

## 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 13th, 1981, commencing at 4:30  
p.m.

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- (1) Confirmation of the March 30th, 1981 minutes and the Budget minutes of March 23rd, 24th & 31st, 1981

### PUBLIC HEARINGS

Public hearings will be held at 7 p.m., Monday,  
April 13th, 1981 concerning Land Use Bylaw Amendments  
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Committee of the Whole Agenda

- (1) Industrial Land N.W. Sector of City

UNFINISHED BUSINESS

NO. 1

April 7, 1981.

TO: Council  
FROM: City Clerk

RE: Bylaw 2702/81

We have been informed by the Local Authorities Board that it is in order for Council to proceed with 2nd and 3rd reading of the above Bylaw.

This Bylaw provides for the borrowing of \$700,000.00 for the purpose of purchasing part of the S.W. ¼ 32-38-27-W4 (approx. 30 acres in the N.W. sector of the City).

The Bylaw will be available at the Council meeting.

Respectfully submitted,

R. Stollings, City Clerk

April 8, 1981

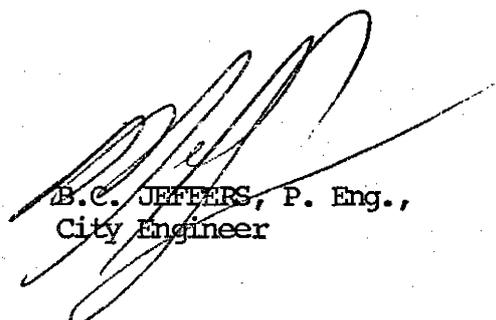
NO. 2

TO: City Clerk

FROM: City Engineer

RE: Recommended Policy from Committee re: Morrisroe Subdivision Sales

I am enclosing herewith, on behalf of the Morrisroe Subdivision Committee, a copy of the suggested policy for the Morrisroe Extension Subdivision.



B.C. JEFFERS, P. Eng.,  
City Engineer

BCJ/ab  
attachments

RECOMMENDED POLICY FROM COMMITTEE RE: MORRISROE SUBDIVISION SALES

The Committee of Council selected to investigate the problems encountered with the Morrisroe Subdivision Extension lot sales and present to Council a policy for dealing with the problems that have or will present themselves, would offer the following recommendations.

1. That a letter be sent to all lot owners in the subdivision outlining the potential problems that could be encountered. This letter will state the owner may within a 60 day period from this Council meeting, return his/her lot to the City at no penalty and receive a full refund (plus 12% interest from the date of the agreement being signed).
2. Future lot sales in the area to be done on a \$100.00 refundable deposit system to allow 30 days for the potential purchaser to investigate lot conditions.
3. The Committee has determined that the sanitary sewer line on Morris Avenue may be lowered by a new sanitary sewer line which will be laid in the front of the lots to accommodate these lot owners at no cost to the owner.
4. That the Committee give to the Administration the authority to investigate requests and any such requests be brought back to the Committee for consideration and decision.
5. That all lot owners in Morrisroe Extension be allowed to take fill from the City stockpile at no charge for use within the subdivision. Transportation to be arranged and provided by owner.

Mayor's comments

The attached report is submitted in response to the request of Council March 30, 1981.

"R. J. McGHEE"  
Mayor

NO 3

April 7, 1981

TO: City Clerk  
FROM: P.S.S. Director  
RE: School Age Child Care Program  
(After School Care)

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With respect to the resolution passed by Council at the March 30, 1981 meeting, there appeared to be some confusion in the recommendation in my report to Council. The Province is offering to continue subsidizing families presently receiving this service under the day care program beyond April 1, 1981 until the City agrees to take it on as a P.S.S. project. The application for interim funding is to cover the provincial 80% cost of the subsidies if the City takes it over. To take this on, the City needs to assume the 20% cost of the subsidies. Therefore, I would recommend that the City allow the present funding arrangement to continue and that the Province be advised that we will consider taking this service on as a P.S.S. project in the future.

I hope this clarifies the matter and I will attend the Council meeting to answer any questions if necessary.

  
R. ASSINGER,  
P.S.S. Director

RA:SP

Mayor's comments

In light of the above comments, the approved application should be withdrawn and the Province informed that we wish to continue with the existing program.

"R.J. MCGHEE"  
Mayor

THE CITY OF RED DEER

6.

NO. 4

Office of:  
CITY CLERK



RED DEER, ALBERTA

T4N 3T4

April 1, 1981

TO: CITY COUNCIL

FROM: CITY CLERK

Re: Grants Bylaw No. 2708/81

The above mentioned bylaw was introduced at the meeting of Council March 30, 1981 at which time same was given first and second reading and third reading was set over for a period of 2 weeks pending clarification as to whether or not a duplication of grants may exist as between the Chamber of Commerce and the Red Deer Convention Association.

The City Treasurer has prepared additional observations and comments concerning this particular topic and same is provided herewith.

Respectfully submitted,

R. STOLLINGS  
City Clerk

/ca

1981 04 08

TO: ✓ City Clerk  
 FROM: City Treasurer  
 RE: Grants Bylaw No. 2708/81

At the March 30, 1981 Council meeting Council members requested additional information on grants provided to the Red Deer Chamber of Commerce and the Red Deer Convention Association.

The amount of related grants included in the 1981 budget are:

Tourist Council	\$ 8,274
Red Deer Convention Association	8,500
Red Deer Chamber of Commerce - Operations	8,300
- Convention Promotion	25,350

Attached are copies of supporting information provided at the time grants were considered. A summary of what the above grants are used for follows:

1) TOURIST COUNCIL

This grant is used to assist in promoting the Zone 4 area to tourists.

2) RED DEER CONVENTION ASSOCIATION

This is an association developed by five major convention hotels in Red Deer and the Tourist Council. Programs provided include:

- a) Convention booklet
- b) Convention film
- c) Registration and reservation service
- d) Spouse and delegate service

3) RED DEER CHAMBER OF COMMERCE - Operations

This grant is provided to assist in the general operations of the Chamber.

4) RED DEER CHAMBER OF COMMERCE - Convention Promotion

- a) Convention hostesses
- b) Hats and novelties
- c) City maps
- d) Chamber staff (portion related to convention & tourist promotion).
- e) Convention supplies (hats, pins, name tags, etc.).

There appears to be very little coordination between the Convention Association and the Chamber Convention Promotion. As a result of the lack of coordination, it is possible that some duplication of services in this area could occur. This duplication does not appear to be significant at this time but could become so if activities are not coordinated. It may be that Council may want to advise both the Chamber and Convention Association to coordinate activities under one group or be subject to possible reductions in funding.

Yours truly,



A. Wilcock, B. Comm., C.A.  
City Treasurer

AW/cp  
Atch.

Mayor's comments

Please review the Brief which was presented during budget deliberations and which Brief referred to all of the grant requests listed above.

"R.J. McGHEE"  
Mayor

April 2, 1981.

NO. 5

TO: Council  
FROM: City Clerk

RE: City Hall - Additional Two Storeys

At the meeting of Council, March 30, 1981, the following resolution was introduced as a result of a report brought forward from the City Treasurer and Construction Co-ordinator.

"RESOLVED that Council of The City of Red Deer having considered reports from the City Treasurer and Construction Co-ordinator re: City Hall Expansion, hereby authorize over-expenditure of \$521,232.00 to be financed from grant funds received under the Alberta Municipal Housing Incentive Program, as recommended to Council March 30, 1981 by the City Treasurer and City Commissioner."

The above resolution was tabled pending receipt of copies of all previous reports and minutes in connection with the City Hall expansion and these reports and minutes have been distributed to members of Council in advance of the Council meeting to enable them to review same prior to the Council meeting.

Respectfully submitted,

R. Stollings, City Clerk

RS/ds

REPORTS

10.

NO. 1

March 25, 1981

TO: City Clerk  
FROM: City Engineer

RE: Sewer and Water Connection Rate Increases for 1981

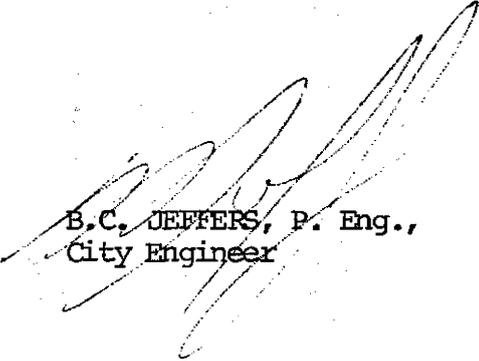
Could you please place the attached proposed rate increases on the next Council agenda.

The largest increase has been applied to the sidewalk replacement and/or tunnelling and curb replacement. The increase in these two areas are 40% and 47% respectively. The reasons for these significant increases are:-

1. cost of concrete and asphalt increasing significantly
2. average length of cut in paved areas is greater than anticipated
3. length of curb replacement greater than originally estimated

These increases are established to provide for a break-even situation in construction costs.

The remaining areas are self supporting and the increases have been limited to the inflation rate of 15%.



B.C. JEFFERS, P. Eng.,  
City Engineer

SB/ab  
attachments

PROPOSED NEW RATES

	<u>FROM MAIN IN STREET</u>	<u>FROM MAIN IN LANE</u>
1. Basic charge for 1" water and 6" sanitary	\$1,275.00	\$ 930.00
2. Basic charge for 1" water	\$1,200.00	\$ 840.00
3. Basic charge for 6" sanitary	\$1,200.00	\$ 840.00
4. Basic charge for service from one available main	\$1,200.00	\$ 840.00
5. Basic charge for 6" storm	\$1,200.00	\$ 840.00

EXTRA CHARGE FOR

Larger water - 1½" - \$470.00, 2" - \$885.00, 4" - \$2,160.00, 6" - \$2,750.00, 8" - \$3,395.00

Larger sanitary or storm - 8" - \$60.00, 10" - \$65.00, 12" - \$110.00, 15" - \$205.00, 18" - \$430.00

ADDITIONAL CHARGES

Construction of manhole	\$1,725.00
Cutting & replacing pavement	\$1,110.00
Winter construction (November 15 to May 15)	\$ 470.00
Replacing and/or tunnelling sidewalks - Res.	\$ 310.00
- Comm.	\$ 560.00
Replacing curb only	\$ 205.00
Water kill - Pavement	\$ 680.00
- Gravel	\$ 570.00

Mayor's comments

The proposed costs reflect actual field costs and, therefore, recommend Council approve the proposed rates for 1981. These rates are incorporated in bylaw amendments attached hereto.

"R.J. McGHEE"  
Mayor

NO . 2

April 3, 1981

TO: CITY CLERK  
 FROM: CITY TREASURER  
 RE: 1981 BUDGET

As a result of Council budget meetings, the municipal mill rate is:

	MILL RATE		
	1981	1980	% INCREASE
All Property	40.627	36.022	12.8
Commercial & Industrial Only	3.854	3.417	12.8

You will note the actual mill rate increase is 12.8% rather than the 12.5%.

The following items now require the approval of Council:

1. Budget minutes for:
  - a) March 23, 1981
  - b) March 24, 1981
  - c) March 31, 1981

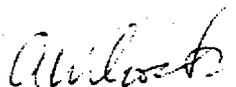
The minutes for March 23 and 24 were previously provided to Council.

2. 1981 Budget resolution
3. Amendments to Utility rate bylaws:

<u>Utility</u>	<u>% Increase</u>
Water	12
Sewer	12
Garbage	16.5
Power	10

When the requisition for the schools, hospital and education foundation plan have been received a mill rate bylaw will be brought forward for Council's consideration.

Approval of the 1981 budget resolution will allow the departments to proceed with their programs.



A. Wilcock, B. Comm., C.A.  
 City Treasurer

1981 BUDGET RESOLUTION

Council of the City of Red Deer having considered the 1981 Municipal Budget recommendations as submitted by the City Commissioners, and amendments as set out in the minutes of the meetings of Council sitting as a Committee of the Whole, do hereby adopt the following estimates as the 1981 budget.

## 1. GENERAL REVENUE FUND

Taxation	\$(8,549,820)
Other Revenue	(6,108,150)
General Administration	2,487,040
Other Administrative Services	337,750
Police Services	1,429,530
Fire Protection	2,483,200
Other Protective Services	2,890
Transportation Services	4,309,310
Transit Deficit	576,370
Citizens Action Bus	85,410
Public Health Services	5,500
Preventive Social Services	155,670
Cemetery Operation	67,410
Economic Development	78,000
Environment Development	80,240
Parks	699,090
Recreation & Cultural Services	1,860,560

## 2. UTILITY FUNDS

	<u>Revenue</u>	<u>Expenditures</u>
Equipment Replacement Fund	\$ 2,118,520	\$ 2,118,520
E.L. & P. Utility	12,221,400	12,221,400
Water Utility	3,208,800	3,208,800
Sewer Utility	3,214,370	3,214,370
Transit Utility	1,744,340	1,744,340
Airport Utility	370,340	370,340
Garbage Utility	1,357,370	1,357,370
Parking Fund	620,580	620,580

Mayor's comments

The attached budget resolution and amendment to the garbage bylaw were tentatively approved at recent budget meetings and formal approval is now requested of Council.

"R J McGHEE"  
Mayor

NO .3

March 26, 1981

TO: CITY CLERK

FROM: CITY TREASURER

RE: ANNUAL REPORT ON INVENTORY POSITION

On April 8, 1968 Council requested that a report be submitted annually on the stores inventory position.

In compliance with Council's request, the 1980 year end inventory on hand or ordered and comparative data for previous years follows:

<u>Inventory Type</u>	<u>1980</u>	<u>% Incr.</u>	<u>1979</u>	<u>% Incr.</u>
General	92,736	62	57,086	46
E.L. & P.	4,404,979	7	4,123,281	87
Water & Sewer	139,105	4	134,380	31
Auto & Transit	106,463	28	83,071	6
	<u>4,743,283</u>	<u>8</u>	<u>4,397,818</u>	<u>82</u>

<u>Inventory Type</u>	<u>1978</u>	<u>% Incr.</u>	<u>1977</u>	<u>% Incr.</u>	<u>1976</u>	<u>% Incr.</u>
General	38,955	11	34,839	(2)	35,420	1
E.L. & P.	2,195,875	40	1,563,083	53	1,021,144	75
Water & Sewer	102,458	4	98,716	3	95,433	17
Auto & Transit	77,985	53	50,962	(7)	54,826	57
	<u>2,415,273</u>	<u>38</u>	<u>1,747,600</u>	<u>45</u>	<u>1,206,823</u>	<u>64</u>

The first column indicates the amount of inventory of each type at year end and the second column the percentage increase over the previous year.

It should be noted that the above figures include items which had been ordered prior to December 31 but not actually received by the year end. If the figures were adjusted for these 'accrued' items, the actual physical inventory on hand at the end of the last two years would be as follows:

	<u>1980</u>	<u>1979</u>	<u>% Incr.</u>
General	57,076	50,632	13
E.L. & P.	4,038,997	2,469,314	64
Water & Sewer	130,775	121,122	8
Auto & Transit	105,073	82,968	27
	<u>4,331,921</u>	<u>2,724,036</u>	<u>59</u>

While the total recorded inventory increased by only 8%, the actual physical inventory increased by 59%. In other words, there were a large number of purchase orders for inventory items outstanding at the end of 1979; the delivery of these goods took place in 1980 and the inventory did not increase significantly beyond that point. From the above table, it can be seen that virtually all of these goods were E.L. & P. materials.

The high level of inventory is due primarily to:

1. Continued high level of subdivision construction.
2. Extended delivery periods from manufacturers requiring the City to carry more stock.

One of the risks inherent in carrying a large inventory is the possibility that inventory items may become obsolete or unusable by the time their intended use arrives. In 1979 we provided a reserve of \$124,000 in the E.L. & P. expenditure accounts for possible losses on certain stock items which now appear to be obsolete. At the 1980 year end, we provided an additional \$12,000 for such items.

City policy with respect to the purchase of stores is to not have more than one year's supply of most items on hand. However, delivery periods on some items are very long (especially for E.L. & P. materials) and a stock of valves, pipes, transformers and other emergency repair items must be kept despite the fact that some may not be used for several years. It is necessary to maintain an inventory of other materials to prevent construction delays due to material shortages or late delivery of materials.

The reason that E.L. & P. materials represent over 90% of the total inventory are:

1. Unlike materials for water and sewer installations,

E.L. & P. materials cannot be delivered to or stored at subdivision sites because items such as transformers and cable are easily damaged or stolen. If E.L. & P. materials could go directly to the subdivision sites, the cost would be reflected in subdivision investment rather than in general stores totals.

2. Unlike water and sewer installations, almost all E.L. & P. installations are done by City forces.

To ensure that effective control is maintained over the stores inventory, the subsidiary ledgers are maintained by the Treasury accounting department. The inventory is also subject to a physical count on a continuous basis by the Stores Department of at least 10% of the stock items each month. All physical counts are documented by Stores personnel and verified to the records by Treasury accounting staff.

This report is submitted for the information of Council.



A. Wilcock, B. Comm., C.A.  
City Treasurer

AW/jm

Mayor's comments

The above is submitted for the information of Council.

"R. J. MCGHEE"  
Mayor

NO . 4

March 27, 1981

TO: CITY CLERK

FROM: CITY TREASURER

RE: TENDER FOR RENOVATIONS TO ARENA RINK BOARDS

As a result of a request for tenders on the above, the following tenders were opened on February 12, 1981:

Ranger Homes	\$30,297
Griffin Construction	47,000
Robinson Builders	58,636

On February 19, 1981 a letter was received from Ranger Homes that their calculations were incorrect and as a result the correct figure should be \$39,992.04. They requested either the new tender be accepted or they would have to withdraw their tender.

The City now has three options:

1. Award the tender to Ranger Homes for \$39,992.04
2. Reject Ranger Homes tender and award to Griffin Construction
3. Retender

In view of the \$7,000 difference that exists between the tender from Ranger Homes and Griffen Construction, Council may want to approve the award of the tender to Ranger Homes. The concern, of course, is whether consideration should be given to a revised tender after tenders have been opened.



A. Wilcock, B. Comm., C.A.  
City Treasurer

AW/jm

cc: Purchasing Agent  
Recreation Supt.

Mayor's comments

I would agree with option two as outlined. It is our understanding that \$41,300. has been budgeted for this project. Therefore, an over-expenditure of \$5,700. should also be authorized if the second bid is accepted.

If Council does not agree with this recommendation, we would suggest the project be retendered.

"R J .McGHEE"  
Mayor

3 April 1981

TO: RED DEER CITY COUNCIL

FROM: THE FORT NORMANDEAU JOINT MANAGEMENT BOARD

RE: OPERATION OF FORT NORMANDEAU

At their meeting held on Wednesday April 1st, 1981, the Fort Normandeau Joint Management Board, consisting of the following members and resource persons, considered the future operation of both Fort Normandeau and the adjacent campground.

Alderman C. Hood  
Gordon Peel, citizen-at-large  
Bill Hazlett, County of Red Deer  
Jack Pallo, Intergovernmental Finance Officer  
Lloyd Makurdo, Parks Superintendent  
Morris Flewelling, Museum Director  
Don Moore, Recreation Superintendent  
Ron Dale, President, Museum Society  
Ed Mazurek, District Operations Engineer Alberta Transportation  
Phil Hunt, David Thompson Country Tourist Council

The Museum Society are willing to assume responsibility of Fort Normandeau through the Museum Management Board, and would arrange for grants, if available, meet staffing requirements and provide artifacts. Board members Hood, Peel and Hazlett agreed to this request by approving the following resolution.

"That the Fort Normandeau Joint Management Board recommend to City Council that negotiations be undertaken with the Museum Management Board and the Museum Society pertaining to the operation of Fort Normandeau as an historic site."

A further resolution regarding acquisition of the campground from Alberta Transportation was passed as follows:

"That the Fort Normandeau Joint Management Board recommend to City Council that negotiations be pursued with Alberta Transportation regarding the acquisition of the campground and picnic site adjacent Fort Normandeau."

In promotion of the Fort as a tourist attraction, the Board felt it was possible to link the surrounding area with the proposed urban park development. A resolution to this effect was approved as noted hereunder.

3 April 1981

(2)

20.

"That the Fort Normandeau Joint Management Board recommend that City Council authorize the administration to seek incorporation of the Fort Normandeau site within the Urban Parks Development."

The Board, in approving the above resolutions, agreed that due to limited financial assistance through the City (a yearly \$3,000 budget) that the Museum Society and the Museum Management Board were in a better position to make application for student work projects such as the S.T.E.P. program.

Resource persons will be available should Council wish to discuss the proposed transfer at their meeting of April 13, 1981. A report from the Recreation Superintendent is attached regarding the involvement for the past few years of Fort Normandeau.

Respectfully submitted,

ALDERMAN C. HOOD, Fort  
Normandeau Joint Management Board

MEMORANDUM

TO: Fort Normandeau Committee

FROM: Recreation Superintendent

This memorandum is intended to help clarify the past and future involvement of the City Recreation Department, in the planning, management, and operation of the Fort.

When the Fort was nearing completion, it was agreed that the Recreation Department should be given the responsibility for it, since there was no other agency prepared to accept the responsibility at the time.

In the early deliberations, it became apparent that the City of Red Deer could not put funds into the project unless there were an agreement between the County of Red Deer and the City of Red Deer. This was accomplished and in addition to the joint committee of the two governments, an operations committee was established involving people who were concerned and interested in the project.

The first number of years, a very limited amount of financial support was given to the project by the City and it was the Committee's responsibility to generate support from other quarters which was done with reasonable success through special grants which permitted us to engage part-time student help and through some special promotions and contributions from other sources.

Due to changes in staff, the direct responsibility for management of the project reverted to the citizens committee, and the Department became very much less involved, and since there were other pressures and priorities, we took no initiative to change this.

I was very pleased to see the interest displayed by the Museum Society on the project and I feel that there is real logic in them assuming responsibility, provided they are given adequate support by the tourist and convention interests and to a lesser extent, from the Recreation Department, and provided the problems associated with the adjacent picnic area and campgrounds can be resolved.

It might be useful to analyze the facility in terms of its purpose and the potential services that it can provide. I see them as being as follows:

1. A Tourist Attraction.
2. A Heritage Resource.
3. A Recreation Amenity.

The following is a brief discussion of each:

1. Tourist Attraction

This is one of the few developed historic attractions that we currently have, and there would be merit in having it open and operational during the tourist season with persons in attendance who can assist the public to interpret the project in an interesting and meaningful way. This has been done over the years with varying degrees of success, and the support of the Museum Society in providing a limited number of artifacts, along with those acquired by the committee themselves has been most welcome. The involvement of the tourist and convention people and the Chamber of Commerce should be expected if this is to be a real asset, because there have been times when Red Deer's image has been injured, rather than enhanced, due to the type of staff available.

2. Heritage Resource

The Museum Society and Morris Flewelling are far more able to outline the potential of the project in this area, but in the past, some high degree of success has been attained by making the facility available, not only to tourists, but to local groups including schools for interpretive types of programs, in fact, this particular use was the one that seemed to be missed most when services were curtailed or eliminated.

3. Recreation Amenity

The Department has and would continue to use the facility and encourage the use by others for recreation related activity. This would include less formal and structured interpretive tours and visits, but it could also include simulated play experiences for children, both those involved on the City playground programs in the summer months, and children involved in private agency programs, such as the Y.M.C.A., the Churches and Clubs of various kinds, including of course the Boy Scouts and Girl Guide movement.

There is also potential for performing art and craft related kind of activities and special events, and some of this has been done with reasonable success in the past.

Another type of recreation involvement would be as part of another theme, wherein groups could hike to or cycle to the site for a day out, which

File: R-15793

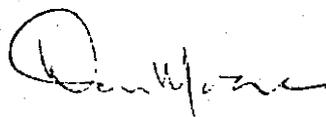
- 3 -

March 31st, 1981

would include a visit to the Fort, in fact, there had been talk of scheduling canoe and boat rides originating from the Fort travelling down river, both as a casual recreation experience and also as part of a historic and natural history interpretive type of program.

In summary, I believe the project has excellent potential to meet all three of the goals above described, but it is a project that will thrive under the management of the Museum Board or the Chamber of Commerce. Since the prime thrust from a community standpoint should be slanted toward promotion as a historic site and heritage resource, it would seem that the business and recreation interests role should be one of strong support utilizing it to advantage as and when seen appropriate.

The Recreation Staff would be pleased to support the project if asked to do so.



DON MOORE

DM:pw

Mayor's comments

We do not agree with the suggestion that this site be included in the Urban Parks System as it would be disjointed from the remainder of the system. The implications of the City acquiring this site are many and we are hesitant at this time to support same.

"R J. McGHEE"  
Mayor

NO .6

April 6, 1981

TO: City Clerk  
 FROM: City Engineer

RE: 1981 Hot Mix Asphalt Concrete

Tenders for the supply of Hot Mix Asphalt Concrete were advertised March 14, 18, 21, and 25, 1981 in Edmonton, Calgary and Red Deer newspapers with the tender closing dated being April 3, 1981. One bid was received from Border Paving of Red Deer for the tender amount of \$1,254,110. Our pre-tender estimate was \$1,340,580.

The tender submitted by Border Paving was found to be complete as per specification requirements. No arithmetic errors were found in the unit price extensions.

It is the recommendation of the Engineering Department that the 1981 Hot Mix Asphalt Concrete tender be awarded to Border Paving Ltd. of Red Deer.

Because of the uncertainty of national oiling pricing policies on asphalt escalation clause was set up in this years tender. Basically fluctuating asphalt cement costs will adjust the unit prices of portions of this contract.

The following breakdown identifies the allocation of charges for the asphalt tender:-

Items Per Tender Form	Allocation	Description	Costs
A,C, Eii, Eiii, F	Projects & subdivisions	New construction	\$541,220
	Subtotal to projects		<u>\$541,220</u>
B, Ei	1981 budget	Crown paving	\$286,300
Di	1981 budget	Skin patching	\$134,500
Dii, Diii	1981 budget	Repairs to utility services, frost boils & pot holes	\$259,000
G,H	1981 budget	Pavement repairs	\$ 33,090
	Subtotal to 1981 budget		<u>\$712,890</u>
	TOTAL		\$1,254,110

*B.C. Jeffers*  
 for B.C. JEFFERS, P. Eng.,  
 City Engineer

✓FLL/ab  
 attachment

T E N D E R

25.

Tender of

BENDER PAVING LTD  
(Name)

6711 - COLSON WEST AVE RED DEER, ALBERTA  
(Address)

For the Supply and/or Installation of Hot Mix Asphalt Concrete, City of Red Deer, hereinafter referred to as the Work.

TO: The City Commissioners  
City Hall  
RED DEER, Alberta

Gentlemen:-

We, the undersigned, having investigated the site of the Works and having examined the Invitation and Instructions to Bidders, and the Contract Documents for the construction of the Works, offer to construct, complete and maintain the Works in conformity with the said documents and to enter into an agreement according to the form hereto attached, in consideration of the payment to us of a sum (hereinafter referred to as "the amount payable") which amount payable shall be determined as follows:-

1. The total of those amounts determined for each of the following items of work actually performed at the unit price stated thereafter.
2. Plus, where no unit price is indicated for any item of work below, the amount of any lump sum specified in lieu thereof, provided that such work is required and is actually performed under and by virtue of the Contract Documents; and
3. Plus or less any addition, deduction, retention, penalty or other sum that may be ascertained in accordance with the Contract Documents; and
4. Should the quantities of performed work of any individual item of the following items of work vary 25 percent or more from the estimated quantities of work stated below, either the City or the Contractor may request a revision of the unit price for the items so affected, and both parties agree that under such conditions an equitable revision of the price shall be made. If the parties fail to agree upon the revision to be made, the dispute shall be determined by an equitable assessment pursuant to the formula provided for such an equitable assessment in paragraph 37 headed "Unclassified Work" under the General Conditions of the Contract;

PROVIDED that no payments shall be payable to the Contractor except for work actually performed and/or quantities actually incorporated in or made necessary by the work and providing that such work and/or quantities are stipulated in and required under and by virtue of the Contract Documents.

SCHEDULE OF QUANTITIES  
HOT MIX ASPHALT CONCRETE  
CITY OF RED DEER

26.

ITEM	UNIT	ESTIMATED QUANTITY	UNIT PRICE	AMOUNT
A. Bituminous Prime Coat (in place)	m <sup>2</sup> (sq. metres)	55,000	<u>0.46</u>	<u>25,300<sup>v</sup></u>
B. Bituminous Tack Coat (in place)	m <sup>2</sup> (sq. metres)	14,000	<u>0.17</u>	<u>2,380<sup>v</sup></u>
C. Bituminous Seal Coat (Fog) (in place)	m <sup>2</sup> (sq. metres)	66,000	<u>0.17</u>	<u>11,220<sup>v</sup></u>
D. Hot Mix Asphalt Concrete				
i) Class I - 13 mm (1/2") (F.O.B. Plant)	t (tonnes)	5,000	<u>26<sup>90</sup></u>	<u>134,500<sup>v</sup></u>
ii) Class II - 16 mm (5/8") (F.O.B. Plant)	t (tonnes)	5,000	<u>26<sup>50</sup></u>	<u>132,500<sup>v</sup></u>
iii) Class III - 20 mm (3/4") (F.O.B. Plant)	t (tonnes)	5,000	<u>25<sup>30</sup></u>	<u>126,500<sup>v</sup></u>
E. Hot Mix Asphalt Concrete				
i) Class I - 13 mm (1/2") Crown Paving (In place)	t (tonnes)	7,800	<u>36<sup>40</sup></u>	<u>283,920<sup>v</sup></u>
ii) Class II - 16 mm (5/8") New Pavement (in place)	t (tonnes)	9,000 <sup>v</sup>	<u>36<sup>00</sup></u>	<u>324,000<sup>v</sup></u>
iii) Class III - 20 mm (3/4") Deep strength (In place)	t (tonnes)	5,200	<u>33<sup>30</sup></u>	<u>174,200<sup>v</sup></u>
F. Hot Mix Asphalt Concrete Curb Mix (F.O.B. Plant)	t (tonnes)	130	<u>50<sup>00</sup></u>	<u>6,500<sup>v</sup></u>
G. Cold Mix For Repairs (F.O.B. Plant)	t (tonnes)	600	<u>26<sup>50</sup></u>	<u>15,900<sup>v</sup></u>
H. Cold Mix For Repairs (F.O.B. City Yards)	t (tonnes)	600	<u>28<sup>65</sup></u>	<u>17,190<sup>v</sup></u>
TOTAL TENDER			<u>-----</u>	<u>\$1,254,110<sup>00</sup></u>

27.

We agree that if this Tender be accepted, the unit prices in this Schedule of Quantities shall be used to ascertain the cost of additions to or deductions from the Contract amount, if any, for an increase or decrease of up to twenty-five percent of the quantities shown.

The Consent of Surety form enclosed herein has been duly completed by a surety company legally doing business in the Province and said company agrees to furnish a Contract Performance Bond and a Contract Labor & Materials Payment Bond in the form herein set out.

Should this Tender be accepted we agree to appear at the office to which this is addressed within twenty-one calendar days from the date of the Notice of Acceptance to execute the Contract and to provide the bonds and copies of insurance.

We agree to begin work within twenty-one calendar days from the date of the Notice of Acceptance and to proceed with the individual phases of the work as and when required by the City.

Unless and until the formal agreement is prepared and executed it is understood that this Tender together with your Notice of Acceptance shall constitute a binding Contract between us.

Accompanying this Tender is a ~~certified cheque~~ or bid bond for ten percent (10%)

of the total amount of the tender for ONE MILLION, TWO HUNDRED AND  
FIFTY FOUR THOUSAND, ONE HUNDRED AND <sup>TEN</sup> Dollars (\$ 1,254,110<sup>00</sup>)

which is to be forfeited to the City as liquidated damages, if, in the event that this tender is accepted, we fail to appear within the time stated herein to execute the Contract and/or we fail to furnish a satisfactory Contract Performance Bond and/or Contract Labor & Materials Payment Bond under the conditions and within the time specified; otherwise the said cheque is to be returned.

If in the event that this Tender is accepted and we fail or refuse to execute the Contract as hereinbefore provided, the City may at its option, determine that we have abandoned the Contract and thereupon this Tender and the acceptance thereof shall be null and void and the City shall be entitled to liquidated damages as above provided.

The tender prices for Items D,E and F are based on the F.O.B. refinery price at date of tender closing of \$ 216.<sup>16</sup> /tonne (dollars per tonne) for asphalt cement at IMPERIAL OIL - EDMONTON (specify refinery and location).

The hot mix asphalt concrete prices for Items D,E and F are subject to an increase of \$ C.C7/tonne (dollars per tonne) for each \$1.00/tonne price increase in asphalt cement from F.O.B. refinery price at tender closing.

Invoices must be supplied to the City of Red Deer to qualify escalation in asphalt cement costs.

Dated at RED DEER ALBERTA

ROBERT DAVIN LTD  
Name of Bidder and Seal  
by

*[Handwritten Signature]*

\*Witness of Signature by Bidder

Occupation

6711 - GOLDEN WEST AVE

Address

RED DEER ALBERTA  
Address of Bidder

T4P 1A7

Names and Addresses of Members of Firm:

V. C. WALLS - RED DEER

A. M. PRUSS - RED DEER

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

\*Required in all cases where Bidder is not incorporated.

Mayor's comments

Agree with the recommendations of the City Engineer.

"R. J. MCGHEE"  
Mayor

NO. 7

April 6, 1981

TO: City Clerk  
FROM: City Engineer

RE: Gaetz Avenue & 49 Avenue Bridge Improvements

The Engineering Department contacted the Consultant commissioned to provide engineering services for the above project several months ago and asked them to investigate methods of construction that would allow the City to keep two (2) lanes open on either bridge throughout the course of construction.

The original construction sequencing as laid out by the Consultant allowed for a minimum of one (1) lane to be kept open at all times. As a result of the concern voiced by certain members of Council and also our own concern about being able to adequately accommodate emergency vehicles; we instructed the Consultant to review the matter.

DeICan have developed a construction procedure which would maintain two lanes on the bridge at all times. The procedure for each bridge is different and is quite involved. We have not included this detail in the report as we felt Council were not interested in the technical detail, but rather the concept. If Council is interested in the detail we would be pleased to outline it at the Council meeting.

The Consultant has also calculated what he considers the extra cost would be to enforce this condition (two lanes open) on a contractor. The anticipated extra cost is in the order of \$250,000.

The Engineering Department would, subject to Council's wishes, instruct the Consultant to provide two (2) alternatives to the Contractors in the Tender Form for this project. The first option would be to construct the bridges and maintain a minimum of one (1) lane at all times. Under this arrangement it is anticipated that the bridges's capacity would be reduced to one lane for approximately four (4) months in 1982 and be two lanes through most of the remaining construction period.

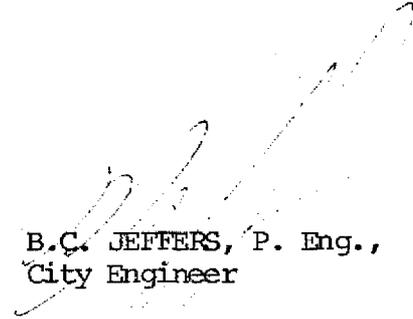
The second alternative would instruct the Contractor to maintain at least two (2) lanes of traffic throughout the entire construction period.

The tenderers would be informed they must complete both alternatives.

With this information at hand we will be able to come back to Council with a report re: the possibility of maintaining two lanes of traffic through the entire construction period.

This matter has been discussed with Alberta Transportation as to whether or not the additional costs to accommodate two lanes would be eligible under their transportation funding programs. To date, while they acknowledged the desirability of such, they have not confirmed the eligibility of the additional cost. The Engineering Department is pursuing this matter with the Province and will keep Council informed.

Council's concurrence with the proposed course of action outlined above is respectfully requested.



B.C. JEFFERS, P. Eng.,  
City Engineer

BCJ/ab

cc: City Treasurer

Mayor's comments

I concur with the recommendations above and recommend Council authorize the inclusion of the 2 alternatives in the tender documents.

"R.J. McGHEE"  
Mayor

NO .8

April 6, 1981

TO: MAYOR & MEMBERS OF COUNCIL  
FROM: DIRECTOR OF ECONOMIC DEVELOPMENT  
RE: TRANSFER OF LOT 1-C, BLOCK 7, PLAN 802-2688  
NORTHLAND INDUSTRIAL PARK

The above parcel of land was purchased from the City of Red Deer in the name of Harm Veenstra on September 16th, 1980. A request has now been received to amend the Land Sales Agreement to include Fokkelina Harmann Vanderhorn Veenstra.

We would recommend that Council approve the inclusion of this second member of the Veenstra family in the Land Sales Agreement.

  
ALAN SCOTT, Director  
Economic Development

AVS/gr

DIRECTION

TO: The City of Red Deer  
 City Hall  
 4914 - 48 Avenue  
 Red Deer, Alberta  
 T4N 3T4

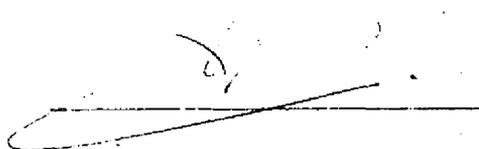
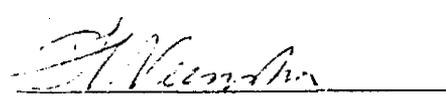
RE: Lot 1-C, Block 7, Plan Red Deer 802 2688

YOU ARE HEREBY authorized and directed to forward to our solicitors, Messrs. Johnston, Ming, Scammell, Manning, Lamb & Lee, Barristers and Solicitors, 4th Floor, Royal Bank Building, 4943 Ross Street, Red Deer Alberta, T4N 1Y1, to the attention of James T. M. Ming, a transfer to the above property describing the transferees as follows:

HARM VEENSTRA and FOKKELINA HARMANN VANDERHORN VEENSTRA, both of the City of Red Deer, in the Province of Alberta, as joint tenants (Mailing Address: 3402 - 43 Avenue, Red Deer, Alberta) and for so doing this shall be your good and sufficient authority.

The transfer of land is required for mortgage purposes.

DATED at Red Deer, in the Province of Alberta, this 27<sup>th</sup> day of April, 1981.

Mayor's comments

Concur with the recommendations of the Economic Development Director.

"R J MCGHEE"  
 Mayor

April 6, 1981

NO. 9

TO: MAYOR & MEMBERS OF CITY COUNCIL

FROM: DIRECTOR OF ECONOMIC DEVELOPMENT

RE: APPLICATION TO PURCHASE  
LOT 5, BLOCK 4, PLAN 772-1644  
NORTHLAND INDUSTRIAL PARK  
ANT CONSTRUCTION LTD.

Ant Construction Ltd. has made application to purchase a portion of the above parcel of land for the purpose of relocating their business. Because of the peculiar shape of the parcel in question, Ant Construction is asking that they be permitted to purchase 2.20 acres of a 2.85 acre parcels, leaving .65 acres unsold. The portion which would remain in the ownership of the City of Red Deer, would not have legal access, and would therefore be of use either to Mitten's Moving, located to the north, or to Dennis Kennett, located to the east. Mitten's Moving are not interested in purchasing this parcel, and Mr. Kennett recently purchased a parcel adjoining his property to the east.

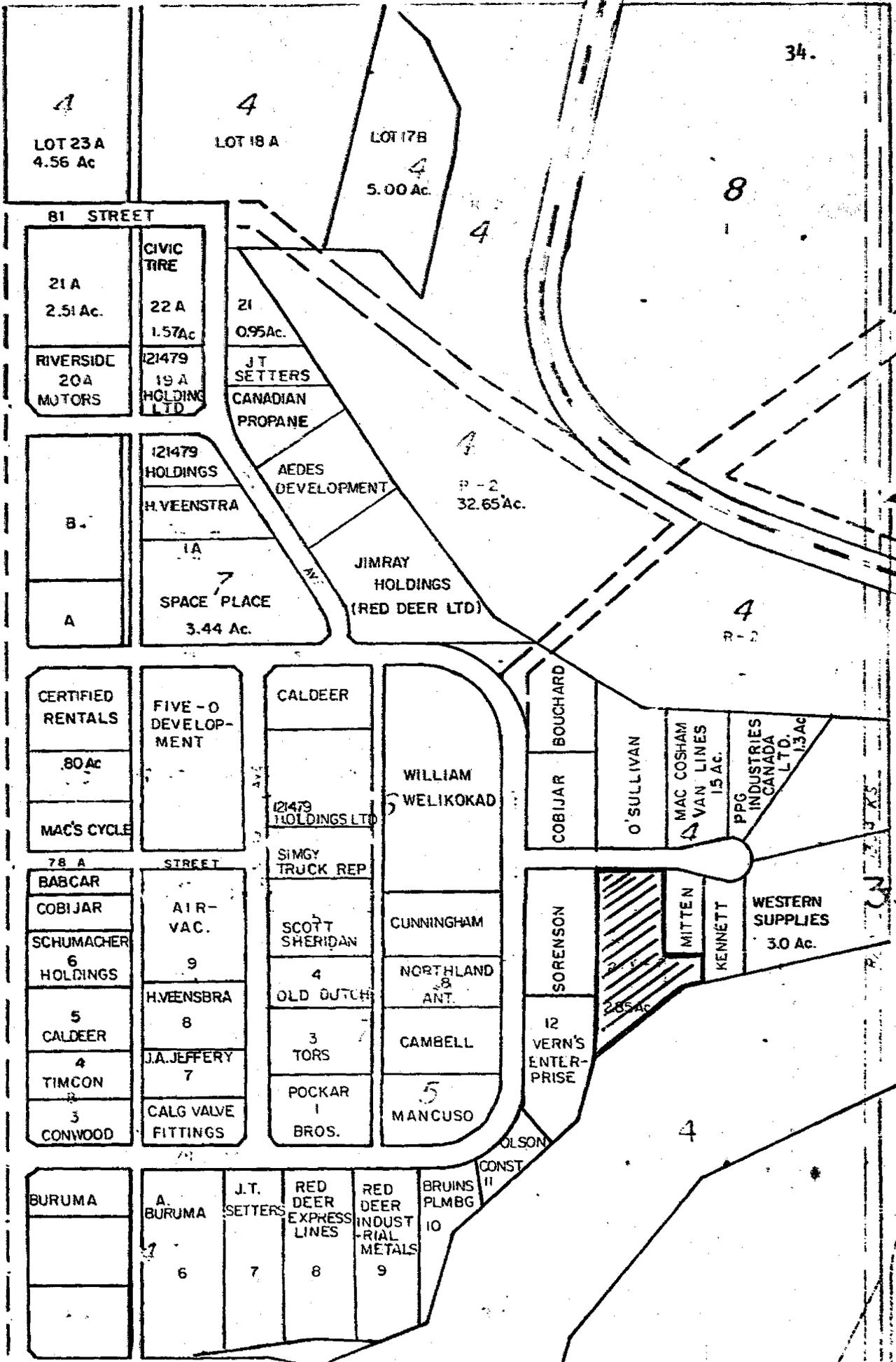
Normally, we would not have a parcel of land of the strange shape of this one. However the parcel had been sold at the same time adjoining properties in the area were sold approximately 2½ years ago, and the deal subsequently fell through. We have indications of interest in the entire parcel from two other parties, who have both indicated verbally that they are prepared to purchase the entire 2.85 acres.

In view of the indicated interest from other parties, we would recommend that Council not sell a portion only of Lot 5, Block 4, Plan 772-1644, and that Ant Construction Ltd. be required to purchase the entire parcel. Should they not be interested in that proposal, we would recommend that the property be offered to the other two parties, based upon the order in which they made application.



ALAN V. SCOTT, Director  
Economic Development

AVS/gr



4  
LOT 23 A  
4.56 Ac

4  
LOT 18 A

LOT 17 B  
4  
5.00 Ac

34.

81 STREET

21 A  
2.51 Ac.

CIVIC  
TIRE

22 A  
1.57 Ac

21  
0.95 Ac.

RIVERSIDE  
20 A  
MOTORS

121479  
19 A  
HOLDING  
LTD

JT  
SETTERS  
CANADIAN  
PROPANE

121479  
HOLDINGS  
H. VEENSTRA

AEDES  
DEVELOPMENT

B.

1A  
SPACE PLACE  
3.44 Ac.

JIMRAY  
HOLDINGS  
(RED DEER LTD)

P-2  
32.65 Ac.

CERTIFIED  
RENTALS

.80 Ac

FIVE-O  
DEVELOP-  
MENT

CALDEER

WILLIAM  
WELIKOKAD

MAC'S CYCLE

121479  
HOLDINGS LTD

BOUCHARD  
COBIJAR

O'SULLIVAN

MAC COSHAM  
VAN LINES  
15 AC.

PPG  
INDUSTRIES  
CANADA  
LTD  
13.3 AC

78 A

STREET

SIMGY  
TRUCK REP

BABCAR

AIR-  
VAC.

121479  
HOLDINGS LTD

CUNNINGHAM

COBIJAR

9

SCOTT  
SHERIDAN

NORTHLAND  
ANT.

SCHUMACHER  
6  
HOLDINGS

H. VEENSTRA

4  
OLD DUTCH

SORENSON

MITTEN

KENNETT

WESTERN  
SUPPLIES  
3.0 Ac.

5  
CALDEER

8

3  
TORS

CAMBELL

4  
TIMCON

7  
J.A. JEFFERY

1  
POCKAR  
BROS.

5  
MANCUSO

3  
CONWOOD

CALG VALVE  
FITTINGS

12  
VERN'S  
ENTER-  
PRISE

2.85 Ac

BURUMA

A.  
BURUMA

J.T.  
SETTERS

RED  
DEER  
EXPRESS  
LINES

RED  
DEER  
INDUST-  
RIAL  
METALS

BRUINS  
PLMBG

CONST

10

6

7

8

9

4



CONSTRUCTION LTD.

35.

Phone: 347-2932

Box 186  
Red Deer, Alberta  
T4N 5E8

March 29, 1981

Economic Development Director  
City of Red Deer  
City Hall  
Red Deer, Alberta

Dear Mr. Scott,

As requested in our conversation in your office on March 24, I am writing this letter to verify our intention to purchase Lot 5, Block 4, Plan 772-1644.

We would like to enter into an agreement with the city to purchase this land except for the area directly to the south of Mitten's Moving and Storage (Lot 6, Block 4, Plan 772-1644) as shown on the attached plan outlined in red.

We are enclosing a certified cheque for \$8,000.00 as required deposit on the above described land.

We would like to proceed on this development with as little delay as possible. Our present location has become inadequate due to expansion.

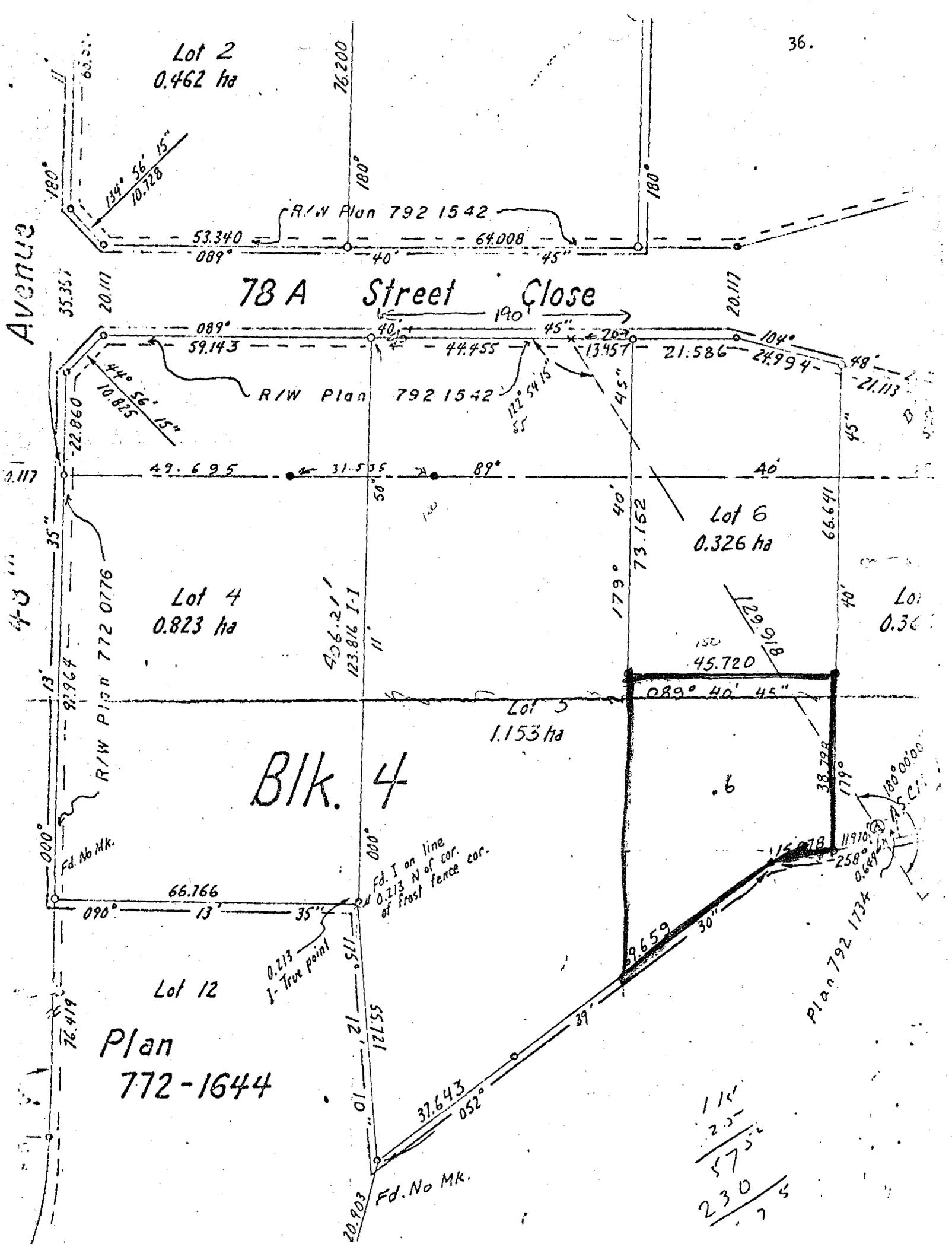
Thank you for your co-operation in this matter.

Sincerely,

Dennis Sabasch

DS/cw

Enclosure



Mayor's comments

Concur with the recommendations of the Economic Development Director.

"R. J. MCGHEE"  
Mayor

NO. 10M E M O

TO: Bob Stollings  
City Clerk

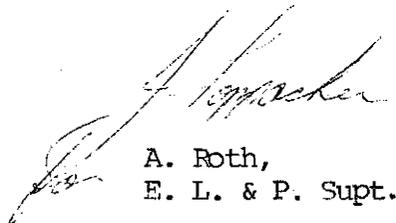
DATE: 1981 04 07

FROM: Al Roth  
E. L. & P. Supt.

Attached are the necessary documents for the revision to the E. L. & P. rate bylaw. These revisions cover:

- a) the 10% rate increase
- b) a change in demand period

Please include these in the next Council agenda.



A. Roth,  
E. L. & P. Supt.

AR/jjd  
Attachment

TO: City Commissioner  
City Treasurer  
City Solicitor

DATE: 1981 01 28

FROM: E. L. & P. Supt.

Re: Revision to By-Law No. 2085  
(Electrical Supply By-Law)

Situations occasionally arise with respect to existing customers' electrical load characteristics which can not be expeditiously reflected by a billing change under the existing by-law.

Two such situations have recently occurred which will serve as examples.

1. Customer Installing Power Factor Correction

This is an energy conservation measure which has always been advocated by electrical utilities. The customer, at his expense, installs equipment to reduce his overall requirement on the electrical system which also frees, or reduces the need for, system capacity. He recovers his costs through a reduced KVA demand and subsequent lower billing. At present, he is billed on the basis of the maximum recorded KVA in the preceding 12 month period including the present month. This results in the customer not being able to receive any return on his investment in demand reducing equipment for at least 12 months. This reduces, or eliminates, any incentive he may have for installing the energy conservation equipment and the electrical system is still faced with supplying the higher demand.

2. Customer Moves to a New and Larger Building

The customer has expanded his business and moves to a new location with a larger electrical load. He has retained the old building with the electrical utility account in his name. The electrical load in the old building is now considerably reduced while the billing for the next 12 months is still based upon his previously established high demand. He is coincidentally being billed on the basis of an equal or greater demand at his new location. He can avoid the high demand charge at his original site by changing the name on the utility account but this method is perceived as being rather sinister and he would rather simply have the billing demand revised.

The first situation is one which we as a utility should be encouraging. To effectively encourage the customer, we must be able to assure him that savings will accrue to him as well as giving him an estimate of the amount of the saving.

In the latter situation we would be penalizing a customer for expansion. Some discretion would have to be used in reducing the billing demand at the former location and this would only happen if the demand as the new location was equal or greater than the original demand in order to ensure that we recover our investment in the system.

To effectively handle situations such as the above, it is recommended that Schedule "A/80" of Bylaw #2085 be revised by inserting the following paragraph after existing paragraph two.

"The KVA of Demand will be re-established on such shorter periods of time as designated by the Electric Light and Power Superintendent for the individual customer as warranted by that customer's changing load characteristics."

Your comments on the above are requested in order that any proposed by-law change can be properly documented prior to being submitted for Council approval.



A. Roth,  
E. L. & P. Supt.

AR/jjd

Mayor's comments

An amendment to the E.L. & P. rate bylaw is attached for Council consideration. This amendment incorporates the changes outlined above.

"R.J. McGHEE"  
Mayor

April 7, 1981

NO. 11

TO: MAYOR & MEMBERS OF COUNCIL

FROM: DIRECTOR OF ECONOMIC DEVELOPMENT

RE: APPLICATION FOR LAND PURCHASE -  
 NORTHLAND INDUSTRIAL PARK, BY  
SWIFT GULL ENTERPRISES LTD.

(a) Proposed Development Details

Location desired . . . . .	Shown on attached map
Size of site desired . . . . .	0.80 acres
Building proposed. . . . .	None
Use of site. . . . .	Storage and display area for ad- jacent motorcycle dealership

(b) Bylaw and Sales Policy

Parcel of land is located in a C-4 district, where storage and display of recreation vehicles would be a permitted use. Minimum site coverage on this site is 33% or 11,500 square feet. A building commitment is a Council policy on all City owned land.

(c) Recommendations

Council policy has always been that prior to the sale of any City developed land, a building commitment must be made, and while a number of site coverage relaxations have been granted in recent years, Council has not approved land sales without the purchaser agreeing to construct a building. On rare occasions, there have been exceptions, and this application would qualify. In cases where the adjacent property is owned by the same party, Council, occasionally has approved a sale, where additional space was required for storage, or future expansion. Swift Gull Enterprises Ltd., recently received Council approval for an assignment of the land sales agreement, covering the adjacent property.

Presently, a 9,340 square foot building is nearing completion on the adjacent 0.80 acre parcel, acquired by Swift Gull. Use intended for the building, is the sales and service of motorcycles, and similar recreation vehicles. Present site coverage is 26.72%, and the additional parcel of land, if approved, would result in site coverage of 13.36%.

- cont'd -

Since the application by Swift Gull, we have received another application from a developer, wishing to establish a small business, who is prepared to develop the property. As well, the property owner to the north - Certified Rentals - had his original property request reduced because of low site coverage (17.57%), and he indicated a desire at the time to acquire more land if the rules were changed.

I would recommend that Council not approve the application for the following reasons:

- (i) It is contrary to Council policy to sell land without a development commitment;
- (ii) The site coverage would be a substantial relaxation.

However, should Council wish to enter into an agreement on this site, then they should consider the following:

- (i) Certified Rentals previous request to acquire additional land;
- (ii) The price of \$177,132.00 per acre, is a 20% reduction from market, offered largely as a result of a building commitment. Without any plans by the developer for a building, then perhaps the land should be priced at market - \$221,415.00 per acre.

Respectfully submitted,



ALAN V. SCOTT, Director  
Economic Development

AVS/gr

Attach:

24 March 1981

Alan Scott, Director,  
Economic Development,  
City of Red Deer,  
Box 5008,  
Red Deer, Alberta.  
T4N 3T4

Dear Mr. Scott:

As you are aware, Swift Gull Enterprises Ltd./Mac's Cycle have recently finalized the purchase of a piece of property on Gaetz Ave. North, identified on the attached diagram as Mac's Cycle.

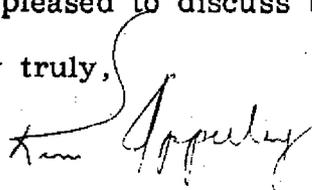
At the present time, an adjacent property, situated between Mac's Cycle and Certified Rentals, is vacant and Mr. Ken Apperly of Swift Gull has had discussions with you regarding the possible acquisition of this lot. We understand that a stipulation contained in the guidelines for development of the Northland Industrial Park covers a commitment relating to the size of building, namely that the ground floor area of the building must cover 1/3 of the total site area. The intended use of this property is not to erect a building. If acquired, the property would be paved and used as a display area for recreational vehicles.

On the basis of current expansion plans, it is anticipated that we will have insufficient space for outdoor display on the present Mac's Cycle site. For this reason, we are anxious to arrive at an agreement concerning the acquisition of the adjacent property and request that consideration be given to relaxing the building commitment.

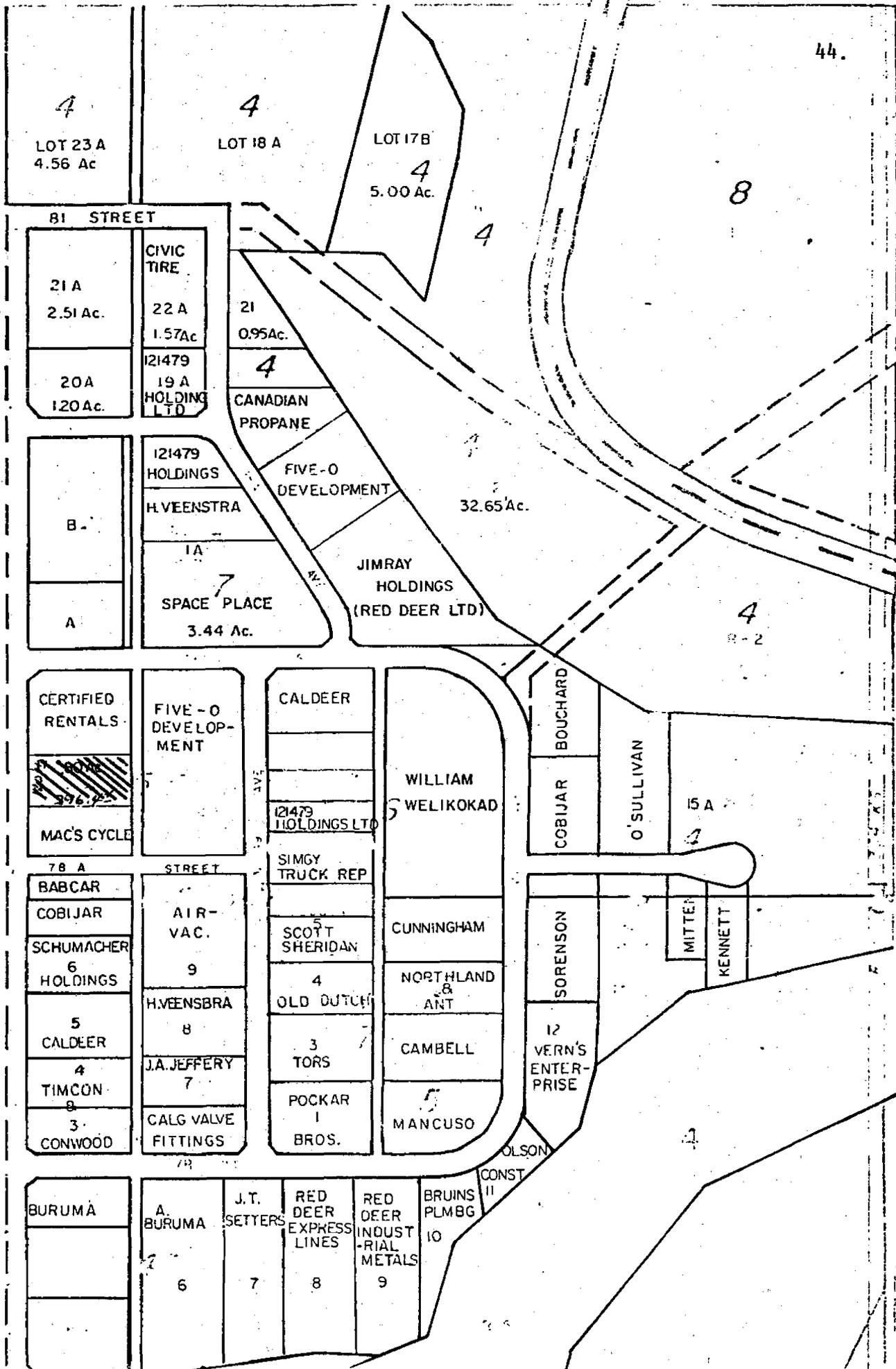
May we emphasise that the property will not be used as a storage area for the accumulation of debris or for any purpose that would appear untidy and detract from the general appearance of the park. As we intend to use this property as an outdoor showroom, it is obviously in our best interests to make the area as attractive as practical.

We will be pleased to discuss this proposal at your convenience.

Yours very truly,



Ken Apperley,  
Swift Gull Enterprises Ltd.



4  
LOT 23 A  
4.56 Ac

4  
LOT 18 A

LOT 17 B  
4  
5.00 Ac

44.

81 STREET

21 A  
2.51 Ac.

CIVIC TIRE  
22 A  
1.57 Ac

21  
0.95 Ac.

20 A  
120 Ac.

121479  
19 A  
HOLDING LTD

4  
CANADIAN PROPANE

B.  
A

121479 HOLDINGS  
H. VEENSTRA  
1 A  
SPACE PLACE  
3.44 Ac.

4  
FIVE-O DEVELOPMENT

32.65 Ac.  
JIMRAY HOLDINGS (RED DEER LTD)

CERTIFIED RENTALS  
MAC'S CYCLE

FIVE-O DEVELOPMENT

CALDEER  
121479 HOLDINGS LTD

WILLIAM WELIKOKAD

BOUCHARD  
COBIJAR

O'SULLIVAN

15 A  
4

78 A STREET  
BABCAR  
COBIJAR  
SCHUMACHER HOLDINGS  
5 CALDEER  
4 TIMCON  
3 CONWOOD

AIR-VAC.  
9  
H. VEENSTRA  
8  
J.A. JEFFERY  
7  
CALG VALVE FITTINGS

SIMGY TRUCK REP  
SCOTT SHERIDAN  
4 OLD DUTCH  
3 TORS  
POCKAR BROS.

CUNNINGHAM  
NORTHLAND & ANT  
CAMBELL  
MANCUSO

SORENSEN  
12 VERN'S ENTERPRISE

MITTEN

KENNETT

BURUMA

A. BURUMA  
6

J.T. SETTERS  
7

RED DEER EXPRESS LINES  
8

RED DEER INDUSTRIAL METALS  
9

BRUNS PLMBG  
10

CONST  
11

4

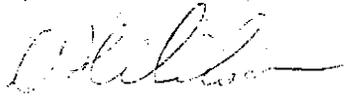
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R-2

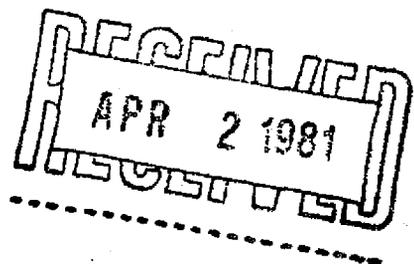
1981 04 01

TO: Economic Director  
FROM: City Assessor

RE: Swift Gull Enterprises Ltd.

In view of the shortage of Highway frontage lots in the area, I would not recommend the sale for outdoor display purposes.

  
D. J. Wilson, A.M.A.A.



## RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

## DIRECTOR:

Robert R. Cundy M.C.I.P.

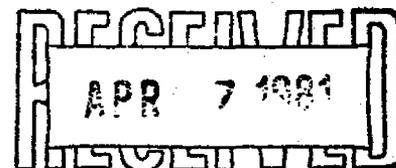
TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. \_\_\_\_\_

April 7, 1981

Mr. Alan Scott, Director  
Economic Development  
City of Red Deer  
Box 5008  
Red Deer, Alberta.



Dear Sir:

Re: Mac's Central Cycle - Swift Gull Enterprises

This is in response to your letter dated March 31, 1981, in which you requested our comments regarding the sale of 0.80 acres of land in the Northland Industrial area.

The applicant proposes to acquire the lot between the Mac's Cycle and Certified Rentals, and use it for display of recreational vehicles, with no building whatsoever.

One of the city's land requirements is that the applicant construct a building with a minimum of 33% site coverage.

We do not favour the sale of this parcel of land for display of recreational vehicles, with no building commitments, for the following reasons:

- 1) The idea of building commitments serves two purposes, firstly, the city is assured that city land is not bought up for speculation purposes, and secondly, the building commitment provides tax revenue to the city;
- 2) The city's supply of highway commercial land is rapidly being depleted, and only a few parcels are left at this time;
- 3) The city, in the past, did not allow the sale of land with no building commitment, and feel that this policy should be maintained.

Based on the above, we recommend that the present policy be maintained, and that the request be denied.

Yours truly,

*D. Rouhi*  
D. Rouhi, MCIP  
SENIOR PLANNER - CITY SECTION

MEMBERS OF COMMISSION

Mayor's comments

Agree with the recommendations of the Economic Development Director that the site not be sold without a commitment to develop a building thereon.

"R.J. McGHEE"  
Mayor

NO. 12

6 April 1981

TO: ALL MEMBERS OF COUNCIL

FROM: CITY CLERK

RE: F.C.M. 44TH ANNUAL CONFERENCE

We have received notice of the F.C.M. Conference scheduled for June 7th to 11th, 1981 at the "Centre of the Arts" Regina, Saskatchewan.

Under the Bylaws of the Association, Red Deer is entitled to send 2 voting delegates to this conference. In the event one or more of these persons are unable to attend, Council may wish to delegate to the Mayor the authority to name a replacement.

If Council would indicate who is to attend from Red Deer, I will file the necessary "voting delegate accreditation form" and I will also arrange room reservations.

A preliminary program is attached hereto for Council's information.

Respectfully submitted,

R. STOLLINGS,  
City Clerk

Mayor's comments

We have also received a supply of consent forms for persons wishing to let their names stand for nominations to the F.C.M. executive. A copy of this form is being made available to each member of Council.

"R.J. McGhee"  
Mayor

## THE CITY OF RED DEER

49.

NO. 13

RED DEER, ALBERTA

T4N 3T4

April 2nd, 1981

Mayor R.J. McGhee and Council  
 City of Red Deer  
 RED DEER, Alberta

Dear Mayor McGhee, and Council:-

RE: Changes to Preventive Social Services Program

The Hon. Bob Bogle, Minister of Social Services and Community Health, announced major changes to the Preventive Social Services Program, to take effect April 1st, 1981. Attached is a copy of the news release issued by Mr. Bogle on February 9th, 1981. The major changes in the program are as follows:-

- Name changed to Family and Community Support Services Program.
- Delegation of decision making to municipalities regarding approval of programs.
- Continuation of the 80% Provincial and 20% Municipal cost-sharing arrangement, with a separation of "administration" costs and "program" costs.
- Advance funding on a quarterly basis.
- Special consideration to areas of high growth or sparse population.
- Implementation of a public awareness campaign.

Members of the Board of the Red Deer and District P.S.S. Program were generally supportive of some of the principles and new directions reflected in the announcement, particularly advanced funding and the delegation of decision-making to municipalities. Of particular concern, however, was the formula for funding "administration and planning" costs, and a specific requirement that "local volunteer-operated projects will be given a priority for funding over municipally-operated projects". We would like your Council to be made aware of these concerns, and we would encourage you to take whatever action you feel is necessary to relay these concerns to the appropriate government authorities.

(Continued.....)

Mayor R. McGhee &amp; Council

- 2 -

April 2nd, 1981

With respect to the first concern, the maximum amount of funding that the provincial government will make available to a P.S.S. program in order to cover the 80% of "administration and planning" costs, will be determined by a formula based on population, as follows:-

First 5,000 population	\$ 8.50 per capita
next 7,000 population	1.00 per capita
over 12,000 population	0.65 per capita

Based on this formula, the Red Deer region will be eligible for funding from the Province of up to \$79,370. For the 1980-81 fiscal year, the actual amount of funding that we did receive was \$89,528. The Province has indicated that they would "hold" our maximum figure at the 1980-81 allocation, and therefore, we should have sufficient funds for this year. We will likely experience some funding problems in the future, however.

The major concern expressed by the P.S.S. Board members is that it is financially to our advantage to "separate" municipalities from this regional program because the per capita funding for administration and planning costs would be greater if each municipality operated independently. P.S.S. Board members feel very strongly that the "regional" program that we have developed is superior to six municipal programs operating independently. However, the cost-sharing formula does not encourage the continuation of regional programs.

With regard to the second major concern, i.e. that priority be given to volunteer-operated projects, the P.S.S. Board members felt that any decision as to how to deliver services should remain the discretion of the local municipality. Similarly, there may be other services that may be more appropriately municipally-operated. This requirement in the agreement for funding with the Province is restrictive and could result in future problems.

We would encourage your Council to consider the above matters and endorse the position of the P.S.S. Board. We would suggest that the following resolution be considered by your Council:-

"Having considered the report from the Preventive Social Services Board, Council hereby agree that the funding formula under the new Family and Community Support Services Program for "administration and planning" costs discourages the continuation of "regional" P.S.S. programs and recommends that the funding formula be revised

(Continued.....)

Mayor R. McGhee &amp; Council

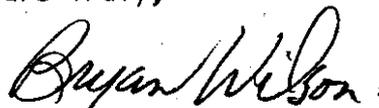
- 2 -

April 2nd, 1981

to encourage municipalities to join together to offer such services, and that priority should not be given to volunteer-operated projects over municipally-operated projects for funding since the municipality is in the best position to determine how services would best be delivered."

We would urge your Council to adopt the above resolution, and forward it to the Hon. Bob Bogle, as well as the M.L.A. for your area.

Yours truly,



BRYAN WILSON, Chairman  
Red Deer & District  
Preventive Social Services Board

/jt

Attach.

c.c. City of Red Deer  
P.S.S. Board Members

O. Webb  
L. Pimm  
Dr. Horst Becker  
Russ Gray  
David Roberts

GOVERNMENT OF ALBERTA

RELEASE DATE: February 9, 1981  
 MINISTER: Honourable Bob Bogle  
 DEPARTMENT: Social Services and Community Health

A NEW EMPHASIS ON AN EXCITING PROGRAM, FAMILY AND COMMUNITY SUPPORT SERVICES, WAS ANNOUNCED TODAY BY THE HONOURABLE BOB BOGLE, MINISTER OF SOCIAL SERVICES AND COMMUNITY HEALTH.

THE FUNDAMENTAL PRINCIPLE OF THIS PROGRAM WILL BE LOCAL AUTONOMY, CONTROL AND RESPONSIBILITY. "OF THE SEVERAL HUNDRED REPRESENTATIONS MADE DURING THE REVIEW OF PREVENTIVE SOCIAL SERVICES, THIS THEME WAS MOST CONSISTENT AND PREDOMINANT," SAID MR. BOGLE.

THIS PREVENTIVE PROGRAM WILL FOCUS ON PROVIDING SUPPORT SERVICES FOR THE FAMILY AND COMMUNITY.

THE MAJOR PRINCIPALS INCLUDE:

1. EXTENSION OF THE PROGRAM TO ALL ALBERTANS.
2. DELEGATION OF DECISION MAKING TO MUNICIPALITIES TO STRENGTHEN THE ABILITY OF LOCAL AUTHORITIES TO SET PRIORITIES AND ALSO TO ELIMINATE WHEREVER POSSIBLE "RED TAPE" DELAYS.
3. CONTINUATION OF THE 80% PROVINCIAL AND 20% MUNICIPAL COST-SHARING ARRANGEMENT WITH THE ESTABLISHMENT OF A FORMULA FOR FUNDING LOCAL ADMINISTRATION AND PLANNING COSTS.
4. PROVISION OF FUNDS IN ADVANCE ON A QUARTERLY BASIS.

5. INCREASING PROJECT FUNDS IN ORDER TO FACILITATE THE ELIMINATION OF INEQUITIES OVER THE NEXT SEVERAL YEARS.
6. SPECIAL CONSIDERATION TO AREAS OF HIGH GROWTH, AND TO AREAS OF SPARSE POPULATION.
7. IMPLEMENTATION OF A PUBLIC AWARENESS CAMPAIGN TO ENCOURAGE AND STRENGTHEN VOLUNTEER INVOLVEMENT IN LOCAL PROGRAMS.
8. AUDITS OF MUNICIPAL PROGRAMS BY THE PROVINCIAL GOVERNMENT FOLLOWING COMPLETION OF PROJECTS.

"I WANT TO EXPRESS MY APPRECIATION TO EVERYONE WHO PARTICIPATED IN THIS REVIEW. IT WILL ASSIST TREMENDOUSLY IN MEETING THE FUTURE CHALLENGE FOR PREVENTIVE PROGRAMMING IN ALBERTA", SAID MR. BOGLE.

- 50 -

Ref: Honourable Bob Bogle  
Social Services and Community  
Health  
Phone: 427-2606

Hal B. O'Neil  
Public Communications  
Social Services and Community  
Health  
Phone: 427-4801

Mayor's comments

We have requested the Chairman of the P.S.S. Board and the Director be present to answer any questions Council may have on this topic.

"R.J. McGHEE"  
Mayor

April 9, 1981.

NO. 14

TO: City Council  
FROM: Parking Commission

RE: 1981 I.M.P.C. Annual Workshop Trade Show

The Parking Commission at its meeting held on March 25, 1981, passed a resolution authorizing the Chairman or a member of the Parking Commission to attend the aforementioned workshop trade show to be held in Toronto, July 5-8, 1981, with expenses incurred to be charged to the Parking Commission budget.

Alderman Dan Lawrence has consented to attend this conference as a representative of the Parking Commission and accordingly, we would request Council's ratification.

Respectfully submitted,

R. Brown, Chairman  
Parking Commission

CS/ds

Mayor's comments

Agree with the recommendations of the Parking Commission.

"R.J. McGhee"  
Mayor

NO. 15

1981 04 09

TO: City Clerk  
 FROM: City Treasurer  
 RE: Budget Administration

HISTORY

Council has expressed a request to have information provided to it in regard to control of expenditures and authorization of overexpenditures. This report is submitted to provide Council with additional information in this regard.

The question of control of overexpenditures was considered by Council in November, 1979 as a result of a notice of motion submitted by Alderman Callahan. I submitted a report outlining the existing procedure and indicated possible areas for changes. Council did not authorize a change in the existing procedure.

FINANCIAL REPORTS

The following financial reports are submitted to Council:

<u>FINANCIAL REPORT</u>	<u>DATE OF REPORT</u>
1. Report on a) Operating expenditures and revenues b) Capital projects c) Subdivision accounts	May 31, September 30
2. Annual Financial Report	December 31
3. Report on significant operating budget variances for the previous year	December 31 (to be submitted by April 30)
4. Annual Inventory Report	December 31
5. Annual Write off of Bad Debts	December 31
6. Annual report on Parking Revenue	December 31

In addition to the above reports submitted to Council, a monthly general ledger is provided to departments. This report is very detailed and shows year to date balances and comparisons to budget. The report is normally available 2 to 3 weeks following the month end. This information is the same as provided by other Cities of similiar size.

BUDGET CONTROL

Capital projects or operating expenditures approved by Council for a particular department become the department's responsibility to administer. The department must work within the budget approved by Council. If they anticipate they will be unable to provide the service within the funds approved by Council then expenditures must be reduced or Council approval requested if the overexpenditure will be significant.

If the department fails to take either of the above two actions, and it is apparent from the financial records that a significant overexpenditure will occur, then the Treasury Department will bring it to the attention of Council. The problem by this stage is that normally the expenditure has been incurred and Council is left with little choice but to fund the overexpenditure.

The departments have been responsible for ensuring expenditures are incurred within approved budgets. If the treasury department were to become more involved in projects and reconcile expenditures as they are incurred with progress to date, it would involve a duplication of effort. If departments are not to be held responsible for operating within approved budgets, then the Treasury department would require at least one additional position, a Budget Officer, to perform this responsibility.

INCENTIVE GRANT FUNDS

At the Council meeting of March 23, 1981 Council expressed concern about possibly not being advised of grant funds available and in particular why the Incentive grant funds were not included in the operating budget.

Attached is a copy of a Council resolution passed December 20, 1976 authorizing the use of incentive grant funds for subdivisions. I would assume incentive grant funds not used for City Hall would go to subdivision funds and would accordingly not appear in the operating budget.

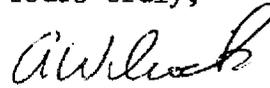
When new grant programs are announced Council direction is requested on the use of the funds as occured with the Incentive Grant Program.

FUTURE CHANGES

57.

Most cities of comparable size to Red Deer provide only monthly detailed account balances to departments. For a number of months the feasibility of going further than this by providing access at any time to detailed account balances has been investigated. This information would assist departments in controlling their expenditures. Such a change would not be feasible until at least early 1982.

Yours truly,



A. Wilcock, B. Comm., C.A.  
City Treasurer

AW/cp

8 November 1979

TO: COUNCIL

FROM: CITY CLERK

RE: NOTICE OF MOTION - ALDERMAN CALLAHAN

The following notice of motion was submitted to Council  
October 29th, 1979.

*"Be it resolved that in future there be no over-  
expenditures in any account unless approved by  
City Council, budget or otherwise."*

"R. STOLLINGS"  
City Clerk

DATE: 1979 11 06

59.

TO: City Clerk

FROM: City Treasurer

RE: ALDERMAN CALLAHAN'S NOTICE OF MOTION ON OVEREXPENDITURES

The notice of motion submitted by Alderman Callahan states that "there be no overexpenditures in any account unless approved by City Council." This instruction would be difficult (if not impossible) to implement for a number of reasons.

First, an account is defined as any expenditure account to which a payment may be charged. The City has thousands of these accounts. To maintain control over each of these accounts by either the Treasury department or each City department would be an impossible task. If not an impossible task, it would certainly be very expensive to achieve. I am not aware of any municipality of Red Deer's size that exercises this degree of control. To be feasible such control would have to be exercised at a much less detailed accounting level.

Secondly, what would happen if an emergency occurred that required an overexpenditure in a particular account. For example, if two feet of snow fell on Red Deer and the snow removal accounts had only \$1,000 left do we stop snow removal until a Council meeting can be called?

There is a need for Council control of the budget and Council does exercise control. In the event Council would like to exercise a greater degree of budget control I will describe the present procedure and suggest possible changes:

Present Budget Control

Council approves expenditures for three main purposes:

1. Annual City budget
2. Major capital projects
3. Subdivision development.

The annual City budget is approved each year by Council approving budget resolutions adopting the budget. Administration of the approved budget is done on the basis of Council resolutions passed in 1966 and 1969. These resolutions require that function expenditures must not be overspent during a year without prior Council approval. The

Treasurer and City Commissioner may jointly approve a transfer of funds within a function but the transfer of funds from one function to another must receive the prior approval of Council. A list of the functions is attached to this report as Appendix "A".

The expenditure on capital projects is normally approved by Council by a debenture bylaw. The bylaw states the work to be undertaken and the amount approved for the work. If, subsequent to Council approving the bylaw, it is found the expenditure may significantly exceed the budget provision the excess would be financed by:

- a) A bylaw amendment approving a budget increase, or
- b) Approving a provision in the following year's annual budget for the overexpenditure.

Expenditures for subdivision development are approved by Council through resolutions or debenture bylaws. If overexpenditures do occur they are not always reported to Council because the overexpenditures are recovered at the time of lot sales.

#### Possible Changes To Budget Administration

##### A. Annual City Budget

To be feasible but still allow Council to exercise budget control, the annual budget should continue to be administered in a similar manner to the existing procedure.

1. Council must approve function overexpenditures prior to their occurrence.
2. Transfers of budget funds between functions must be approved by Council.
3. The City Commissioner and Treasurer can jointly authorize transfers of funds within functions.

It is also suggested that in the event of an emergency or if work is in process and it is not reasonable to halt it, that the Commissioner and Treasurer be authorized to approve (1) and (2) type overexpenditures. The overexpenditure must be reported to Council at their next regular meeting.

B. Major Capital Projects

An ideal situation would be for Council to approve overexpenditures before they occur. This would prove not feasible. For example, a road could be torn up for paving and it is found the soil conditions are more difficult than expected. This could result in an overexpenditure. Is it reasonable for road construction to cease until the next regular Council meeting?

Normally when Council approve a capital project they approve specific work being undertaken. It would appear reasonable to assume Council would want the work completed even though an overexpenditure might occur unless the overexpenditure was significant. The following suggestion is made for administration of capital project budgets by Council:

1. If the capital project overexpenditure is expected to be greater than 5% of the approved budget and/or greater than \$20,000, the overexpenditure must be reported to Council for approval. Work can continue until Council is advised.
2. Overexpenditures less than 5% of the approved budget and/or less than \$20,000 must be included in the next annual City budget. These overexpenditures do not have to be reported to Council prior to the next annual City budget. The Treasurer and City Commissioner must be advised when such overexpenditures become known.

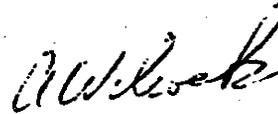
C. Subdivision Development

Council is required to approve expenditures on subdivisions by Provincial legislation. Once Council has approved the work, any overexpenditures are recovered from the sale of lots. If Council is concerned that they should be made aware of such overexpenditures but not necessarily want to approve them before they occur, the following suggestion is made for consideration:

1. At the end of each calendar year a report would be made to Council by the City Treasurer of the budget status of subdivision projects approved by Council and either completed or in process during the calendar year.
2. The report in (1) is to be presented to Council by April 30th of the following year.

Conclusion

The suggestions made in this report for budget administration by Council would allow effective control over the budget. As control increases so does the cost of administering the budget. If Council wants a higher degree of control than suggested in this report, then such control should be carefully considered.



A. Wilcock, B. Comm., C.A.  
City Treasurer

AW:mw

Att'd.

## APPENDIX "A"

## THE CITY OF RED DEER

LIST OF ANNUAL CITY BUDGET FUNCTIONS

## GENERAL FUND

General Government Services  
Protective Services  
Transportation Services  
Environment Health Services  
Public Health and Welfare Services  
Environmental Development Services  
Recreation and Cultural Services  
Fiscal Services

ELECTRIC LIGHT AND POWER UTILITY EXPENDITURES  
EQUIPMENT REPLACEMENT FUND EXPENDITURES  
WATER UTILITY EXPENDITURES  
SEWER UTILITY EXPENDITURES  
TRANSIT UTILITY EXPENDITURES  
AIRPORT UTILITY EXPENDITURES  
PARKING FUND EXPENDITURES  
GARBAGE UTILITY EXPENDITURES

Commissioner's Comments

The attached report from the City Treasurer has indicated some of the difficulties associated with the action contemplated by Alderman Callahan's Notice of Motion.

There is an existing policy with regard to the annual budget which gives Council the necessary control but still maintains some flexibility. Council should consider that in most cases approvals for expenditures are based on estimates and it is just not possible to achieve sufficient accuracy in these estimates so that overexpenditures never occur.

I believe the greatest area of concern is with major capital projects, where estimating is more difficult and overexpenditures, if any, tend to be of larger dollar amounts. However, even in this area of expenditure problems in the past have not been severe. For example, of the projects recorded as completed in 1978 the total value was \$2,830,416.15 with total overexpenditures of \$54,723.27 (2%) and total underexpenditures of \$95,151.62 (3.4%).

Should Council feel that additional control is required I would recommend adoption of the procedures outlined by the City Treasurer.

H. MICHAEL C. DAY  
City Commissioner

December 20th, 1976

Moved by Alderman Taylor, Seconded by Alderman Fielding, RESOLVED that Council of the City of Red Deer agree that funds received from Central Mortgage & Housing Corporation Incentive Grants for medium density housing be credited to the Subdivision Fund to assist the residential subdivision developments, and as recommended to Council December 20th, 1976 by the Housing Committee.

MOTION CARRIED

1981 04 08

NO. 16

TO: City Clerk

FROM: City Treasurer

RE: G. H. Dawe Center Phase III  
Bylaw No. 2676/80

You will recall that on March 2, 1981 City Council agreed to an increase in funding for the above project to \$3,267,200. In addition Council agreed that \$130,210 of the 75th Anniversary Committee funding provided for the above project would be returned to the 75th Committee. The funding for the project would now be:

Provincial Government Cultural/ Recreation Grant	\$1,568,495
City of Red Deer - Debenture issue	1,471,265
- Operating budget	59,031
75th Anniversary Grant	38,199
Provincial Department of Education Grant	130,210
	<hr/>
TOTAL PROJECT COST	3,267,200
	<hr/> <hr/>

The original debenture bylaw authorized borrowing was for \$1,339,000. An amendment is now required to the debenture bylaw to increase the borrowing to \$1,471,265. The additional borrowings were provided for in the Seven Year Plan.

Council approval is respectfully requested for the amending bylaw.

Yours truly,  


A. Wilcock, B. Comm., C.A.  
 City Treasurer

AW/cp

NO. 17

April 3, 1981

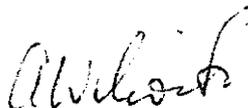
TO: ~~MAYOR~~  
CITY COUNCIL

FROM: CITY TREASURER

RE: P.O. 37698 - FORD TANDEM DUMP TRUCK \$44,972

Council has previously requested they be advised when the lower tenders do not meet specifications and are not selected.

Attached is a report regarding a purchase order to a firm that was not low bid. This is for Councils information.



A. Wilcock, B. Comm., C.A.  
City Treasurer

AW/jm  
Att.

March 16, 1981

TO: City Engineer  
 FROM: General Superintendent of Public Works  
 RE: Tender on Tandem Gravel Truck

In our tender request for the supply of one tandem dump truck, we received the following bids:-

<u>Firm</u>	<u>Make</u>	<u>Model</u>	<u>Price</u>
Red Deer Motors	Chevrolet	CC70064	\$40,900.00
Al Glover International	International	F-1954	\$43,850.00
M.G.M Mercury Sales	Ford	LNT 8000	\$44,972.00
Festival Ford Sales	Ford	LNT 8000	\$46,152.60
Western Mack Truck Calgary Ltd.	Mack	R.D.487SI	\$52,024.00

If you recall, in 1979 we had some problems with the frames and springs of our trucks. They were swaying while sanding and spreading, and caused damage to the box hoist, and extra spring leaves had to be added. In 1980, to overcome this problem, we requested that the trucks come equipped with section modules of 25. As many trucks couldn't be supplied with this, we chose a unit with the best available, 21.60, which was better than the 18.3 that we had been getting. The unit we purchased has given us excellent service and we haven't had the problems we experienced before.

The main difference between the frames 18.3 to 20.38 and 21.60 section modules is as follows:-

18.3 to 20.38 section module is a frame 10" deep x 3" wide,  
 21.60 section module is a frame 14" deep x 3" wide.

In 1981, we again specified the section modules be 21.60. In analysing the bids, we find that the two low bids, the Chevrolet and the International, did not meet specs on the frame. We also find the Chevrolet did not meet spec on the air controlled shutters, as they can't supply. We find this to be very important during winter operations. We have one unit without the shutters and we have had problems.

...Cont'd

...2

In view of the above, and from our past experience, I would recommend we reject the two low bids -

- A. The Chevrolet bid by Red Deer Motors - not meeting specs on the frame and the shutters, and the exhaust is vented underneath, which we don't like. Most units exhaust up top.
- B. The International bid by Al Glover International - not meeting specs on the frame. It was on the International we had problems before with the frame.

We must also consider the fact that the third low bidder could have bid less had they not bid to supply a frame meeting specs, or if they bid with no shutters and with underneath exhaust.

I would therefore recommend we purchase the tandem truck as bid by M.G.M., as they meet all specifications.

Your approval or direction is requested.

*L. M. Gillespie*  
L. M. Gillespie  
General Supt. of P. W.

LMG/sv

NO. 18

April 1st, 1981

TO: City Clerk  
FROM: P.S.S. Director  
RE: GROUP HOME PROPOSAL

The attached proposal was prepared by Lorne Jaques, Social Planner, after considerable discussion with other City departments, the Municipal Planning Commission, and representatives of various organizations interested in developing group homes in Red Deer. It is our feeling that the adoption of the recommendations contained in the report would substantially reduce the controversy that surrounds the development of group homes in this community.

This matter was taken to the February 17th, 1981 meeting of the Preventive Social Services Board and Board members expressed general agreement with the policy as proposed by the Social Planner. However, one Board member felt that group homes should more logically be placed in neighborhoods close to institutions or the hospital.

Recommendation I deals with the development of group homes in new subdivisions. It is proposed by Recommendation II that lots be reserved in the Rosedale Subdivision where lots will be going on sale later this year. Recommendation III deals with the development of group homes in established neighborhoods, and requires that agencies or groups wishing to develop a group home in an established neighborhood indicate in their proposal to the Municipal Planning Commission the extent to which residents of the neighborhood have been involved in the process. It is our suggestion that, if the Development Officer or M.P.C. do not feel that sufficient contact has been made, the applicant be required to make contact with the residents prior to consideration of the application.

Other city departments and the Regional Planning Commission are requested, by way of this memo, to forward any comments they have on this proposal to you for inclusion on the Council agenda. Organizations interested in developing group homes in Red Deer will be notified that this matter is coming before Council at the next Council meeting. Should they wish to speak to this matter, we will advise them to contact you.

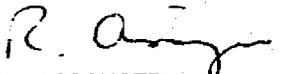
(Continued.....)

City Clerk

- 2 -

April 1st, 1981

I have asked Mr. Jaques to attend the Council meeting when this issue is discussed so that he may be able to clarify any concerns. We would appreciate Council's endorsement of the recommendations contained in the proposal.

  
R. ASSINGER,  
P.S.S. Director

RA/jt

c.c.

D. Rouhi,  
Planning Commission

Don Wilson,  
City Assessor

Ryan Strader,  
Development Officer

Bryon Jeffers,  
City Engineer

Alan Wilcock,  
City Treasurer

REPORT AND RECOMMENDATIONS ON GROUP HOMES

IN RED DEER

Based in part on the recent experience in our city (Oriole Park) and because ongoing community resistance to group homes generally can be reasonably anticipated, the following proposal is submitted.

The opportunity for the development of group homes in any part of town, within the zoning restrictions, should be maintained and protected. However, the reality of present circumstances suggests that there is a significant amount of resistance to them in established neighborhoods. If an established neighborhood is the best location for a group home based upon judgement of the promoting agency, then it should be allowed (subject to present conditions). Community support should be fostered through open communication and education in these cases.

However, there are strong advantages to the construction of group homes in new subdivisions. Assurances could be made for the reservation of lots in any new subdivision plan, specifically for the purpose of group home construction. People purchasing homes or lots nearby would be aware, from the outset, of the proximity of this land use. Red Deer is experienced with this process (Michener area) with reportedly successful results.

Another advantage is that an agency would be able to plan a facility from the beginning that would accommodate its program needs instead of needing to renovate an existing structure. It would also be in a position of establishing positive community relations and integration during the very important early years of neighborhood development.

The biggest barrier to the success of this policy would probably come from the internal administrative processes of sponsoring groups and higher levels of government. It would require them to project needs and make fairly specific plans perhaps several years in advance. This may complicate annual budgeting and prioritization but the benefits suggest that a way of overcoming these difficulties should be explored.

To implement this policy effectively and fairly, some explicit measures would need to be implemented to follow the City's commitment. It is recommended therefore:

RECOMMENDATION I

- 1) That 4 lots per quarter section in new developments be reserved for agencies who wish to build a group home, and that these be selected based upon the following criteria:
  - i) Geographical dispersement,
  - ii) Ready access to public transportation,
  - iii) Access to public reserve and commercial sites,
  - iv) Minimization of interface with adjoining properties,
- 2) That these lots be offered for pre-sale to any agency or government department that wishes to use it for construction of a group home (as defined by the land-use bylaw).
- 3) That this use, because it would remain discretionary under the bylaw, would be subject to the approval of the Municipal Planning Commission.
- 4) That the purchasing party would be required to identify the specific use to which the home would be put ie. number and nature of disability of the residents. This would be required for consideration of MPC and for the information of potential purchasers of other lots in the subdivision. This process would need to be completed 6 weeks prior to public sale.
- 5) That those lots that were reserved, but not disposed of by the deadline (ie. six weeks prior to public sale), would be offered to the public in the same way any other lot would be.
- 6) That lots would be distributed between agencies on a first come -- first served basis.
- 7) That the architectural design of the building be subject to the approval of MPC to assure its design compatibility with the remainder of the community. Approval of the physical design would not be required prior to public sale.

RECOMMENDATION II

That this policy commence immediately, thereby reserving 4 lots (see attached) in Rosedale.

Grouphome lots in new subdivision should be identified for the land department by the Red Deer Regional Planning Commission.

This policy would not preclude agencies from developing group homes in existing neighborhoods and undoubtedly they will continue to be proposed. The existing process of approval would be strengthened by a requirement that the developer clearly document, as a part of his proposal, the strategy of community relations that is to be employed. A review of the adequacy of this strategy by the development officer (with direct input from the P.S.S. department) and MPC should assure that the agencies and community have both been given the opportunity to understand the proposal and the nature of the community reaction.

RECOMMENDATION III

It is therefore recommended that:

Agencies or groups, prior to their application for a development permit and/or licence for a group home in an existing neighborhood, be required to discuss their proposal with nearby residents. Further, that their overall strategy for community involvement be submitted to the development officer and MPC for consideration.

Ongoing conformance of the program with the original proposal should be assured by the recently passed licencing bylaw.

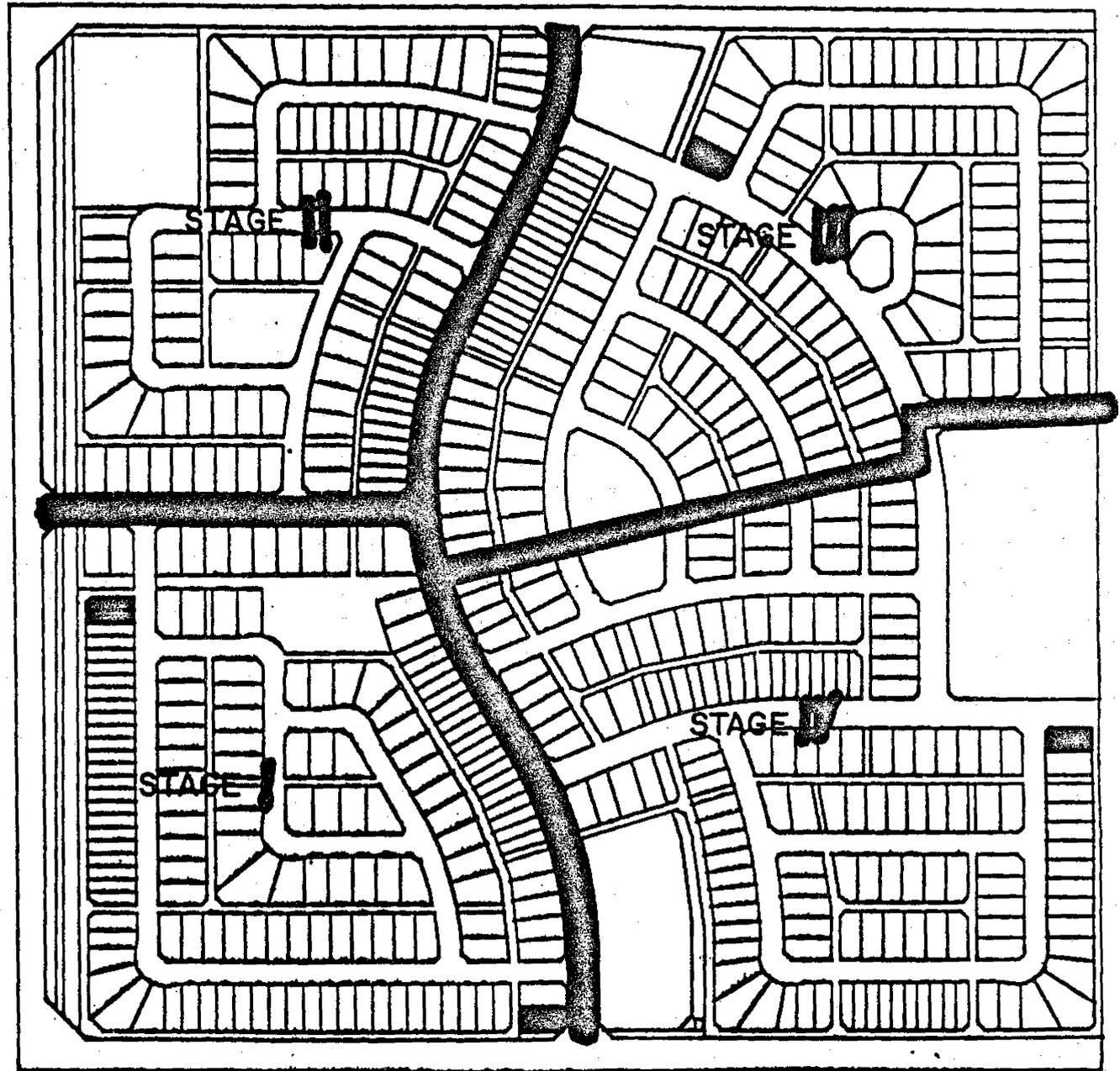
These actions are not going to automatically remove all the controversy about group homes. However, a clarification of the role of the city in this issue through the adoption of specific policies and regulation will go a long way toward preventing some of the strife that seems to inevitably occur.



LORNE JAQUES,  
Social Planner

LJ:sp

PROPOSED GROUP HOME LOTS IN ROSEDALE



1 INCH = 400 FEET

1981 04 08

76.

TO: City Clerk  
FROM: City Assessor

RE: Group Home Proposal

With reference to Mr. Assinger's letter of April 1, 1981, and the report and recommendations on group homes as prepared by Lorne Jacques, may I submit the following observations.

The recommendation to pre-locate and pre-sell four lots in each quarter section has merits, in view of the recent controversy respecting group homes. From an administrative point, we would suggest that if the policy is adopted, that it not apply to the first sale stage in the Rosedale area. This request is made because of the time constraints involved.

It is anticipated that the lots will be placed on the market sometime this summer. This matter is presently being reviewed.

Respectfully Submitted,



D. J. Wilson, A.M.A.A.

Mayor's comments

I concur with the 3 recommendations outlined by Mr. Jacques. I also agree that the assignment of lots not apply to the first stage of the Rosedale Subdivision. Further, we would suggest the final selection of lots be approved by City Council.

"R.J. McGHEE"  
Mayor

NO. 19

9 April 1981

TO: COUNCIL  
FROM: CITY CLERK

RE: PUBLIC HEARINGS - LAND USE BYLAW AMENDMENTS

Three Land Use Bylaw amendments (2672/G-81, 2672/H-81 and 2672/I-81) have been advertised for public hearings Monday April 13th, 1981.

Bylaw 2672/G-81 provides for a slight change in site area requirements for a one bedroom multi-family unit and a change in the density to be utilized in R.2 & R.3 areas.

Bylaw 2672/H-81 provides for the rezoning of the Boomer property (61 Street and 53 Avenue) from A.1 to R.3-D216 Zoning.

Bylaw 2672/I-81 provides for a basement dwelling in a detached dwelling to be constructed on Lot 3-C, Block E, Plan 792-3164 as requested by Barbara Scheidl.

Respectfully submitted,

"R. STOLLINGS"  
City Commissioner

NO. 20

April 9, 1981

TO: City Clerk  
 FROM: City Engineer

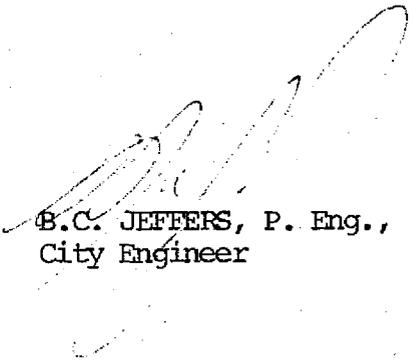
RE: Amendments to Bylaw No. 2705-81  
 The Unit Rate Bylaw

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Please make the following additions to Bylaw 2705-81, as they were overlooked when the Unit Rate Bylaw was revised earlier this year.

Type of Improvement	Period of Assessed Years	Annual Rate Per Assessable Metre	Total Cost Per Assessable Metre
4 A. Paved Residential Road (new) #4	20	25.39	170.66
5 A. Paved Residential (existing base) #4	20	19.36	130.16

(#4) Paved residential road assumes an urban cross section (10 m) wide, including 0.25 m standard curb and gutter both sides.



B.C. JEFFERS, P. Eng.,  
 City Engineer

TK/ab

NO. 1

Mr. R. Stollings,  
City Clerk,  
City of Red Deer.

Dear Mr. Stollings,

Re: 55th Street and 48th Avenue - Pedestrian Activated Traffic  
Control Lights (Engineering Department File #060-021A).

Correspondence -

1. K.G. Haslop, P. Eng., Assistant Engineer - Roads  
File #060-021A (Jan. 19/81)
2. B.C. Jeffers, P. Eng., City Engineer,  
File #(?) 060-021A (Feb. 19/81)
3. Letter addressed to Mr. K.G. Haslop, Assistant  
Engineer, Roads - Dr. H.S. Sims (Feb. 3/81)
4. Letter addressed to City Clerk from City Engineer  
dated January 27th, 1981.

1. Advocate - February 2nd, Page 2B
2. Advocate - February 3rd, Page 2B

This letter is directed to members of City Council as suggested by  
Mr. B.C. Jeffers in his letter of February 19th, 1981.

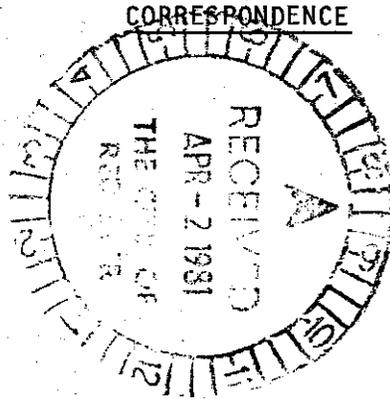
Mr. Jeffers, in his letter, states "The Engineering Department under-  
took a Preliminary Warrant Analysis for pedestrian activated lights for  
the portion of 55th Street from 49th Avenue to 47th Avenue and found that in  
accordance with the Warrants adopted by City Council on November 3rd, 1973,  
the pedestrian volume not justify signals. This information formed the  
basis of the decision made by the Traffic Advisory Committee".

Mr. Jeffers kindly provided a copy of the results of the preliminary  
warrant analysis, Warrants adopted for schools and pedestrian crossings  
approved by Council resolution dated November 5th, 1973 and a map of the area  
in question contained in a letter to the City Clerk dated January 27th, 1981  
prepared in response to a letter from Mrs. Johnstone requesting a pedestrian  
crossing at 47A Avenue and 55th Street.

In Mr. Jeffers letter of February 19th, 1981, I get the feeling that  
Mr. Jeffers takes objection to my criticisms and concerns in my letter to  
the Engineering Department dated February 3rd, 1981.

I would like to comment on the information contained in Mr. Jeffers'  
letter and further analyze results of the preliminary warrant analysis as  
I perceive and understand them.

According to the Advocate, February 2nd, 1981 in a report by Glen  
Argan entitled "Car Crash Victim seeks downtown crosswalk". The following  
statements are attributed to Chief Police Inspector Cec. Coutts regarding  
the accident rate on 55th Street in 1980 there were:



4763-56th Street,  
Red Deer.

79.

26th March, 1981.

- (a) Five reportable vehicle crashes at 47th Avenue and 55th Street and two pedestrian mishaps.
- (b) At 47th Avenue and 55th Street there were fourteen vehicle crashes, one pedestrian mishap and one bicycle accident.
- (c) At 48th Avenue and 55th Street there were seven vehicle crashes.

"Review of the report to the City Clerk by the City Engineer dated January 27th, 1981, the following results are stated in respect to the traffic at 48th Avenue and 55th Street"

- (a) Measured peak hour pedestrian volume - 13 persons.
- (b) Measured peak hour traffic - 1,314 vehicles.
- (c) Timed pedestrian delay - 15 seconds.

"Warrants for school and pedestrian crossings adopted by Council, resolution dated November 5th, 1973, specified that for consideration of a pedestrian activated light the following conditions must be met":

1. Peak hour pedestrian volume - 60 plus.
2. Peak hour traffic volume - 400 plus.
3. Pedestrian delay - 60 seconds plus.
4. Signal location - minimum 1000 feet from nearest signal.

"It is clear from the above information that pedestrian activated lights are not warranted in this area. Painted crosswalks marked with pedestrian crossing signs should be adequate protection particularly when considering the relatively low pedestrian volume" (Letter to City Clerk).

Personal Analysis of Data Provided:

I would like to make the observation that point #4 (signal location) can be disregarded outright as there is a marked demonstrable lack of courtesy to pedestrians by motorists making turns on green walk signals or at crosswalks. It would be educational if the Councillors and members of the Engineering Department avail themselves of the opportunity to observe these crossings at peak hour traffic periods in order to fully understand my concerns and perceive the lack of courtesty to pedestrians (i.e. 47th Avenue, 47th A Avenue, 48th Avenue, 49th Avenue and 55th Street).

A. The Preliminary Warrant Analysis demonstrated:

1. According to the map provided by Mr. Jeffers, the distance between 47th Avenue and 49th Avenue is approximately 1,400 feet. There is access to 55th Street at 47A Avenue and 48th Avenues.

A. The Preliminary Warrant Analysis demonstrated: (contd.)

2. The peak pedestrian volume of 13 pedestrians per hour or 60/13, which is approximately 1/5th of the peak hour of the pedestrian volume suggested under the Warrant adopted on November 5th. (This point is stressed by Mr. Jeffers in rejecting pedestrian activated signal lights).
3. The peak hour traffic volume is reported as being 1,314 vehicles per hour or 1314/400, which is approximately 3.3 times the recommended guidelines adopted under the Warrants by City Council (this amounts to 21.9 vehicles per minute - i.e. 3,600/1314 or 1 vehicle every 2.73 seconds during the peak hour traffic volume). (This point is overlooked by Mr. Jeffers in his report to the City Clerk).
4. The pedestrian delay of 15 seconds at the peak traffic volume of 1,314 vehicles per hour does not appear to be a reliable figure unless this refers to the time that it takes a pedestrian to cross 55th Street, or does it refer to the time that it takes the pedestrian waiting for a break in the traffic flow on 55th Street to cross 55th Street.

B. Review of Preliminary Warrant figures and detailed map of 55th Street between 47th Avenue and 49th Avenue.

On the accompanying map provided by Mr. Jeffers, the following distances apply:

1. 49th Avenue traffic lights and 47th Avenue traffic lights - approximately 1400 feet.
2. 49th Avenue traffic lights and 48th Avenue - approximately 500 feet.
3. 47th Avenue traffic lights and 47A Avenue (north side of 55th Street) - approximately 300 feet.
4. 47th Avenue traffic lights and 47A Avenue (south side of 55th Street) - approximately 275 feet.
5. 47th Avenue traffic lights and 48th Avenue (south side of 55th Street) - approximately 850 feet.
6. Width of 55th Street - 44 feet.

Observations and Calculations:

1. All vehicles in Red Deer travelling on 55th Street travel at the posted speed of 30 m.p.h. (50 km. p.h.).
2. All pedestrians in Red Deer walk at 4 m.p.h. or 5.87 ft/sec.
3. The preliminary warrant analysis revealed 1,314 vehicles peak hour traffic passing a given point, 48th Avenue and 55th Street. Since there are 3,600 seconds in each hour, assuming

Observations and Calculations:

3. (contd.)  
the 1,314 vehicles are evenly spaced over that time interval, gives the figure of a vehicle passing a given point every 2.74 seconds. (Direction and volume flow not specified in information provided).
4. Assuming the average person walks at approximately 4 miles per hour, they can walk at 5.87 feet per second (i.e. 4 mph x 5,289 feet/3,600 seconds).
5. The width of 55th Street at 48th Avenue is 44 feet. Therefore, it would take the average person walking at 4 miles per hour (5.87 feet per second) to cross 55th Street from curb to curb, 7.5 seconds.
6. Conclusion:  
If evenly spaced vehicles at peak hour traffic volume are passing this point every 2.74 seconds, the pedestrian would have to increase his pace by 2.8 times or approximately 10.9 miles per hour to cross 55th Street.
7. The Preliminary Warrant Analysis indicated 13 pedestrians per hour over the peak hour pedestrian volume. This amounts to 60 minutes divided by 13 pedestrians or one pedestrian every 4.61 minutes.

HYPOTHETICAL SITUATIONS:

- A. Pedestrian crossing 55th Street at 47A Avenue, north to south.
  1. There is a vehicle travelling east to west with a green light at 47th Avenue travelling at the legal speed limit of 30 mph or 44 ft./sec. The vehicle covers the 300 feet to 47A Avenue in 6.8 seconds (300 feet divided by 44 ft./sec.)
  2. The pedestrian walking at 5.07 ft./sec., in 6.8 seconds is capable of walking 39.9 feet.
  3. This, therefore, leaves a margin of safety on the south side of 55th Street of 44 minus 39.9 = 4.18 feet. This margin of safety assumes that the vehicle is travelling at the legal speed limit of 30 mph., the individual can walk at 4 miles per hour, the streets are dry, there is no traffic from west to east and no vehicles making a right turn on 48th Avenue proceeding east.

If the same pedestrian is crossing from south to north, the chances are that the pedestrian may become a patient at the Red Deer General Hospital or the vehicle will have to move into the oncoming traffic or proceed on to the sidewalk to avoid striking the pedestrian. (Pedestrians cause less damage than collisions with another vehicle or apartment buildings).

B. Pedestrian Crossing 55th Street at 48th Avenue South to North:

Using the same figures listed above, the vehicle travelling east to west at 44 ft./sec. will cover the 850 feet in 19.3 seconds and an adult pedestrian should be able to cross 55th Street in 7.5 seconds. This gives the pedestrian a margin of safety of 19.3 minus 7.5 = 11.9 seconds providing there is no traffic from west to east.

C. Pedestrian Crossing 55th Street at 48th Avenue North to South:

1. Vehicle travelling west to east with green light at 47th Avenue, moving at 44 ft./sec. and red light at 47th Avenue.
2. The pedestrian crossing 55th Street at 48th Avenue north to south can cross in 7.5 seconds.
3. The distance from 49th Avenue to 48th Avenue is 550 feet.
4. Therefore, the vehicle will be at 48th Avenue crosswalk in  $550/44 = 12.5$  seconds.
5. The margin of safety assuming no traffic from the opposite direction (i.e. west to east) is  $12.5$  minus  $7.5 = 5.0$  seconds.

CONCLUSION:

It is readily apparent that the guidelines can be manipulated in the selection of criteria to advance the argument one wishes to stress. The Preliminary Warrant Analysis indicated that the peak pedestrian power traffic volume was only 13 pedestrians and the recommended number is 60 plus pedestrians during peak pedestrian hour traffic. On the other hand, the guidelines also indicate a peak hour traffic volume of 400 plus vehicles per hour and in this case, the 1,314 vehicles per hour exceed this by a factor of 3.3 times. The pedestrian delay of 15 seconds in the Preliminary Warrant Analysis does not meet the criteria indicated in the Warrant for schools and pedestrian crossings of 60 seconds plus but this figure does not appear to be reliable as peak traffic volume is 1,314 vehicles per hour.

I have not had the opportunity to do an exhaustive study but it would appear to me that residing in a relatively affluent area of Red Deer does have its advantages in obtaining access to major roadways or obtaining pedestrian activated signal lights.

1. Grandview-Mitchener Hill Area - I have noted a recent installation of signal lights at 43rd Avenue and Ross Street, although previous signal lights existed at 41st Avenue and Ross Street and 40th Avenue and Ross Street.
2. Cronquist Area - Recently installed pedestrian activated signal lights at 57th Avenue and 43rd Street as well as signal lights at 55th Avenue and 43rd Street.

3. Sunnybrook - Anders - Signal lights at 40th Avenue - 32nd street, 40th Avenue - Anders Road and pedestrian activated signal lights at 42nd Avenue and 32nd Street.

I am disappointed that Councillor Webb could not convince the members of City Council, as reported in the Advocate on February 3rd, 1981, that pedestrian activated lights are required at 55th Street and 48th Avenue and I agree with her statement that "Peak traffic flow on 55th Street is just like shooting bullets up that road with a machine gun". It is regrettable that other Council members would not or could not analyze the critical traffic situation on 55th Street as well as she has.

In my opinion, pedestrian activated lights at 48th Avenue and 55th Street are indicated for a number of reasons:

- (a) City Council has permitted multiple unit dwelling construction on both sides of 55th Street, many of which are occupied by single parent families who rely on day care, kindergarten and grade school facilities at the Central School.
- (b) In spite of the preliminary warrant analysis, any individual who lives in this area or travels on 55th Street during the normal Red Deer rush hours, morning, noon and evening, knows that the traffic on 55th Street exceeds the speed limit, and certainly supports Councillor Webb's statement.
- (c) Painted crosswalk and widening of sidewalks on 55th Street will provide a false sense of security to pedestrians. This measure assumes that oncoming traffic will be aware of the crosswalk which, due to our climate, will be covered by ice, snow and mud for a major part of the year.
- (d) As a concerned parent who lives on the north side of 55th Street and share concern for my fellow neighbours, I pray that my child or any other citizen of this area does not have to die before City Council recognizes and approves pedestrian activated signal lights.
- (e) The number of apartments that have been built surely provide a sound tax base to fund pedestrian activated signal lights since many of these units are occupied by single parent families and their needs are not being considered.

Although I have not communicated with Mr. Ted Meeres and Mrs. Johnstone, both of whom sustained serious injuries, I am sure they share my concern. It is my sincere wish that Council review the data reconsider pedestrian activated signal lights at 48th Avenue and 55th Street.

Yours respectfully,



H.S. Sims, M.D.

cc. Mayor Bob McGhee  
Mr. B.C. Jeffers  
Commissioner Day  
Council Member Olly Webb

2B THE ADVOCATE, Monday, February 2, 1981

# Car crash victim seeks downtown crosswalk

By GLEN ARGAN  
of The Advocate

A second pedestrian victim of a crash at 55th Street and 47A Avenue has berated motorists for lack of consideration and called for improved traffic control at the intersection.

Olive Johnstone, who suffered broken bones and bruises and spent two months in hospital after an accident last year, is asking city council to put in a crosswalk and pedestrian-activated traffic signal at the intersection.

Mrs. Johnstone, wife of long-time community worker Ellis Johnstone, also suggests improving sidewalks near 47th Avenue and 55th Street to allow pedestrians to use the controlled intersection there.

City historian Ted Meeres suffered five broken ribs in a separate mishap at 47A Avenue early this month and wrote The Advocate to complain about speeding motorists there who give pedestrians no chance to cross the street.

Mrs. Johnstone says she has long been concerned about traffic at the intersection. "At the speed motorists travel and sometimes lack of consideration (they show) for pedestrians trying to cross, I felt sure one would get hit.

"I little thought I would be a victim as I had always been very careful."

Mayor Bob McGhee and Commissioner Mike Day say there is no need for a pedestrian-activated light at the corner, but

they recommend a sidewalk be built on the south side of 55th Street between 47th and 47A Avenues.

Police chief Inspector Cec Coutts says there were five reportable vehicle crashes at 47A Avenue and 55th Street last year as well as the two pedestrian mishaps. At 47th Avenue and 55th Street there were 14 vehicle crashes, one pedestrian mishap and one bicycle accident in 1980.

Seven vehicle crashes occurred at 48th Avenue and 55th Street, says Insp. Coutts.

*The Advocate, Tuesday, February 3, 1981*

## Council rejects lights at busy crossing

Peak traffic flow on 55th Street is "just like shooting bullets up that road with a machine gun," says Councillor Olly Webb.

But Councillor Webb Monday failed to convince the rest of city council of the need for pedestrian-activated lights at 55th

Street and 47A Avenue.

Council agreed to build a sidewalk on the south side of 55th between 47A and 47th Avenues to help pedestrians avoid crossing at 47A Avenue. And it also supported establishing a pedestrian crosswalk, complete with signs.

But council could not agree to the pedestrian-activated lights there, even though two pedestrians have been injured at the intersection when hit by cars in recent months. Both pedestrians have complained of fast drivers who show little consideration for people on foot.

Police chief Inspector Cec Coutts told council he is "not convinced" the intersection has more than its share of pedestrian accidents.

Councillor Webb, however, was certain it has more than its share of passing vehicles, she cited engi-

neering department statistics showing 1,314 cars during a peak hour — about 22 vehicles a minute.

Neighbors complained to the city traffic advisory committee about dangerous traffic there, even though they were unaware of the pedestrian-vehicle crashes, she said.



April 8, 1981

TO: City Clerk  
FROM: City Engineer

RE: 55 Street & 48 Avenue -  
Pedestrian Activated Traffic Control Lights

With reference to the above Council item, we have the following comments:-

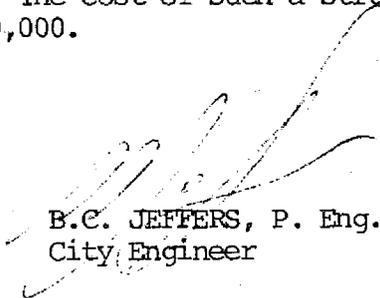
1. The intersection of 55 Street & 48 Avenue does not meet the Warrant for the installation of pedestrian activated signals adopted by Council in 1973.
2. The installation of traffic signals, pedestrian activated or otherwise at this intersection would seriously hamper the traffic handling capability of the intersection of 55 Street & 49 Avenue, and could result in more Downtown congestion.
3. Signalization does not necessarily prevent accidents. It is interesting to note that of the three intersections noted in Dr. Sim's letter that the one with signalization (55 Street & 47 Avenue) has an accident record comparable to the other two.
4. We are sympathetic with the concern for pedestrian safety on 55 Street and appreciate and are impressed by the time and effort spent, in analysing the situation by Dr. Sims. Several points, however appeared to be misunderstood in the analysis.
  - (a) the pedestrian accidents (Mr. T. Meeres and Mrs. Johnstone) brought forward in the letter to Council occurred at the intersection of 55 Street & 47A Avenue and not at the intersection of 55 Street & 48 Avenue where a pedestrian signal is being requested. The request for pedestrian lights at the 47A Street-55 Avenue intersection was denied by Council in its February 2, 1981 meeting. No resolution has been passed to date by Council regarding possible signal light installation at 55 Street & 48 Avenue intersection.

- (b) The Warrant for Pedestrian Activated Signals adopted by Council in 1973 required that all of the conditions be met before a pedestrian signal is installed.

The Warrant adopted by Council is very specific and does not allow "manipulation to advance one's argument". The fact that evening peak hour volume exceeded the vehicular volume of the Warrant is certainly not being "overlooked" or downplayed.

- (c) "Pedestrian delay" in the Warrant refers to the time pedestrians waited before they could cross the road. The noted figure of 15 seconds for pedestrian delay is the actual average waiting time recorded between 4:30 and 5:30 P.M. on Thursday, December 11, 1980. During the above time only two pedestrians crossing the road experienced any measurable delay.
- (d) In the analysis presented by Dr. Sims, it was assumed that the evening peak hour vehicles would only be using one lane and would be evenly spaced. In fact, vehicles travelling on 55 Street could be using all four lanes. Accordingly Dr. Sims' figures are not reflecting the gaps that could be occurring. Also traffic generally travels in concentrated groups with gaps. This could be a result of lights in either direction from the location being investigated.
- (e) The Warrant requirement of "minimum 1,000 feet from nearest signal" cannot be disregarded "outright" as suggested in Dr. Sims' letter. To close a spacing of traffic signals could have detrimental effect on possible timing of lights. The 1,000 signal spacing stipulated in the Warrant is already too short a distance to provide the preferred flexibility for signal synchronization. The "marked demonstrable lack of courtesy to pedestrians on green walk signals" as indicated by Dr. Sims has nothing to do with the signal spacing requirements stipulated in the Warrant.

Due to the serious effect a pedestrian activated signal installation at 48 Avenue & 55 Street could have on the Downtown traffic condition, we would strongly recommend against such an installation. If Council feels that some type of pedestrian facility should be provided on 55 Street between 49 Avenue and 47 Avenue, the feasibility of a pedestrian overpass in this area could be explored similar to the type of study that is presently underway by the Consulting Engineers on the 54 Avenue Extension in West Park. The estimated costs of such a study are in the order of \$3,000 - \$5,000. The cost of such a structure would probably be in the order of \$750,000 - \$1,000,000.

  
B.C. JEFFERS, P. Eng.,  
City Engineer

BCJ/ab  
cc: Traffic Engineer

Mayor's comments

The City Engineers reply is submitted for Council's information.

"R. J. McGHEE"  
Mayor

UNION CARBIDE CANADA LIMITED,  
11012 MacLeod Trail South East,  
CALGARY, Alberta  
T2J 6A5

90.

April 8, 1981

Mayor R.J. McGhee,  
Mayor of the City of Red Deer,  
P.O. Box 5008,  
RED DEER, Alberta

Dear Mayor McGhee:

We would like to enlist your support and that of the Council of the City of Red Deer for Union Carbide Canada Limited in their application to the Alberta Energy Resources Conservation Board for an industrial development permit for the manufacture of ethylene glycol at a grass roots site in Lacombe County close to Prentiss.

Union Carbide Canada Limited has met with the Economic Development Director and the City of Red Deer Economic Development Committee in December 1980 to outline the essential features of the proposed project and to highlight some of the benefits to the Central Alberta region, specifically to the City of Red Deer.

We understand that the Director of Economic Development and the Economic Development Committee have submitted reports to Council re: The Impact of Petrochemical Plants on Red Deer, which lends strong support to Union Carbide Canada Limited's application to build a petrochemical plant.

Some of the essential features of the project are:

- Project located on a site approximately 20 kilometers north-east of the City of Red Deer at Prentiss.
- The construction cost of the plant will be \$259 million. An estimated 64% of this amount will be spent in Alberta.
- Operating expenditures over 20 years are estimated to be \$3,550 million, of which 62% are expected to remain in Alberta. It is estimated that over 85% of the expenditures in Alberta will be in the Red Deer/Lacombe area.

Employment

- Construction: Averages 582 persons. Peak labor force of 1,000 in 1983.
- Operations: The work force will consist of approximately 120 persons.
- Plant maintenance and operating personnel and support staff will be recruited from Alberta and across Canada. Special efforts, including provision of training, will be made to use Red Deer/Lacombe region people.

Environment

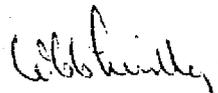
- The plant will be designed, constructed and operated in accordance with the appropriate provincial regulations.

Land Use

- In response to concern expressed by the agricultural community, strenuous efforts have been made and will continue to be made to minimize the amount of high class agricultural land used. Of the 346 acre plant site, only 189 acres will be removed from agricultural use during the life of the plant. The topsoil will be stored on the plant site for future reclamation use.

Your support of our project in our application before the Alberta Energy Resources Conservation Board Hearings to be held in Red Deer, April 14th, 15th and 16th, 1981, will be much appreciated.

Yours very truly,



W.G.G. LINDLEY,  
Plant Manager - Prentiss Plant  
for:

D.C. CHAMP,  
Venture Manager,  
UNION CARBIDE CANADA LIMITED

Mayor's comments

The attached letter was received late for Council agenda and, therefore, we did not have an opportunity for other comments or a recommendation from the Economic Development Committee.

"R.J. McGhee"  
Mayor



**LAEBON  
DEVELOPMENTS  
LTD.**

NO. 3

MAILING ADDRESS:  
P.O. BOX 913  
RED DEER, ALBERTA  
T4N 5H3

7667 - 49th AVENUE, RED DEER, ALBERTA, T4P 1M3  
92.  
PHONE 346-7273

April 3, 1981

Mr. R. Stollings  
City Clerk  
City Hall  
Red Deer, Alberta

Dear Sir:

re: Lot 2 Block 1 Plan 1376 HW

On August 8th, 1979, an existing duplex on the above lot was destroyed by fire. The owner, Mr. J. Donald of Red Deer would like to build another duplex, similar to the one destroyed by fire; but has encountered difficulties because the land use bylaw changed the zoning to R1 which only permits detached dwellings.

An application was made to construct a duplex to Municipal Planning Commission but was denied January 30, 1981, because the use of the property as a duplex ceased to exist.

This decision was appealed; however, the Development Appeal Board upheld the decision of the commission because of the Planning Act 1977 under section 72 sub-paragraph 2 which states "a non-conforming use of land or building may be continued, but if that use is discontinued for a period of six months or more, any future use of the land or building shall conform with the provisions of the Land Use Bylaw then in effect."

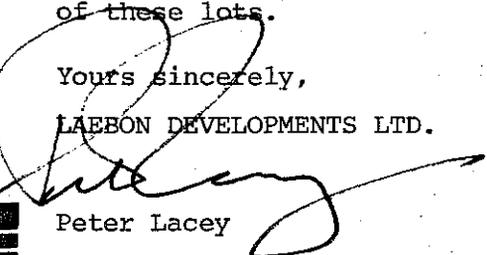
Our alternative at this time is to apply for a rezoning of the property from R1 to R2 which as a discretionary use, duplex's are allowed. It is also my understanding that city council does not like to rezone one single lot but prefers a block of lots.

Our application for rezoning would then apply to Lots 1-5, Block 1, Plan 1376 HW. I have visited with all of the owners of the lots and they are all in favor of rezoning, as it would also allow some of them basement suites, which are not allowed in the existing bylaw.

I trust this letter will serve as suitable application for rezoning of these lots.

Yours sincerely,

LAEBON DEVELOPMENTS LTD.

  
Peter Lacey



"Pride Builds Our Homes"

## RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y6

## DIRECTOR:

Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. \_\_\_\_\_

April 7, 1981.

Mr. R. Stollings,  
City Clerk,  
City of Red Deer,  
P.O. Box 5008,  
Red Deer, Alberta.

Dear Sir,

Re: Lot 2, Block 1, Plan 1376 H.W.  
Request for Redesignation

Laebon Developments Ltd. have requested that Lots 1 - 5, Block 1, Plan 1376 H.W. be redesignated from R.1 to R.2 in order to allow duplexes as a discretionary use.

Prior to the adoption of new Land Use By-law 2672/80 the subject area was zoned R2A which permitted duplexes, as well as apartments and town-houses as discretionary uses. An R.2 district tends to encourage higher densities.

In the General Municipal Plan, policy 2.4.2.6 states:

"The Land Use By-law will protect those single family areas where high density redevelopment is not desirable."

In accordance with this policy, the new Land Use By-law designated many areas of the City as R.1.

We do not object to Lot 2 being redeveloped with a duplex, but we do oppose a redesignation to R.2. Alternatively, the parcel could be designated as R1A which allows a duplex as a discretionary use.

Yours truly,



Monte R. Christensen,  
Associate Planner  
City Planning Section

MRC/hp

## MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY—TOWN OF ECKVILLE—TOWN OF INNSFAL  
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTLE—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE  
VILLAGE OF ALX—VILLAGE OF BENTLEY—VILLAGE OF BIG VALLEY—VILLAGE OF BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE  
VILLAGE OF DONALDA—VILLAGE OF ELNORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY  
SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17  
COUNTY OF PAINT EARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLE No. 6—IMPROVEMENT DISTRICT No. 10

April 7th, 1981

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/  
BUILDING INSPECTOR

RE: LAEBON DEVELOPMENT LTD.

In response to your memo on the above subject, we have the following comments for Council's consideration.

The history of the above site is as outlined in Mr. Lacey's letter. Unless the site is rezoned, it cannot be used for anything other than a single family dwelling.

In order to accomodate the applicant's request to build a duplex either R1(A) or R2 zoning is required. Either zoning lists the use as discretionary, which means that all property owners within 200 feet are notified of the proposal and their comments requested. These comments are presented to the Municipal Planning Commission whom are the approving authority and whose decision is subject to appeal by any person effected to the Development Appeal Board.



R. Strader  
Development Officer/  
Building Inspector

RS/lg

Mayor's comments

This area and the area to the south is predominantly single family. If Council wishes to consider a change, we would agree with the recommendations of the Planners. This would give an opportunity for people in the area to object to any rezoning of this one particular lot.

"R. J. McGHEE"  
Mayor

HOMES LIMITED

March 26, 1981

City Clerk's Office  
City of Red Deer  
4914 - 48 Ave.  
Red Deer, Alberta

Attention: R. Stollings

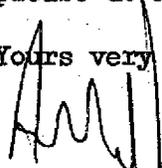
Dear Mr. Stollings:

Re: Application for Condominium Approval on Lots 7-13 Inclusive  
Block 13 Plan 802 0563

Please be advised that Cairns Homes Limited is currently in the process of constructing four-plex dwellings on the above noted lots. The individuals planning on purchasing these buildings have requested that, although they are currently planned for rental usage, the buildings be potentially convertible to condominiums at a later date. As it is my understanding that any future approval of these units as condominiums is contingent upon the City Council endorsing this use prior to the initial renting of the project, I would be most appreciative if you would include this item for consideration by Council on their next Agenda.

Should you have any further questions regarding this matter, please do not hesitate to contact the undersigned.

Yours very truly,



A. Grant McDonald  
District Land Manager

## RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

## DIRECTOR:

Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. \_\_\_\_\_

April 7, 1981

Mr. R. Stollings,  
City Clerk  
City of Red Deer  
Box 5008  
Red Deer, Alta.

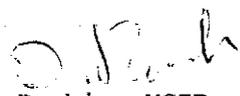
Dear Sir:

Re: Application for Condominium approval on  
Lots 7 - 13, inclusive. Block 13, Plan 802 0563

The applicant requests city council's permission to build seven (7) four-plex condominiums on the above noted site.

We have no objections to this proposal, subject to the condition that the applicant comply with all fire and safety regulations, regarding condominium developments.

Yours truly,

  
D. Rouhi, MCIP  
SENIOR PLANNER  
CITY PLANNING SECTION

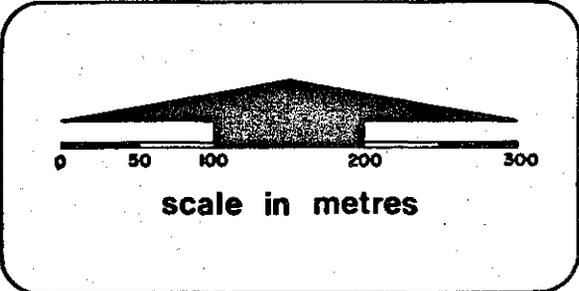
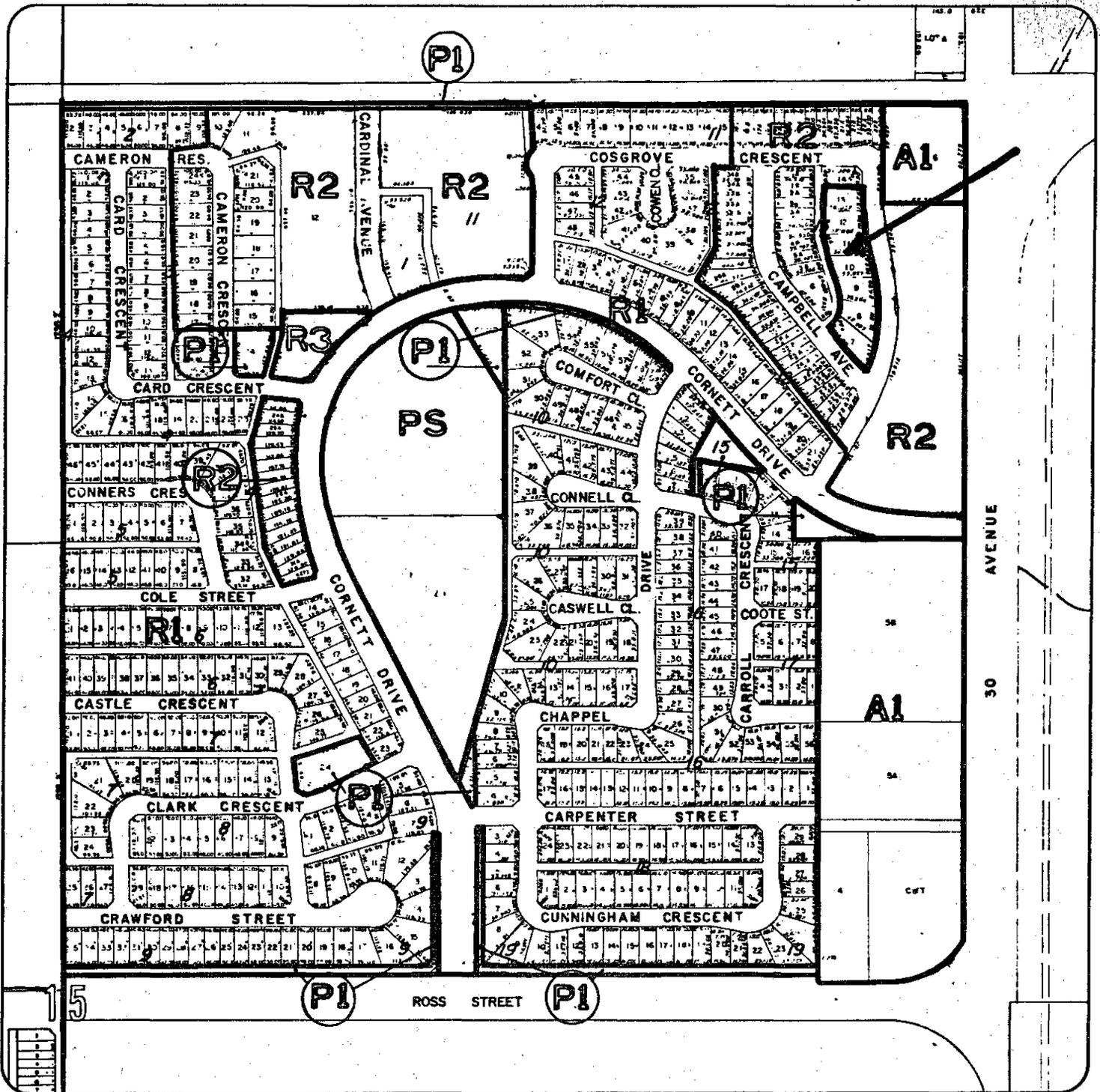
DR/cc

c.c.- Building Inspector  
- City Assessor  
- City Engineer

## MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY —TOWN OF ECKVILLE—TOWN OF INNSFALL  
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTLER—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE  
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SUMMER VILLAGE OF ROCHON SANDS — SUMMER VILLAGE OF WHITE SANDS — COUNTY OF LACOMBE No. 14 — COUNTY OF MOUNTAIN VIEW No. 17  
COUNTY OF PAINTEARH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLER No. 6 — IMPROVEMENT DISTRICT No. 10

# Land Use Districts

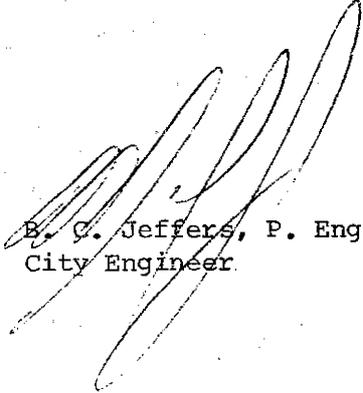


**Revisions :**  
 2672 / D - 80 (15/9/80)  
 2672 / L - 80 (27/Oct/80)

April 6, 1981

TO: City Clerk  
FROM: City Engineer  
RE: Application for Condominium Approval  
Cairns Homes Ltd.  
Lots 7 - 13, Block 13, Plan 802-0563

The Engineering Department has no objections to approving the above lots for condominiums providing each four plex unit is sold as one and not further subdivided. The reason being only one service connection exists per lot.



E. C. Jeffers, P. Eng.  
City Engineer

✓FLL/emg  
cc - City Assessor  
cc - RDRPC

Mayor's comments

Recommend Council approve the request for Condominium proposals on the sites in question,

"R.J. McGhee"  
Mayor



No. 23

OFFICE OF THE SECRETARY-TREASURER

BOX 920

RED DEER, ALBERTA T4N 5H3

NO .5

April 1, 1981

Mr. R. Stollings,  
 City Clerk,  
 City of Red Deer,  
 4914 - 48th Avenue,  
 Red Deer, Alberta  
 T4N 3T4

Dear Sir:

Re: Lots 1 and 2, Block 9, Plan 708 M.C.

It has been brought to our attention that amendments made to the City of Red Deer new Land Use By-Law has resulted in the building on this property being non-conforming.

We would appreciate having you take whatever action is necessary for the By-Law to be amended to allow our present buildings to conform with the by-law, and any expansion to these buildings which we may wish to carry out in the future.

Although I have indicated both Lots 1 and 2 above, I realize that Lot 1 is owned by the City of Red Deer but as there could be a purchase of Lot 1 by the County from the City sometime in the future, I have included both lots in this request.

Your assistance in this regard is appreciated.

Yours truly,

COUNTY OF RED DEER NO. 23

*R.J. Stonehouse*  
 R.J. Stonehouse  
 County Commissioner

/99

## RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:  
Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. \_\_\_\_\_

April 7, 1981.

Mr. R. Stollings,  
City Clerk,  
City of Red Deer,  
P.O. Box 5008,  
Red Deer, Alberta.

Dear Sir,

Re: Lots 1 & 2, Block 9, Plan 708 M.C.  
Land Use By-law Amendment

In the letter dated April 1, 1981 the County of Red Deer expressed concern over the non-conforming aspect of their facilities on the above mentioned parcel.

The non-conformity results from a basic change in the underlying philosophy of the R.2 Residential use district in the new Land Use By-law 2672/80. The R.2 district in the old Land Use By-law was very general, and included such uses as funeral homes, police stations, fire stations, and public and quasi-public buildings. It is intended that the new R.2 district be more purely residential oriented, hence uses such as funeral homes and public and quasi-public buildings have been removed from the use table.

In order to recognize the County of Red Deer's facilities as an appropriate land use, it is necessary to amend the Land Use By-law. Two suitable alternatives are:

- (a) include public and quasi-public buildings in the R.2 district, or
- (b) incorporate in the Land Use By-law a clause allowing such uses on this particular site.

Yours truly,



Monte R. Christensen,  
Associate Planner  
City Planning Section

MRC/hp

## MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY —TOWN OF ECKVILLE—TOWN OF INNISFAIR  
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COUNTY OF PAINT EARTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLER No. 6 — IMPROVEMENT DISTRICT No. 10

April 7th, 1981

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/  
BUILDING INSPECTOR

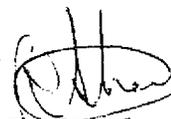
RE: LOTS 1-2, BLOCK 9, PLAN 708 M.C.

In response to your memo on the above subject, we have the following comments for Council's consideration.

The site in question is the location of Red Deer County buildings, which is presently designated R2, in which the attached list of uses applies. Prior to the passage of the present Bylaw in August, 1980, the site designation was R2B which included the use "Public and Quasi Public Buildings" which is not mentioned in the present Bylaw in this zone.

The use therefore becomes "non-conforming but not illegal" as it was in existence prior to the passage of the Bylaw. Under the provision of the planning act a non-conforming building cannot be added to or rebuilt.

Should Council wish to return this site to the same status existing before August, 1980, our recommendation would be to return the use "Public and Quasi Public Buildings" to the discretionary use table of the R2 district.



R. Strader  
Development Officer/  
Building Inspector

RS/lg

6.6.2 R-2 RESIDENTIAL (GENERAL) DISTRICT

102.

6.6.2.1 General Purpose of District

The purpose of this district is to provide a medium density residential area with a mixture of housing types and residential accommodation and at the same time control, regulate and encourage the development or redevelopment of residential uses that are compatible with both neighbourhood, the immediate site and the growth policies of the General Municipal Plan.

6.6.2.2 Permitted Uses

- (1) Detached dwelling.
- (2) One basement dwelling unit per detached dwelling.
- (3) Private garage accessory to a permitted or discretionary use subject to Section 5.2.5.
- (4) Sign - Identification - Class A - see Section 4.12.

6.6.2.3 Discretionary Uses

- (1) Duplex.
- (2) Multi-attached building.
- (3) Multiple family building subject to Section 6.6.2.7.
- (4) Planned group of residential buildings subject to Section 5.2.3.
- (5) Home occupation.
- (6) Accessory residential structure subject to Section 5.2.5.
- (7) Special residential use:
  - lodging and boarding houses
  - kindergartens, nursery schools
  - churches
  - group home.
- (8) Municipal services limited to police and fire protection, utility sites.

6.6.2.4 Regulations

- (1) Floor Area: Detached dwelling - (minimum) frontage in metres  
x 5 m  
Duplex - Minimum 65 m<sup>2</sup> for each unit  
Multi-attached - minimum 60 m<sup>2</sup> for each unit  
Multi-family - minimum 60 m<sup>2</sup> for each unit  
subject to Section 6.6.2.5.
- (2) Building Height: Minimum - N/A  
Maximum - two storeys and basement with maximum  
of 10 m.
- (3) Front Yard: Minimum 6 m, subject to Section 6.6.2.5.

- (4) Side Yard: Detached dwelling - minimum 1.5 m subject to Section 6.6.2.5.  
Duplex - minimum 2.4 m subject to Section 6.6.2.5  
Multi-attached - minimum 2.4 m subject to Section 6.6.2.5  
Multi-family - minimum 66% of building height and in no case less than 3 m (2672/C-81)
- (5) Rear Yard: Minimum 7.5 m (2672/N-80)
- (6) Landscape Area: Minimum 44% of site area.
- (7) Parking: subject to Section 4.10.
- (8) Loading: N/A
- (9) Site Area: Detached dwelling - minimum 557 m<sup>2</sup>  
Duplex - minimum 232 m<sup>2</sup>/dwelling unit  
Multi-attached - minimum 139 m<sup>2</sup>/dwelling unit  
Multi-family - no separate bedroom - minimum 74 m<sup>2</sup> per dwelling unit  
- one bedroom - minimum 111 m<sup>2</sup> per dwelling unit  
- more than one bedroom - minimum 139 m<sup>2</sup> per dwelling unit
- (10) Frontage: Detached dwelling - minimum 15 m  
Duplex - minimum 7.6 m per dwelling unit  
Multi-attached building - minimum 19.5 m  
Multiple family building - minimum 19.5 m.

6.6.2.5 Special Regulations

- (1) Notwithstanding Section 6.6.2.4 where an approved subdivision plan or a proposed subdivision plan within this use district comprises of at least 5 sites the Municipal Planning Commission by resolution (2672/C-81):
  - (a) further establish and specify maximum and minimum areas;
  - (b) specify the maximum and minimum yard requirements; (2672/N-80)
  - (c) reduce the side yard to zero metres where:
    - (i) the owner(s) of the adjacent site or sites grant(s) a 2.4 m maintenance access plus a 0.6 m eave and footing encroachment easement on the adjoining site in perpetuity. The easements shall be to the satisfaction of the Development Officer and shall be registered against the title of the said site,
    - (ii) all roof drainage from any building shall be directed onto the site upon which such building is situated by suitable means,
    - (iii) in laneless subdivisions, adequate provision shall be made for rear access,
  - (d) specify the minimum site area, and
  - (e) specify the minimum frontage.

- (2) Notwithstanding the provisions of Section 6.6.2.4, where a laneless subdivision plan is registered in the Land Titles Office, one of the side yards for a detached dwelling and the side yard for a duplex dwelling unit shall be (2672/C-81):
  - (a) 1.5 m where a garage or carport is attached to or is an integral part of the principal building, or
  - (b) 3 m where a garage or carport is to be provided in the rear yard of the site, or
  - (c) 5 m where a garage or carport is to be attached to the principal building at a later date,
  - (d) in the event that the front building line of the said lands is 21 m in length or greater, the minimum side yard in one side of the site shall be 10 per cent of such building line. The minimum side yard on the other side of the site in the case subsection (a) hereof applies, 10 per cent of the said building line; in the case subsection (b) or (c) applies, 3 m or 5 m respectively, as the case may be.
- (3) (a) Where each half of a semi-detached house is to be contained in a separate parcel or title no sideyard shall be required on the site of the dwelling unit which abuts the adjacent dwelling unit.  
  
(b) Where the dwelling units of a row house building are to be contained in separate parcels or titles, no sideyards shall be required on either side in the case of an internal dwelling unit and no sideyard shall be required on one side of the end dwelling unit.
- (4) Notwithstanding the provision of Section 6.6.2.4(3) the front yard requirement for one dwelling unit of a duplex building may be increased up to 3.5 m by the Development Officer provided that the front yard of the adjoining dwelling unit meets the requirement of this section.
- (5) Notwithstanding Section 6.6.2.4 a building which is within the following tolerances of the requirements therein stated shall be deemed to comply with Section 6.6.2.4, namely:
  - (a) Floor Area: (6.6.2.4(1)) not less than 95% of the minimum
  - (b) Front Yard: (6.6.2.4(3)) not less than 90% of the minimum
  - (c) Side Yard: (6.6.2.4(4)) not less than 80% of the minimum except lots designated as Zero lot line or lots situated in laneless subdivisions
  - (d) Rear Yard: (6.6.2.4(5)) not less than 90% of the minimum (2672/R-80)

- (e) Landscaping: (6.6.2.4(6)) not less than 98% of the minimum
  - (f) Site Area: (6.6.2.4(9)) not less than 90% of the minimum
  - (g) Frontage: (6.6.2.4(10)) not less than 90% of the minimum (2672/R-80)
- (6) In calculating the minimum floor area for an odd and irregular shaped site the frontage of the site shall be the greater of either the width of the site at the building line or the front boundary of the lot. (2672/R-80)

6.6.2.6 Site Location

- (1) Notwithstanding Section 6.6.2.4 the site plan; the relationship between buildings, structures and open space; the architectural treatment of buildings; the provision and architecture of landscape open space and the parking layout shall be subject to approval by the Development Officer or the Municipal Planning Commission.

6.6.2.7 Site Location

- (1) Notwithstanding any clause of Section 6.6.2 a site shall not be located or developed so as to leave small isolated parcels of land that cannot accommodate future development. The location of the site to be developed within the land use district, and the relationship of the site to the surrounding environs shall be subject to approval by the Municipal Planning Commission.

Mayor's comments

Agree with the request submitted and suggest the R.2 zoning be amended to include "Public and quasi-public buildings" as a discretionary use.

"R.J. McGHEE"  
Mayor

March 11, 1981

NO. 6

106.

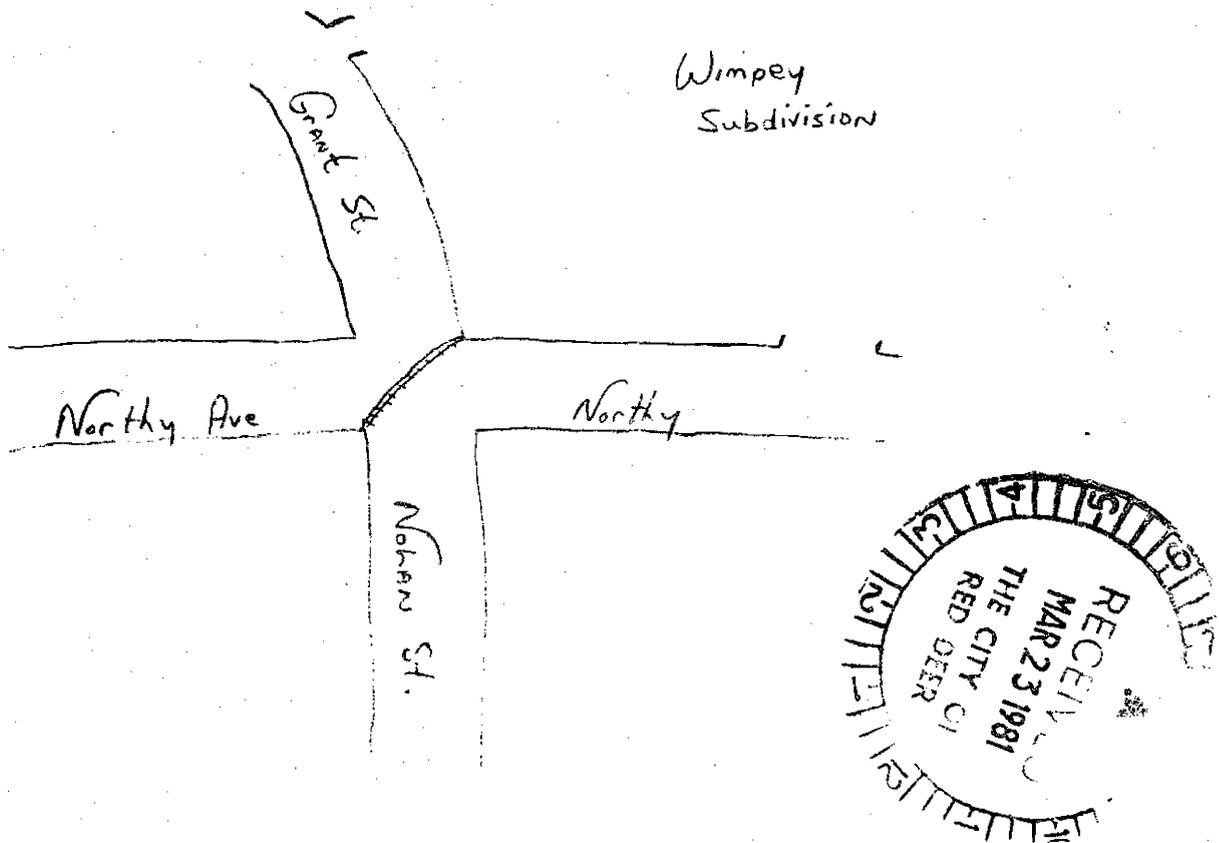
Mr. Bob Stollings,  
City Clerk,  
City of Red Deer, Red Deer, Alberta.

Dear Mr. Stollings:

We , the residents of Nolan Street, have unanimously come to the conclusion that the four way stop will do virtually nothing to deter big trucks and cars from using our street as a shortcut. We protest the excessive volume of traffic using Nolan St. as a major east-west thoroughfare. Its' easy access to the Northlands Industrial area, Taylor Drive, Sylvan Lake Trail, and 67th Street overpass makes it an attractive alternative to the traffic lights and traffic tie-ups of Gaetz and/or 67th street.

On Tuesday, March 3, 1981 (10 a.m.) Judy Van Hyfte, Marelene Lang, Irene Moshor, and Janette Vosburgh met with city personel, Craig Curtis, Chi Lee, Ken Haslop and Michael Day. We discussed at length a solution to the traffic problem. Our request that a culdesac ( at Northy Ave, and Nolan St.) be constructed was given some consideration; in light of the fact that the Pines residents were granted a close on Page and Pamely, we strongly feel the same consideration be given to us. Our traffic problem is just as bad, probably worse.

A possible alternative to the close idea, that would be agreeable to both the city engineering department and Nolan Street residents, would be a permanent diversion diagonally across Grant St. and Nolan . Please examine the following diagram.



We are convinced that a culdesac or a diversion is the only solution to the horrendous traffic. Short-cutters will have to return to 67th and Gaetz to go to and from the Northland, Goldenwest, and Conquest Industrial areas as well as the highway access. It was rather poor planning that caused this problem in the first place. Grant Street should have been offset Nolan Street by a half a block or so to have prevented the throughfare. One of the engineers even admitted this information to us.

In referance to the four way stop at Nolan and Northy, we have observed no positive change in the heavy volume, and speed of traffic. We want something more substantial than signs that few obey; this even includes the playground signs. Practically no one goes the 30 Km an hour where designated. Those that do are often passed by irrate and irresponsible drivers. We fear for our children who may end up as traffic victems either crossing the street to go to school, or playing on the sidewalk. Cars have landed on our sidewalks on several occasions probably from lack of control due to excessive speed.

The urgency of this situation demands immediate priority on the list of city management.

As stated many times before, we don't feel that a residential street should be used as a major roadway. We are particularly upset that Nolan Street was extended into an extension we had no knowledge of when we purchased our homes or lots. If this was to have always been a major roadway, why were we not informed, why do you refer to it as a residential street , and why was there not a boulevard and service road provided?

Nolan Street is extremely nosey and stressful. ( You don't get used to it.) We trust you'll present this letter to his worship, Mayor McGee and the city councilmen so they can help us with this most urgent problem. Also, please inform us when this matter is returned to the agenda so that we may attend.

*Judy Van Hyfte*  
*Marelene Lang*  
*Irene Moshor*  
*Janette Vosburgh*

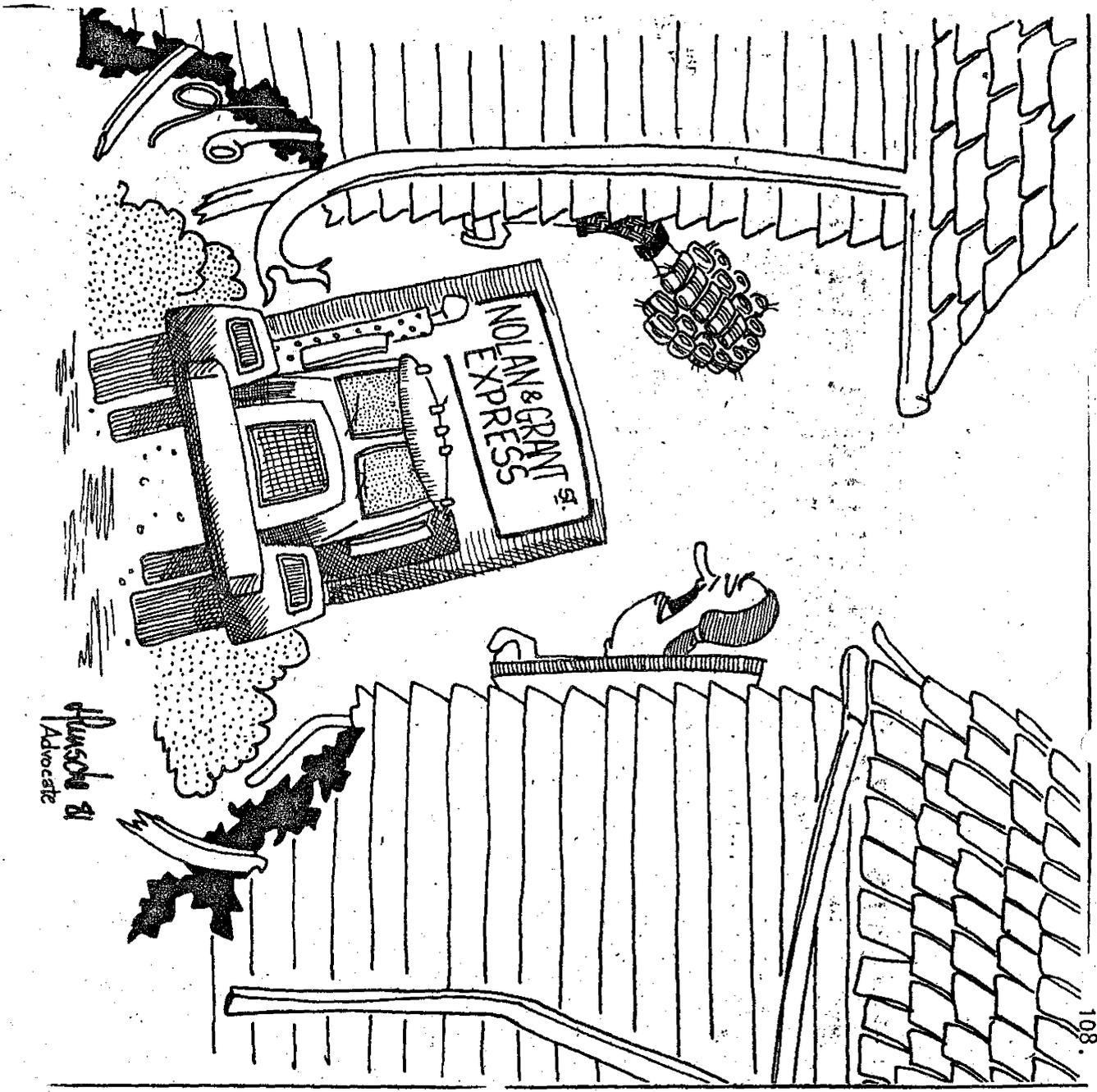
Most sincerely,

Judy Van Hyfte 67 Nolan St.  
Marelene Lang 3 Nolan St.  
Irene Moshor 11 Nolan St.  
Janette Vosburgh 71 Nolan St.

Please note the following Nolan Street residents who have endorsed and supported this letter.

NAME	ADDRESS
1.	
2.	
3.	

over ->



Huscho B  
Advocate

"DON'T WORRY HAZEL. YOU GET USED TO IT."

You don't get used  
to it





We support the letter written by Judy Van Hyfte, Marelene Lang Irene Mosher, and Janette Vosburgh concerning the serious traffic problem on Nolan Street.

NAME	ADDRESS
<del>Brandt</del> S. BRANDT	47 NOLAN ST.
Brandt. SHIRLEY BRANDT	47 Nolan St.
Gibson, Ruby	43 Nolan St.
Phil Lachena	39 Nolan St.
Wiel & Laurette Curmunt	35 Nolan St.
Doradone Lori cuff	31 Nolan St.
Kay & Bob Wright	27 Nolan St.
Reggie & S. J. Jace	15 Nolan St.
John Mosher	11 Nolan St.
Garrett Mullin	7 Nolan St.
Felix Mullin	7 Nolan St.
Ray J. Jace	3 Nolan St.
C. E. Jace	62 Jace
Sandra Dames	#58 Nance Ave.
Teresa Davis	58 Nance Ave
Virginia & Kenzie	#61 Nance Ave
Jan Anderson	#23 Nolan St.
Ann Andersen	23 Nolan St.
Walter & Helen Brock	19 Nolan Street
Irene Mosher	11 Nolan St.

Please note the following Nolan Street residents who have endorsed and supported this letter.

NAME	ADDRESS
1. Marelene Lang	3 Nolan
2. Jan Brock	51 Nolan
3. Joan & Dick	"
over →	

April 2, 1981

Mayor Bob McGee  
City Hall  
City of Red Deer  
Red Deer, Alberta

Dear Sir:

We wish to inform you of our continued dissatisfaction with the situation on Nolan Street. We have found it impossible to gain any current factual information from any sources at City Hall. Consequently, we have undertaken to establish some facts on our own time, and have taken a count of traffic for a period of 13 hours on an "ordinary" Tuesday, March 31, 1981 from 6:30 A.M. to 8:00 P.M. The figures may surprise you, as officials at City Hall tend to downplay our problem.

This matter will be dealt with in a future council meeting. We would ask you to please consider the information on the next page and be prepared to establish some form of solution to the problem.

Another count will be taken in the near future at a position further west on the street, by other Nolan Street residents.

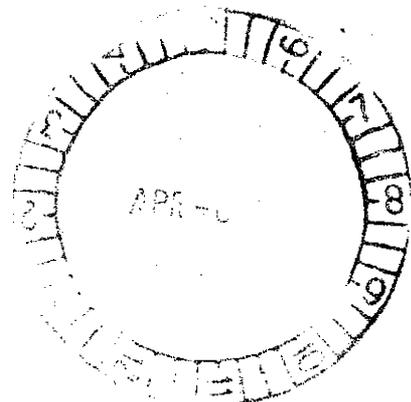
Thank you for your consideration.

Sincerely yours,

*Irene Mosher*  
*Marlene Lang*

Irene Mosher  
Marlene Lang

c.c.  
Dennis Moffat  
Dan Lawrence  
Larry Fimm  
Irene Shandera  
John Oldring  
Jack Kokotailo  
Claybyn Hood  
Olly Webb



CC2 - CITY COMMISSIONER  
CITY CLERK  
CITY ENGINEER

APRIL 6 / 81  
J.K.

Traffic Count taken on Tuesday March 31, 1981

6:30 A.M. to 8:00 A.M.

Residential East- 299  
West- 57  
Total 356

8:00 A.M. to 9:00 A.M.

Residential East- 100  
West- 45  
Total 145

9:00 A.M. to 10:00 A.M.

Residential East- 129  
West- 76  
Total 196

10:00 A.M. to 11:00 A.M.

Residential East- 110  
West- 74  
Total 184

11:00 A.M. to 12:00 A.M.

Residential East- 93  
West- 124  
Total 217

12:00 A.M. to 1:30 P.M.

Residential East- 280  
West- 242  
Total 522

1:30 P.M. to 2:30 P.M.

Residential East- 110  
West- 108  
Total 218

2:30 P.M. to 4:00 P.M.

Residential East- 176  
West- 174  
Total 350

4:00 P.M. to 5:30 P.M.

Residential East- 225  
West- 338  
Total 563

5:30 P.M. to 6:30 P.M.

Residential East- 109  
West- 196  
Total 305

6:30 P.M. to 8:00 P.M.

Residential East- 123  
West- 125  
Total 248

\* Commercial East- 62  
West- 24  
Total 86

Total for one and half hour- 442

Commercial East- 40  
West- 30  
Total 70

Total per hour ----- 245

Commercial East- 54  
West- 40  
Total 94

Total per hour ----- 290

Commercial East- 35  
West- 26  
Total 61

Total per hour ----- 245

Commercial East- 42  
West- 31  
Total 73

Total per hour ----- 290

Commercial East- 39  
West- 47  
Total 86

Total per hour and half ----- 608

Commercial East- 39  
West- 35  
Total 74

Total per hour ----- 292

Commercial East- 63  
West- 53  
Total 116

Total per hour and half ----- 466

Commercial East- 44  
West- 68  
Total 112

Total per hour and half ----- 675

Commercial East- 21  
West- 28  
Total 49

Total per hour ----- 354

Commercial East- 11  
West- 12  
Total 23

Total per hour and half ----- 271

\* Commercial vehicles- those with business logos

# RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:  
Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. \_\_\_\_\_

April 6th, 1981

Mr. R. Stollings  
City Hall  
City of Red Deer  
P.O. Box 5008  
RED DEER, Alberta

Dear Sir:

RE: TRAFFIC PROBLEMS:  
NOLAN STREET AND GRANT STREET

Your letter of 23rd March 1981 and my letter of 27th January 1981 refer.

1. The question of high traffic volumes in Nolan and Grant Streets was considered by Council at its meeting on 2nd February 1981. After considering reports from the City Engineer's Department, the RCMP and the Red Deer Regional Planning Commission Council adopted the following resolution:

"RESOLVED that Council of the City of Red Deer having considered correspondence dated January 21st 1981 from Irene Mosher and Marlene Lang re: Problems pertaining to traffic on Nolan Street and Grant Street and having considered reports from the administration concerning said matter, hereby agree that the stop signs be erected at the intersection of Northey Avenue and Nolan Street as quickly as possible."

At this time the City Planning Section commented that Nolan and Grant Streets, at present, act as the only east-west collector in the area. It was emphasized that through traffic would be reduced, in the future, once the 64th Avenue and 77th Street arterials have been constructed, as proposed in the North-West Sector Area Structure Plan. It was therefore recommended that the construction of these arterials be given priority, and that the streets be strictly policed to prevent their utilization as an illegal truck route.

2. Since Council's resolution, further discussions have been held with residents in Nolan Street and a petition has been addressed to the City requesting further action. The petition requests that Nolan Street be converted into a cul-de-sac or that a traffic diverter be constructed at the intersection between Northey Avenue and Grant and Nolan Streets.

.... /2

#### MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY —TOWN OF ECKVILLE—TOWN OF INNISFAIL  
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTLER—TOWN OF SUNDBE—TOWN OF SYLVAN LAKE  
VILLAGE OF ALIX — VILLAGE OF BENTLEY — VILLAGE OF BIG VALLEY — VILLAGE OF BOWDEN — VILLAGE OF CAROLINE — VILLAGE OF CREMONA — VILLAGE OF DELBURNE  
VILLAGE OF DONALDA — VILLAGE OF ELNORA — VILLAGE OF GADSBY — VILLAGE OF MIRROR — SUMMER VILLAGE OF GULL LAKE — SUMMER VILLAGE OF HALF MOON BAY  
SUMMER VILLAGE OF ROCHON SANDS — SUMMER VILLAGE OF WHITE SANDS — COUNTY OF LACOMBE No. 14 — COUNTY OF MOUNTAIN VIEW No. 17  
COUNTY OF PAINTEARTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLER No. 6 — IMPROVEMENT DISTRICT No. 10

Mr. R. Stollings  
April 6th, 1981  
Page two

115.

3. Nolan and Grant Streets were designed as residential collectors with a recommended maximum two way flow of 5000 vehicles per day. The 1980 traffic count undertaken by the City Engineer's Department shows that Nolan Street has a two way flow of approximately 3100 vehicles per day. The City Engineer's Department have stated that more recent surveys undertaken in February 1981 have shown no substantial increase. The traffic flows along this route are therefore considerably lower than a number of other residential collector roads throughout the City. For example Horn Street in Highland Green and Springfield Road in Sunnybrook have maximum two way flows of 4107 and 4473 vehicles per day respectively.

It must be acknowledged, however, that Nolan and Grant Streets are at present being used as a short cut between 64th Avenue and Gaetz Avenue and traffic volumes have increased considerably since the area was first developed. However, increased traffic volumes are a factor of growth which are being experienced in a number of developing areas throughout the City.

4. The construction of a cul-de-sac or traffic diverter at the intersection between Nolan Street and Northey Avenue would solve the problem of through traffic, but would create a number of other problems. The City Planning Section is strongly opposed to the construction of a cul-de-sac, as it would create confusion for motorists. However, it is considered that a traffic diverter, as indicated on the plan prepared by the City Engineer's Department would be a practical solution in this location.

A traffic diverter would, however, have a detrimental impact upon the fire service which can be provided in the area, and the Fire Chief has estimated that response times would be increased by one to one and one half minutes. In addition it is understood that Nolan/Grant Street is under consideration as a future transit route.

5. In conclusion there is no objection from a planning point of view to the construction of a traffic diverter in the location shown. However in view of the Fire Chief's comments and the comparatively low traffic volumes recorded by the City Engineer's Department, the City Planning Section does not support this proposal at this stage. It is therefore recommended that the City Engineer's Department undertake further traffic counts during the summer period and report back to Council in this regard.

Yours truly,



CRAIG CURTIS  
ASSOCIATE PLANNER  
CITY PLANNING SECTION

c.c. - Mr. B. Jeffers, City Engineer  
- Mr. R. Oscroft, Fire Chief  
- Mr. D. Proudler, Transit

Superintendent

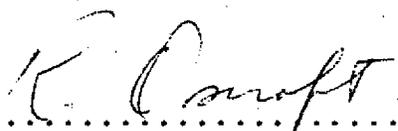
CCL/t

DATE: March 24, 1981  
TO: City Clerk  
FROM: Fire Chief  
RE: TRAFFIC PETITION - Normandeau Sub-Division

This is to advise that we do not favour installing a permanent diagonal diversion on Northey Avenue at Grant and Nolan Street.

Our computer model, developed during construction of the Fire Station Location Package, uses Northey Avenue as one of the shortest and quickest response routes to portions of Glendale and to Northwood Estates. This diversion could increase our response times by one to one and one half minutes.

I also feel that the diversion will not accomplish the effect desired, as traffic will divert to other streets or avenues, such as Niven Street and Nash Street, and Council would be in a position of being continually petitioned by residents for street closures that would eventually effect the overall traffic patterns in Red Deer.



.....  
R. Oscroft, Fire Chief.  
c/c City Engineer  
RCMP  
Red Deer Regional Planning Commission  
Transit System Superintendant.



TO  
A



City Clerk

FROM  
DE

O. i/c Red Deer City Detachment

SECURITY - CLASSIFICATION - DE SÉCURITÉ
OUR FILE/NOTRE RÉFÉRENCE
YOUR FILE/VOTRE RÉFÉRENCE
DATE 81 MAR 31

SUBJECT  
OBJET

Re: Traffic - Residents Normandeau Subdivision

1. Your memo of 31 MAR 23 refers. Over the past three months the Police Department has given Normandeau Residential Subdivision more traffic law enforcement than what other residential areas of the City have received. It would be nice to have a patrol car on Nolan Street 24 hours of the day but this is simply not possible.

2. Our patrolmen recognize the concern residents have because of the volume of traffic using Nolan. In view of this concern, enforcement of the truck route provisions of the Traffic Bylaw and pertinent sections of the Highway Traffic Act, will continue as in the recent past.

*bbau*  
(C.C. Coutts) Insp.  
O. i/c Red Deer City Det.

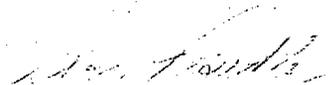
CCC/clj

cc Traffic Section

March 24, 1981.

TO: R. STOLLINGS, City Clerk  
FROM: D. PROUDLER, Transit Superintendent  
RE: TRAFFIC - RESIDENTS NORMANDEAU SUBDIVISION

This closure would not effect us at the present time but our future expansion into the Glendale sub-division would probably pass through the area considered being blocked off.

  
D. PROUDLER,  
Transit Superintendent.

April 6, 1981

TO: City Clerk  
FROM: City Engineer

RE: Petition for Traffic Improvements  
Intersection Nolan Street & Northey Avenue  
Normandeau Subdivision

---

Council at their regular meeting of February 2, 1981 passed the following resolution:-

"RESOLVED that Council of the City of Red Deer having considered correspondence dated January 21st, 1981 from Irene Mosher and Irene Lang re: Problems pertaining to traffic on Nolan Street and having considered reports from the administration concerning said matter, hereby agree that the stop signs be erected at the intersection of Northey Avenue and Nolan Street as quickly as possible".

The Engineering Department, in accordance with the above, installed a 4 way stop at Northey Avenue and Nolan Street and undertook vehicle speed and count data before and after the installation. The results are summarized below:-

- (1) Subsequent to the installation of stop signs at Nolan Street, total traffic volume during the survey period of 7:00 A.M. to 9:00 A.M., 11:00 A.M. to 2:00 P.M. and 3:30 P.M. to 6:00 P.M. decreased by 16 vehicles (from 1801 to 1785) at Nolan Street, east of Northey Avenue and increased by 46 vehicles (from 633 to 679) at Northey Avenue, south of Nolan Street. Truck traffic using the intersection of Northey Avenue and Nolan Street increased from 38 to 49.
- (2) Subsequent to the installation of stop signs at Nolan Street, average speed decreased by 3 to 4 miles per hour on Nolan Street and increased by 2 to 3 miles per hour on Northey Avenue. The decrease in average speed on Nolan Street could be due to vehicles decelerating to zero miles per hour at the stop sign and acceleration afterwards. The increase in average speed on Northey Avenue could be due to vehicles not required to stop for as long a period as before.

Attached is a plan showing count information and directional traffic flow arrows. We would draw Council's attention to the following count stations:-

<u>LOCATION</u>	<u>24 HOUR TOTAL</u>
a) Nolan Street west of Gaetz Avenue	3085 vehicles
b) 71 Street west of Gaetz Avenue	4075 vehicles
c) 68 Street west of Gaetz Avenue	4316 vehicles
d) Springfield Avenue south of 32 Street	4473 vehicles
e) Page Avenue south of 74 Street	2347 vehicles

From our data which was taken during the summer months of 1980, (traditionally the highest volume period) one will note that the Nolan Street/ Grant Street collector has a lesser volume than comparable roadways. The traffic counts on 68 Street and 71 Street may be influenced somewhat by the strip commercial development adjacent to 52 Avenue but these two roadways are designed and intended to function as residential collector streets similar to Nolan Street.

We are of the opinion that the problem, as stated by the petitioners, is not with the direct connection of Grant Street to 64 Avenue but rather with the direct connection of Grant Street to Nolan Street which in turn directly connects two arterial roadways. Accordingly, we have reviewed the possibility of installing a temporary traffic diverter made from precast concrete barriers similar to the attached diagram. These barriers are 2 1/2 feet wide at the base, 2 1/2 feet high and are 10 feet in length. They are relatively easy to install at minimal expense but are heavy enough to discourage vandalism. This particular orientation was chosen as it accommodates traffic circulation within each of the Glendale and Normandeau Subdivisions and provides the least difficult access for emergency and service vehicles.

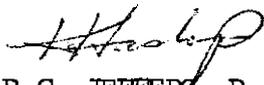
We do not know what repercussions will occur to either 76 Street, 71 Street or 68 Street nor do we know how it may effect the transit system once the Transit Study is completed. The Fire Department has already indicated that a serious delay in response time would be imposed should the diverter be installed. The Transit Department will not know their final bus routing until completion of the Transit Study.

SUMMARY

The Engineering Department supports the removal of heavy vehicles from this portion of roadway through continued strict enforcement. In considering the present traffic volumes on Nolan Street relative to other comparable roadways within the City we do not feel that the traffic volume is any more serious here than in other locations. The Springfield entrance to Sunnybrook has for example, higher traffic volumes and passes adjacent to an elementary school. In view of a potential increase in response time to emergencies to property or persons and also due to the uncertainty relating to the effects on other nearby roadways we are reluctant to suggest further action.

As it appears that the Grant Street/Nolan Street connection is being used as a shortcut from 64 Avenue to Gaetz Avenue Council may wish to consider the barrier installation as per the diagram and see what benefits or problems are created. This installation may discourage some of the existing shortcutting traffic as the route available after the diverter installation would be much more devious. The installation may also add traffic to other connecting roadways which may lead to additional petitions. The petitioners and all other area residents should be fully aware of the increased response time by emergency vehicles due to the diverter. We would suggest implementation procedures be similar to those used in the Pines to permit other subdivision residents to express their concern.

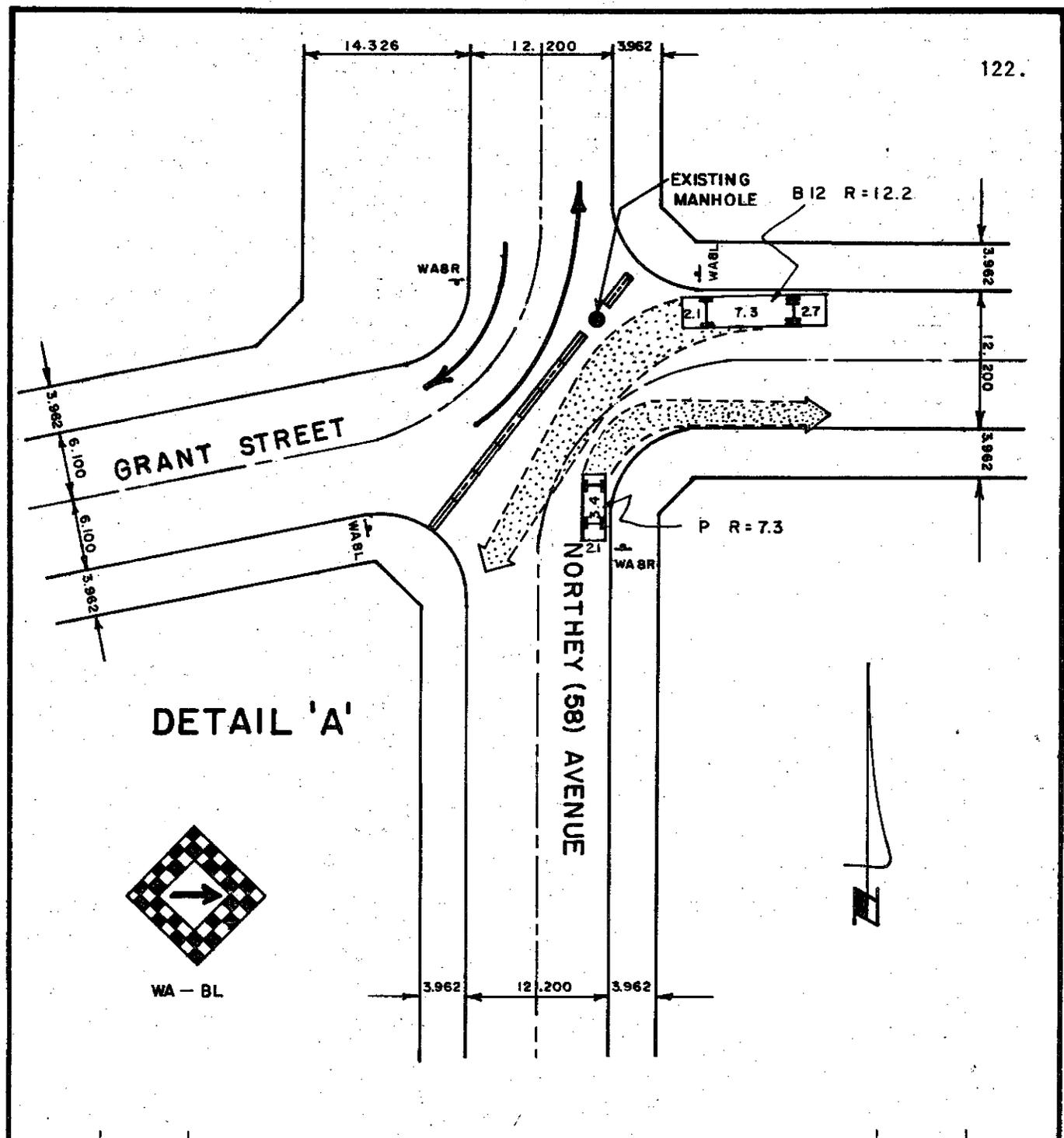
Should Council decide to proceed with the diverter after the advertizing period, and providing the Transit Department can be accommodated, we would further suggest that such installation be of a temporary nature only and to be fully reviewed once the 64 Avenue/77 Street connection is completed or sooner if required. The costs would be in the order of \$2,000 which we would suggest be charged to the subdivision.

*for*   
B.C. JEFFERS, P. Eng.,  
City Engineer

KGH/ab

cc: R.C.M.P. - Inspector Coutts  
Fire Chief  
Transit Supt.  
Regional Planning Commission

attachments



NO.	DATE	REVISION	DRN. BY	APP. BY
<b>CITY OF RED DEER</b>				
ENGINEERING DEPARTMENT				
<b>PROPOSED BARRIER</b>				
Intersection of Northey Avenue and Nolan Street and Grant Street				
SCALE HOR- 1:500		VERT-		DRAWING NO.
DESIGNED BY		DATE		
DRAWN BY R. McCracken		DATE 26 March 1981		
CHECKED BY		DATE		
CITY ENGINEER				



Mayor's comments

Agree with the recommendations of the City Engineer that the proposal for a barrier be advertised and that Council withhold final decision until such time as this information is available.

"R.J. McGHEE"  
Mayor

# RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR: NO. 7  
Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. \_\_\_\_\_

March 30, 1981

City Commissioners,  
City of Red Deer,  
Red Deer, Alberta.

Attn: Mr. Al Scott

Dear Sir:

At the October 27, 1980 meeting of City Council, permission was granted by Council to extend our construction date on our building from February 4, 1981 to May 4, 1981. This extension was very much appreciated by the Commission and has allowed us the time necessary to continue working on our building design, etc.

While our building program has been advancing satisfactorily, because of high interest rates, etc. we have still not been able to make final and complete arrangements on our financing and it would appear that we will not be able to make these financing arrangements and complete our tendering process before May 4, 1981.

As a result, we hereby request a further extension of the construction deadline time till September 4, 1981.

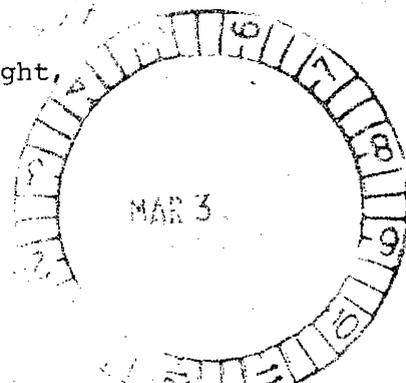
Your favourable consideration of this request would be appreciated.

Yours truly,

*Mac Cartwright*  
Mac Cartwright,  
Chairman

MC/t

*Mr. City Clerk for  
Council Agenda*



### MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY—TOWN OF ECKVILLE—TOWN OF INNSFAL  
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTLER—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE  
VILLAGE OF ALIX—VILLAGE OF BENTLEY—VILLAGE OF BIG VALLEY—VILLAGE OF BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE  
VILLAGE OF DONALDA—VILLAGE OF ELNORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY  
SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17  
COUNTY OF PAINTERTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLER No. 8—IMPROVEMENT DISTRICT No. 10

April 8, 1981

TO: CITY CLERK  
 FROM: ECONOMIC DEVELOPMENT DIRECTOR  
 RE: APPLICATION FOR EXTENSION -  
 RED DEER REGIONAL PLANNING COMMISSION

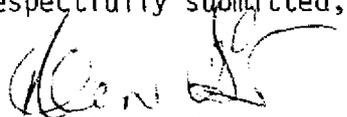
The Red Deer Regional Planning Commission received Council approval on February 4th, 1980, to enter into an option and land sales agreement for the purchase of 1.28 acres in the Bower Special Use Area. The necessary documents were prepared and completed, and the Red Deer Regional Planning Commission exercised their option on May 4th, 1980. The agreement stipulated that construction was to commence no later than nine months from the date the option was exercised. Prior to the expiration of this nine month period on February 4th, 1981, the Planning Commission requested an extension of the commencement of construction date in view of the difficulty of constructing during the winter. Council, at their meeting of October 27th, 1980, passed the following resolution:

"RESOLVED that Council of the City of Red Deer, having considered correspondence dated September 23rd, 1980 from the Red Deer Regional Planning Commission requesting an extension of the construction deadline, relative to their proposed building on Lot 10B, Block 14, Plan 792-2866, hereby approve an extension of the construction deadline from February 4th, 1981 to May 4th, 1981, provided that the dates for final payment and final completion of the building remain unchanged and as recommended to Council October 27th, 1980."

The Commission is now requesting a further extension of 120 days to September 4th, 1981.

When making a decision on this request, Council should also be aware of the other important date contained within the agreement, which stipulates that the development must be completed within twenty-one (21) months of the option being exercised, which in this case, would place the completion date at February 4th, 1982. An extension in the commencement date as requested by the Red Deer Regional Planning Commission, would leave them only five (5) months in which to complete the building. Our standard agreement, which was signed by the Commission, carries a penalty which would be imposed on the date the building is required to be completed. This penalty permits the City to collect property taxes, assessed on the basis that the proposed building was completed.

Respectfully submitted,

  
 ALAN SCOTT, Director  
 Economic Development

AVS/gr

Mayor's comments

As vice-chairman and a member of the Commission executive, I am aware of the problem the Commission is experiencing in obtaining final approval for or disapproval from approving authorities. Any recommendation that I might make might appear prejudicial. It is, therefore, placed before Council for their consideration.

"R.J. MCGHEE"  
Mayor

# Waskasoo Lodge No. 16. I.O.O.F.

Lodge Meets 2nd  
and 4th Mondays

128.



NO. 8

Box 473

RED DEER, Alta.,

March 25

1981

To COUNCIL OF THE CITY OF RED DEER, ALBERTA.

Re: ALCOHOL-DRUG EDUCATION ASSOCIATION.

As requested by the above organization we, The Independent Order Of Odd Fellows of Waskasoo Lodge # 16 of Red Deer, Alberta have unanimously agreed that we are against the sale of Alcoholic Beverages at Sporting events in the City of Red Deer, and we request the Council Members to vote accordingly.

Yours respectfully,

Lyle Kocher,

Recording Secretary,

Waskasoo Lodge # 16, I.O.O.F.

*Rec'd. March 27/81  
3:55 PM  
PMS*

April 2nd, 1981

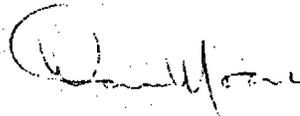
MEMORANDUM

TO: City Clerk

FROM: Recreation Superintendent

RE: Letter from Waskasoo Lodge No. 16, I.O.O.F.

The concern expressed by the organization with respect to the sale of alcoholic beverages at sporting events in the City of Red Deer is perhaps premature, because although I understand legislation might permit this under certain circumstances, there has been no suggestion that any advantage of the legislation be taken by the City of Red Deer, nor have any other outside agencies made overtures in this regard.



DON MOORE

DM:pw

Mayor's comments

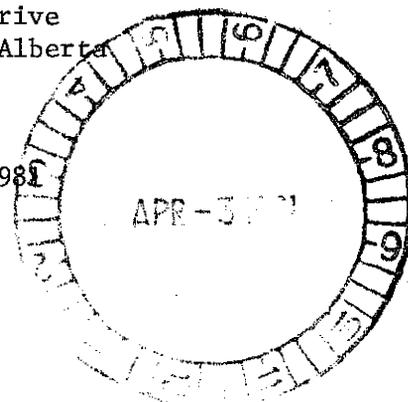
The above is submitted for the information of Council.

"R.J. McGHEE"  
Mayor

15 Piper Drive  
 Red Deer, Alberta  
 T4P 1H5

NO. 9

April 2, 1981



The Honorable R. McGhee  
 City of Red Deer  
 4814 - 48 Avenue  
 Red Deer, Alberta

Dear Mayor McGhee:

As a long time city taxpayer and a person who has been employed in facilities requiring shift work for many years, the recent council decision to eliminate bus service after 10:00 P.M. plus the initial total lack of bus service to that portion of Michener Centre formally known as Deerhome causes me concern.

It would appear to indicate that our councillors and senior city Administration have very little understanding for these unfortunate employees who are forced to work shifts. The hardships imposed on family relationships by shift work can only be intensified if one adds the lack of adequate transportation. Not only does it make it more difficult to obtain satisfactory employees but will force some members presently employed into receiving social assistance. In other incidents very small children will be left alone while the spouse is being picked up or driven to work. This may result in loss of life of a child.

While I agree fully with the reduction in the number of trips per day and the increase in the price of bus passes, I feel that other steps could be taken to increase the use of the bus service. I would recommend that bus routes be established with signs clearly indicating that it is a bus stop. When changes are made the public should be adequately informed at least one week prior to the change. Signs and seating should be moved to the new bus stop immediately and updated bus schedules available. During the past ten months bus routes have been changed frequently but changes were not publicized prior to the move and bus signs and seating were left at the old stops for lengthy periods.

It takes very little imagination to realize how frustrated bus patrons become. This quickly damages the image of the Transit System and persons normally using the bus will find other transportation. I am especially concerned with the confusion this causes among Senior Citizens who have a difficult time in normal circumstances.

It would appear reasonable that essential services such as transportation which affects earning a living plus the safety of children left alone should be given first priority.

Recreation and other like programs thought desirable services should be given a second priority rather than the preferential treatment that has been past practice.

I would appreciate further consideration be given by yourself and elected members of council.

Respectfully yours,



Eileen Dubois

## TO WHOM IT MAY CONCERN

We the undersigned Senior Citizens wish to have the buses running at their usual schedule, and if possible run mini buses in the afternoons when there is no peak rush and evenings till 12 a.m. Thank you

"Barbara Cooke" (347-6336) 58 Page Ave.

"Georgina Hymdman"

"Cecil Hymdman"

"Ethel Andrews "

"Howard Andrews "

"Frances Hall"

"Barbara Cooke "

"Gerry Sodemam "

"A. Jarmohamed"

"Mrs. Bertina Schwartz"

"Mabel Cuthbertson"

"George Cornett"

"Mae Ray"

"Florence Anderson"

"Ian Lunck"

"Ora Larson"

"K. McAndie"

"Betty Wilson"

"Lily Kent"

"Annie Quinlan"

"Ora Larson"

"F. Burnett"

"Ralph M. Jacobs"

"Jeannie Holden"

"Clarence Holden"

"Vera Lewis"

"Flora Wilton"

"Gordon Wilton"

"Edna Jones"

"Aime Sailey"

"Dan Balan"

George F. Jordan  
 27 Wells Street  
 RED DEER, Alberta  
 T4N 5N2

Thursday, April 2nd, 1981

Dear Mayor McGhee and City Council  
 & Bus Transit.

I am not too pleased with your decision to cut the buses off or to lay off drivers. By cutting the West Park Sunnybrook bus out, you make it impossible for people to catch the No. 1 bus downtown. also the No. 4 bus to the Hospital. I cannot see any sense in the cutbacks, especially when Woodward's Shopping Mall opens in May, which is not far away.

I think that had a talk with all your bus drivers, they would be able to help you keep a good bus service and give some good advice on the different routes.

We have a lot good drivers, in fact, we have the best drivers. And you should not lay them off at all or cut any buses off either.

Also when Woodward's Mall opens you will need all the buses and drivers on all routes in order to make connections with No. 1 to Woolco Mall as well as Woodward's Mall.

I also hope that in time we can have bus service on Sunday.

Well this is all I can say for now except I feel you should keep the bus service you have had with the late night service still going.

Thank you.

Yours sincerely,

"G.E. JORDAN"

Mayor's comments

The above three letters are submitted for Council's information.

"R.J. MCGHEE"  
 Mayor

## RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

## DIRECTOR:

Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. 22.02

April 6, 1981

Mr. M. Day,  
 City Commissioner,  
 City of Red Deer,  
 P.O. Box 5008,  
 Red Deer, Alberta.

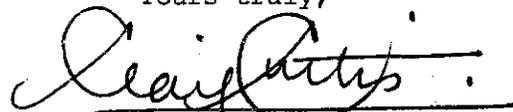
Dear Sir,

RE: URBAN PARKS PROPOSAL : THE PREPARATION  
 OF A MASTER PLAN FOR THE RED DEER CORRIDOR  
 PARK

---

I enclose a report outlining the objectives and estimated cost implications of the above study. It is recommended that Council authorize the Planning Commission to proceed with this project in the manner described, and that the costs of additional temporary staff be charged to the project.

Yours truly,



Craig Curtis,  
 Associate Planner  
 City Planning Section

c.c. Mayor R. McGhee  
 Mr. D. Moore, Recreation Superintendent.  
 Mr. L. McMurdo, Parks Superintendent.

Enc.  
 CC/hp

## MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY —TOWN OF ECKVILLE—TOWN OF INNISFAIL  
 TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTLER—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE  
 VILLAGE OF ALIX — VILLAGE OF BENTLEY — VILLAGE OF BIG VALLEY — VILLAGE OF BOWDEN — VILLAGE OF CAROLINE — VILLAGE OF CREMONA — VILLAGE OF DELBURNE  
 VILLAGE OF DONALDA — VILLAGE OF ELNORA — VILLAGE OF GADSBY — VILLAGE OF MIRROR — SUMMER VILLAGE OF GULL LAKE — SUMMER VILLAGE OF HALF MOON BAY  
 SUMMER VILLAGE OF ROCHON SANDS — SUMMER VILLAGE OF WHITE SANDS — COUNTY OF LACOMBE No. 14 — COUNTY OF MOUNTAIN VIEW No. 17  
 COUNTY OF PAINTEARTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLER No. 6 — IMPROVEMENT DISTRICT No. 10

To: City Council.

135.

From: Craig Curtis, Associate Planner, City Planning Section,  
Red Deer Regional Planning Commission.

Date: April 6, 1981.

RE: URBAN PARKS PROPOSAL : THE PREPARATION OF  
A MASTER PLAN FOR THE RED DEER RIVER CORRIDOR  
PARK

1.0 BACKGROUND

At the end of 1980 Alberta Recreation and Parks completed their Urban Parks Proposal for the City of Red Deer. This report was considered by Council at its meeting on 24th November, 1980, together with a joint report from the Recreation and Parks Superintendents and the Red Deer Regional Planning Commission, outlining the following proposed course of action.

"PROPOSED COURSE OF ACTION

Based on the foregoing, it is recommended as follows:

1. That the Recreation Board and City Council endorse the proposal in principle and authorize the Mayor and Staff to participate in further negotiations with an understanding that no commitment of City funds be made without authority of City Council.
2. That a Policy Committee comprised of the Mayor, Mr. Norm Magee, M.L.A., the Minister of Recreation and Parks or his designate, the Chairman of the Recreation Board be considered, and that The County of Red Deer be invited to participate as a member of this committee.
3. That the Management Committee as proposed be established to act in an advisory capacity to the Policy Committee and to implement the policies and generally manage the project. The Committee to be comprised of the following:

City Commissioner	Provincial Regional Staff
Recreation Superintendent	Representative
Parks Superintendent	Provincial Project Co-
City Planner, Red Deer Regional	ordinator
Planning Commission	
4. That overall planning for the project be co-ordinated by the Red Deer Regional Planning Commission who would utilize in-house staff wherever possible and engage specialists as required.

5. That the Management Committee bring forward for consideration of the Policy Committee a proposal recommending means by which community and regional input to the plan can be assured.
6. That a series of sub-committees be named to act in an advisory capacity to the project on environmental and ecological issues.
7. That a meeting of representatives from both City and County Council be convened to resolve any intergovernmental issues that may emerge."

Council approved the proposed course of action outlined above, with the exception of item 6, which it was agreed should be considered by the Management Committee.

## 2.0 OBJECTIVES

From discussions with the Recreation and Parks Superintendents, it is understood that the City Planning Section of the Red Deer Regional Planning Commission should undertake the preparation of a broad Master Plan for the development of the Red Deer River Corridor Park. This Master Plan would provide a framework for the appointment of landscape consultants to design individual components of the total park system.

It is considered that the major objectives of this study are as follows:-

- 2.1 To provide a broad planning framework for the detail design and implementation of the Red Deer River Corridor Park.
- 2.2 To identify constraints and potentials of the existing landscape for various forms of recreation and conservation use.
- 2.3 To identify any conflicts between the proposed park system and the City's General Municipal Plan and Land Use By-law and make recommendations for their amendment, if necessary.

## 3.0 PROGRAM AND STAFF REQUIREMENTS

It is considered that a Master Plan for the Red Deer River Corridor Park could be completed within one year, including a three month period for public participation in the planning process.

In order to undertake this study, it is envisaged that the minimum staff requirements will be as follows:-

- SENIOR PLANNER - DJAMSHID ROUHI

part time involvement on an ad hoc basis. The Senior Planner will assume overall responsibility for the planning study.

- ASSOCIATE PLANNER - CRAIG CURTIS

part time involvement on a daily basis. The Associate Planner will be the project leader, and be responsible for preparing the report and supervising the preparation of the plans.

- DRAUGHTSMAN

Full time involvement.

The services of an experienced draughtsman are required for this project. Although it may be possible to use existing staff within the Commission to provide this service, the workload may require the employment of an additional draughtsman on a temporary basis.

- PLANNING ASSISTANT

Full time involvement for a four month period.

A Planning Assistant is required on a full time basis during the early stages of the project to undertake a detailed survey of various aspects of the river valley. It is proposed that a planning student with a landscape background be employed during the summer vacation to undertake this work.

4.0 COST IMPLICATIONS

The cost of in house staff involvement will not be charged to this project and will be considered as part of the normal work of the City Planning Section. It is proposed, however, that the employment of additional temporary staff be fully charged to the project. It is estimated that the maximum cost in this regard would be as follows:

PLANNING ASSISTANT		
Full time employment for four months	-	\$ 5,000.00
DRAUGHTSMAN (POSSIBLE)		
Full time employment for one year	-	<u>\$20,000.00</u>
		\$ 25,000.00
Fringe benefits 15%	-	<u>\$ 3,750.00</u>
	TOTAL	\$ 28,750.00
		=====

Mayor's comments

Although we have not received final authorization to proceed, it is our understanding that we will be notified shortly to this effect. Recommend Council endorse the action proposed.

"R.J. McGHEE"  
Mayor

CC/hp

**CARDELL EQUITIES LTD.**

138.

#202 TERRACE PLAZA - 4445 CALGARY TRAIL, EDMONTON, ALBERTA T6H 5C3 PHONE: (403) 437-5550

April 2, 1981

The City of Red Deer  
City Hall  
4914 - 48th Avenue  
RED DEER, Alberta  
T4N 3T4

Attention: Mr. Robert Stollings, City Clerk

Dear Sir:

Re: Application for Amendment to Land Use  
Bylaw - Rezoning of Lot C, Plan 2509. C.,  
NE $\frac{1}{4}$ -20-38-27-4 - City of Red Deer

With reference to the above, we would be pleased if you would place before Council for their consideration, this application in respect of rezoning the land from A1 (Future Urban Development District) to R3 (Residential (Multi-Family) District).

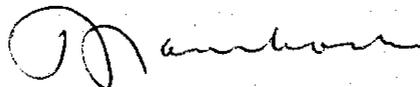
The proposed development would consist of two three and one-half story apartment complexes. We intend to provide an above average rental project that includes extras such as elevators, swimming pool, recreation facilities, large enclosed court yard, saunas, etc. Our goal is to ensure that the proposed apartment project will be attractive, well planned, functional, and a positive addition to the City of Red Deer.

We have enclosed five sets of drawings which include the site plan, elevations, and floor plans. A project report is also included for your perusal.

We wish to inform you that we have entered into a joint venture agreement with Christenson Contractors Ltd. on this development project. Christenson Contractors Ltd., an Alberta Corporation, have constructed over 2,000 apartment units in Northern Alberta and have retained ownership interest in approximately 50% of the projects.

We plan on appearing before Council to present any additional material regarding design, layout, parking and traffic, and to answer any other questions which Council may have regarding the proposal.

Yours truly,



W. Samborski, C.A.  
Vice-President

WS/dbv  
Encls.



5410-97 STREET

EDMONTON ALBERTA T6E 5C1

139.

PHONE 436-2980

R-3 APARTMENT  
DESIGN PROPOSAL  
HERMARY PROPERTY

CARDELL EQUITIES LTD. - CHRISTENSON CONTRACTORS LTD.

APRIL 2, 1981

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## DESIGN DISCUSSION

### I INTRODUCTION

The following design discussion is separated into two sections. The first discusses specific design objectives as determined by our own criteria. It is hoped that these will give an appreciation of the general quality of the project and an understanding of the reasoning from which this proposal resulted. Section 2 discusses the proposal's conformance to design parameters established by involved parties other than ourselves (those being the Red Deer Regional Planning Commission, City of Red Deer Engineering, Land Use Bylaw and Fire Department). It is hoped that the cumulative effect of the two discussions will be to reveal a mutual goal. That is, to ensure that the proposed apartment project will be attractive, well planned, functional and a positive addition to the North Hill area of the City of Red Deer.

### SECTION 1 - DESIGN DISCUSSION

The general format of the proposed project incorporates the most successful features of several projects previously undertaken by Christenson Contractors Ltd. in the City of Edmonton. The predominate features being a well landscaped, open courtyard, indoor swimming pool and recreation facility, spacious, bright suites and an attractive lobby with elevator. A point form discussion of specific design factors is given below.

#### A SITE DEVELOPMENT

<u>DESIGN FACTOR</u>	<u>OBJECTIVE</u>
Building Location	<ul style="list-style-type: none"> <li>- maximize the number of suites facing the view to the south east</li> <li>- avoid having suites facing north</li> <li>- avoid suites facing the adjoining shopping centre</li> <li>- maximize the size of the courtyard for amenity purposes</li> </ul>
Parking Location	<ul style="list-style-type: none"> <li>- avoid parking in courtyard</li> <li>- serve as buffer to shopping centre and Gaetz Avenue traffic noises</li> </ul>

DESIGN FACTOR

OBJECTIVE

Parking Location  
(cont'd)

- avoid development of utilities easement
- use aisle width for firelanes
- minimize number of curb crossings
- provide landscaping to soften parking
- easy access to parking from all suites

Separation of Building  
and Parking

- provide C.M.H.C. standard separation space

Landscaping

- feature attractive landscaping in courtyard and to soften parking area
- maintain standard achieved by Edmonton, Redwood Court Project \*
- use irrigation sprinkler system

Site Lighting

- light parking lot and entrances for appearance and security
- light building with balcony fixtures

Garbage Location

- interior garbage room to maintain cleaner parking and common areas

Fencing

- use as barrier to headlights for ground floor suites (3' high)
- use to shield view of parking from street

Site Grading

- use to accent landscaping

Recreation Centre Location

- be convenient to both buildings
- locate so as to capture maximum sun and shield from prevailing winds

\* BEAUTIFICATION AWARD WINNER 1980, selected by Alberta Nursery Trades Association

- 3 -

**B EXTERIOR ARCHITECTURAL FEATURES**

<u>DESIGN FACTOR</u>	<u>OBJECTIVE</u>
Building Relief	<ul style="list-style-type: none"> <li>- avoid boxy shape by using different suite type at the ends of the building</li> <li>- break long walls by use of wing walls on balconies</li> </ul>
Roof Shape	<ul style="list-style-type: none"> <li>- add interest with "cottage" style roof</li> <li>- lower roof line on end elevations</li> </ul>
Entrance	<ul style="list-style-type: none"> <li>- clearly define location of entrance by extending the lobby 5' and by adding planters and shrubs</li> <li>- accent glass storefronts</li> <li>- provide lower roof line</li> <li>- break pattern of typical windows</li> </ul>
Building Finishes	<ul style="list-style-type: none"> <li>- to add interest with use of rich brown cedar and contrasting stucco</li> <li>- use of bright, clean coloured Spanish stucco</li> <li>- emphasis on clean lines and quality finish work</li> <li>- change materials at corners and other appropriate locations</li> </ul>
Balconies	<ul style="list-style-type: none"> <li>- large balconies with structural wing walls for appearance of strength</li> <li>- accent white stucco with bright white balustrades</li> </ul>
End Walls	<ul style="list-style-type: none"> <li>- avoid blank, featureless end walls by turning suites to add recessed balconies to end elevation</li> </ul>

**C INTERIOR DEVELOPMENT**

<u>DESIGN FACTOR</u>	<u>OBJECTIVE</u>
Suite Mixture	<ul style="list-style-type: none"> <li>- equal mixture of 1 and 2 bedroom suites</li> <li>- greater number of 2 bedroom suites to attract stabler tenants</li> </ul>

- 4 -

<u>DESIGN FACTOR</u>	<u>OBJECTIVE</u>
Suite Type	<ul style="list-style-type: none"> <li>- large suites</li> <li>- bright rooms with large windows, dining room windows</li> <li>- feature dressing area</li> <li>- 2 bedroom to have 1½ baths</li> <li>- use split bedroom approach on 2 bedroom type (separate suites sharing common living room, kitchen)</li> </ul>
Recreation Centre	<ul style="list-style-type: none"> <li>- indoor 20' x 40' swimming pool</li> <li>- whirlpool</li> <li>- sauna</li> <li>- weight equipment</li> </ul>
Lobby	<ul style="list-style-type: none"> <li>- open 2 storey lobby</li> <li>- centrally located</li> <li>- elevator in each building</li> <li>- attractive furniture and finishing</li> <li>- open stairwell</li> </ul>
Laundry Rooms	<ul style="list-style-type: none"> <li>- low (7.5) ratio of suites to sets of equipment</li> <li>- large, centrally located in each building</li> <li>- window, sink</li> </ul>
Communal Storage	<ul style="list-style-type: none"> <li>- large room on ground floor</li> </ul>
Garbage Facility	<ul style="list-style-type: none"> <li>- waste disposal inside each building</li> </ul>
Construction	<ul style="list-style-type: none"> <li>- concrete sound insulated floors</li> <li>- double plate party walls</li> </ul>

## SECTION 2 - DESIGN DISCUSSION

### A CONFORMANCE TO THE RECOMMENDATIONS OF THE RED DEER REGIONAL PLANNING COMMISSION

#### 1 DENSITY

The principal goal of this design was to produce the best possible apartment project that accomodates the approximate density as recommended by the Red Deer Regional Planning Commission. A minor variance from the target density of 178 units was the

1 DENSITY (cont'd)

result of attempting to maintain relative symmetry between the two buildings and hence the proposal contains 182 units. Even so, this lowers the density from 49.5 units per acre as proposed in the earlier high raise submission to a more reasonable 35.5 units per acre.

Another minor modification from the recommendation was to increase the ratio of 2 bedroom suites to 50% of the total number. This is intended to attract a more stable type of tenant and also offers another alternative to singles sharing accomodation as the layout of the 2 bedroom suites with bath and a half and "split" bedroom arrangements offers an ideal opportunity to split increasing rental costs while maintaining a high standard of housing (see Drawing No. Suite Types).

2 PARKING

The feature highlight in this project is the large landscaped courtyard with attached recreation facilities. In order to keep parking away from the courtyard while maintaining ease of access from the suites, it was necessary to locate the parking along the Gaetz Avenue service road. This we feel will not be a detraction as it will not be visible from the road due to the elevated height of the lot and the inclusion of landscaping and a 3' fence to shield the parking lot from view. Locating the parking along the service road also insures that the ground floor patio doors do not open directly onto the steep bank sloping to the service road.

B CONFORMANCE TO SITE SERVICING RECOMMENDATIONS

1 CITY OF RED DEER ENGINEERING DEPARTMENT

Another critical factor affecting the density of our proposal was the capacity of the existing City water and sewer services. The initial high raise submission was considered incompatible with the Engineering Department's preliminary design

expectations of 150 units. Further discussions with officials of the department indicate that a project in the range of 180 to 182 units could be accommodated without any great difficulty. A discussion of specific services follows.

- (a) Water                      Can be easily handled by existing 300mm water mains feeding from a major 900mm trunk feeder. Recommendations from the Fire Inspector indicate that the addition of one fire hydrant may be necessary to conform with our proposal.
- (b) Sanitary Sewer            Can be serviced by an existing 200mm sanitary lateral sewer.
- (c) Storm Sewer                Improvements will be required or alternatives examined. An estimate of improvement costs has been obtained.
- (d) Roads                        Improvements planned.

2 ELECTRIC LIGHT AND POWER

Power service connection is proposed to be from the existing 120/208 volt, 3 phase, 4 wire underground service feed to a switching cubicle located near the south property line. Capacity will not be a difficulty.

3 NORTHWESTERN UTILITIES

Preliminary discussion with Northwestern Utilities officials indicates gas service to be present.

C CONFORMANCE TO THE CITY OF RED DEER LAND USE BYLAW

The proposed apartment project could be accommodated under either R-3 or R-2 zoning criteria. A discussion of each category follows.

R-3 RESIDENTIAL (MULTIPLE FAMILY) DISTRICT

R-3 zoning most accurately represents the criteria followed for our project and would allow its development as a permitted use. A table is given on page 7 which indicates the substantial compliance of our project with current City of Red Deer Land Use Bylaws.

REGULATIONS	REQUIRED UNDER R-3 ZONING	REQUIRED UNDER R-2 ZONING	PROVIDED
1) Floor Area	37m <sup>2</sup> (398 sq.ft) = 72,430 ft. (min)	60m <sup>2</sup> (645.6ft. <sup>2</sup> )x182 =117,500 sq.ft. (min)	211,292 sq. ft.
2) Building Height	N/A	2 stories (max) with basement	3 stories with basement (32')
3) Front Yard	7.5m (24.6')(min)	6.0m (19.7')(min)	25'
4) Side Yard	66% of building height (min)	1.5m (4.9')(min)	20'
5) Rear Yard	7.5m (24.6')(min)	7.5m (24.6')(min)	106'
6) Landscaping	44% of site (min)	44% of site (min)	48.75%
7) Parking  Guest Parking	1 B/R=1.0x90 = 90 2 B/R=1.5x90 =135 3 B/R=2.0x 2 = 4 TOTAL 229 Stalls (min)  $\frac{182}{5} = 37$		232 Stalls
8) Loading	N/A	N/A	N/A
9) Site Area	74m <sup>2</sup> =(796.5' <sup>2</sup> ) x 91 =72,482 sq. ft. 102m <sup>2</sup> (1098') x 91 =99,918 sq. ft. Total = 172,400 sq'	111m <sup>2</sup> (1195' <sup>2</sup> ) x 91 =108,745 sq. ft. 139m <sup>2</sup> (1496') x 91 =136,136 sq. ft. Total = 244,881 sq'	223,463 sq. ft.
10) Frontage	19.5m (64.')(min)	19.5m (64.')(min)	469'

The above table shows total adherence to R-3 zoning criteria with the exception of guest parking. Guest parking was sacrificed in order to protect the landscaped nature of the inner courtyard. Additional stalls could be added to this area but we feel that this will detract appreciably from the quality of the project without compensating benefits. The benefit of additional guest parking will be minimal due to the fact that the project is bordered on 3 sides (1420 lineal feet) by low traffic volume residential streets which will attract parking whether or not it is intended to. This is compounded by the fact that tenants often misuse guest parking near the entrance for their own convenience.

For the overall benefit of the project, we suggest the presented parking layout.

R-2 RESIDENTIAL (GENERAL) DISTRICT

148.

R-2 zoning will also accomodate the proposed apartment project but as a discretionary use. An additional relaxation would be necessary though in regards to regulation (9) Site Area.

D PROPERTY MANAGEMENT CONSIDERATIONS

<u>DESIGN FACTOR</u>	<u>OBJECTIVES</u>
Building Size	- large enough to permit fulltime professional building superintendent
Mechanical System	- higher capital costs - minimal maintenance heating system
Electrical System	- separate metering to suites - energy efficient flourescent lighting in corridors
Security	- security entrance doors - intercom - dead bolts - view holes through apartment doors
General	- superior quality finishing and materials

April 7, 1981

TO: City Clerk  
FROM: City Engineer

RE: Application for Amendment to Land Use Bylaw -  
Cardell Equities Limited

---

The Engineering Department has no objections to the revised proposal as the number of units has been reduced significantly. A preliminary estimate of costs for servicing this site was done in January and is attached for Council's review. It should be noted that these costs were based on 1980 rates (i.e. offsite) and hence are for discussion purposes only.

Third and final reading of the rezoning should be withheld until such time as a Development Agreement is executed covering prepayments.

  
B.C. JEFFERS, P. Eng.,  
City Engineer

RKP/ab

attachment

## PRELIMINARY ESTIMATE OF SERVICING COSTS

LOT C, PLAN 2509 M.C.  
CARDELL EQUITIES

Area - 5.13 acres

1. OFFSITE COSTS

Sanitary sewer - N/A - Redevelopment Levy applies	
Water - \$500/acre x 5.13 ac. =	\$ 2,565.00
Major thoroughfare - \$1,878/acre x 5.13 ac. =	\$ 9,634.15 *
Storm sewer - \$1,265/acre x 5.13 ac. =	<u>\$ 6,489.45</u>
Subtotal	\$18,688.60

\* - See Credit under item 5 (e)

2. RECREATION LEVY - to be confirmed by Recreation Superintendent prior to finalizing agreement - \$210/dwelling unit

178 units x \$210/unit =	\$37,380.00
--------------------------	-------------

3. BOUNDARY COSTS - Utilities - based on assessable frontage of 476.3'

(a) water - 476.3' x \$18/1 =	\$ 8,573.40
(b) sanitary - 476.3' x \$18/1	<u>\$ 8,573.40</u>
Subtotal	\$17,146.80

4. BOUNDARY COSTS - Roads

(a) 52 Avenue - per T. McRee Dev. Agreement - June 10, 1980 Cost to 150' south =	\$16,720.00
(b) Balance of 52 Avenue 50% to Lot C =	\$33,800.00
(c) 62 Street construction 50% to Lot C =	\$36,500.00

5. MISCELLANEOUS AREA CONTRIBUTION ROAD IMPROVEMENTS

(a) Left turn bay extension on Gaetz Avenue south of 63 Street 33% to Lot C =	\$ 4,150.00
(b) Intersection improvement on service road south of 63 Street 15% to Lot C =	\$ 9,960.00

(c) Right turn bay construction on Gaetz Avenue south of 63 Street		151.
50% to Lot C =	\$10,350.00	
(d) Sidewalk along service road		
100% to Lot C =	\$10,700.00	
(e) Since items 5(a) and 5(c) are improvements to a major thoroughfare the monies collected under offsite charges for major thoroughfares may be credited against these charges	(\$ 9,634.14)	

6. AREA CONTRIBUTION - Utilities - a storm sewer extension will be required to serve this site

Cost of extension =	\$60,200.00
Total area served = 12.00 acres	
Cost to Lot C = $\frac{5.13}{12.00} \times \$60,200 =$	\$25,735.50

7. SEWER REDEVELOPMENT LEVY - based on 178 units as follows:-

20 bachelor x \$60/unit =	\$ 1,200.00
100-1 bedroom x \$70/unit =	\$ 7,000.00
58-2 bedroom x \$80/unit =	\$ 4,640.00
Subtotal	\$12,840.00

SUMMARY

1. Offsite costs	\$ 18,688.60
2. Recreation Levy	\$ 37,380.00
3. Boundary Utility costs	\$ 17,146.80
4. Boundary Road costs	\$ 87,020.00
5. Area Contribution Road Improvements	\$ 25,525.86
6. Area Contribution - utilities	\$ 25,735.50
7. Sewer Redevelopment Levy	\$ 12,840.00
TOTAL	\$ 224,336.76

- does not include (i) power costs  
(ii) service connection costs  
(iii) winter construction allowance

NOTES: (a) High pressure gas line relocation if required will be responsibility of developer.

(b) Storm sewer run-off limited to flow based on C = .4 and Red Deer 3 Year Curve.

April 7th, 1981

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/  
BUILDING INSPECTOR

RE: CARDELL EQUITIES LTD.

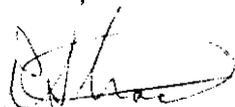
In response to your memo on the above subject, we have the following comments for Council's consideration.

Assuming the site receives R3 designation, the project would conform to the City Land Use Bylaw guidelines for site development with the exception of parking. The project would be 34 stalls short of the Bylaw requirement.

Due to the arrangement of the building on the site, the apartments will require a 3/4 hour fire resistance rating on the exterior cladding and the recreation centre will require a one hour resistance rating with non-combustible exterior cladding.

Should Council approve the re-zoning the Municipal Planning Commission would be the approving authority for the site layout, which includes architectural treatment of the buildings, landscaping, parking, etc.

In our opinion the parking relaxation requested is excessive as some visitor parking should be provided.



R. Strader  
Development Officer/  
Building Inspector

RS/lg

# RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

## DIRECTOR:

Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. \_\_\_\_\_

April 7th, 1981

Mr. R. Stollings  
City Clerk  
City Hall  
RED DEER, Alberta

Dear Sir:

RE: Application for Amendment to Land Use Bylaw  
Lot C, Plan 2509 C  
N.E. 1/4 20-38-27-4 Cordell Equities Ltd.

I am enclosing herewith our comments appeared on the City Council's agenda dated January 5th, 1981 regarding the previous development proposal for this site.

The original proposal consisted of two towers fifteen storey in height with a total of 254 units of apartment suites. We expressed concern regarding the proposed high density and suggested that the numbers be reduced to about 178 units to correspond with R-2 Zoning.

### Present Proposal

The proposal under consideration by the City Council consists of two 'L' shape blocks of apartment buildings with the central court yard, the central court yard planned to be used for landscaping, walkways, playground etc. A separate covered recreation centre being proposed for the north part of the court yard. The height of the building is limited to three and half storey.

### Density

The proposed development has the following type of accommodation:

90	one bedroom
90	two bedroom
<u>2</u>	<u>three bedroom</u>
182	Total

...../2

### MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTARS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY —TOWN OF ECKVILLE—TOWN OF INNSFAL  
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTLER—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE  
VILLAGE OF ALIX — VILLAGE OF BENTLEY — VILLAGE OF BIG VALLEY — VILLAGE OF BOWDEN — VILLAGE OF CAROLINE — VILLAGE OF CREMONA — VILLAGE OF DELBURNE  
VILLAGE OF DONALDA — VILLAGE OF ELNORA — VILLAGE OF GADSBY — VILLAGE OF MIRROR — SUMMER VILLAGE OF GULL LAKE — SUMMER VILLAGE OF HALF MOON BAY  
SUMMER VILLAGE OF ROCHON SANDS — SUMMER VILLAGE OF WHITE SANDS — COUNTY OF LACOMBE No. 14 — COUNTY OF MOUNTAIN VIEW No. 17  
COUNTY OF PAINTHEARTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLER No. 6 — IMPROVEMENT DISTRICT No. 10

April 7th, 1981  
 Mr. R. Stollings  
 Page two

The density proposed is 35.5 units per acre as compared to 49.5 units per acre under the previous plan or a reduction of 72 units. Under the R-2 zoning it would appear that the development exceed the allowable density by 14 two bedroom units, under the R-3 zoning the development is well within the density requirements.

The rezoning of the site can be handled in two ways, R-2 or R-3.D240 zoning. Under the R-2 zoning the development requires relaxation of fourteen units as well as approval of the use and the height of building by the Municipal Planning Commission.

If the site is zoned to R-3.D240 (Restricted High Density) the number of units, height of building and the use, will all be permitted under the Land Use Bylaw Regulation.

#### Parking

The City Bylaw requires a total of 229 parking stalls for tenants plus 36 space for guests with a total of 265 stalls. The applicant has provided the required tenants parking and its guest parking is short by 33 stalls. This would require M.P.C. relaxation.

We are not happy with the front parking facing the service road, but it would appear that the applicant is using this space as a buffer zone to locate the building further away from the service road. The front parking has two strips of landscaping towards the service road and next to the building.

#### Landscaping

Although there is no detailed landscaping plan available, it would appear that the general layout is well planned and would create a nice court yard setting.

#### Recommendation

The proposed development is generally satisfactory and is an improvement over the previous proposal, the number of units being reduced by 72 units to an acceptable level.

We would recommend rezoning to R-3.D240 to allow this development as a permitted use, however, the M.P.C. must grant the necessary parking relaxation.

Yours truly,



D. Rouhi, M.C.I.P.  
 SENIOR PLANNER  
 City Planning Section

c.c. - Building Inspector  
 - City Engineer  
 - City Assessor

DR/lt - Encl.

RED DEER REGIONAL PLANNING COMMISSION <sup>155,</sup>

4920-59 STREET

P. O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:  
Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. \_\_\_\_\_

Our File No. \_\_\_\_\_

December 16, 1980

Mr. R. Stollings  
City Clerk  
City Hall  
RED DEER, Alberta  
T4N 3T4

Dear Sir:

Re: Application for Amendment to Land Use Bylaw  
Lot C, Plan 2509 C.; N.E. ¼ 20-38-27-4

The site is a 2.14 Hectare (5.13 acre) parcel of land located south of the new Village Mall Shopping Centre and across from Parkland Mall Shopping Centre.

City Council may recall that we submitted a plan to City Council in November, 1979, in connection with the proposed shopping centre, indicating how the parcel north and south of the proposed shopping centre can be developed. (See the attached plan). In the concept plan, we indicated that the best use for parcel "C" is multiple family housing in the form of twin towers, with the parking behind the building, hence not being visible from the front.

The plan submitted follows very closely to the concept plan, however, there are two areas of concern:

1. Density

The applicant proposes a total of 254 suites in the following compositions:

- 28 Bachelor Suites
- 140 One Bedroom Suites
- 84 Two Bedroom Suites
- 2 Three Bedroom Suites
- 254 Total

The 254 units are planned in two towers, fifteen stories high. The

... /2

MEMBERS OF COMMISSION

CITY OF RED DEER - TOWN OF CARSTAIRS - TOWN OF CASTOR - TOWN OF CORONATION - TOWN OF DODSBURY - TOWN OF ECKVILLE - TOWN OF INNSFALL - TOWN OF LACOMBE  
TOWN OF OLDS - TOWN OF ROCKY MOUNTAIN HOUSE - TOWN OF STETTLER - TOWN OF SUNDRE - TOWN OF SYLVAN LAKE - VILLAGE OF AUX - VILLAGE OF BENTLEY  
VILLAGE OF BIG VALLEY - VILLAGE OF BLACKFALDS - VILLAGE OF BOWDEN - VILLAGE OF CAROLINE - VILLAGE OF CREMONA - VILLAGE OF DELBURNE - VILLAGE OF DONALDA  
VILLAGE OF ELNORA - VILLAGE OF GADSBY - VILLAGE OF MIRROR - VILLAGE OF PENHOLD - SUMMER VILLAGE OF BIRCHCLIFF - SUMMER VILLAGE OF GULL LAKE  
SUMMER VILLAGE OF HALF MOON BAY - SUMMER VILLAGE OF NORGLIEWOLD - SUMMER VILLAGE OF ROCHON SANDS - COUNTY OF LACOMBE No 14  
COUNTY OF MOUNTAIN VIEW No 17 - COUNTY OF PAINTEARTH No 18 - COUNTY OF RED DEER No 23 - COUNTY OF STETTLER No 6 - IMPROVEMENT DISTRICT No 10

Mr. R. Stollings  
 Page 2  
 December 16, 1980

proposed development has a density of 49.5 units per acre or 457 persons for the five acre site (average number of persons per suite is 1.8 persons). Up to this date, we have not allowed this type of density outside the Downtown area of the City. We feel that a lower level of density or a R2 designation is more suitable than the R3 designation proposed by the applicant. If the site is zoned R2, the following mixtures of units can be accommodated:

20 Bachelor Suites
100 One Bedroom Suites
<u>58 Two Bedroom Suites</u>
<u>178 Total</u>

The above is only an example; any other combination which can be accommodated within the R2 density requirements would be acceptable.

## 2. Parking

The applicant has provided 300 parking stalls for tenants and 50 for guests, based on the Land Use Bylaw requirements.

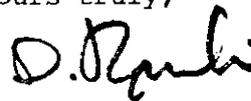
Front yard parking is not acceptable and we prefer to see all parking located at the back of the building and somehow out of sight and surrounded by landscaping. In our example of 178 units, total parking can be accommodated at the rear with some addition to the landscaping area.

## Recommendation

The plan submitted is in line with the concept plan presented to City Council last year. We feel the density of 254 units is excessive and should be reduced to approximately 178 units. This will enable a better parking and landscaping arrangement and some height reduction for the twin towers.

We feel that the R2 zone (lower density) is better suited for this site than the R3 designation proposed by the applicant. If the R2 zoning is approved, then M.P.C. must grant the Use and height relaxation of the building.

Yours truly,

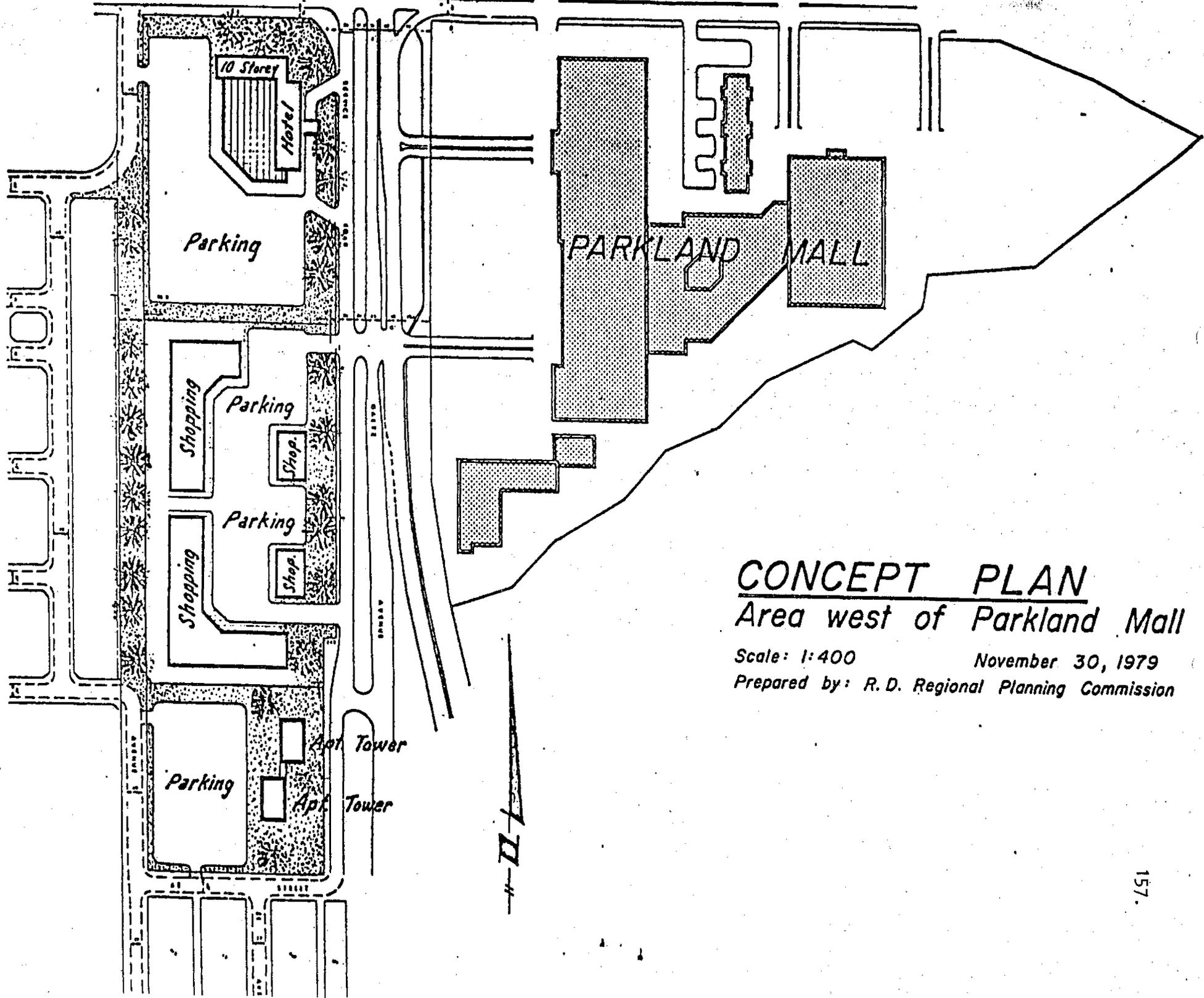


D. ROUHI, MCIP  
 Senior Planner  
 City Planning Section

DR/mp

ATTACHMENT

CC: City Engineer  
 City Assessor  
 Development Officer



**CONCEPT PLAN**  
*Area west of Parkland Mall*

*Scale: 1:400*                      *November 30, 1979*  
*Prepared by: R. D. Regional Planning Commission*

Mayor's comments

Agree with the recommendations of the Planners that steps be taken to initiate rezoning to R.3.D240 and that final reading of the rezoning bylaw be withheld until all agreements and approvals have been received.

"R. J. McGHEE"  
Mayor

BYLAW NO. 2159/U-81

Being a Bylaw to amend Bylaw No. 2159 of The City of Red Deer, being the Sewer Bylaw.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER ASSEMBLED ENACT AS FOLLOWS:

1. Subsection (a) and (b) of Section 701 is struck out and the following substituted therefore:

(a) The City does hereby levy a sewerage service charge on all persons or municipalities occupying property connected with the sewerage system of the City to be paid monthly or bi-monthly computed on the following rates -

Volume rate for 100 cubic feet =	39.6 cents
Charge for treating one pound of B.O.D. =	5.4 cents
Charge for treating one pound of Suspended Solids =	6.0 cents
Charge for treating one pound of Grease =	1.7 cents

(b) Notwithstanding subsection (a) hereof any person occupying property connected with the City sewage system, whose sewage is or has not been tested as hereinafter provided, shall pay 63¢ per hundred cubic feet of sewage calculated in the manner hereinafter set forth with a minimum of \$6.78 per month. Provided that any person who uses his property solely for the purpose of a residence for only one family shall pay the sum of \$6.78 per month.

This bylaw shall come into force for all billings, invoices and requests for payment issued by the City of Red Deer on or after April 17, 1981.

READ A FIRST TIME IN OPEN COUNCIL this \_\_\_\_\_ day of April, A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 1981.

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MAYOR

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CITY CLERK

BY-LAW NO. 2343/N-81

Being a Bylaw to amend Bylaw No. 2343 "The Water Utility Bylaw of the City of Red Deer".

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER ASSEMBLED ENACT AS FOLLOWS:

1. Schedules "A" and "B" of Section 7 Rate Schedule are deleted and the attached Section 7 Rate Schedules "A" and "B" are substituted in their place.
2. This Bylaw shall come into force for all billings, invoices and requests for payment issued by the City of Red Deer on or after April 17, 1981.

READ A FIRST TIME IN OPEN COUNCIL this \_\_\_\_\_ day of April, A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 1981.

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MAYOR

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CITY CLERK

7. RATE SCHEDULEA. WATER RATES

Every consumer shall pay for water supplied to him the aggregate of amounts determined as follows:

1. A consumption charge of 51¢ for each 100 cubic feet of water supplied.
2. A fixed monthly charge shall be determined by the size of the meter supplied to each consumer as follows:

<u>METER SIZE</u>	<u>FIXED MONTHLY CHARGE</u>
5/8"	\$ 4.65
3/4"	7.50
1"	13.90
1-1/2"	32.40
2"	78.60
3"	140.40
4"	280.90
6"	526.50
8"	930.45

B. MISCELLANEOUS RATES

1. Requested service call where City employee unable to enter premises or make connection
  - (a) during regular working hours \$ 18.00
  - (b) after regular working hours \$ 60.00
  
2. Additional fee for Winter Construction of service \$470.00
  
3. Special Meter Reading
  - (a) during regular working hours \$ 9.00
  - (b) after regular working hours \$ 60.00
  
4. Meter Test
  - Smaller than 1" 5/8" \$ 17.00
  - Smaller than 1" 3/4" \$ 17.00
  - 1" or Larger \$ 23.00
  
5. New Service Connection
 

	FROM MAIN IN STREET	FROM MAIN IN LANE
(a) Basic Charge for 1" water and 6" sanitary	\$ 1,275.00	\$ 930.00
(b) Basic Charge for 1" water	1,200.00	840.00
(c) Basic Charge for 6" sanitary	1,200.00	840.00
(d) Basic Charge for service from one available main	1,200.00	840.00
(e) Basic Charge for 6" storm	1,200.00	840.00
<u>Extra Charge for</u>		
Larger-Water 1 1/2"-	\$470.00, 2"-\$885.00, 4"-\$2,160.00, 6"-\$2,750.00	
	8"-\$3,395.00	
Larger-Sanitary or Storm 8"-	\$60.00, 10"-\$65.00, 12"-\$110.00, 15"-	
	\$205.00, 18"-\$430.00	
  
6. Temporary Water Supply for Construction Purposes
  - Residential \$ 23.00
  - Other than Residential \$ 46.00
  
7. Disconnection of Service (Water Kill)
  - In Pavement \$680.00
  - Other than Pavement \$570.00
  
8. Shut off and turn on for benefit of customer
  - (a) during regular working hours \$ 18.00
  - (b) after regular working hours \$ 60.00

9. Deposit

2343/M-80

\$ 25.00

10. Other Charges

Construction of manhole	\$1725.00
Cutting and replacing pavement	\$1110.00
Replacing and/or tunneling sidewalks - Residential	\$ 310.00
- Commercial	\$ 560.00
Replacing curb only	\$ 205.00

OF THE

CITY OF RED DEER

Being a bylaw to authorize the borrowing of additional monies by issue and sale of debentures for the purpose of providing a Library, Mall, Arena, and Office and Ancilliary space and additional site development at the G.H. Dawe Community Center.

WHEREAS by Bylaw No. 2676/80, hereinafter called the "Said Bylaw" Council of the City of Red Deer, pursuant to the provisions of Section 311 of the Municipal Government act; authorized the borrowing of monies by issue and sale of debentures, in the sum of One Million, Three Hundred and Thirty-Nine Thousand Dollars (\$1,339,000.00)

AND WHEREAS revised estimates of the City share of costs of the work proposed under the "Said Bylaw" based on tenders received and estimates to complete the work are now Three Million, Two Hundred and Sixty-Seven Thousand, Two Hundred Dollars (\$3,267,200.00).

AND WHEREAS it is estimated by the Council of the Said City that the undernoted grants and contributions will be received:

1. Province of Alberta Grants	\$ 1,698,705
2. General City Revenue	59,031
3. Province of Alberta 75th Anniversary Grant	38,199

AND WHEREAS in order to construct and complete the said project it will be necessary to increase the authorized borrowing by One Hundred and Thirty-Two Thousand, Two Hundred and Sixty-Five Dollars (\$132,265.00).

AND WHEREAS the said indebtedness is to be repaid over a period of Twenty (20) years in annual instalments, with interest not exceeding Sixteen per centum (16%) per annum, payable annually.

AND WHEREAS the amount of the equalized assessment in the municipality as last determined and fixed by the Assessment Equalization Board is \$195,152,210.00.

AND WHEREAS the amount of the existing debenture debt of the City of Red Deer is \$31,669,205.95 no part of which is in arrears.

AND WHEREAS the estimated life of the project is Twenty Years.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER is hereby empowered and authorized to enter into contracts for the purpose of providing a Library, Mall, Arena, and Office and Ancilliary space and additional site development at the G.H. Dawe Community Center.

2. That for the purpose aforesaid, the sum of One Hundred and Thirty-Two Thousand Two Hundred and Sixty-Five Dollars (\$132,265.00) be borrowed by way of debenture of the credit and security of the City of Red Deer at large, of which amount the sum of \$132,265.00 is to be paid by the City at large.

3. The debentures to be issued under this By-law shall not exceed the sum of One Hundred and Thirty Two Thousand Two Hundred and Sixty-Five Dollars (\$132,265.00) and may be in any denomination not exceeding the amount authorized by this By-law and shall be dated having regard to the date of the borrowing.

4. The debentures shall bear interest during the currency of the debentures, at a rate not exceeding Sixteen per centum (16%) per annum, payable annually.

5. The debentures shall be issued in such manner that the principal and interest will be combined and made payable in, as nearly as possible, equal annual instalments over a period of Twenty (20) years, in accordance with the schedule attached and forming a part of each debenture.

6. The debentures shall be payable in lawful money of Canada at the Canadian Imperial Bank of Commerce in the City of Red Deer or at such other bank or financial institution as the Council may authorize as its banking agent during the currency of the debentures.

7. The Mayor & Treasurer of the City of Red Deer shall authorize such bank or financial institution to make payments to the holder of the debentures, on such dates and in such amounts as specified in the repayment schedule forming part of each debenture.

8. The said debentures shall be signed by the Mayor and the Treasurer of the City of Red Deer, and the Municipal Secretary shall affix thereto the corporate seal of the said City.

9. There shall be levied and raised in each year of the currency of the debentures hereby authorized, by a rate or rates sufficient therefore, on the assessed value of all lands and improvements shown on the assessment roll, an annual tax sufficient to pay the principal and interest falling due in such year on such debentures. The said rates and taxes are collectible at the same time and in the same manner as other rates and taxes.

10. The said indebtedness is contracted on the credit and security of the City of Red Deer at large.

11. The net amount realized by the issue and sale of debentures issued under this By-law shall be applied only for the purposes for which the indebtedness was created unless otherwise authorized by an Order of the Local Authorities Board.

12. This By-law shall take effect on the date of the final passing thereof.

READ A FIRST TIME IN OPEN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 1981

READ A SECOND TIME IN OPEN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 1981

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 1981

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MAYOR

---

CITY CLERK

Bylaw No. 2705/A-81

Being a Bylaw to amend Bylaw No. 2705/81, "The Uniform Rate Bylaw" of The City of Red Deer.

NOW, THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER DULY ASSEMBLED ENACT AS FOLLOWS:

(1) Bylaw 2705/81 is amended by adding the following new section immediately after Section 4 and under the headings:

Type of Improvement	Period of Assessed Years	Annual Rate Per Assessable Metre	Total Cost Per Assessable Metre
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"4A. Paved Residential Road (new) #4	20	25.39	170.66 "
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(2) Bylaw 2705/81 is further amended by adding the following new section immediately after Section 5 and under the headings:

"5A. Paved Residential (existing base) #4	20	19.36	130.16"
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(3) Bylaw 2708/81 is amended as to Section 19 by adding the following immediately after subsection (#3).

"(#4) Paved residential road assumes an urban cross section (10 m) wide, including 0.25 m standard curb and gutter both sides."

READ A FIRST TIME IN OPEN COUNCIL THIS day of A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day of A.D., 1981.

\_\_\_\_\_  
MAYOR

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

BYLAW NO. 2711/81

OF THE

CITY OF RED DEER

A By-law to authorize the Municipal Council of the City of Red Deer to incur an indebtedness on behalf of the said City by the issuance of debentures for the purpose of construction of an ice plant building and equipment to serve the Red Deer Curling Club.

WHEREAS it is deemed expedient and proper pursuant to the provisions of Section 311 of The Municipal Government Act that the Council shall issue a By-law to authorize the construction of an ice plant building and equipment to be owned by the City of Red Deer to serve the Red Deer Curling Club.

AND WHEREAS plans, specifications and estimates for such work have been made by the Red Deer Curling Club whereby the total cost of the said construction is estimated to be Two Hundred Thousand Dollars (\$200,000.00).

AND WHEREAS in order to construct the said ice plant building, it will be necessary to borrow the sum of Two Hundred Thousand Dollars (200,000.00) on the credit of the City of Red Deer by issuing debentures of the City of Red Deer as herein provided.

AND WHEREAS the said indebtedness is to be repaid over a period of Ten (10) years in annual instalments, with interest not exceeding Sixteen per centum (16%) per annum, payable annually.

AND WHEREAS the amount of the equalized assessment in the municipality as last determined and fixed by the Assessment Equalization Board is \$195,152,210.00.

AND WHEREAS the amount of the existing debenture debt of the City of Red Deer is \$31,669,205.95 no part of which is in arrears.

AND WHEREAS the estimated life of the project is Ten Years.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER is hereby empowered and authorized to enter into contracts for the purpose of construction of an ice plant building and equipment.

2. That for the purpose aforesaid, the sum of Two Hundred Thousand Dollars (\$200,000.00) be borrowed by way of debenture on the credit and security of the City of Red Deer at large, of which amount the sum of \$200,000.00 is to be paid by the City at large.

3. The debentures to be issued under this By-law shall not exceed the sum of Two Hundred Thousand Dollars (\$200,000.00) and may be in any denomination not exceeding the amount authorized by this By-law and shall be dated having regard to the date of the borrowing.

4. The debentures shall bear interest during the currency of the debentures, at a rate not exceeding Sixteen per centum (16%) per annum, payable annually.
5. The debentures shall be issued in such manner that the principal and interest will be combined and made payable in, as nearly as possible, equal annual instalments over a period of Ten (10) years, in accordance with the schedule attached and forming a part of each debenture.
6. The debentures shall be payable in lawful money of Canada at the Canadian Imperial Bank of Commerce in the City of Red Deer or at such other bank or financial institution as the Council may authorize as its banking agent during the currency of the debentures.
7. The Mayor and Treasurer of the City of Red Deer shall authorize such bank or financial institution to make payments to the holder of the debentures, or such dates and in such amounts as specified in the repayment schedule forming part of each debenture.
8. The said debentures shall be signed by the Mayor and the Treasurer of the City of Red Deer, and the Municipal Secretary shall affix thereto the corporate seal of the said City.
9. There shall be levied and raised in each year of the currency of the debentures hereby authorized, by a rate or rates sufficient therefore, on the assessed value of all lands and improvements shown on the assessment roll, an annual tax sufficient to pay the principal and interest falling due in such year on such debentures. The said rates and taxes are collectible at the same time and in the same manner as other rates and taxes.
10. The said indebtedness is contracted on the credit and security of the City of Red Deer at large.
11. The net amount realized by the issue and sale of debentures issued under this By-law shall be applied only for the purposes for which the indebtedness was created unless otherwise authorized by an order of the Local Authorities Board.
12. This By-law shall take effect on the date of the final passing thereof.

READ A FIRST TIME IN OPEN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 1981.

\_\_\_\_\_  
MAYOR

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