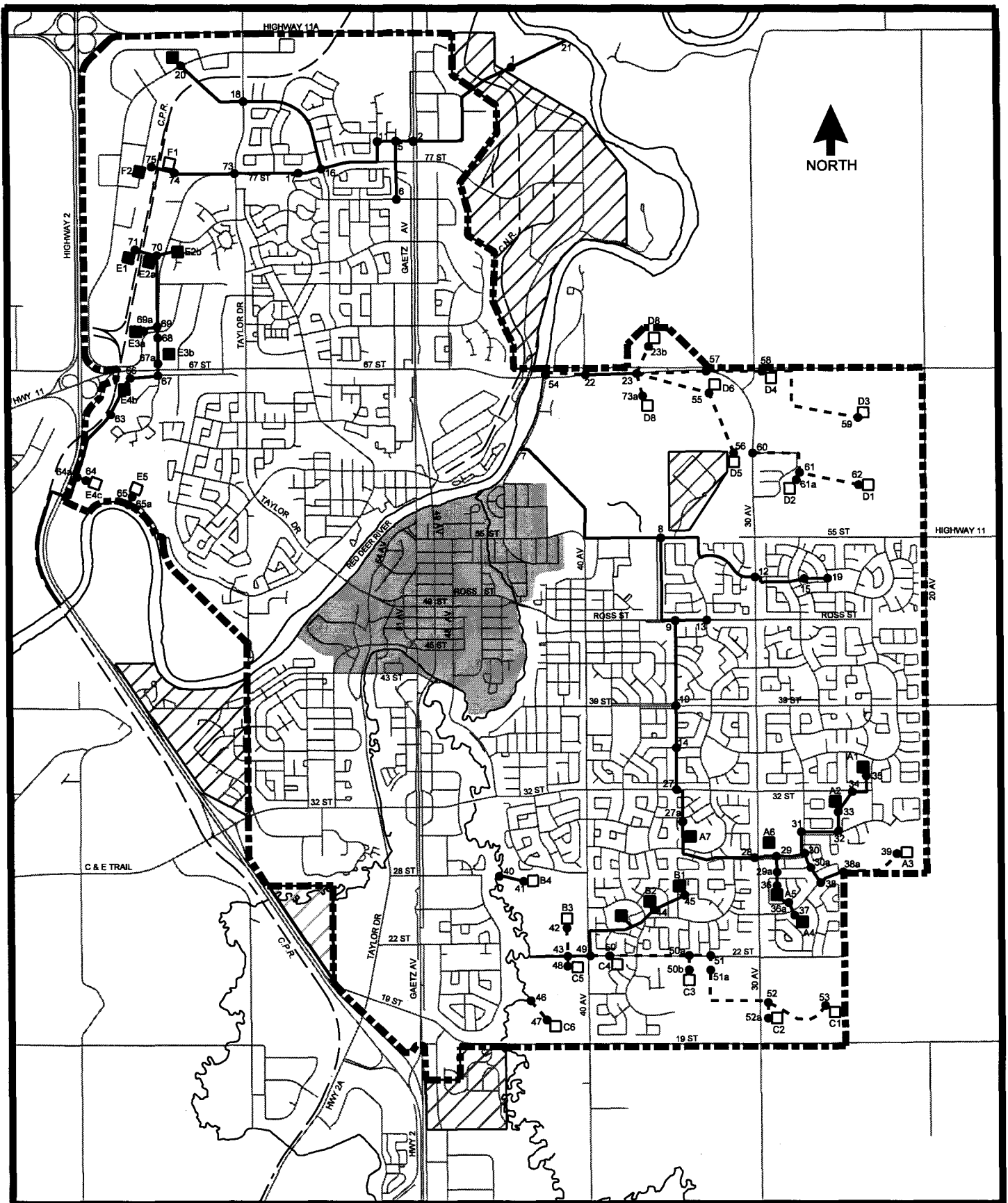
- Basin Boundary
- Existing Trunks
- - - - Proposed Trunks
- Central Exempt Area
(levies do not apply)

SANITARY TRUNKS

Not to Scale

February 2004

OFF-SITE LEVY
BYLAW 33_ / 2004
SCHEDULE "B"



- Basin Boundary
- Central Exempt Area
(levies do not apply)
- Developer to construct and pay for
own outfall main; basin levy charge
not applicable
- Existing Detention Pond
- Proposed Detention Pond

STORM TRUNKS

Not to Scale

February 2004

- Existing Trunks
- Proposed Trunks

OFF-SITE LEVY
BYLAW 33 / 2004
SCHEDULE "C"

FILE



LEGISLATIVE & ADMINISTRATIVE SERVICES

April 20, 2004

Russ Wlad, Chapter Chairman
Urban Development Institute
Red Deer Chapter
600, 4808 Ross Street
Red Deer, AB T4N 1X5

Dear Russ:

2004 Off-Site Levy Rates – Off-Site Levy Bylaw 3331/2004

Red Deer City Council met on Monday, April 19, 2004 and reviewed the 2004 Off-Site Levy Rates. Council passed Off-Site Levy Bylaw 3331/2004, a copy of which is enclosed for your information.

The off-site levy rate increase will be phased in over three years to allow the development industry time to adjust and to participate in discussions with the Province of Alberta about transportation funding.

If you have any further questions regarding the Off-Site Levy Rates, please contact Mr. Tom Warder, Engineering Services Manager at 342-8168.

Sincerely,



Kelly Kloss
Manager

/chk

c Engineering Services Manager



FILE
Council Decision – April 19, 2004

Legislative & Administrative Services

DATE: April 20, 2004
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Proposed 2004 Off-Site Levy Rates

Reference Report:

Engineering Services Manager, dated April 8, 2004

Bylaw Readings:

2004 Off-Site Levy Bylaw was given three readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

We will forward a copy of this Bylaw to the UDI Chapter Chair.

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

Kelly Kloss
Manager

/chk
attchs.

c Director of Development Services
Treasury Services Manager

BYLAW NO. 3331/2004

Being a Bylaw of The City of Red Deer to provide a uniform levy of off-site costs in respect of previously undeveloped land.

1. WHEREAS pursuant to provisions of Section 648 of the Municipal Government Act, The City may by bylaw:
 - (a) Provide for the imposition and payment of a levy to be known as an "off-site levy" in respect of land that is to be developed or subdivided, and
 - (b) Authorize an agreement to be entered into in respect of the payment of the levy.
2. An off-site levy may be used only to pay for all or part of the capital cost of any or all of the following:
 - (a) New or expanded facilities for the storage, transmission, treatment, or supplying of water;
 - (b) New or expanded facilities for the treatment, movement, or disposal of sanitary sewage;
 - (c) New or expanded storm sewer drainage facilities;
 - (c.1) New or expanded roads required for or impacted by a subdivision or development;
 - (d) Land required for or in connection with any facilities described in clauses (a) to (c.1);

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

1 This bylaw may be cited as "The Off-Site Levy Bylaw".

2 Definitions:

For the purpose of this bylaw:

(1) "Development" shall mean:

(a) a change of use of land, or an act done in relation to land that results in or is likely to result in a change in the use of the land, or

(b) a change in the intensity of the use of land or an act done in relation to land that results in, or is likely to result in, a change of the intensity of the use of the said land.

(2) "Gross Development Area" means each and every hectare or part thereof as shown on the Plan of Subdivision for a development which has been approved by the Municipal Planning Commission, including any area which may be dedicated for roads, lanes, walkways, parks, reserve parcels, schools, or any other public use.

- (3) "Net Development Area" means the area remaining after the deletion from the Gross Development Area of lands required for arterial roadways, any previously developed lands, and other undevelopable lands such as wetlands, rivers, creeks, escarpments and major utility rights of way.
- (4) "Trunk Water" means an existing or proposed water main; generally having an internal diameter of 350 mm or greater, complete with related pumping and storage facilities; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Water Off-site Levy rate.
- (5) "Trunk Sanitary Sewer" means an existing or proposed sanitary sewer; generally having an internal diameter of 375 mm or greater, or having a depth of cover greater than 6.0 m, complete with related pumping facilities; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Sanitary Off-site Levy rate.
- (6) "Trunk Storm Sewer" means an existing or proposed storm sewer; generally defined as having an internal diameter of 1,200 mm or greater, as well as stormwater storage facilities and associated outlet piping; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Storm Off-site Levy rate.

- (7) "Major Thoroughfare" means an existing or proposed expressway, divided arterial roadway, or undivided arterial roadway, including the land for right of way, storm drainage, traffic signals, and street lighting, that has been designated as a major thoroughfare by The City; the cost of same having been included in the calculation of the Major Thoroughfare off-site levy rate.

3

The City of Red Deer hereby levies an off-site levy upon all land to be developed or subdivided within the areas described below and calculated as follows:

- (1) In all the area outlined in the attached Schedule "A", the sum of \$6,855 per hectare for each hectare or part thereof within the Net Development Area for Trunk Water Infrastructure.
- (2) In all the area outlined in the attached Schedule "B", the sum of \$4,020 for each hectare or part thereof within the Net Development Area for Trunk Sanitary Sewer Infrastructure.
- (3) In all the area outlined in the attached Schedule "C", the sum of \$13,355 for each hectare or part thereof within the Net Development Area for Trunk Storm Sewer Infrastructure.
- (4) In all the area outlined in the attached Schedule "D", the sum of \$29,770 for each hectare or part thereof within the Net Development Area for Major Thoroughfares.

- 4 All levies imposed under this bylaw shall be in addition to the fee payable for development permits or building permits, and shall be paid to The City following approval of a subdivision plan and prior to the issuance of a development permit or a building permit, as the case may be.
- 5 Offsite levies imposed and collected under Bylaw 3331/2004 shall be deemed to have been imposed and collected under this Bylaw.
- 6 Bylaw 3310/2003 is hereby repealed.


READ A FIRST TIME IN OPEN COUNCIL this 19th day of April 2004.

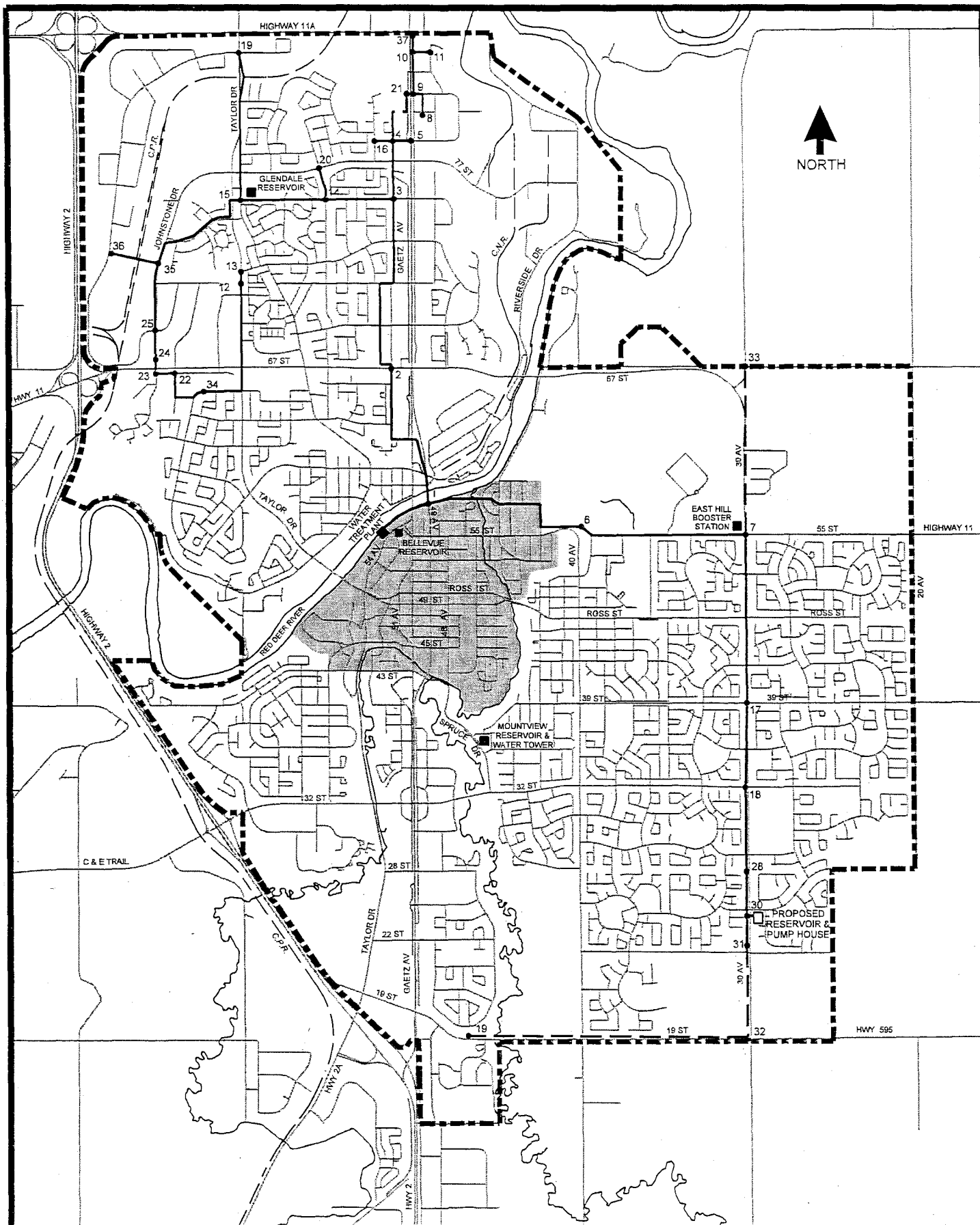
READ A SECOND TIME IN OPEN COUNCIL this 19th day of April 2004.





READ A THIRD TIME IN OPEN COUNCIL this 19th day of April 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 19th day of April 2004.


MAYOR


CITY CLERK



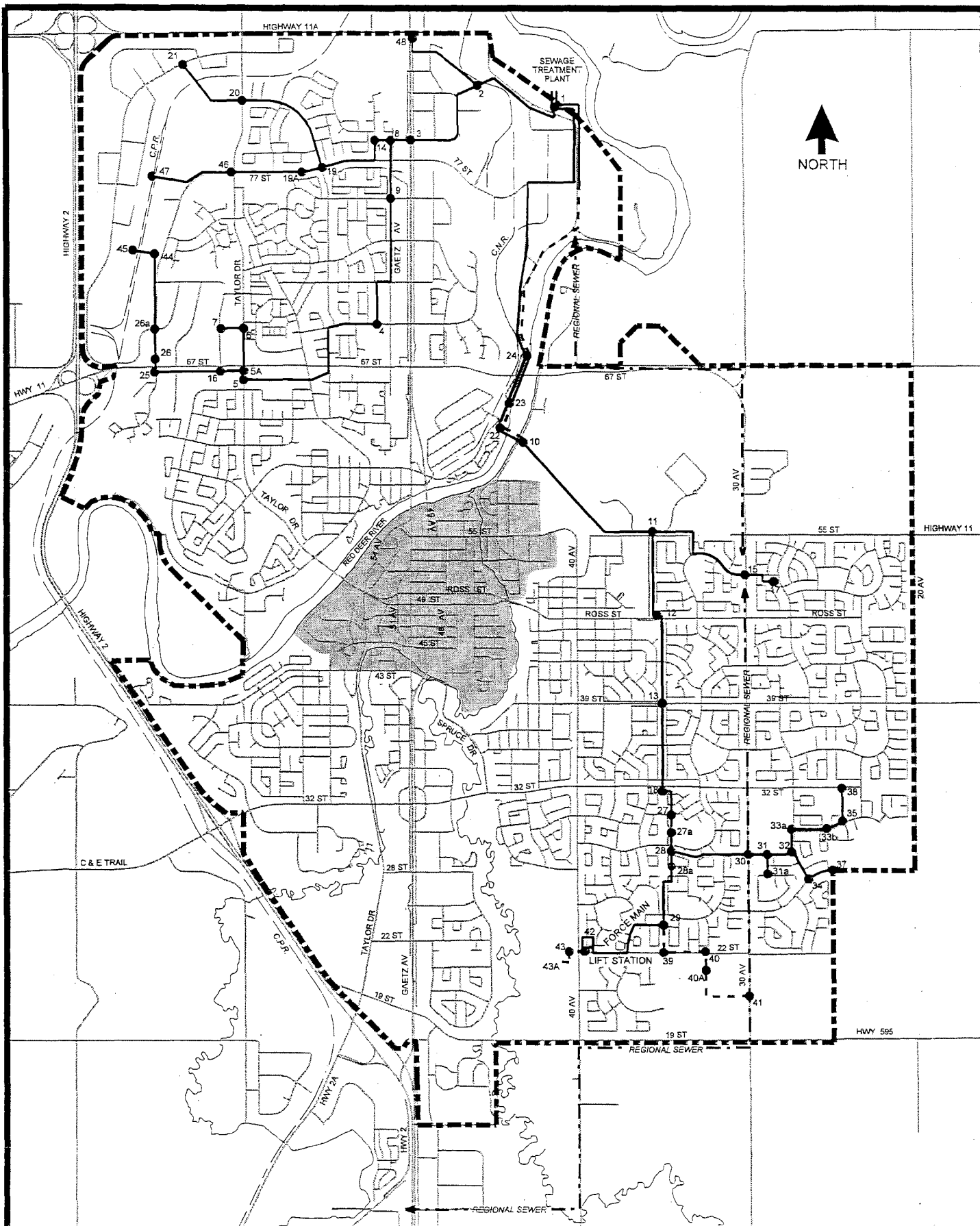
-  Basin Boundary
-  Existing Trunks
-  Proposed Trunks
-  Central Exempt Area
(levies do not apply)

WATER TRUNKS

Not to Scale

February 2004

OFF-SITE LEVY
BYLAW 3331/2004
SCHEDULE "A"



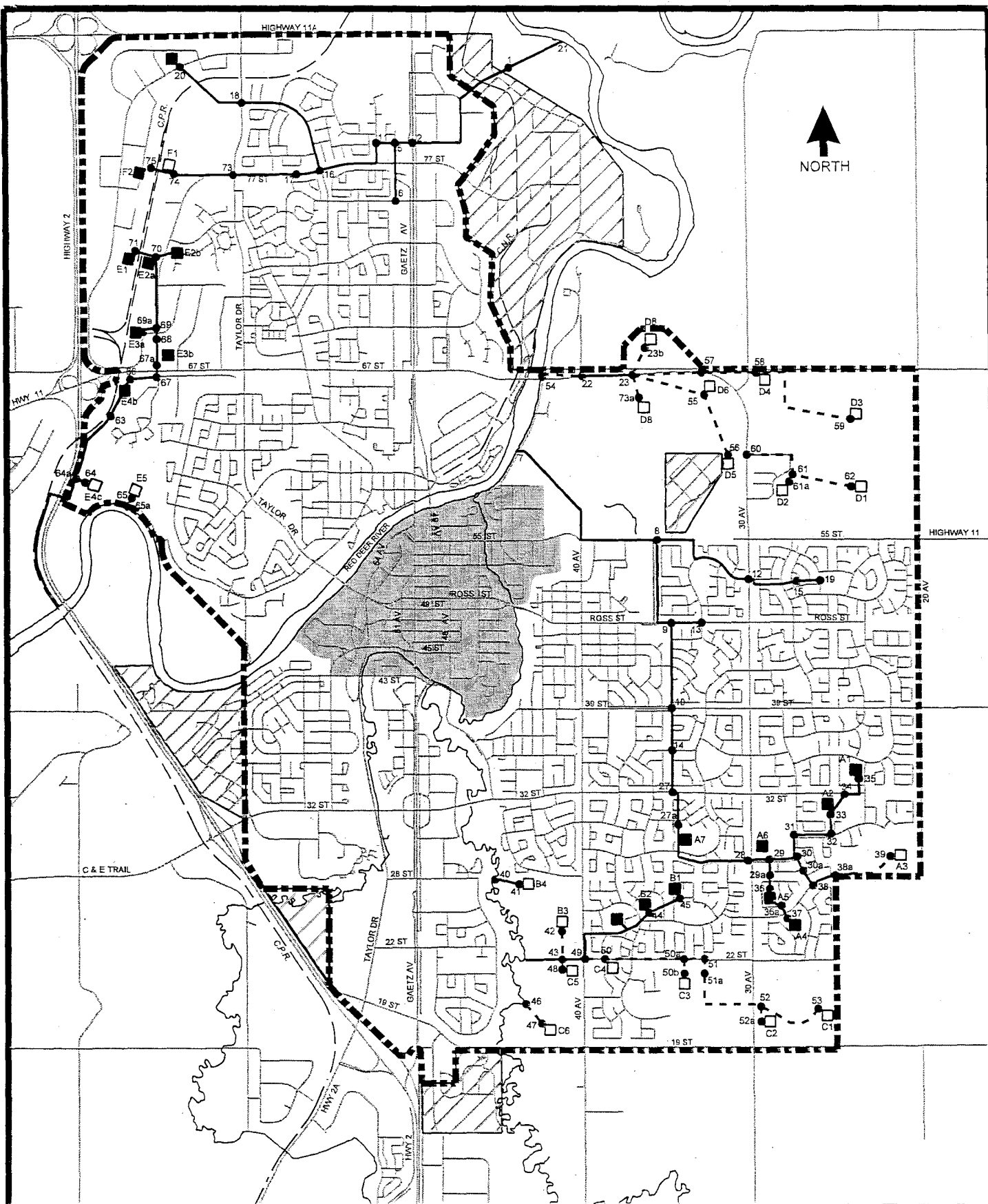
- Basin Boundary
- Existing Trunks
- - - Proposed Trunks
- Central Exempt Area
(levies do not apply)

SANITARY TRUNKS

Not to Scale

February 2004

OFF-SITE LEVY
BYLAW 3331/2004
SCHEDULE "B"



- Basin Boundary
- Central Exempt Area
(levies do not apply)
- Developer to construct and pay for
own outfall main; basin levy charge
not applicable
- Existing Detention Pond
- Proposed Detention Pond

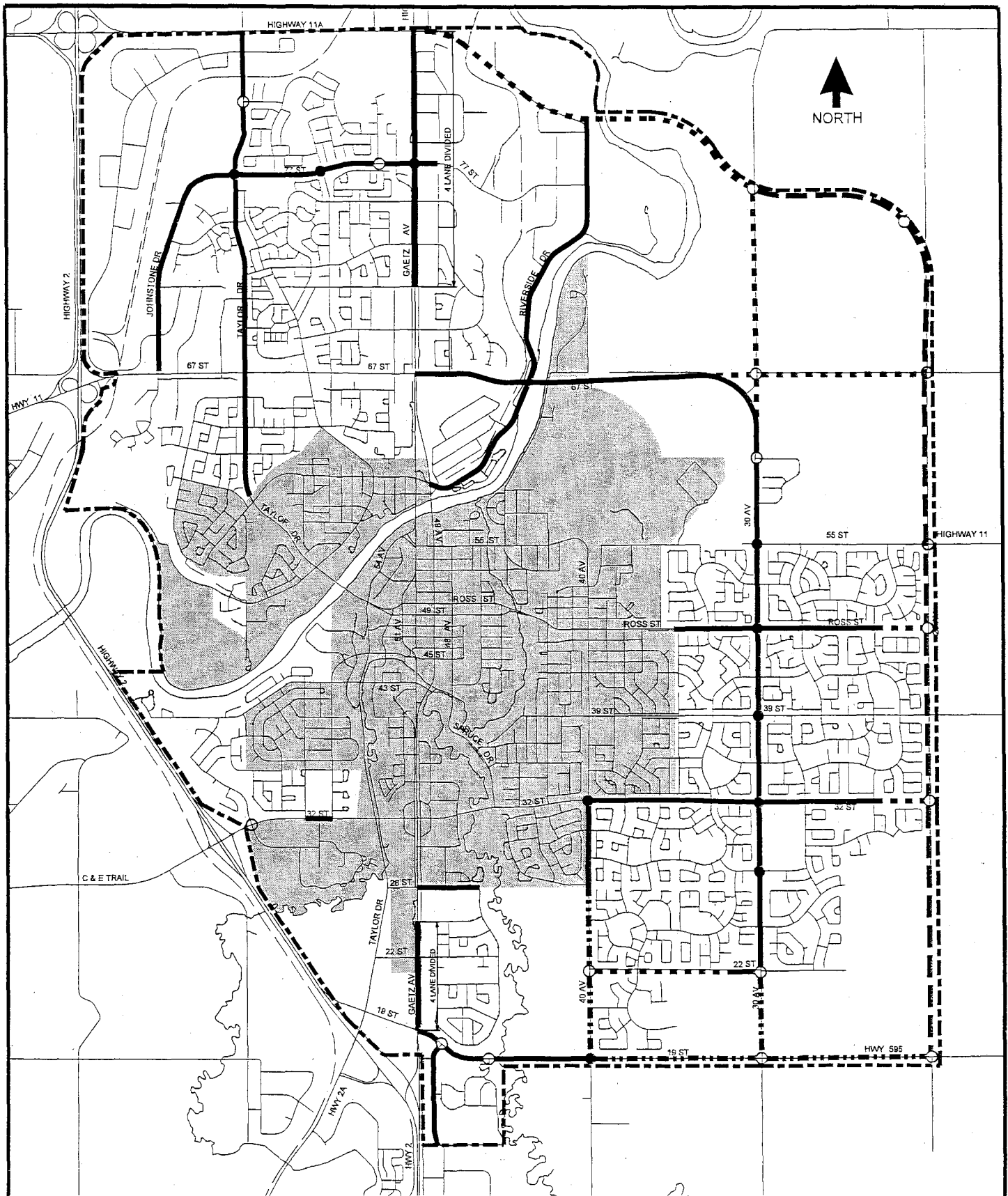
STORM TRUNKS

Not to Scale

February 2004

- Existing Trunks
- Proposed Trunks

OFF-SITE LEVY
BYLAW 3331/2004
SCHEDULE "C"



MAJOR THOROUGHFARE LEVY

Not to Scale

February 2004

- Basin Boundary
- Existing 4 lane road (included in levy rate)
- Proposed 4 lane road
- Proposed 4 lane with 2 existing lanes
- Initial 2 lanes of 4 lane divided roadway



Former Central Basin (levies do not apply)



Existing traffic lights included in offsite levy rate



Proposed traffic lights included in offsite levy rate

OFF-SITE LEVY
BYLAW 3331/2004
SCHEDULE "D"



Legislative & Administrative Services

DATE: April 12, 2004
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Edgar Industrial Park (Johnstone Drive):
Road Closure Bylaw 3327/2004 – Partial Road Closure: Road Plan 4067J
and 2385 MC
Land Use Bylaw Amendment 3156/K-2004

History

At the Monday, March 22, 2004 meeting of Council, Road Closure Bylaw 3327/2004 and Land Use Bylaw Amendment 3156/K-2004 were given first readings.

A 6.76 ha Light Industrial Site in the southwest part of the Johnstone Crossing Neighbourhood Area Structure Plan is bounded on the south by a road allowance. Road Closure Bylaw provides for the closing of the west part of the road allowance that is not needed and this land will be included in a proposed adjacent industrial lot. Land Use Bylaw Amendment 3156/K-2004 rezones approximately 6.7 ha (16.5 ac) of land from A1 Future Urban Development District to I1 Industrial (Business Service) District and 0.22 ha (0.54 ac) of land from Road to I1 District in order to develop the south half of Section 31-38-27-4 as an extension of Edgar Industrial Park.

Public Consultation Process

Public Hearings have been advertised for the above noted bylaws to be held on Monday, April 19, 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 Hearings, Council may:

- 1) Proceed with 2nd and 3rd Readings of Road Closure Bylaw 3327/2004 and
- 2) Proceed with 2nd and 3rd Readings of Land Use Bylaw Amendment 3156/K-2004.

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

Kelly Kloss
Manager

MEMO

DATE: March 8, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Howard Thompson, Land and Economic Development Manager

RE: Partial Road Closure
Road Plan 4067 J and 2385MC – Edgar Industrial Park (Johnstone Drive)

Background:

The Johnstone Crossing Neighborhood Area Structure Plan includes development of a 6.76 ha. Light industrial site in the extreme southwest part of the neighborhood. The parcel is bounded on the south by a road allowance. The easterly portion of this road allowance will be used for access to the proposed industrial site however the west part of the road allowance terminates at the rail line and is not needed. The Land and Economic Development Department are proposing to close the redundant portion of the road allowance and include the land in the proposed adjacent industrial lot. The area of road to be closed is shown on the attached sketch and is legally described as "All that portion of Main Avenue, Plan 2385 M.C. and all that portion of Road Plan 4067J lying within Subdivision Plan 042_____."

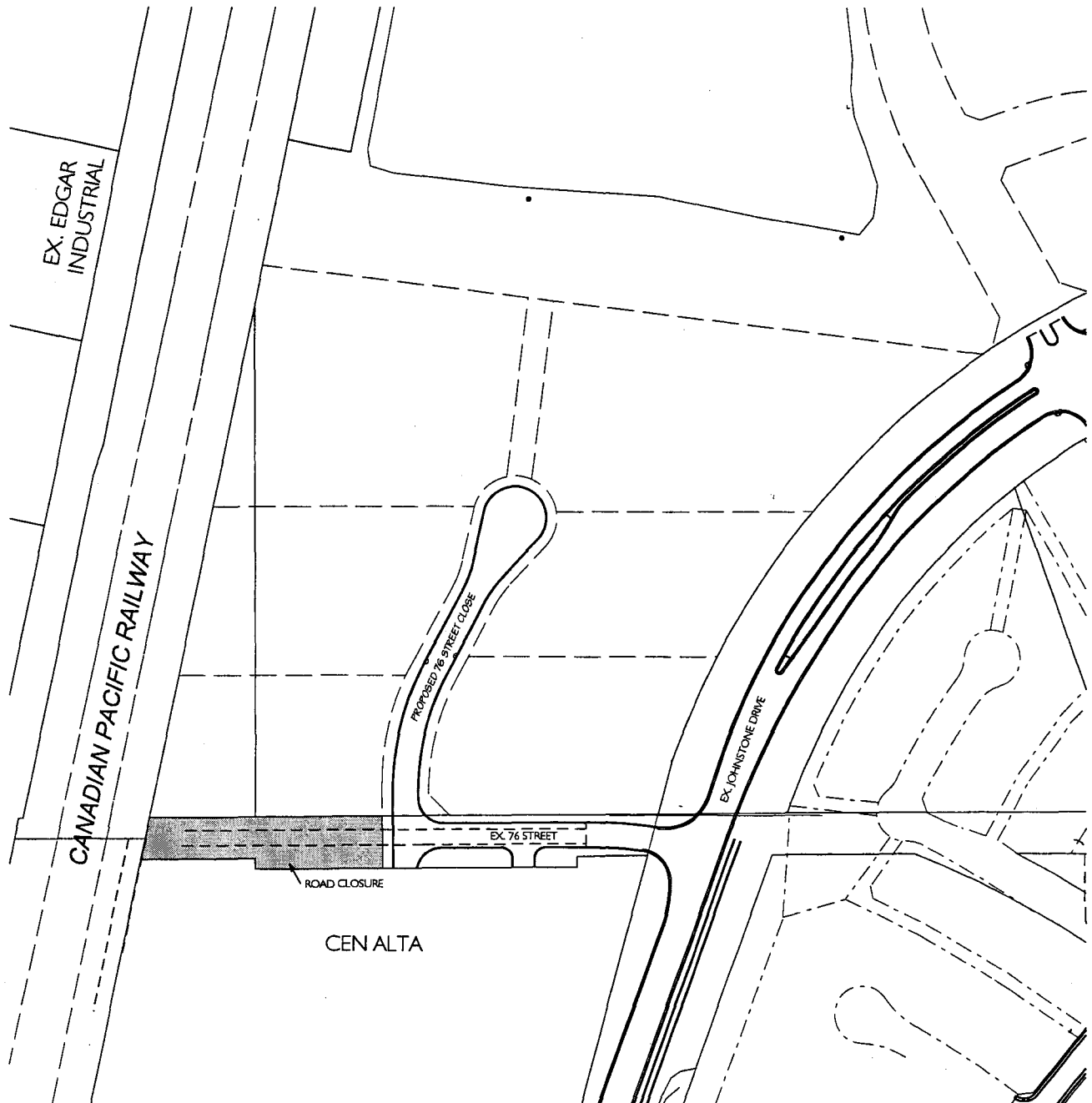
RECOMMENDATION

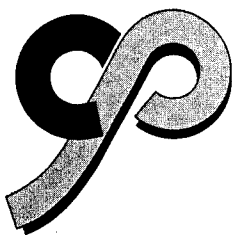
1. That City Council give first reading to a Bylaw having the effect of closing the following:

"All that portion of Main Avenue, Plan 2385 M.C. and all that portion of Road Plan 4067J lying within Subdivision Plan 042_____."

for. 
Howard Thompson
Land and Economic Development Manager

Att.





DATE: March 9, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

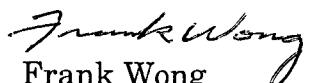
FROM: Frank Wong, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/K-2004
Part of Lot 1, Block 4, Plan 812 1569,
Part of Lot 1, Block 1, Plan 972 0461,
Part of Road Plan 4067 J, and
The Remainder of Plan 2385 MC
S ½ Sec. 31-38-27-4
Edgar Industrial Park (Adjacent to Johnstone Drive)
The City of Red Deer

The City of Red Deer is proposing to develop a portion of the south half of Section 31-38-27-4 as an extension of Edgar Industrial Park. This consists of approximately 6 industrial lots. This Bylaw amendment rezones approximately 6.7ha (16.5ac) of land from A1 Future Urban Development District to I1 Industrial (Business Service) District and 0.22ha (0.54ac) of land from Road to I1 District. A road closure bylaw appears elsewhere in the agenda to accommodate this amendment.

Staff Recommendation

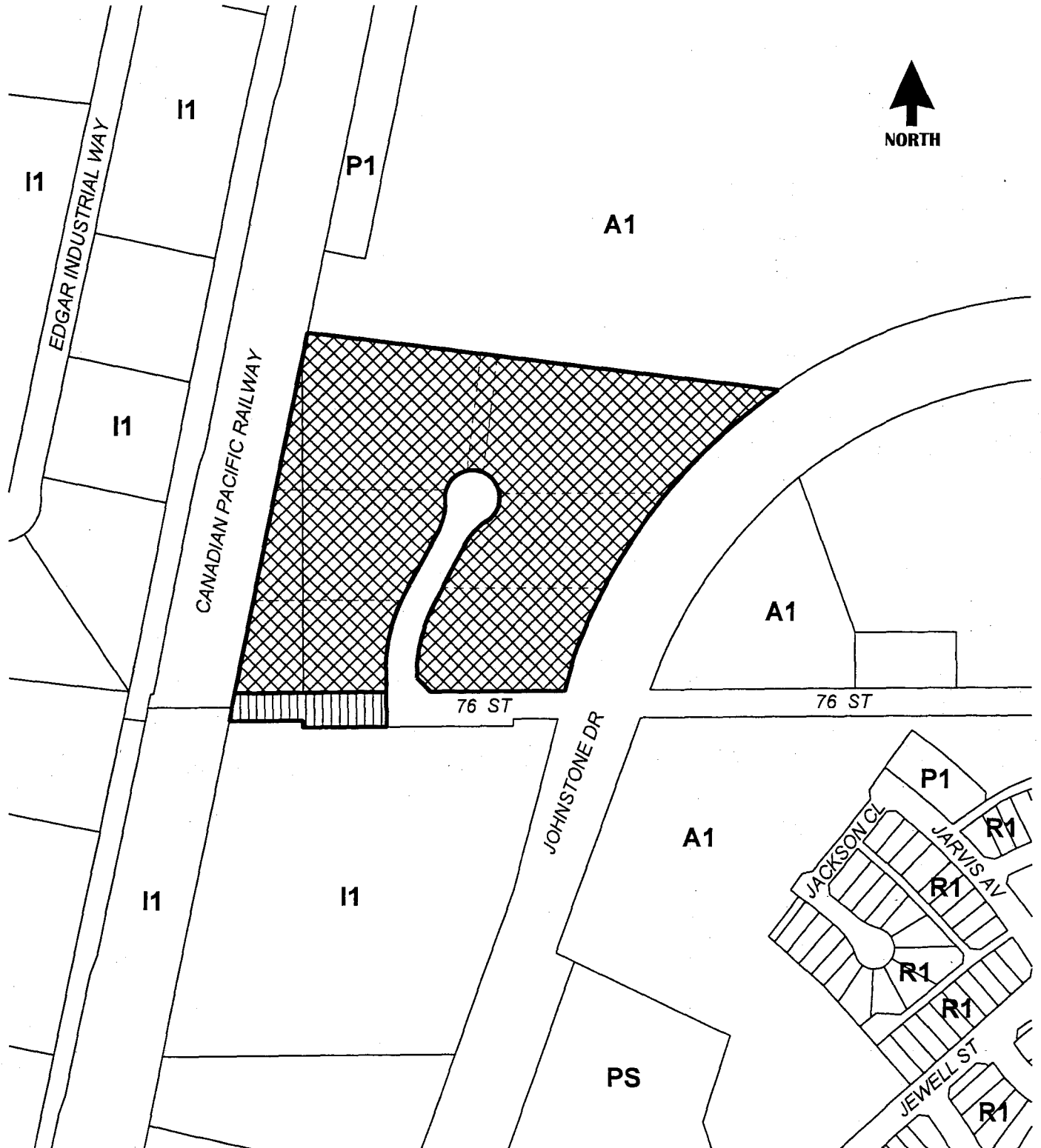
The proposal complies with the Northwest Area Structure Plan; therefore it is recommended that City Council proceed with first reading of this Land Use Bylaw Amendment 3156/K-2004.


Frank Wong
Planning Assistant

Attachments

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



Change from :

A1 to I1



Road to I1



AFFECTED DISTRICTS:

A1 - Future Urban Development

I1 - Industrial (Business Service)

MAP No. 7 / 2004
BYLAW No. 3156 / K - 2004

Legislative & Administrative Services

DATE: April 20, 2004

TO: Howard Thompson, Land & Economic Development Manager
Frank Wong, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Edgar Industrial Park (Johnstone Drive):
Road Closure Bylaw 3327/2004 – Partial Road Closure: Road Plan 4067 J
and 2385 MC
Land Use Bylaw Amendment 3156K-2004

Reference Report:

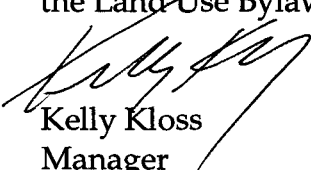
Land & Economic Development Manager, dated March 8, 2004, and Parkland Community Planning Services, dated March 9, 2004

Bylaw Readings:

Road Closure Bylaw 3327/2004 and Land Use Bylaw Amendment 3156/K-2004 were given second and third readings. Copies of the bylaws are attached.

Report Back to Council: No**Comments/Further Action:**

A 6.76 ha Light Industrial Site in the southwest part of the Johnstone Crossing Neighbourhood Area Structure Plan is bounded on the south by a road allowance. Road Closure Bylaw provides for the closing of the west part of the road allowance that is not needed and this land will be included in a proposed adjacent industrial lot. Land Use Bylaw Amendment 3156/K-2004 rezones approximately 6.7 ha (16.5 ac) of land from A1 Future Urban Development District to I1 Industrial (Business Service) District and 0.22 ha (0.54 ac) of land from Road to I1 District in order to develop the south half of Section 31-38-27-4 as an extension of Edgar Industrial Park. 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
 City Assessor
 D. Kutinsky, Graphics Designer
 Bev Greter, Clerk Steno

BYLAW NO. 3327/2004

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:

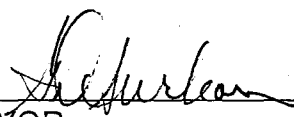
"All that portion of Main Avenue, Plan 2385 M.C. and all that portion of Road Plan 4067J lying within Subdivision Plan 042_____."

READ A FIRST TIME IN OPEN COUNCIL this 22nd day of March 2004.

READ A SECOND TIME IN OPEN COUNCIL this 19th day of April 2004.

READ A THIRD TIME IN OPEN COUNCIL this 19th day of April 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 19th day of April 2004.


MAYOR


CITY CLERK

BYLAW NO. 3156/K-2004

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

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

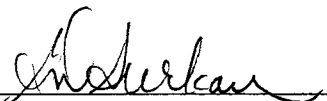
- 1 The "Use District Map D14" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 7/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 22nd day of March 2004.

READ A SECOND TIME IN OPEN COUNCIL this 19th day of April 2004.

READ A THIRD TIME IN OPEN COUNCIL this 19th day of April 2004.

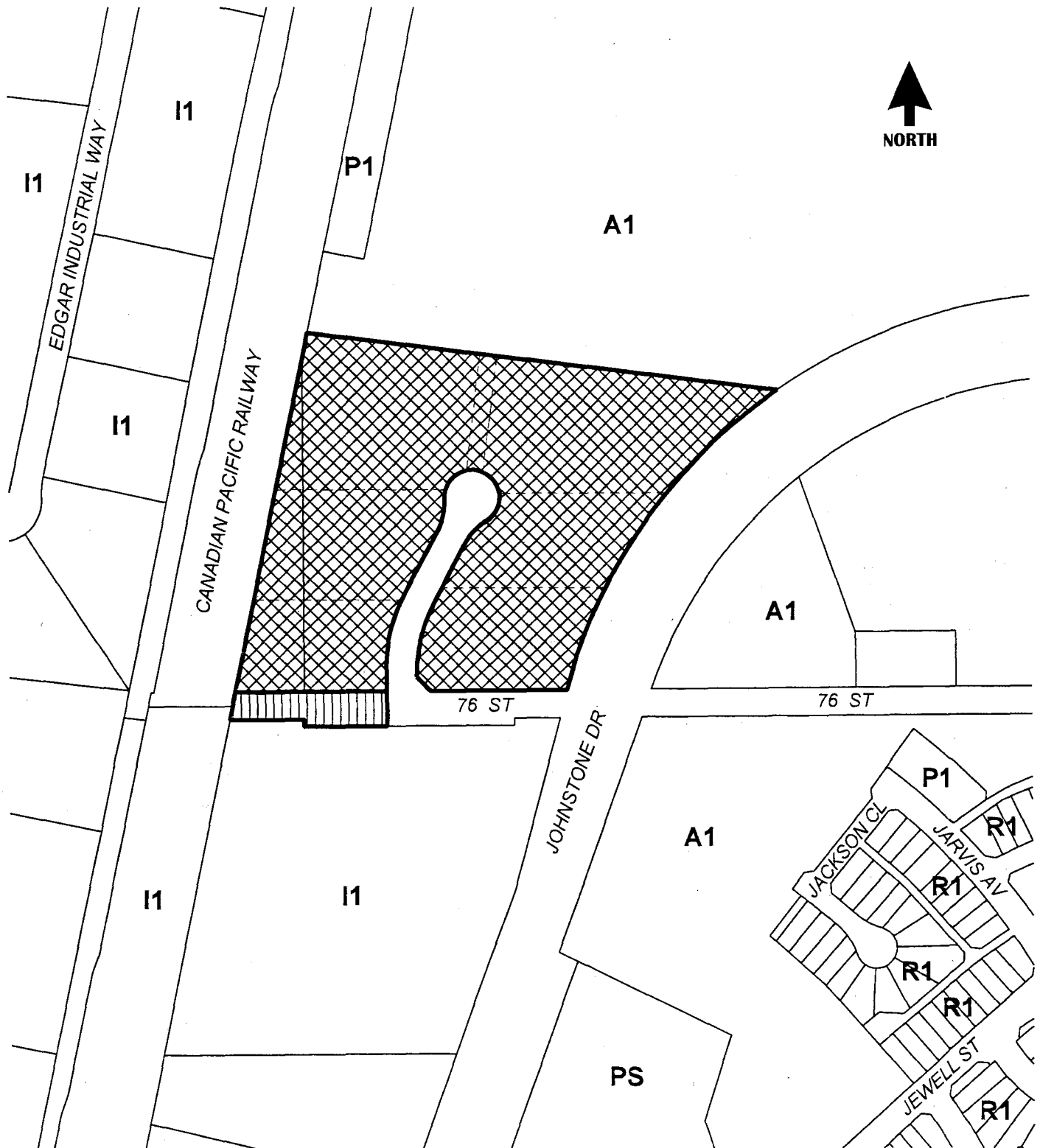
AND SIGNED BY THE MAYOR AND CITY CLERK this 19th day of April 2004.


MAYOR


CITY CLERK

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



Change from :

A1 to I1

Road to I1



AFFECTED DISTRICTS:

A1 - Future Urban Development

I1 - Industrial (Business Service)

MAP No. 7 / 2004

BYLAW No. 3156 / K - 2004



CULTURE SERVICES

DATE: April 1, 2004
TO: Kelly Kloss, Legislative and Administrative Manager
CC: Kerry Dawson, Culture Development Superintendent
FROM: Harold Jeske, Recreation, Parks & Culture Manager
SUBJECT: Ghost Project: Hazel Braithwaite #7-03

Background

The Red Deer Downtown Business Association (DBA) initiated Ghost projects in 1993 and to date Red Deer is renowned for having installed seven life-sized bronze Ghost statues depicting historical events, figures and landmarks from Red Deer's past. The Ghosts are owned, managed and maintained by the DBA while community organizations are the primary source of funding for the Ghosts. The City's role with regard to Ghost projects is to review and approve the specific site where each Ghost statue is to be located.

The City Council decision of July 29, 2002 (updated on December 3, 2002) regarding approved sites for Ghost Projects includes approval of 13 locations for Ghost installations on City property.

The request forwarded by the DBA to install the Hazel Braithwaite Ghost in the park between the Old Court House and Bishops Drug Store (#5 on the attached map of approved sites) falls within the specified guidelines of the Public Art Policy and Implementation Procedures. The exact site will be 1½ feet east of the existing tree.

At their meeting on August 12, 2003, the Recreation, Parks & Culture Board moved the following:

Resolved that the Recreation, Parks & Culture Board supports the recommendation of the Public Art Committee that the Ghost statue of Hazel Braithwaite be located at the Council-approved location #5 - Old Court House park site.

Consultation

On June 11, 2003, the DBA submitted an application for installation of the Hazel Braithwaite Ghost project - a life-size bronze sculpture at the location indicated as #5 on the map. The application was forwarded to appropriate City Departments, Parkland Community Planning Services, the Heritage Preservation Committee and to the Central Alberta Historical Society (a community interest group) for comments.

Recommendation

That City Council of the City of Red Deer approve the placement of the Hazel Braithwaite #7-03 in the location between the Old Court House and Bishop's Drug Store as mentioned in paragraph three above.

A handwritten signature in black ink, appearing to read 'Harold Jeske'.
Harold

Attachments

- Map
- Comments from City Departments

KD:mak
(3135-20-Ghosts-Corres)

SITES FOR GHOST PROJECTS

March, 2004

Approved by City Council on July 29, 2002

1. Coronation Park - Ross Street between 46 Avenue and 45 Avenue
2. Downtown Park Plaza - 52 Avenue between 46 Street and 48 Street
3. Rotary Park - Bottom of Spruce Drive at 43 Street
4. Rotary Park - 49 Avenue and 43 Street (North West Corner)
5. Old Court House - Park between the Old Court House and Bishops Drug Store
6. Adjacent North to the Gallery on Ross - on the Traffic Bulb
7. 51 Street and 49 Avenue - North West Corner of the Intersection
8. Gaetz Avenue and 48 Street - North East Corner of the Intersection
9. 48 Avenue and Ross Street - South West Corner of the Intersection
10. Victory Park - Triangle at the Intersection of Ross Street and 46 Avenue

Approved by City Council on December 2, 2004 (around City Hall Park)

11. At or near the entrance to the park at the corner of Ross Street and 49 Avenue
12. At or near the entrance to the park at the corner of 49 Street and 49 Avenue
13. On the sidewalk bulb at the South West corner of 48 Avenue and Ross Street

Prepared by Kerry Dawson, Culture Development Superintendent

(3135-GhostProjects-Sites)



CULTURE SERVICES

DATE: July 25, 2003

TO: Albert Azzara, Chair
Recreation, Parks & Culture Board

CC: Harold Jeske, Recreation, Parks & Culture Manager
Public Art Committee

FROM: Kerry Dawson, Chair, Public Art Committee

SUBJECT: Ghost Project: Hazel Braithwaite #7-03

On February 18, 2003 the Public Art Committee put forth a recommendation to the Recreation, Parks and Culture Board that the Hazel Braithwaite Ghost Project #7 be located in the Downtown Plaza Park.

As that site was deemed unfavorable, the Red Deer Downtown Business Association submitted a revised location application. The new location requested is a Council-approved location: #5 - Old Court House (the park between the Old Court House and Bishops Drug Store). Below are the comments received from City Departments concerning the new site (#5 on attached map).

Emergency Services - No objections to this project.

Public Works Department - No comments on the proposed site.

Electric, Light and Power - The sidewalk on the north side of Ross Street has duct work for both street lighting and receptacles in the tree wells. It would be preferable to avoid conflict with this duct work to allow future repairs if needed.

Recreation, Parks & Culture - No concerns with the proposed location.

Engineering - Recommend that the Ghost Project be placed behind one of the existing benches, either between the west bench and the east walkway to the Old Court House, or behind the east bench in the planting area to place the Ghost out of any pedestrian travel lanes.

Inspections and Licensing - No objection to proposed placement.

Heritage Preservation Committee - An appropriate location for this new Ghost.

The Public Art Committee requests that the Recreation, Parks and Culture Board support the recommendation for the revised location.

Kerry

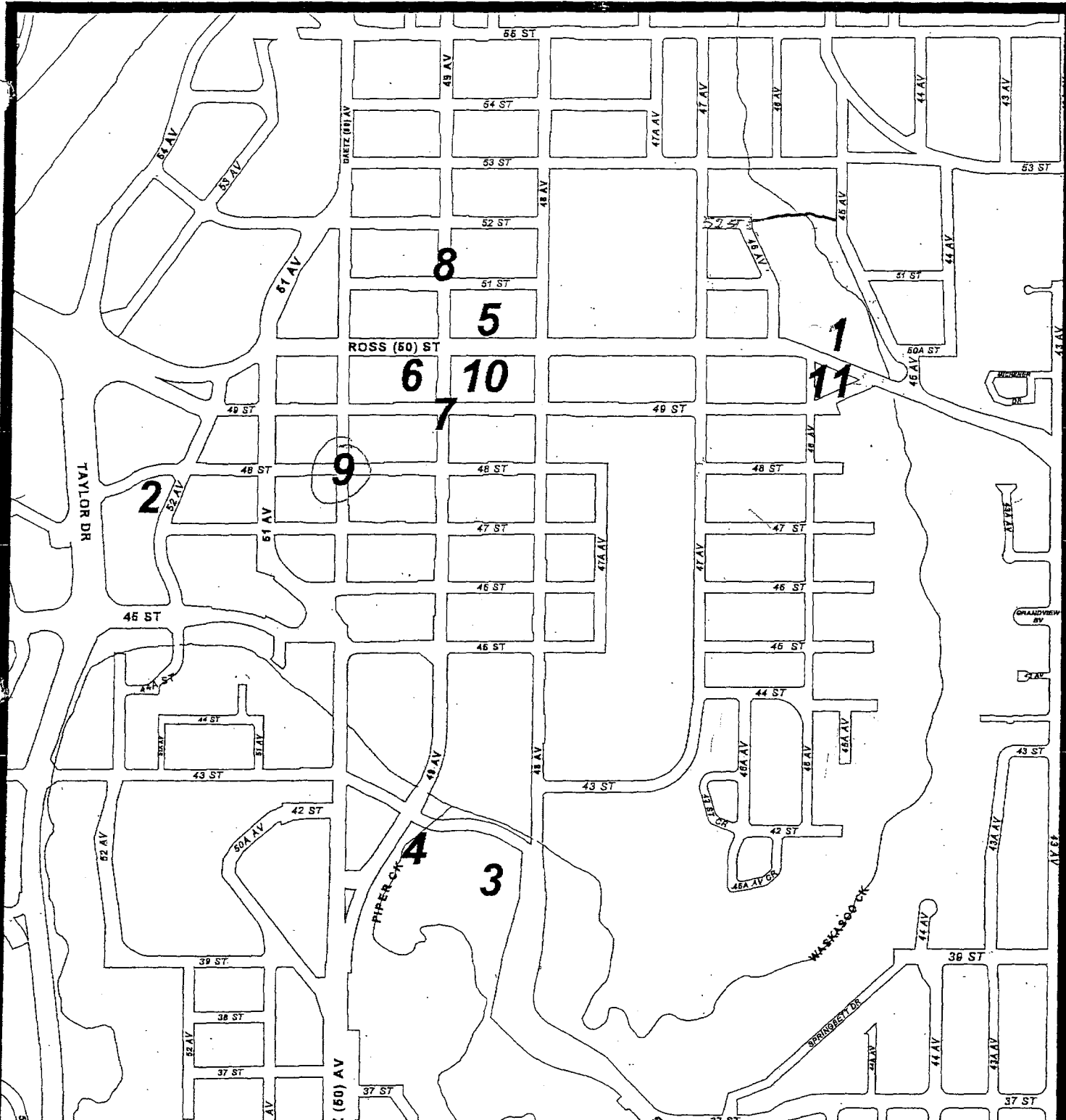
Attachment - Revised Location Application for the Hazel Braithwaite Ghost Project #7

KD:mak
(specproj-Ghosts-2003-M0500-81-RPCBd)

Comments:

I agree with the recommendations of the Recreation, Parks & Culture Manager.

"N. Van Wyk"
City Manager



Sites for Ghost Projects

- | | |
|-----------------------------|--|
| 1. Coronation Park | 7. 49 Avenue and 49 Street |
| 2. Downtown Park Plaza | 8. 51 Street and 49 Avenue |
| 3. Rotary Park | 9. 48 Ave & Ross Street *
48 Ave & Ross Street |
| 4. Rotary Park | 10. 49 Avenue and Ross Street |
| 5. Old Court House | 11. Victory Park |
| 6. south of Gallery on Ross | |

*SW Corner of Intersection



© Copyright The City of Red Deer Engineering Services Department.
This map may not be reproduced by any means, in whole or in part.

July 2002

SITES FOR GHOST PROJECTS

March, 2004

Approved by City Council on July 29, 2002

1. Coronation Park - Ross Street between 46 Avenue and 45 Avenue
2. Downtown Park Plaza - 52 Avenue between 46 Street and 48 Street
3. Rotary Park - Bottom of Spruce Drive at 43 Street
4. Rotary Park - 49 Avenue and 43 Street (North West Corner)
5. Old Court House - Park between the Old Court House and Bishops Drug Store
6. Adjacent North to the Gallery on Ross - on the Traffic Bulb
7. 51 Street and 49 Avenue - North West Corner of the Intersection
8. Gaetz Avenue and 48 Street - North East Corner of the Intersection
9. 48 Avenue and Ross Street - South West Corner of the Intersection
10. Victory Park - Triangle at the Intersection of Ross Street and 46 Avenue

Approved by City Council on December 2, 2004 (around City Hall Park)

11. At or near the entrance to the park at the corner of Ross Street and 49 Avenue
12. At or near the entrance to the park at the corner of 49 Street and 49 Avenue
13. On the sidewalk bulb at the South West corner of 48 Avenue and Ross Street

Prepared by Kerry Dawson, Culture Development Superintendent

(3135-GhostProjects-Sites)

Consideration was given to a report from the Recreation, Parks & Culture Manager dated November 25, 2002, **Re: City Hall Park – Sites for Future Ghost Projects**. Mr. MacSween, President, Downtown Rotary Club, was in attendance to provide an overview of the report and answer questions of Council. Following discussion the motion as set out hereunder was introduced and passed.

Moved by Councillor Flewwelling, seconded by Councillor Hughes

Resolved that Council of the City of Red Deer, having considered the report from the Recreation, Parks and Culture Manager, dated November 25, 2002, re: City Hall Park – Sites for Future Ghost Projects, agrees to

1. Amend the resolution passed by Council on July 29, 2002, re: Sites for Ghost Projects, by deleting Item No. 9 – “49 Avenue and Ross Street – South East Corner of the Intersection” and replacing it with “48th Avenue and Ross Street – South West Corner of the Intersection”
2. Approve the three ghost sites in and around City Hall park, as part of the Downtown Ghost Project as follows:
 1. At or near the entrance to the park at the corner of Ross Street and 49th Avenue.
 2. At or near the entrance to the park at the corner of 49th Street and 49th Avenue.
 3. On the sidewalk bulb at the South West corner of 48th Avenue and Ross Street.

MOTION CARRIED

Council considered a report from the Engineering Services Manager **Re: Traffic Bylaw Amendment 3186/D-2002 / Proposed Speed Limit Reduction on 30th Avenue, near 22nd Street**. Following discussion Council agreed to consider the related Bylaw readings at this time.

MINUTES

Moved by Councillor Flewwelling, seconded by Councillor Moffat

“Resolved that the Minutes of the Tuesday, May 20, 2003 Regular Meeting of Red Deer City Council be confirmed as transcribed.”

MOTION CARRIED

REPORTS

Council considered a joint report from the Culture Development Superintendent, the Red Deer Cultural Heritage Society, and the Red Deer Waskasoo Museums Foundation dated June 9, 2003, **Re: Red Deer Cultural Heritage Society – Request for Funds from the Red Deer Heritage Fund**. Following discussion the motion as shown below was introduced and passed.

Moved by Councillor Pimm, seconded by Councillor Moffat

Resolved that Council of the City of Red Deer having considered the report from the Community Services Director, dated June 9, 2003, re: Red Deer Cultural Heritage Society – Request for Funds from the Red Deer Heritage Fund, hereby approves the expenditure of \$6,000 from the Red Deer Heritage Fund to be used as matching money by the Red Deer Cultural Heritage Society for the undertaking of an interpretive plan for the Cronquist House subject to a business plan for the ongoing operation and sustainability of the Cronquist House must also be completed in 2003.

MOTION CARRIED

Council considered a report from the Recreation, Parks & Culture Manager dated May 26, 2003, **Re: Keith Mann Ghost – Project #08-03**. Mr. Jim McPhearson and Mr. Jim McSween of the Downtown Rotary Club were in attendance and spoke to Council relative to this item. Following discussion the motion as set out hereunder was introduced.

Moved by Councillor Flewwelling, seconded by Councillor Dawson

Resolved that Council of The City of Red Deer having considered the report from the Recreation, Parks & Culture Manager, dated May 26, 2003, re: Keith Mann Ghost – Project #08-03, hereby approves the southwest corner of City Hall Park as the location for the Keith Mann Ghost, as indicated on the map presented to Council on June 16, 2003.

Prior to consideration of the preceding motion the following tabling resolution was introduced.

Moved by Councillor Watkinson-Zimmer, seconded by Councillor Pimm

Resolved that Council of the City of Red Deer having considered the report from the Recreation, Parks & Culture Manager, dated May 26, 2003, re: Keith Mann Ghost – Project #08-03, hereby agrees to table the report to the July 14, 2003 regular Council Meeting.

Councillors Dawson, Hughes, Higham, Flewwelling, Moffat, Rowe and Mayor Surkan all registered dissenting votes

MOTION TO TABLE DEFEATED

The original motion as introduced was then on the floor and considered by Council.

MOTION CARRIED

Consideration was given to a report from the Social Planning Manager dated June 5, 2003, **Re: Additional Funding to Red Deer Family and Community Support Services**. Following discussion the motion as shown below was introduced and passed.

Moved by Councillor Flewwelling, seconded to Councillor Dawson

Resolved that Council of the City of Red Deer, having considered the report from the Social Planning Manager, re: Additional Funding to Red Deer Family and Community Support Services, hereby:

MOTION CARRIED

Council considered a report from the Community Services Director dated July 8, 2002, **RE: Sites for Ghost Projects**. Following discussion the motion as set out hereunder was introduced and passed.

Moved by Councillor Flewwelling, seconded by Councillor Dawson

Resolved that Council of the City of Red Deer having considered the report from the Community Services Director, dated July 8, 2002, re: Sites for Ghost Projects, hereby:

1. Approves the following locations on public lands as potential sites for future ghosts, as part of the Downtown Ghost Project:
 1. Coronation Park – Ross Street between 46 Avenue & 45 Avenue
 2. Downtown Park Plaza – 52 Avenue between 46 Street & 48 Street
 3. Rotary Park – Bottom of Spruce Drive at 43 Street
 4. Rotary Park – 49 Avenue and 43 Street (North West Corner)
 5. Old Court House – Park Between the Old Court House and Bishops Drug Store
 6. Adjacent North to the Gallery on Ross – On the Traffic Bulb
 7. 51 Street and 49 Avenue – North West Corner of the Intersection
 8. Gaetz Avenue and 48 Street – North East Corner of the Intersection
 9. 49 Avenue and Ross Street – South East Corner of the Intersection
 10. Victory Park – Triangle at the Intersection of Ross Street and 46 Avenue
2. Directs City Administration to consult with appropriate departments to determine the positioning of a ghost at a site, once an exact location for a ghost has been chosen.

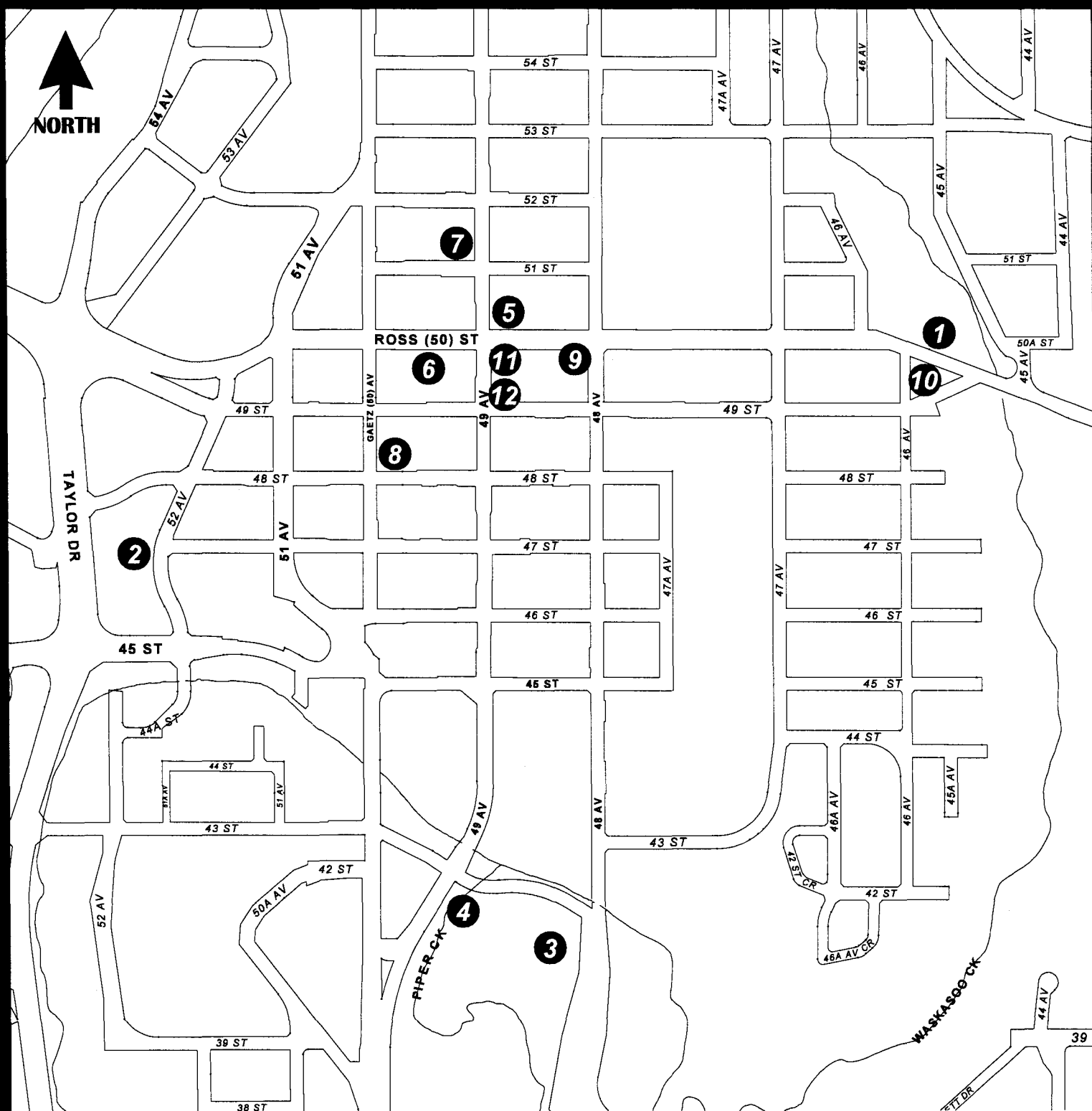
MOTION CARRIED

SITES FOR GHOST PROJECTS

APRIL, 2004

1. Coronation Park – Ross Street between 46 Avenue and 45 Avenue
2. Downtown Park Plaza – 52 Avenue between 46 Street and 48 Street
3. Rotary Park – Bottom of Spruce Drive at 43 Street
4. Rotary Park – 49 Avenue and 43 Street (North West Corner)
5. Old Court House – Park between the Old Court House and Bishops Drug Store
6. Adjacent North to the Gallery on Ross – on the Traffic Bulb
7. 51 Street and 49 Avenue – North West Corner of the Intersection
8. Gaetz Avenue and 48 Street – North East Corner of the Intersection
9. 48 Avenue and Ross Street – South West Corner of the Intersection
10. Victory Park – Triangle at the Intersection of Ross Street and 46 Avenue
11. At or near the entrance to City Hall Park at the Corner of Ross Street and 49 Avenue
12. At or near the entrance to City Hall Park at the Corner of 49 Street and 49 Avenue

Note: Approved by Council on July 29, 2002 and amended by Council on December 2, 2002.



Sites for Future Ghost Projects

- | | |
|--------------------------------------|---|
| 1. Coronation Park | 8. Gaetz Avenue and 48 Street |
| 2. Downtown Park Plaza | 9. 48 Avenue and Ross Street |
| 3. Rotary Park - Spruce Dr and 43 St | 10. Victory Park |
| 4. Rotary Park - 49 Ave and 43 St | 11. City Hall Park - Ross St and 49 Ave |
| 5. Old Court House | 12. City Hall Park - 49 St and 49 Ave |
| 6. Gallery on Ross | |
| 7. 51 Street and 49 Avenue | |

LE



LEGISLATIVE & ADMINISTRATIVE SERVICES

April 20, 2004

Sonia Sawyer, Executive Director
Downtown Business Association
5024 Ross Street, 2nd Floor
Red Deer, AB T4N 1Y3

Dear Sonia:

Ghost Project: Hazel Braithwaite #7-03

At the Monday, April 19, 2004 Council Meeting, Council approved the placement of the Hazel Braithwaite Ghost in the park between the Old Court House and Bishop's Drug Store.

Thank you for your work with the Ghosts project in the City of Red Deer.

Sincerely,



Kelly Kloss
Manager

c Recreation, Parks & Culture Manager

FILE



Council Decision – April 19, 2004

Legislative & Administrative Services

DATE: April 20, 2004
TO: Harold Jeske, Recreation, Parks & Culture Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Ghost Project: Hazel Braithwaite #7-03

Reference Report:

Recreation, Parks & Culture Manager, dated April 1, 2004

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Recreation, Parks & Culture Manager, dated April 1, 2004, re: Ghost Project: Hazel Braithwaite #7-03, approves the placement of the Hazel Braithwaite Ghost in the park between the Old Court House and Bishops Drug Store subject to the concerns of the Electric, Light and Power Department related to ductwork and the Engineering Services Department related to pedestrian travel lanes, being addressed."

Report Back to Council: No

Comments/Further Action:

A handwritten signature in black ink, appearing to be 'K. Kloss', written over the printed name.

Kelly Kloss
Manager
/chk

c Community Services Director
Culture Development Superintendent

**Assessment and Taxation Services**

DATE: April 7, 2004

TO: Kelly Kloss
Legislative and Administrative Services Manager

FROM: Rod Risling
Assessment and Taxation Services Manager

SUBJECT: 2004 SUPPLEMENTARY ASSESSMENT BYLAW

Background:

The Municipal Government Act states that if a municipality intends on implementing a supplementary property tax for any given year, the Council must pass a Supplementary Assessment Bylaw prior to May 1 of that year. The attached bylaw will, if approved, provide for the supplementary assessment of improvements added during 2004 in The City of Red Deer.

In 2004, Council budgeted \$300,000 in municipal revenue from supplementary taxation.

Recommendation:

Recommend that Council gives three readings to the attached Supplementary Assessment Bylaw.

A handwritten signature in black ink, appearing to read 'Rod Risling'.

Rod Risling
Assessment and Taxation Services Manager

BYLAW NO. ~~3311/2003~~2004

Being a bylaw to authorize the preparation of supplementary assessments within The City of Red Deer for ~~2003~~ 2004.

WHEREAS, The City of Red Deer wishes to require the preparation of supplementary assessments for improvements for the purpose of imposing a tax;

AND WHEREAS, the Municipal Government Act provides that this Bylaw must be passed before May 1 of the year that the Bylaw applies;

NOW THEREFORE Council enacts:

- 1 That a supplementary assessment shall be prepared for all improvements in ~~2003~~ 2004.
- 2 That this Bylaw does not authorize the preparation of supplementary assessments for linear property.

READ A FIRST TIME IN OPEN COUNCIL this ~~22nd~~ 19th day of April ~~2003~~ 2004.

READ A SECOND TIME IN OPEN COUNCIL this ~~22nd~~ 19th day of April ~~2003~~ 2004.

READ A THIRD TIME IN OPEN COUNCIL this ~~22nd~~ 19th day of April ~~2003~~ 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this ~~22nd~~ 19th day of April ~~2003~~ 2004.

"Bev Hughes"

DEPUTY MAYOR

"Nona Housenga"

DEPUTY CITY CLERK

Comments:

The 2004 Supplementary Assessment Bylaw provides for the collection of \$300,000 in municipal revenue from supplementary taxation as approved in the 2004 Budget. Three readings of the bylaw are requested at this meeting.

"N. Van Wyk"
City Manager



Council Decision – April 19, 2004

Legislative & Administrative Services

DATE: April 20, 2004

TO: Rod Risling, Assessment and Taxation Services Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: 2004 Supplementary Assessment Bylaw 3329/2004

Reference Report:

Assessment and Taxation Services Manager, dated April 7, 2004

Bylaw Readings:

2004 Supplementary Assessment Bylaw 3329/2004 was given three readings. A copy of the bylaw is attached.

Report Back to Council: No

Comments/Further Action:

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

Kelly Kloss
Manager

/chk
/attach.

c Director of Corporate Services
Treasury Services Manager

BYLAW NO. 3329/2004

Being a bylaw to authorize the preparation of supplementary assessments within The City of Red Deer for 2004.

WHEREAS, The City of Red Deer wishes to require the preparation of supplementary assessments for improvements for the purpose of imposing a tax;

AND WHEREAS, the Municipal Government Act provides that this Bylaw must be passed before May 1 of the year that the Bylaw applies;

NOW THEREFORE Council enacts:

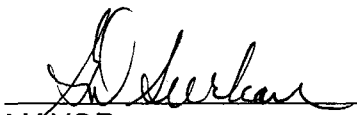
- 1 That a supplementary assessment shall be prepared for all improvements in 2004.
- 2 That this Bylaw does not authorize the preparation of supplementary assessments for linear property.

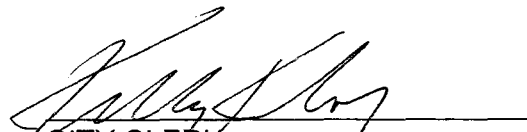
READ A FIRST TIME IN OPEN COUNCIL this 19th day of April 2004.

READ A SECOND TIME IN OPEN COUNCIL this 19th day of April 2004.

READ A THIRD TIME IN OPEN COUNCIL this 19th day of April 2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this 19th day of April 2004.


MAYOR


CITY CLERK



Assessment and Tax Section

DATE: April 8, 2004

TO: Kelly Kloss
Legislative and Administrative Services Manager

FROM: Rod Risling
Assessment and Taxation Services Manager

SUBJECT: 2004 Tax Rate Bylaw

Legislation:

The Municipal Government Act requires Council to approve a Tax Rate Bylaw before taxes can be collected for the following:

- City of Red Deer: Municipal Operations
- Red Deer Public Library: Library Service Requisition
- Province of Alberta: Education Requisition

Background:

The City of Red Deer and Red Deer Public Library's annual budget process consists of three main components:

- Administration prepares the budget,
- Council reviews and approves the budget including the revenue to be collected through property taxes, and
- Through a Tax Rate Bylaw, Council sets the rates used to collect the property tax.

In order to allow City Administration to collect revenue through property taxation, Council must pass a Tax Rate Bylaw. The bylaw can now be passed because the Provincial Government recently provided the education requisition amount. It should be noted that City Council has no authority to change the requisitioned amount.

Discussion:

The 2004 Tax Rate Bylaw is broken down into three main components, as follows:

1. Municipal Taxes

As part of the 2004 budget review, Council approved municipal tax revenues of \$40,974,171 which takes into consideration construction growth, inflationary market value growth and a general tax rate increase.

The tax rates in the attached bylaw have been calculated for each of the property tax classes in order to maintain the established tax distribution structure of:

- Residential property assessment class contributes 51% to the total tax revenue requirements,
- Multi-family residential property assessment class contributes 8% to the total tax revenue requirements, and
- Non-residential and farmland property assessment classes contributes 41% to the total tax revenue requirements.

As a result of this tax rate split process, properties in an assessment class that realize more construction growth will have a lesser tax increase than property in an assessment class that has less construction growth. Schedule A illustrates the municipal tax impact on the "Sample Property" as well as a property in each property assessment class with an assessed value of \$100,000 that realized the typical market value increase for that class. As identified in the Assessment and Taxation Service's 2004 Business Plan, a review of the municipal tax distribution between assessment classes will occur later this year.

2. Red Deer Public Library Taxes

The library requisition for 2004 is \$1,913,000, representing an increase of 7.9% from 2003. Council reviewed the Library budget as part of the 2004 budget deliberations.

3. Education Taxes

The Province of Alberta has requested the following education requisition which represents an 7.6% increase from 2003.

	2003 Requisition	2004 Requisition	Increase
Public School:	\$21,795,831	\$23,289,469	\$1,493,638
Separate School:	<u>\$ 2,970,962</u>	<u>\$ 3,354,566</u>	<u>\$ 383,604</u>
Total Education Tax:	\$24,766,793	\$26,644,035	\$1,877,242


Of the \$1,877,242 tax increase, approximately \$1,263,000 will come from construction growth. The Education tax impact on the sample house will be approximately \$15.00 per year.

Schedule B illustrates the impact of all three tax areas (Municipal, Library and Education) on the "Sample Property" as well as a property in each property assessment class with an assessed value of \$100,000 that realized the typical market value increase for that class.

The tax notices will be mailed on or about May 21, 2004. The due date for payment of taxes is Wednesday, June 30.

Recommendation:

That Council give first reading to the attached Tax Rate Bylaw.

A handwritten signature in black ink, appearing to read "Rod Risling".

Rod Risling
Assessment and Taxation Services Manager

Attach. Schedule A
Schedule B

Schedule A

Municipal Tax Impact**Residential - Sample Property Used In the Budget Process**

	*Municipal Tax (in \$)
2003 Assessment \$143,700	793
2004 Assessment \$151,700	887
Tax Increase	94
*Percent Increase	11.7

Residential (used typical market increase on \$100,000 assessment)

	*Municipal Tax (in \$)
2003 Assessment \$96,052	530
2004 Assessment \$100,000	585
Tax Increase	55
*Percent Increase	10.2

Multiple Family Residential (used typical market increase on \$100,000 assessment)

	*Municipal Tax (in \$)
2003 Assessment \$96,534	678
2004 Assessment \$100,000	778
Tax Increase	100
*Percent Increase	14.7

Non-Residential (used typical market increase on \$100,000 assessment)

	*Municipal Tax (in \$)
2003 Assessment \$95,813	1,079
2004 Assessment \$100,000	1,229
Tax Increase	150
*Percent Increase	13.9

*Note: All Figures used above are rounded except for percent increase which is calculated based on actual figures.

Schedule B

Total (Municipal, Library and Education) Tax Impact

Residential - Sample Property Used In the Budget Process

	Total Tax (in \$)
2003 Assessment \$143,700	1,492
2004 Assessment \$151,700	1,602
Tax Increase	110
Percent Increase	7.4

Residential (used typical market increase on \$100,000 assessment)

	Total Tax (in \$)
2003 Assessment \$96,052	998
2004 Assessment \$100,000	1,056
Tax Increase	58
Percent Increase	5.8

Multiple Family Residential (used typical market increase on \$100,000 assessment)

	Total Tax (in \$)
2003 Assessment \$96,534	1,148
2004 Assessment \$100,000	1,250
Tax Increase	102
Percent Increase	8.9

Non-Residential (used typical market increase on \$100,000 assessment)

	Total Tax (in \$)
2003 Assessment \$95,813	1,771
2004 Assessment \$100,000	1,952
Tax Increase	181
Percent Increase	10.2

*Note: All Figures used above are rounded.

BYLAW NO. ~~3312/2003~~2004

Being a bylaw to authorize the rates of taxation to be levied against assessable property within The City of Red Deer for the ~~2003~~2004 taxation year.

WHEREAS, Council, at their meeting of January ~~22, 2003~~ 27, 2004 passed a budget resolution which provided for the collection of ~~\$34,825,375~~ 40,974,171 being raised by general municipal taxation;

AND WHEREAS, the requisitions that the The City of Red Deer is required to collect on behalf of other organizations are:

Alberta School Foundation Fund (Public)

Residential/Farmland	\$ 13,819,127 <u>14,778,849</u>
----------------------	--

Non-residential	\$ 7,976,704 <u>8,510,620</u>
-----------------	--

Opted Out School Boards (Separate)

Residential/Farmland	\$ 2,303,809 <u>2,520,885</u>
----------------------	--

Non-residential	\$ 667,153 <u>833,681</u>
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Red Deer Public Library	\$ 1,773,000 <u>1,913,000</u>
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Piper Creek Foundation	\$- 21,796
-----------------------------------	-----------------------

AND WHEREAS, the Council of The City of Red Deer is authorized to classify assessed property, and to establish different rates of taxation in respect to each class of property, subject to the Municipal Government Act, chapter M26 1, Revised Statutes of Alberta, 1994;

AND WHEREAS, the assessed value of all property in the Municipality of Red Deer as shown on the assessment roll is:

	<u>Assessment</u>
Single Family Residential	\$3,217,096,300 <u>\$3,574,956,800</u>
Multiple Family Residential	396,445,600 <u>421,393,900</u>
Non-residential	1,267,177,800 <u>1,365,906,300</u>
Farmland	1,155,000 <u>926,700</u>
	\$ 4,881,874,700 <u>5,363,183,700</u>

AND WHEREAS, Council has passed Bylaw ~~3311/2003~~ 2004 being a Bylaw authorizing the supplementary assessment of new construction;

NOW THEREFORE COUNCIL ~~authorizes the~~ ENACTS AS FOLLOWS:

1. ~~Levy of tax rates, as set out in this bylaw, on the assessed value of all property as shown on the assessment roll of The City of Red Deer; and~~ This Bylaw shall be known as the Tax Rate Bylaw.
2. ~~Levy of tax rates, as set out in this bylaw, on the assessed value of all property subject to Supplementary Assessment Bylaw 3311/2003 2004. Council authorizes the imposition of taxes on the assessed value of all property in the city of Red Deer, whether on the assessment roll, or supplementary assessment roll, on the basis of the rates set out in this bylaw.~~

	Tax Levy	Assessment	Tax Rate
General Municipal			
Single Family Residential	\$17,760,940	\$3,217,096,300	.005521
	\$ 20,896,695	<u>\$3,574,956,800</u>	<u>.0058453</u>
Multiple Family Residential	2,786,030	396,445,600	.007028
	\$3,277,939	<u>\$421,393,900</u>	<u>.0077788</u>
NON-RESIDENTIAL/FARMLAND Commercial/Industrial/Farmland	14,278,405	1,268,332,800	.011258

	<u>\$16,799,471</u>	<u>\$1,366,833,000</u>	<u>.0122908</u>
Total	\$34,825,375	\$ 4,881,874,700	
	<u>\$40,974,105</u>	<u>\$5,363,183,700</u>	

Alberta School Foundation Fund (Public School)

Residential/Farmland	\$13,819,127	\$3,073,331,894	.004497
	<u>\$14,778,935</u>	<u>\$3,389,508,535</u>	<u>.0043602</u>
Non-residential	7,976,704	1,162,922,223	.006859
	<u>\$8,510,663</u>	<u>\$1,237,626,571</u>	<u>.0068766</u>
Total	\$21,795,831	\$ 4,236,254,117	
	<u>\$23,289,598</u>	<u>\$4,627,135,106</u>	

Opted-Out School Boards (Separate)

Residential/Farmland	\$2,303,809	\$512,360,205	.004497
	<u>\$2,520,900</u>	<u>\$578,161,565</u>	<u>.0043602</u>
Non-residential	667,153	97,264,074	.006859
	<u>\$833,685</u>	<u>\$121,235,029</u>	<u>.0068766</u>
Total	\$2,970,962	\$609,624,279	
	<u>\$3,354,585</u>	<u>\$699,396,594</u>	

Red Deer Public Library	\$1,773,000	\$4,881,874,700	.000363
	<u>\$1,913,048</u>	<u>\$5,363,183,700</u>	<u>.0003567</u>

Piper Creek Foundation	\$ 21,796	\$4,881,874,700	.0000045
-------------------------------	----------------------	----------------------------	---------------------

READ A FIRST TIME IN OPEN COUNCIL this ~~22nd~~ 19th day of April ~~2003~~ 2004.

READ A SECOND TIME IN OPEN COUNCIL this ~~22nd~~ 19th 3rd day of April ~~May~~ 2003

2004.

READ A THIRD TIME IN OPEN COUNCIL this ~~22nd~~ ~~19th~~ 3rd day of ~~April~~ May ~~2003~~
2004.

AND SIGNED BY THE MAYOR AND CITY CLERK this ~~22nd~~ ~~19th~~ 3rd day of ~~April~~ May ~~2003.~~
2004

~~"Bev Hughes"~~

~~"Nona Housenga"~~

~~DEPUTY MAYOR~~

~~DEPUTY CITY CLERK~~

Comments:

The Tax Rate Bylaw implements the decisions made with respect to the 2004 Business Plans and Budgets. The report from Mr. Risling sets out the process of establishing the millrates which, in turn, will determine the amount of property and provincial education tax for each homeowner and business. Council does have the option of giving the bylaw three readings at this meeting.

"N. Van Wyk"
City Manager

Backup

Assessment and Tax Section

DATE: February 14, 2003

TO: City Manager

FROM: City Clerk
City Assessor
Tax Collector

SUBJECT: MUNICIPAL TAX RATES

INTRODUCTION

The 2003 Budget is complete and the Assessment and Tax Sections are in the process of preparing the Tax Bylaw. This bylaw establishes the tax rates for residential and non-residential properties and authorizes the levy and collection of property taxes. Prior to the preparation of the Tax Bylaw, a review of the current practice of establishing the tax rates will provide the basis on which the bylaw is built.

The purpose of this report is to describe how and why we have different rates for different classes of property (commonly referred to as split tax rates). Also this report provides other relevant tax rate information including:

- History,
- Affect on the different classifications of property,
- Comparison with other municipalities.

DISTRIBUTION

The collection of taxes is based on split tax rates that results in the percentage of tax revenue collected from the different classes of property varying. This percentage is often referred to as the spread in taxes.

Table 1 lists the 2002 tax rates and the percentage collected from each class.

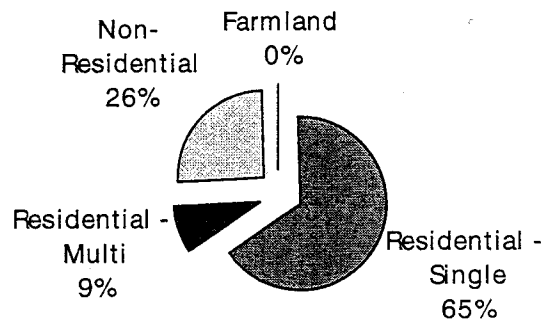
Table 1

Property Class	Tax Rate	% of Total Taxes	% of Total Assessed Value	Taxes Collected
Residential:				
- Single Family	.005451	51%	65%	\$15,545,185
- Multi-Family	.006365	8%	9%	\$2,427,131
Non-Residential	.010739	41%	26%	\$12,497,109
Farmland	.010739	.01%	.01%	\$11,329
Machinery & Equipment	Nil	0%	0%	\$0
Total				\$30,480,754

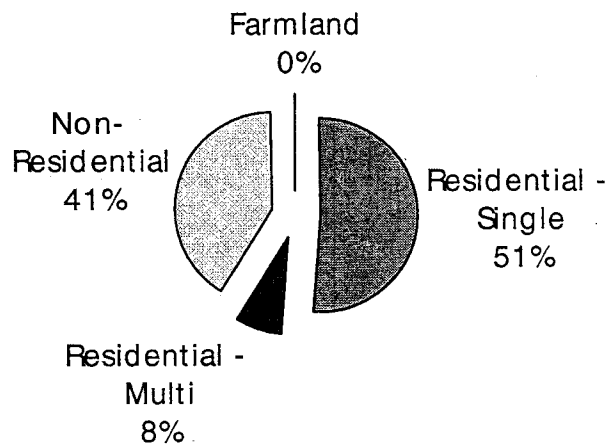
This table shows that residential properties, which make up 74% (65% + 9%) of the total assessed value, paid 59% (51% + 8%) of the taxes. Non-residential properties, which make up 26% of the total assessed value, paid 41% of the total taxes. Machinery & Equipment tax relates to manufacturing equipment used in industrial businesses such as Olymel and Collicutt-Hanover. Machinery & Equipment is exempt in Red Deer however Council does have the option to tax this area which would result in additional revenue of approximately \$360,000.

The percentages in Table 1 have remained constant for at least five years and are approved by Council through the Tax Rate Bylaw. This is portrayed in the following graphs.

Distribution of Assessment



Where The Tax Revenue Comes From



KEY POINTS IN HISTORY

Split tax rates is a practice that the City of Red Deer and other Alberta cities have utilized for over 30 years. How this was achieved has varied over the years but in the end, the outcome was the same. Here is a brief description of split tax rates:

- Prior to 1977, the City had one tax rate for all property. During this time residential property was assessed at 37.5% of value and non-residential property at 45% of value. This, in effect, is the same as a split tax rate with non-residential properties paying 20% more than residential properties.
- The Province amended legislation, which became effective for 1977, eliminating the different levels at which residential and non-residential properties were assessed. As a result of this legislative change the City, in order to maintain the status quo, implemented two tax rates (split tax rates) to collect the same proportion of taxes from residential and non-residential.
- In 1995, the Province passed new legislation requiring the assessment of most properties at market value. The Province legislated that some property types should not be assessed at market value such as linear assessments assessed at regulated (set) rates, special purpose properties assessed at cost, and farmland assessed at regulated (set) production values. Treating these latter three property types differently isolates them from market value increases and municipalities have used split tax rates to help maintain the targeted tax distribution.
- In 1998, Council eliminated business tax, which generated approximately \$1,700,000 in revenue. This revenue was recovered by increasing the municipal tax rate for all non-residential properties.

Using a split tax rate is a common practice amongst municipalities and is used by the Province in the collection of education taxes. For the 2002 Education Levy, the residential rate was .004615, and the non-residential rate was .007010 – a spread of 52%.

LEGISLATION

The Municipal Government Act gives the City authority to establish split tax rates thus creating a spread in taxes. The Act stipulates that each property must be assigned one of the following classes:

- Class 1 – Residential
(This may be further divided into sub-classes on any basis Council feels appropriate. Red Deer has sub-classes of single family and multi-family properties. Additional sub-classes can be established such as condominiums, manufactured home parks, and adult gated communities.)
- Class 2 - Non-Residential
- Class 3 - Farmland
- Class 4 - Machinery & Equipment

The Act also generally states that:

- 1) The property tax bylaw must set and show separately all of the tax rates that must be imposed to raise the revenue required by the approved budget.
- 2) A tax rate must be set for each assessment class or sub-class.
- 3) The tax rate may be different for each assessment class or sub-class.

Provincial legislation does not allow municipalities to split the non-residential tax rate. For example the same tax rates must apply to commercial, industrial, linear and special purpose properties.

TAX SPREAD

As discussed earlier although residential properties make up 74% of the total assessed value we collect 59% of the City's tax revenue from them. In comparison non-residential properties make up 26% of the total assessed value but contribute 41% towards the City's tax revenue.

This spread in percentage between residential (59%) and non-residential (41%) requires adjustment to the tax rates to maintain the difference. This adjustment is required to take into account fluctuations in market value and growth that varies from class to class. Council has the authority to increase or decrease the spread between residential and non-residential property tax rates.

COMPARISON

To provide a comparison, the Assessment and Tax Section gathered information on assessment and tax rates from a number of municipalities. These municipalities

included the cities of Edmonton, Calgary, Lethbridge, Medicine Hat, Fort Saskatchewan, St. Albert, RM of Wood Buffalo and Strathcona County.

Schedule A shows the tax rates, % of taxes collected by each property class, and the % difference between each tax rate compared to residential.

The City of Lethbridge has three different rates: single-family residential and farmland; multi-family residential; and non-residential. After a review in 2002, Lethbridge decided to maintain the differential between single-family and multi-family residential rates. The multi-family rate is twice that of single-family.

The City of Edmonton has three different tax rates: residential/farmland; multi-family residential; and non-residential. They reviewed the differential between the 2002 residential and multi-residential rates, and Edmonton Council decided to retain the two rates and that the multi-family rate be 1.2 times the residential rate.

The City of Calgary has three tax rates: residential; non-residential; and farmland. In 1995, Calgary Council agreed that the tax rate for single family and multi-family residential be the same. Previously Calgary's multi-family tax rate was approximately 37% higher than the single-family tax rate.

The anomaly in this comparison is the City of Fort Saskatchewan as it has one tax rate for all classes of property. However, the City of Fort Saskatchewan is currently discussing implementing two tax rates: one for residential and one for non-residential.

RATIONALE

As shown under the history section, the use of split tax rates is a long standing practice. It is not clear what the initial rationale was to provide for a spread between the classes of properties but the use of split tax rates is still a common practice amongst Alberta municipalities.

In comparison Red Deer is in the middle of the pack relative to the spread of taxes. Schedule A provides some detail of this comparison.

ONE RATE ANALYSIS

Although the status quo for Red Deer is a split tax rate, following is an analysis of the impact of using one tax rate (no spread or difference in the tax rates) for all property classifications.

Calculation of a Single Mill Rate

If a single tax rate had been used for 2002, the municipal tax rate would have been .006930. The impact is shown on each of the following examples:

Residential

Assessed Value (Sample Home)	\$137,900
2002 Split Municipal Levy	\$ 751.69
Single Rate Municipal Levy	\$ 955.65
Tax Increase	\$ 203.96
Percentage Increase	27.1%
Number of Accounts Affected	21,738

Multi-Family

Average Assessed Value	\$363,000
2002 Split Municipal Levy	\$2,310.50
Single Rate Municipal Levy	\$2,515.59
Tax Increase	\$ 205.09
Percentage Increase	8.9%
Number of Accounts Affected	1,090

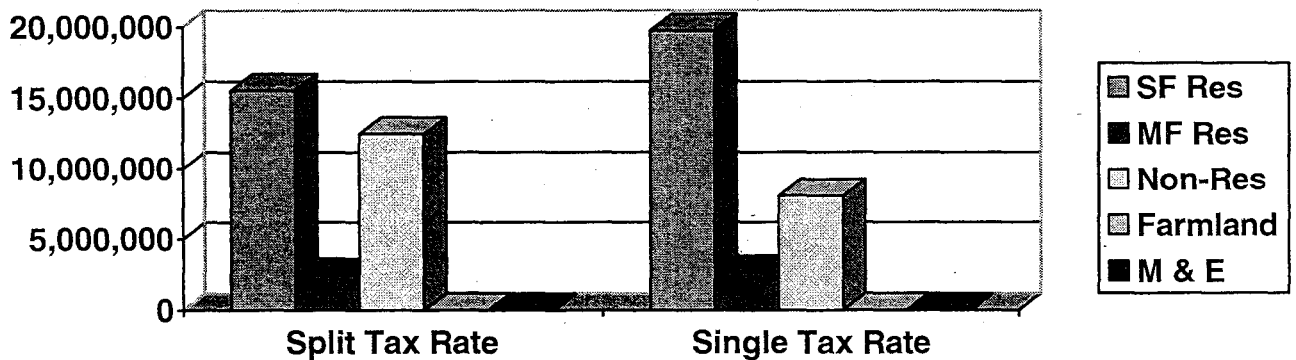
Non-Residential

Average Assessed Value	\$739,000
2002 Split Municipal Levy	\$7,936.12
Single Rate Municipal Levy	\$5,121.27
Tax Decrease	(\$2,814.85)
Percentage Decrease	- 35.5%
Number of Accounts Affected	1,563

MUNICIPAL TAX COMPARISON
2002 SPLIT VS. SINGLE RATE

Tax Category	Assessment	2002 ACTUAL TAX RATE		2002 SINGLE TAX RATE	
		Tax Dollars	% Levied	Tax Dollars	% Levied
Residential:					
- Single-Family	\$2,851,743,700	\$15,545,185	51%	\$19,762,584	65%
- Multi-Family	\$383,119,800	\$ 2,438,460	8%	\$ 2,655,020	9%
Non-Residential	\$1,162,711,700	\$12,485,780	41%	\$ 8,055,840	26%
Farmland	\$1,054,900	\$ 11,329	.04%	\$ 7,310	.02%
M & E	\$33,623,700	0.00	0%	.00	0%
TOTAL	\$4,432,253,800	\$30,480,754	100%	\$30,480,754	100%

TAX REVENUE COMPARISON SPLIT RATE VS SINGLE RATE



SUMMARY

In summary, the drafting of the 2003 Tax Rate Bylaw is based on:

1. The use of split tax rates divided into classifications of:

- Residential – Single Family and Multi-Family
- Non-Residential
- Farmland

2. The spread of tax rates at the following percentages:

- Single Family Residential : 51%
- Multi-Family Residential: 8%
- Non Residential & Farmland: 41%

SCHEDULE "A"

City	Residential Tax Rate	% of Total Tax Levied	Multi-Res Tax Rate	% of Total Tax Levied	Non-Res Tax Rate	% of Total Tax Levied	Tax Rate Ratio Multi- Res to Res.	Tax Rate Ratio Non-Res to Res
Calgary	.0043935	46%	.0043935	3%	.0137995	51%	1.00	3.14
Edmonton	.0069906	50%	.0083887	8%	.0153792	42%	1.20	2.20
Grande Prairie	.0082300	47%	.0161200	7%	.0188100	46%	1.96	2.29
Lethbridge	.0076460	54%	.0152920	8%	.0177220	38%	2.00	2.32
Medicine Hat	.0051640	57%	.0060700	4%	.0119320	39%	1.18	2.31
St. Albert	.0102520	85%			.0136050	15%	1.00	1.33
Wood Buffalo	.0065000	23%	.0065000	3%	.0080000	74%	1.00	1.23
Strathcona County	.0065206	52%	.0082207	1%	.0082207	47%	1.26	1.26
Red Deer	.0054510	51%	.0063650	8%	.0107390	41%	1.17	1.97

NOTE:

- Calgary levied \$146.5 million for business tax in 2002.
- Edmonton levied \$76.2 million for business tax in 2002.
- St. Albert's residential assessment accounts for 85% of its total taxable assessment base.
- The Regional Municipality of Wood Buffalo has a significant industrial assessment at \$3.63 billion that is 51.8% of their assessment base. This generates \$29 million in taxes, which is 52% of the total tax collected.
- Strathcona County has a significant industrial assessment @ \$1.74 billion that equals 24.6% of its assessment base. This generated \$14.3 million in taxes in 2002, which is 28.2% of the total taxes collected.

FILE



Council Decision – April 19, 2004

Legislative & Administrative Services

DATE: April 20, 2004
TO: Rod Risling, Assessment and Taxation Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: 2004 Tax Rate Bylaw 3330/2004

Reference Report:

Assessment and Taxation Services Manager, dated April 8, 2004

Bylaw Readings:

2004 Tax Rate Bylaw 3330/2004 was given two readings.

Report Back to Council: Yes, on Monday, May 3, 2004

Comments/Further Action:

In addition, we will present a resolution to Council establishing a Policing Reserve with the 2004 Policing Grant to be received by the Province.

A handwritten signature in black ink, appearing to read 'KK', is positioned above the printed name and title.

Kelly Kloss
Manager

/chk

c Director of Corporate Services
Treasury Services Manager

DATE: April 3, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Howard Thompson, Land and Economic Development Manager

RE: **LANCASTER GREEN PHASE 7 - RESIDENTIAL LOT PRICING & MARKET VALUE MULTIFAMILY AND NEIGHBORHOOD COMMERCIAL SITES**

The City is developing the final phase of Lancaster Green as shown on the attached map. Phase 7 is located predominantly in the southeast corner of the neighborhood and consists of a 2.85 hectare +/- (7.05 acre) multifamily (R2) site, a 0.32 hectare +/- (0.8 acre) neighborhood commercial (C3) site, and a mix of 28 single-family (R-1) lots and 20 semi-detached (R1A) lots. This phase is consistent with the land use theme identified in the Lancaster Green Neighborhood Area Structure Plan.

Contracts for servicing are being prepared for this final phase and in keeping with our historical marketing plans; we are recommending that the City proceed with a presale lot draw for the residential lots and a call for proposals for the multifamily and neighborhood commercial sites.

Lot Pricing

As per City Policy to sell land at market value, an independent fee appraiser was hired to provide us with recommendations for land values in Lancaster Green. For greater accuracy we instructed the appraiser to provide values for each individual residential lot instead of just valuing several typical lots as we have done in the past. Land and Economic Development have reviewed the comprehensive report and concur with the appraiser's valuations.

The appraisal report indicates a market value range of *\$10.70 to \$11.30 per square foot* for single-family lots up to 5,000 square feet and a range of *\$9.80 to \$10.70 per square foot* for lots between 5,000 to 6,300 square feet. In general terms, the smaller the lot the higher the market value per square foot is and the larger the lot the lower the market value is. For example a 4,200 square foot lot is based on \$11.30 per square foot and a 6,300 square foot lot is based on \$9.80 per square foot. The mean price for single-family lots prior to adjustments is *\$10.64 per square foot*. Further positive or negative adjustments for size, location, exposure, etc., and rounding are applied to each lot by the appraiser to determine the final lot value. After adjustments single-family lot prices will range from \$48,800 to \$63,200.

Duplex lots are given a value range of *\$10.26 to \$11.38 per square foot* with a mean unadjusted base price of *\$10.70 per square foot*. With further adjustments, the lot prices will range from \$37,900 to \$41,800 for one side of a duplex lot.

Due to the appraiser's approach to price each individual lot based on sales for comparable lot areas and then provide value conclusions in ranges, it is difficult to directly compare the pricing of Phase 7 with Phase 6 marketed in 2003. In general terms, Phase 6 had a median price of \$10.11 for single family and \$10.42 for duplex lots while in Phase 7 the median values are \$10.64 per square foot for single-family and \$10.70 per square foot for duplex lots. Percent change in base unit prices between phases may also vary depending on applicable adjustments.

.../2

MEMO

41

Kelly Kloss
April 3, 2004

Architectural Standards and Controls

Lancaster Green Phase 7 is an extension to the south of Phase 6 and is consistent with the Lancaster Green Neighborhood Area Structure Plan providing a mix of R1 and R1A lots. The architectural standards and controls for Phase 7 will be identical as Phase 6 as shown in the attached schedule "A". Specifically they include minimum floor size requirements and that duplexes must provide a variation in design on the exterior elevation from one side to the other to avoid mirror imaging and carports are not allowed.

Multi-family and Neighborhood Commercial Values

The appraisal concluded that the market value for the 2.85 hectare +/- (7.05 acre) multifamily (R2) site is \$1,900,000 based on \$270,000 per acre and the 0.32 hectare +/- (0.8 acre) neighborhood commercial (C3) site is \$567,000 based on \$700,000 per acre. Due to the anticipated demand for these sites, we propose opening the call for proposals for bids with these market values being the minimum reserve bid.

Recommendation


That City Council approves the following in Lancaster Green Phase 7:

1. Lot prices to be based on:

Single-family lots	\$10.70 to \$11.30 per square foot for up to 5,000 square feet \$9.80 to \$10.70 per square foot for lots between 5,000 to 6,300 square feet, and
Duplex lots	\$10.26 to \$11.38 per square foot with any further lot price adjustments to be approved by the City Manager.

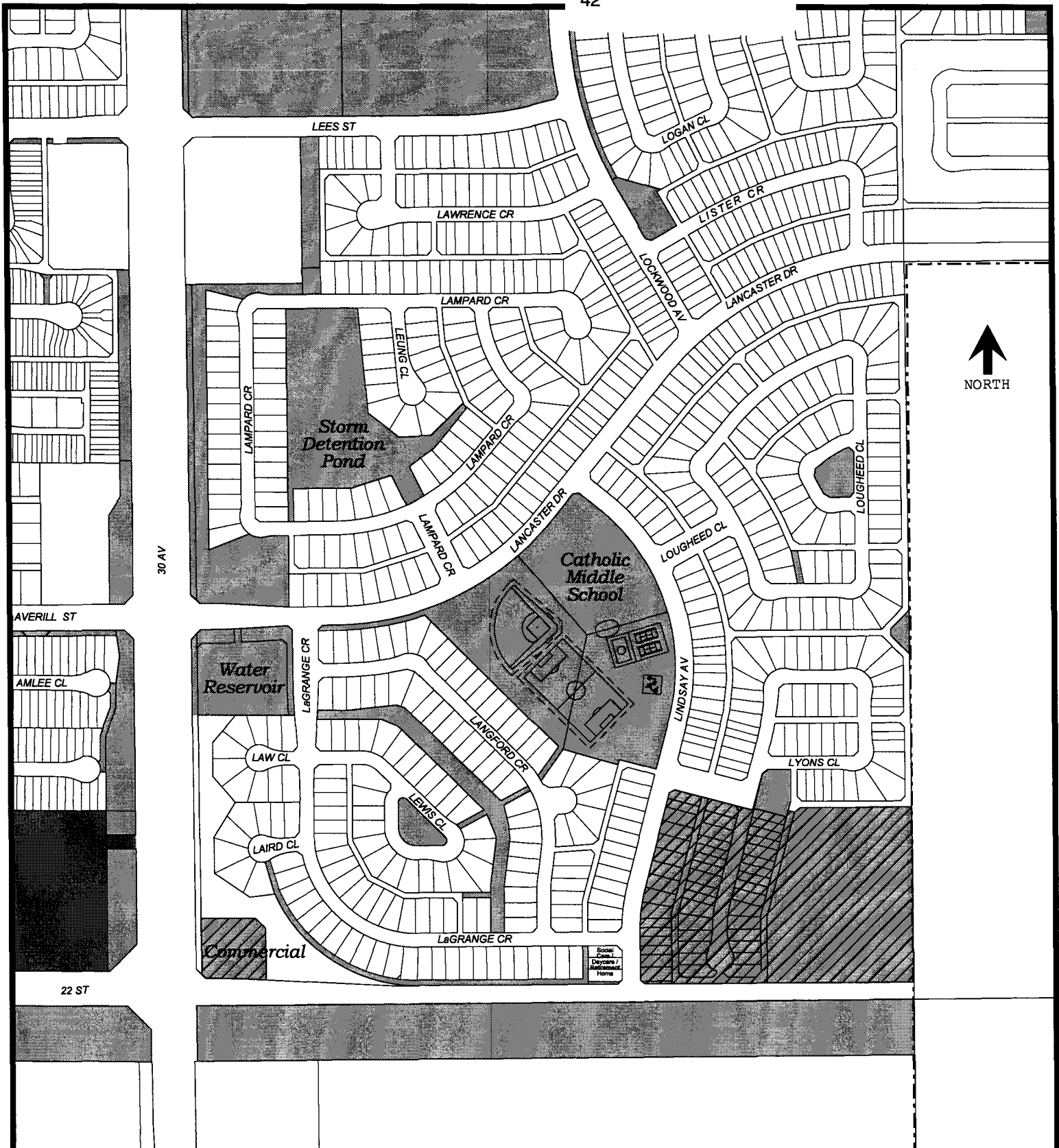
2. The Architectural Development Guidelines.
3. Proceeding with a lot draw pre-sale.
4. Market values and minimum reserve bid to be:

Multifamily (R2) site	\$1,900,000
Neighborhood commercial (C3) site	\$567,000


for Howard Thompson
Land & Economic Development Manager


Attach.

- c. Bryon Jeffers, Director of Development Services



THE CITY OF
Red Deer

Lancaster Green

 to be developed in 2004

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This map may not be reproduced by any means, in whole or in part.

January 2004

SCHEDULE "A"

Architectural Development Guidelines Lancaster Green Phase 7

INTRODUCTION

These architectural guidelines are intended to encourage building designs which enhance the natural and planned features of the subdivision. House plans will be reviewed in terms of their adherence to these guidelines.

1.0 HOUSE TYPE DEFINITION

Bungalow:	floor area contained on one level; contains no stair risers up from main level
Raised Bungalow:	floor area contained on one level; may have up to 7 exterior stairs
Bi-Level:	have an equal number of stair risers up and down
Split-Level:	contains at least two levels above grade which are separated by stair risers
Two-Storey:	minimum of 14 stair risers between levels, with a minimum second floor area of ½ of the total main floor area.

2.0 MINIMUM SIZE REQUIREMENTS

Single Family Dwelling:

Bungalow:	-	1100 sq. ft. (102.2m ²) above lot grade
Bi-Level:	-	1100 sq. ft. (102.2m ²) above lot grade
Split-Level:	-	1100sq. ft. (102.2m ²) on two levels above grade
Two-Storey:	-	without attached garage: 1700 sq. ft. (158m ²) above grade, with a minimum second floor area of 600 sq. ft. (56m ²).
	-	with attached garage: 1500 sq. ft. (139.4m ²) above grade; with a minimum second floor area of 500 sq. ft. (46.5m ²)

Semi-Detached Dwelling:

- Bungalow: - 1000 sq. ft. (92.9m²) above lot grade per side
- Bi-Level: - 1000 sq. ft. (92.9m²) above lot grade per side
- Two-Storey: - 1100 sq. ft. (102.2m²) above grade per side, with a minimum main floor area of 700 sq. ft. (65m²) and a minimum second floor area of 400 sq. ft. (37m²)

Semi-detached dwellings must provide a variation of design on the exterior elevations from one side to another, to avoid mirror imaging. Some examples of design criteria could include, but not limited to:

- Offsetting entrances
- Different roof line on each side and accents
- Varied window appearance (e.g. bay windows on one-half)
- Varied setbacks.

**Note - Front attached or rear detached garages are permitted, but not mandatory. Carports are not permitted.*

3.0 LANDSCAPING GRADES

The landscaped grade of a lot must always slope away from the house and be integrated into the subdivision system of drainage.

Building permits will not be issued until the grade certificate issued by the Engineering Services Department with the foundation permit is returned to the Inspections & Licensing Department, confirming the "as-built" landscape grade.

4.0 BUILDING PERMITS

Building permits will be processed by the Inspections and Licensing Department. Minor variances in materials, finishes and design will be considered and ruled on by the Inspections and Licensing Manager.

5.0 CORNER LOTS

Only bungalows will be permitted on corner lots. Raised bungalows and bi-levels are not permitted.

Comments:

I agree with the recommendations of the Land & Economic Development Manager.

"N. Van Wyk"
City Manager

Legislative & Administrative Services

DATE: April 20, 2004
TO: Howard Thompson, Land & Economic Development Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Lancaster Green Phase 7 – Residential Lot Pricing & Market Value
Multifamily and Neighbourhood Commercial Sites

Reference Report:

Land & Economic Development Manager, dated April 3, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated April 3, 2004, re: Lancaster Green Phase 7 – Residential Lot Pricing and Market Value Multifamily and Neighbourhood Commercial Sites, hereby approves the following:

1. Lot prices to be based on:

Single Family Lots: \$10.70 to \$11.30 per square foot for up to 5,000 square feet

\$9.80 to \$10.70 per square foot for lots between 5,000 to 6,300 square feet, and

Duplex Lots: \$10.26 to \$11.38 per square foot

With any further lot price adjustments to be approved by the City Manager.

2. Architectural Development Guidelines to be adhered to.
3. Proceeding with a lot draw pre-sale.
4. Market values and minimum reserve bid to be:

Multifamily (R2) site: \$1,900,000

Neighbourhood commercial (C3) site: \$ 567,000"

Report Back to Council: No


Kelly Kloss

Manager

/chk

c Director of Development Services
Treasury Services Manager



Date: April 13, 2004

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: **Budget Increase – Gaetz Avenue Setback Study**

We have completed a proposal call for the Gaetz Avenue Setback Study. Prior to awarding the Contract, an update to the project budget must be considered as the anticipated project expenditures are beyond what was approved by Council previously.

On December 15, 2003, Council, having considered a report from PCPS, regarding Land Use Bylaw Amendment 315/V-2003 – Additional Building & Sign Setback on Gaetz Avenue agreed to:

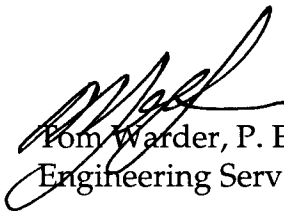
1. Amend the 2003 Budget by allocating \$70,000 from the PCPS dividends reserve for completion of the Gaetz Avenue Development Setback Study, and
2. Delay any further consideration of the sale of land abutting Gaetz Avenue until the Setback Study is completed, and a new bylaw is developed to provide appropriate guidance for further development.

Engineering Services has since called for a proposal for the Setback Study in conjunction with Design and Construction Services for widening of a north portion of Gaetz Avenue (71 Street to Highway 11A). We have reviewed the proposals received and are planning to award the Setback Study and Gaetz North Widening work to Stantec Consulting Ltd, subject to budget approval. The revised budget requirement is \$100,000 and includes an evaluation of traffic safety, traffic capacity, service road improvements, boulevard and median landscaping, consistent sign and development setback, and extensive stakeholder and public feedback program.

Legislative & Administrative Services Manager
April 13, 2004
Page 2

Recommendation

As future development of service roads and general roadway improvements along Gaetz Avenue is contingent on completion of the Gaetz Avenue Setback Study, we would respectfully recommend that Council approve the revised budget of \$100,000. The original budget of \$70,000 is funded from the Parkland Community Planning Services Dividend Reserve. We request that the additional \$30,000 funding also come from the Dividend Reserve.



Tom Warder, P. Eng.
Engineering Services Manager

FC/ldr

- c. Director of Development Services
Treasury Services Manager
Streets Engineer
Engineering Accountant

Comments:

I agree with the recommendations of the Engineering Services Manager.

"N. Van Wyk"
City Manager



E
Council Decision – April 19, 2004

Legislative & Administrative Services

DATE: April 20, 2004
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Budget Increase – Gaetz Avenue Setback Study

Reference Report:

Engineering Services Manager, dated April 13, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, having considered the report from the Engineering Services Manager, dated April 13, 2004, re: Budget Increase – Gaetz Avenue Setback Study, approves an amendment to the 2004 Budget by increasing the Gaetz Avenue Setback Study budget from \$70,000 to \$100,000 with the additional \$30,000 funding to come from the Parkland Community Planning Services Dividend Reserve."

Report Back to Council: No

Comments/Further Action:

Kelly Kloss
Manager

/chk

c Director of Corporate Services
Treasury Services Manager



Engineering Services

Date: April 13, 2004

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: Johnstone Storm Water Detention Pond

We have completed the detailed design and tendering of the Johnstone Storm Water Detention Pond. 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 2004 Major Capital Budget.

The Storm Detention Pond was tendered on March 25, together with pre-grading of the adjacent Johnstone Crossing residential and industrial subdivisions. We received three competitive bids from Northside Construction Ltd., Pidherney's Trucking Ltd., and Richardson Bros. (Olds) Ltd. Our consultant, Stantec Consulting Ltd., is recommending award of the work to the low bidder, Northside Construction Ltd., in the amount of \$1,363,658.09 including G.S.T. Note that only a portion of this amount is related to the Johnstone Detention Pond (\$325,000). The pre-grading work related to the residential and industrial areas is covered in the City Subdivision Budget and is sufficiently funded.

A. Budget Update

The following table provides the revised estimate of the final costs for the Johnstone Detention Pond.

	Revised Budget	Original Budget
Engineering	\$ 32,000	\$ 33,000
Construction Contract (including contingency)	\$ 325,000	\$ 324,000
Land Purchase	\$ 183,000	\$ 113,000
Recreation & Off-site Levies	\$ 135,000	\$ 80,000
Landscaping	\$ 50,000	\$ 50,000
TOTAL	\$ 725,000	\$ 600,000
VARIANCE	\$ (125,000)	

Legislative & Administrative Services Manager
April 13, 2004
Page 2

B. Project Variance

Variances between the original and revised budget amounts are due to:

1. The original estimate was based on a land area requirement of 1.61 ha. Detailed design resulted in a need for 2.12 ha due to a slight increase in pond volume and a reduction in available pond depth.
2. The cost of land purchase has increased from a budgeted value of \$70,000/ha to \$86,500/ha.
3. The cost of Off-site and Recreation levies has risen since the original budget was developed in the fall of 2003. The original budget was based on \$49,000/ha. The 2004 Off-site and Recreation levies have yet to be approved by Council, but for the purpose of this correspondence it is assumed to be \$63,000/ha.

C. Recommendation

As residential and industrial demand is continuing at a rapid pace in this area, and the construction of Johnstone Detention Pond is required to allow servicing of the Johnstone Crossing residential and industrial subdivision, we respectfully recommend that Council approve the revised budget of \$725,000. The funding source for this budget is from the Storm 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:

I agree with the recommendations of the Engineering Services Manager.

"N. Van Wyk"
City Manager

Legislative & Administrative Services

DATE: April 20, 2004
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Johnstone Storm Water Detention Pond

Reference Report:

Engineering Services Manager, dated April 13, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, having considered the report from the Engineering Services Manager, dated April 13, 2004, re: Johnstone Storm Water Detention Pond, approves an amendment to the 2004 Major Capital Budget by increasing the Johnstone Storm Water Detention Pond budget from \$600,000 to \$725,000 with funding to be coming from the Storm Off-Site Levy Fund."

Report Back to Council: No

Comments/Further Action:

Kelly Kloss
Manager

/chk

c Director of Corporate Services
Treasury Services Manager



Engineering Services

Date: April 14, 2004

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: 2004 Area Improvement Levies

Area Improvement levies are charges payable by a developer for the use of municipal improvements constructed or to be constructed by The City or another developer. The levy is based upon the actual or estimated cost of the improvement divided by the total development area that benefits from the improvement. Unlike trunk utility mains and arterial roadways that are funded by off-site levies, and benefit all development areas, the area improvements in question only benefit specific areas.

The following table outlines the proposed area improvement rate changes for 2004.

Project/Property Owner	2003 Rate	Proposed 2004 Rate	% Change
a. Oak Drive from 175 m west of Farrell Avenue to 245 m south of Orr Drive and Oak Drive intersection			
Oriole Park West (NW 19) - Reid World Wide Corporation, and Oriole Park West (SW 19) - The City of Red Deer	\$8,040 /ha	\$8,320 /ha	3.5%
b. Kingston Drive from Gaetz Avenue to west property line of Lot 1, Plan 800 HW			
Part of NE ¼ 32/38/27/4 Laebon Developments Ltd., Lot 3, Plan 2122 HW in the NE ¼ 32/38/27/4 - Quatum IV Developments Inc., and Part of NE ¼ 32/38/27/4 Gillmar Management Ltd. and J. Alfred Ordman Professional Corp.	\$10,310 /ha	\$10,670 /ha	3.5%
c. Golden West Industrial Park			
Water Improvement Levy	\$17,370 /ha	\$17,980 /ha	3.5%
Sanitary Sewer Improvement Levy	\$13,790 /ha	\$14,275 /ha	3.5%

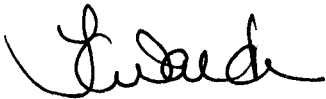
Legislative & Administrative Services Manager
April 14, 2004
Page 2

The proposed rates for Oriole Park West and Golden West Industrial Park have been adjusted based on the actual 2003 Edmonton/Calgary CPI rate, as no development occurred in these two areas. The proposed rate for Kingston Drive reflects revenue received in 2003.

We have not provided advance notice of the revised rates to the property owners, as they are simply inflationary adjustments. However, copies of this memo have been forwarded to each property owner for their information.

SUMMARY

We respectfully request Council's approval of the proposed 2004 Area Improvement rates for the projects as shown in the preceding Table.



Tom C. Warder, P. Eng.
Engineering Services Manager

SS/ldr

- c. Reid World Wide Corporation
- Laebon Developments Ltd.
- Quatum IV Developments Inc.
- Gillmar Management Ltd.
- J. Alfred Ordman Professional Corp.
- Allstar Excavating Ltd (Twin Tractor Ltd.)
- HayAlta Farm Equipment Ltd.

Comments:

I agree with the recommendations of the Engineering Services Manager.

"N. Van Wyk"
City Manager



Council Decision – April 19, 2004

Legislative & Administrative Services

DATE: April 20, 2004

TO: Tom Warder, Engineering Services Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: 2004 Area Improvement Levies

Reference Report:

Engineering Services Manager, dated April 14, 2004

Resolutions:

"Resolved that Council of The City of Red Deer, having considered the report from the Engineering Services Manager, dated April 14, 2004, re: 2004 Area Improvement Levies, hereby approves the following rates:

Project		2004 Rate
a.	Oak Drive from 175 m west of Farrell Avenue to 245 m south of Orr Drive and Oak Drive intersection	
	Oriole Park West (NW 19) – Reid World Wide Corporation, and Oriole Park West (SW 19) – The City of Red Deer	\$8,320/ha
b.	Kingston Drive from Gaetz Avenue to west property line of Lot 1, Plan 800 H.W.	
	Part of NE ¼ 32/38/27/4, Laebon Developments Ltd., Lot 3, Plan 2122 HW in the NE ¼ 32/38/27/4 – Quantum IV Developments Inc., and Part of NE ¼ 32/38/27/4, Gillmar Management Ltd. and J. Alfred Ordman Professional Corp.	\$10,670/ha
c.	Golden West Industrial Park	
	Water Improvement Levy	\$17,980/ha
	Sanitary Sewer Improvement Levy	\$14,275/ha

Report Back to Council: No


Kelly Kloss
Manager

/chk

c Director of Corporate Services
Treasury Services Manager



Engineering Services

Date: April 14, 2004

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: Development Agreement Administration, Survey and Mapping Levies

The City charges Administration, Survey, and Mapping Levies on new development land within The City. Brief descriptions of the levies are as follows:

1. The Development Agreement Administration Fee covers the cost of administering Development Agreements, reviewing Construction Drawings, construction inspection, camera testing of sewers, and record drawing preparation.
2. The Legal Base Mapping Charge covers the cost of purchasing updates of the mapping base and incorporating them into our record drawing base.
3. The Survey Network Charge covers the cost of extending Alberta Survey Control Monuments into new development areas.

Each year we review the rates to ensure that our costs are adequately covered. We are currently in a net positive balance with our Administration, Survey Control Network and Mapping Levies, but we have noticed that our Administration costs exceeded our revenues for 2003. We are therefore recommending that the Survey and Mapping levies remain unchanged in 2004, but that the Administration rate be raised to \$1,850/ha. The following table outlines the current and proposed rates:

	CURRENT LEVY RATES (2003)	PROPOSED LEVY RATES FOR 2004
ADMINISTRATION LEVY (a or b)		
a. Residential Developments	\$1,800 / ha	\$1,850 / ha
b. Minimum Charge	\$2,500 / agreement	\$2,500 / agreement
SURVEY NETWORK LEVY	\$200 / ha	\$200 / ha
LEGAL BASE MAPPING LEVY	\$100 / ha	\$100 / ha

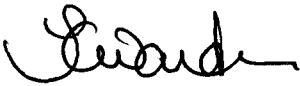
Legislative & Administrative Services Manager

April 14, 2004

Page 2

RECOMMENDATION:

We respectfully recommend that Council approve the Proposed 2004 Administration, Survey and Mapping Levy rates as shown in the preceding Table.



Tom C. Warder, P. Eng.
Engineering Services Manager

SS/ldr

- c. Director of Development Services
Director of Corporate Services
Subdivision Administrator

Comments:

I agree with the recommendations of the Engineering Services Manager.

"N. Van Wyk"
City Manager

FILE



Council Decision – April 19, 2004

Legislative & Administrative Services

DATE: April 20, 2004
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Development Agreement Administration, Survey and Mapping Levies

Reference Report:

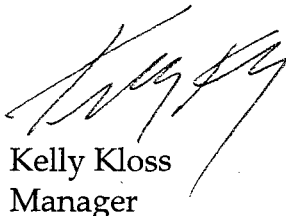
Engineering Services Manager, dated April 14, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, having considered the report from the Engineering Services Manager, dated April 14, 2004, re: Development Agreement Administration, Survey and Mapping Levies, hereby approves the following rates:

	LEVY RATES FOR 2004
ADMINISTRATION LEVY (a or b)	
a. Residential Developments	\$1,850 / ha
b. Minimum Charge	\$2,500 / agreement
SURVEY NETWORK LEVY	\$200 / ha
LEGAL BASE MAPPING LEVY	\$100 / ha

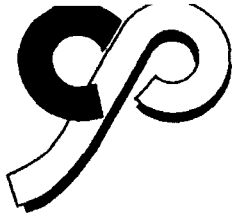
Report Back to Council: No



Kelly Kloss
Manager

/chk

c Director of Corporate Services
Treasury Services 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: April 8, 2004

TO: Kelly Kloss, Manager, Legislative & Administrative Services

FROM: Johan van der Bank, Planner

RE: Proposed Plan Amendment
Johnstone Crossing Neighbourhood Area Structure Plan
Bylaw 3217/A-2004

BACKGROUND

This is a City-owned neighbourhood area structure plan, which was adopted in August 2003 as the first new neighbourhood area structure plan prepared under the 'smart growth principles. The subdivision is undeveloped at this time and construction of the first three phases will commence in the summer of 2004.

The proposed amendment introduces two changes:

- a new 5 metre wide public utility lot along a section of the west plan boundary in order to allow storm water drainage west of the R2 site towards the detention pond; and
- the designation of 33 R1 lots for secondary suite development.

As part of this amendment the plan is also updated in respect of minor wording changes and the incorporation of Assisted Living residences, which were incorporated into the Land Use Bylaw in December 2003.

NEIGHBOURHOOD MEETING

A neighbourhood meeting was hosted by Parkland Community Planning Services on March 31, 2004. One resident of Kentwood West attended the meeting and contributed their views and suggestions. A copy of the meeting attendance sheet is being forwarded to Council under confidential cover. No objections to the proposed plan amendment were received by the planning office.

PLANNING ANALYSIS

The proposed PUL is an engineering requirement which is being introduced as a refinement of the storm water drainage concept.

The proposed introduction of the secondary suite R1 lots is in accordance with a Land Use Bylaw amendment adopted by Council on April 5, 2004. The 33 lots proposed to be pre-designated make up 10% of the total number of R1 lots in the plan. If the proposed plan amendment is adopted, secondary suite development will be a permitted use on

these lots, subject to meeting the other regulations of section 71.1 of the Land Use Bylaw.

The location of the secondary suite lots were determined in consultation with the Land & Economic Development Department and the owner of the privately owned Lot 2 Block 1 Plan 022 4553 (3.87 hectare). The consultant for the private owner, Lebedoff Development Services, has indicated that they are contemplating changes to the land use designation for the private parcel and that a plan amendment application will be forthcoming by the fall of 2004 in respect of narrow lot and secondary suite designations.

MUNICIPAL PLANNING COMMISSION

In compliance with the *Neighbourhood Planning & Design Guidelines & Standards* this proposed plan amendment to the Johnstone Crossing Neighbourhood Area Structure Plan was forwarded to the Municipal Planning Commission for review and a recommendation to City Council on April 13. A recommendation from the MPC was not available at the time of submitting this report, and arrangements were made that the recommendation from the MPC will be forwarded to Council under separate cover.

RECOMMENDATION

That City Council considers first reading of the proposed plan amendment to the Johnstone Crossing Neighbourhood Area Structure Plan, in Bylaw 3217/A-2004.



Johan van der Bank
PLANNER
attachments

DATE: April 13, 2004
TO: City Council
FROM: Municipal Planning Commission
RE: Johnstone Crossing Neighbourhood Area Structure Plan

An amendment is being proposed for the Johnstone Crossing Neighbourhood Area Structure Plan which will incorporate a new 5 metre wide public utility lot along a section of the west plan boundary in order to allow storm water drainage and the designation of 33 R1 lots for secondary suite development. The City's Planning and Subdivision Guidelines state that all new Neighbourhood Area Structure Plans must be forwarded to The City's Municipal Planning Commission for a recommendation to City Council.

At its meeting of Tuesday, April 13, 2004, the Municipal Planning Commission considered the proposed Johnstone Crossing Neighbourhood Area Structure Plan. At that meeting, the following resolution was passed:

"RESOLVED that the Municipal Planning Commission support the proposed Johnstone Crossing Neighbourhood Area Structure Plan amendment and recommends Council consider first reading of the bylaw amendment."

Recommendation:

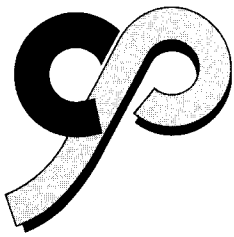
That Council consider first reading of the bylaw amending the Johnstone Crossing Neighbourhood Area Structure Plan.

Councillor Larry Pimm, Acting Chairperson
Municipal Planning Commission

Comments:

I recommend that Council proceed with first reading of Johnstone Crossing Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2004. A Public Hearing will be held on Monday, May 17, 2004 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"N. Van Wyk"
City Manager



DATE: April 7, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

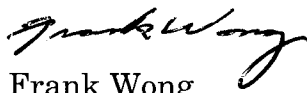
FROM: Frank Wong, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/N-2004
Lot 1, Block 1, Plan 972 0461
SE ¼ Sec. 31-38-27-4
Johnstone Crossing (Johnstone North) – Phases 1 and 3
The City of Red Deer

The City of Red Deer is proposing to develop Phases 1 and 3 of the Johnstone Crossing neighbourhood. Phase 1 consists of 30 single-family lots, 8 semi-detached lots, 1 lot for the development of a church, 1 public utility lot to accommodate a storm detention pond and earth berm, a portion of the central park, and road additions to the Taylor Drive and Johnstone Drive right-of-ways. Phase 3 consists of 59 single-family lots, 12 semi-detached lots, 1 multi-family lot, 2 municipal reserve lots and 1 public utility lot. This proposal rezones approximately 20.74ha (51.25ac) of land from A1 Future Urban Development District to R1 Residential Low Density, R1A Residential (semi-detached dwellings), R2 Residential (Medium Density), P1 Parks and Recreation Districts and ROAD. The proposed church site will remain in A1 zoning and which will be advertised as such and if not sold after being on the market for a period of six months, then it may be rezoned to R2 District.

Staff Recommendation

The proposal complies with the Johnstone Crossing (Johnstone North) Neighbourhood Area Structure Plan; therefore it is recommended that City Council proceed with first reading of this Land Use Bylaw Amendment 3156/N-2004.


Frank Wong
Planning Assistant

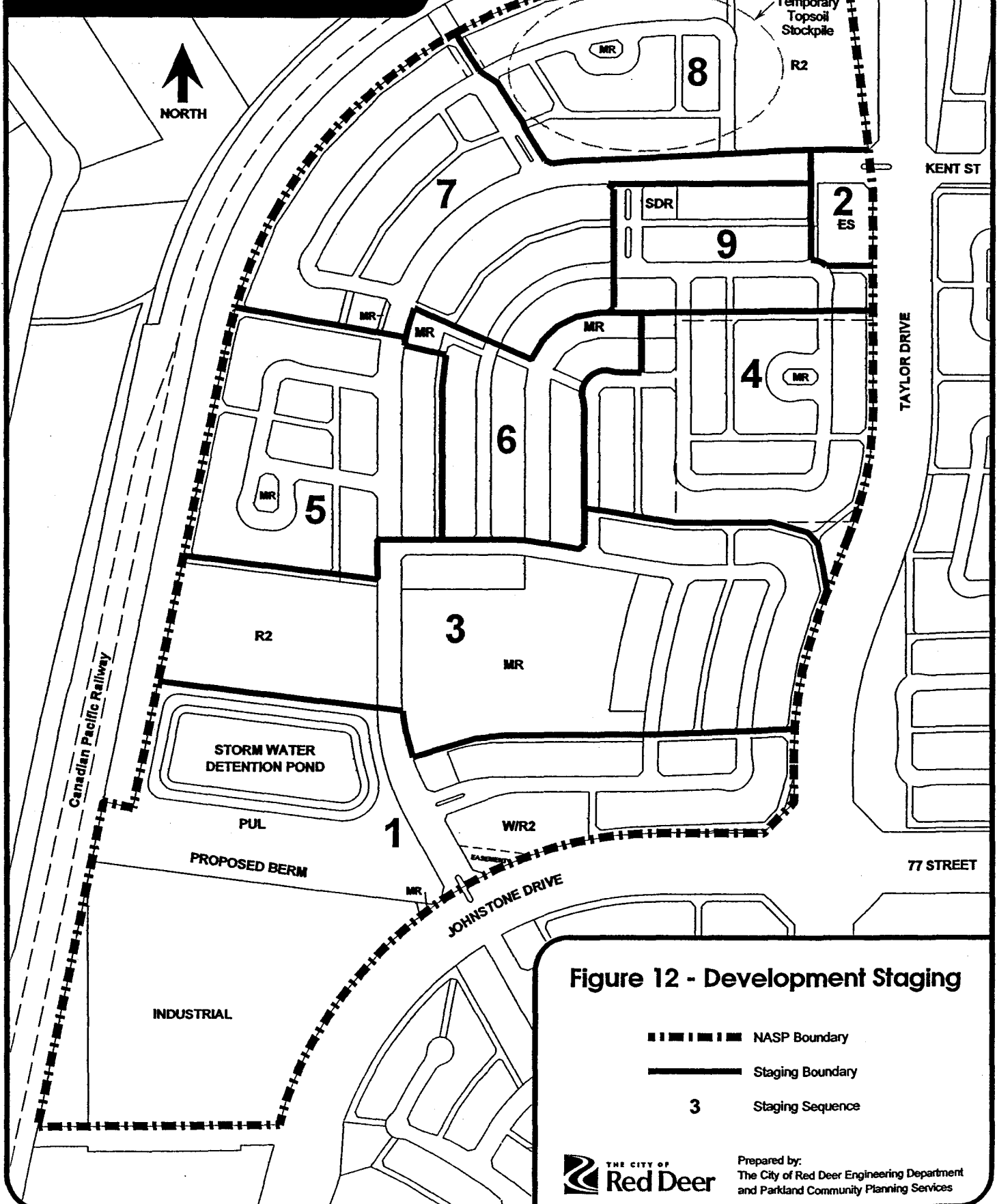
Attachments

Johnstone Crossing

Neighbourhood Area Structure Plan

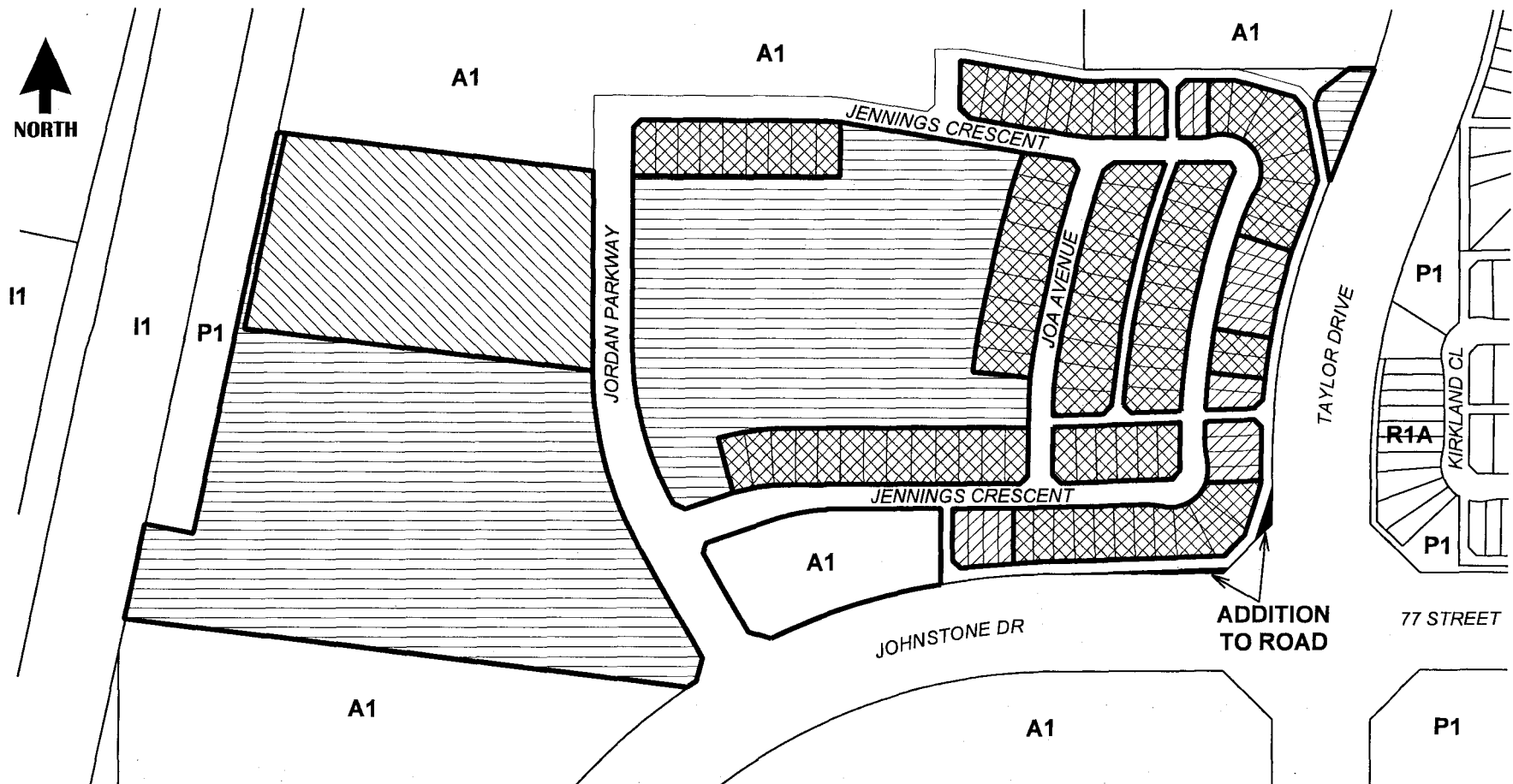
Scale 1:5,000

August 2003



The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT

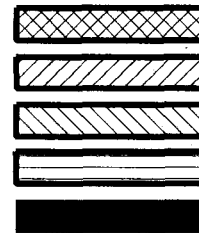


AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1A - Residential (Semi-Detached Dwelling)
- R2 - Residential (Medium Density)
- P1 - Parks and Recreational

Change from :

- A1 to R1
- A1 to R1A
- A1 to R2
- A1 to P1
- A1 to Road



MAP No. 9/ 2004
BYLAW No. 3156 / N - 2004

Comments:

I recommend that subject to the passage of first reading of Johnstone Crossing Neighbourhood Area Structure Plan Bylaw Amendment 3217A-2004, that Council proceed with first reading of Land Use Bylaw Amendment 3156/N-2004. A Public Hearing will be held on Monday, May 17, 2004 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"N. Van Wyk"
City Manager

JOHNSTONE CROSSING - NORTH
LUB 3156/N-2004 & NASP

DESCRIPTION: Change to NASP and LUB Amendment for Phases 1 and 3

FIRST READING: April 19, 2004

FIRST PUBLICATION: April 30, 2004

SECOND PUBLICATION: May 7, 2004

PUBLIC HEARING & SECOND READING: May 17, 2004

THIRD READING: May 17/04

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☒ NO ☐

DEPOSIT? YES ☐ \$ _____ NO ☒ BY: CITY

ACTUAL COST OF ADVERTISING:

\$ 314.⁴⁰ X 2

TOTAL: \$ 628.⁸⁰

MAP PREPARATION: \$ —

TOTAL COST: \$ 628.⁸⁰

LESS DEPOSIT RECEIVED: \$ —

AMOUNT OWING/ (REFUND): \$ —

INVOICE NO.: —

(Account No. 59.5901)

FILE

April 28, 2004

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

Dear Sir/Madam:

**Re: Johnstone Crossing (North) Neighbourhood Area Structure Plan 3217/A-2004 and
Land Use Bylaw Amendment 3156/N-2004**

Council of The City of Red Deer is considering a change to the Neighbourhood Area Structure Plan and Land Use Bylaw which control 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.

Red Deer City Council proposes to pass **Bylaw 3217/A-2004**, an amendment to the Johnstone Crossing Neighbourhood Area Structure Plan located in the Southeast quarter of Section 31-38-27-4. The proposed amendment introduces a new 5-metre wide public utility lot along a section of the west boundary to allow storm water drainage west of the R2 Residential (medium density) site towards the detention pond, and the designation of 33 R1 Residential (low density) lots for secondary suite development. The change also incorporates Assisted Living residences, which were added into the Land Use Bylaw in December 2003.

City Council also proposes to pass **Land Use Bylaw Amendment 3156/N-2004** which provides for the rezoning of land to develop Phases 1 and 3 of the Johnstone Crossing Neighbourhood. Approximately 20.75 ha (51.25 acres) of land will be rezoned from A1 Future Urban Development District to R1 Residential (Low Density) District, R1A Residential (Semi-detached Dwelling) District, R2 Residential (Medium Density) District, P1 Parks and Recreation District and Road. The proposed bylaws may be inspected by the public at the Legislative & Administrative Services office, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

Page Two

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday, May 17, 2004** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to our office by **Tuesday, May 11, 2004**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,

A handwritten signature in cursive script, appearing to read "Kelly Kloss".

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

OwnerName	OwnerAdd1	OwnerAdd2	OwnerAdd3
Kearney Properties Ltd.	9625 Shepard Road SE	CALGARY, AB T2C 4K5	
Carolina Homes Inc.	215, 340 Midpark Way SE	CALGARY, AB T2X 1P1	
481376 Alberta Ltd. & Sure-Line Holdings Ltd.	Sage Electric Ltd. & Tar-ific	Developments Ltd., Et Al	83 Holmes
763042 Alberta Ltd.	8025 Edgar Industrial Place	RED DEER, AB T4P 3R3	
115157 Alberta Ltd.	7739 Edgar Industrial Way	RED DEER, AB T4P 3R2	
961483 Alberta Ltd.	8012 Edgar Industrial Green	RED DEER, AB T4P 3S2	
Prairieland Holdings Ltd.	Box 879	OKOTOKS, AB T1S 1A9	
Geraldine Tronnes	3510 44 Avenue	RED DEER, AB T4N 3H3	
Michael J. & Jodi L. & Gregory J. Mercer	70 Kirkland Close	RED DEER, AB T4P 4A3	
Harvey & Linda Kunz & Lindak Holdings Inc.	256 Douglas Woods Hill SE	CALGARY, AB T2Z 3B1	
Mel Brownlee & Barbara & Kathleen	104 Kirkland Close	RED DEER, AB T4P 4A4	
Gary R. & Glenda D. Stark	87 Lord Close	RED DEER, AB T4R 2R9	
David S. Deschner	PO Box 123, Station Box	RED DEER, AB T4N 5E7	
Emilio Saul & Digna Maria Ceron	98 Kirkland Close	RED DEER, AB T4P 4A4	
Stephen James & Phylis Lorraine Hornett	96 Kirkland Close	RED DEER, AB T4P 4A4	
Troy David Vanden Dungen	94 Kirkland Close	RED DEER, AB T4P 4A3	
Robert T. & Susan Virginia Todd	92 Kirkland Close	RED DEER, AB T4P 3P3	
Kenneth M. & Victoria H. Flesher	104 Highwood Close	DEVON, AB T9G 1W8	
Lorrence & Angeline Aplin	122 Kidd Close	RED DEER, AB T4P 4A7	
Executive Builders Group Inc.	2-7429 49 Avenue	RED DEER, AB T4P 1N2	
363300 Alberta Ltd.	48 Dunham Close	RED DEER, AB T4R 2J2	
Margaret Van Skiver	110 Kidd Close	RED DEER, AB T4P 4A7	
Grandview Contracting Ltd.	7 4676 61 Street	RED DEER, AB T4N 2R2	
Kent Stewart John & Taryn Jean Meyer	98 Kidd Close	RED DEER, AB T4P 4A7	

**Johnstone Crossing (North) Neighbourhood Area Structure Plan
Land Use Bylaw Amendment – Phases 1 and 3**

Red Deer City Council proposes to pass **Bylaw 3217/A-2004**, an amendment to the Johnstone Crossing Neighbourhood Area Structure Plan located in the Southeast quarter of Section 31-38-27-4. The proposed amendment introduces a new 5-metre wide public utility lot along a section of the west boundary to allow storm water drainage west of the R2 Residential (medium density) site towards the detention pond, and the designation of 33 R1 Residential (low density) lots for secondary suite development. The change also incorporates Assisted Living residences, which were added into the Land Use Bylaw in December 2003.

“Map”

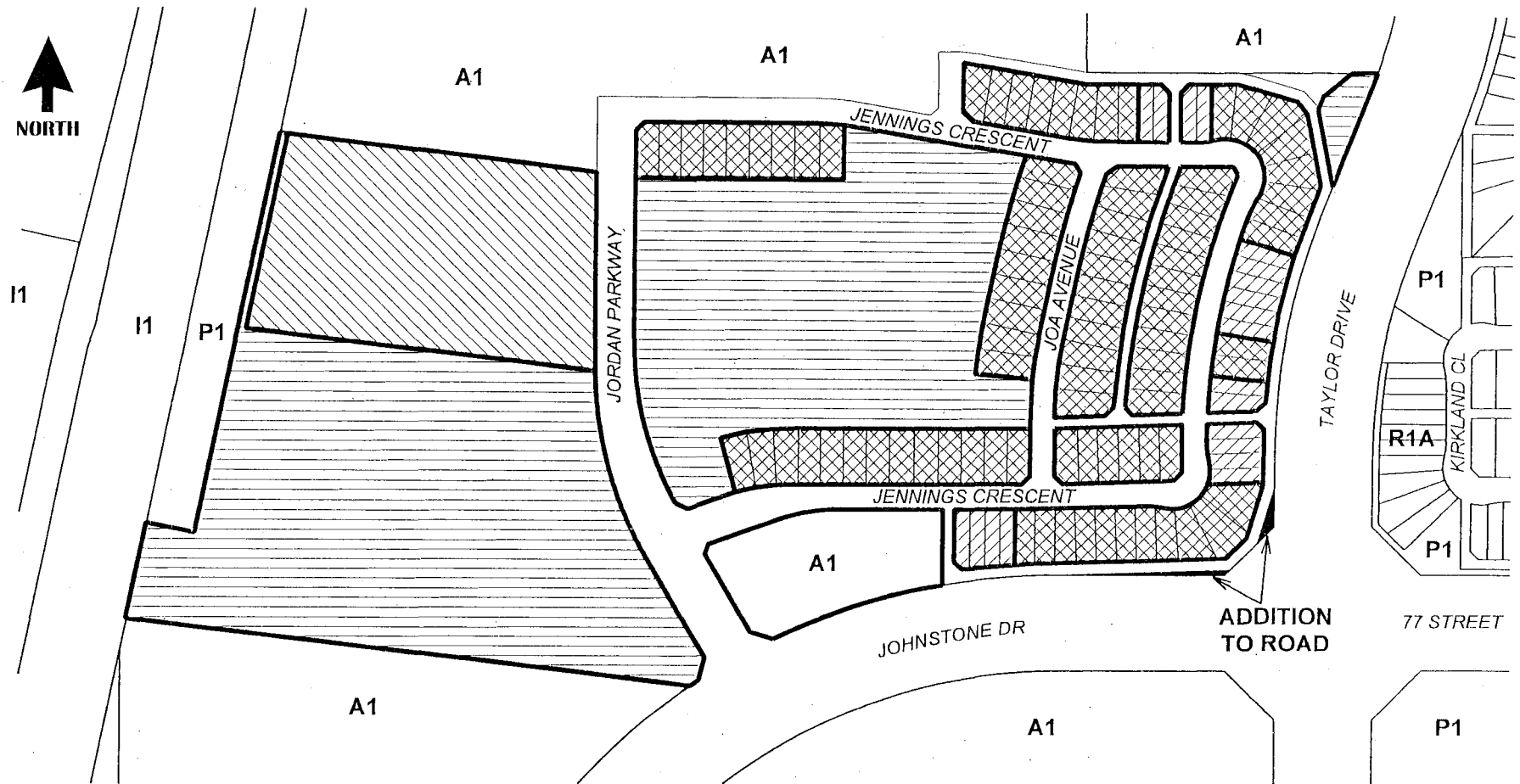
City Council also proposes to pass **Land Use Bylaw Amendment 3156/N-2004**, which provides for the rezoning of land to develop Phases 1 and 3 of the Johnstone Crossing Neighbourhood. Approximately 20.75 ha (51.25 acres) of land will be rezoned from A1 Future Urban Development District to R1 Residential (Low Density) District, R1A Residential (Semi-detached Dwelling) District, R2 Residential (Medium Density) District, P1 Parks and Recreation District and Road. 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, May 17, 2004** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, May 11, 2004**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: April 30 & May 7, 2004)

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)

R2 - Residential (Medium Density)

P1 - Parks and Recreational

Change from :

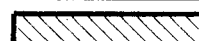
A1 to R1



A1 to R1A



A1 to R2



A1 to P1



A1 to Road



MAP No. 9/ 2004


BYLAW No. 3156 / N - 2004

Date: April 21, 2004
To: Joni Baillie, Assessment
From: Cheryl Adams
Legislative & Administrative Services
Re: LUB Amendment 3156/N-2004
Neighbourhood Area Structure Plan 3217/A-2004
Johnstone Crossing – Johnstone North

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

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

Thanks Joni.

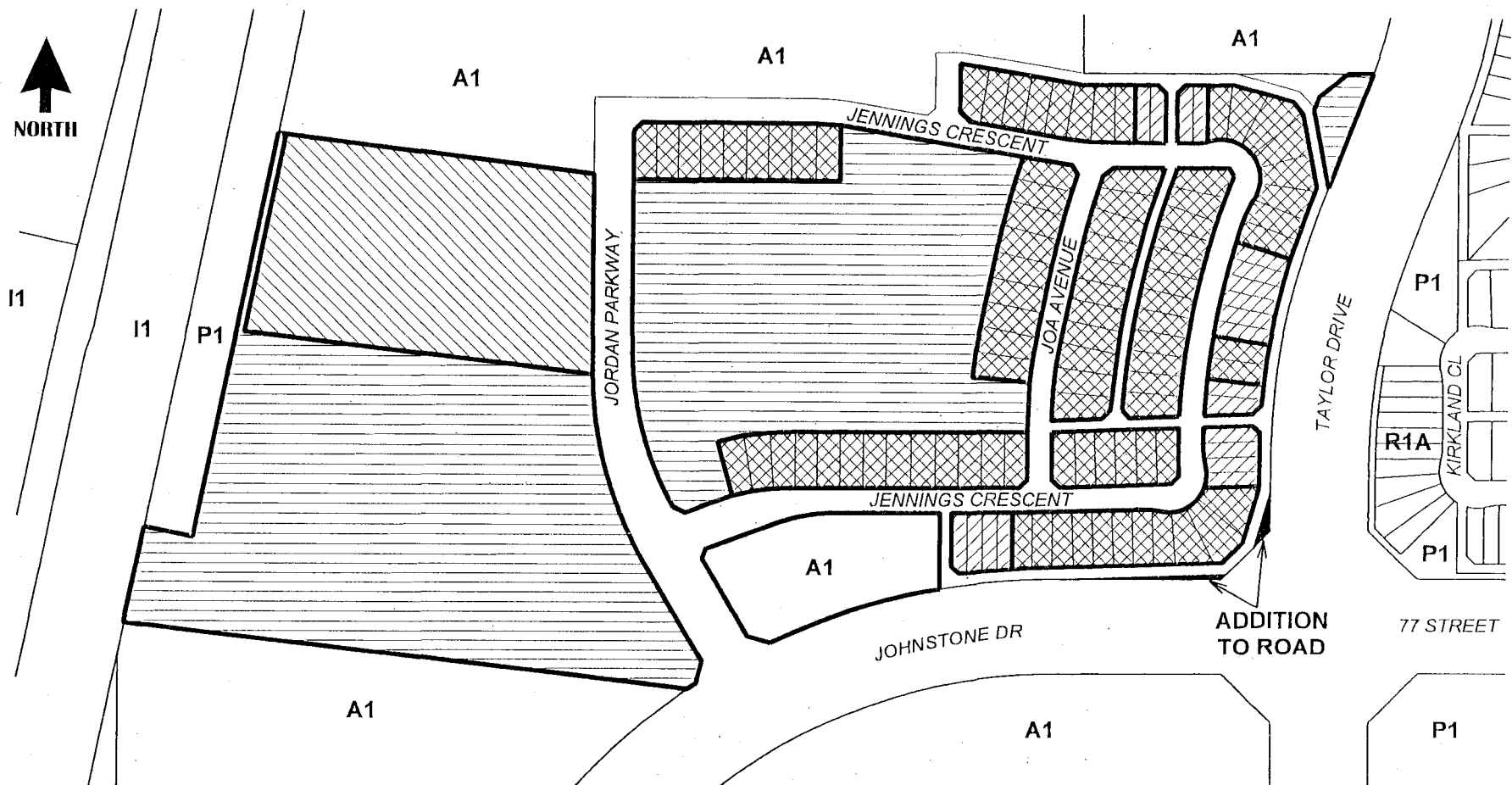


Cheryl Adams
Legislative & Administrative Services

Attach.

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



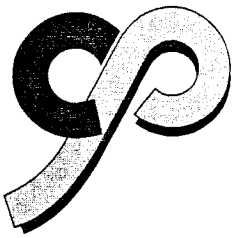
AFFECTED DISTRICTS:

- A1 - Future Urban Development
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Change from :

- A1 to R1
- A1 to R1A
- A1 to R2
- A1 to P1
- A1 to Road

MAP No. 9/ 2004
BYLAW No. 3156 / N - 2004



DATE: April 7, 2004

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Frank Wong, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/N-2004
Lot 1, Block 1, Plan 972 0461
SE ¼ Sec. 31-38-27-4
Johnstone Crossing (Johnstone North) – Phases 1 and 3
The City of Red Deer

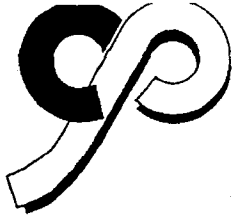
The City of Red Deer is proposing to develop Phases 1 and 3 of the Johnstone Crossing neighbourhood. Phase 1 consists of 30 single-family lots, 8 semi-detached lots, 1 lot for the development of a church, 1 public utility lot to accommodate a storm detention pond and earth berm, a portion of the central park, and road additions to the Taylor Drive and Johnstone Drive right-of-ways. Phase 3 consists of 59 single-family lots, 12 semi-detached lots, 1 multi-family lot, 2 municipal reserve lots and 1 public utility lot. This proposal rezones approximately 20.74ha (51.25ac) of land from A1 Future Urban Development District to R1 Residential Low Density, R1A Residential (semi-detached dwellings), R2 Residential (Medium Density), P1 Parks and Recreation Districts and ROAD. The proposed church site will remain in A1 zoning and which will be advertised as such and if not sold after being on the market for a period of six months, then it may be rezoned to R2 District.

Staff Recommendation

The proposal complies with the Johnstone Crossing (Johnstone North) Neighbourhood Area Structure Plan; therefore it is recommended that City Council proceed with first reading of this Land Use Bylaw Amendment 3156/N-2004.

Frank Wong
Planning Assistant

Attachments



**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: April 8, 2004
TO: Kelly Kloss, Manager, Legislative & Administrative Services
FROM: Johan van der Bank, Planner
RE: Proposed Plan Amendment
Johnstone Crossing Neighbourhood Area Structure Plan
Bylaw 3217/A-2004

BACKGROUND

This is a City-owned neighbourhood area structure plan, which was adopted in August 2003 as the first new neighbourhood area structure plan prepared under the 'smart growth principles. The subdivision is undeveloped at this time and construction of the first three phases will commence in the summer of 2004.

The proposed amendment introduces two changes:

- a new 5 metre wide public utility lot along a section of the west plan boundary in order to allow storm water drainage west of the R2 site towards the detention pond; and
- the designation of 33 R1 lots for secondary suite development.

As part of this amendment the plan is also updated in respect of minor wording changes and the incorporation of Assisted Living residences, which were incorporated into the Land Use Bylaw in December 2003.

NEIGHBOURHOOD MEETING

A neighbourhood meeting was hosted by Parkland Community Planning Services on March 31, 2004. One resident of Kentwood West attended the meeting and contributed their views and suggestions. A copy of the meeting attendance sheet is being forwarded to Council under confidential cover. No objections to the proposed plan amendment were received by the planning office.

PLANNING ANALYSIS

The proposed PUL is an engineering requirement which is being introduced as a refinement of the storm water drainage concept.

The proposed introduction of the secondary suite R1 lots is in accordance with a Land Use Bylaw amendment adopted by Council on April 5, 2004. The 33 lots proposed to be pre-designated make up 10% of the total number of R1 lots in the plan. If the proposed plan amendment is adopted, secondary suite development will be a permitted use on

these lots, subject to meeting the other regulations of section 71.1 of the Land Use Bylaw.

The location of the secondary suite lots were determined in consultation with the Land & Economic Development Department and the owner of the privately owned Lot 2 Block 1 Plan 022 4553 (3.87 hectare). The consultant for the private owner, Lebedoff Development Services, has indicated that they are contemplating changes to the land use designation for the private parcel and that a plan amendment application will be forthcoming by the fall of 2004 in respect of narrow lot and secondary suite designations.

MUNICIPAL PLANNING COMMISSION

In compliance with the *Neighbourhood Planning & Design Guidelines & Standards* this proposed plan amendment to the Johnstone Crossing Neighbourhood Area Structure Plan was forwarded to the Municipal Planning Commission for review and a recommendation to City Council on April 13. A recommendation from the MPC was not available at the time of submitting this report, and arrangements were made that the recommendation from the MPC will be forwarded to Council under separate cover.

RECOMMENDATION

That City Council considers first reading of the proposed plan amendment to the Johnstone Crossing Neighbourhood Area Structure Plan, in Bylaw 3217/A-2004.



Johan van der Bank
PLANNER
attachments

Legislative & Administrative Services

DATE: April 20, 2004

TO: Johan van der Bank, Parkland Community Planning Services
Frank Wong, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Neighbourhood Area Structure Plan Amendment 3217/A-2004
Land Use Bylaw Amendment 3156/N-2004
Johnstone Crossing - Johnstone North - Phases 1 and 3
City of Red Deer

Reference Report:

Parkland Community Planning Services, dated April 7, 2004 and April 8, 2004

Bylaw Readings:

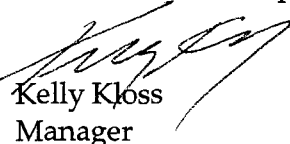
Johnstone Crossing Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2004 and Land Use Bylaw Amendment 3156/N-2004 were given first readings. Copies of the bylaws are attached.

Report Back to Council: Yes

Public Hearings will be held on Monday, May 17, 2004 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

Comments/Further Action:

Johnstone Crossing Neighbourhood Area Structure Plan Bylaw Amendment 3217A-2004 introduces a 5 metre wide public utility lot and the designation of 33 R1 lots for secondary suite development as well as the incorporation of Assisted Living residences. Land Use Bylaw Amendment 3156/N-2004 provides for the rezoning of land to develop Phases 1 and 3 of the Johnstone Crossing Neighbourhood. Approximately 20.75 ha (51.25 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density, R1A Residential (semi-detached dwellings), R2 Residential (Medium Density), P1 Parks and Recreation Districts and ROAD. This office will now proceed with the advertising for a Public Hearing. The City of Red Deer will be responsible for the advertising costs in this instance.


Kelly Kloss
Manager

/attach

/chk

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

BYLAW NO. 3217/A-2004

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

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

That Bylaw No. 3217/98 is hereby amended:

1. By the substitution of the existing text pages and maps in the Johnstone Crossing Neighbourhood Area Structure Plan for the attached revised text pages (p. 2 and p. 12 to 21) and maps (Figures 3, 6 and 8 to 12), attached hereto and forming part of this bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 19th day of April, A.D. 2004.

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

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

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

MAYOR

CITY CLERK

SECTION 2: PLANNING FRAMEWORK

The NASP is consistent with the following statutory documents and City policies.

2.1 Enabling Legislation

The NASP is a statutory document adopted as an area structure plan under Part 17 of the *Municipal Government Act*. Part 17 of the *Act* requires that an area structure plan:

- Describe the land uses proposed for the area either generally or with respect to specific parts of the Plan area;
- Describe the density of population proposed for the area either generally or with respect to specific parts of the Plan area;
- Describe the general location of major transportation routes and public utilities;
- Describe the sequence of development proposed for the Plan area;
- Be consistent with the municipality's Municipal Development Plan; and
- Be consistent with the Provincial Land Use Policies.

2.2 Municipal Development Plan

The City's Municipal Development Plan (MDP) contains policies and references that, amongst other things, guide the preparation of Major and Neighbourhood Area Structure Plans and provide direction for related planning and development practices. The MDP identifies the Plan area as a residential neighbourhood. It promotes policies aimed at maintaining a high quality of life in the City by developing well-planned communities that contain a balanced and diversified range of social, education, health, leisure and cultural opportunities, by preserving and integrating unique natural features, and by providing safe, efficient and reliable utility and transportation systems. The MDP requires that the following objectives be pursued in the planning of new residential neighbourhoods:

- A variety of housing types;
- Infrastructure and design standards that support affordable housing while still resulting in high quality neighbourhoods;
- Innovation in neighbourhood design and housing; and
- A residential density range of 12.35 to 17.3 dwelling units per **developable** hectare.

2.3 Northwest Major Area Structure Plan

The Northwest Major Area Structure Plan was adopted by Council in 1998 and will be reviewed and updated in 2003. It establishes the arterial and collector roadway alignment, trunk services alignment, the location of social and leisure facilities and school sites, a regional trail system, and the allocation of broad land uses for the northwest quadrant of the City. It also incorporates and implements the City's Ecospace Management Plan, which identifies a wetland area in the west portion of the Plan area and a natural area consisting of a mature mixed species woodlot in the south portion. The current Northwest Major Area Structure Plan allows for diversified residential development in the Plan area at a density range of 12.35 to 17.3 dwelling units per **developable** hectare.

standards. Implementation of the public transit service is subject to funding as approved by Red Deer City Council and public demand for service.

Conventional public transit service will be provided using collector and arterial roads, not local roads. Four locations are identified along the collector roadway for bus stops on both sides, as indicated on the development concept (Figure 3). Where practical these are selected at open spaces, multi-family sites, and public institutional sites.

The pathway leading from the linear park to the collector street, and the "parkette" which fronts onto the east side of the collector street are provided to create a pedestrian linkage and open space for the location of the bus stop in the central portion of the Plan area. Another pathway is provided in a Municipal Reserve parcel located west of the Emergency Services site, providing a pedestrian shortcut to the transit stop. This walkway will link to a sidewalk along the short section of lane which leads northward to the collector street with its 2.5 metre separate sidewalk. These design features are incorporated for transit planning in order to secure future bus stop locations within a maximum of 400 m walking distance from all residential sectors of the Plan area.

Some bus stops may not be implemented at the proposed locations subject to considerations for development staging, walking patterns, necessity and/or passenger demand.

5.3 Residential Land Uses

5.3.1 Conventional Detached Dwellings

Lots for conventional detached dwellings are found predominantly in the area south and east of the 'main street' and also in the crescent between the two clusters of narrow lots on the north side of the collector street. ***Approximately 25 lots in these areas are designated for detached dwellings with secondary suites.***

In addition, ***lots for conventional detached dwellings and lots for detached dwellings with secondary suites are provided in the mixed housing area (see Section 5.3.2 for details).***

Lots allocated for conventional detached dwellings and detached dwellings with secondary suites will be designated into the R1 Residential (Low Density) District. These lots will be generally 35 metres deep, and will be subdivided at frontages of 13.25 metres on average. Minor variations to these averages may be made at the subdivision stage without requiring an amendment to the NASP.

In order to improve pedestrian and cyclist safety on the pathway and to enhance the aesthetic characteristics of the roadway by ensuring consistent tree spacing, those residential lots fronting along both sides of the 'main street' with its separate pathway and sidewalk will not be allowed front driveway access.

As discussed in Section 5.4.2 of this Plan, in order to mitigate the potential visual and noise effects of the railway and industrial area the developer will install an appropriate sound fence and associated landscaping along the top of the berm. Home builders in the area adjacent to the berm are encouraged to optimize site specific opportunities to

provide further mitigation by providing rear garages and small front yards (i.e. move the houses further away from the railway).

5.3.2 Mixed Housing

Lots for **conventional detached dwellings, lots for detached dwellings with secondary suites** and lots for semi-detached dwellings are provided in the designated mixed housing areas. The principal criteria which influenced the location of the mixed housing areas were rear lane access and, in order to improve pedestrian and cyclist safety, the prohibition of front driveway access to lots fronting along both sides of the 'main street' with its separate pathway and sidewalk.

In order to achieve the objective of a balanced blend of mixed housing types, a minimum of 50% of the lots provided in the designated mixed housing areas shall be conventional single family detached dwellings and detached dwellings with secondary suites (the latter subject to the maximum of 10% in the Land Use Bylaw), while a minimum of 35% of the lots shall be designated as semi-detached dwellings (for this purpose counting a pair of semi-detached dwelling units as two separate lots). At subdivision, groups of semi-detached lots shall consist of not more than three adjacent semi-detached lots (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.

Lots allocated for semi-detached dwellings will be designated into the R1A Residential (Semi-Detached Dwelling) District. These lots are 35 metres deep on average and their frontage will be between 15 and 19 metres (minimum of 7.6 metres per dwelling unit). Minor variations to these averages may be made at the subdivision stage without requiring an amendment to the NASP.

5.3.3 Narrow Lots

Detached dwellings on narrow lots are located in two clusters in the area north and west of the collector street, each cluster providing for approximately 65 dwellings. These lots will be designated into the R1N Residential (Narrow Lot) District. Narrow lots have 10.4 metres frontages on average, are generally deeper (a minimum depth of 36.6 metres) with a smaller front yard setback than conventional single family lots, and they have rear lane access and parking or rear detached garages (front access is prohibited).

As discussed in Section 5.4.2 of this Plan, in order to mitigate the potential visual and noise effects of the railway and industrial area the developer will install an appropriate sound fence and associated landscaping along the top of the berm. Home builders in the area adjacent to the berm are encouraged to optimize site specific opportunities to provide further mitigation by providing rear garages and small front yards (i.e. move the houses further away from the railway).

5.3.4 Multi-Family Dwelling Units

Three multi-family sites are provided in the development concept. One larger site is provided at the north entrance to the neighbourhood. Another larger site and a smaller site are provided near the south entrance. The selection of these locations was

influenced by considerations for vehicular traffic, collector roadway access, proximity to bus stops and open spaces, or specific land use or site issues.

The smaller site at the south neighbourhood entrance may have access to either or both the collector roadway and the local street, while access to the two larger sites will be from the collector roadway only.

The walking distance from the north multi-family site to the park node at the north end of the linear park is approximately 200 metres. This is considered to be appropriate considering the fact that the separate pathway runs adjacent to this site, providing direct access to the neighbourhood park system, and also considering that the Land Use Bylaw requires the builder to provide on-site landscaped areas and open space.

The multi-family sites will be designated in the R2 Residential (Medium Density) District. These sites are primarily intended for row houses, townhouses and low rise apartment buildings. Semi-detached dwellings are allowed on the multi-family sites only if they are developed as a bareland condominium project and provided that the 1:3 or 25% maximum ratio between the total number of semi-detached dwelling units and detached dwelling units in the total neighbourhood housing stock is not exceeded.

The average density of the types of development envisioned for the multi-family sites is assumed to be 35 dwelling units per hectare.

Building design shall have due consideration for any applicable findings and recommendations from the noise study which will be undertaken as part of the neighbourhood servicing study.

5.3.5 Facilitating Affordable Housing Options

Providing opportunities for affordable housing in the Johnstone Crossing subdivision is a primary consideration for the developer, and home builders are encouraged to make use of these opportunities.

Opportunities to provide affordable housing include keeping the average lot frontage in all single family residential land use districts near the applicable minimum standard provided for in the Land Use Bylaw, in order to create smaller lots and consequently achieve affordable lot prices.

Another opportunity to contribute to housing affordability is the incorporation of detached dwellings with secondary suites. This concept facilitates the supplementing of household income through the rental of the secondary suite, thereby making the mortgage payments for the principle home owner more affordable. At the same time affordable rental suites will be made available. Alternatively the secondary suite concept allows for aging parents to move into a self-contained unit in their children's home (i.e. the option of two-generational housing), or allows families to meet other similar unique housing needs.

Another opportunity for affordable housing is presented by either one or all three of the multi-family sites. Any one of these sites, or portions thereof, or a selected number of dwelling units in the overall development of these sites may be considered by any individual, public agency or corporate group for the purpose of 'co-operative housing'. More information on this concept is provided in Appendix A.

5.4 Parks and Open Space

5.4.1 Neighbourhood Park

A key design feature of the development concept is the open space system. It establishes a '*special place*' consisting of the neighbourhood park, with associated leisure facilities and amenities, linked to a "parkette" with a play structure. The linkage is established by a paved pathway within a landscaped linear park. The linear element extends the neighbourhood park and leisure facilities into the neighbourhood. Figure 6 illustrates the open space system and neighbourhood park plan.

The woodlot site is the location of the neighbourhood park, which creates a '*special place*' for active and passive leisure and recreation. A preschool playground structure will be provided in the clearing on the north side of the park, while an elementary playground structure will be located in the open area south west of the woodlot. An illuminated multi-purpose pad will be incorporated into the west side of the neighbourhood park, providing for a variety of activities such as tennis, basketball and ice skating. A snowbank rink will complement the main ice surface during winter months.

For the most part the woodlot will be retained in its natural state, but for public safety reasons sections of the woodlot will be cleared to enhance visibility from roadways and adjacent houses. In two locations trees at the perimeter of the woodlot will be removed in order to create a 10 metres wide clearing for the installation and maintenance of servicing at the back of the residential lots.

As part of the neighbourhood park concept a soccer field and sliding hill will be developed on a portion of the stormwater detention pond.

The linear park is designed to extend the open space system into the neighbourhood, enhancing the access to the neighbourhood park and leisure facilities. A play structure for young children will be provided in the "parkette" at the north end of the linear park. In addition to its practical function as a playground, this park also constitutes a prominent feature at the entrance to this part of the neighbourhood.

The municipal reserve lots or "parkettes" located in the '*keyhole*' crescents will include natural landscaping features such as trees and shrubs, and will also incorporate park benches and community mailboxes within their boundaries, creating a '*special place*' for each of the three housing clusters. No playground equipment will be installed in these "parkettes".

The "parkette" located adjacent to the east Plan area boundary at the back of the residential lots is created in order to divert the rear lane alignment to reduce traffic speed, and also to reduce the excessive depths of the adjacent residential lots. This "parkette" will include natural landscaping features such as low shrubs and trees with canopies at minimum ground clearances in order to protect sight lines. No playground equipment or fences will be installed in this "parkette". Parks maintenance of this "parkette" will not present difficulties because it is continuous with the adjacent arterial roadway berm which itself requires regular parks maintenance.

Walkways provide pedestrian shortcuts adjacent to the west boundary of the Emergency Services site and from the linear park to the central bus stop location.

The developer will install a chain link fence along the rear property lines of all lots backing onto the linear park and the central park. After installation the fence is to be maintained by each property owner.

The development of the neighbourhood park site will commence when approximately 65% of the neighbourhood has been subdivided and developed. The developer is responsible for bringing the neighbourhood park site to rough grade, as per City specifications. Once rough grade is completed, The City will be responsible for the final grading of the site and the Level 1 (grass), Level 2 (trees & shrubs), and Level 3 (sports fields, playgrounds, and hard surfaces & structures) landscaping. Normally, the development of the neighbourhood park site is completed over two warm weather seasons.

5.4.2 Municipal Reserve Dedication

The land areas required for "parkettes", the linear park, walkways (pedestrian shortcuts), and the neighbourhood park will be dedicated as municipal reserve.

Municipal reserve in respect of the NE ¼ Section 31-38-27-W4 was dedicated previously as part of the subdivision of the Edgar Industrial Park. This reserve was dedicated in the form of the berm (i.e. Lots 3MR and 4MR Block 4 Plan 902 0499) adjacent to the railway tracks, and in the form of a municipal reserve transfer to the Kentwood West subdivision. Therefore, no further municipal reserve dedication is required for the remaining undeveloped portion of this quarter section, i.e. Lot 1 Block 4 Plan 812 1569 measuring 16.167 hectares and forming the north part of the Plan area. In the Plan area, therefore, municipal reserve is owed only on 43.193 hectares, which is the south part of the Plan area. The 5.40 hectares of municipal reserve dedicated in this subdivision (refer to Table 1) represents 9.02% of the total Plan area (i.e. 59.86 hectares), however, when the percentage municipal reserve is calculated against that part of the Plan area in respect of which municipal reserve is owed (i.e. the 43.193 hectares), the actual percentage of municipal reserve being dedicated is 12.50%.

Although municipal reserve is technically not owed in respect of the NE ¼ Section 31-38-27-W4, the development concept does provide municipal reserve in that portion in order to ensure a balanced dispersion of parks throughout the Plan area.

Since the berm along the railway line is excluded from the Plan area, it shall not be regarded for the calculation of municipal reserve dedication. However this neighbourhood will benefit from the enhancement of the visual and noise attenuation characteristics of the berm by the addition of a sound fence and appropriate landscaping along the top of the berm. The design requirements of the sound fence will be determined through a noise study which will be undertaken as part of the neighbourhood servicing study.

The development concept allocates a "parkette" on Lot 2 Block 1 Plan 022 4553 (i.e. the privately owned parcel of 3.87 hectare) which will be dedicated as municipal reserve. Although overall municipal reserve dedication in the Plan area is 12.50%, the proportional amount of municipal reserve within Lot 2 Block 1 Plan 022 4553 (i.e. 0.047

hectares) does not add up to 10%, which would have been 0.387 hectares. The balance owing (i.e. 0.34 hectares) of the 10% requirement will be dedicated to the City of Red Deer in the form as cash in lieu of land in accordance with Sections 666 and 667 of the *Municipal Government Act*, or as may be otherwise determined by the City and the landowner by mutual agreement.

5.4.3 Public Utility Lots

Existing utility trunk lines are accommodated in the public utility lot in the south portion of the Plan area west of the collector roadway intersection with Johnstone Drive. East of the intersection the trunk lines are accommodated in an easement on the Place of Worship site. West of the intersection a 30 metre wide PUL will be created adjacent to the south of the PUL containing the utility trunk lines. This additional PUL will contain a landscaped berm to screen the industrial activities in the south portion of the Plan area.

The existing PUL in the northwest portion of the Plan area between the collector roadway and Edgar Industrial Park, also containing existing utility trunk lines, is partially accommodated in the road right-of-way. The remainder will be accommodated in easements on the residential lots.

The dry (detention) pond forming part of the storm water management system provides separation between residential lots and the industrial area. **A 5.0 metre wide PUL is created east of the railway berm to provide drainage to the detention pond.**

5.5 Community Facilities

5.5.1 Social Care / Day Care / **Adult Day Care** / **Assisted Living** / Retirement Home Site

A Social Care / Day Care / **Adult Day Care** / **Assisted Living** / Retirement Home site (**SDR** site) is provided in the north portion of the Plan area. This site has collector street access and is located on the bus route within close proximity to the open space system which offers convenient access to passive and active leisure opportunities and the neighbourhood pathway system / city-wide trail system. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.2 Place of Worship Site

A Place of Worship site is provided at the south entrance to the neighbourhood, where it enjoys visibility from Johnstone Drive and is easily accessible from within the neighbourhood either by walking or driving, as well as from other neighbourhoods. The south west corner of this site contains deep trench services and will be registered as an easement on the property title. Buildings, signs and other structures would not be allowed on this portion of the site, but parking lot development or landscaping will be allowed. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.3 Emergency Services Site

An Emergency Services (ES) site for the purpose of a fire station, and possibly in combination with a police or another emergency response service office, is provided at the north entrance to the neighbourhood. Traffic associated with this site (i.e. emergency

vehicles, visitors and staff vehicles) shall not be allowed access from the local roadway. Access for emergency vehicles will be from the collector street, and staff vehicles will enter from the lane off the collector street to a parking lot at the rear of the building. The site configuration allows for efficient fire station and site design.

The collector roadway in this location has a median which will not extend beyond the midpoint of the ES site street frontage, in order to allow free access and egress of emergency vehicles in both directions.

The temporary access to Lot 2 Block 1 Plan 022 4553 from the collector road right-of-way will be retained across the ES site until development of the adjacent phases allows for access along the neighbourhood roadways.

The Emergency Services Department indicated that without a fire station the entire Plan area would fall outside of the four minute minimum response time. With a fire station, the entire Plan area would fall within the four minute minimum response time. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.4 Residential Conversion Options

*Social Care / Day Care / **Adult Day Care / Assisted Living** / Retirement Home Site and Place of Worship Site*

In the event that either one of the A Social Care / Day Care / **Adult Day Care / Assisted Living** / Retirement Home site (**SDR** site) or the Place of Worship site is not purchased for the proposed use within six months of advertisement through the City of Red Deer Social Planning Department, these lots may be converted to residential uses as follows:

- the **SDR** site to the designated mixed housing area, subject to the requirements stipulated in Section 5.3.2 of this Plan (note: residential lots will not be permitted to have access off the collector street); and
- the Place of Worship site to a multi-family site, subject to the requirements stipulated in Section 5.3.4 of this Plan.

Emergency Services Site

In the event that the Emergency Services site is no longer needed for its intended purpose, as will be determined by the City of Red Deer, it may be converted to the designated mixed housing area, subject to the requirements stipulated in Section 5.3.2 of this Plan (note: residential lots will not be permitted to have access off the collector street). In such an event the lane alignment will be changed and a section of lane will be converted to municipal reserve, as illustrated on Figure 7.

5.6 Light Industrial Development

An area for light industrial uses is provided to match the existing development in the Golden West industrial area south of 76 Street adjacent to the railway line. Access to this development will be from 76 Street and no direct site access will be allowed from Johnstone Drive. The intention is that this area will be developed as a business service and light industrial park. Through various tools at their disposal the developer in co-operation with the City will ensure that industrial buildings are designed to front-orientate

onto Johnstone Drive or, alternatively, to pay special attention to elevation treatment and landscaping of rear yards along Johnstone Drive.

5.7 Land Use Statistics

At build-out capacity the development concept yields a total number of housing units ranging between **703** and **744** dwelling units, depending on the development of the **SDR**, Place of Worship and ES sites. The final numbers will also be influenced by the actual densities being achieved on the multi-family sites. Refer to Table 1.

Table 1: Land Use Allocation (see Note 1)

LAND USE CATEGORY/COMPONENT	AREA (ha)	% OF PLAN AREA	NUMBER OF DWELLING UNITS
Plan Area	59.86	100%	-
Emergency Services Site	0.45	0.75%	-
Business Service / Light Industrial	6.76	11.29%	-
Arterial Road widening for berm	0.03	0.05%	-
Developable Plan Area (see Note 2)	52.62	-	-
Scenario A (see Note 3): Total residential area - developed SDR, Place of Worship, and ES sites	27.91	46.63%	703
Scenario B: Total residential area - SDR and Place of Worship sites developed for residential use	28.88	48.25%	735
Scenario C: Total residential area - SDR, Place of Worship and ES sites developed for residential use	29.33	49.00%	744
The total housing stock in the base scenario is made up as follows:			
• Conventional Detached Dwellings	10.16	16.97%	217
▪ <i>Detached dwellings with secondary suites</i>	1.47	2.46%	37 (25 lots)
• Narrow Lot Detached Dwellings	5.63	9.41%	130
• Mixed housing (refer to Section 5.3.2 of this Plan for details of the required mix ratio)	6.08	10.16%	160 (156 lots)
– Conventional Detached Dwellings	-	-	84
– <i>Detached dwellings with secondary suites</i>	-	-	12 (8 lots)
– Semi-detached Dwellings	-	-	64 (32 pairs of lots)
• Multi-Family Dwelling Units with developed Place of Worship site	4.54	7.58%	159
• Option: Multi-Family Dwelling Units with Place of Worship site developed for residential use	5.36	8.95%	187
Social Care / Day Care / Adult Day Care / Assisted Living / Retirement Home site (SDR site)	0.12	0.20%	-
Place of Worship Site	0.82	1.37%	-
Open Space	10.58	17.67%	-
• Municipal reserve (see Note 4)	5.40	9.02% (12.50%)	-
• Public Utility Lots	5.18	8.65%	-
Transportation	13.22	22.08%	-
• Collector roadway	3.60	6.01%	-

LAND USE CATEGORY/COMPONENT	AREA (ha)	% OF PLAN AREA	NUMBER OF DWELLING UNITS
• Local roadways	6.12	10.22%	-
• Rear lanes	3.50	5.85%	-

Notes

- 1) The numbers are approximate and subject to more detailed calculations at the time of subdivision.
- 2) The Developable Plan Area is used for the density calculation. This area equals the Plan area minus any Environmental Reserve (none in this case), and minus any City-wide land uses, such as in this case the Emergency Services site, the industrial land, and the arterial road widening.
- 3) Scenario A represents the base scenario. All subsequent calculations are based on the base scenario.
- 4) Refer to the discussion under Section 5.4.2 of this Plan.

With regard to minimum standards for neighbourhood density and housing mix, the City's requirements in the 'Neighbourhood Planning and Design Guidelines and Standards' are as follows:

- A minimum residential density within the range of 12.35 to 17.3 dwelling units per hectare of developable plan area. The maximum neighbourhood density will ultimately be determined by efficiencies of providing appropriate infrastructure capacities (mainly sewer trunk lines).
- A housing mix of low density dwelling types at a minimum of 60% of the total dwelling unit stock, and multi-family dwelling unit types (i.e. three or more units) at a minimum of 20%.
- A maximum ratio of 1:3 (25%) for semi-detached dwellings to detached dwellings in the total housing unit stock.
- A maximum of 33% of the net residential land area allocated to narrow lot housing.
- **A maximum of 10% of the total number of lots in the R1 Residential (Low Density) District pre-designated for permitted use secondary suites.**
- A minimum of 10% municipal reserve.

Table 2: Density and Housing Mix

Density (du/ha) (see Notes 1 – 3)	Scenario A	13.36
	Scenario B	13.97
	Scenario C	14.14
Housing Mix	Low density dwellings as a % of the total housing stock (see Note 4)	77 %
	Multi-family dwelling units as % of the total housing stock (see Note 5)	23 %
	Ratio of semi-detached dwelling units to detached dwellings (see Note 6)	1:5.2
	Narrow lot land area as a % of the total net residential land area	20%
	Lots for detached dwelling with secondary suite as a % of the total number of R1 lots	10%
	Lots for conventional detached dwelling and detached dwellings with secondary suites as a % of the total number of lots in the mixed housing area (see Section 5.3.2 and Note 7)	59%
	Lots for semi-detached dwellings as a percentage of lots in the mixed housing area (see Section 5.3.2 and Note 7)	41%
Municipal reserve dedication (see Note 8)		12.50%

Notes

- 1) Density is measured in the number of dwelling units per hectare (du/ha).
- 2) Refer to Table 1 for an explanation of the three scenarios.
- 3) Assumptions for dwelling unit density projections (intended as general guidelines):
 - Lots for conventional detached dwellings **and detached dwellings with secondary suites** are assumed to be on average 464 m² with frontages of 13.25 metres and lot depths of 35 metres.
 - Lots for narrow lot detached dwellings are assumed to be on average 381 m² with frontages of 10.40 metres and lot depths of 36.6 metres.
 - Lots for semi-detached dwellings are assumed to be on average 595 m² with frontages of 16.00 to 19.00 metres (minimum of 7.6 metres per unit) and lot depths of 35 metres.
 - Low rise multi-family site density is assumed to be generally 35 dwelling units per hectare. The actual density is not prescribed in the Land Use Bylaw and is determined by the Development Authority at the time of development permit approval. Depending on the actual densities achieved on the multi-family sites the neighbourhood density may vary slightly from the calculated densities.
- 4) **For the purpose of this calculation 'Low density dwellings' includes conventional detached dwellings, detached dwellings with secondary suites (calculated at a rate of 1.5), semi-detached dwellings, and narrow lot dwellings.**
- 5) 'Multi-family dwelling units' means three or more attached dwelling units.
- 6) **For the purpose of this calculation 'detached dwellings' includes conventional detached dwellings and lots for detached dwellings with secondary suites (i.e. the secondary suites themselves and detached dwellings on narrow lots are excluded from the calculation).**
- 7) **Counting one pair of semi-detached dwelling units as two lots, and each lot for a detached dwelling with a secondary suite as one lot.**
- 8) Refer to Table 1 and Note 4 of that table.

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004



Canadian Pacific Railway

Existing Berm

Existing Berm

KENT ST

TAYLOR DRIVE

77 STREET

JOHNSTONE DRIVE

STORM WATER
DETENTION POND

PROPOSED BERM

Figure 3 - Development Concept

	NASP Boundary		SS	Secondary Suite
	Municipal Reserve		SDR	Social / Daycare / Retirement
	Public Utility Lot		ES	Emergency Services
	Single Family		W	Place of Worship
	Single Family (narrow lot)			Pathway (2.50m)
	Mixed Housing *			Bus Route (both directions)
	Multi Family			Bus Stop
	Industrial			Entrance Sign

*Mixed Housing - min 50% Single Family, min 35% Semi-detached and Secondary Suites.



Prepared by:
The City of Red Deer Engineering Department
and Parkland Community Planning Services

CenAlta
Well Services

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004



Canadian Pacific Railway

KENT ST

TAYLOR DRIVE

77 STREET

JOHNSTONE DRIVE

SS(3)

SS(2)

SS(14)

SS

SS(2)

SS

SS

SS

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SS

SS

SS(2)

MR

3.84 ha

Proposed Transit Shelter

Traffic Calming

Tot Lot Play Structure

Parkette

Linear Park

Traffic Calming

Show Bank

Play Structure

Play Structure

Play Structure

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Figure 6 - Neighbourhood Park Plan

■■■■■ NASP Boundary

■ Municipal Reserve

■ Public Utility Lot

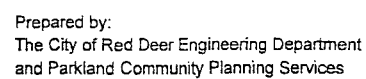
■ Existing Vegetation to remain

— Sidewalk (2.50m)



Prepared by:
The City of Red Deer Engineering Department
and Parkland Community Planning Services

March 2004



Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004

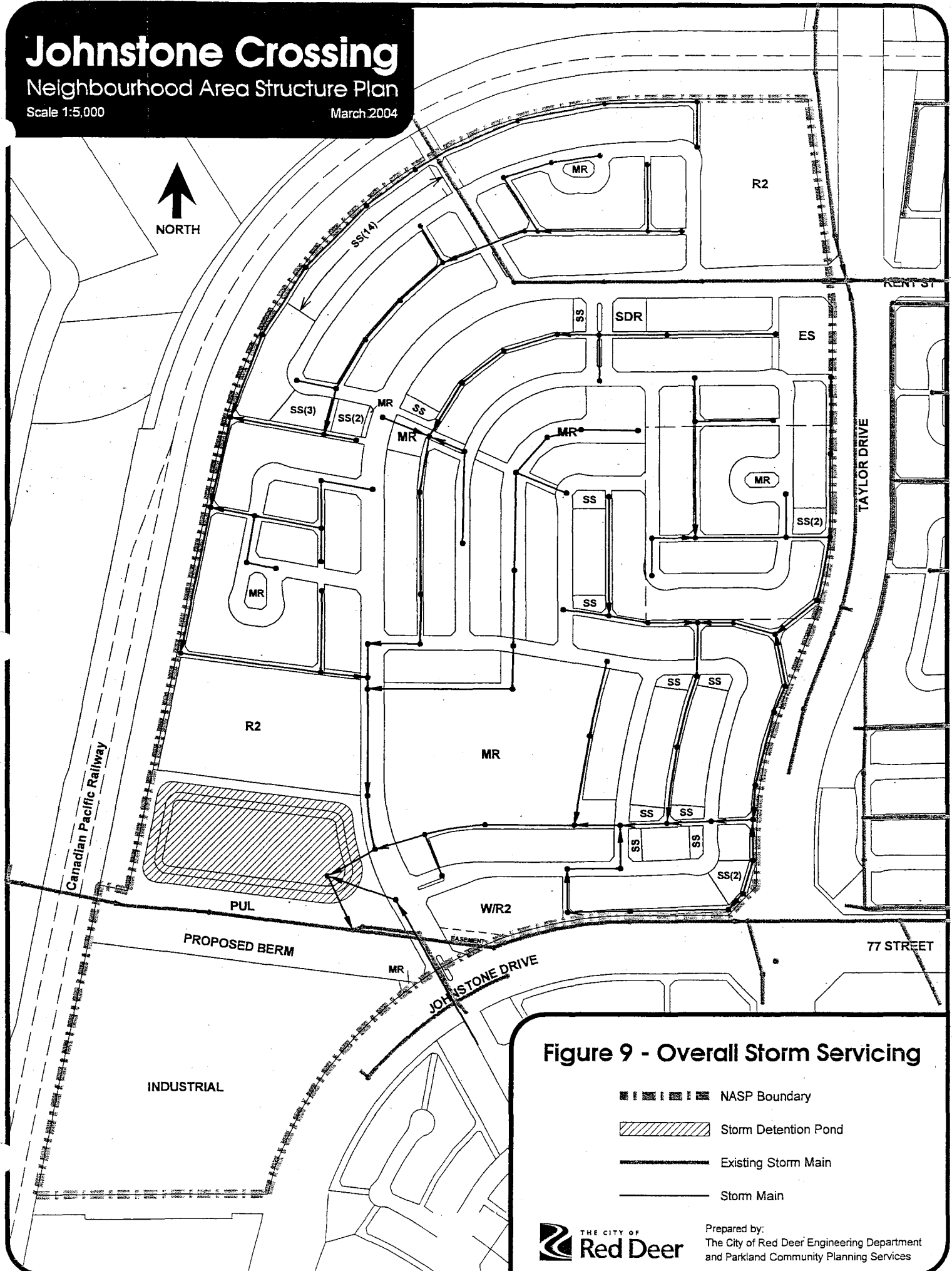
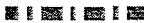





Figure 9 - Overall Storm Servicing

-  NASP Boundary
-  Storm Detention Pond
-  Existing Storm Main
-  Storm Main

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004

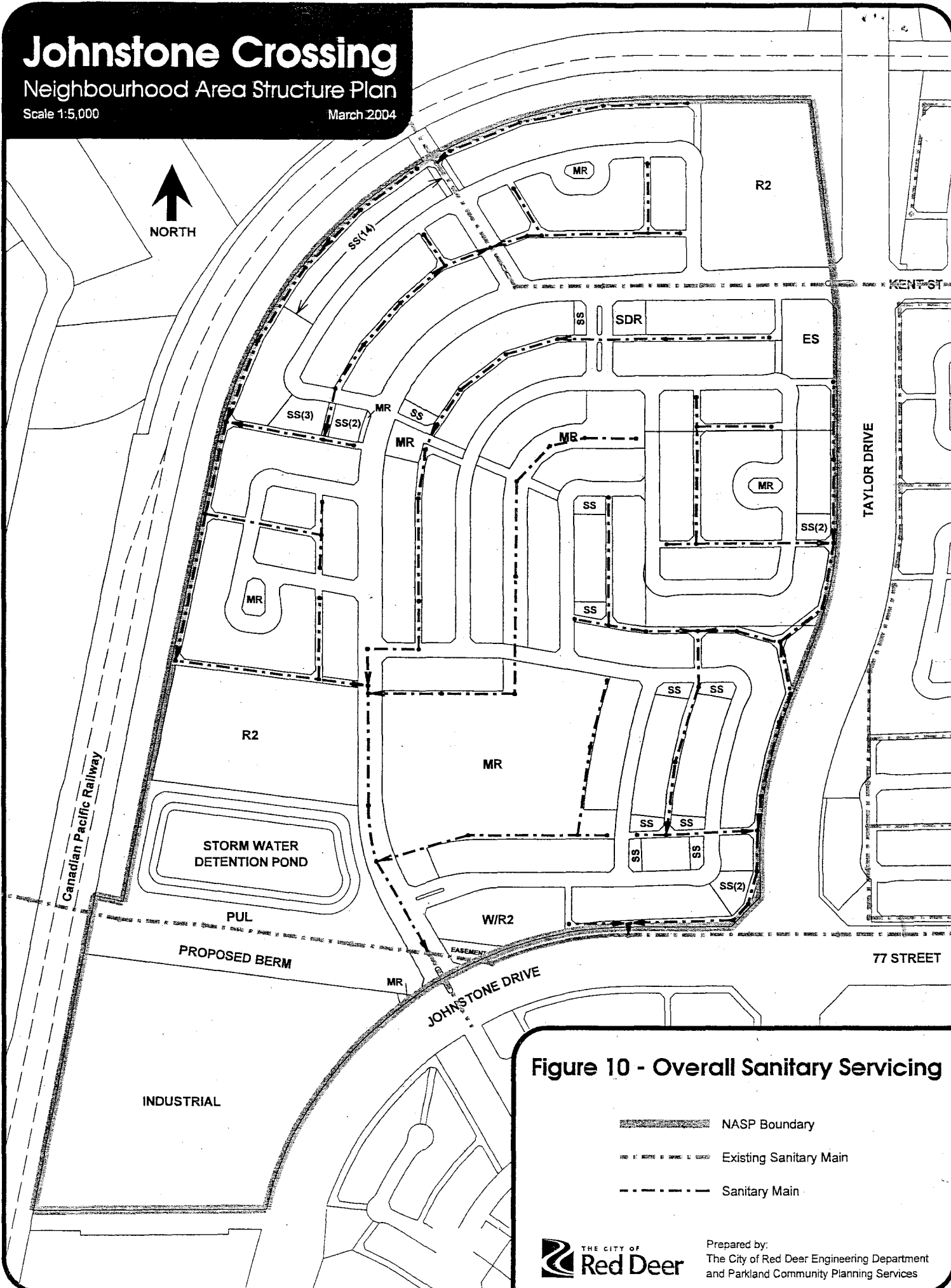





Figure 10 - Overall Sanitary Servicing

-  NASP Boundary
-  Existing Sanitary Main
-  Sanitary Main

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004

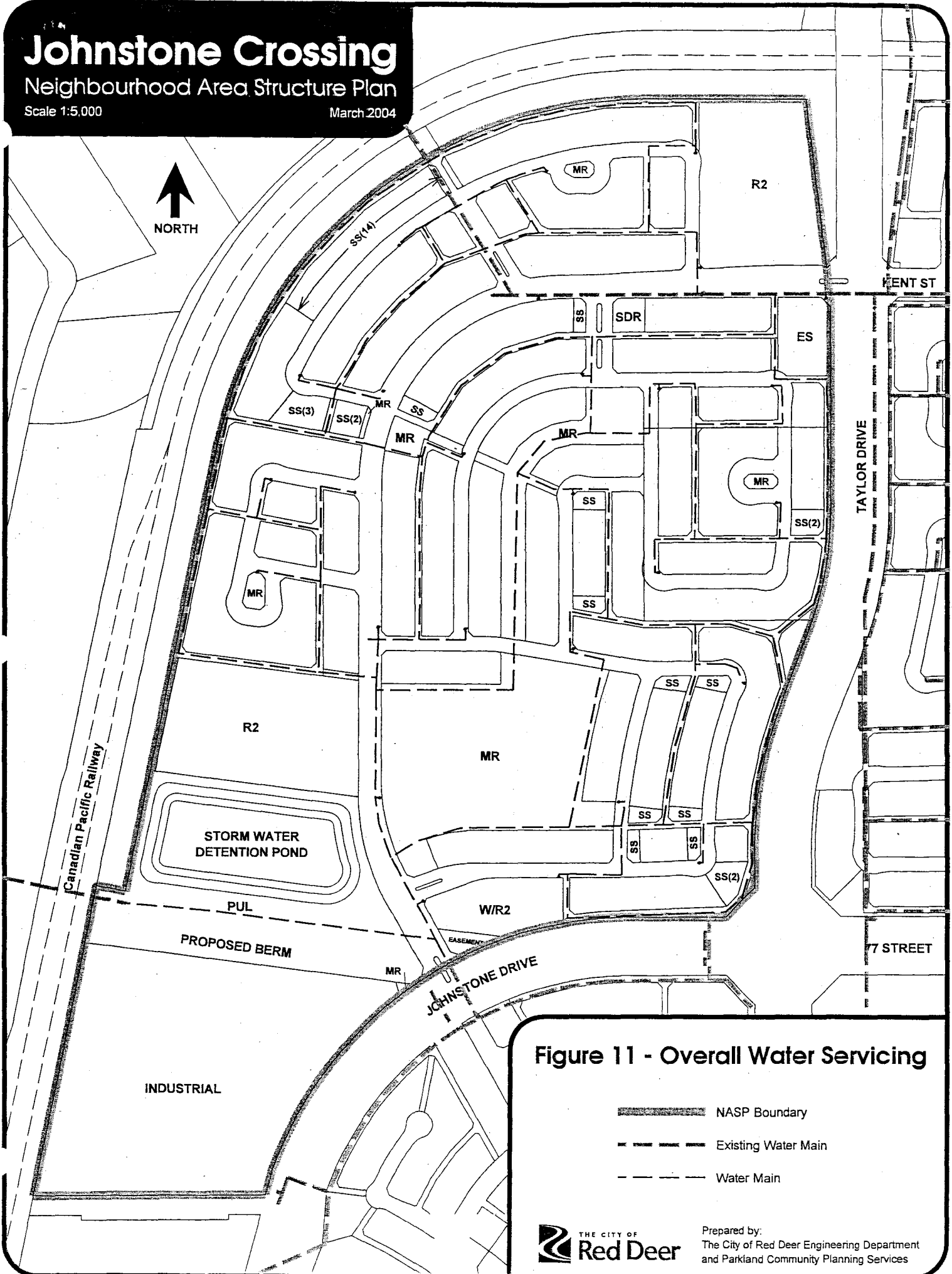


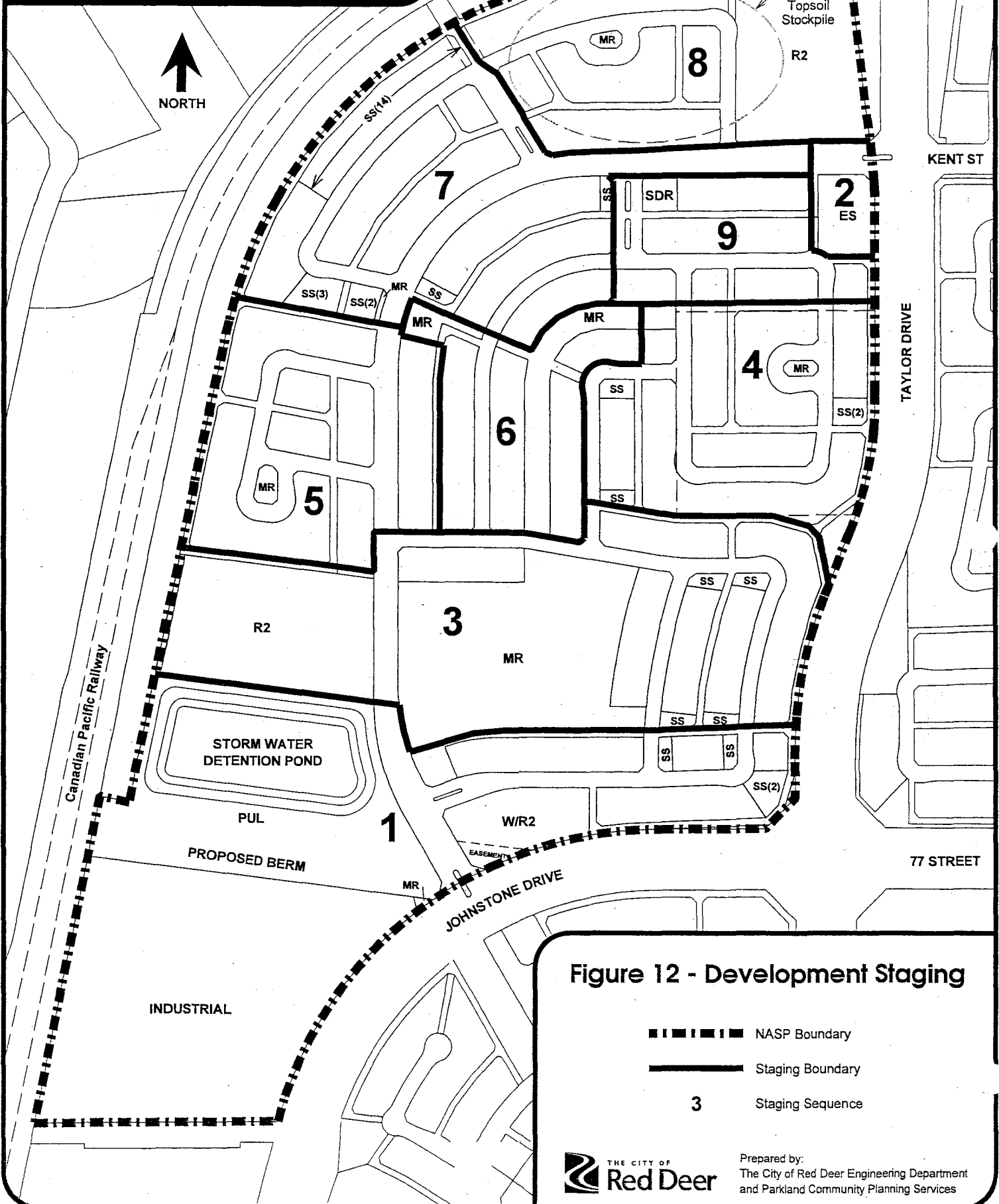
Figure 11 - Overall Water Servicing

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

August 2003



BYLAW NO. 3156/N-2004

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

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

- 1 The "Use District Map D14" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 9/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 19th day of April 2004.

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

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

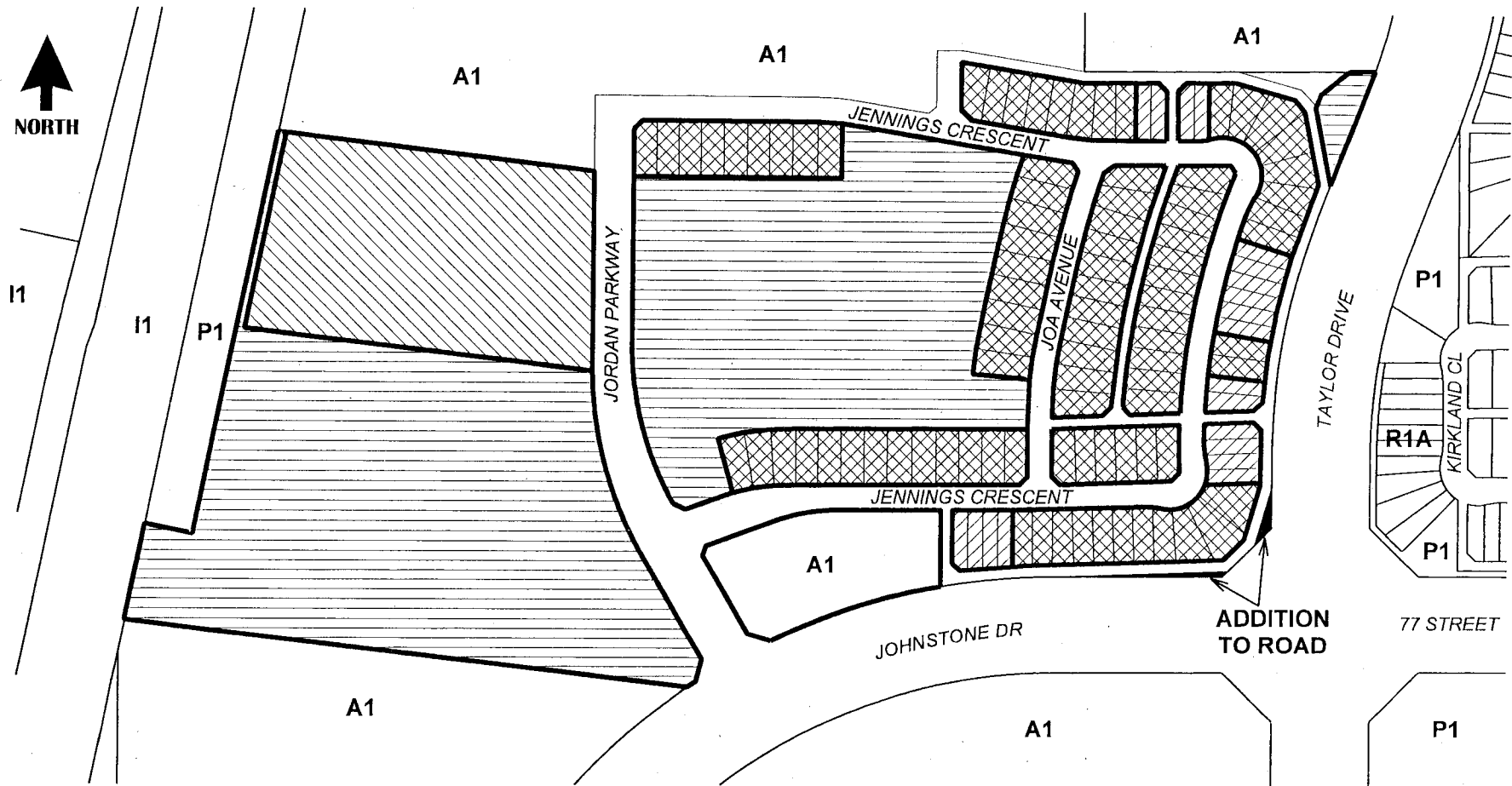
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1A - Residential (Semi-Detached Dwelling)
- R2 - Residential (Medium Density)
- P1 - Parks and Recreational

Change from :

- A1 to R1
- A1 to R1A
- A1 to R2
- A1 to P1
- A1 to Road

MAP No. 9/ 2004
BYLAW No. 3156 / N - 2004

Council Decision – April 19, 2004

Legislative & Administrative Services

DATE: April 20, 2004

TO: Johan van der Bank, Parkland Community Planning Services
Frank Wong, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Neighbourhood Area Structure Plan Amendment 3217/A-2004
Land Use Bylaw Amendment 3156/N-2004
Johnstone Crossing - Johnstone North - Phases 1 and 3
City of Red Deer

Reference Report:

Parkland Community Planning Services, dated April 7, 2004 and April 8, 2004

Bylaw Readings:

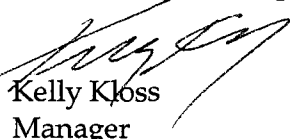
Johnstone Crossing Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2004 and Land Use Bylaw Amendment 3156/N-2004 were given first readings. Copies of the bylaws are attached.

Report Back to Council: Yes

Public Hearings will be held on Monday, May 17, 2004 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

Comments/Further Action:

Johnstone Crossing Neighbourhood Area Structure Plan Bylaw Amendment 3217A-2004 introduces a 5 metre wide public utility lot and the designation of 33 R1 lots for secondary suite development as well as the incorporation of Assisted Living residences. Land Use Bylaw Amendment 3156/N-2004 provides for the rezoning of land to develop Phases 1 and 3 of the Johnstone Crossing Neighbourhood. Approximately 20.75 ha (51.25 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density, R1A Residential (semi-detached dwellings), R2 Residential (Medium Density), P1 Parks and Recreation Districts and ROAD. This office will now proceed with the advertising for a Public Hearing. The City of Red Deer will be responsible for the advertising costs in this instance.


Kelly Kloss
Manager/attach
/chkc Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
C. Adams, Administrative Assistant
B. Greter, Clerk Steno

BYLAW NO. 3217/A-2004

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

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

That Bylaw No. 3217/98 is hereby amended:

1. By the substitution of the existing text pages and maps in the Johnstone Crossing Neighbourhood Area Structure Plan for the attached revised text pages (p. 2 and p. 12 to 21) and maps (Figures 3, 6 and 8 to 12), attached hereto and forming part of this bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 19th day of April, A.D. 2004.

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

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

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

MAYOR

CITY CLERK

SECTION 2: PLANNING FRAMEWORK

The NASP is consistent with the following statutory documents and City policies.

2.1 Enabling Legislation

The NASP is a statutory document adopted as an area structure plan under Part 17 of the *Municipal Government Act*. Part 17 of the *Act* requires that an area structure plan:

- Describe the land uses proposed for the area either generally or with respect to specific parts of the Plan area;
- Describe the density of population proposed for the area either generally or with respect to specific parts of the Plan area;
- Describe the general location of major transportation routes and public utilities;
- Describe the sequence of development proposed for the Plan area;
- Be consistent with the municipality's Municipal Development Plan; and
- Be consistent with the Provincial Land Use Policies.

2.2 Municipal Development Plan

The City's Municipal Development Plan (MDP) contains policies and references that, amongst other things, guide the preparation of Major and Neighbourhood Area Structure Plans and provide direction for related planning and development practices. The MDP identifies the Plan area as a residential neighbourhood. It promotes policies aimed at maintaining a high quality of life in the City by developing well-planned communities that contain a balanced and diversified range of social, education, health, leisure and cultural opportunities, by preserving and integrating unique natural features, and by providing safe, efficient and reliable utility and transportation systems. The MDP requires that the following objectives be pursued in the planning of new residential neighbourhoods:

- A variety of housing types;
- Infrastructure and design standards that support affordable housing while still resulting in high quality neighbourhoods;
- Innovation in neighbourhood design and housing; and
- A residential density range of 12.35 to 17.3 dwelling units per **developable** hectare.

2.3 Northwest Major Area Structure Plan

The Northwest Major Area Structure Plan was adopted by Council in 1998 and will be reviewed and updated in 2003. It establishes the arterial and collector roadway alignment, trunk services alignment, the location of social and leisure facilities and school sites, a regional trail system, and the allocation of broad land uses for the northwest quadrant of the City. It also incorporates and implements the City's Ecospace Management Plan, which identifies a wetland area in the west portion of the Plan area and a natural area consisting of a mature mixed species woodlot in the south portion. The current Northwest Major Area Structure Plan allows for diversified residential development in the Plan area at a density range of 12.35 to 17.3 dwelling units per **developable** hectare.

standards. Implementation of the public transit service is subject to funding as approved by Red Deer City Council and public demand for service.

Conventional public transit service will be provided using collector and arterial roads, not local roads. Four locations are identified along the collector roadway for bus stops on both sides, as indicated on the development concept (Figure 3). Where practical these are selected at open spaces, multi-family sites, and public institutional sites.

The pathway leading from the linear park to the collector street, and the “parkette” which fronts onto the east side of the collector street are provided to create a pedestrian linkage and open space for the location of the bus stop in the central portion of the Plan area. Another pathway is provided in a Municipal Reserve parcel located west of the Emergency Services site, providing a pedestrian shortcut to the transit stop. This walkway will link to a sidewalk along the short section of lane which leads northward to the collector street with its 2.5 metre separate sidewalk. These design features are incorporated for transit planning in order to secure future bus stop locations within a maximum of 400 m walking distance from all residential sectors of the Plan area.

Some bus stops may not be implemented at the proposed locations subject to considerations for development staging, walking patterns, necessity and/or passenger demand.

5.3 Residential Land Uses

5.3.1 Conventional Detached Dwellings

Lots for conventional detached dwellings are found predominantly in the area south and east of the ‘main street’ and also in the crescent between the two clusters of narrow lots on the north side of the collector street. ***Approximately 25 lots in these areas are designated for detached dwellings with secondary suites.***

In addition, ***lots for conventional detached dwellings and lots for detached dwellings with secondary suites are provided in the mixed housing area (see Section 5.3.2 for details).***

Lots allocated for conventional detached dwellings and detached dwellings with secondary suites will be designated into the R1 Residential (Low Density) District. These lots will be generally 35 metres deep, and will be subdivided at frontages of 13.25 metres on average. Minor variations to these averages may be made at the subdivision stage without requiring an amendment to the NASP.

In order to improve pedestrian and cyclist safety on the pathway and to enhance the aesthetic characteristics of the roadway by ensuring consistent tree spacing, those residential lots fronting along both sides of the ‘main street’ with its separate pathway and sidewalk will not be allowed front driveway access.

As discussed in Section 5.4.2 of this Plan, in order to mitigate the potential visual and noise effects of the railway and industrial area the developer will install an appropriate sound fence and associated landscaping along the top of the berm. Home builders in the area adjacent to the berm are encouraged to optimize site specific opportunities to

provide further mitigation by providing rear garages and small front yards (i.e. move the houses further away from the railway).

5.3.2 Mixed Housing

Lots for **conventional detached dwellings, lots for detached dwellings with secondary suites** and lots for semi-detached dwellings are provided in the designated mixed housing areas. The principal criteria which influenced the location of the mixed housing areas were rear lane access and, in order to improve pedestrian and cyclist safety, the prohibition of front driveway access to lots fronting along both sides of the 'main street' with its separate pathway and sidewalk.

In order to achieve the objective of a balanced blend of mixed housing types, a minimum of 50% of the lots provided in the designated mixed housing areas shall be conventional single family detached dwellings and detached dwellings with secondary suites (the latter subject to the maximum of 10% in the Land Use Bylaw), while a minimum of 35% of the lots shall be designated as semi-detached dwellings (for this purpose counting a pair of semi-detached dwelling units as two separate lots). At subdivision, groups of semi-detached lots shall consist of not more than three adjacent semi-detached lots (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.

Lots allocated for semi-detached dwellings will be designated into the R1A Residential (Semi-Detached Dwelling) District. These lots are 35 metres deep on average and their frontage will be between 15 and 19 metres (minimum of 7.6 metres per dwelling unit). Minor variations to these averages may be made at the subdivision stage without requiring an amendment to the NASP.

5.3.3 Narrow Lots

Detached dwellings on narrow lots are located in two clusters in the area north and west of the collector street, each cluster providing for approximately 65 dwellings. These lots will be designated into the R1N Residential (Narrow Lot) District. Narrow lots have 10.4 metres frontages on average, are generally deeper (a minimum depth of 36.6 metres) with a smaller front yard setback than conventional single family lots, and they have rear lane access and parking or rear detached garages (front access is prohibited).

As discussed in Section 5.4.2 of this Plan, in order to mitigate the potential visual and noise effects of the railway and industrial area the developer will install an appropriate sound fence and associated landscaping along the top of the berm. Home builders in the area adjacent to the berm are encouraged to optimize site specific opportunities to provide further mitigation by providing rear garages and small front yards (i.e. move the houses further away from the railway).

5.3.4 Multi-Family Dwelling Units

Three multi-family sites are provided in the development concept. One larger site is provided at the north entrance to the neighbourhood. Another larger site and a smaller site are provided near the south entrance. The selection of these locations was

influenced by considerations for vehicular traffic, collector roadway access, proximity to bus stops and open spaces, or specific land use or site issues.

The smaller site at the south neighbourhood entrance may have access to either or both the collector roadway and the local street, while access to the two larger sites will be from the collector roadway only.

The walking distance from the north multi-family site to the park node at the north end of the linear park is approximately 200 metres. This is considered to be appropriate considering the fact that the separate pathway runs adjacent to this site, providing direct access to the neighbourhood park system, and also considering that the Land Use Bylaw requires the builder to provide on-site landscaped areas and open space.

The multi-family sites will be designated in the R2 Residential (Medium Density) District. These sites are primarily intended for row houses, townhouses and low rise apartment buildings. Semi-detached dwellings are allowed on the multi-family sites only if they are developed as a bareland condominium project and provided that the 1:3 or 25% maximum ratio between the total number of semi-detached dwelling units and detached dwelling units in the total neighbourhood housing stock is not exceeded.

The average density of the types of development envisioned for the multi-family sites is assumed to be 35 dwelling units per hectare.

Building design shall have due consideration for any applicable findings and recommendations from the noise study which will be undertaken as part of the neighbourhood servicing study.

5.3.5 Facilitating Affordable Housing Options

Providing opportunities for affordable housing in the Johnstone Crossing subdivision is a primary consideration for the developer, and home builders are encouraged to make use of these opportunities.

Opportunities to provide affordable housing include keeping the average lot frontage in all single family residential land use districts near the applicable minimum standard provided for in the Land Use Bylaw, in order to create smaller lots and consequently achieve affordable lot prices.

Another opportunity to contribute to housing affordability is the incorporation of detached dwellings with secondary suites. This concept facilitates the supplementing of household income through the rental of the secondary suite, thereby making the mortgage payments for the principle home owner more affordable. At the same time affordable rental suites will be made available. Alternatively the secondary suite concept allows for aging parents to move into a self-contained unit in their children's home (i.e. the option of two-generational housing), or allows families to meet other similar unique housing needs.

Another opportunity for affordable housing is presented by either one or all three of the multi-family sites. Any one of these sites, or portions thereof, or a selected number of dwelling units in the overall development of these sites may be considered by any individual, public agency or corporate group for the purpose of 'co-operative housing'. More information on this concept is provided in Appendix A.

5.4 Parks and Open Space

5.4.1 Neighbourhood Park

A key design feature of the development concept is the open space system. It establishes a '*special place*' consisting of the neighbourhood park, with associated leisure facilities and amenities, linked to a "parkette" with a play structure. The linkage is established by a paved pathway within a landscaped linear park. The linear element extends the neighbourhood park and leisure facilities into the neighbourhood. Figure 6 illustrates the open space system and neighbourhood park plan.

The woodlot site is the location of the neighbourhood park, which creates a '*special place*' for active and passive leisure and recreation. A preschool playground structure will be provided in the clearing on the north side of the park, while an elementary playground structure will be located in the open area south west of the woodlot. An illuminated multi-purpose pad will be incorporated into the west side of the neighbourhood park, providing for a variety of activities such as tennis, basketball and ice skating. A snowbank rink will complement the main ice surface during winter months.

For the most part the woodlot will be retained in its natural state, but for public safety reasons sections of the woodlot will be cleared to enhance visibility from roadways and adjacent houses. In two locations trees at the perimeter of the woodlot will be removed in order to create a 10 metres wide clearing for the installation and maintenance of servicing at the back of the residential lots.

As part of the neighbourhood park concept a soccer field and sliding hill will be developed on a portion of the stormwater detention pond.

The linear park is designed to extend the open space system into the neighbourhood, enhancing the access to the neighbourhood park and leisure facilities. A play structure for young children will be provided in the "parkette" at the north end of the linear park. In addition to its practical function as a playground, this park also constitutes a prominent feature at the entrance to this part of the neighbourhood.

The municipal reserve lots or "parkettes" located in the '*keyhole*' crescents will include natural landscaping features such as trees and shrubs, and will also incorporate park benches and community mailboxes within their boundaries, creating a '*special place*' for each of the three housing clusters. No playground equipment will be installed in these "parkettes".

The "parkette" located adjacent to the east Plan area boundary at the back of the residential lots is created in order to divert the rear lane alignment to reduce traffic speed, and also to reduce the excessive depths of the adjacent residential lots. This "parkette" will include natural landscaping features such as low shrubs and trees with canopies at minimum ground clearances in order to protect sight lines. No playground equipment or fences will be installed in this "parkette". Parks maintenance of this "parkette" will not present difficulties because it is continuous with the adjacent arterial roadway berm which itself requires regular parks maintenance.

Walkways provide pedestrian shortcuts adjacent to the west boundary of the Emergency Services site and from the linear park to the central bus stop location.

The developer will install a chain link fence along the rear property lines of all lots backing onto the linear park and the central park. After installation the fence is to be maintained by each property owner.

The development of the neighbourhood park site will commence when approximately 65% of the neighbourhood has been subdivided and developed. The developer is responsible for bringing the neighbourhood park site to rough grade, as per City specifications. Once rough grade is completed, The City will be responsible for the final grading of the site and the Level 1 (grass), Level 2 (trees & shrubs), and Level 3 (sports fields, playgrounds, and hard surfaces & structures) landscaping. Normally, the development of the neighbourhood park site is completed over two warm weather seasons.

5.4.2 Municipal Reserve Dedication

The land areas required for "parkettes", the linear park, walkways (pedestrian shortcuts), and the neighbourhood park will be dedicated as municipal reserve.

Municipal reserve in respect of the NE ¼ Section 31-38-27-W4 was dedicated previously as part of the subdivision of the Edgar Industrial Park. This reserve was dedicated in the form of the berm (i.e. Lots 3MR and 4MR Block 4 Plan 902 0499) adjacent to the railway tracks, and in the form of a municipal reserve transfer to the Kentwood West subdivision. Therefore, no further municipal reserve dedication is required for the remaining undeveloped portion of this quarter section, i.e. Lot 1 Block 4 Plan 812 1569 measuring 16.167 hectares and forming the north part of the Plan area. In the Plan area, therefore, municipal reserve is owed only on 43.193 hectares, which is the south part of the Plan area. The 5.40 hectares of municipal reserve dedicated in this subdivision (refer to Table 1) represents 9.02% of the total Plan area (i.e. 59.86 hectares), however, when the percentage municipal reserve is calculated against that part of the Plan area in respect of which municipal reserve is owed (i.e. the 43.193 hectares), the actual percentage of municipal reserve being dedicated is 12.50%.

Although municipal reserve is technically not owed in respect of the NE ¼ Section 31-38-27-W4, the development concept does provide municipal reserve in that portion in order to ensure a balanced dispersion of parks throughout the Plan area.

Since the berm along the railway line is excluded from the Plan area, it shall not be regarded for the calculation of municipal reserve dedication. However this neighbourhood will benefit from the enhancement of the visual and noise attenuation characteristics of the berm by the addition of a sound fence and appropriate landscaping along the top of the berm. The design requirements of the sound fence will be determined through a noise study which will be undertaken as part of the neighbourhood servicing study.

The development concept allocates a "parkette" on Lot 2 Block 1 Plan 022 4553 (i.e. the privately owned parcel of 3.87 hectare) which will be dedicated as municipal reserve. Although overall municipal reserve dedication in the Plan area is 12.50%, the proportional amount of municipal reserve within Lot 2 Block 1 Plan 022 4553 (i.e. 0.047

hectares) does not add up to 10%, which would have been 0.387 hectares. The balance owing (i.e. 0.34 hectares) of the 10% requirement will be dedicated to the City of Red Deer in the form as cash in lieu of land in accordance with Sections 666 and 667 of the *Municipal Government Act*, or as may be otherwise determined by the City and the landowner by mutual agreement.

5.4.3 Public Utility Lots

Existing utility trunk lines are accommodated in the public utility lot in the south portion of the Plan area west of the collector roadway intersection with Johnstone Drive. East of the intersection the trunk lines are accommodated in an easement on the Place of Worship site. West of the intersection a 30 metre wide PUL will be created adjacent to the south of the PUL containing the utility trunk lines. This additional PUL will contain a landscaped berm to screen the industrial activities in the south portion of the Plan area.

The existing PUL in the northwest portion of the Plan area between the collector roadway and Edgar Industrial Park, also containing existing utility trunk lines, is partially accommodated in the road right-of-way. The remainder will be accommodated in easements on the residential lots.

The dry (detention) pond forming part of the storm water management system provides separation between residential lots and the industrial area. **A 5.0 metre wide PUL is created east of the railway berm to provide drainage to the detention pond.**

5.5 Community Facilities

5.5.1 Social Care / Day Care / **Adult Day Care / Assisted Living / Retirement Home Site**

A Social Care / Day Care / **Adult Day Care / Assisted Living / Retirement Home site (SDR site)** is provided in the north portion of the Plan area. This site has collector street access and is located on the bus route within close proximity to the open space system which offers convenient access to passive and active leisure opportunities and the neighbourhood pathway system / city-wide trail system. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.2 Place of Worship Site

A Place of Worship site is provided at the south entrance to the neighbourhood, where it enjoys visibility from Johnstone Drive and is easily accessible from within the neighbourhood either by walking or driving, as well as from other neighbourhoods. The south west corner of this site contains deep trench services and will be registered as an easement on the property title. Buildings, signs and other structures would not be allowed on this portion of the site, but parking lot development or landscaping will be allowed. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.3 Emergency Services Site

An Emergency Services (ES) site for the purpose of a fire station, and possibly in combination with a police or another emergency response service office, is provided at the north entrance to the neighbourhood. Traffic associated with this site (i.e. emergency

vehicles, visitors and staff vehicles) shall not be allowed access from the local roadway. Access for emergency vehicles will be from the collector street, and staff vehicles will enter from the lane off the collector street to a parking lot at the rear of the building. The site configuration allows for efficient fire station and site design.

The collector roadway in this location has a median which will not extend beyond the midpoint of the ES site street frontage, in order to allow free access and egress of emergency vehicles in both directions.

The temporary access to Lot 2 Block 1 Plan 022 4553 from the collector road right-of-way will be retained across the ES site until development of the adjacent phases allows for access along the neighbourhood roadways.

The Emergency Services Department indicated that without a fire station the entire Plan area would fall outside of the four minute minimum response time. With a fire station, the entire Plan area would fall within the four minute minimum response time. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.4 Residential Conversion Options

*Social Care / Day Care / **Adult Day Care / Assisted Living** / Retirement Home Site and Place of Worship Site*

In the event that either one of the A Social Care / Day Care / **Adult Day Care / Assisted Living** / Retirement Home site (**SDR** site) or the Place of Worship site is not purchased for the proposed use within six months of advertisement through the City of Red Deer Social Planning Department, these lots may be converted to residential uses as follows:

- the **SDR** site to the designated mixed housing area, subject to the requirements stipulated in Section 5.3.2 of this Plan (note: residential lots will not be permitted to have access off the collector street); and
- the Place of Worship site to a multi-family site, subject to the requirements stipulated in Section 5.3.4 of this Plan.

Emergency Services Site

In the event that the Emergency Services site is no longer needed for its intended purpose, as will be determined by the City of Red Deer, it may be converted to the designated mixed housing area, subject to the requirements stipulated in Section 5.3.2 of this Plan (note: residential lots will not be permitted to have access off the collector street). In such an event the lane alignment will be changed and a section of lane will be converted to municipal reserve, as illustrated on Figure 7.

5.6 Light Industrial Development

An area for light industrial uses is provided to match the existing development in the Golden West industrial area south of 76 Street adjacent to the railway line. Access to this development will be from 76 Street and no direct site access will be allowed from Johnstone Drive. The intention is that this area will be developed as a business service and light industrial park. Through various tools at their disposal the developer in co-operation with the City will ensure that industrial buildings are designed to front-orientate

onto Johnstone Drive or, alternatively, to pay special attention to elevation treatment and landscaping of rear yards along Johnstone Drive.

5.7 Land Use Statistics

At build-out capacity the development concept yields a total number of housing units ranging between **703** and **744** dwelling units, depending on the development of the **SDR**, Place of Worship and ES sites. The final numbers will also be influenced by the actual densities being achieved on the multi-family sites. Refer to Table 1.

Table 1: Land Use Allocation (see Note 1)

LAND USE CATEGORY/COMPONENT	AREA (ha)	% OF PLAN AREA	NUMBER OF DWELLING UNITS
Plan Area	59.86	100%	-
Emergency Services Site	0.45	0.75%	-
Business Service / Light Industrial	6.76	11.29%	-
Arterial Road widening for berm	0.03	0.05%	-
Developable Plan Area (see Note 2)	52.62	-	-
Scenario A (see Note 3): Total residential area - developed SDR , Place of Worship, and ES sites	27.91	46.63%	703
Scenario B: Total residential area - SDR and Place of Worship sites developed for residential use	28.88	48.25%	735
Scenario C: Total residential area - SDR , Place of Worship and ES sites developed for residential use	29.33	49.00%	744
The total housing stock in the base scenario is made up as follows:			
• Conventional Detached Dwellings	10.16	16.97%	217
▪ <i>Detached dwellings with secondary suites</i>	1.47	2.46%	37 (25 lots)
• Narrow Lot Detached Dwellings	5.63	9.41%	130
• Mixed housing (refer to Section 5.3.2 of this Plan for details of the required mix ratio)	6.08	10.16%	160 (156 lots)
– Conventional Detached Dwellings	-	-	84
– <i>Detached dwellings with secondary suites</i>	-	-	12 (8 lots)
– Semi-detached Dwellings	-	-	64 (32 pairs of lots)
• Multi-Family Dwelling Units with developed Place of Worship site	4.54	7.58%	159
• Option: Multi-Family Dwelling Units with Place of Worship site developed for residential use	5.36	8.95%	187
Social Care / Day Care / Adult Day Care / Assisted Living / Retirement Home site (SDR site)	0.12	0.20%	-
Place of Worship Site	0.82	1.37%	-
Open Space	10.58	17.67%	-
• Municipal reserve (see Note 4)	5.40	9.02% (12.50%)	-
• Public Utility Lots	5.18	8.65%	-
Transportation	13.22	22.08%	-
• Collector roadway	3.60	6.01%	-

LAND USE CATEGORY/COMPONENT	AREA (ha)	% OF PLAN AREA	NUMBER OF DWELLING UNITS
• Local roadways	6.12	10.22%	-
• Rear lanes	3.50	5.85%	-

Notes

- 1) The numbers are approximate and subject to more detailed calculations at the time of subdivision.
- 2) The Developable Plan Area is used for the density calculation. This area equals the Plan area minus any Environmental Reserve (none in this case), and minus any City-wide land uses, such as in this case the Emergency Services site, the industrial land, and the arterial road widening.
- 3) Scenario A represents the base scenario. All subsequent calculations are based on the base scenario.
- 4) Refer to the discussion under Section 5.4.2 of this Plan.

With regard to minimum standards for neighbourhood density and housing mix, the City's requirements in the 'Neighbourhood Planning and Design Guidelines and Standards' are as follows:

- A minimum residential density within the range of 12.35 to 17.3 dwelling units per hectare of developable plan area. The maximum neighbourhood density will ultimately be determined by efficiencies of providing appropriate infrastructure capacities (mainly sewer trunk lines).
- A housing mix of low density dwelling types at a minimum of 60% of the total dwelling unit stock, and multi-family dwelling unit types (i.e. three or more units) at a minimum of 20%.
- A maximum ratio of 1:3 (25%) for semi-detached dwellings to detached dwellings in the total housing unit stock.
- A maximum of 33% of the net residential land area allocated to narrow lot housing.
- **A maximum of 10% of the total number of lots in the R1 Residential (Low Density) District pre-designated for permitted use secondary suites.**
- A minimum of 10% municipal reserve.

Table 2: Density and Housing Mix

Density (du/ha) (see Notes 1 – 3)	Scenario A	13.36
	Scenario B	13.97
	Scenario C	14.14
Housing Mix	Low density dwellings as a % of the total housing stock (see Note 4)	77 %
	Multi-family dwelling units as % of the total housing stock (see Note 5)	23 %
	Ratio of semi-detached dwelling units to detached dwellings (see Note 6)	1:5.2
	Narrow lot land area as a % of the total net residential land area	20%
	Lots for detached dwelling with secondary suite as a % of the total number of R1 lots	10%
	Lots for conventional detached dwelling and detached dwellings with secondary suites as a % of the total number of lots in the mixed housing area (see Section 5.3.2 and Note 7)	59%
	Lots for semi-detached dwellings as a percentage of lots in the mixed housing area (see Section 5.3.2 and Note 7)	41%
Municipal reserve dedication (see Note 8)		12.50%

Notes

- 1) Density is measured in the number of dwelling units per hectare (du/ha).
- 2) Refer to Table 1 for an explanation of the three scenarios.
- 3) Assumptions for dwelling unit density projections (intended as general guidelines):
 - Lots for conventional detached dwellings **and detached dwellings with secondary suites** are assumed to be on average 464 m² with frontages of 13.25 metres and lot depths of 35 metres.
 - Lots for narrow lot detached dwellings are assumed to be on average 381 m² with frontages of 10.40 metres and lot depths of 36.6 metres.
 - Lots for semi-detached dwellings are assumed to be on average 595 m² with frontages of 16.00 to 19.00 metres (minimum of 7.6 metres per unit) and lot depths of 35 metres.
 - Low rise multi-family site density is assumed to be generally 35 dwelling units per hectare. The actual density is not prescribed in the Land Use Bylaw and is determined by the Development Authority at the time of development permit approval. Depending on the actual densities achieved on the multi-family sites the neighbourhood density may vary slightly from the calculated densities.
- 4) **For the purpose of this calculation 'Low density dwellings' includes conventional detached dwellings, detached dwellings with secondary suites (calculated at a rate of 1.5), semi-detached dwellings, and narrow lot dwellings.**
- 5) 'Multi-family dwelling units' means three or more attached dwelling units.
- 6) **For the purpose of this calculation 'detached dwellings' includes conventional detached dwellings and lots for detached dwellings with secondary suites (i.e. the secondary suites themselves and detached dwellings on narrow lots are excluded from the calculation).**
- 7) **Counting one pair of semi-detached dwelling units as two lots, and each lot for a detached dwelling with a secondary suite as one lot.**
- 8) Refer to Table 1 and Note 4 of that table.

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004



Canadian Pacific Railway

Existing Berm

Existing Berm

KENT ST

TAYLOR DRIVE

77 STREET

JOHNSTONE DRIVE

STORM WATER
DETENTION POND

PROPOSED BERM

CenAlta
Well Services

Figure 3 - Development Concept

	NASP Boundary		SS	Secondary Suite
	Municipal Reserve		SDR	Social / Daycare / Retirement
	Public Utility Lot		ES	Emergency Services
	Single Family		W	Place of Worship
	Single Family (narrow lot)			Pathway (2.50m)
	Mixed Housing *			Bus Route (both directions)
	Multi Family			Bus Stop
	Industrial			Entrance Sign

*Mixed Housing - min 50% Single Family, min 35% Semi-detached and Secondary Suites.

THE CITY OF
Red Deer

Prepared by:
The City of Red Deer Engineering Department
and Parkland Community Planning Services

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004



Canadian Pacific Railway

KENT ST

TAYLOR DRIVE

77 STREET

JOHNSTONE DRIVE

SS(3)

SS(2)

SS(14)

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SS

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Proposed Transit Shelter

Traffic Calming

Linear Park

Traffic Calming

MR

3.84 ha

Snow Bank Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Linear Park

Sliding Hill

Proposed Berm

Class A Soccer Field

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Parking Lot

Figure 6 - Neighbourhood Park Plan

--- NASP Boundary

■ Municipal Reserve

■ Public Utility Lot

■ Existing Vegetation to remain

— Sidewalk (2.50m)



Prepared by:
The City of Red Deer Engineering Department
and Parkland Community Planning Services

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004



Canadian Pacific Railway

PUL

PROPOSED BERM

INDUSTRIAL

R2

MR

WIR2

JOHNSTONE DRIVE

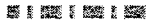

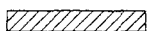
R2

KENT ST

TAYLOR DRIVE

77 STREET

Figure 8 - Major Storm Drainage

-  NASP Boundary
-  Major Drainage Direction
-  Storm Detention Pond

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004

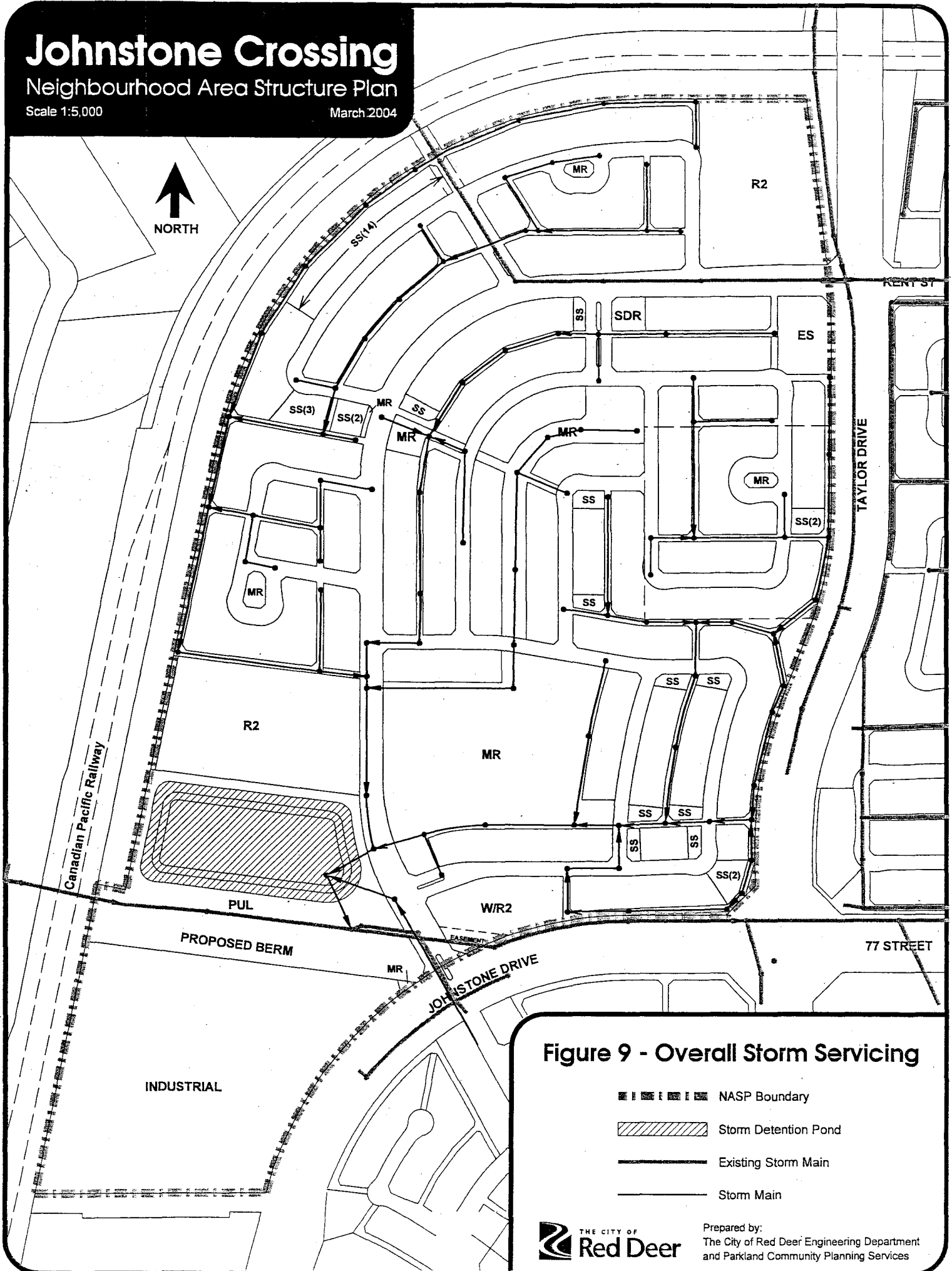
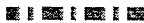
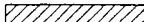




Figure 9 - Overall Storm Servicing

-  NASP Boundary
-  Storm Detention Pond
-  Existing Storm Main
-  Storm Main

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004

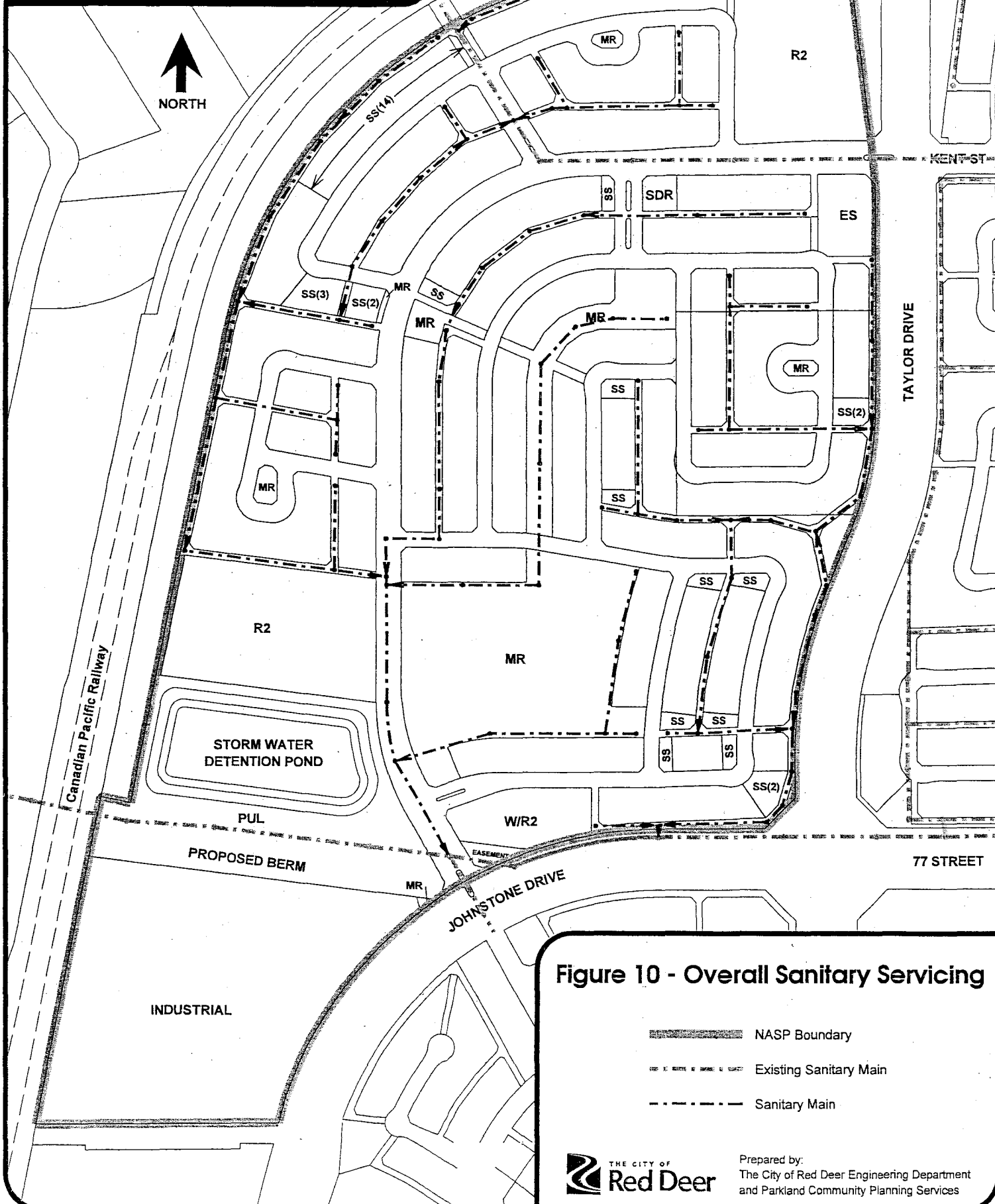





Figure 10 - Overall Sanitary Servicing

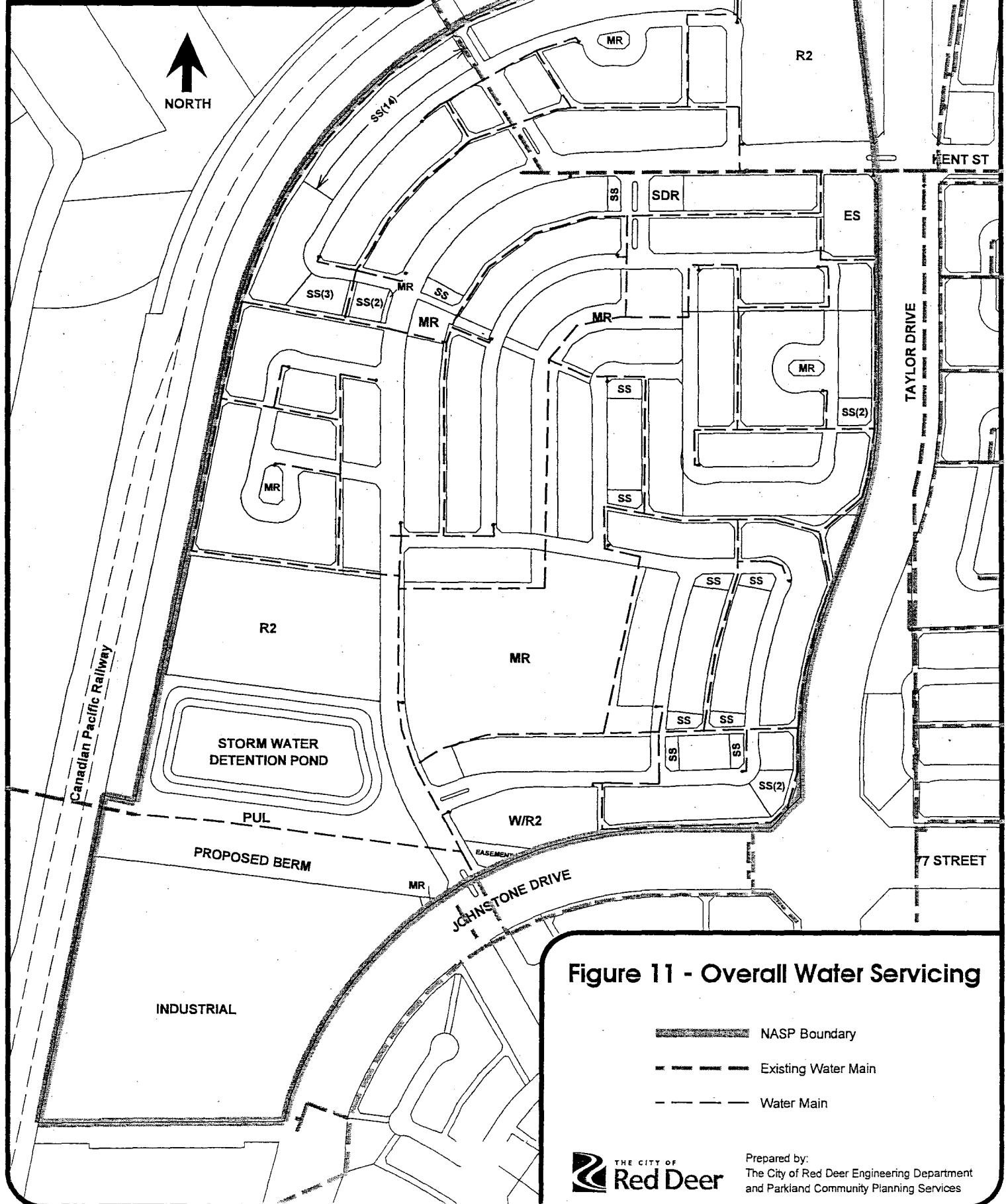
-  NASP Boundary
-  Existing Sanitary Main
-  Sanitary Main

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004



Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

August 2003

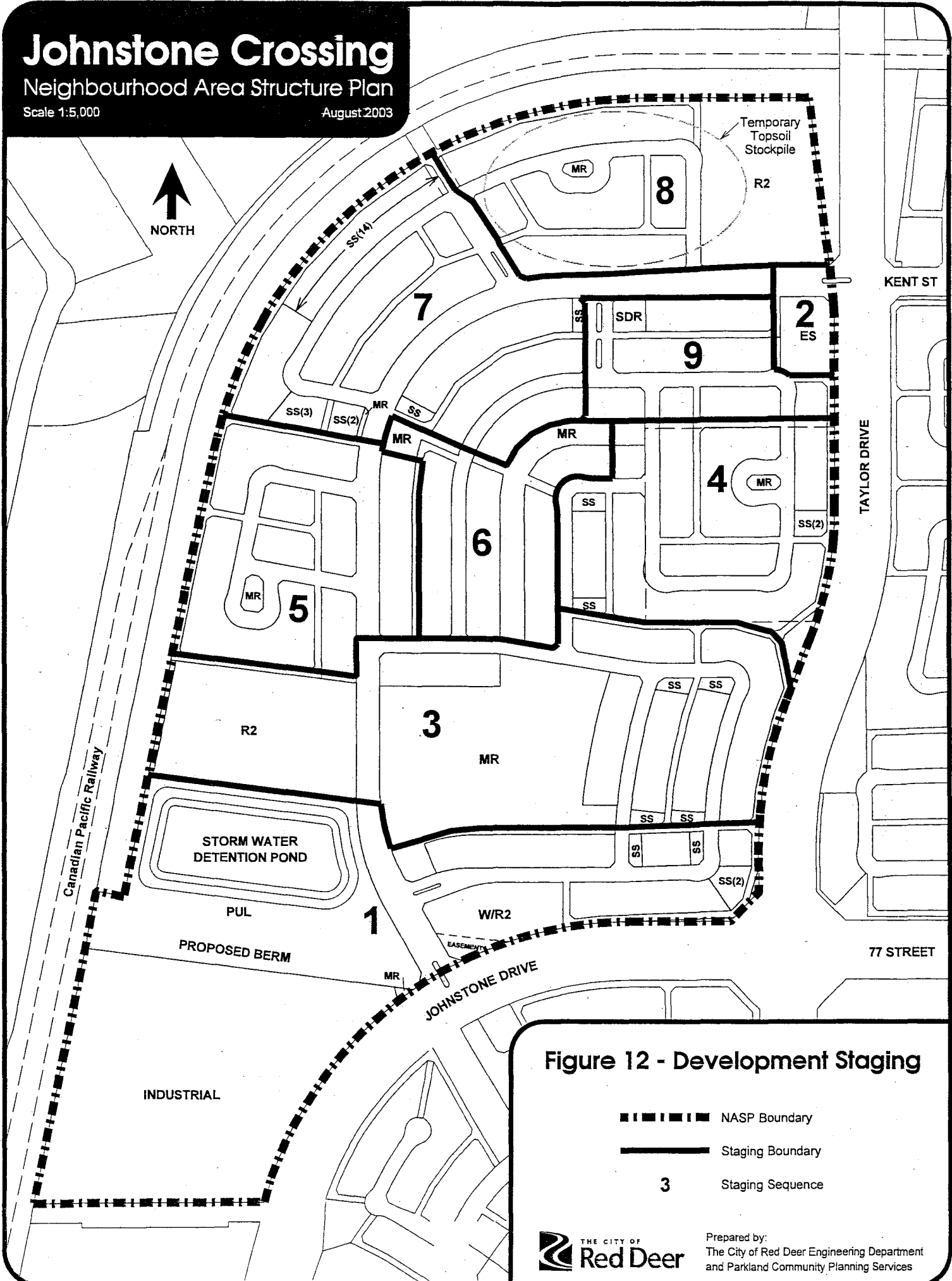


Figure 12 - Development Staging

--- NASP Boundary

— Staging Boundary

3 Staging Sequence

BYLAW NO. 3156/N-2004

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

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

- 1 The "Use District Map D14" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 9/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 19th day of April 2004.

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

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

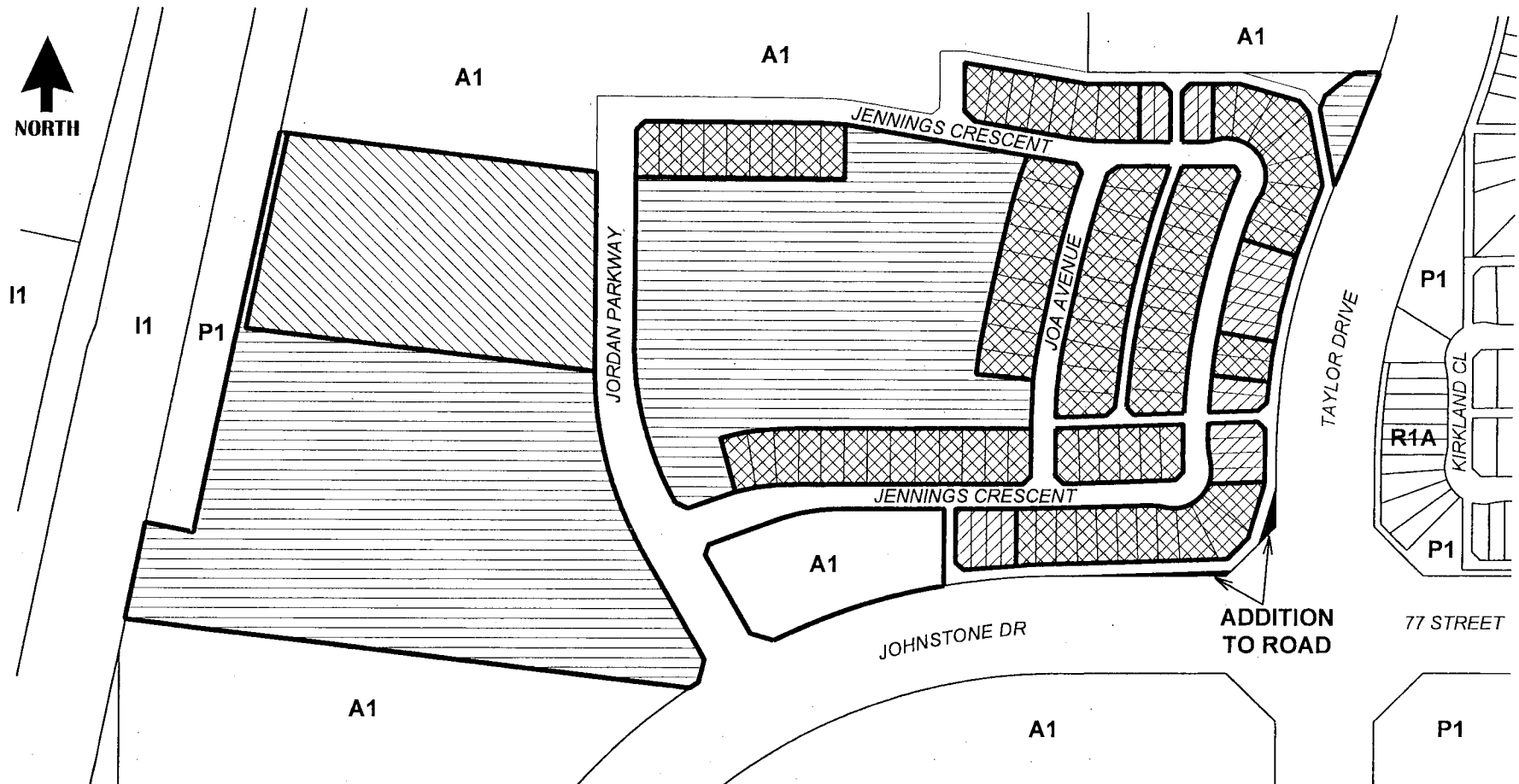
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1A - Residential (Semi-Detached Dwelling)
- R2 - Residential (Medium Density)
- P1 - Parks and Recreational

Change from :

- A1 to R1
- A1 to R1A
- A1 to R2
- A1 to P1
- A1 to Road

MAP No. 9/ 2004
BYLAW No. 3156 / N - 2004



Legislative & Administrative Services

DATE: April 13, 2004
TO: City Council
FROM: Legislative & Administrative Services Manager
SUBJECT: Request for Ratification of Board Member to the Normandeau Cultural & Natural History Society

The Normandeau Cultural and Natural History Society have requested Council's approval of an Archives Committee representative to replace Marie Dickinson.

The bylaws of the Normandeau Cultural and Natural History Society state that all appointments must be approved and confirmed by Council. As usual, the name of the new Archives Committee representative has been submitted in confidence to Council.

Recommendation

That Council approve the appointment of a new Archives Committee representative to the Normandeau Cultural and Natural History Society for a term to expire October, 2004.

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

Kelly Kloss
Manager

Comments:

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

"N. Van Wyk"
City Manager

Legislative & Administrative Services

DATE: April 20, 2004

TO: Wendy Martindale, Executive Director
Normandeau Cultural and Natural History Society

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Ratification of Board Member to the Normandeau Cultural and Natural History Society

Reference Report:


Normandeau Cultural and Natural History Society, dated March , 2004

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Legislative & Administrative Services Manager, dated April 13, 2004, re: Ratification of Board Member to the Normandeau Cultural and Natural History Society, hereby appoints the following as the Archives Committee Representative to the Normandeau Cultural and Natural History Society , for a term to expire October, 2004:

Eugene Kulmatycki

Report Back to Council: No



Kelly Kloss
Manager

/chk

c Community Services Director
Archives Committee

**Legislative & Administrative Services**

DATE: April 13, 2004
TO: City Council
FROM: Legislative & Administrative Services Manager
SUBJECT: Request for Appointment of Community Agency Representative to the Crime Prevention and Policing Study Steering Committee

History

On October 20, 2003 Council passed a resolution to approve the framework for terms of reference for the Crime Prevention and Policing Study and appointed the Crime Prevention and Policing Study Steering Ad Hoc Committee to undertake the study.

The Crime Prevention and Policing Study Steering Committee requires a replacement committee member due to the passing of Phil Rauch, the Community Agency Representative on the Committee.

The name of the Community Agency Representative chosen has been submitted in confidence to Council.

Recommendation

That Council approve the appointment of a new Community Agency Representative to the Crime Prevention and Policing Study Steering Committee.

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

Kelly Kloss
Manager

Comments:

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

"N. Van Wyk"
City Manager

CRIME
PREVENTION
FILE



April 20, 2004

Tricia Haggerty
People's Place
6002 - 54 Avenue
Red Deer, AB T4N 4M8

Dear Ms. Haggerty:

Appointment to the Crime Prevention & Policing Study Ad Hoc Steering Committee

At the Monday, April 19, 2004 Red Deer City Council Meeting, Council appointed you as the Community Agency Representative to the Crime Prevention & Policing Study Ad Hoc Steering Committee.

Thank you for agreeing to participate in this important study the City of Red Deer is undertaking.

Sincerely,

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

Kelly Kloss
Manager

c Community Services Director

Legislative & Administrative Services

DATE: April 20, 2004

TO: Colleen Jensen, Community Services Director

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Appointment of Crime Prevention and Policing Study Steering Committee
Community Agency Representative

Reference Report:

Community Services Director, dated April 7, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, having considered the report from the Legislative & Administrative Services Manager, dated April 13, 2004, re: Appointment of Community Agency Representative to the Crime Prevention and Policing Study Steering Committee, hereby appoints the following as the new Community Agency Representative,

Tricia Haggerty

Report Back to Council: No



Kelly Kloss
Manager

/chk

c Deb Comfort, Crime Prevention & Policing Study Steering Committee Staff
Liaison



Legislative & Administrative Services

DATE: April 13, 2004

TO: City Council

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Councillor Jeffrey Dawson – Notice of Motion

History:

The following Notice of Motion was introduced by Councillor Dawson at the April 5, 2004 Council Meeting:

Whereas in January of 2004 The City of Red Deer Council set a direction which will see more than \$100 million 2003 dollars in tax supported debt over the next decade,

And whereas the tax increase required to service this debt is more than 30% in addition to normal budgetary pressures and prior to any inflationary increases and operating increases associated with the debt expenditure,

And whereas the majority of this debt can be minimized, delayed or eliminated by changing priorities, timing or scope of the capital expenditures,

And whereas The City of Red Deer has not entered into significant non-utility debt in well over a decade,

Therefore be it resolved that the council of The City of Red Deer take advantage of the municipal election on October 18th, 2004 to ask the electorate their opinion on the following question:

...2/

Memo to City Council
April 13, 2004
Notice of Motion – Councillor Jeffrey Dawson

“Do you support the City of Red Deer taking on more than 100 million dollars of tax supported debt over the next decade for various capital projects, some of which include:

\$23 million for a new museum;
\$30 million for relocating public works, transit and other city facilities;
\$30 million for a new river crossing and associated road work;
\$15 million for additional City Hall administrative space and a new Police Station; and

other projects as detailed in the Capital Plan as presented and recommended by the Mayor and City Manager in January 2004.”



Kelly Kloss
Manager

Comments:

On January 21, 2004 City Council approved individual Capital Projects and their respective funding sources for 2004. In addition, City Council approved the following:

- "2. Agrees that the 2004 Capital Projects may be commenced with the years 2005 – 2009 approved as a base for future discussion by Council, with the exception that if a single project spans beyond 2004 then the expenditure is approved for those years identified. "

Late in 2003 staff prepared a ten-year projection of capital requirements along with other mid-sized Alberta cities to discuss with the Government of Alberta the funding needs of urban municipalities. A five-year analysis for Edmonton and Calgary was included in a document of the Canada West Foundation entitled "A Capital Question – Infrastructure in Western Canada's Big Six". This work has helped to convey the message that urban municipalities face significant funding gaps over the next decade. In the case of the City of Red Deer, the ten-year analysis identified a funding gap of approximately \$100 million. The analysis was shared with City Council for information purposes and Administration has not requested that this analysis be adopted by City Council as future direction. As stated above in the City Council resolution of January 21, 2004, "the 2005-2009 projects form the basis for future discussion by Council."

From the question contained in the Notice of Motion, it may not be clear whether the electorate is being asked to express their opinion on a number of Capital Projects or are being asked to express an opinion on the City of Red Deer taking on debt.

If City Council wishes to seek the opinion of the electorate on this important issue, it is critical that there is adequate clarity in the question being posed. It would appear from a review of the question contained in the Notice of Motion that there is room for interpretation which may be confusing to the respondent and which would make the response difficult to interpret by City Council.

In accordance with the Municipal Government Act, the following provisions apply to placing a question on the ballot:

"Electors to vote on a question

- 236 (1) A council may provide for the submission of a question to be voted on by the electors on any matter over which the municipality has jurisdiction.
- (2) A vote of the electors under subsection (1) does not bind council. "

If Council proceeds to placing a question on the ballot, it is recommended that additional work be put into the drafting of the question so that Council's intention is very clear.

"N. Van Wyk"
City Manager



Legislative & Administrative Services

DATE: April 13, 2004
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Councillor Jeffrey Dawson – Written Inquiry

History:

The following Written Inquiry was submitted by Councillor Jeffrey Dawson at the April 5, 2004 Council Meeting:

Whereas the Federal Government has recently provided significant revenue for use by The City of Red Deer on an ongoing basis via a rebate on GST.

And whereas the Provincial Government has recently provided significant revenue for use by The City of Red Deer for use towards the Policing budget.

Provide in writing the extent that these new revenue sources and any other revenue sources that were not reflected in The City of Red Deer's 2004 operating budget and if these new revenues are compared to our net tax increase what percentage do they represent.

In the event that the details are not yet clear, please provide correspondence from government source identifying the timeframe that this information is to become available.

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

Kelly Kloss
Manager

Comments:

Administration is trying to obtain written confirmation of the grant announcement in the Provincial Budget and written confirmation of the status of the GST rebates. As of the date of this agenda preparation, this was not available.

Providing Council agrees, we will continue to seek the written confirmation in the written inquiry.

"N. Van Wyk"
City Manager

On a Point of Privilege Councillor Pimm requested information on the **Anticipated Funding Allocations Recently Announced by the Federal Government** regarding policing, ambulance funding and GST rebates and these allocations would influence the 2004 Mill Rate. City Manager Van Wyk responded to this inquiry.

April 5, 2004 response by the City Manager

- No confirmation has been provided relative to policing grants and it is not known whether this will be one-time funding only or ongoing funding.
- It is not expected that ambulance funding will be realized until 2005. A provincial transition team will be established to explore the transfer of governance of ambulance services.
- The GST program is expected to be retroactive to February 1, 2004. To date no information has been received with regard to implementation. Decisions will need to be made relative to allocation of these funds between capital and operating costs.
- First reading of the Mill Rate Bylaw will be considered by Council at its meeting of April 19th with second and third readings anticipated to be heard on May 3rd. This will allow for the generation, printing and distribution of the tax notices in order that residents receive them well in advance of the June 30th payment deadline.

FILE



Legislative & Administrative Services

Council Decision – April 19, 2004

DATE: April 20, 2004
TO: Rodney Burkard, Director of Corporate Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Councillor Jeffrey Dawson – Written Inquiry

Reference Reports:

Legislative & Administrative Services, dated April 13, 2004 and Director of Corporate Services dated April 19, 2004 re: GST Rebate and Police Funding

Report Back to Council: No

Comments/Further Action:

The reports were received as information.

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

Kelly Kloss
Manager
/chk

c Treasury Services Manager

DATE: April 19, 2004

TO: Legislative & Administrative Services Manager

FROM: Director of Corporate Services

Re: **Police Funding**

Background

As part of the 2004 budget review of policing needs, Council approved the following:

1. Confirmation of the Council decision of February 10, 2003, to add 4 members in 2004, bringing the approved establishment to 95, with funding drawn from Tax Stabilization Reserve (TSR) as required.
2. Approval to add a further 4 members in 2004, bringing the approved establishment to 99, with funding drawn from the TSR as required.
3. Approval to order an additional 8 members in 2005, bringing the total approved establishment to 107, funding to be dealt with at the 2005 budget review.

Subsequent to the above budget approval, the Provincial Government, in the March 24th budget, announced a new \$16 per capita grant for policing in municipalities. All details of this new grant are not yet available, but the Alberta Solicitor General's department confirmed on April 14th, the basics of the new funding. Details of this confirmation are attached in Schedule A. Please note that the net amount of the grant, after the claw-back of a portion of the Unconditional Grant, is about \$11.50 per capita, totaling just over \$800,000 for the City of Red Deer in 2004. This funding has been confirmed for 3 years.

Options

1. Reduce the Tax Rate

Given the additional \$800,000 net revenue, the tax rate could be reduced accordingly, to collect less tax revenue. The Tax Rate Bylaw report was prepared just prior to this information being confirmed. As such, the bylaw could receive first reading on April 19th, and be brought back for final readings, with the tax rate reduced accordingly. Schedule B sets out the reduction impact on the municipal tax rate and taxes for 2004.

2. Reserve the Additional Funds

The grant funds for 2004 could be placed in a reserve and used to fund any recommendations that may very well arise from the Crime Prevention & Policing Study currently underway. This grant funding could be allocated on a one-time basis, to those projects Council approves.

Council approved 8 additional members for 2004, with funding to come from the Tax Stabilization Reserve. This new police grant reserve could be used to fund any of the 8 officers that the detachment can attract in 2004. The new grant funding would then be built into the 2005 revenue stream. It is almost precisely the amount needed to fund the 8 members approved in 2004.

The balance of the reserve could be used during the 2005 to 2007 period to phase in the costs of the additional 8 members that Council approved for 2005.

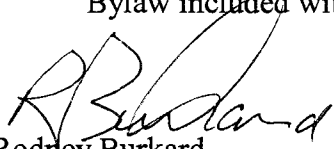
Discussion

It would seem quite likely that recommendations will arise from the Crime Prevention & Policing Study. Setting aside the 2004 police grant gives Council the flexibility to deal with one-time issues that arise. As well, if the detachment is able to increase its total members beyond the 91 funded positions, then this reserve would allow funding in 2004 without accessing the Tax Stabilization Reserve.

As well, there is an almost certain need for additional police funding in 2005 or 2006. This could require a tax increase very close to the same amount of the grant, given that 8 members cost about \$800,000. Maintaining the tax rate as set out in the bylaw, would negate, or at least mitigate, the need for a tax increase for police funding in 2005 or 2006.

Recommendation

Option 2 is recommended, with no changes to the tax rates as set out in the Tax Rate Bylaw included with the April 19, 2004 Council agenda.


Rodney Burkard
Director of Corporate Services

Attachments: Schedule A
Schedule B

SCHEDULE A

Re: Police Funding Grant

Gloria Ohrt of Alberta Solicitor General confirmed the following by phone today:

1. What is the amount of the new Police Funding Grant? How is it calculated?

2002 population X \$16 (70,593 X \$16 = \$1,129,488)

Unconditional Grant will be reduced by \$316,324, giving a net increase of \$813,164.

2. Is the grant ongoing?

Treasury Board has granted funding for 3 years

3. Is the grant indexed to Alberta CPI or another formula?

Not sure at this time.

4. What is the timing of the payment this year and in future years?

May to June each year is the expected payment time.

5. If details are not known at this time, are you able to provide timeframes for such information? Can you provide a written response?

Confirmation will be in writing, but will be 3 to 4 weeks before the details can be confirmed. They are aware of tax rate bylaw processes throughout the province, but nothing can be confirmed earlier.

Rodney Burkard
April 14, 2004

SCHEDULE B

Impact of Police Funding Grant 2004 Tax Rate Bylaw

The following calculations demonstrate the impact of adjusting the tax rate for the additional \$813,164 in grant funding confirmed by the Province on April 14, 2004.

Original 2004 Municipal requisition \$40,974,171
Reduction in Municipal requisition 813,164
Revised 2004 Municipal requisition \$40,161,007
Reduction in Municipal Requisition of 2%

REVISED TAX RATES BASED ON REDUCTION

Reduction by Tax Classification

RESIDENTIAL	(51%)	\$414,714
MULTI-FAMILY	(8%)	65,053
NON RESIDENTIAL	(41%)	333,397
TOTAL REDUCTION		\$813,164

RESIDENTIAL TAX RATE

Revised Residential requisition (20,896,827 – 414,714) \$20,482,113
2004 Revised Tax Rate 5.7293
This represents a 2% reduction in the residential tax rate

MULTI-FAMILY TAX RATE

Revised Multi-Family requisition (3,277,934 – 65,053) \$3,212,881
2004 Revised Tax Rate 7.6244
This represents a 2% reduction in the multi-family tax rate

NON RESIDENTIAL TAX RATE

Revised Non Residential requisition (16,799,410 – 333,397) 16,466,013
2004 Revised Tax Rate 12.0468
This represents a 2% reduction in the non residential tax rate

TAXATION IMPACT

The impact of the 2% reduction of \$813,164 in municipal taxes on the sample residential property is as follows:

2004 Assessed Value	151,700
Municipal Taxes	\$886.73
Revised Municipal Taxes	\$869.13
Total Reduction	\$17.60 (2% reduction)

DATE: April 19, 2004

TO: Legislative & Administrative Services Manager

FROM: Director of Corporate Services

Re: **GST Rebate**

Background

On March 9, 2004, Minister of Finance Ralph Goodale proposed amendments to implement the 100% Goods and Service Tax (GST) rebate for municipalities announced on February 3, 2004. Although the Minister's Notice of Ways and Means Motion did not include draft legislation, an attached schedule provided further information on the GST rebate and proposes several related amendments.

The schedule provides information on the proposed 100% rebate but, until the Department of Finance releases draft legislation, many questions will remain.

The proposed amendments confirm the 100% rebate, which will be available to a municipality for acquisitions and importations of property and services, for which the tax is paid or payable after January 31, 2004.

As a result of the change in the rebate calculation and the broadening of the supplies provided to a municipality that are now taxable, changes are proposed to the varying rates of applicable tax remittance for municipalities under a streamlined accounting method. The City of Red Deer will need to determine if it is beneficial to use this method of tax remittance.

The proposed amendments will allow the Canada Revenue Agency to disclose the amount of additional rebate paid to individual municipalities. It is unknown what kind of reports, if any, the City of Red Deer will need to provide for the Canada Revenue Agency to be able to identify incremental rebate.

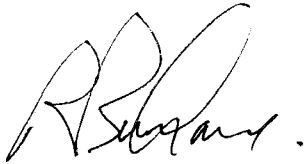
The amendment will come into force when the legislation receives Royal Assent.

Discussion

Given that the legislation has not yet been introduced, and an election could occur at any time, it is considered prudent not to make any changes or plan on additional funding until Royal Assent actually occurs. Estimations of the impact on the City of Red Deer are in the area of one million dollars per year, with the bulk of the impact in the capital area.

Recommendation

That no changes to process or budgets occur in 2004, and any additional GST rebate that is realized for the 2004 fiscal year be placed into the Capital Projects Reserve, with a report to Council at the appropriate time.



Rodney Burkard
Director of Corporate Services

DATE: April 19, 2004
TO: Legislative & Administrative Services Manager
FROM: Director of Corporate Services
Re: **Police Funding**

Background

As part of the 2004 budget review of policing needs, Council approved the following:

1. Confirmation of the Council decision of February 10, 2003, to add 4 members in 2004, bringing the approved establishment to 95, with funding drawn from Tax Stabilization Reserve (TSR) as required.
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Subsequent to the above budget approval, the Provincial Government, in the March 24th budget, announced a new \$16 per capita grant for policing in municipalities. All details of this new grant are not yet available, but the Alberta Solicitor General's department confirmed on April 14th, the basics of the new funding. Details of this confirmation are attached in Schedule A. Please note that the net amount of the grant, after the claw-back of a portion of the Unconditional Grant, is about \$11.50 per capita, totaling just over \$800,000 for the City of Red Deer in 2004. This funding has been confirmed for 3 years.

Options

1. **Reduce the Tax Rate**

Given the additional \$800,000 net revenue, the tax rate could be reduced accordingly, to collect less tax revenue. The Tax Rate Bylaw report was prepared just prior to this information being confirmed. As such, the bylaw could receive first reading on April 19th, and be brought back for final readings, with the tax rate reduced accordingly. Schedule B sets out the reduction impact on the municipal tax rate and taxes for 2004.

2. Reserve the Additional Funds

The grant funds for 2004 could be placed in a reserve and used to fund any recommendations that may very well arise from the Crime Prevention & Policing Study currently underway. This grant funding could be allocated on a one-time basis, to those projects Council approves.

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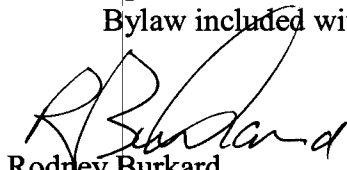
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As well, there is an almost certain need for additional police funding in 2005 or 2006. This could require a tax increase very close to the same amount of the grant, given that 8 members cost about \$800,000. Maintaining the tax rate as set out in the bylaw, would negate, or at least mitigate, the need for a tax increase for police funding in 2005 or 2006.

Recommendation

Option 2 is recommended, with no changes to the tax rates as set out in the Tax Rate Bylaw included with the April 19, 2004 Council agenda.


Rodney Burkard
Director of Corporate Services

Attachments: Schedule A
Schedule B

SCHEDULE A

Re: Police Funding Grant

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2. Is the grant ongoing?

Treasury Board has granted funding for 3 years

3. Is the grant indexed to Alberta CPI or another formula?

Not sure at this time.

4. What is the timing of the payment this year and in future years?

May to June each year is the expected payment time.

5. If details are not known at this time, are you able to provide timeframes for such information? Can you provide a written response?

Confirmation will be in writing, but will be 3 to 4 weeks before the details can be confirmed. They are aware of tax rate bylaw processes throughout the province, but nothing can be confirmed earlier.

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4. What is the timing of the payment this year and in future years?

May to June each year is the expected payment time.

5. If details are not known at this time, are you able to provide timeframes for such information? Can you provide a written response?

Confirmation will be in writing, but will be 3 to 4 weeks before the details can be confirmed. They are aware of tax rate bylaw processes throughout the province, but nothing can be confirmed earlier.

Rodney Burkard
April 14, 2004

MUNICIPAL TAX LEVY CALCULATION OF REDUCTION IN MUNICIPAL LEVY

Original 2004 Municipal requisition \$40,974,171
Reduction in Municipal requisition 813,164
Revised 2004 Municipal requisition \$40,161,007
Reduction in Municipal Requisition of 2%

REVISED TAX RATES BASED ON REDUCTION

Reduction by Tax Classification		
RESIDENTIAL	(51%)	\$414,714
MULTI-FAMILY	(8%)	65,053
NON RESIDENTIAL	(41%)	333,397
TOTAL REDUCTION		\$813,164

RESIDENTIAL TAX RATE

Revised Residential requisition (20,896,827 – 414,714) \$20,482,113
2004 Revised Tax Rate 5.7293
This represents a 2% reduction in the residential tax rate

MULTI-FAMILY TAX RATE

Revised Multi-Family requisition (3,277,934 – 65,053) \$3,212,881
2004 Revised Tax Rate 7.6244
This represents a 2% reduction in the multi-family tax rate

NON RESIDENTIAL TAX RATE

Revised Non Residential requisition (16,799,410 – 333,397) 16,466,013
2004 Revised Tax Rate 12.0468
This represents a 2% reduction in the non residential tax rate

TAXATION IMPACT

The impact of the 2% reduction of \$813,164 in municipal taxes on the sample residential property is as follows:
2004 Assessed Value 151,700
Municipal Taxes \$886.73
Revised Municipal Taxes \$869.13
Total Reduction \$17.60 (2% reduction)

DATE: April 19, 2004

TO: Legislative & Administrative Services Manager

FROM: Director of Corporate Services

Re: **GST Rebate**

Background

On March 9, 2004, Minister of Finance Ralph Goodale proposed amendments to implement the 100% Goods and Service Tax (GST) rebate for municipalities announced on February 3, 2004. Although the Minister's Notice of Ways and Means Motion did not include draft legislation, an attached schedule provided further information on the GST rebate and proposes several related amendments.

The schedule provides information on the proposed 100% rebate but, until the Department of Finance releases draft legislation, many questions will remain.

The proposed amendments confirm the 100% rebate, which will be available to a municipality for acquisitions and importations of property and services, for which the tax is paid or payable after January 31, 2004.

As a result of the change in the rebate calculation and the broadening of the supplies provided to a municipality that are now taxable, changes are proposed to the varying rates of applicable tax remittance for municipalities under a streamlined accounting method. The City of Red Deer will need to determine if it is beneficial to use this method of tax remittance.

The proposed amendments will allow the Canada Revenue Agency to disclose the amount of additional rebate paid to individual municipalities. It is unknown what kind of reports, if any, the City of Red Deer will need to provide for the Canada Revenue Agency to be able to identify incremental rebate.

The amendment will come into force when the legislation receives Royal Assent.

Discussion

Given that the legislation has not yet been introduced, and an election could occur at any time, it is considered prudent not to make any changes or plan on additional funding until Royal Assent actually occurs. Estimations of the impact on the City of Red Deer are in the area of one million dollars per year, with the bulk of the impact in the capital area.



Director of Corporate Services

Recommendation

That no changes to process or budgets occur in 2004, and any additional GST rebate that is realized for the 2004 fiscal year be placed into the Capital Projects Reserve, with a report to Council at the appropriate time.

A handwritten signature in black ink, appearing to read 'R. Burkard'.

Rodney Burkard
Director of Corporate Services



Legislative & Administrative Services

DATE: April 13, 2004

TO: City Council

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Councillor Bev Hughes – Written Inquiry

History:

The following Written Inquiry was submitted by Councillor Bev Hughes at the April 5, 2004 Council Meeting:

“Administration to research the advisability of “Share the Responsibility” signage – bring back costs, information on use, possible locations and implementation date.”

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

Kelly Kloss
Manager

**Engineering Services**

Date: April 13, 2004

To: Nona Housenga
Legislative & Administrative Coordinator

From: Tom Warder
Engineering Services Manager

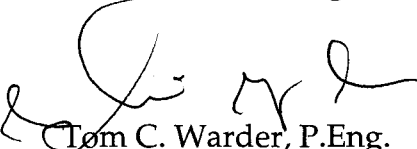
Re: **Written Inquiry – Councillor Bev Hughes on
“Share the Responsibility Signage”**

In reply to your April 6, 2004 memo asking us to provide a timeline for the response to the following Written Inquiry of the April 5th, 2004 Council Meeting:

“Administration to research the advisability of “Share the Responsibility” signage – bring back costs, information on use, possible locations and implementation date.”

The Capital Region Intersection Safety Partnership (CRISP) is a partnership program involving several agencies. Subsequent to the receipt of the Written Inquiry, we have sent out emails to the City of Edmonton, the City of Calgary, the Edmonton Police Service, the Strathcona RCMP, the Alberta Motor Association, and the Capital Health Region to ask them to provide us with information regarding the cost, execution, and associated issues with regard to the “Share the Responsibility” program. We have not yet received a reply from these agencies.

Depending on the reply of these agencies, we anticipate being able to respond to Councillor Bev Hughe’s inquiry by May 17, 2004.


Tom C. Warder, P.Eng.
Engineering Services Manager

CYL/ldr

Comments:

Administration is trying to obtain the information requested in the written inquiry submitted by Councillor Hughes.

Providing Council agrees, we will continue to seek the information in the written inquiry.

"N. Van Wyk"
City Manager



Legislative & Administrative Services

FILE


Backup

DATE: April 6, 2004
TO: Engineering Services Manager
FROM: Nona Housenga, Legislative & Administrative Coordinator
SUBJECT: Request for Comments: by Tuesday, April 13, 2004
Written Inquiry – Councillor Bev Hughes

The following Written Inquiry was introduced by Councillor Bev Hughes at the April 5th, 2004 Council Meeting:

"Administration to research the advisability of "Share the Responsibility" signage – bring back costs, information on use, possible locations and implementation date."

Please provide your comments to me by the morning of Tuesday, April 13th with a timeline on when you may be able to respond to Councillor Bev Hughes' request.


Nona Housenga
Coordinator



FILE

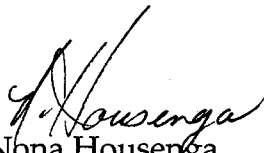
Legislative & Administrative Services

DATE: April 6, 2004
TO: Engineering Services Manager
FROM: Nona Housenga, Legislative & Administrative Coordinator
SUBJECT: Request for Comments: by Tuesday, April 13, 2004
Written Inquiry – Councillor Bev Hughes

The following Written Inquiry was introduced by Councillor Bev Hughes at the April 5th, 2004 Council Meeting:

“Administration to research the advisability of “Share the Responsibility” signage – bring back costs, information on use, possible locations and implementation date.”

Please provide your comments to me by the morning of Tuesday, April 13th with a timeline on when you may be able to respond to Councillor Bev Hughes’ request.


Nona Housenga
Coordinator

Legislative & Administrative Services


DATE: April 6, 2004
TO: Tom Warder, Engineering Services Manager
FROM: Nona Housenga, Legislative & Administrative Services Coordinator
SUBJECT: Pedestrian Crossing at Selkirk Boulevard / 40th Avenue – Mr. F. Zucker

Reference Report:

Engineering Services Manager, dated March 29, 2004

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated March 29, 2004, re: Zucker – Selkirk Boulevard / 40th Avenue Pedestrian Crossing, hereby agrees that no change be made to the current Pedestrian Crosswalk Delineation Policy and that no crosswalk or signals be installed at the 40th Avenue / Selkirk Boulevard intersection."

Report Back to Council: No
Nona Housenga
Coordinator

/chk

c Director of Development Services
Traffic Engineer
Supt. J. Steele, RCMP



Engineering Services

260 – 1003 K

Date: March 29, 2004
To: Legislative and Administrative Services Manager
From: Engineering Services Manager
Re: Zucker - Selkirk Boulevard / 40 Avenue Pedestrian Crossing

Background

Mr. Fred Zucker is concerned about the safety of pedestrians crossing 40 Avenue at the Selkirk Boulevard intersection, and requested a marked crosswalk or a pedestrian activated signal be installed. The February 24, 2004 Council meeting tabled consideration for this request to allow City Administration to provide more information on The City's standard for installing signals and crosswalks.

Pedestrian Crossing Policy

Appendix A contains the existing Council Policy for Pedestrian Crosswalk Delineation. This policy outlines when and where crosswalk lines, signs, signals, or bridge structures should be considered for pedestrian crossing enhancement. Council adopted this policy in 2002 after the Engineering Services Department reviewed the overall risk management of pedestrian crossings in The City with the Senior Management Team.

This policy is based upon the National Traffic Control Standards, and a survey of practices of many Alberta cities. Specific considerations were given to:

1. Provincial crosswalk legislation.
2. An inventory of crosswalks on higher speed roads.
3. Red Deer pedestrian signal warrant and crosswalk details.
4. Edmonton and Calgary's Pedestrian Crossing Control Guidelines.
5. RCMP input regarding pedestrian crossing delineation.
6. Research relative to the effect of signals on safety.
7. Typical Pedestrian Crosswalk Delineation Costs.

Legislative & Administrative Services Manager

March 29, 2004

Page 2

The following criteria's are considered to determine whether or not a crossing or signal is warranted for a particular location:

- a. Safety and accident records.
- b. Priority relative to other potential locations for enhanced delineation.
- c. The presence of a preferred pedestrian corridor and crossing location.
- d. Pedestrian visibility and motorist sight distance.
- e. Availability of funding.
- f. Classification of the roadway.
- g. Number of travel lanes.
- h. Traffic volume.
- i. Posted speed limit.

When Will Signals Improve Safety?

Collision records in Red Deer and other cities show that signals generally reduce right angle collisions, and increase rear-end collisions (see Appendix B). Signals should therefore be installed only at intersections with an accident pattern that can be corrected by the installation of signals. The Manual of Uniform Traffic Control Devices (MUTCD) stipulates that signals be installed when there are five or more accidents per year. This is considered to be too stringent for Red Deer. Among other factors, Council's current policy (shown in row 4 of the table in Appendix A) stipulates that pedestrian signals be installed when there are more than three pedestrian accidents over a 3-year period (i.e. an average of one pedestrian accident per year).

When Will Painted Crosswalk Lines Improve Safety?

Painted crosswalk lines in general do not improve safety. The results are conclusive and consistent (see Appendix C) for various studies conducted by different agencies, in over 30 cities – *painted crosswalk lines do not improve the safety of a pedestrian crossing location.*

Painted crosswalk lines are installed at the locations that are already safer than others. They are installed to encourage pedestrians to use the safer crossing locations. Examples of these safer crossing locations are signalized intersections, intersections with good visibility, intersections with lower vehicle speeds, intersections with direct and continuous sidewalk facilities leading to major pedestrian destinations such as schools. To emphasize this safer route from others, only one pedestrian corridor is usually highlighted from a major

Legislative & Administrative Services Manager
 March 29, 2004
 Page 3

pedestrian generator to each of the north, south, east, and west directions. Council's adopted policy (Appendix A, Page 2, Rows 1 to 3) identifies these locations for pedestrian crosswalk lines and signs to be installed.

Can "Look Out for Each Other. Share the Responsibility" Signs be Installed?

Mr. Zucker also suggested an alternative of installing a "Look out for each other. Share the responsibility" sign (see Appendix D) to indicate high-risk intersections.

This sign is used in Calgary and the Edmonton region as part of a public awareness campaign to remind drivers and pedestrians of their shared responsibility for preventing pedestrian collisions. The campaign consists of radio public service announcements, bus advertisements, outdoor billboards, and distributed pamphlets. Typically, the signs are installed at City entrances and on major arterials. In Calgary, the signs are portable and rotated to various locations. To achieve the desired results, this type of initiative should be budgeted for, and involve coordinated planning and integrated actions with all stakeholders such as Engineering, RCMP, Alberta Motor Association, School Boards, the Health Region, and others.

The 40 Avenue / Selkirk Boulevard Crossing

In this area, "Spencer Street – Anders Street" instead of "Selkirk Boulevard" is considered the major pedestrian corridor. Students and other pedestrians are encouraged to cross 40 Avenue via the Spencer Street – Anders Street corridor. St. Elizabeth Seton School and G. W. Smith School both border on the Spencer Street – Anders Street pedestrian corridor. A pedestrian signal exists where this corridor intersects 40 Avenue. Crosswalks are painted. Continuous sidewalks are provided from both school buildings to this pedestrian signal intersection.

For the 40 Avenue / Selkirk Boulevard intersection, a pedestrian survey was conducted from 2:30 pm to 5:30 pm on March 4, 2004. This included the peak pedestrian periods when children return home from school, and workers return home from work. However, only 15 pedestrians were observed to cross the intersection during the 3-hour peak period. All but two of the pedestrians crossed after waiting for less than 8 seconds.

Legislative & Administrative Services Manager
 March 29, 2004
 Page 4

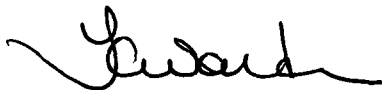
This crossing location provides local pedestrian access, but is not set up to be a major east/west pedestrian corridor like the "Spencer Street – Anders Street" corridor. The 40 Avenue / Selkirk Boulevard intersection therefore should not be highlighted with painted crosswalks to encourage a higher pedestrian usage. Pedestrians may continue to use this intersection with caution just as at other uncontrolled crossings. As explained above and in Appendix C, painting crosswalk lines (without signals) would not improve the safety of this crossing.

In the longer term, traffic signals will be installed further south at the 40 Avenue / Austin Drive Intersection when that area is more fully developed. The 40 Avenue / Selkirk Boulevard Intersection does not currently meet Council's policy for pedestrian signal installation as:

1. No pedestrian accidents have been reported at this Intersection in the past 12 years. Note that during this same period, pedestrian accidents have been reported at about 100 other un-signalized locations in The City (30 at intersections and 70 mid-block).
2. Pedestrian volume is light and the average pedestrian delay is less than 10 seconds versus the policy threshold of 30 seconds.

RECOMMENDATION

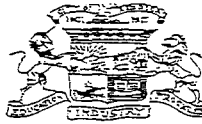
We appreciate Mr. Zucker's interest and concern, however, based on the above, we respectfully recommend that no change be made to the current Pedestrian Crosswalk Delineation policy, and that no crosswalk or signals be installed at the 40 Avenue / Selkirk Boulevard Intersection.



Tom C. Warder, P. Eng.
 Engineering Services Manager

CYL/TCW/ldr
 Attach.

- c. Director of Development Services
 Traffic Engineer
 RCMP – Supt. J. Steele



THE CITY OF RED DEER
COUNCIL POLICY MANUAL

POLICY NO. 4317

Page 1 of 2

TITLE: Pedestrian Crosswalk Delineation

Date of Approval:

March 11, 2002

SECTION: Engineering Services

Dates of Revision:

POLICY STATEMENT

This policy is intended to provide direction to the Administration to consider when there is a need to provide pedestrian crosswalk delineation over and above what is provided for in the Provincial Highway Traffic Act Chapter H-7 Definitions Part (d.1).

Pedestrian signs, pavement markings, signals, or overpass structures when warranted, shall be installed according to the recommendations in the Manual of Uniform Traffic Control Devices of Canada.

To determine the conditions and the level of delineation that Council will consider at pedestrian crosswalk locations, the following criteria will be used.

1. The availability of funding.
2. The priority relative to other potential locations for enhanced delineation.
3. The presence of a pedestrian corridor or a preferred route or direct walkway.
4. Pedestrian visibility and motorist sight distance.
5. The safety/accident record.
6. The classification of roadway.
7. The numbers of vehicle travel lanes and volume of vehicles.
8. The posted speed limit.

The parameters for pedestrian enhancement consideration are set out in the following table:

Delineation Type	Legal Speed Limit	Road Type	Number of Through Lanes	Distance to Nearest Signal	Visibility	Pedestrian Delay and Accidents	Pedestrian Corridor
Painted Lines	All	All	All	Installed at all signalized locations.	Poor to Good	Not applicable	Yes
Painted Lines and Standard Pedestrian Symbol Signs	Up to 60 km/hr	All	All	More than 200 m	Good	Not applicable	Yes
Painted Lines and Standard Pedestrian Symbol Signs and Advanced Warning Pedestrian Symbol Signs	Up to 60 km/hr	All	All	More than 200 m	Poor	Not applicable	Yes
MUTCD Approved Red/Amber/Green full or half traffic signal	Up to 80 km/hr	Arterial or Collector	All	More than 400 m	Poor to Good	More than 30 second average pedestrian delay or more than three pedestrian accidents over a three-year period.	Yes
Over/Under Bridge Structure	Up to 80 km/hr	Arterial Expressway	All	More than 200 m	Poor to Good	Subject to a detailed pedestrian demand and site circumstance survey.	Yes

Note: A pedestrian corridor is defined as connecting a sidewalk or trail system to a significant pedestrian traffic generator, such as commercial centers, coliseums, schools, parks, recreational facilities, hospitals, and nursing homes.

APPENDIX B - THE EFFECT OF SIGNALS ON OPERATING SAFETY

Other cities also conclude that traffic signals increase rear-end collisions and decrease right angle collisions. Red Deer installed four new signals between 1994 and 1996. Rear-end accidents increased at every one of these intersections after signals were installed. A three-year accident comparison before and after the signal installations showed that right angle accidents decreased by 66% and rear-end accidents increased by 182% as shown in the following table:

Intersections	Right Angle Accidents			Rear-End Accidents		
	Three-year Period Before Signals	Three- year Period After Signals	Change	Three- year Period Before Signals	Three- year Period After Signals	Change
30 Avenue and 32 Street Full Signal	19	2	-17	0	1	1
50 Avenue and 71 Street Full Signal	22	10	-12	8	21	13
Northey Avenue and 77 Street Pedestrian Signal	1	2	1	0	2	2
30 Avenue and 55 Street Full Signal	2	1	-1	3	7	4
Totals	44	15	-29	11	31	20
Percent Change			-66%			182%

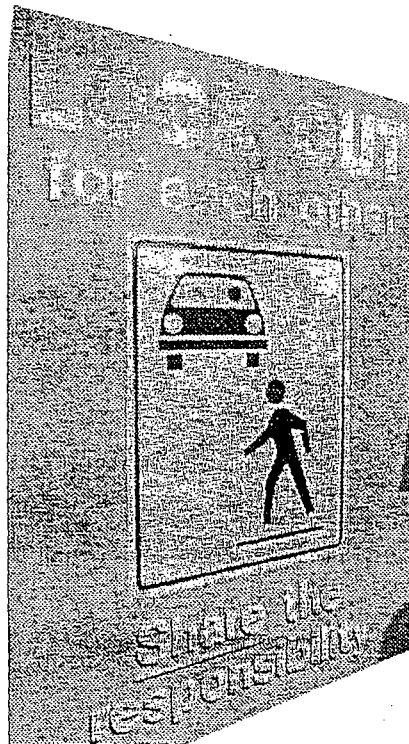
Appendix C

In 1972, the U. S. Transportation Research Board reported a study of accidents at 400 intersections for 5 years in San Diego, California. There was a painted crosswalk on one side and no painted crosswalk on the other side of each of these 400 intersections. About 2 ½ times as many pedestrians used the marked crosswalk, but about 6 times as many accidents were reported in the marked crosswalks.

The City of Long Beach, California studied pedestrian safety for 3 years and found 8 times as many reported pedestrian accidents at intersections with marked crosswalks than at those without.

In 2002, the U.S. Federal Highway Administration compared the accidents at 1000 marked crosswalk with 1000 matching unmarked crosswalks in 30 major cities for 5 years. Over 4 ½ times as many accidents were reported in the marked crosswalks.

POSSIBLE SIGNAGE
FOR HIGH-RISK
INTERSECTIONS



January 23, 2004

Kelly Kloss
Manager
Legislative & Administrative Services
City of Red Deer

Mr. Kloss

Re: 40th Avenue Extension

Now that the Festive Season has passed, we can get back to the issue at hand regarding the intersection at 40th Ave. and Selkirk Boulevard.

I received a letter from Mr. C.Y Lee dated Dec 5, 2003 in which he indicates a very text-book style rebuttal to my original letter. However, in my view the practical application to the issue stated is a far cry from his reasoning.

I definitely agree with his point of pedestrian caution must be exercised at all times. However a pedestrian-activated signal will make drivers aware to the fact that someone is attempting to cross 40th Avenue. The statement that the safest crossing is at Spencer Street is totally impractical, as that intersection is a MERE 500yds. from the Bus Stop at Selkirk Blvd. with NO SIDEWALK to get to that intersection at Spencer Street.

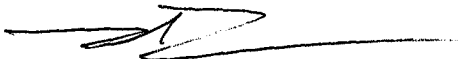
No person in their right mind will actually walk that distance out of their way when their home is within vision on the east side of 40th Ave from the Bus Stop.

Mr. Lee's description of the accident on Delburne Road is exactly why I feel this Flashing Sign – type mechanism should be installed at Selkirk and 40th Ave., so that multi-vehicle traffic will heed when the lights are functioning and someone may be kind enough to stop for a pedestrian. Certainly a cost factor should be considered but when we are endangering human lives, are we really putting a price on that life.

I would appreciate that this letter is forwarded to City Council as well as all parties who might have a responsibility to get this matter solved.

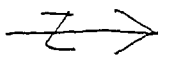
Thanking you again for your time and consideration,
I remain

Yours Sincerely,



Fred Zucker
55 Allison Cres.
Red Deer, Ab

Ph. 314-2398



DEC 4/03

SIDEWALK

NOT
IN
FIELD

40 AVE



Bus Stop

SIDEWALK

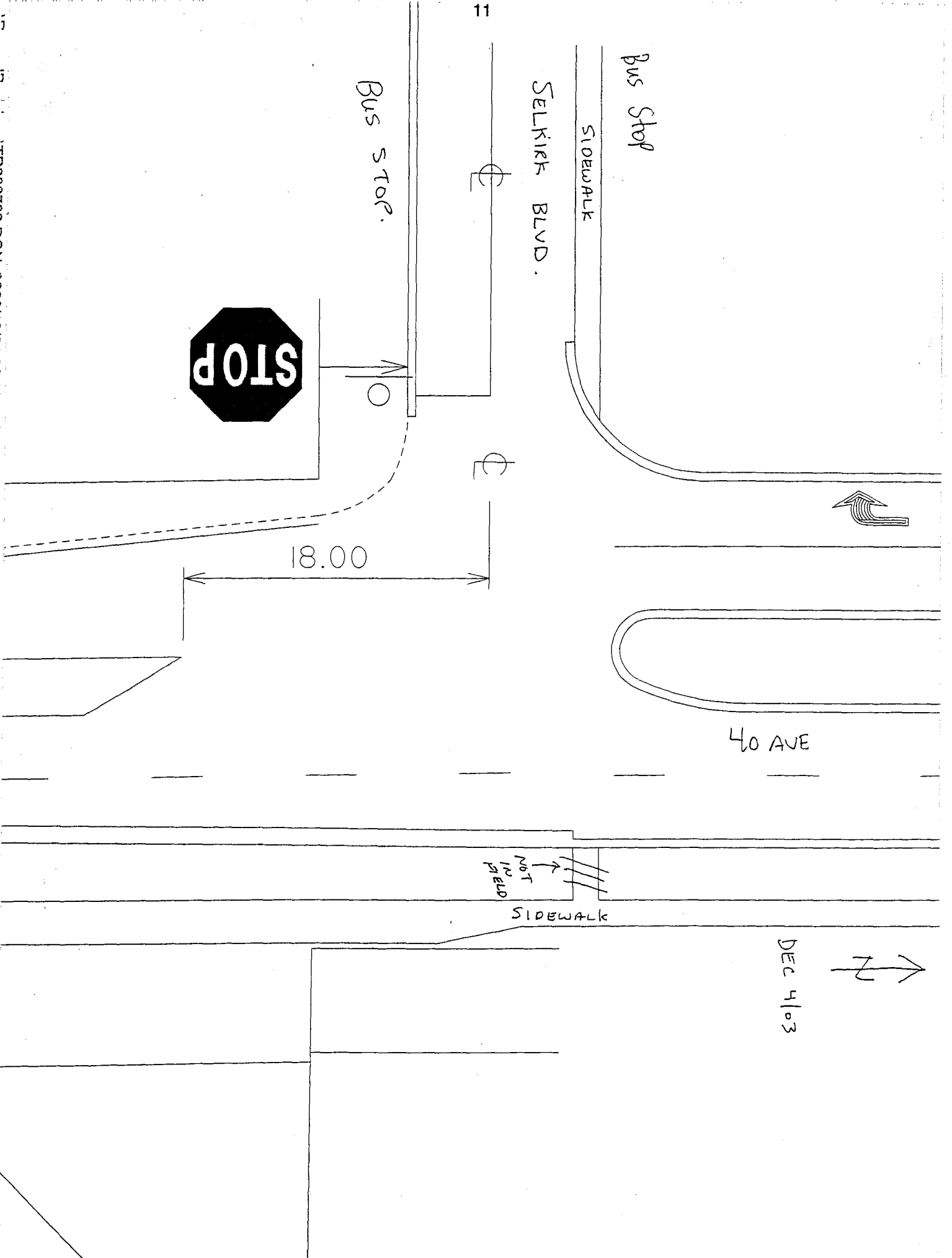
SELKIRK BLVD.

11

Bus stop.



18.00



Comments:

We concur with the recommendations of the Engineering Services Manager.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager



Legislative & Administrative Services

FILE

Council Decision – April 19, 2004

DATE: April 20, 2004
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Councillor Bev Hughes – Written Inquiry
"Share the Responsibility Signage"

Reference Report:

Legislative & Administrative Services, dated April 13, 2004

Resolutions:

"Resolved that Council of the City of Red Deer, hereby directs Administration to research and report back to Council on the advisability of "Share the Responsibility" signage – bring back costs, information on use, possible locations and implementation date."

Report Back to Council: Yes

Comments/Further Action:

A report is to be presented to Council as soon as the information is available, if possible on Monday, May 17, 2004 .

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

Kelly Kloss
Manager
/chk

c Director of Development Services

BYLAW NO. 3156/K-2004

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

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

- 1 The "Use District Map D14" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 7/2004 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 22nd day of March 2004.

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

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

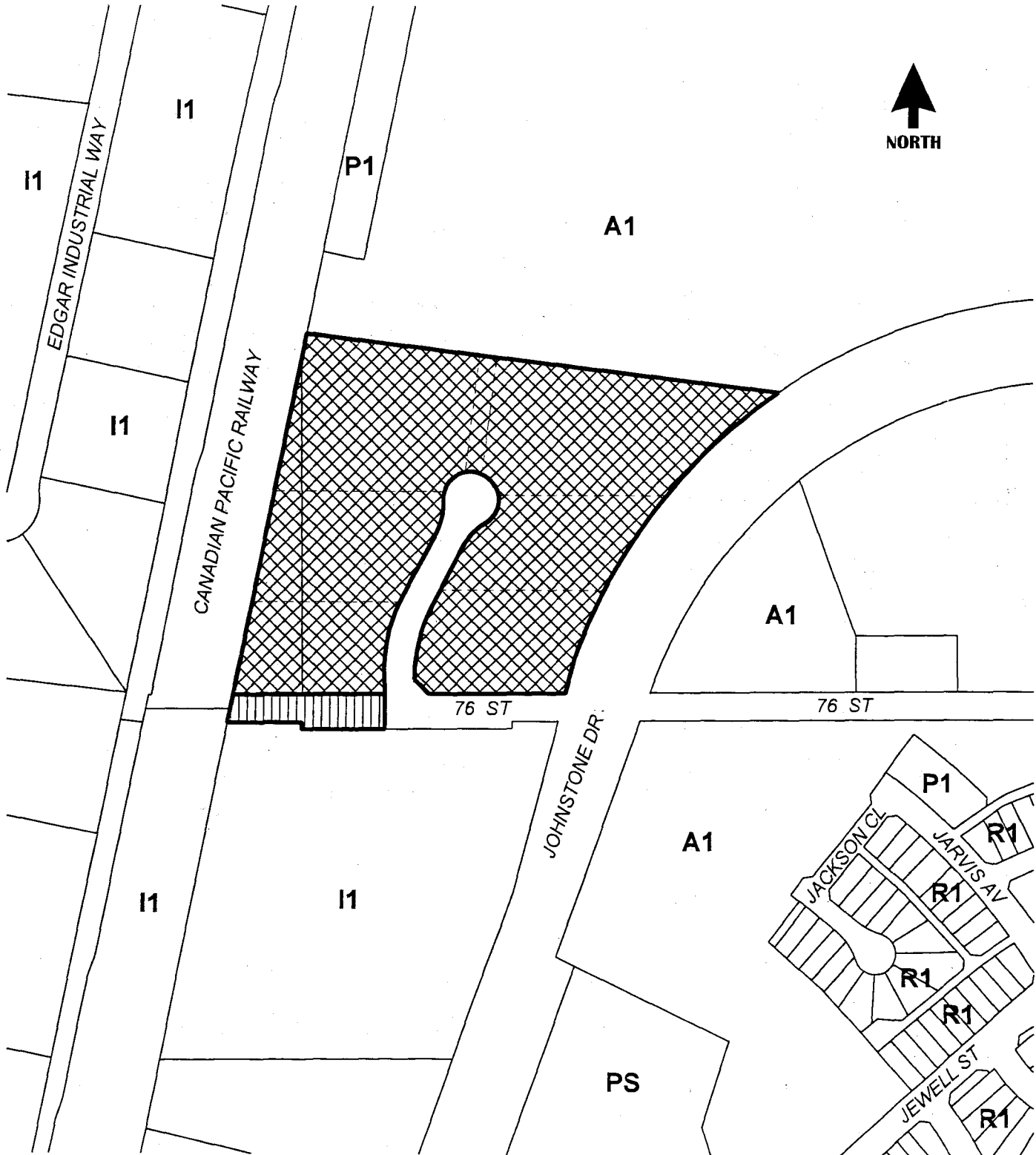
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



Change from :

A1 to I1



Road to I1



AFFECTED DISTRICTS:

A1 - Future Urban Development

I1 - Industrial (Business Service)

MAP No. 7 / 2004
BYLAW No. 3156 / K - 2004

BYLAW NO. 3327/2004

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 Main Avenue, Plan 2385 M.C. and all that portion of Road Plan 4067J lying within Subdivision Plan 042_____.”

READ A FIRST TIME IN OPEN COUNCIL this 22nd day of March 2004.

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

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

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

MAYOR

CITY CLERK

BYLAW NO. 3329/2004

Being a bylaw to authorize the preparation of supplementary assessments within The City of Red Deer for 2004.

WHEREAS, The City of Red Deer wishes to require the preparation of supplementary assessments for improvements for the purpose of imposing a tax;

AND WHEREAS, the Municipal Government Act provides that this Bylaw must be passed before May 1 of the year that the Bylaw applies;

NOW THEREFORE Council enacts:

- 1 That a supplementary assessment shall be prepared for all improvements in 2004.
- 2 That this Bylaw does not authorize the preparation of supplementary assessments for linear property.

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

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

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

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

MAYOR

CITY CLERK

BYLAW NO. 3330/2004

Being a bylaw to authorize the rates of taxation to be levied against assessable property within The City of Red Deer for the 2004 taxation year.

WHEREAS, Council, at their meeting of January 27, 2004 passed a budget resolution which provided for the collection of \$40,974,171 being raised by general municipal taxation;

AND WHEREAS, the requisitions that the The City of Red Deer is required to collect on behalf of other organizations are:

Alberta School Foundation Fund (Public)	
Residential/Farmland	\$14,778,849
Non-residential	\$ 8,510,620
Opted Out School Boards (Separate)	
Residential/Farmland	\$ 2,520,885
Non-residential	\$ 833,681
Red Deer Public Library	\$ 1,913,000

AND WHEREAS, the Council of The City of Red Deer is authorized to classify assessed property, and to establish different rates of taxation in respect to each class of property, subject to the Municipal Government Act, chapter M26 1, Revised Statutes of Alberta, 1994;

AND WHEREAS, the assessed value of all property in the Municipality of Red Deer as shown on the assessment roll is:

	<u>Assessment</u>
Single Family Residential	\$3,574,956,800
Multiple Family Residential	421,393,900
Non-residential	1,365,906,300
Farmland	<u>926,700</u>
	\$ 5,363,183,700

AND WHEREAS, Council has passed Bylaw 3329/2004 being a Bylaw authorizing the supplementary assessment of new construction;

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

1. This Bylaw shall be known as the Tax Rate Bylaw.
2. Council authorizes the imposition of taxes on the assessed value of all property in the City of Red Deer, whether on the assessment roll, or supplementary assessment roll, on the basis of the rates set out in this bylaw.

	Tax Levy	Assessment	Tax Rate
General Municipal			
Single Family Residential	\$20,896,695	\$3,574,956,800	.0058453
Multiple Family Residential	3,277,939	421,393,900	.0077788
Non-residential/Farmland	16,799,471	1,366,833,000	.0122908
Total	\$40,974,105	\$ 5,363,183,700	
Alberta School Foundation Fund (Public School)			
Residential/Farmland	\$14,778,935	\$3,389,508,535	.0043602
Non-residential	8,510,663	1,237,626,571	.0068766
Total	\$23,289,598	\$ 4,627,135,106	

Opted-Out School Boards (Separate)

Residential/Farmland	\$2,520,900	\$578,161,565	.0043602
Non-residential	833,685	121,235,029	.0068766
Total	\$3,354,585	\$699,396,594	
Red Deer Public Library	\$1,913,048	\$5,363,183,700	.0003567

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

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

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

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

MAYOR

CITY CLERK

BYLAW NO. 3217/A-2004

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

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

That Bylaw No. 3217/98 is hereby amended:

1. By the substitution of the existing text pages and maps in the Johnstone Crossing Neighbourhood Area Structure Plan for the attached revised text pages (p. 2 and p. 12 to 21) and maps (Figures 3, 6 and 8 to 12), attached hereto and forming part of this bylaw.

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

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

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

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

MAYOR

CITY CLERK

SECTION 2: PLANNING FRAMEWORK

The NASP is consistent with the following statutory documents and City policies.

2.1 Enabling Legislation

The NASP is a statutory document adopted as an area structure plan under Part 17 of the *Municipal Government Act*. Part 17 of the *Act* requires that an area structure plan:

- Describe the land uses proposed for the area either generally or with respect to specific parts of the Plan area;
- Describe the density of population proposed for the area either generally or with respect to specific parts of the Plan area;
- Describe the general location of major transportation routes and public utilities;
- Describe the sequence of development proposed for the Plan area;
- Be consistent with the municipality's Municipal Development Plan; and
- Be consistent with the Provincial Land Use Policies.

2.2 Municipal Development Plan

The City's Municipal Development Plan (MDP) contains policies and references that, amongst other things, guide the preparation of Major and Neighbourhood Area Structure Plans and provide direction for related planning and development practices. The MDP identifies the Plan area as a residential neighbourhood. It promotes policies aimed at maintaining a high quality of life in the City by developing well-planned communities that contain a balanced and diversified range of social, education, health, leisure and cultural opportunities, by preserving and integrating unique natural features, and by providing safe, efficient and reliable utility and transportation systems. The MDP requires that the following objectives be pursued in the planning of new residential neighbourhoods:

- A variety of housing types;
- Infrastructure and design standards that support affordable housing while still resulting in high quality neighbourhoods;
- Innovation in neighbourhood design and housing; and
- A residential density range of 12.35 to 17.3 dwelling units per **developable** hectare.

2.3 Northwest Major Area Structure Plan

The Northwest Major Area Structure Plan was adopted by Council in 1998 and will be reviewed and updated in 2003. It establishes the arterial and collector roadway alignment, trunk services alignment, the location of social and leisure facilities and school sites, a regional trail system, and the allocation of broad land uses for the northwest quadrant of the City. It also incorporates and implements the City's Ecospace Management Plan, which identifies a wetland area in the west portion of the Plan area and a natural area consisting of a mature mixed species woodlot in the south portion. The current Northwest Major Area Structure Plan allows for diversified residential development in the Plan area at a density range of 12.35 to 17.3 dwelling units per **developable** hectare.

standards. Implementation of the public transit service is subject to funding as approved by Red Deer City Council and public demand for service.

Conventional public transit service will be provided using collector and arterial roads, not local roads. Four locations are identified along the collector roadway for bus stops on both sides, as indicated on the development concept (Figure 3). Where practical these are selected at open spaces, multi-family sites, and public institutional sites.

The pathway leading from the linear park to the collector street, and the “parkette” which fronts onto the east side of the collector street are provided to create a pedestrian linkage and open space for the location of the bus stop in the central portion of the Plan area. Another pathway is provided in a Municipal Reserve parcel located west of the Emergency Services site, providing a pedestrian shortcut to the transit stop. This walkway will link to a sidewalk along the short section of lane which leads northward to the collector street with its 2.5 metre separate sidewalk. These design features are incorporated for transit planning in order to secure future bus stop locations within a maximum of 400 m walking distance from all residential sectors of the Plan area.

Some bus stops may not be implemented at the proposed locations subject to considerations for development staging, walking patterns, necessity and/or passenger demand.

5.3 Residential Land Uses

5.3.1 Conventional Detached Dwellings

Lots for conventional detached dwellings are found predominantly in the area south and east of the ‘main street’ and also in the crescent between the two clusters of narrow lots on the north side of the collector street. ***Approximately 25 lots in these areas are designated for detached dwellings with secondary suites.***

In addition, ***lots for conventional detached dwellings and lots for detached dwellings with secondary suites are provided in the mixed housing area (see Section 5.3.2 for details).***

Lots allocated for conventional detached dwellings and detached dwellings with secondary suites will be designated into the R1 Residential (Low Density) District. These lots will be generally 35 metres deep, and will be subdivided at frontages of 13.25 metres on average. Minor variations to these averages may be made at the subdivision stage without requiring an amendment to the NASP.

In order to improve pedestrian and cyclist safety on the pathway and to enhance the aesthetic characteristics of the roadway by ensuring consistent tree spacing, those residential lots fronting along both sides of the ‘main street’ with its separate pathway and sidewalk will not be allowed front driveway access.

As discussed in Section 5.4.2 of this Plan, in order to mitigate the potential visual and noise effects of the railway and industrial area the developer will install an appropriate sound fence and associated landscaping along the top of the berm. Home builders in the area adjacent to the berm are encouraged to optimize site specific opportunities to

provide further mitigation by providing rear garages and small front yards (i.e. move the houses further away from the railway).

5.3.2 Mixed Housing

Lots for **conventional detached dwellings**, **lots for detached dwellings with secondary suites** and lots for semi-detached dwellings are provided in the designated mixed housing areas. The principal criteria which influenced the location of the mixed housing areas were rear lane access and, in order to improve pedestrian and cyclist safety, the prohibition of front driveway access to lots fronting along both sides of the 'main street' with its separate pathway and sidewalk.

In order to achieve the objective of a balanced blend of mixed housing types, a minimum of 50% of the lots provided in the designated mixed housing areas shall be conventional single family detached dwellings and detached dwellings with secondary suites (the latter subject to the maximum of 10% in the Land Use Bylaw), while a minimum of 35% of the lots shall be designated as semi-detached dwellings (for this purpose counting a pair of semi-detached dwelling units as two separate lots). At subdivision, groups of semi-detached lots shall consist of not more than three adjacent semi-detached lots (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.

Lots allocated for semi-detached dwellings will be designated into the R1A Residential (Semi-Detached Dwelling) District. These lots are 35 metres deep on average and their frontage will be between 15 and 19 metres (minimum of 7.6 metres per dwelling unit). Minor variations to these averages may be made at the subdivision stage without requiring an amendment to the NASP.

5.3.3 Narrow Lots

Detached dwellings on narrow lots are located in two clusters in the area north and west of the collector street, each cluster providing for approximately 65 dwellings. These lots will be designated into the R1N Residential (Narrow Lot) District. Narrow lots have 10.4 metres frontages on average, are generally deeper (a minimum depth of 36.6 metres) with a smaller front yard setback than conventional single family lots, and they have rear lane access and parking or rear detached garages (front access is prohibited).

As discussed in Section 5.4.2 of this Plan, in order to mitigate the potential visual and noise effects of the railway and industrial area the developer will install an appropriate sound fence and associated landscaping along the top of the berm. Home builders in the area adjacent to the berm are encouraged to optimize site specific opportunities to provide further mitigation by providing rear garages and small front yards (i.e. move the houses further away from the railway).

5.3.4 Multi-Family Dwelling Units

Three multi-family sites are provided in the development concept. One larger site is provided at the north entrance to the neighbourhood. Another larger site and a smaller site are provided near the south entrance. The selection of these locations was

influenced by considerations for vehicular traffic, collector roadway access, proximity to bus stops and open spaces, or specific land use or site issues.

The smaller site at the south neighbourhood entrance may have access to either or both the collector roadway and the local street, while access to the two larger sites will be from the collector roadway only.

The walking distance from the north multi-family site to the park node at the north end of the linear park is approximately 200 metres. This is considered to be appropriate considering the fact that the separate pathway runs adjacent to this site, providing direct access to the neighbourhood park system, and also considering that the Land Use Bylaw requires the builder to provide on-site landscaped areas and open space.

The multi-family sites will be designated in the R2 Residential (Medium Density) District. These sites are primarily intended for row houses, townhouses and low rise apartment buildings. Semi-detached dwellings are allowed on the multi-family sites only if they are developed as a bareland condominium project and provided that the 1:3 or 25% maximum ratio between the total number of semi-detached dwelling units and detached dwelling units in the total neighbourhood housing stock is not exceeded.

The average density of the types of development envisioned for the multi-family sites is assumed to be 35 dwelling units per hectare.

Building design shall have due consideration for any applicable findings and recommendations from the noise study which will be undertaken as part of the neighbourhood servicing study.

5.3.5 Facilitating Affordable Housing Options

Providing opportunities for affordable housing in the Johnstone Crossing subdivision is a primary consideration for the developer, and home builders are encouraged to make use of these opportunities.

Opportunities to provide affordable housing include keeping the average lot frontage in all single family residential land use districts near the applicable minimum standard provided for in the Land Use Bylaw, in order to create smaller lots and consequently achieve affordable lot prices.

Another opportunity to contribute to housing affordability is the incorporation of detached dwellings with secondary suites. This concept facilitates the supplementing of household income through the rental of the secondary suite, thereby making the mortgage payments for the principle home owner more affordable. At the same time affordable rental suites will be made available. Alternatively the secondary suite concept allows for aging parents to move into a self-contained unit in their children's home (i.e. the option of two-generational housing), or allows families to meet other similar unique housing needs.

Another opportunity for affordable housing is presented by either one or all three of the multi-family sites. Any one of these sites, or portions thereof, or a selected number of dwelling units in the overall development of these sites may be considered by any individual, public agency or corporate group for the purpose of 'co-operative housing'. More information on this concept is provided in Appendix A.

5.4 Parks and Open Space

5.4.1 Neighbourhood Park

A key design feature of the development concept is the open space system. It establishes a '*special place*' consisting of the neighbourhood park, with associated leisure facilities and amenities, linked to a "parkette" with a play structure. The linkage is established by a paved pathway within a landscaped linear park. The linear element extends the neighbourhood park and leisure facilities into the neighbourhood. Figure 6 illustrates the open space system and neighbourhood park plan.

The woodlot site is the location of the neighbourhood park, which creates a '*special place*' for active and passive leisure and recreation. A preschool playground structure will be provided in the clearing on the north side of the park, while an elementary playground structure will be located in the open area south west of the woodlot. An illuminated multi-purpose pad will be incorporated into the west side of the neighbourhood park, providing for a variety of activities such as tennis, basketball and ice skating. A snowbank rink will complement the main ice surface during winter months.

For the most part the woodlot will be retained in its natural state, but for public safety reasons sections of the woodlot will be cleared to enhance visibility from roadways and adjacent houses. In two locations trees at the perimeter of the woodlot will be removed in order to create a 10 metres wide clearing for the installation and maintenance of servicing at the back of the residential lots.

As part of the neighbourhood park concept a soccer field and sliding hill will be developed on a portion of the stormwater detention pond.

The linear park is designed to extend the open space system into the neighbourhood, enhancing the access to the neighbourhood park and leisure facilities. A play structure for young children will be provided in the "parkette" at the north end of the linear park. In addition to its practical function as a playground, this park also constitutes a prominent feature at the entrance to this part of the neighbourhood.

The municipal reserve lots or "parkettes" located in the '*keyhole*' crescents will include natural landscaping features such as trees and shrubs, and will also incorporate park benches and community mailboxes within their boundaries, creating a '*special place*' for each of the three housing clusters. No playground equipment will be installed in these "parkettes".

The "parkette" located adjacent to the east Plan area boundary at the back of the residential lots is created in order to divert the rear lane alignment to reduce traffic speed, and also to reduce the excessive depths of the adjacent residential lots. This "parkette" will include natural landscaping features such as low shrubs and trees with canopies at minimum ground clearances in order to protect sight lines. No playground equipment or fences will be installed in this "parkette". Parks maintenance of this "parkette" will not present difficulties because it is continuous with the adjacent arterial roadway berm which itself requires regular parks maintenance.

Walkways provide pedestrian shortcuts adjacent to the west boundary of the Emergency Services site and from the linear park to the central bus stop location.

The developer will install a chain link fence along the rear property lines of all lots backing onto the linear park and the central park. After installation the fence is to be maintained by each property owner.

The development of the neighbourhood park site will commence when approximately 65% of the neighbourhood has been subdivided and developed. The developer is responsible for bringing the neighbourhood park site to rough grade, as per City specifications. Once rough grade is completed, The City will be responsible for the final grading of the site and the Level 1 (grass), Level 2 (trees & shrubs), and Level 3 (sports fields, playgrounds, and hard surfaces & structures) landscaping. Normally, the development of the neighbourhood park site is completed over two warm weather seasons.

5.4.2 Municipal Reserve Dedication

The land areas required for “parkettes”, the linear park, walkways (pedestrian shortcuts), and the neighbourhood park will be dedicated as municipal reserve.

Municipal reserve in respect of the NE ¼ Section 31-38-27-W4 was dedicated previously as part of the subdivision of the Edgar Industrial Park. This reserve was dedicated in the form of the berm (i.e. Lots 3MR and 4MR Block 4 Plan 902 0499) adjacent to the railway tracks, and in the form of a municipal reserve transfer to the Kentwood West subdivision. Therefore, no further municipal reserve dedication is required for the remaining undeveloped portion of this quarter section, i.e. Lot 1 Block 4 Plan 812 1569 measuring 16.167 hectares and forming the north part of the Plan area. In the Plan area, therefore, municipal reserve is owed only on 43.193 hectares, which is the south part of the Plan area. The 5.40 hectares of municipal reserve dedicated in this subdivision (refer to Table 1) represents 9.02% of the total Plan area (i.e. 59.86 hectares), however, when the percentage municipal reserve is calculated against that part of the Plan area in respect of which municipal reserve is owed (i.e. the 43.193 hectares), the actual percentage of municipal reserve being dedicated is 12.50%.

Although municipal reserve is technically not owed in respect of the NE ¼ Section 31-38-27-W4, the development concept does provide municipal reserve in that portion in order to ensure a balanced dispersion of parks throughout the Plan area.

Since the berm along the railway line is excluded from the Plan area, it shall not be regarded for the calculation of municipal reserve dedication. However this neighbourhood will benefit from the enhancement of the visual and noise attenuation characteristics of the berm by the addition of a sound fence and appropriate landscaping along the top of the berm. The design requirements of the sound fence will be determined through a noise study which will be undertaken as part of the neighbourhood servicing study.

The development concept allocates a “parkette” on Lot 2 Block 1 Plan 022 4553 (i.e. the privately owned parcel of 3.87 hectare) which will be dedicated as municipal reserve. Although overall municipal reserve dedication in the Plan area is 12.50%, the proportional amount of municipal reserve within Lot 2 Block 1 Plan 022 4553 (i.e. 0.047

hectares) does not add up to 10%, which would have been 0.387 hectares. The balance owing (i.e. 0.34 hectares) of the 10% requirement will be dedicated to the City of Red Deer in the form as cash in lieu of land in accordance with Sections 666 and 667 of the *Municipal Government Act*, or as may be otherwise determined by the City and the landowner by mutual agreement.

5.4.3 Public Utility Lots

Existing utility trunk lines are accommodated in the public utility lot in the south portion of the Plan area west of the collector roadway intersection with Johnstone Drive. East of the intersection the trunk lines are accommodated in an easement on the Place of Worship site. West of the intersection a 30 metre wide PUL will be created adjacent to the south of the PUL containing the utility trunk lines. This additional PUL will contain a landscaped berm to screen the industrial activities in the south portion of the Plan area.

The existing PUL in the northwest portion of the Plan area between the collector roadway and Edgar Industrial Park, also containing existing utility trunk lines, is partially accommodated in the road right-of-way. The remainder will be accommodated in easements on the residential lots.

The dry (detention) pond forming part of the storm water management system provides separation between residential lots and the industrial area. ***A 5.0 metre wide PUL is created east of the railway berm to provide drainage to the detention pond.***

5.5 Community Facilities

5.5.1 Social Care / Day Care / **Adult Day Care / Assisted Living / Retirement Home Site**

A Social Care / Day Care / **Adult Day Care / Assisted Living / Retirement Home site (SDR site)** is provided in the north portion of the Plan area. This site has collector street access and is located on the bus route within close proximity to the open space system which offers convenient access to passive and active leisure opportunities and the neighbourhood pathway system / city-wide trail system. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.2 Place of Worship Site

A Place of Worship site is provided at the south entrance to the neighbourhood, where it enjoys visibility from Johnstone Drive and is easily accessible from within the neighbourhood either by walking or driving, as well as from other neighbourhoods. The south west corner of this site contains deep trench services and will be registered as an easement on the property title. Buildings, signs and other structures would not be allowed on this portion of the site, but parking lot development or landscaping will be allowed. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.3 Emergency Services Site

An Emergency Services (ES) site for the purpose of a fire station, and possibly in combination with a police or another emergency response service office, is provided at the north entrance to the neighbourhood. Traffic associated with this site (i.e. emergency

vehicles, visitors and staff vehicles) shall not be allowed access from the local roadway. Access for emergency vehicles will be from the collector street, and staff vehicles will enter from the lane off the collector street to a parking lot at the rear of the building. The site configuration allows for efficient fire station and site design.

The collector roadway in this location has a median which will not extend beyond the midpoint of the ES site street frontage, in order to allow free access and egress of emergency vehicles in both directions.

The temporary access to Lot 2 Block 1 Plan 022 4553 from the collector road right-of-way will be retained across the ES site until development of the adjacent phases allows for access along the neighbourhood roadways.

The Emergency Services Department indicated that without a fire station the entire Plan area would fall outside of the four minute minimum response time. With a fire station, the entire Plan area would fall within the four minute minimum response time. Section 5.5.4 of this Plan provides information on the residential conversion option for this site.

5.5.4 Residential Conversion Options

*Social Care / Day Care / **Adult Day Care / Assisted Living** / Retirement Home Site and Place of Worship Site*

In the event that either one of the A Social Care / Day Care / **Adult Day Care / Assisted Living** / Retirement Home site (**SDR** site) or the Place of Worship site is not purchased for the proposed use within six months of advertisement through the City of Red Deer Social Planning Department, these lots may be converted to residential uses as follows:

- the **SDR** site to the designated mixed housing area, subject to the requirements stipulated in Section 5.3.2 of this Plan (note: residential lots will not be permitted to have access off the collector street); and
- the Place of Worship site to a multi-family site, subject to the requirements stipulated in Section 5.3.4 of this Plan.

Emergency Services Site

In the event that the Emergency Services site is no longer needed for its intended purpose, as will be determined by the City of Red Deer, it may be converted to the designated mixed housing area, subject to the requirements stipulated in Section 5.3.2 of this Plan (note: residential lots will not be permitted to have access off the collector street). In such an event the lane alignment will be changed and a section of lane will be converted to municipal reserve, as illustrated on Figure 7.

5.6 Light Industrial Development

An area for light industrial uses is provided to match the existing development in the Golden West industrial area south of 76 Street adjacent to the railway line. Access to this development will be from 76 Street and no direct site access will be allowed from Johnstone Drive. The intention is that this area will be developed as a business service and light industrial park. Through various tools at their disposal the developer in co-operation with the City will ensure that industrial buildings are designed to front-orientate

onto Johnstone Drive or, alternatively, to pay special attention to elevation treatment and landscaping of rear yards along Johnstone Drive.

5.7 Land Use Statistics

At build-out capacity the development concept yields a total number of housing units ranging between **703** and **744** dwelling units, depending on the development of the **SDR**, Place of Worship and ES sites. The final numbers will also be influenced by the actual densities being achieved on the multi-family sites. Refer to Table 1.

Table 1: Land Use Allocation (see Note 1)

LAND USE CATEGORY/COMPONENT	AREA (ha)	% OF PLAN AREA	NUMBER OF DWELLING UNITS
Plan Area	59.86	100%	-
Emergency Services Site	0.45	0.75%	-
Business Service / Light Industrial	6.76	11.29%	-
Arterial Road widening for berm	0.03	0.05%	-
Developable Plan Area (see Note 2)	52.62	-	-
Scenario A (see Note 3): Total residential area - developed SDR, Place of Worship, and ES sites	27.91	46.63%	703
Scenario B: Total residential area - SDR and Place of Worship sites developed for residential use	28.88	48.25%	735
Scenario C: Total residential area - SDR, Place of Worship and ES sites developed for residential use	29.33	49.00%	744
The total housing stock in the base scenario is made up as follows:			
• Conventional Detached Dwellings	10.16	16.97%	217
▪ <i>Detached dwellings with secondary suites</i>	1.47	2.46%	37 (25 lots)
• Narrow Lot Detached Dwellings	5.63	9.41%	130
• Mixed housing (refer to Section 5.3.2 of this Plan for details of the required mix ratio)	6.08	10.16%	160 (156 lots)
– Conventional Detached Dwellings	-	-	84
– <i>Detached dwellings with secondary suites</i>	-	-	12 (8 lots)
– Semi-detached Dwellings	-	-	64 (32 pairs of lots)
• Multi-Family Dwelling Units with developed Place of Worship site	4.54	7.58%	159
• Option: Multi-Family Dwelling Units with Place of Worship site developed for residential use	5.36	8.95%	187
Social Care / Day Care / Adult Day Care / Assisted Living / Retirement Home site (SDR site)	0.12	0.20%	-
Place of Worship Site	0.82	1.37%	-
Open Space	10.58	17.67%	-
• Municipal reserve (see Note 4)	5.40	9.02% (12.50%)	-
• Public Utility Lots	5.18	8.65%	-
Transportation	13.22	22.08%	-
• Collector roadway	3.60	6.01%	-

LAND USE CATEGORY/COMPONENT	AREA (ha)	% OF PLAN AREA	NUMBER OF DWELLING UNITS
• Local roadways	6.12	10.22%	-
• Rear lanes	3.50	5.85%	-

Notes

- 1) The numbers are approximate and subject to more detailed calculations at the time of subdivision.
- 2) The Developable Plan Area is used for the density calculation. This area equals the Plan area minus any Environmental Reserve (none in this case), and minus any City-wide land uses, such as in this case the Emergency Services site, the industrial land, and the arterial road widening.
- 3) Scenario A represents the base scenario. All subsequent calculations are based on the base scenario.
- 4) Refer to the discussion under Section 5.4.2 of this Plan.

With regard to minimum standards for neighbourhood density and housing mix, the City's requirements in the 'Neighbourhood Planning and Design Guidelines and Standards' are as follows:

- A minimum residential density within the range of 12.35 to 17.3 dwelling units per hectare of developable plan area. The maximum neighbourhood density will ultimately be determined by efficiencies of providing appropriate infrastructure capacities (mainly sewer trunk lines).
- A housing mix of low density dwelling types at a minimum of 60% of the total dwelling unit stock, and multi-family dwelling unit types (i.e. three or more units) at a minimum of 20%.
- A maximum ratio of 1:3 (25%) for semi-detached dwellings to detached dwellings in the total housing unit stock.
- A maximum of 33% of the net residential land area allocated to narrow lot housing.
- **A maximum of 10% of the total number of lots in the R1 Residential (Low Density) District pre-designated for permitted use secondary suites.**
- A minimum of 10% municipal reserve.

Table 2: Density and Housing Mix

Density (du/ha) (see Notes 1 – 3)	Scenario A	13.36
	Scenario B	13.97
	Scenario C	14.14
Housing Mix	Low density dwellings as a % of the total housing stock (see Note 4)	77 %
	Multi-family dwelling units as % of the total housing stock (see Note 5)	23 %
	Ratio of semi-detached dwelling units to detached dwellings (see Note 6)	1:5.2
	Narrow lot land area as a % of the total net residential land area	20%
	Lots for detached dwelling with secondary suite as a % of the total number of R1 lots	10%
	Lots for conventional detached dwelling and detached dwellings with secondary suites as a % of the total number of lots in the mixed housing area (see Section 5.3.2 and Note 7)	59%
	Lots for semi-detached dwellings as a percentage of lots in the mixed housing area (see Section 5.3.2 and Note 7)	41%
Municipal reserve dedication (see Note 8)		12.50%

Notes

- 1) Density is measured in the number of dwelling units per hectare (du/ha).
- 2) Refer to Table 1 for an explanation of the three scenarios.
- 3) Assumptions for dwelling unit density projections (intended as general guidelines):
 - Lots for conventional detached dwellings and **detached dwellings with secondary suites** are assumed to be on average 464 m² with frontages of 13.25 metres and lot depths of 35 metres.
 - Lots for narrow lot detached dwellings are assumed to be on average 381 m² with frontages of 10.40 metres and lot depths of 36.6 metres.
 - Lots for semi-detached dwellings are assumed to be on average 595 m² with frontages of 16.00 to 19.00 metres (minimum of 7.6 metres per unit) and lot depths of 35 metres.
 - Low rise multi-family site density is assumed to be generally 35 dwelling units per hectare. The actual density is not prescribed in the Land Use Bylaw and is determined by the Development Authority at the time of development permit approval. Depending on the actual densities achieved on the multi-family sites the neighbourhood density may vary slightly from the calculated densities.
- 4) **For the purpose of this calculation 'Low density dwellings' includes conventional detached dwellings, detached dwellings with secondary suites (calculated at a rate of 1.5), semi-detached dwellings, and narrow lot dwellings.**
- 5) 'Multi-family dwelling units' means three or more attached dwelling units.
- 6) **For the purpose of this calculation 'detached dwellings' includes conventional detached dwellings and lots for detached dwellings with secondary suites (i.e. the secondary suites themselves and detached dwellings on narrow lots are excluded from the calculation).**
- 7) **Counting one pair of semi-detached dwelling units as two lots, and each lot for a detached dwelling with a secondary suite as one lot.**
- 8) Refer to Table 1 and Note 4 of that table.



Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004



NORTH

Canadian Pacific Railway

KENT ST

TAYLOR DRIVE

77 STREET

JOHNSTONE DRIVE

Proposed Transit
Shelter

Traffic Calming

Tot Lot
Play Structure

Linear Park

Traffic Calming

MR
3.84 ha

SS(3)

SS(2)

SS

SS

SS

SS

SS

SS

SS

SS

SS

SS(2)






Parkette

Class A
Soccer Field

Sliding Hill

Proposed Berm

Figure 6 - Neighbourhood Park Plan

-  NASP Boundary
-  Municipal Reserve
-  Public Utility Lot
-  Existing Vegetation to remain
-  Sidewalk (2.50m)



Prepared by:
The City of Red Deer Engineering Department
and Parkland Community Planning Services

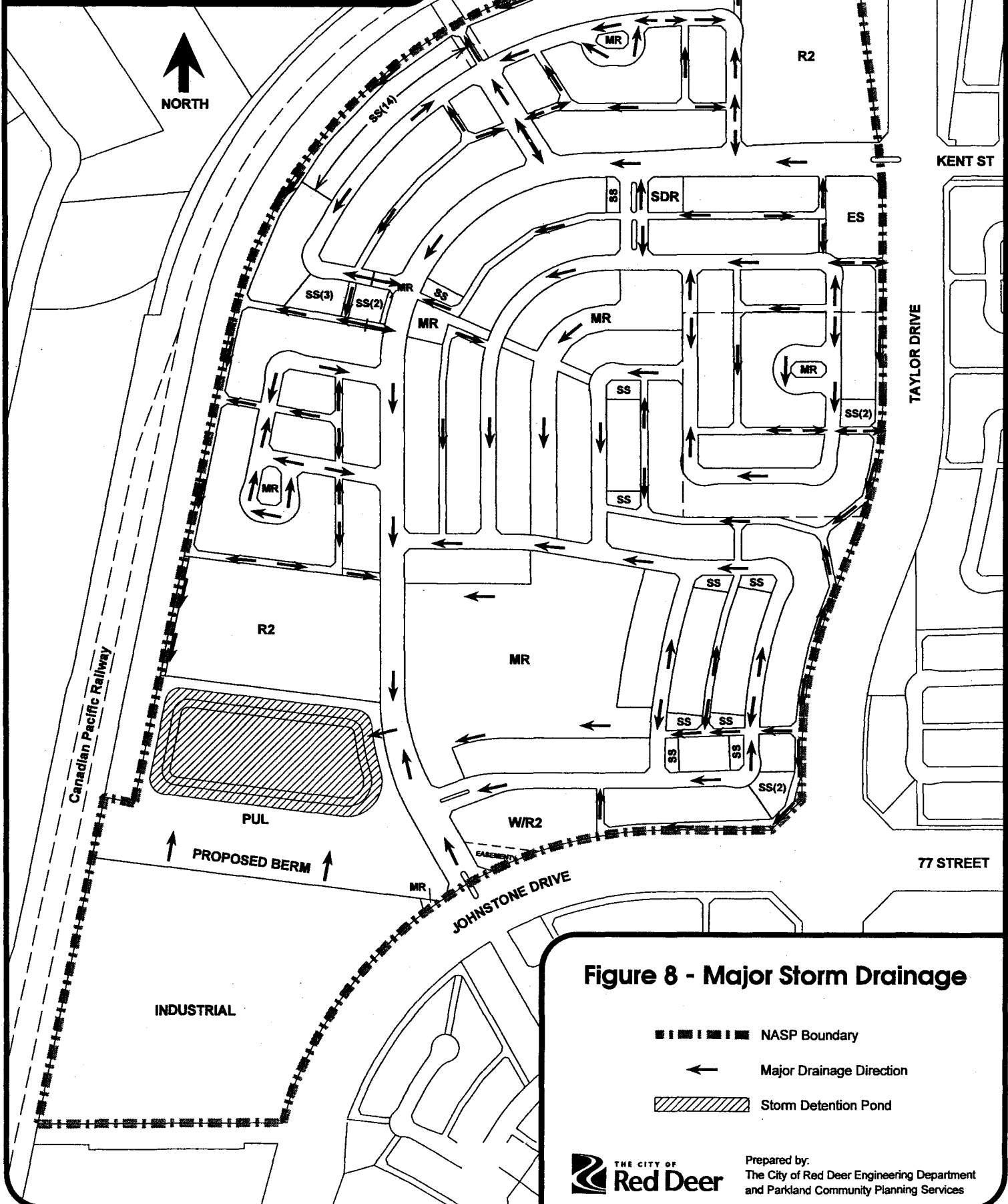
Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5 000

March 2004

99

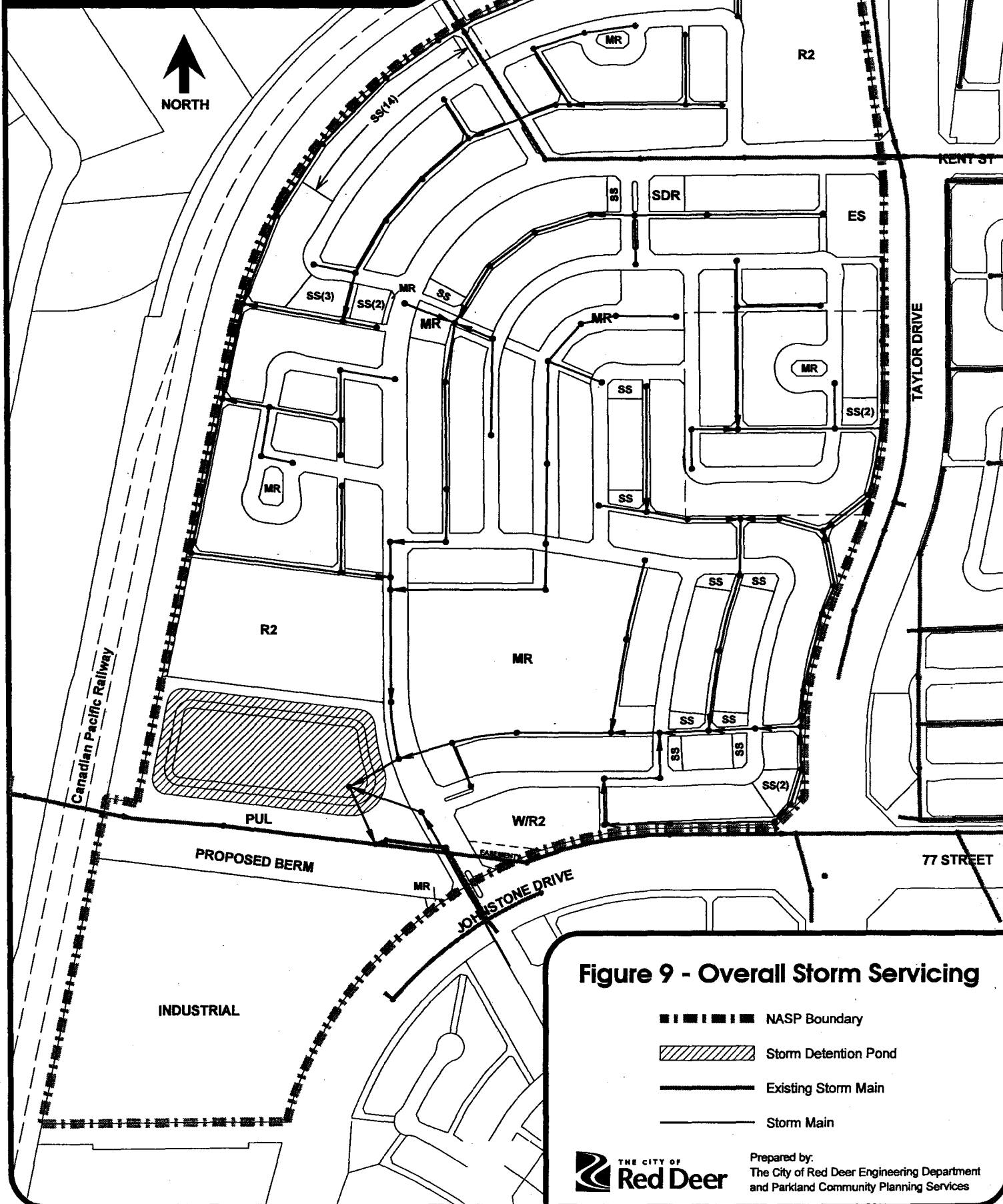


Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5 000

March 2004



Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5 000

March 2004

101

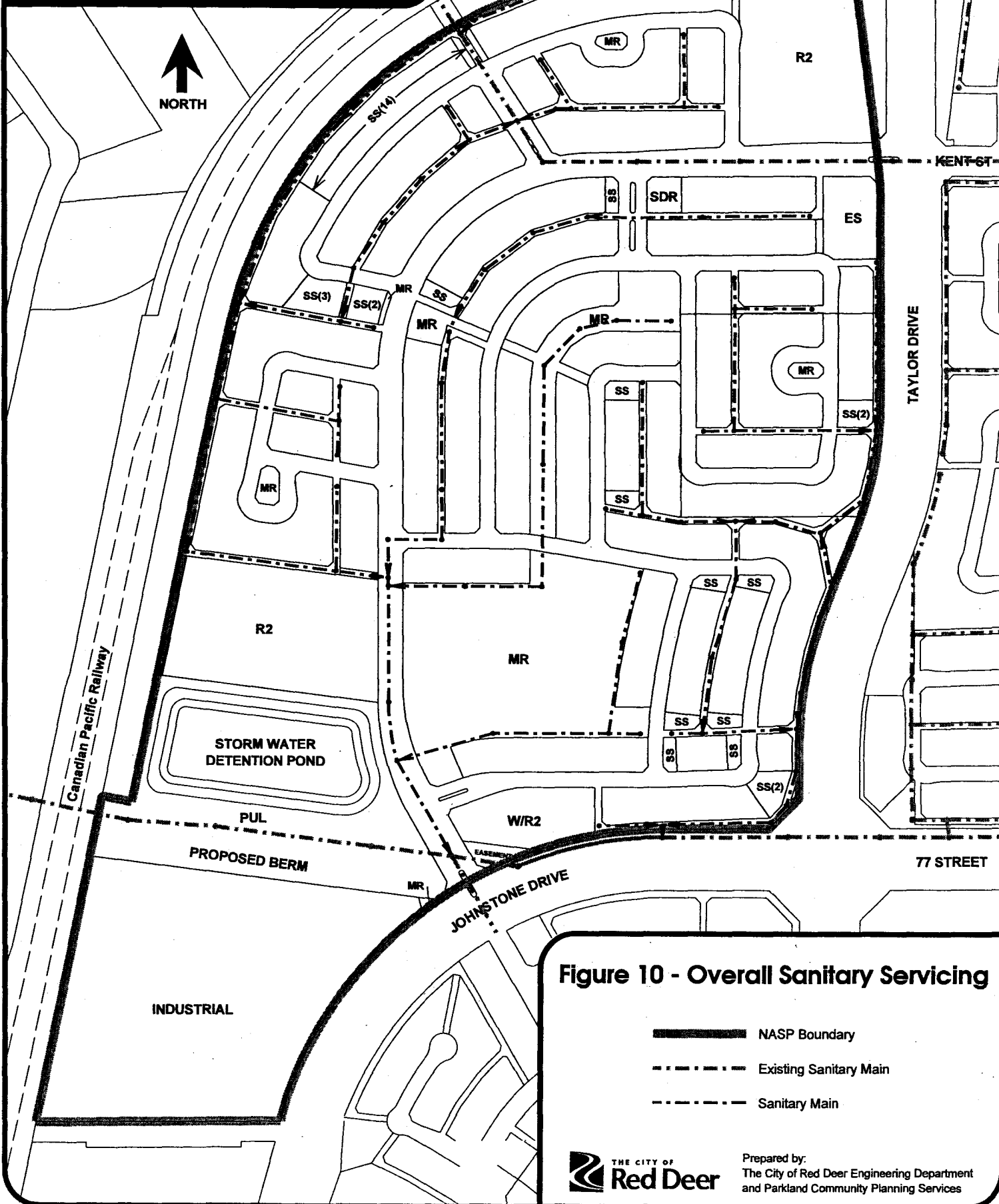





Figure 10 - Overall Sanitary Servicing

-  NASP Boundary
-  Existing Sanitary Main
-  Sanitary Main



Prepared by:
The City of Red Deer Engineering Department
and Parkland Community Planning Services

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5,000

March 2004

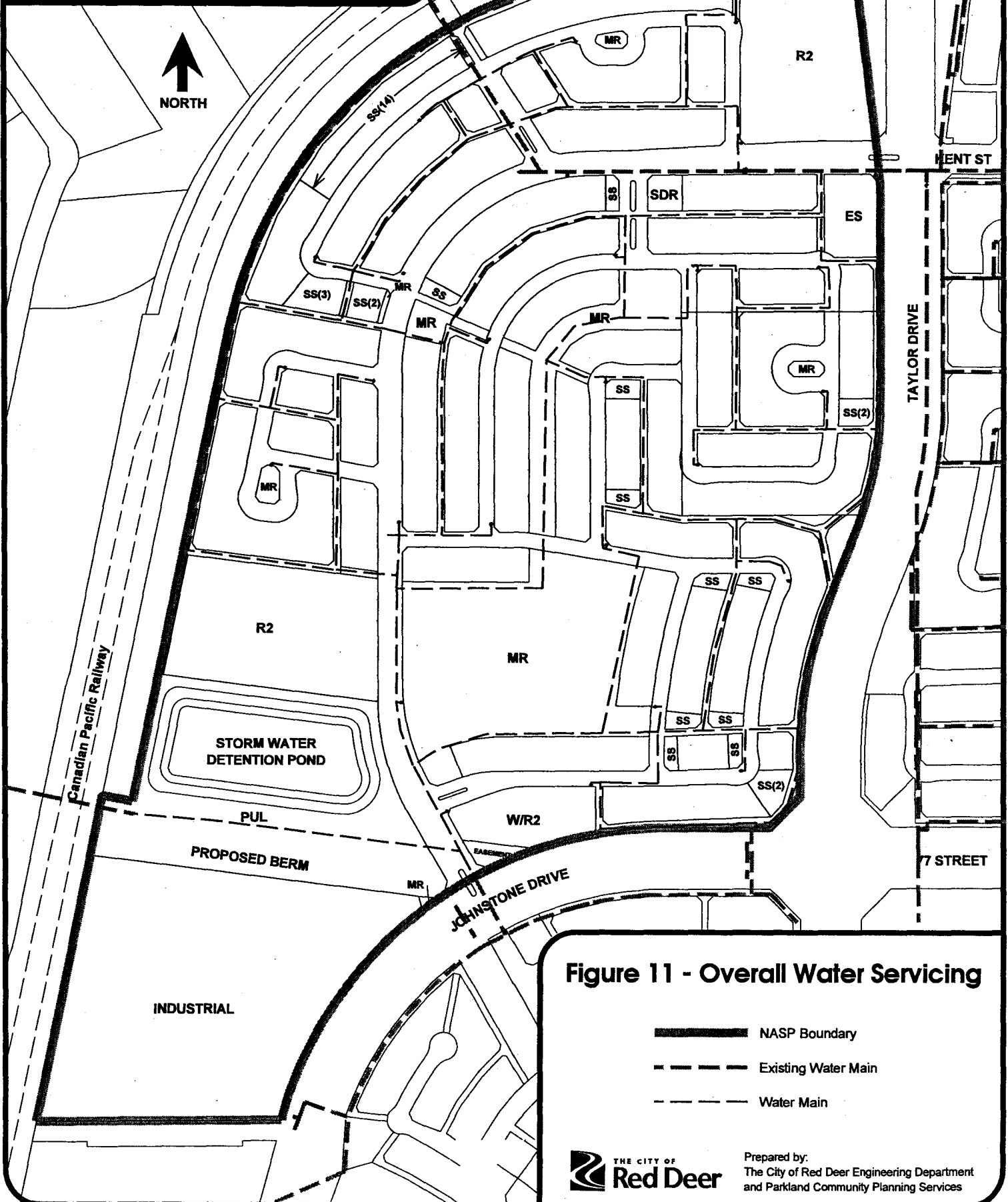


Figure 11 - Overall Water Servicing

- NASP Boundary**
- Existing Water Main**
- Water Main**

August 2003

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Temporary
Topsoil
Stockpile

R2

8

7

SDR

2

ES

9

4

6

5

3

MR

R2

**STORM WATER
DETENTION POND**

PUL

PROPOSED BERM

1

W/R2

JOHNSTONE DRIVE

TAYLOR DRIVE

KENT ST

77 STREET

INDUSTRIAL.

■ ■ ■ ■ ■ NASP Boundary
————— Staging Boundary
3 Staging Sequence



Prepared by:
The City of Red Deer Engineering Department
and Parkland Community Planning Services

Item No. 6

BYLAW NO. 3156/N-2004

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

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

- 1 The "Use District Map D14" contained in "Schedule B" of the Land Use Bylaw are hereby amended in accordance with the Land Use District Map No. 9/2004 attached hereto and forming part of the bylaw.

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

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

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

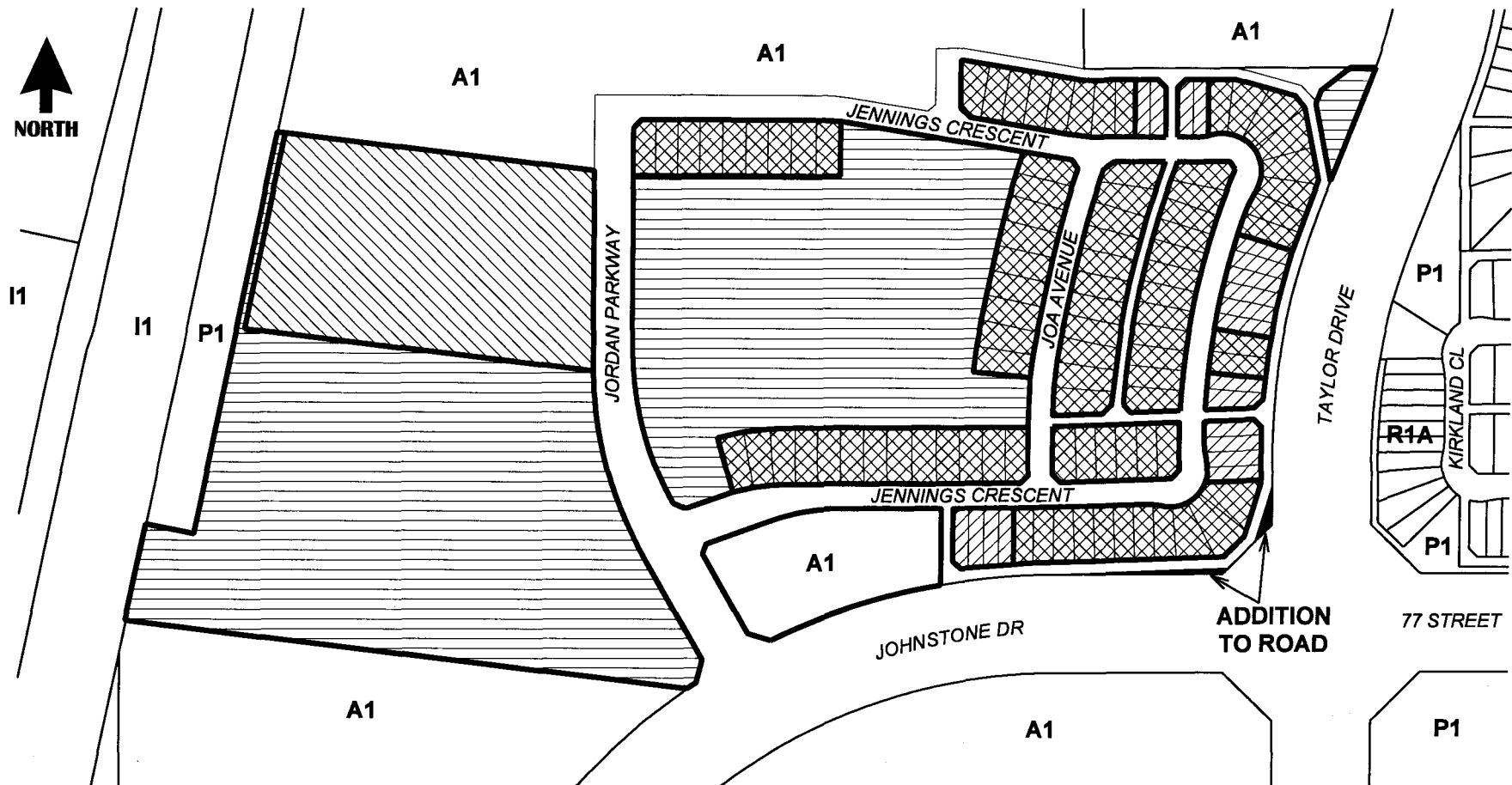
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2004.

MAYOR

CITY CLERK

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1A - Residential (Semi-Detached Dwelling)

R2 - Residential (Medium Density)

P1 - Parks and Recreational

Change from :

A1 to R1



A1 to R1A



A1 to R2



A1 to P1



A1 to Road



MAP No. 9/ 2004
BYLAW No. 3156 / N - 2004

BYLAW NO. 3331/2004

Being a Bylaw of The City of Red Deer to provide a uniform levy of off-site costs in respect of previously undeveloped land.

1. WHEREAS pursuant to provisions of Section 648 of the Municipal Government Act, The City may by bylaw:
 - (a) Provide for the imposition and payment of a levy to be known as an “off-site levy” in respect of land that is to be developed or subdivided, and
 - (b) Authorize an agreement to be entered into in respect of the payment of the levy.
2. An off-site levy may be used only to pay for all or part of the capital cost of any or all of the following:
 - (a) New or expanded facilities for the storage, transmission, treatment, or supplying of water;
 - (b) New or expanded facilities for the treatment, movement, or disposal of sanitary sewage;
 - (c) New or expanded storm sewer drainage facilities;
 - (c.1) New or expanded roads required for or impacted by a subdivision or development;
 - (d) Land required for or in connection with any facilities described in clauses (a) to (c.1);

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

1 This bylaw may be cited as "The Off-Site Levy Bylaw".

2 Definitions:

For the purpose of this bylaw:

(1) "Development" shall mean:

- (a) a change of use of land, or an act done in relation to land that results in or is likely to result in a change in the use of the land, or
- (b) a change in the intensity of the use of land or an act done in relation to land that results in, or is likely to result in, a change of the intensity of the use of the said land.

(2) "Gross Development Area" means each and every hectare or part thereof as shown on the Plan of Subdivision for a development which has been approved by the Municipal Planning Commission, including any area which may be dedicated for roads, lanes, walkways, parks, reserve parcels, schools, or any other public use.

- (3) “Net Development Area” means the area remaining after the deletion from the Gross Development Area of lands required for arterial roadways, any previously developed lands, and other undevelopable lands such as wetlands, rivers, creeks, escarpments and major utility rights of way.
- (4) “Trunk Water” means an existing or proposed water main; generally having an internal diameter of 350 mm or greater, complete with related pumping and storage facilities; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Water Off-site Levy rate.
- (5) “Trunk Sanitary Sewer” means an existing or proposed sanitary sewer; generally having an internal diameter of 375 mm or greater, or having a depth of cover greater than 6.0 m, complete with related pumping facilities; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Sanitary Off-site Levy rate.
- (6) “Trunk Storm Sewer” means an existing or proposed storm sewer; generally defined as having an internal diameter of 1,200 mm or greater, as well as stormwater storage facilities and associated outlet piping; that has been designated by The City as a trunk facility, the cost of same having been included in the calculation of the Storm Off-site Levy rate.

- (7) "Major Thoroughfare" means an existing or proposed expressway, divided arterial roadway, or undivided arterial roadway, including the land for right of way, storm drainage, traffic signals, and street lighting, that has been designated as a major thoroughfare by The City; the cost of same having been included in the calculation of the Major Thoroughfare off-site levy rate.

3 The City of Red Deer hereby levies an off-site levy upon all land to be developed or subdivided within the areas described below and calculated as follows:

- (1) In all the area outlined in the attached Schedule "A", the sum of \$6,855 per hectare for each hectare or part thereof within the Net Development Area for Trunk Water Infrastructure.
- (2) In all the area outlined in the attached Schedule "B", the sum of \$4,020 for each hectare or part thereof within the Net Development Area for Trunk Sanitary Sewer Infrastructure.
- (3) In all the area outlined in the attached Schedule "C", the sum of \$13,355 for each hectare or part thereof within the Net Development Area for Trunk Storm Sewer Infrastructure.
- (4) In all the area outlined in the attached Schedule "D", the sum of \$29,770 for each hectare or part thereof within the Net Development Area for Major Thoroughfares.

5

Bylaw No. 3331/2004

- 4 All levies imposed under this bylaw shall be in addition to the fee payable for development permits or building permits, and shall be paid to The City following approval of a subdivision plan and prior to the issuance of a development permit or a building permit, as the case may be.
- 5 Offsite levies imposed and collected under Bylaw 3331/2004 shall be deemed to have been imposed and collected under this Bylaw.
- 6 Bylaw 3310/2003 is hereby repealed.

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

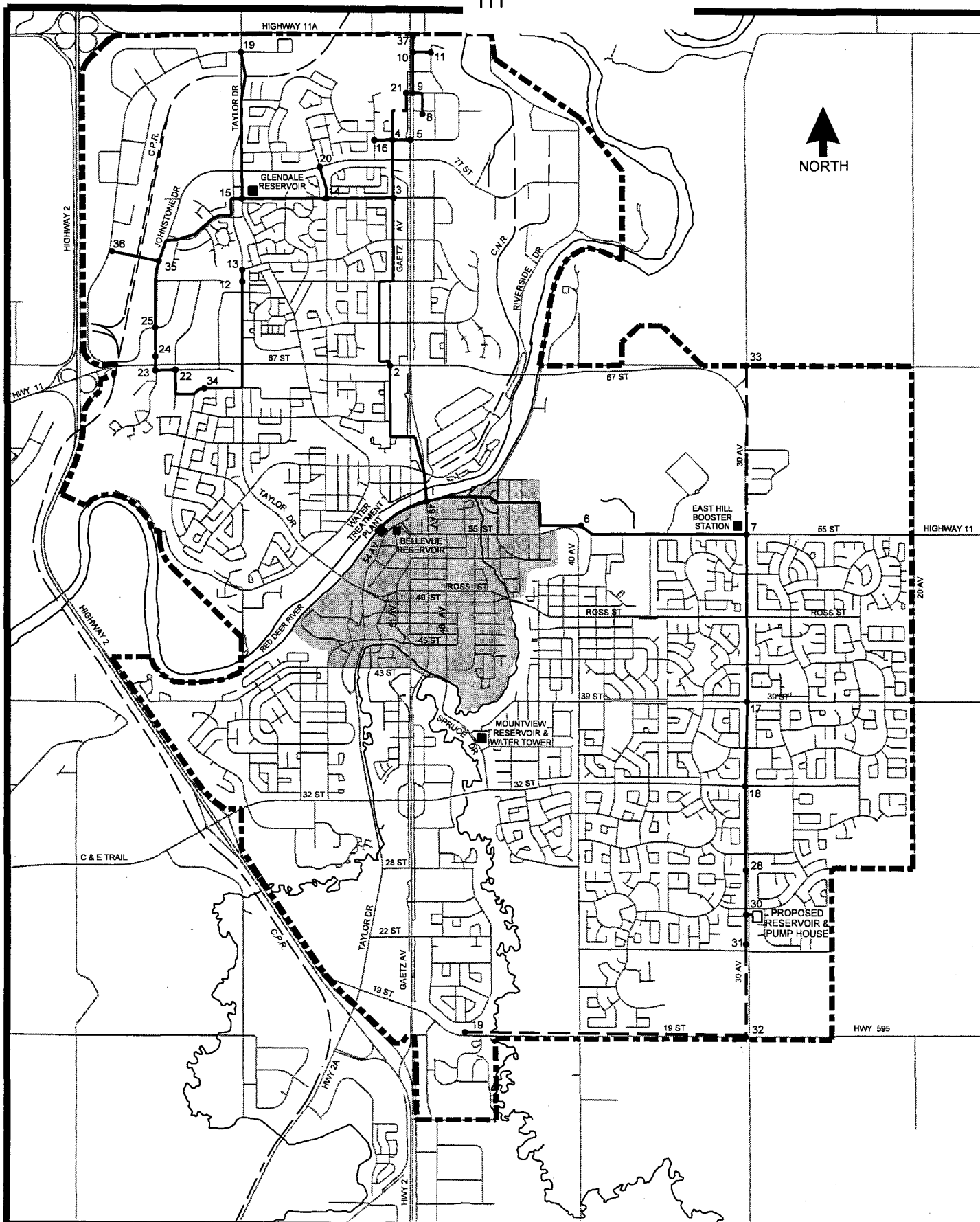
READ A SECOND TIME IN OPEN COUNCIL this day of 2004.

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

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

MAYOR

CITY CLERK



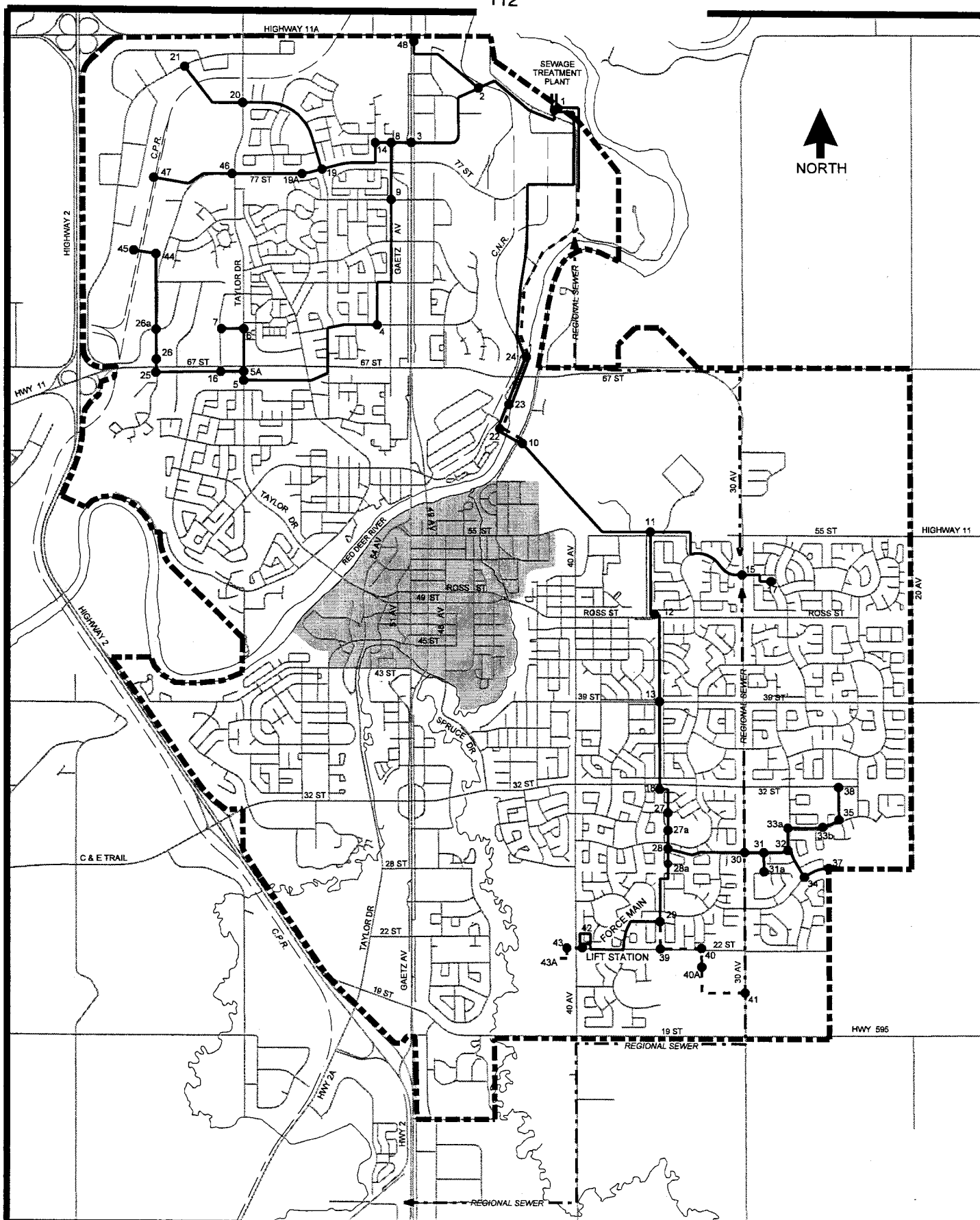
- Basin Boundary
- Existing Trunks
- - - Proposed Trunks
- Central Exempt Area
(levies do not apply)

WATER TRUNKS

Not to Scale

February 2004

**OFF-SITE LEVY
BYLAW 3331/2004
SCHEDULE "A"**

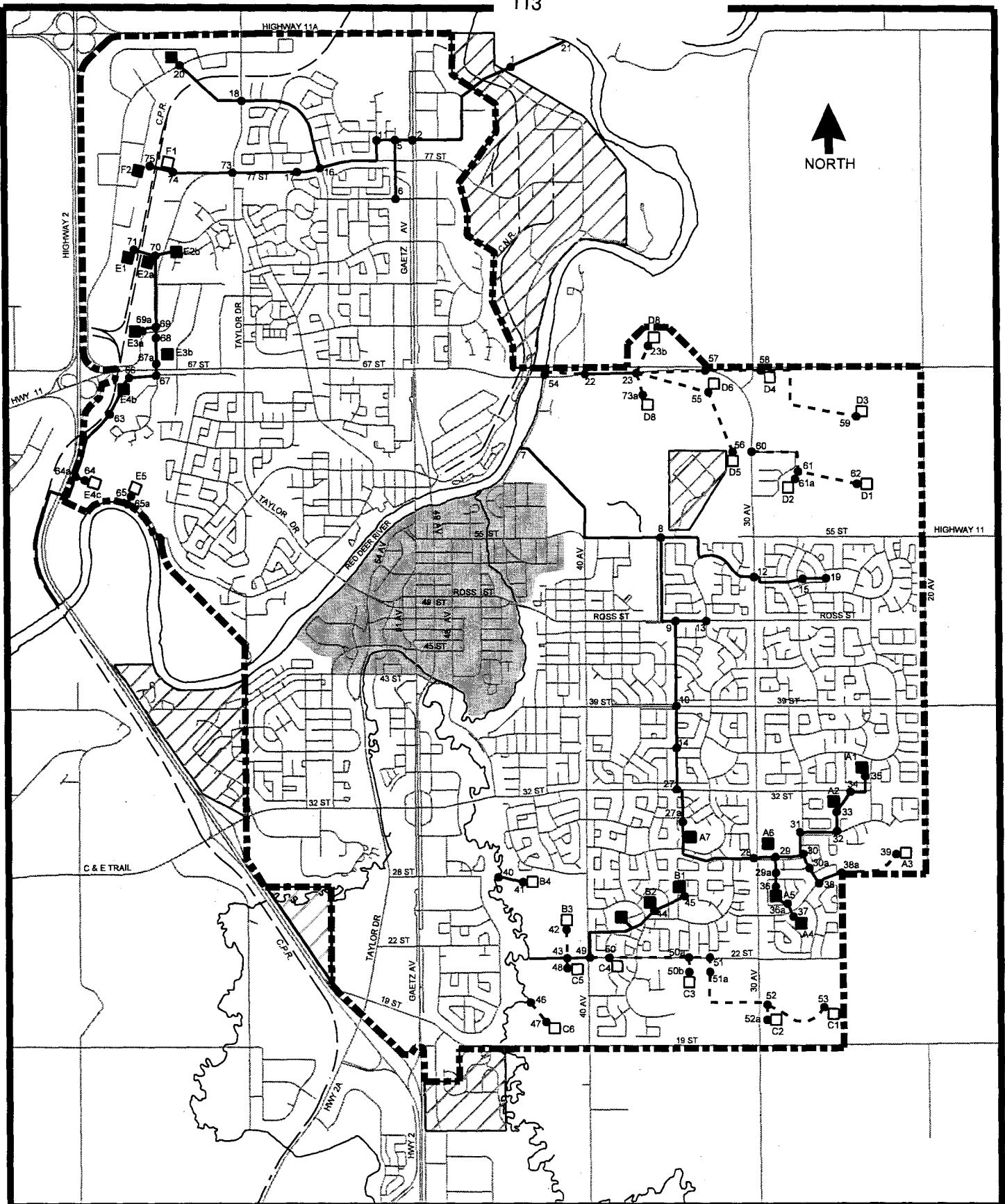


SANITARY TRUNKS

Not to Scale

February 2004

**OFF-SITE LEVY
BYLAW 3331/2004,
SCHEDULE "B"**



- Basin Boundary
- Central Exempt Area
(levies do not apply)
- Developer to construct and pay for
own outfall main; basin levy charge
not applicable
- Existing Detention Pond
- Proposed Detention Pond

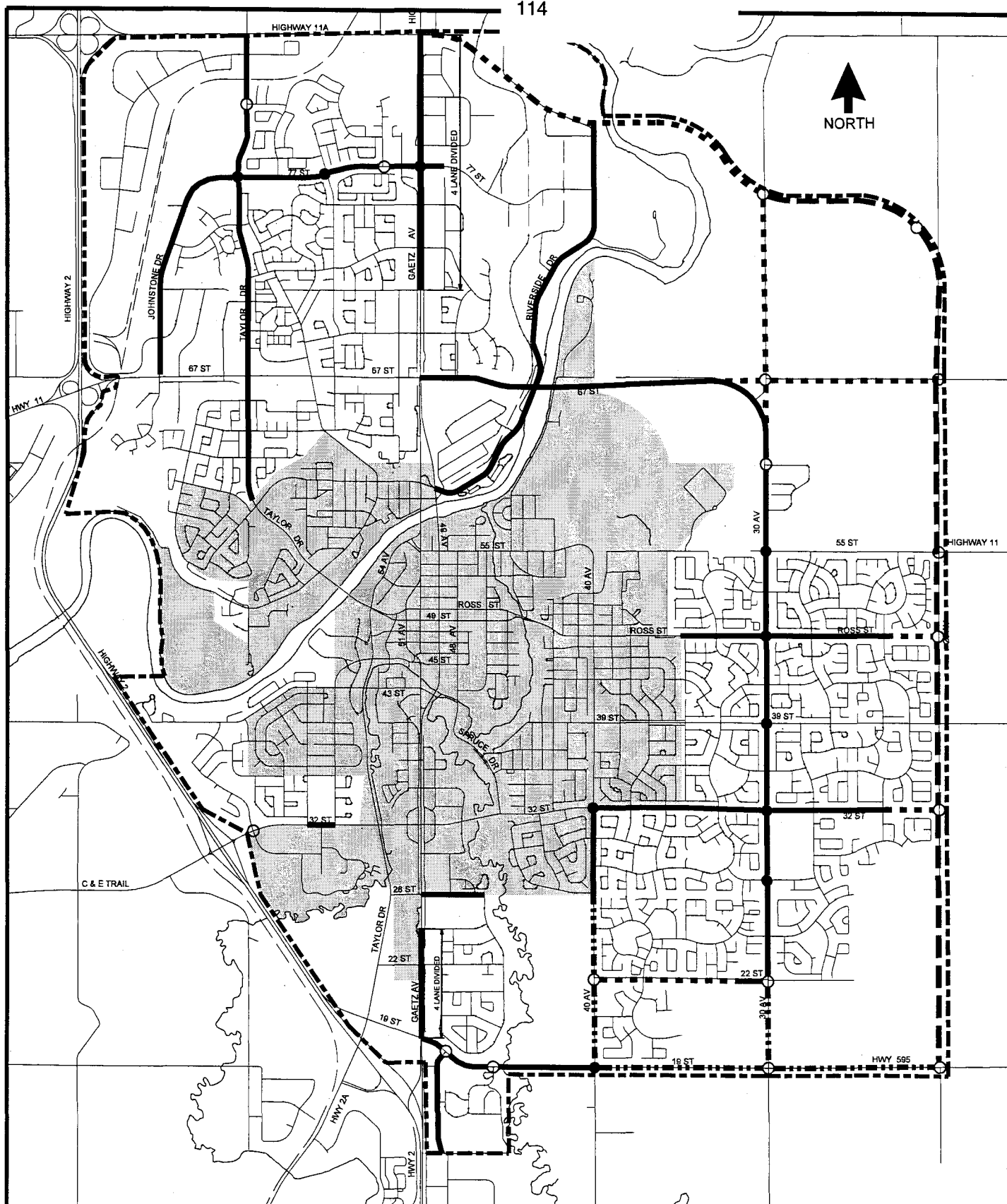
STORM TRUNKS

Not to Scale

February 2004

- Existing Trunks
- Proposed Trunks









**OFF-SITE LEVY
BYLAW 3331/2004
SCHEDULE "C"**



MAJOR THOROUGHFARE LEVY

Not to Scale

February 2004

- MAJOR THOR**
- Not to Scale
- | | | | |
|---|---|---|--|
|  | Basin Boundary |  | Former Central Basin
(levies do not apply) |
|  | Existing 4 lane road
(included in levy rate) |  | Existing traffic lights included
in offsite levy rate |
|  | Proposed 4 lane road |  | Proposed traffic lights included
in offsite levy rate |
|  | Proposed 4 lane with
2 existing lanes | | |
|  | Initial 2 lanes of 4
lane divided roadway | | |

**OFF-SITE LEVY
BYLAW 3331/2004
SCHEDULE "D"**



**ADDITIONAL
AGENDA**



FOR THE *REGULAR MEETING OF RED DEER CITY COUNCIL*

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL

MONDAY, APRIL 19, 2004

COMMENCING AT 4:30 P.M.



Page #

(1) REPORTS

1. Labour Relations Coordinator – Re: *IAFF Collective Agreement Settlement Ratification*

..1

FILE

on – April 19, 2004

DATE: April 20, 2004
TO: John Fleming
FROM: Kelly Kloss, L
SUBJECT: IAFF Collective

ADDITIONAL
AGENDA

iger

Reference Report:


Labour Relations Coordinator

2004

Resolutions:

"Resolved that Council of the City of Red Deer hereby approves the Memorandum of Agreement between The City of Red Deer and the International Association of Fire Fighters Local 1190 as ratified by the Association on April 15, 2004 and as presented to Council on Monday, April 19, 2004."

Report Back to Council: No


Kelly Kloss
Manager

/chk

c Personnel Manager



PERSONNEL DEPARTMENT

DATE: April 14, 2004
TO: City Clerk
FROM: John Fleming
Labour Relations Coordinator
SUBJECT: IAFF Collective Agreement Settlement Ratification

BACKGROUND:

On October 27, 2003 a mandate was established to settle the expiring Collective Agreement with IAFF Local 1190.

Negotiations proceeded over a two-month period totaling eleven days in February, March and early April, concluding with a Memorandum of Agreement. The Union has ratified the Memorandum and it is now incumbent upon City Council to accept or reject the settlement.

DISCUSSION:

A two-year agreement was achieved. The terms are a 2.4% increase to most classifications effective January 1, 2004 and another 2.4% non-compounding increase on July 1, 2004. The increase in the second year is 3.2% across the board effective January 1, 2005. The total impact on salaries is 8.0% over the two years of the settlement. Another 0.16% cost has been incurred in establishing four new medical coordinator classifications at a cost of \$13,700. This will be more than offset in 2004 and into the distant future by the savings of \$99,300 achieved through splitting the increase in the first year into two installments.

The maturity and respectfulness of the relationship between the City and the Union was critical in achieving this settlement.

RECOMMENDATION:

That City Council ratify the Memorandum of Agreement achieved with IAFF Local 1190 according to the terms outlined above.

A handwritten signature in black ink, appearing to be 'John Fleming'.

John Fleming

Comments:

I concur with the recommendation of the Labour Relations Coordinator.

"N. Van Wyk"
City Manager

MEMORANDUM OF AGREEMENT

Between

THE CITY OF RED DEER (The City)

And

THE INTERNATIONAL ASSOCIATION OF FIRE FIGHTERS LOCAL 1190 (The Union)

The City and the Union hereby agree to the following terms and conditions of renewal of the Collective Agreement for the period January 1, 2004 to December 31, 2005, subject to the ratification by the parties' principles. Both parties agree to assertively recommend acceptance of the settlement to their respective principles during the ratification process.

The matters agreed to are contained in this document and its appendices. The respective signatures of the parties indicate agreement. Any matter brought to the table and not signed off is to be interpreted as dropped by the parties for the purposes of this Agreement. Any proposals brought forward by the City or the Union in their respective proposals that are not signed off shall not be construed to be an admission by the parties as to the interpretation of any existing or future terms of the Collective Agreement, and shall not be deemed to prejudice the parties future positions on these matters.

The major changes are as follows:

1. The rate of pay for the 1st Class Firefighter shall be increased by 2.40% effective January 1, 2004. The rate shall be further increased by 2.40% (but not compound by the first increase) effective July 1, 2004, and adjusted by an incremental amount that it will be \$59,802 per annum. All other classifications shall be adjusted against these rates by the percentage differentials in the contract or as modified by this Memorandum.
2. The rate of pay for the 1st Class Firefighter shall be increased by 3.20% effective January 1, 2005. All other classifications shall be adjusted against these rates by the percentage differentials in the contract or as modified by this Memorandum.
3. A new classification for four positions has been agreed to at a rate of 106% of 1st Class. They will assume the previously used title of Medical Coordinator and support the existing Medical Coordinators (renamed Medical Supervisors). Duties will include responsibilities for training and other operational and administrative duties as defined by the Fire Chief in consultation with the Union. The job description for the Medical Supervisor positions (4 at 108%) shall be modified as required by the Fire Chief in consultation with the Union and will include training and supervisory responsibilities.
4. The City and the Union agree to review the promotion criteria for the classification of Platoon Chief with the intention of ensuring the most suitable candidates for the position are promoted. The review committee will include both management and union representation. This committee is required to present recommendations to the Fire Chief by December 31, 2004.

5. A one-time bonus of \$250.00 will be paid to qualified members who complete the E3 certification. The Fire Chief will determine those eligible to obtain the certification and the bonus based on operational needs.

For the City	For the Union

Part Time Alarm Room Operators

The terms and conditions in this document are to be consolidated under 6.08 of the contract and the clause will be renamed as "Terms and Conditions Applicable to Part Time Alarm Room Operators". Wages and qualifications will be inserted in the appropriate addendum.

- 4.01 Communication Branch members shall be subject to paragraph (a) except for Part Time Alarm Room Operators (PTO's). A general schedule of work for the PTO's shall be established by administration in order to assure the operational needs of the department are met. A minimum of six (6) hours per shift and twelve (12) hours per week will be guaranteed. Subject to change due to operational needs as determined by the Fire Chief, or his/her designate, the following shall apply:
- PTO's will be assigned to a platoon
 - PTO's will have regular hours of work
 - Hours of work will be increased according to work available and operational needs
 - The City will attempt to provide as much notice as possible of changes in scheduling
- 5.02 Overtime for Part Time Alarm Room Operators
- (1) Overtime rates will be two times the normal hourly rate of pay when time worked exceeds 84 hours in a given pay period.
 - (2) In case of an emergency call in (not a shift or partial shift replacement), a PTO shall be compensated a minimum of two (2) hours at over time rates. Additional time worked on that call in shall be at their regular rate of pay unless the hours worked in the pay period have exceeded eighty-four (84).
 - (3) Call in for a shift, or partial shift replacement, shall be paid at regular rate of pay.

6.08 Part Time Alarm Room Operator (PTO) Benefits

- a) PTO's shall be eligible for the following benefits, which will be pro-rated based on their hours worked in the previous eight-week period. After having accumulated:
- 2,192 hours of employment:
 - 50% of the cost of their Alberta Health Care premium
 - Group Life Insurance (2 times annual salary). The City will cover the premium costs for up to \$25,000 of coverage.
- b) To be eligible for Group Life Insurance benefits, a PTO must be actively employed and work a minimum of seventeen (17) hours per week for eight (8) weeks prior to requesting benefit coverage.
- c) Employees who work less than seventeen (17) hours per week for four (4) consecutive weeks (excepting approved leave with pay) shall lose their Group Life benefit eligibility until such time as they re-qualify for benefits under article 6.08 (a).
- d) A PTO who resigns shall lose their accumulated hours for all purposes.

ANNUAL VACATIONS

PTO's shall accrue the pro-rated hourly equivalent of two weeks vacation during the first 2,192 hours of employment. After 2,192 hours of employment vacation hour accrual will increase to the pro-rated equivalent of three weeks. Upon attaining permanent status, accrued hours of work shall be credited for the purpose of vacation entitlement.

SICK LEAVE

After 2,192 hours of employment, PTO's shall accumulate short-term sick leave at the rate of 4.15 hours per pay period pro-rated based on their actual hours worked. PTO's are not eligible for the long term Sick Income Continuance Plan.

- 6.10 (a) PTO's shall be issued clothing to the following schedule:

Upon initial hiring:	4 uniform shirts	Yearly basis:	2 shirts
	2 uniform pants		1 pair pants
	1 uniform belt		
	1 pair of shoes		

SENIORITY

Seniority shall not commence to accrue until a member becomes permanent. The PTO with the highest number of accumulated hours will fill a temporary vacancy of a permanent Alarm Operator.

RATES OF PAY FOR ALARM ROOM OPERATORS

Alarm Room Operator (Probationary)	78%
Alarm Room Operator (2 nd Year)	83%
Alarm Room Operator (3 rd Year)	91%
Alarm Room Operator (Level 4)	98%
Alarm Room Operator (Additional Responsibility)	101%

Selection from PTO to Alarm Room Operator shall be based on selection of the most suitable applicant in regard to educational qualifications, skills, ability, personal suitability and accrued hours of experience.

The adjustment of rates of pay of individuals exceeding the new rates will be red circled until their rate of pay is equal to the revised rates.

MINIMUM QUALIFICATIONS FOR ALARM ROOM OPERATORS

Alarm Room Operator (Probationary)	Most suitable applicant
Alarm Room Operator (2 nd Year)	Emergency Medical Dispatcher
Alarm Room Operator (3 rd Year)	Emergency Fire Dispatcher
Alarm Room Operator (Level 4)	Emergency Medical Responder

*A job description defining the duties and responsibilities of the Additional Responsibility position will be developed by the Fire Chief in consultation with the President of Local 1190.

The Alarm Room Operators will meet the academic requirements associated with their classification in a reasonable time frame and accept skills upgrading as determined useful and/or necessary by the Department.



For the City of Red Deer	For IAFF Local 1190
John Fleming, Labour Relations Coordinator	D, Lyn Brown, President

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

Proposal of principles applicable to the First Class Fire Fighter classification.

It is recognized by the parties that this contract wording will have to be integrated with present wording ensuring no duplication or conflicts.

- Fire Fighters hired prior to January 1, 2003 will be expected to complete the required courses, as they are made available. Such member shall not be held back from application for officer candidacy if they fail one or more of the courses.
- A Fire Fighter hired subsequent to January 1, 2003 may be held back from a reclassification to 1st Class Fire Fighter as a result of not successfully completing 1001 or 1002 courses. Each situation will be determined by the Fire Chief after consultation with the President of Local 1190.
- A Fire Fighter will not be held back from reclassification to 1st Class as a result of not successfully completing Pump B (FFTS 2-PU).
- Where a member is not successful in completing a course initially, the member, the Union and the Department will work together to provide reasonable assistance and resources to complete it successfully.
- The Fire Chief, or his/her designate, may permit a member who has not achieved 1st Class status to apply for officer candidacy based on his/her assessment of each situation after consultation with the President of Local 1190.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President



March 9, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

This proposal has been dropped without prejudice. It will be dealt with through Department policy.

DECERTIFICATION AND OPTING OFF



~~Review and revise to ensure original intent is being met, and operational requirements are met.~~

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 9, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

Where the term 'SCO' or "Safety Codes Officer' appears in the Collective Agreement, it shall be changed to 'Fire Prevention Officer'.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President



March 2, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

3.01. DEFINITIONS

NEW:

- (q) **Letters of Understanding** found in this collective agreement, where properly executed, shall be binding on the parties. It is recognized that some of these Letters deal with transitional matters, collaborative projects, trial situations, matters with finite life, etc. and are not automatically carried over from one collective agreement to the next. The parties are responsible for reviewing the Letters at the time of contract renegotiation and renewing, updating, deleting, modifying or including the language in the body of the collective agreement.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President


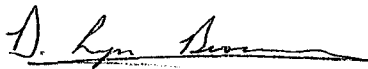
March 2, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

3.01. DEFINITIONS

NEW:

- (r) Wherever a term described in the masculine gender appears, it shall also be applied to the feminine gender and visa versa.

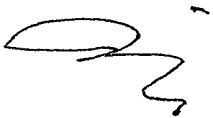

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 4, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

4.01. REGULAR HOURS OF WORK

- (b) Members in the Fire Prevention Bureau shall not be subject to paragraph (a) above but shall work eighty (80) hours bi-weekly in eight (8) shifts **nine (9) shifts at nine (9) hours per day for eight (8) days plus one eight (8) hour day.**

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 29, 2004

9A

23

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

THE UNION PROPOSALS RELATING TO COMMUNICATIONS STAFF WORKING CONDITIONS AND THE CITY'S PROPOSALS RELATING TO THE SAME SHOWN BELOW ARE WITHDRAWN.

UNION PROPOSALS:

4.01 REGULAR HOURS OF WORK continued

New Proposal: **Permanent Part Time Alarm Operators**

Issues to be discussed:

- 1) Hours of Work
- 2) Scheduling
- 3) Overtime
- 4) Seniority
- 5) Clothing Issue

6.08 CASUAL AND TEMPORARY STAFF BENEFITS

Casual and Temporary Employees, after having accumulated two-thousand one hundred and ninety-two (2,192) hours of employment, shall be eligible for vacation payment at 6%, 25% of the cost of their Alberta Health Care Insurance premium, Group Life Insurance Plan (2 times annual salary) premium costs for up to the first \$25,000 of coverage, and, depending on the eligibility requirements, access to optional life insurance plans (e.g.: Spousal, Dependent).



Proposal:

Change heading to "Permanent Part-Time Alarm Operator Benefits"

Change benefits to: equal benefits to full time staff

CITY PROPOSAL:

BRANCH	ISSUE	INTEREST
Communications	Positions, qualifications, and rates	Review to ensure appropriateness and competitiveness.



For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
	
John Fleming, Labour Relations Coordinator	D. Lyn Brown, President

March 29, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

4.02 LEAVE OF ABSENCE

The Union agrees to withdraw its proposal on self funded leaves and refer the matter of leave of absence in general to joint discussions between the Fire Chief and the President of Local 1190.

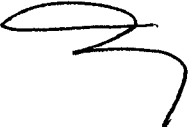

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 18, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

4.07. DISCIPLINE

- (b) If a member is to be interviewed in regards to potential disciplinary action, the member shall be accompanied by the President or his designate of Local 1190.
- The President of Local 1190 will ensure that a representative will be available in a timely manner. If a named representative is not available, the Fire Chief shall request a past executive member, presently in the union, to be present at the meeting.
 - If the above options have been exhausted and there is a need to proceed, the Fire Chief, or his designate, shall request the presence of a senior officer and the meeting shall proceed.
 - A member may decline Local 1190 representation only in cases where the discipline pertains to him or her directly. Said member cannot agree to the acceptance of disciplinary consequences without the agreement of the Association.

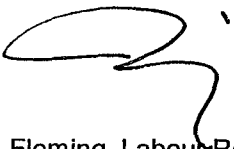

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 2, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

4.08. DISMISSALS

- (a) Any member of the Association who has been dismissed by the City and who is later reinstated by the City shall be compensated by the City in full for all time lost, the monetary value of the employer portion of benefit premium costs, appropriate interest and shall retain his/her job classification and seniority. Earnings received from other City sources will be deducted from compensation. Compensation for lost benefits is limited to the employer portion of the premium costs with the exception of Alberta Blue Cross benefits, where the employer will compensate the employee for expenses incurred which would normally be eligible for Alberta Blue Cross reimbursement. This provision excludes out of country Blue Cross coverage.
- (b) If any member of the Association has been dismissed by the City and an Arbitrator overturns that decision, the Arbitrator may compensate the employee for employment losses or modify the penalty in any manner he or she deems the situation merits.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

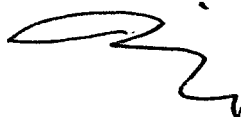

March 4, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

This proposal has been dropped without prejudice. The City will be adopting a Code of Conduct, which will have City wide application to provide guidance to members.

4.09. ADDITIONAL EMPLOYMENT



~~Report all additional employment to avoid any potential conflicts from the beginning—
remove interpretation difficulty.~~

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 9, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

The City's proposals relating to 5.02 (e) extra time for paying prep time is withdrawn.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 12, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following changes:

5.02. EXTRA TIME

- (f) (ii) When a member is temporarily assigned to a special project training program (of a duration greater than one (1) week), he shall assume the days of work and the off days associated with the project or training program. **Members attending courses for two or more consecutive weeks will be given the weekends off immediately before, during, and after the course.** During the time the member is reassigned, he shall receive his bi-weekly salary and benefits as if he had continued in his regular position within the Emergency Services Department unless otherwise agreed in 5.02.f (iii).

~~Any accumulated time less than a full shift as of December 1 of any year shall be paid out that December at the member's December 31 regular rate of pay.~~

8.09. TRAINING

- (d) ~~The City will consult the IAFF in developing~~ **The Fire Chief in consultation with the Education and Training Committee will develop** a fair, equitable plan to decide which courses should be taken and who should take them, subject to the needs of the department. **This will be the focus of the Education and Training Committee. The Fire Chief through consultation with the Committee will determine the career path goals for all ranks. The Education and Training Committee will develop, or be provided with the details of courses.**

The Education and Training Committee will endeavour to set the following years training calendar by September, and attempt to have the instructor and student positions filled by November. They will then provide recommendations to the APC, who will confirm attendance of instructors and members at least sixty days prior to the course start date.

It is recognized from time to time sixty days notice may not be possible. In these circumstances members may decline attending the course.

Members may also decline to attend courses for reasons like prearranged vacation.

Declining prerequisite courses may result in members not being reclassified or promoted in the future. It is the member's responsibility to be aware of the implications of not successfully completing a course. Members declining courses are encouraged to discuss the implications with the APC, the Education and Training Committee, or the Fire Chief.

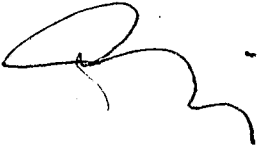

It is further agreed that if an employee has registered to take a course outlined in the career path goal, but for legitimate reasons (illness or injury, compassionate leave, emergency family leave, or unforeseen critical personal circumstances) has been unable to complete the course, the Fire Chief may deem that these courses will have been completed for promotional purposes. There is a requirement that an employee so promoted will continue to pursue this required training and there will be agreement between the parties on a time frame as to when this training should be completed.

The Fire Chief, in consultation with the President, may assign members to course(s) identified as needed for their position provided at least sixty days notice is given.

Members may not withdraw from course attendance within sixty days of the course start date without approval from the Fire Chief.

- (e) The senior member(s) eligible to take a course (as recommended by the Education and Training Committee) will be given the first opportunity to take the course, unless the course is to be taken while on duty, in which case the most senior member(s) eligible on the platoon will be given the first opportunity.

The Fire Chief may alter this process upon recommendation of the Education and Training Committee and/or if he deems it appropriate.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President



April 1, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

5.04. (g) SENIOR WORK (IAFF Proposal) –

ADD: TEMPORARY ADVANCEMENTS

- (g) As it is recognized that the need to temporarily promote individuals to the next higher level of Senior Work may occur due to operational needs, the following guidelines shall prevail in regards to temporary advancements:
- (i.) Members not accepting temporary advancements shall not be deemed to have turned down a promotion or transfer.
 - (ii.) Temporary advancements shall be used only to cover extended absences where the member vacating the position will be clearly intending to return to his position.
 - (iii.) Temporary advancements are not intended to replace permanent advancements.
 - (iv.) Reasonable notice and consideration of vacation and holidays shall be taken in to account.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 29, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

5.09 INFRINGEMENT


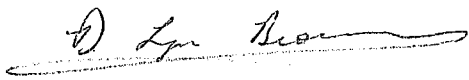
The Union agrees to withdraw this proposal.

8.04 SAFETY REGULATIONS AND SAFETY COMMITTEE

The Union agrees to withdraw this proposal with regards to RIT teams, accountability systems, and ALS ambulances.

APPENDIX III 4.04 PROMOTIONS

The City agrees to withdraw its proposal for separate Lieutenant and Captain examinations.


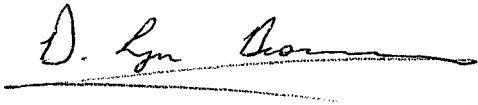
For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 30, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

6.02. ANNUAL VACATIONS

- (g) A member shall be allowed to carry over any portion of one (1) year's vacation entitlement to the following year except where the member and the Fire Chief mutually agree to a carry-over of more than one year's entitlement to a maximum accumulation of two (2) year's entitlement. On a members anniversary date, he/she shall have no more than one full years entitlement available unless there has been prior approval by the Fire Chief.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President



March 2, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

This proposal has been dropped without prejudice. It will be dealt with through Department policy.

6.02. ANNUAL VACATIONS

~~Include 2 weeks per year that Administration may restrict vacation, the same as Local 1190 has been able to select 2 weeks per year and have no courses. This gives the Local the ability to have maximum attendance to Provincial curling and hockey tournaments. Administration is interested in having maximum attendance at selected courses or other training opportunities, for example.~~

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 9, 2004



In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

6.03 SICK LEAVE

6.05 MEDICAL AND DENTAL INSURANCE

6.06 GROUP LIFE INSURANCE

The Union agrees to withdraw these topics from the table based on the assurances of The City of Red Deer that the process underway in Letter of Understanding #1 (Joint Benefits Review) will be accelerated with the objective of bringing closure prior to the end of the first year of the renewed contract.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President


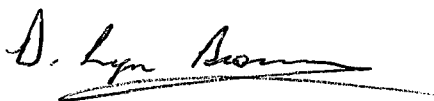
March 18, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

6.04. OCCUPATIONAL SICKNESS AND ACCIDENTS

- (c) If a member dies while in the performance of or as a result of the performance of his duties as a Firefighter, his widow or dependent children shall be paid the full pay which such member would have been paid under this Agreement had he not died (making the assumption and paying on the basis that the member would have been promoted in accordance with the member's seniority), such payment to continue ~~until such time as the widow remarries or~~ until the date the member would have been entitled to full and compulsory pension retirement had he not died, ~~whichever date shall first occur,~~ it being understood that any Workers' Compensation Pension or Award or other pension or annuity not personally contracted for by the deceased member or his widow or family or any Criminal Injuries Compensation Award that is paid or awarded by reason of the member's death shall, upon being paid or awarded, be paid or assigned or delivered to the City, in default of which the City shall be entitled to set off the amount or amounts thereof against the monies otherwise due and payable by the City to the widow or dependent children under the terms hereof.

It is agreed to refer this proposal the joint committee examining this clause under Letter of Understanding # 18.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President


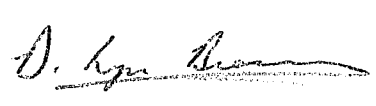
In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

The Union agrees to drop this proposal.

7.04 TRANSFERS WITHIN THE EMERGENCY SERVICES DEPARTMENT

A member transferring from another branch to the Fire Prevention Branch will not receive less than his current hourly rate to a maximum of 105%.

Proposal: "Delete" - to a maximum of 105%.



For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 29, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

8.03. DISCRIMINATION

The Employer and the Union agree that the workplace will remain free from all forms of harassment and discrimination prohibited by applicable laws and City policies.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President



March 2, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

DELETE:

8.04. SUGGESTIONS

~~Members are encouraged to propose new ideas and improvements for the operation and working conditions of the Emergency Services Department. All suggestions will receive reasonable consideration.~~

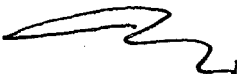

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 2, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

8.05. EMT-P/EMT-A REQUIREMENTS

Wherever the acronym 'APPA' appears in this clause, it will be changed to 'ACP'.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 9, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

APPENDIX III

3.06 Reclassification Examinations

- (a) Reclassification examinations shall consist of:
 - (i) Written Examination – weighted 50 out of 100 in determining an overall total percentage.
 - (ii) Oral and/or practical examination – weighted 50 out of 100 in determining an overall total percentage.

A minimum mark of seventy (70) per cent in (i) and (ii) will be required as a pass mark.

** (b) and (c) remain the same.

4.06 Promotional Examinations

Promotion examinations shall consist of:

- (a) Written Examination – weighted 50 out of 100 in determining an overall percentage.
- (b) Oral and/or practical examination – weighted 50 out of 100 in determining an overall percentage.

A minimum mark of seventy (75) percent on (a) and (b) will be required as a pass mark.

** Last paragraph remains the same.



5.02 Each Examination Board shall consist of:

Delete existing (a), add

- (a) The Deputy Chief of Prevention and Education and one other Chief Officer
- (b) Two members of the Association as appointed by IAFF Local 1190 Executive.
- (c) The Board may alter its composition by mutual agreement.

3/2/04.
78

- 6.08 The Board shall review and approve the marks for all reclassification and promotional examinations. Upon request, a Board member(s) will review the examination with the candidate within thirty (30) days of the examination date, subject to the availability of the candidate and the Board member(s).
- 6.10 The Fire Chief shall place all original copies of the candidate's written examination and other documents on the individual's personal file in Administration. (Delete second sentence). Appeals must be launched within thirty (30) days of the date the member received written notification of the member's exam results from the Examination Board. Written notification of the member's examination results will be determined by the date documented when the candidate signs for receipt of exam results.
- 6.11 Once assessments are reviewed and examination results known, a member of the Examination Board will notify the candidates in writing of their results. The Association will also be notified in writing of the names of all candidates who qualify for reclassification or entry on the eligible for promotion list. The Fire Chief will post a revised eligibility list.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 2, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

LETTER OF UNDERSTANDING #5

between

The City of Red Deer

and

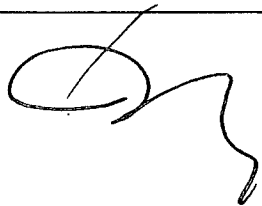

IAFF Local 1190

regarding

FIREFIGHTER/INSPECTOR

The City will maintain at least 16 Firefighter/Inspector positions to be offered to members below the rank of Qualified For Officer. Members accepting the offer shall have successfully completed the courses required for ~~General Level I Safety Codes Officer (Fire Cause and Determination, Introduction to Fire Prevention, Fire Code and the Law, and Alberta Building Code)~~ Level I Fire Prevention Officer unless the parties agree to other requirements. Present incumbents as of January 1, 2004 and members moving into this classification prior to December 31, 2005 will be expected to complete the required courses within two years from the date of moving into this classification subject to the availability of the courses. A Firefighter/Inspector will be required to carry out inspections in class "D" and simple Class "E" occupancies, all to be divided equally between them. Firefighter/Inspectors will not be assigned inspections beyond their level of competency and qualifications. Each Firefighter/Inspector will also be responsible for conducting 2 occupancy and fire lane enforcement checks per year.

If frequency of inspections required increases substantially, the number of inspections required of each Firefighter/Inspector will be revisited.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 9, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

LETTER OF UNDERSTANDING #6

between

The City of Red Deer

and



IAFF Local 1190

regarding

TRAINING - OFFICER RANKS

The parties agree to the concept of Fire Officers attaining NFPA 1021 Officer Level Training. During the term of this agreement, the progress of the department in providing this certification and of members in obtaining this certification will be monitored. If appropriate, recommendations will then be made to incorporate NFPA 1021 into the Fire Officer qualifications.

~~The IAFF agrees to discuss, during the life of the agreement, competency training and assessment in the Officer ranks as it relates to promotions.~~

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 29, 2004

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

LETTER OF UNDERSTANDING #14

between

The City of Red Deer

and

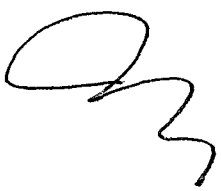
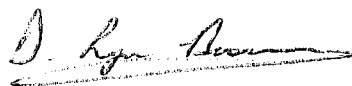
IAFF Local 1190

regarding

RECLASSIFICATION IN THE FIRE PREVENTION BUREAU

The annual progression of Fire Prevention Officers is based on experience and the completion of required courses. Increments will not unduly be withheld if opportunities to complete courses are not available.

1. The parties agree to the attached qualification criteria (Attachment 1)
2. The attached percentage grid will be included in the collective agreement (Attachment 2)
3. The Fire Marshal classification will not be filled until the present organization structure in the Prevention Branch changes, at which time the structure and need for the position will be determined. While the Fire Marshal position is vacant, the Chief Fire Prevention Officer position will be filled.
4. The reimbursement rate for use of the member's personal vehicle for City business shall be \$0.44 per kilometre for the first 5,000 km, and \$0.35 per kilometre thereafter per calendar year, which will be red circled until Canada Revenue Agency rates equal the City rate.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 29, 2004

Attachment 1 – Letter of Understanding #14

Course Requirements for Fire Prevention Officer Career Progression

(Courses may be amended as requirements and courses change)

1	999-1T – 3T	Building Construction	FPO Level 1
2	1-LFSC	Law for the Safety Codes Officer	FPO Level 1
3	1- BCPS	Building Construction and Protection Systems	FPO Level 1
4	1- PMSC	Properties of Materials	FPO Level 1
5	1- CSSC	Communication Skills	FPO Level 1
6	1- FCSFC	Fire Service Familiarization	FPO Level 1
7	1- ASCSS	Alberta Safety Codes and Standards	FPO Level 1
8	1- IPSC	Inspection Procedures	FPO Level 1
9	1-IPESC	Inspector Practical Evaluation	FPO Level 2
10	1-FOCD	Fire Origin and Cause Determination	FPO Level 2
11	1-IP	Investigation Procedures	FPO Level 2
12	1-IPESC	Investigator Practical Evaluation	FPO Level 2
13	1-CLPSC	Courtroom and Legal Procedures for Fire SCO's	FPO Level 2
14	1-BEPR	Building Evaluation and Plans Review	FPO Level 3
15	1-FPEWS	Fire Protection Equipment and Water Supplies	FPO Level 3
16	1-AINSP	Applied Inspection (Practical)	FPO Level 3
17	1-AINV	Advanced Investigation Processes	FPO Level 3
18	1-AIPRA	Applied Investigation (Practical)	FPO Level 3
19	1-FPIFE	Inspection & Public Education for the Fire Officer	FPO Level 4
20	1-FSI	Instructional Methodology I	FPO Level 4
21	2-FSI	Instructional Methodology II	FPO Level 4
22	1-HRMF	Human Relations & Management for the Fire Service	CFPO
23	1-PFB	Public Finance and Budget	CFPO
24		Public Information, Education and Human Resources	CFPO
25		Program Development and Systematic Planning	CFPO
26		Program Delivery and Administration	CFPO
29		Admin 232 Administrative Principles	CFPO

QA 20
3/28/07

Attachment 2 – Letter of Understanding # 14

Fire Marshall	135 %
Chief Fire Prevention Officer (3 rd yr)	130 %
Chief Fire Prevention Officer (2 nd yr)	128 %
Chief Fire Prevention Officer (1 st yr)	126 %
Fire Prevention Officer Level 4	120 %
Fire Prevention Officer Level 3	112 %
Fire Prevention Officer Level 2	109 %
Fire Prevention Officer Level 1 (3 rd yr)	105 %
Fire Prevention Officer Level 1 (2 nd yr)	103 %
Fire Prevention Officer Level 1 (1031) (1 st yr)	100 %

Entry Level below 100% to be determined based upon qualifications and experience, but no lower than 75%.

In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

LETTER OF UNDERSTANDING #15

between
The City of Red Deer
and
IAFF Local 1190
regarding
ROVERS


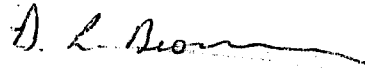
The City will create four (4) Rover, positions to be filled with newly hired members. Regardless of the amount of newly hired members, the four (4) most junior positions will be Rover positions. The Rover position will have the following conditions:

- ☐ They will be placed on a fixed (home) platoon
- ☐ They will be given forty eight (48) hours notice of schedule change
- ☐ They will be able to partake in holiday picks as per regular member process
- ☐ They will be able to utilize the shift trades as per regular member privilege
- ☒ ~~**A member in the Rover position can reserve a minimum of one set of four days off per month. Administration shall not schedule the member to work during this period. Rovers will advise administration thirty (30) days in advance of this request.**~~

Members hired into the Rover position will remain in this position for a maximum of 2 years. At the completion of 2 years as a Rover the member will be assigned to a platoon and no longer be considered as a Rover. Additional shifts worked for other platoons will result in an equal amount of shifts being reduced from the Rover's home platoon schedule. Once a Rover has completed their assigned shift(s) on another platoon, they will immediately return to their home platoon.

IAFF Local 1190 reserves the right to discontinue the arrangement following the contract period that ends December 31, 2003 should management fail to follow the above guidelines.

Seniority between the Rovers will be determined by section 7.01 (Eligibility Lists and Seniority). Should seniority need to be determined prior to any reclassification examinations being conducted for reasons including the determination of who should be placed in Rover positions (should a group of new hires be larger than 4), a lower score on the mechanical aptitude entrance test will determine the lower seniority member.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 2, 2004


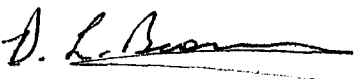
In the matter of negotiations to renew the Collective Agreement between The City of Red Deer and The International Association of Fire Fighters, Local 1190 the parties hereby agree to the following change:

PROPOSED LETTER OF UNDERSTANDING – STAFFING LEVELS NFPA 1710

The Union agrees to withdraw its proposal on staffing levels in accordance with NFPA 1710.

AMEND LETTER OF UNDERSTANDING #16

The Union agrees to withdraw its proposed amendment to Letter of Understanding #16.


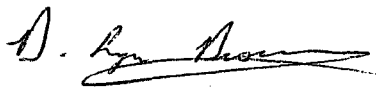
For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 29, 2004

**In the matter of negotiations to renew the Collective Agreement between
The City of Red Deer and The International Association of Fire Fighters,
Local 1190 the parties hereby agree to the following change:**

Letter of Understanding Regarding Emergency Apparatus Technician

1. If wages associated with the Emergency Apparatus Technician increase substantially compared to related jobs performed within the City of Red Deer, or exceed those wages by a gap not substantiated by the difference in duties and responsibilities, such wages will be reviewed by both parties.
2. The Union proposal with regard to article 5.08 (air tools) is withdrawn.
3. The Emergency Apparatus Technician will meet the academic requirements associated with this title in a reasonable time frame and accept skills upgrading as determined by the Fire Chief in consultation with the President of Local 1190.
4. Where a member is not successful in completing a course, the Member, the Union and the Department will work together to provide reasonable assistance and resources to complete it successfully.

For The City of Red Deer	For The International Association of Fire Fighters, Local 1190
 John Fleming, Labour Relations Coordinator	 D. Lyn Brown, President

March 12, 2004



THE CITY OF RED DEER

NEWS RELEASE

April 19, 2004

CITY AND EMERGENCY SERVICES UNION REACH AGREEMENT

(Red Deer, Alberta)

City Council ratified a new two-year collective agreement with the International Association of Firefighters, Local 1190 at its April 19, 2004 meeting. The agreement is effective January 1, 2004 and runs until December 31, 2005.

The parties completed the deal two and one-half months of bargaining. IAFF members ratified the agreement on Thursday April 15, 2004.

The City of Red Deer will increase wage rates for their emergency services employees by 2.4% in each of January and July 2004 and 3.2% in 2005.

Negotiations proceeded well in an atmosphere of trust and mutual respect. Both parties to the agreement are satisfied that it meets current and future needs. The two-year agreement will assist in maintaining stability in the relationship into the future.

-end-

For more information, please contact:

John Fleming
Labour Relations Coordinator
342-8278

D Lyn Brown
IAFF Local 1190 President
346-5511

-end-

For more information, please contact: