

A G E N D A

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For the meeting of RED DEER CITY COUNCIL, to be held in the Council Chambers, City Hall, MONDAY, September 14, 1981, commencing at 4:30 p.m.

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- 2) City Clerk - RE: Noah's Marine Centre Ltd. - Amendment to Land Use Bylaw .. 2
- 3) City Clerk - RE: Pander Realty Ltd. - Lots 1 & 2, Block C, Plan 782-1023 .. 7
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COMMITTEE OF THE WHOLE

- 1) Proposed Land Acquisition

UNFINISHED BUSINESS

NO. 1

September 3, 1981.

TO: Council  
FROM: City Clerk

RE: Intersection of 77 Street and Gaetz Avenue

At the meeting of Council, August 31, 1981, several letters were brought forward from businesses located in the vicinity of 77 Street and Gaetz Avenue concerning the proposed changes to this particular intersection.

The following resolution was introduced August 31 and was tabled for a period of two weeks to enable each member of Council to individually inspect the intersection.

"RESOLVED that Council of the City of Red Deer having considered various correspondence received pertaining to proposed improvements to Gaetz Avenue and 77 Street, hereby agree that construction proceed as proposed by the City Engineer and as recommended to Council August 31, 1981."

The above topic is brought for Council consideration at this time.

R. Stollings  
City Clerk

Commissioners' Comments

*We would suggest that if Council wishes to assist the merchants in this area to provide lead time for a change in the road patters that the median on 77 St. be left open opposite the service road for a period to July 1st of 1982. We do not believe this alteration to the timing would jeopardize Provincial funding, but would allow a transition period in which the merchants would have sufficient time to notify their customers of the impending change.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

# THE CITY OF RED DEER



Office of:  
CITY CLERK

RED DEER, ALBERTA  
T4N 3T4

NO. 2

August 12, 1981

TO: CITY COUNCIL  
FROM: CITY CLERK

Re: Noah's Marine Centre Ltd.

The following correspondence appeared on the August 4th, 1981 Council agenda at which time a resolution was introduced as quoted hereunder.

"RESOLVED that Council of The City of Red Deer having considered request from Noah's Marine Centre Ltd. for an amendment to the Land Use Bylaw to permit the sale of various types of sporting goods from property situated at 6757 Gaetz Avenue, hereby agree that said request be not approved and as recommended to Council August 4, 1981 by the City Commissioners."

Prior to voting on the above resolution, Council agreed that same be tabled until such time as the full report prepared by the Regional Planning Commission on C.4 uses has been brought back for Council consideration. The report in question appears elsewhere on this agenda, and accordingly the application of Noah's Marine Centre Ltd. is brought forward for consideration by Council at this time.

R. STOLLINGS  
City Clerk

RS/cc

NOAH'S MARINE CENTRE LTD.  
6757 GAETZ AVE.  
RED DEER, ALBERTA

3.

July 6, 1981

City of Red Deer  
City Council  
City Clerk

Dear Sirs;

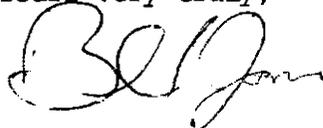
RE: NOAH'S MARINE CENTRE LTD. 6757 GAETZ AVE.

This letter is in application for permission to sell other types of sporting goods other than marine related materials from the above location. It is my understanding that at present this area is not zoned for sporting good sales.

As this facility is already of a sport and recreational nature we feel that the increased scope to different types of sporting goods is a necessary and complimentary item for the year round viability of the location.

Please accept our appreciation for the consideration and hopeful approval of this application for rezoning.

Yours very truly,



Blair L. Jones

BLJ/lh

*Rec'd  
7:20 am  
July 7/81  
4/10*

# 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. \_\_\_\_\_

July 28, 1981

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

Dear Sir:

Re: Noah's Marine Centre Ltd.

Noah's Marine Centre Ltd. is requesting an amendment to the Land Use By-law which would allow the sale of sporting goods in the C.4 Commercial (Major Arterial) District.

The essence of this request is considered in the report reviewing uses in the C.4 district as requested by Council, June 22, 1981.

Council should consider this request in conjunction with the report.

Yours truly,



Monte Christensen,  
ASSOCIATE PLANNER  
CITY SECTION

MC/cc



### 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 PAINTEARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLER No. 6—IMPROVEMENT DISTRICT No. 10

July 8, 1981

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/  
BUILDING INSPECTOR

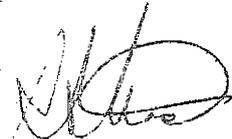
RE: NOAH'S MARINE CENTRE

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

The site in question is designated C4, from which the applicant is operating a sales outlet for boats and marine accessory. This use was approved by Municipal Planning Commission as similiar to "Sale of automobiles . . ." Sporting goods sales would not be, in my opinion; similiar to any use mentioned in the C4 use table. To accomodate the applicants request, Council must either amend the C4 district or rezone the site.

We do not support the applicants request for the same reasons we have not supported other requests for additional uses to the C4 district. In allowing uses permitted in the C1 (downtown) core to locate in other districts, several things happen which have a deteriorating effect on the area. One of these businesses located downtown are placed at a disadvantage because of higher land costs, which effect their locations. As well, the development of the downtown area becomes less attractive to potential developers.

For these reasons we recommend the application be denied.



R. Strader  
Development Officer/  
Building Inspector

RS/lg

Commissioners' comments

Elsewhere in this agenda is a report concerning C.4 areas and uses within such areas. If the recommendations of that report are endorsed, such action will answer the inquiry above.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

Commissioners' Comments

If Council adopt the recommendations elsewhere in this agenda, the request by this applicant will be resolved.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

# THE CITY OF RED DEER



Office of:  
CITY CLERK

RED DEER, ALBERTA

T4N 3T4

August 11, 1981

NO. 3

TO: CITY COUNCIL

FROM: CITY CLERK

Re: Pander Realty Ltd. -  
Lots 1 & 2, Block C, Plan 782-1023

The following correspondence and reports appeared on the July 6, 1981 Council agenda at which time Council agreed no action be taken concerning said request pending receipt of the report from the Planner as previously requested by Council. An interim report on C.4 uses was brought forward to Council August 4, 1981 together with the following correspondence and at that meeting Council agreed this be set over for a further period of time pending receipt of the overall report on C.4 uses currently being prepared by the Red Deer Regional Planning Commission. The report of the Regional Planning Commission has been prepared and same is attached hereto, therefore this correspondence is brought forward for Council consideration at this time.

R. STOLLINGS  
City Clerk

RS/cc

# PANDER



# REALTY LTD.

14 THE VILLAGE  
6320 50 Avenue  
Red Deer, Alberta T4N 4C6

(403)342-1100

8.

CITY OF RED DEER  
4914 - 48 AVENUE  
RED DEER, ALTA.

JUNE 25, 1981

ATTENTION: MAYOR MCGHEE/MEMBERS OF COUNCIL

RE: LOTS 1 & 2, BLOCK C PLAN 782-1023  
on 50 AVENUE, NORTH OF RED DEER HONDA

Further to Council's consideration on June 22, 1981 to our request for rezoning the subject site to C-2, we wish to re-iterate our desire for clarifying the existing C-4 use table. Our client, BAYSTONE DEVELOPMENTS, is preparing to construct a 38,400 sq.ft. commercial/industrial complex on the site and is faced with the following obstacles:

1. Reluctance by mortgage firms to approve long term financing on a project which appears to have limited uses which could be approved as tenants for the project. We can understand the mortgage lenders position.
2. High risk uncertainty in the form of bringing the project in at a budget cost because inflation is preventing long, term building contracts at a firm, 'today's' price.
3. High cost financing which makes it most difficult to complete a building at an overall cost that can be leased out at a rate attractive enough to make the project desirable to a prospective tenant.

The research that has been undertaken concludes that there is a very high demand, and a very small (if not negligible) supply, for highway industrial/commercial floor area.

The earlier requested zoning of C-2 would have provided a "full range of uses and services normally found in the City Centre". As indicated at our last meeting that list contained some uses that we could not probably attract to the area due to lack of demand. But that use table was attractive because it excluded almost no use that we could possibly contemplate except those containing a pollution or residential factor.

Residential • Acreages • Farms • Commercial Sales  
Property Management • Commercial Leasing

We could therefore, be very pleased to have the subject site's zoning changed to one that includes sales, warehouse, service, supply, distribution, rental, office area, display area for the following as PERMITTED USES:

- Industrial and agricultural
- Building trade(including individual businesses for hardware, floor, wall, window covering, doors, etc.).
- Furniture and white goods and accessories.
- Home entertainment and/or recreation
- Financial institutions
- Auto and auto part
- Convenience grocery
- Drug store and convenience household and personal care supplies
- Fast food
- Restaurants
- Camping, sporting goods
- Laundry facilities
- Hair and other personal care
- Commercial recreation and fitness establishments
- Hotels, motels
- Office furniture, business machines and accessories (including photocopiers, typing, data processing, business computers, communication equipment, light steel, wool, plastic, fibre glass, glass, concrete, cloth, paper, fibre fabrication, processing, testing and manufacturing establishments not requiring yard storage.
- Printing and accessories
- Oilfield, agricultural products
- Industrial/Business clothing and safety equipment
- Plants, flowers, and garden centre
- Construction firm offices and/or warehouses
- Industrial medical/dental health care offices.

It has been suggested that approval for the above uses could be granted by the Municipal Planning Commission but our mortgage lenders suggest that rulings by the MPC, alone, are not enough, not binding, as in the recent case of MPC approval of a restaurant and subsequent denial by the Development Appeal Board.

Your consideration and positive response to this request will be most appreciated and will enable BAYSTONE to commence construction prior to freeze-up.

Sincerely, for  
PANDER REALTY

  
Per: WAYNE PANDER

WP/cp

June 29th, 1981

TO: CITY CLERKS

FROM: DEVELOPMENT OFFICER/  
BUILDING INSPECTOR

RE: LOTS 1-2, BLOCK C, PLAN 782-1023

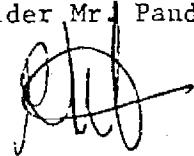
In response to your memo on the above, we have the following comments for Councils consideration.

Our opinion on this request has not changed from when it was last presented to Council on June 22, 1980. We feel the downtown business district is the proper area for a full range of commercial uses, that to allow these uses to further expand out of this district will result in it's deterioration. Projects that are planned would probably not proceed when considering their potential tenants can now locate in other areas.

Many of the uses mentioned in Mr. Panders letter are already in the C4 table, however some are so general that it is not possible to comment on them. Certainly offices for construction firms and "industrial" health care offices belong to the office use which is currently mentioned in the "C1" district. Another point is that to try to define "industrial" health care would not be possible ~~for~~ <sup>for</sup> our Department and enforcement would be equally difficult.

Mr. Pander's comments regarding Municipal Planning Commission decisions require clarification. Decisions made by the Municipal Planning Commission or a Development Officer have always been subject to appeal to the Development Appeal Board. However, once the 14 day notification period is over and there are no appeals filed, the decision is binding. In the specific case mentioned, it was Mr. Panders client whom was appealing a Municipal Planning Commission decision, which the Development Appeal Board subsequently denied in it's entirety.

We recommend that Council not reconsider Mr. Panders request.



R. Strader  
Development Officer/  
Building Inspector

June 29, 1981

TO: CITY CLERK, BOB STOLLINGS

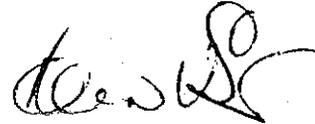
FROM: DIRECTOR OF ECONOMIC DEVELOPMENT

RE: REQUEST BY PANDER REALTY -  
 CHANGES IN C-4 ZONING TABLES,  
LOTS 1 & 2, BLOCK C, PLAN 782-1023

The requests made by the applicant for a change in the Use Table in C-4 zoning, are extremely extensive. Changes of this magnitude would have a substantial impact on not only C-4 zoning, but other zones within the City.

Should Council wish to consider changes of this size, perhaps a re-assessment of the commercial tables in the Land Use Bylaw would be appropriate. The Development Control Officer and the Planners would be better qualified to comment on a procedure of this type.

Respectfully submitted,



ALAN SCOTT, Director  
 Economic Development

AVS/gr

# 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. \_\_\_\_\_

June 30, 1981

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

Dear Sir:

Re: Lots 1 & 2, Block C, Plan 782-1023  
on 50th Avenue, North of Red Deer Honda

About two weeks ago the City Council rejected the rezoning of the above site from C4 to C2 or shopping centre. The applicant has now listed 26 uses, and requests that City Council rule on each use.

It is a normal practice for the developer to approach the Municipal Planning Commission with a list of uses proposed for any zone. The M.P.C. which is the approving body considers each use and they even have the authority to rule on a similar use, in other words, they can approve a use not mentioned in the Use Table.

As far as the M.P.C. decision being 'not binding'; this is not true. After a period of 14 days of appeal, the decision of the M.P.C. is binding and final.

We recommend no action be taken by City Council in interpreting the uses, rather the whole matter be forwarded to M.P.C. for a decision.

Yours truly,  
*D. Rouhi*  
D. Rouhi, MCIP  
Senior Planner  
City Section

- DR/cc
- copy to: - Development Officer
- Economic Development Officer
- City Assessor.

### MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CAPSTARS—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  
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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. 8 — IMPROVEMENT DISTRICT No. 10

Commissioners' Comments

This application in essence was considered by Council, June 22, 1981 and denied at that time. The Procedure Bylaw and Land Use Bylaw both indicate that a rezoning request should not be reconsidered by Council for, in the case of the Land Use Bylaw, a minimum of 3 months. We therefore recommend no action on this request, pending receipt of the report from the Planners as previously requested by Council (C.4 Uses).

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

Commissioners' comments

Our comments respecting Nosh's Marine Centre application would apply equally to this particular application.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

# PANDER



# REALTY LTD.

4 THE VILLAGE  
6320 50 Avenue  
Red Deer, Alberta T4N 4C6

(403)342-1100

14.

CITY OF RED DEER  
4914 - 48 AVENUE  
RED DEER, ALTA.

SEPTEMBER 3, 1981

ATTENTION: MAYOR McGHEE & COUNCILLORS

RE: REVIEW OF C-4 USE TABLE

It is our understanding that a major review of the C-4 USE TABLES has now been completed and that it will be discussed by City Council as soon as the Municipal Planning Commission has studied it and made its recommendations.

We have a long standing interest in this matter stemming from our experience in performing commercial leasing services for properties located on 50 Avenue North and South of the downtown core area.

Further to our June 25, 1981 submission to City Council, and after studying the July Report of the Regional Planning Commission in this respect we would like to address Council in respect to our present position on this matter.

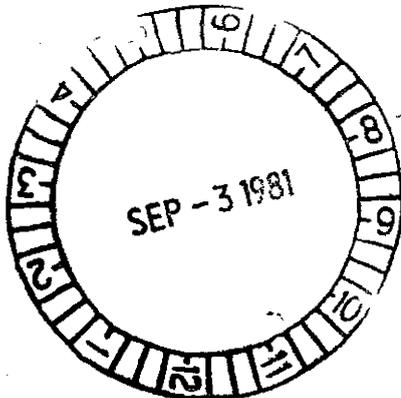
We trust that you will advise us of the date that this review will be considered by City Council and indicate the approximate time when it will be discussed.

Your consideration will be most appreciated.

Sincerely, for  
PANDER REALTY LTD.

Per: WAYNE PANDER

WP/ep  
Encl.



Commissioners' Comments

Attached to the report of the Planning Commission are recommendations from M.P.C. with which we agree. We recommend Council adopt these recommendations and that Pander Realty Ltd. be informed of same.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

NO. 4

September 3, 1981.

TO: Council  
FROM: City Clerk

RE: Amendment to Dog Control Bylaw.

Attached hereto is a copy of amending bylaw 2583/A-81 and which amendment was prepared by the Development Officer as a result of the motion passed by Council, August 31.

R. Stollings  
City Clerk

RS/ds  
Encl.

**RED DEER REGIONAL PLANNING COMMISSION**

4920-59 STREET

P.O. BOX 5002

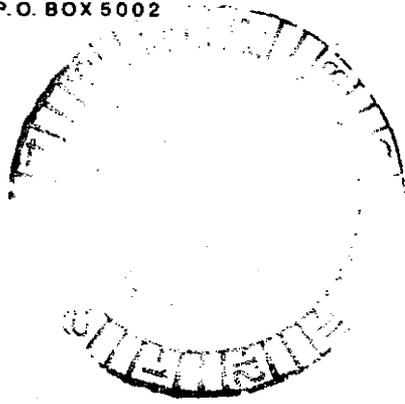
RED DEER, ALBERTA, CANADA. T4N 5Y5

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

TELEPHONE: (403) 343-3394

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

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



NO. 5

September 8, 1981

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

Dear Sir:

Re: Commercial Development  
Adjacent to Major Arterials

Attached is the completed overall report on strip commercial development.

The purpose of the report is to study the uncertainties and problems related to strip commercial development, and to provide a better understanding of these problems by providing information regarding;

- (a) the general nature of strip commercial development,
- (b) strip commercial development in the City of Red Deer,
- and, (c) the relationship of strip commercial policies to other commercial development policies.

A portion of this report relating to uses in the C.4 Commercial (Major Arterial) District was presented to Council on August 4, 1981, at which the following resolution was introduced.

"RESOLVED that Council of the City of Red Deer having considered report of the Red Deer Regional Planning Commission re: C.4 Commercial District Review of Uses, hereby concur with the recommendations contained therein and Council authorize the preparation of amendments to the Land Use By-law as contained within the recommendations of said report."

Prior to voting on the above mention, Council agreed that same be tabled pending completion of the C.4 report in total and consideration of same by M.P.C. and Council.

pg. 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 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 PAINT EARTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLER No. 6 — IMPROVEMENT DISTRICT No. 10

*File # 100*

CITY OF RED DEER

COMMERCIAL DEVELOPMENT ADJACENT TO MAJOR ARTERIALS

Prepared by:

CITY PLANNING SECTION  
RED DEER REGIONAL PLANNING COMMISSION  
AUGUST 1981

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## INTRODUCTION

A thorough examination of strip commercial development is recognized in the General Municipal Plan and its Background Report. The General Municipal Plan states:

"2.3.1.3 Strip Commercial Development

The city will recognize the pressures from private enterprise to locate along major traffic arteries and they will provide land use control which will achieve the best possible development and mixture of compatible uses on chosen arteries.

2.3.2.2 (a) The new Land Use By-law shall incorporate methods and guidelines to control and regulate present and future strip commercial areas.

(b) More specifically the use allowed in a strip commercial will be expanded to include more commercial uses provided that such expansion is not detrimental to the downtown core.

2.3.2.3 The City of Red Deer examine with the help of the Red Deer Regional Planning Commission alternative forms and locations of future strip commercial development."

In formulating these policies, the background report to the General Municipal Plan entitled, "Planned Urban Growth", summarizes this issue as follows:

"By recognizing the demand for strip commercial development, the problems that accompany commercial strip development, such as parking traffic congestion, blight, visual appearance and conflicts with residential neighbourhoods can be planned for in advance.

Of the three policy areas related to the provision of commercial facilities, the new policy for strip commercial development probably possesses or lends itself to a greater array of uncertainties. Questions regarding compatibility of use, location, design guidelines, accessibility, etc., need to be addressed.

Strip commercial development has been confined to Gaetz Avenue. Traditionally, the uses allowed were highway oriented. Recent changes in the Land Use By-law have brought about significant

changes in the number of merchandising concerns along Gaetz Avenue. If current trends continue, the supply of available highway commercial will soon be depleted. Once this happens several questions arise. Firstly, is the present form of strip commercial development desirable? Is it desirable to extend such development beyond the developed residential areas? What are the viable alternatives?"

The purpose of this report is to study these uncertainties and to provide a better understanding of problems and opportunities related to strip commercial development by providing information regarding:

- (a) the nature of strip commercial development in general;
- (b) strip commercial development in the City of Red Deer; and
- (c) the relationship of strip commercial policies to other commercial development policies.

In analyzing these aspects of strip commercial development, it is useful to begin with a common definition or description. The term "strip commercial development" refers to the commercial development along those streets and roads that serve as major traffic routes. Historically, in cities that are older and larger than Red Deer, these commercial areas served the immediate area in a manner similar to the downtown or main street of a small town or village. These areas have been reinforced throughout the years by the advent of public transit and the automobile.

#### NATURE OF STRIP COMMERCIAL DEVELOPMENT

Within this broad concept of strip commercial development, several characteristics and categories are identifiable and relate to such things as:

1. the kinds of land uses and activities which locate along them;

2. the nature of uses, activities and population characteristics surrounding them; and
3. the volume and speed of vehicular movements on the streets themselves.

More specifically commercial strips can be identified with respect to the following general criteria:

1. The existing activity base and character of each strip:
  - does the strip provide local goods/services or specialized regional goods/services?
  - the strip's physical size; the height and intensity of buildings,
  - unique aspects of the strip.
2. The strip's existing orientation towards accommodating cars or pedestrians:
  - sidewalk width
  - the provision of pedestrian amenities (resting spaces, buffers from traffic, street furniture, etc.)
  - the availability of curb-parking.
3. The role of the corridor as a primary or secondary traffic artery within the proposed transportation system:
  - anticipated traffic volumes
  - proposed road improvements.
4. The relationship of the commercial strip to the proposed surrounding land uses.

With these criteria in mind and in order to simplify the discussion of commercial strips, four types have been selected. These being:

1. LOCAL: PEDESTRIAN-ORIENTED

This type of strip commercial development provides goods and services that fulfill the needs of the surrounding neighbourhood and may consist of food stores, bank, hardware, small shops, restaurant and personal services. Within this type there is a continuity of the sidewalk-pedestrian atmosphere. In other words, a person on foot feels comfortable with easy physical and visual access to sidewalk activity and stores.

2. REGIONAL: PEDESTRIAN-ORIENTED

This category is very similar to the LOCAL: PEDESTRIAN-ORIENTED type, but caters to the needs of a broader population or larger part of the city. In addition to the local convenience uses, there may be specialty shops, services and boutiques. Again, the atmosphere is one that is attractive to a person on foot.

3. LOCAL: AUTO-ORIENTED

This type of strip commercial development provides goods and services to the surrounding neighbourhoods and may consist of food stores, banks, hardware, personal services and restaurant. Most visits to the area are made by car with the typical users stopping only at very few businesses.

4. REGIONAL: AUTO-ORIENTED

This type of strip commercial area caters to the needs of the city at large. There is a diversity of commercial and business uses. Many of the uses are automobile related.

NATURE OF STRIP COMMERCIAL DEVELOPMENT IN RED DEER

Being a relatively young city with the majority of development occurring during the last ten to twenty years, the City of Red Deer is fortunate to have strip commercial development confined to Gaetz Avenue with two minor areas located in North Red Deer on 54th (Riverside) Avenue and 60th Street, and on Ross Street between 40th Avenue and 41st Avenue

(Figure 1). The proposed Heritage Business Park on 67th Street north can also be considered as a form of strip commercial development.

In categorizing these four areas according to the types previously discussed, it is obvious that all four are, or will be, auto oriented. Gaetz Avenue, North Red Deer and the proposed Heritage Business Park are regional in nature serving the City at large with specialized services.

In some cases, especially Gaetz Avenue, this service extends beyond the City. The small commercial strip on Ross Street consisting mainly of service stations serving the southeast portion of the City is typically LOCAL: AUTO ORIENTED.

Strip commercial development classified as either LOCAL: PEDESTRIAN ORIENTED, or REGIONAL: PEDESTRIAN ORIENTED do not exist for the following reasons:

- (1) In cities where these types can be identified, they are usually remnants of a former era of city growth and functioning in a manner quite similar to the "mainstreet" of a small community. In Red Deer, until recent years, the downtown area performed this function.
- (2) With the growing dependence on the automobile in the late 1940's and early 1950's, different merchandising and planning practices evolved. The traditional "mainstreet" market place fell prey to the shopping centre syndrome which, in the beginning, was predominantly automobile oriented. Most of the commercial development in the City of Red Deer outside the downtown and Gaetz Avenue has been influenced by this contemporary shopping centre philosophy. Retailing operations are dispersed throughout the city in a hierarchy of shopping centres strategically located to serve the needs of the neighbourhood, community and region. For the most part, the small convenience store and neighbourhood centres function in a manner similar to that typified by the LOCAL: PEDESTRIAN-ORIENTED STRIP.

CONDITIONS AFFECTING STRIP COMMERCIAL DEVELOPMENT

Although the City of Red Deer may not have these "mainstreet" type of strips that tend to foster and stimulate further strip commercial development, it may not be as fortunate to escape other pressures which are symptomatic of such development. These pressures are currently being felt in varying degrees and can best be described by the following excerpts:

"One land use "type" that is a direct product of the random route system is the commercial strip.... [Commercial] activities ... build up first around major intersections, and then spread along the arteries. As the residential population grows on each side of an artery, and as traffic builds up on it, the commercial activities build up accordingly serving both the transient and the surrounding residential market.

Arterial roadways through residential areas almost always breed strip commercial developments whether desired or not and, significantly, whether zoned against or not. Commuter traffic on the artery makes the property on each side of it increasingly undesirable for residential purposes; the property value drops, and as redevelopment of the land for commercial purposes would prove more lucrative for the owner, he goes to work on the zoning board to obtain a reclassification, which he eventually gets. The point is that prevention of a strip development by land use zoning alone is futile; restricting a strip of land to a residential classification past the time when a transportation system has made that land unfit for residential use is not realistic, and so we find that land use zoning tends to realign itself, if only after the fact, with actual land usage."

Ease of access is not solely a function of street orientation, width, etc. It is compounded by such things as travelling time, provisions of parking facilities, congestion ... and personal familiarity with the street in question."<sup>1</sup>

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1. Gerard J. Foster and Howard J. Nelson, VENTURA BOULEVARD: A STRING-TYPE SHOPPING STREET, Real Estate Research Program, U.C.L.A., 1958, p. 57.

The effect of traffic flows on residential property values is further substantiated in a study conducted in Grand Rapids, Michigan. The conclusion of the study is basically that a reduction of traffic through a neighbourhood reduces the rate of diminution of real property values. This study is concerned with traffic flows filtering through a residential neighbourhood and the conclusion cannot be directly applied to residential areas along major arterials. It does, however, lend credence to the assumption that increased traffic flows along an arterial through an older established residential area will adversely affect the real property value of the residential properties.

In summary, the conditions under which pressure for strip commercial development occur may be categorized as follows:

1. an older residential area that is affected or may be affected by increasing traffic flows;
2. major traffic arteries that serve the residential communities and connecting commercial and industrial areas within the city (intra-city);
3. major traffic arteries that serve regional and provincial travelers (inter-city and inter-regional).

Although these conditions may be present, it does not necessarily follow that strip commercial development will occur. Several other factors affect commercial development.

One of the most important factors in determining land use and patterns of land use is that of economic competition. Businesses and private enterprise seek those sites which best suit their needs. If the same site is desired by more than one, it will usually go to that business which can earn the highest return and, hence, can afford to pay more. Some parts of the city are more attractive economically than others.

In development, economic competition is complicated by land use controls and public planning. Economic ends sometimes give way to social ends. The rationale for land use controls is summarized as follows:

"The search for the rationale for zoning must start from the question: why is collective action through government regulation necessary to control land-use development? When land uses affect the use and enjoyment of surrounding land by foreclosing or increasing the cost of a desired use and the transaction costs of accomplishing a market solution are too great, there is, of course, a case for collective action although not necessarily for government regulation. Zoning can be initially justified on the grounds that private collective action fails to provide sufficient quantities of a desired public good, in this case amenity levels."

Land use controls can be used to mitigate the pressures for strip commercial development. Municipal guidelines for subdivision design, buffers, service roads, etc., can effectively control and even eliminate strip commercial development. Implementing such controls also leads to a high degree of certainty with regard to growth policies. Such certainty will eventually become known throughout the development industry thus subduing many proposals that could contribute to ad hoc strip commercial development.

#### POTENTIAL STRIP COMMERCIAL AREAS IN RED DEER

Several areas of the city can be identified as areas where strip commercial pressures may occur. Figure 2 illustrates these areas.

##### Gaetz Avenue

Gaetz Avenue will most obviously continue to attract commercial development. Vacant and underutilized land will eventually be developed. It is expected that Gaetz Avenue will continue to be a major arterial serving city and regional needs. As development and

redevelopment of underutilized parcels occur, pressures for a wider variety of commercial uses will increase.

#### Highway #11 & 67 Street

Highway #11 and 67th Street will continue to be vital links between the City and Highway #2, the country to the west. As the City and regional economy grows, pressures for commercial development along these arteries will increase. These pressures are presently being felt to a certain degree at 67th Street. The proposed Heritage Business Park and the motor hotel being constructed on the corner of 67th Street and 65 Avenue are indicative of these pressures. If these areas are allowed to develop, they will probably tend to be regional and automobile oriented like Gaetz Avenue.

#### Ross Street

Certain portions of Ross Street between 41st Avenue and the Clearview Meadows subdivision will tend to be attractive to proposals for commercial development. As residential growth on the Easthill occurs the traffic on Ross Street will increase. Increased traffic flows will adversely affect the residential character of the area. Several commercial establishments presently operate in this area of Ross Street which will tend to influence commercial development. The combination of these two factors will provide atmosphere attractive to the pressures for strip commercial development.

#### 55th Street

55th Street between Gaetz Avenue and the Woodlea Ski Hill is similar to that portion of Ross Street described above.

#### 54th Avenue

That portion of 54th Avenue between the escarpment and the railway contains a mixture of uses. The convenience food store, restaurant and service station are typical of this type of strip commercial development. The light industrial uses relate mainly to the automotive

servicing and are reminiscent of a bygone industrial era. Within this short distance there actually are three different land use districts. The I.1 District along the west side of 54th Avenue; the R.2 District just opposite this on the east side of the Avenue and the C.3 District on the northeast corner of the intersection of 54th Avenue and 60th Street.

Although conditions in these areas indicate that strip commercial development will occur, it cannot be concluded that the City will succumb to these pressures, or that this type of ribbon development is desirable. The City of Red Deer does have the authority to control land use patterns. Entrepreneurs have the prerogative to analyze the economic competition and pursue their ends. In analyzing and evaluating, it is necessary to consider both the private and public objectives.

#### EVALUATION AND ANALYSIS OF POTENTIAL PRESSURE AREAS

Several factors which are of prime importance need to be examined when analyzing these potential areas strip commercial development.

Accessibility is a fundamental characteristic of planning. It is especially crucial in commercial development. The concept of accessibility has several dimensions which not only include the physical ingress or egress to a site, but include a psychological accessibility, or a sense of being accessible. Traffic patterns, congestion, safety, parking, exposure and location are factors that affect both the physical and psychological accessibility.

Apart from the aspect of accessibility which may be viewed as being consumer related, there is the entrepreneur's sense of accessibility which may be affected by land use controls, design requirements, availability of municipal services, economic competition, growth policies and expected growth patterns.

Compatibility of land use is another fundamental characteristic. Two aspects which must be considered are:

- (a) the separation of incompatible uses; and
- (b) the clustering or grouping of mutually helpful uses.

#### GAETZ AVENUE

Gaetz Avenue is the most significant area strip commercial development and provides many examples for a thorough discussion on accessibility.

Along Gaetz Avenue, the one single factor which eliminates many of the traffic problems normally associated with strip commercial development is the service road. The service road essentially removes (from Gaetz Avenue) those traffic movements associated to the businesses, allowing through traffic to move more freely. Access to the parking area and business frontage is via the service road.

Although traffic movements between intersections are simplified, Gaetz Avenue is not without traffic problems. In this regard, the City Engineer has stated:

"Traffic problems related to service roads mainly originate from the proximity between service road intersections and the adjacent main highway intersections. Some of these problems are:

1. through traffic movements
2. turning movements
3. minor street roadway capacity
4. too many points of conflict due to large number of vehicle movements
5. signal timing
6. safe pedestrian movements"

For the purposes of analyzing these traffic problems, the main intersection is divided into two parts, i.e. the primary intersection which is the intersection of the street with Gaetz Avenue and the secondary intersection which is the intersection of the service road with the street.

An analysis of reported accidents not only substantiates the traffic problems at the intersections along Gaetz Avenue, but provides some insight to solutions for these problems.

For the years 1976 - 1980 inclusive, a total of 795 accidents were reported. Of these, 17.6% or 140 accidents were directly related to the secondary intersection. The significance of this fact does not lie in the amount of accidents, but in the pattern that seems to emerge. When comparing individual intersections, two distinct groupings occur. First there is a group (Group I) characterized by a low ratio between the secondary intersection accidents and primary intersection accidents. The second group (Group II) is characterized by a high ratio of secondary intersection accidents to primary intersection accidents. In the first group, the percentage of secondary intersection accidents ranges between 4.2% to 9.1%, while in the second group, the percentage ranges from 26.3% to 36.1%. In one erratic case, 68th Street, 100% of the accidents were related to the service road intersection.

It is interesting to note that in Group I, although the two busiest intersections on Gaetz Avenue, 32nd Street and 61st Street, have the highest incidences of accidents, the number of accidents related to the secondary intersection is extremely low. On 32nd Street, 4 accidents of 92 (4.2%) relate to the service road and on 67th Street, 9 of the 147 accidents (5.0%) relate to the service road. Two factors common to both of these intersections are:

- (a) the primary intersection is controlled with traffic lights; and
- (b) the streets approaching Gaetz Avenue have medians.

At other intersections characterized by a low incidence of accidents at the secondary intersections, these two factors are not present. In each of these cases the intersections are on the southern portion of Gaetz Avenue, i.e. south of 42nd Street.

Traffic generated by the commercial activities during the years of this analysis is considered to be relatively low due to the low intensity of this development.

Within the second group (Group II), i.e. a high incidence of accidents related to the secondary intersection, three common factors occur:

- (a) signalized traffic control of the primary intersection;
- (b) no median on the street approach Gaetz Avenue; and
- (c) intersection is located in areas of extensive commercial activity.

A number of observations can be made by comparing these factors within the two groups. The following chart illustrates this comparison.

Within Group I, two scenarios, A and B, occur:

<u>FACTORS</u>	<u>GROUP I</u>		<u>GROUP II</u>
	<u>A</u>	<u>B</u>	
Signalized Traffic Control	YES	NO	YES
Median	YES	NO	NO
Commercial Activity	HIGH	LOW	HIGH

It is observed that:

- (a) although signalized traffic controls are present at the primary intersection, the incidence of accidents varied from low to high, therefore even though the signals improve the access to the service roads, they do not directly affect the incidence of accidents at the secondary intersection;
- (b) when commercial activity is high and the street approaching Gaetz Avenue does not contain a median, the incidence of accidents at the secondary intersection is high. This statement is further substantiated by the following interesting observation. At the

intersection of 68th Street and Gaetz Avenue, a total of 42 accidents were reported between 1976 and 1980 inclusive. All of these accidents related to the secondary intersection. Of these 42 accidents, 34 (80.9%) occurred during 1979 and 1980. These two years are coincidental with the operation of the Pine Shopping Centre, a high traffic generator.

- (c) A median in the street approaching Gaetz Avenue reduces the number of accidents related to the secondary intersection by eliminating through traffic on the service road and reducing the turning movements to "right in" and "right out". A corollary to this conclusion is that the location of the secondary intersection is not suitable for handling significant traffic movements.

Although this analysis indicates traffic problems with certain secondary intersections, these problems should not overshadow the overall value of the service road, which is the removal of the traffic generated by the commercial activities from the arterial portion of Gaetz Avenue. The traffic problems result from the inability of the service road design to accommodate the traffic.

Remedial steps can be taken if the traffic problems at these intersections become a concern. Figure 3 indicates one alternative.

The service road reduces congestion normally associated with strip commercial development thereby enhancing the accessibility.

The availability of off-street parking is a second major factor which affects this sense of accessibility. In general, the parking provided by the business along Gaetz Avenue is adequate. The off-street parking requirements of the Land Use Bylaw has created an adequate supply of parking which improves the locational advantages of Gaetz Avenue.

From the entrepreneur's point of view, Gaetz Avenue is considered to be both physically and psychologically accessible. Gaetz Avenue is a

desirable place to locate. The amount of growth and development that has occurred in recent years bears witness to this fact. Gaetz Avenue will continue to attract commercial development and redevelopment.

As developable land along Gaetz Avenue becomes more scarce, interest will grow in the other areas identified on Figure 2 as potential areas of strip commercial development.

#### Highway #11

Portions of Highway #11 and also part of 67 Street will be susceptible to this interest. Figure 2 indicates the areas where this interest will most likely occur. As the city grows and the northwest sector becomes more developed, that segment of Highway #11 shown in Figure 2 will become more attractive. In short-term however, an immediate interest in this area is not anticipated.

#### 67th Street

On the other hand, 67th Street is already beginning to attract the interest of developers. The amount of development that can be accommodated along 67th Street will be encumbered by the location of the future railway crossing and also by the interchange design with Highway #2. Regardless of this, it is still expected that pressure for strip commercial development will occur.

If commercial development is allowed here, due consideration will have to be given to these problems of accessibility. It is not likely that a service road can be located adjacent to 67th Street in a manner similar to the service road along Gaetz. In view of the traffic problems associated with secondary intersections, this fact may be a boon to development.

The desired exposure to 67th Street will still be achievable. Figure 4 indicates a possible alternative for fronting commercial lots onto a

major arterial. The Heritage Business Park between 64th Avenue and Sylvan Lake Trail has been designed this way.

Ross Street

Ross Street between 41st Avenue and the Clearview Meadows subdivision has been identified as an area that will tend to attract commercial development. Even though the conditions for commercial redevelopment may exist, it is not necessarily concluded that such redevelopment need occur. This type of redevelopment should not be allowed for the following reasons:

- (a) The proposal is not in keeping with the planned commercial facilities of the Easthill Concept Plan. Allowing commercial redevelopment will fragment these attempts for planned growth.
- (b) It is intended that Ross Street will become a major traffic artery serving the Easthill. When this occurs, it is expected that parking and access to properties along Ross Street will be restricted. Traffic movements generated by commercial activities would add to the congestion and hamper the efficiency of Ross Street.
- (c) Commercial development begets further commercial development. The area has not been designed to accommodate strip commercial development. In an automobile oriented setting, experience along Gaetz Avenue indicates that a service road and ample off-street parking are necessities for satisfactory strip commercial development. There is not enough available space to satisfactorily provide for both of these necessities.
- (d) Commercial development would adversely affect the residential character of the surrounding area. There is not sufficient land to provide an adequate buffer between a commercial activity and the residential areas.

#### 55th Street

That portion of 55th Street indicated in Figure 2 as being a potential area for strip commercial development is similar to Ross Street, as previously discussed, hence many of the reasons for not allowing commercial redevelopment apply.

#### 54th Avenue

That portion of 54th Avenue identified as an area of existing and potential commercial development is to a certain extent restricted. The lots that front onto 54th Avenue are only 120 feet. Such a depth is not sufficient to adequately accommodate a commercial building, off-street parking and the desired landscaping.

Although the problems of congestion and off-street parking are minimal, this could change if the commercial activities are allowed to intensify. Except for the 7-11 store, the uses in this area are not high traffic generates.

Further commercial development should not be encouraged in this area.

#### INTERRELATION WITH OTHER COMMERCIAL DEVELOPMENT POLICIES

Having reviewed the characteristics and nature of strip commercial development and after analyzing the areas of existing and potential development, it becomes necessary to examine and review the interrelationship of strip commercial development and other commercial development. A study of this interrelationship is essentially a review of the commercial growth policies as they have been embodied in the Land Use By-law by way of the C.1, C.2, C.3 and C.4 Use Districts.

Although strip commercial development can be accommodated by using the C.2 and C.3 land use designation, it is the C.4 Commercial (Major Arterial) District along Gaetz Avenue which accommodates almost all of

this type of development. It is intended that the C.4 District be used to control strip commercial development.

On this basis, the function and interrelationship of the C.4 District can be examined.

The purpose of the C.4 District is:

"To provide sufficient land for commercial, industrial and other services for the people using major arterial transportation routes; and to provide sites for those services that require locations on major routes, i.e. that require a high degree of visibility and accessibility."

This purpose is accomplished by means of the permitted and discretionary use sections of this district. These tables are reproduced in the appendix. The permitted uses are limited and include hotels, motels, eating and beverage establishments and service stations. The discretionary use table contains a variety of commercial and light industrial uses.

The ability of the C.4 District in controlling and accommodating commercial growth pressures has been cited by some as being too restrictive.

Insight to this statement is gained by comparing the uses of the C.4 District with the uses of C.1 Commercial (City Center) District, the most permissive commercial district. It should be noted that the C.1 District is more than a commercial land use district. It is a use district designed to accommodate a wide range and variety of uses that are commonly associated with a strong viable city center and that are not commercial in nature. For the purposes of this comparison, only commercial and business uses are being considered.

The following uses are commercial uses that are in the C.1 District, but not in the C.4 District:

- (a) services to business management;

- (b) offices: administrative, business and professional;
- (c) medical, dental and related services;
- (d) personal services for the individual and householder
- (e) entertainment establishments
- (f) sale of any article or commodity.

The Downtown and City Center growth policies of the General Municipal Plan state:

"Increased efforts will be made to strengthen the Downtown as the business and administration center of the City ...

The development of business, administrative and professional offices will be encouraged to remain and locate in the City center with limited dispersion to planned shopping areas."

These policies must be kept in mind when considering the possibility of including some of the above uses in the C.4 District. If consistency with these policies is a desired end, then it is obvious that the first three uses (i.e. services to business management; offices: administration, business and professional; medical, dental and related services) should not be expanded to the C.4 District. Such uses would not be in keeping with the underlying philosophy of the C.4 District. They are allowed on a limited basis in the C.2 Commercial (Shopping Center) District.

There are, however, a few specific uses from these three use categories which are discretionary in the C.4 District. "Banks" and "administrative uses ancillary to a permitted or discretionary use" are allowed in the C.4 District.

The fourth broad use category, "personal services for individual and households", includes such things as dry cleaners, barber and beauty

shops, tailors, etc. Such uses are not included in the C.4 District, but are dispersed throughout the City via the C.2 Commercial (Local Convenience) Districts. The C.2 District is used to locate shopping centers throughout the City at strategically located sites having due consideration for accessibility, population and need. The criteria for locating C.3 Districts is similar.

One of the primary purposes of the C.2 and C.3 District is to provide for convenient shopping and personal services shops for planned residential areas. Allowing uses from this category to occur randomly along Gaetz Avenue will weaken the economic viability of planned C.2 and C.3 Districts.

The next category not included in the C.4 District is that of "entertainment establishments". This particular use is in many ways similar to "commercial recreational establishment" and could be included as a discretionary use in the C.4 use table.

A cause of major concern is the broad category entitled, "sale of any article or commodity ...". It is in this area that the C.4 District is more restrictive than the C.1 District. In the C.4 District, sales of commodities or objects as principal use are controlled by Section 6.2.4.3(3), (4) and (10) and are listed as follows:

"(3) Convenience Grocery not exceeding 235 m<sup>2</sup> of gross floor area in conjunction with a gasoline sales outlet.

(4) Sale of:

(a) automobiles, motorcycles, recreation vehicles, industrial and agricultural machinery,

(b) tools, machinery, equipment and other products used in the building and construction industry including, but not limited to the following trades: carpentry and cabinet making, plumbing, heating, insulating, roofing,

flooring, drywalling, electrical installation, tinsmithing, painting, wallpapering, landscaping, bricklaying and masonry, provided that each use, and in particular the storage of materials is contained solely within the buildings,

- (c) tools, machinery, equipment and other products used in the agriculture industry except bulk livestock food and bulk chemicals and fertilizers.

- (10) Furniture and white goods store and showroom, the ground floor area of which, including storage, to be not less than 930 m<sup>2</sup> unless otherwise approved by the M.P.C. No outside storage or display is permitted ..."

The above categories provide for the sale of a wide variety of commodities, however, the following list indicates some types of commodities or objects, the sale of which cannot exist as a principal use in a C.4 District:

- (a) Clothing and apparel including fabrics, shoes and similar items
- (b) sporting goods not including boats, snowmobiles and recreation vehicles
- (c) office equipment and supplies
- (d) flower shops, jewelry, trinkets, cameras and similar personal effects
- (e) large grocery stores
- (f) second hand stores

In reviewing these uses and other similar uses as possible permitted or discretionary uses in the C.4 District, it is necessary to consider the policies related to decentralization.

The General Municipal Plan for the City of Red Deer states in Policy 2.3.1.1 that, "shopping facilities will be permitted at predetermined locations based on land use plans and projected and annual population demands".

This underlying philosophy of a hierarchy of regional, community and neighbourhood shopping facilities holds merit by providing guidance and direction for commercial development. The economic principles of demand, future market and accessibility are duly considered together with other known and expected land use patterns.

Deviations from these known and expected land use patterns jeopardizes the viability of planned shopping facilities.

Decentralization of the retail function is advocated in the General Municipal Plan but it should be in accordance with the policy stated above.

If it is considered desirable to expand the C.4 use table with regard to the "sales of any article or commodity", then the expansion should be limited to uses that are not generally successful in smaller shopping centers and that rely on a much broader population base. Two uses of the above listed which may fall into this category are sporting goods and office furniture.

The other aspect of the C.4 District which is being considered at this time is the converting of some of the discretionary uses to permitted uses. Discretionary use is defined as:

"... a use of land, building or other structure that may be permitted by the Municipal Planning Commission after due consideration is given of the impact of that use upon neighbouring land and of the public need for that particular location; such a use includes accessory and similar uses and all uses listed as discretionary within the use districts of this Bylaw."

Due to the wide variety of uses found in the C.4 District, it is necessary for the Municipal Planning Commission to give due consideration to the location of uses. It is quite possible within this range to have two incompatible uses adjacent to each other. the Municipal Planning Commission needs this discretionary authority in order to prevent land use conflicts.

Many of the uses listed in the C.4 use table are broad use categories designed to eliminate the necessity for long specific lists of uses. Because of this a certain amount of discretion is exercised when specific applications are considered for approval. Transferring these broad use categories to the permitted use section would not eliminate the need to exercise discretion.

The problems associated with obtaining Municipal Planning Commission approval and the possibility of appeals to the Development Appeal Board can usually be overcome by proper planning and foresight by the developer.

It is concluded:

- (a) that C.4 District is not restrictive, but designed to be consistent with the growth policies of the General Municipal Plan
- (b) that C.4 discretionary use table could include such uses as: entertainment establishments, sale of sporting goods and office furniture and still be consistent with the General Municipal Plan
- (c) that it is not desirable to convert any of the discretionary uses to permitted uses.

The foregoing discussion examines:

- (a) The functioning of the C.4 Commercial (Major Arterial) District as it relates to commercial development along Gaetz Avenue, and
- (b) the interrelationship of the commercial growth policies for the downtown, planned shopping centers and major arterials.

thus completing the major purposes of this report.

#### SUMMARY

In summary, this report discusses the general nature of strip commercial development; the existing and potential areas in Red Deer that may attract commercial development, and the interrelationship of major arterial, downtown and shopping centre commercial development in the City of Red Deer. It must be recognized that commercial development adjacent to major arterials is and will be a significant and functioning sector of the overall commercial structure of the City. It is expected the demand for strip commercial space will continue.

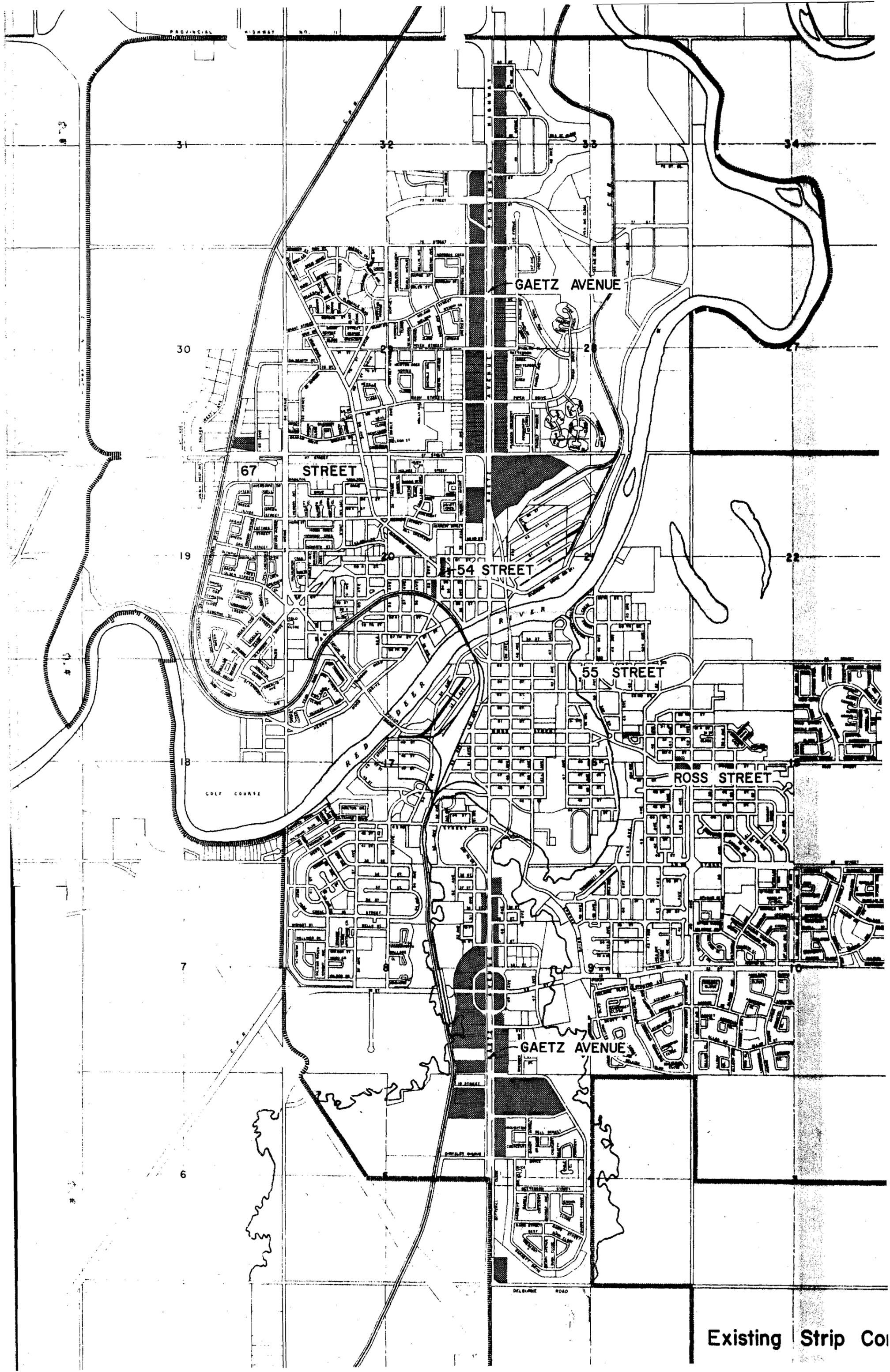
Strip commercial development in the City of Red Deer is automobile oriented. Generally, the traffic problems and congestion normally accompanying such commercial activities are handled fairly adequately. Improvements, however, can be implemented and in new strip commercial areas more thought must be given to the subdivision design and service road layout.

Areas of commercial development along Gaetz Avenue are attractive to private enterprise. The exposure offered by a major arterial is a key factor for development. Accessibility, both physical and psychological, is another commercially magnetic factor. The variety of uses, permitted and discretionary, in the C.4 Commercial (Major Arterial) District enhance the psychological accessibility.

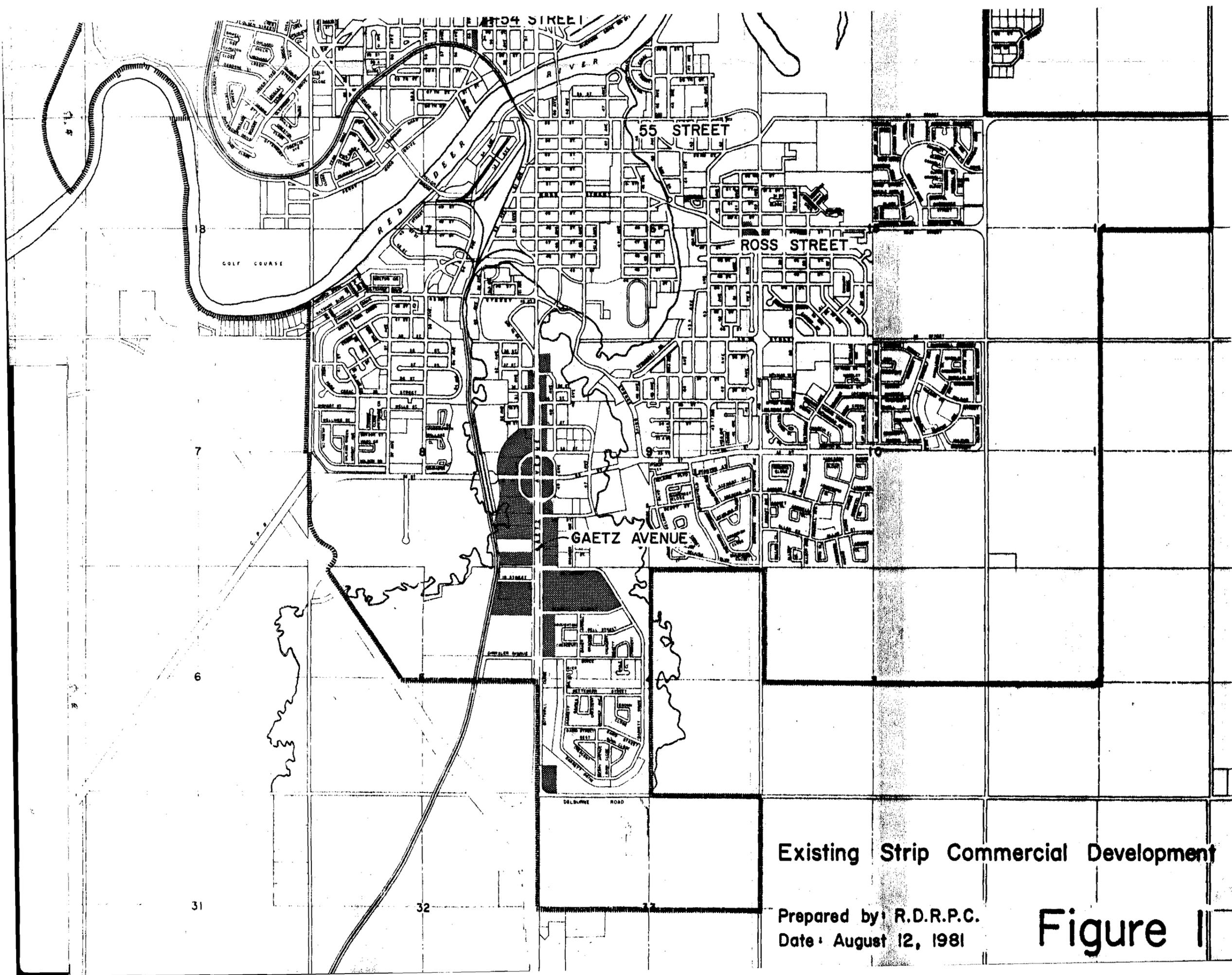
## RECOMMENDATIONS

In accordance with the observations and conclusion made within this report, a number of recommendations are presented:

1. In evaluating locations for new strip commercial development, the following criteria must be considered:
  - (a) new strip commercial development should not adversely affect existing residential development unless it is in keeping with an approved area redevelopment plan;
  - (b) the land available for the new strip commercial development should be able to adequately accommodate off-street parking and loading facilities, a high standard of landscaping, and have access to a service road.
  - (c) new strip commercial areas should be consistent with the commercial growth policies of the General Municipal Plan without adversely affecting the viability of planned shopping centre areas;
  - (d) consideration should be given to alternative service road patterns. Two alternatives are illustrated in Figures 3 and 4.
2. New strip commercial areas should not be permitted without being duly approved in an area structure plan or an area redevelopment plan where consideration can be given to the impact of such a development on the surrounding area and traffic pattern.
3. Strip commercial development should be confined to land adjacent to Gaetz Avenue, and those portions of 67th Street and Highway 11 that can meet the design parameters of these recommendations.
4. The C.4 Commercial (Major Arterial) District should continue to be utilized in controlling strip commercial development.
5. The discretionary use section of C.4 District should be amended to include the sale of sporting goods; the sale of office equipment, and entertainment establishment.



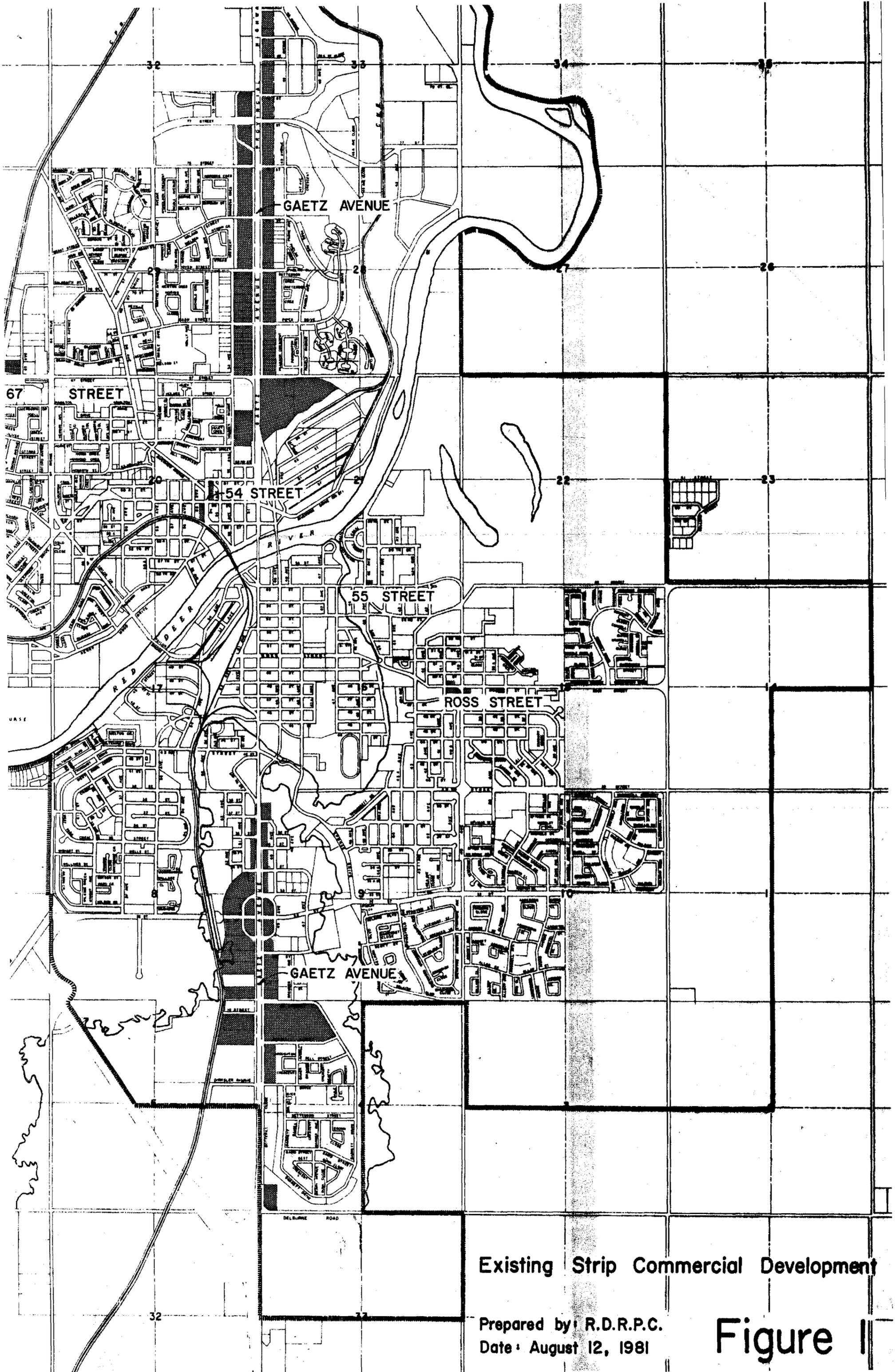
Existing Strip Co



Existing Strip Commercial Development

Prepared by: R.D.R.P.C.  
Date: August 12, 1981

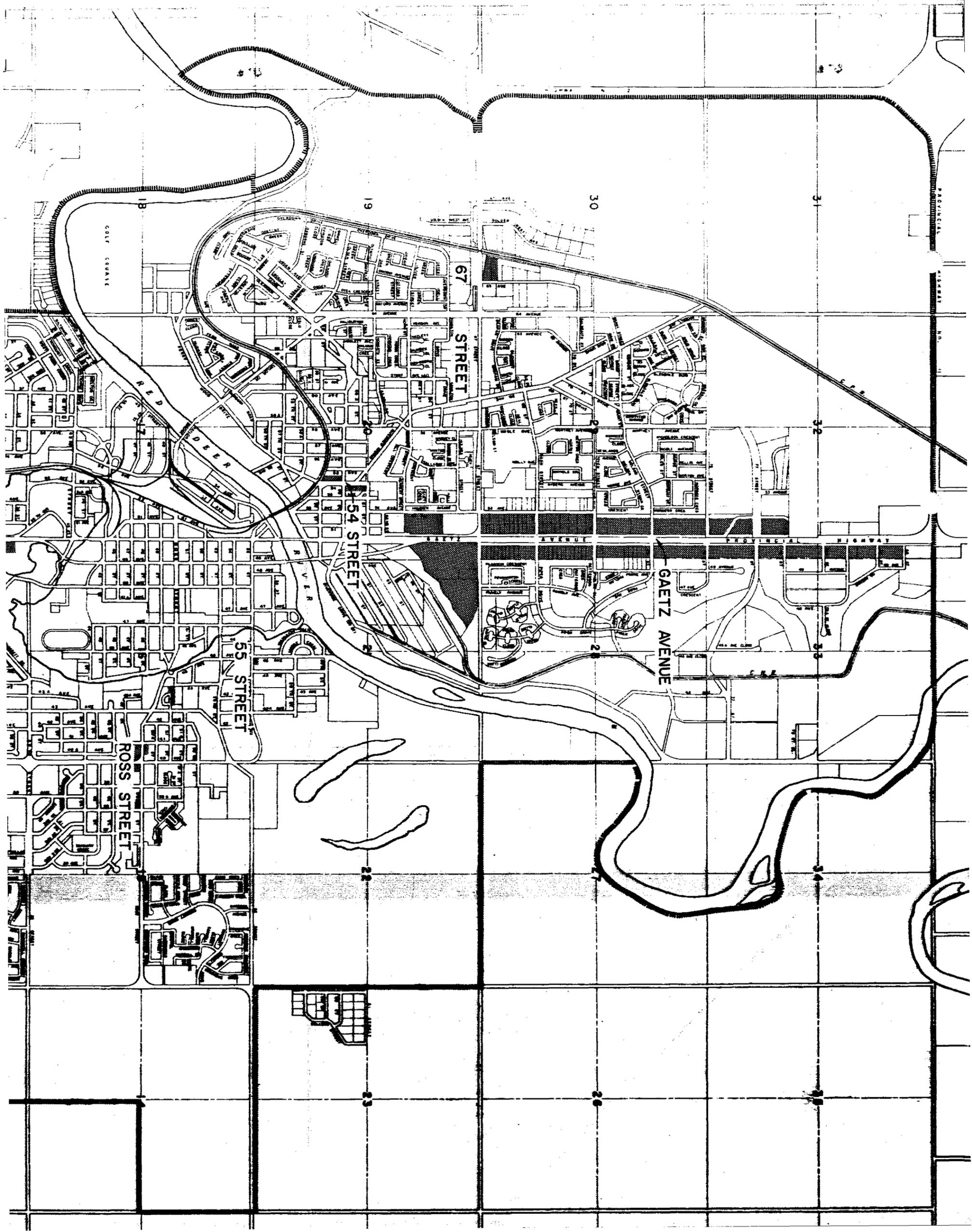
Figure I



Existing Strip Commercial Development

Prepared by: R.D.R.P.C.  
Date: August 12, 1981

Figure 1



HI WAY NO. 11

31

32

33

34

30

29

27

19

20

21

28

18

GOLF COURSE

7

6

GAETZ AVENUE

67 STREET

54 AVENUE

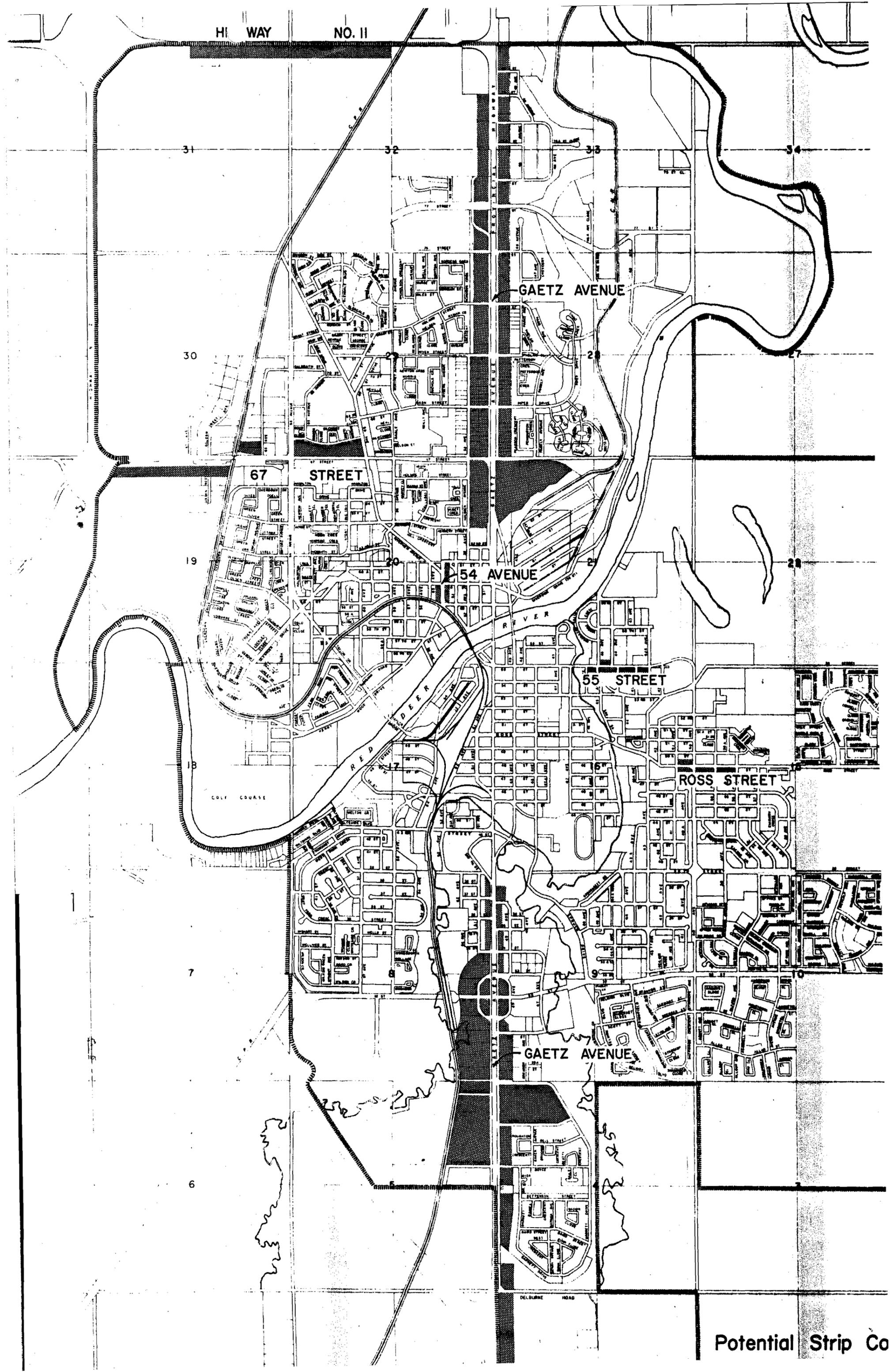
55 STREET

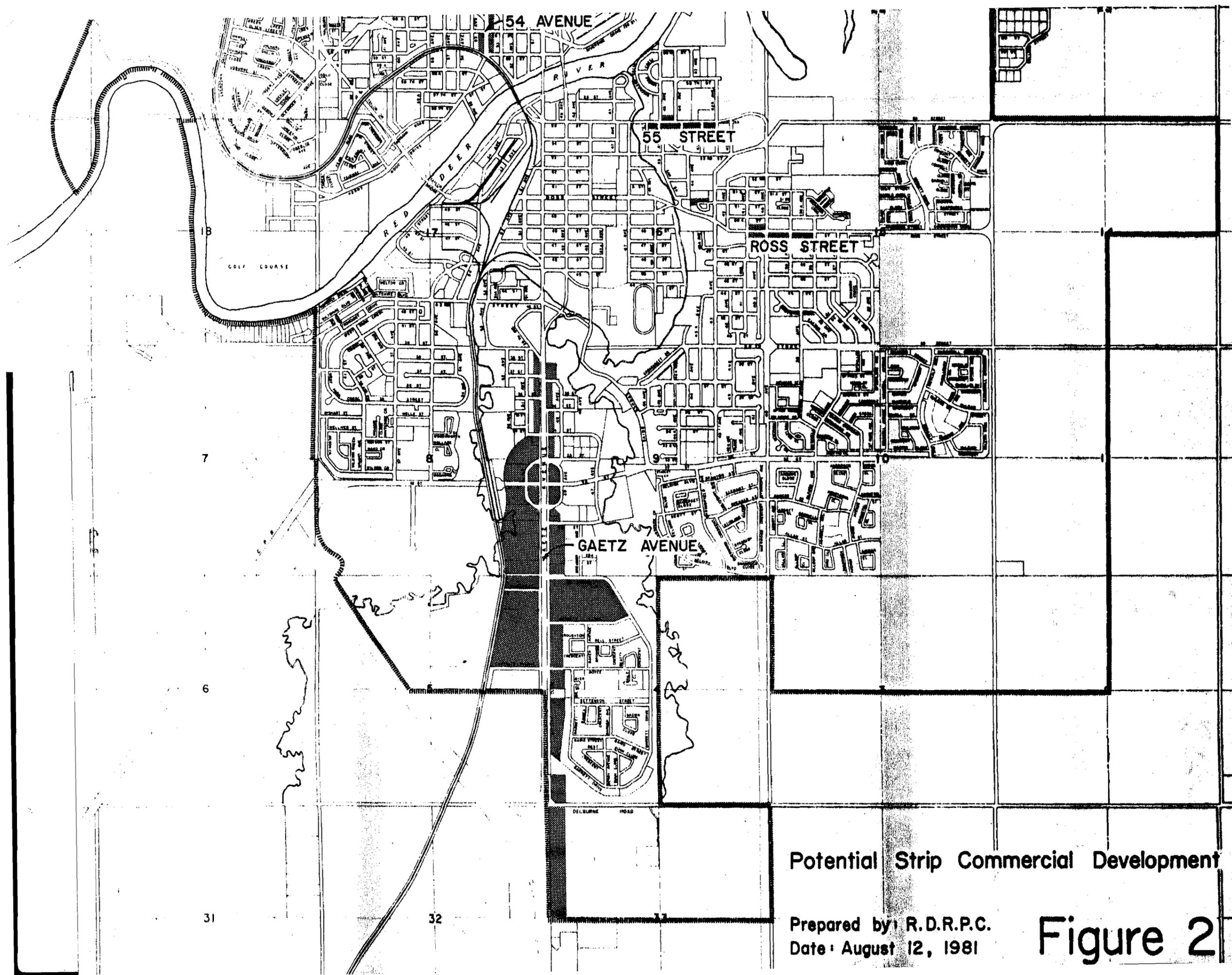
ROSS STREET

GAETZ AVENUE

DEL BURN ROAD

Potential Strip Co



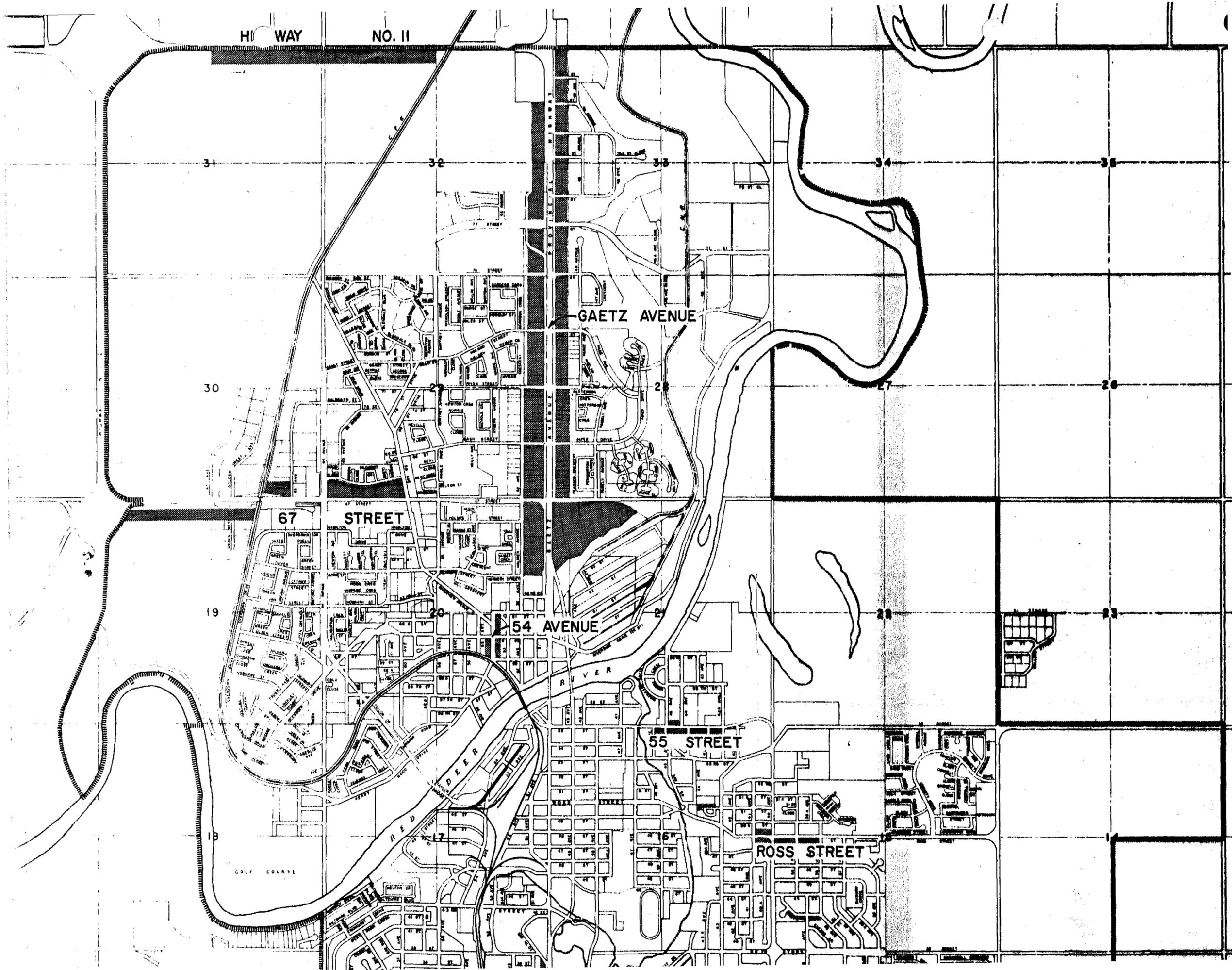


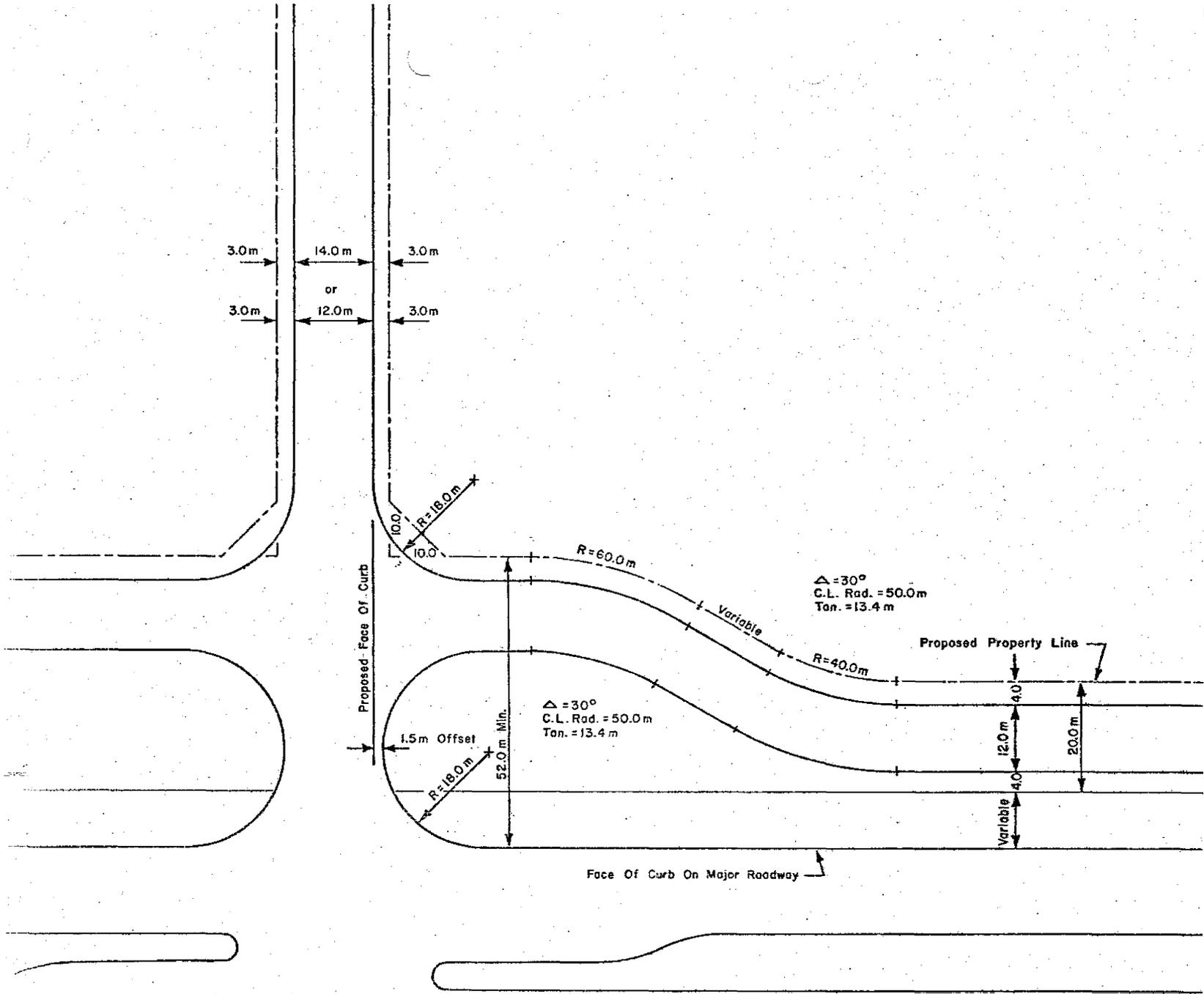
Potential Strip Commercial Development

Prepared by: R.D.R.P.C.  
Date: August 12, 1981

Figure 2





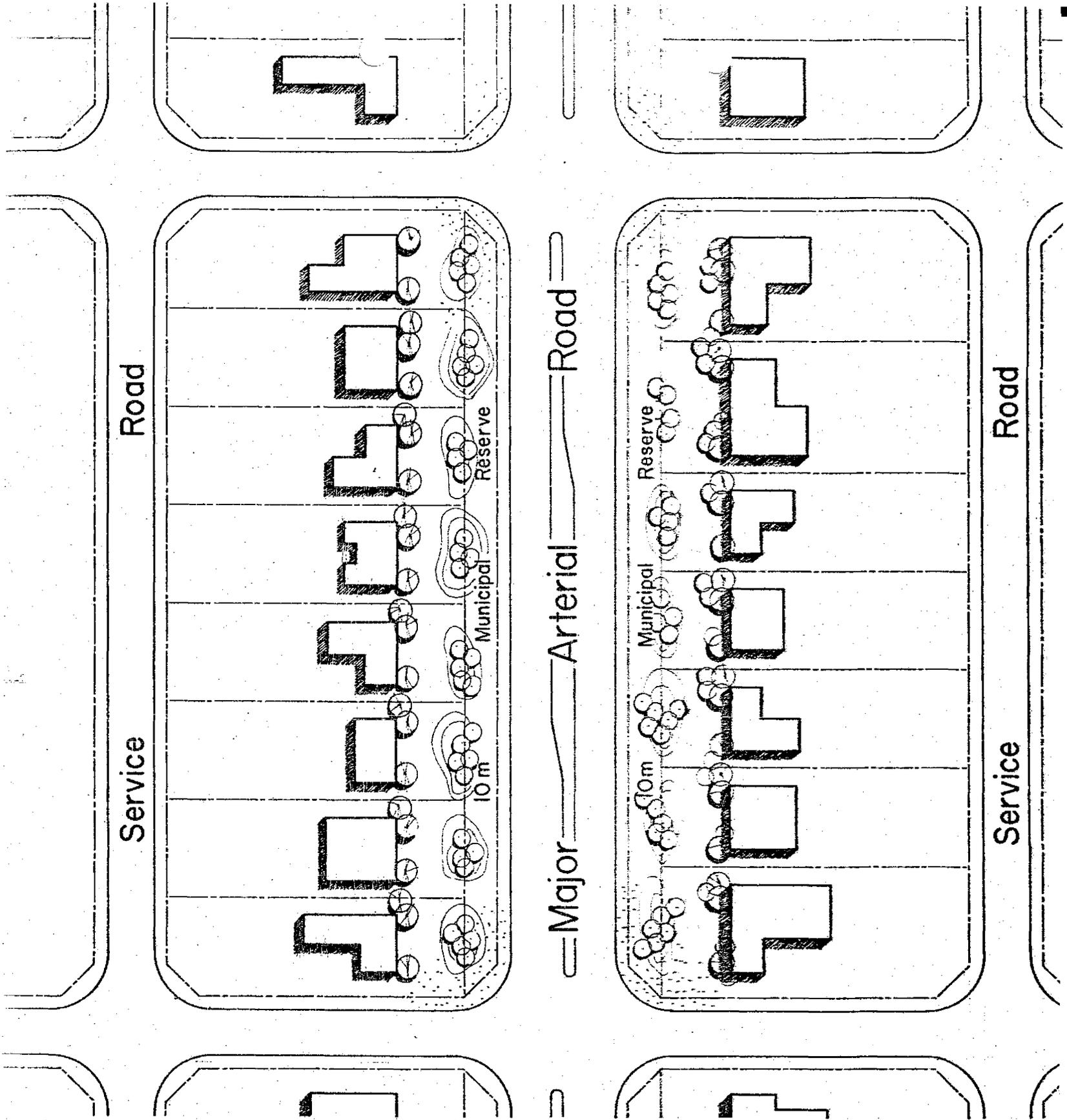


## Secondary Intersection

Source: City of Red Deer  
Engineering Department

Prepared by : R. D.R.P.C.  
Date : August 13, 1981

# Figure 3



# Alternative Subdivision Design For Strip Commercial Development

Prepared by: R. D. R. P. C.  
 Scale: 1:1500 August 14, 1981

Figure 4

**APPENDIX**

6.2.4 C-4 COMMERCIAL (MAJOR ARTERIAL) DISTRICT

6.2.4.1 General Purpose of District

To provide sufficient land for commercial, industrial, and other services for the people using major arterial transportation routes; and to provide sites for those services that require locations on major routes, i.e. that require a high degree of visibility and accessibility.

6.2.4.2 Permitted Uses

- (1) Hotels and motels.
- (2) Eating and beverage establishments subject to Section 6.2.4.5.
- (3) Service stations subject to Section 6.2.4.5.
- (4) Signs - Identification - Class C - see Section 4.12.  
- Local advertising - Class C - see Section 4.12.

6.2.4.3 Discretionary Uses

- (1) Banks.
- (2) Commercial Recreational Establishments
- (3) Convenience Grocery not exceeding 235 m<sup>2</sup> of gross floor area in conjunction with a gasoline sales outlet.
- (4) Sale of:
  - (a) automobiles, motorcycles, recreation vehicles, industrial and agricultural machinery,
  - (b) tools, machinery, equipment and other products used in the building and construction industry including but not limited to the following trades: carpentry and cabinet making, plumbing, heating, insulating, roofing, flooring, drywalling, electrical installation, tinsmithing, painting, wallpapering, landscaping, bricklaying and masonry provided that each use, and in particular the storage of materials is contained solely within the buildings,
  - (c) tools, machinery, equipment, and other products used in the agriculture industry except bulk livestock food and bulk chemicals and fertilizers.
- (5) Sales and administrative uses ancillary to a permitted or discretionary use.
- (6) Repair, rental or servicing of any article, vehicle, or commodity of which the sale, warehousing, fabrication or processing is permitted in the C4 zone.
- (7) Warehousing and storage of any article or commodity subject to Section 5.2.2.
- (8) Fabrication, processing, material testing and manufacturing establishments which meet industrial standard I, Section 5.3.1. (2672/M-80)

- (9) Distribution of:
  - (a) automotive tools, parts and accessories,
  - (b) industrial tools, parts and accessories.
- (10) Furniture and white goods store and showroom, the ground floor area of which, including storage, to be not less than 930 m<sup>2</sup> unless otherwise approved by the M.P.C. No outside storage or display is permitted.
- (11) Signs - General Advertising - see Section 4.12  
- Directional - see Section 4.12.
- (12) Any development legally existing or legally approved prior to the passing of this Land Use Bylaw is deemed to be a discretionary use duly approved by the Municipal Planning Commission.

#### 6.2.4.4 Regulations

- (1) Floor Area: Minimum - N/A  
Maximum - 33% of site area
- (2) Building Height: Minimum - N/A  
Maximum - Three storeys unless otherwise approved by the M.P.C.
- (3) Front Yard: Minimum 18 m.
- (4) Side Yard: Minimum 3.8 m.
- (5) Rear Yard: Minimum 3 m.
- (6) Landscape Area: Minimum 40% of the minimum front yard.
- (7) Parking Space: Subject to Section 4.10 or 4 spaces for 93 m<sup>2</sup> of gross floor area, whichever is greater.
- (8) Loading Space: One space opposite each loading door with a minimum of one per building, subject to Section 4.11.
- (9) Site Area: Minimum 1,393 m<sup>2</sup>.
- (10) Frontage: Minimum 30 m.

#### 6.2.4.5 Site Development

- (1) The site plan; the relationship between buildings, structures and open space; the architectural treatment of buildings; the provision and architecture of landscaped open space; and the parking layout shall be subject to approval by the Development Officer or Municipal Planning Commission.
- (2) If strict adherence to Section 6.2.4.4 prohibits an effective relationship between buildings, structures and open space on the site and adjoining property the Municipal Planning Commission may relax the requirements of Section 6.2.4.4.

#### 6.2.4.6 Special Provisions

- (1) Notwithstanding Section 6.2.4.2 and Section 6.2.4.3 a drugstore shall be a permitted use in the parcel of land described as Lot 21-A, Block 2, Plan 792 0235. (2588/S-80)

The Municipal Planning Commission completed their review of the report on September 8th. In considering the recommendations of the report, the Municipal Planning Commission generally agreed with it, but made the following specific recommendations:

- (a) that, recommendation #5 be amended by,
  - (i) changing the "sale of office equipment" to the "sale of office furniture";
  - (ii) by deleting "entertainment establishments";
  - (iii) by adding "day care facilities".

The report is now submitted to Council for their consideration.

Yours truly,



Monte Christensen,  
ASSOCIATE PLANNER  
CITY SECTION

MC/cc

Commissioners' Comments

*As members of the Municipal Planning Commission who fully discussed this report, we concur with the recommendations outlined in the Planner's correspondence including the changes to the original report.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

REPORTSNO. 1

September 8, 1981

TO: CITY CLERK

FROM: CITY TREASURER

RE: DEBENTURE BYLAW MAXIMUM INTEREST BORROWING RATES

The interest rate charged by Alberta Municipal Finance Corporation for lending long term funds to the City of Red Deer has recently exceeded 16% per annum.

Many of the older debenture bylaws authorize borrowings not to exceed 14 or 16%. In order to borrow funds on these bylaws it will be necessary to increase the maximum authorized borrowing rate to 20%. A bylaw is attached for Council's consideration to authorize this increase.

For debentures other than for the Electric Light and Power utility, the Provincial Government continues to subsidize the interest rate at 11% or less.

The bylaw can receive three readings at one meeting. When approved please return to me for furtherance to L.A.B.



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

AW/jm

Commissioners' Comments

*Recommend Council give three readings to Bylaw 2735/81.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

1981 09 02

NO. 2

TO: City Clerk  
FROM: City Assessor  
RE: 134 Allan Street  
Tax Penalty

With reference to Mr. P. Peter's letter of August 30, 1981, may we advise that the tax penalty was levied in accordance with Bylaw #2247.

The City's policy is not to levy penalties against any tax account which remains unpaid on July 2, providing payment is received through the mail which is postmarked June 30 or prior and or payments received through our mail boxes when emptied on the morning of July 2.

Mr. Peters is claiming that he made his payment on June 30 and that it got lodged somewhere, either in the night box or on a desk.

To the best of our knowledge this did not happen and therefore, we cannot recommend any cancellation of the penalty.

*B. Taylor / for*  
D. J. Wilson, A.M.A.A.

134 Allan St.  
Red Deer, Alberta

Aug. 30/81

City of Red Deer  
Box 5008  
Red Deer

Dear Sir: (City Clerk)

It is with mixed emotions that I write this letter. I phoned in and was told this was the correct route to go. I paid my taxes of \$599.28 (roll #10-2-1715) by night box on June 30th. The other day I got a penalty noticed for \$35.95 which blew my cool. The gentleman on the phone notified me that the date of receipt according to his records was July 30th. Obviously the letter got lodged somewhere, whether in the night box or on a desk I don't know. I purposely paid on the 30th which is legal and I figure thrifty use of my money. The gentleman said he has never known of a case like it and that if I paid it and appealed to you before the Sept. Council meeting, I would possibly get my money refunded as I am innocent of a penalty, and therefore guard against a 2nd penalty which I feel wouldn't be right. However, I agreed to follow his suggestion. I actually am not as upset about the \$36.00 as I am about the principle. Please deal with my case as reported and I will thank you. To this point, I am a very happy citizen in Red Deer and wish it to remain that way.

Yours truly,

Phil Peters

Commissioners' Comments

As far as the outside boxes are concerned we are not aware of any mail being stuck in same during the years these boxes have been in use. According to our records this money was received on July 3rd and was deposited with the Treasury Department the same day.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

NO. 3

September 9, 1981

TO: CITY CLERK

FROM: CITY TREASURER

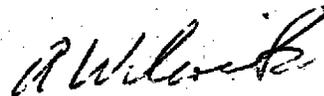
RE: LETTER TO A.M.F.C. SHAREHOLDERS

The attached letter is for Council's information.

The letter requests municipalities to limit their borrowing requests to essential capital projects. As you are aware, the City borrows for a number of purposes including development of subdivisions.

The City of Red Deer for a number of years had a policy of pricing residential land sales at prices that would recover the replacement cost of the raw land. In the last few years this has not occurred. The result is that in future the City will have to depend more on long term borrowing to finance land purchases and servicing costs for residential subdivisions. In addition, surpluses generated from sales of industrial land at prices near market value will have to be used for financing.

The Minister of Municipal Affairs does not indicate when, if ever, an allocation or ceiling on borrowings might be set up. If set up in the very near future the City's ability to borrow funds for debentures such as the Carma land purchase could be severely limited. This means if we are obligated to make a payment to Carma but are unable to finance it through A.M.F.C. the City might have to turn to the open market. Alternatively, it may be possible to have the Alberta Housing Corporation land bank it. In either alternative, however, the interest rate would not be subsidized by the Province.

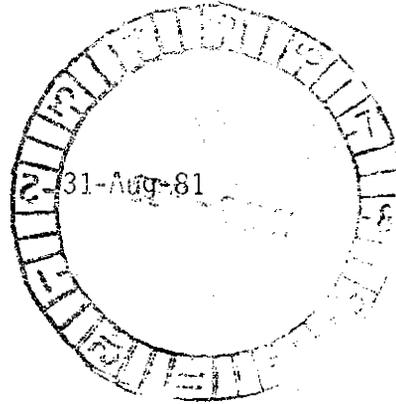


A. Wilcock, B. Comm., C.A.  
City Treasurer

AW/jm  
Att.



PROVINCIAL TREASURER



403/427-8809

323 Legislature Building  
Edmonton, Alberta, Canada  
T5K 2B6

To: AMFC Shareholders

In recent years, there has been an unprecedented increase in the borrowing requirements of Alberta municipal and school jurisdictions from the Alberta Municipal Financing Corporation. Despite the \$1 billion Municipal Debt Reduction Program in 1979, total loans issued by the Corporation have increased by more than 33% in the last two years:

	Loans Issued (\$ millions)	Increase (\$ millions)	%
1978	\$418.8	\$ 51.4	14
1979	558.0	139.2	33
1980	742.7	184.7	33

These increases have pushed the Corporation to the limits of its borrowing authority and have made it necessary for the Government to approve the Alberta Municipal Financing Corporation Amendment Act, 1981 in the spring session of this year which increased the borrowing authority of the Corporation from \$3.2 billion to \$4.3 billion. As the 1981/82 provincial Budget stated, predicted revenue flows mean that the province will have a significantly reduced capacity to respond to requests for capital dollars.

You will understand that it will not be possible to have these increases continue at the rate we have experienced over the last two years.

Accordingly, we request your co-operation and restraint in borrowing only for essential capital projects. If necessary, the government will be obliged to set up allocation procedures and/or ceilings on borrowing requests.

Yours sincerely,

*Lou Hyndman*

Lou Hyndman  
Provincial Treasurer

*M. Moore*

Marvin Moore  
Minister of Municipal Affairs

# Schedule of Loans Outstanding

24.

## By Jurisdiction and Purpose As at December 31, 1980 (thousands of dollars)

	Principal Outstanding Dec. 31, 1979	New Loans Issued 1980	Principal Repaid 1980	Principal Outstanding Dec. 31, 1980
<b>By Jurisdiction</b>				
<b>Cities:</b>				
Calgary .....	\$ 317,143	\$300,000	\$ 14,801	\$ 602,342
Camrose .....	2,658	7,512	188	9,982
Drumheller .....	3,199	3,148	142	6,205
Edmonton .....	722,961	155,000	36,079	841,882
Fort McMurray .....	6,502	1,430	358	7,574
Grande Prairie .....	8,689	5,467	420	13,736
Lethbridge .....	14,536	23,615	1,037	37,114
Lloydminster .....	2,133	—	149	1,984
Medicine Hat .....	24,692	8,987	602	33,077
Red Deer .....	21,142	5,931	1,217	25,856
St. Albert .....	10,635	6,501	1,518	15,618
Wetaskiwin .....	3,713	3,718	190	7,241
<b>Total Cities</b> .....	<b>1,138,003</b>	<b>521,309</b>	<b>56,701</b>	<b>1,602,611</b>
<b>Towns</b> .....	<b>170,566</b>	<b>83,781</b>	<b>12,823</b>	<b>241,524</b>
<b>Villages</b> .....	<b>24,767</b>	<b>10,258</b>	<b>1,849</b>	<b>33,176</b>
<b>Counties:</b>				
Schools .....	56,374	23,163	3,792	75,745
Other .....	21,871	21,972	1,022	42,821
<b>Municipal Districts</b> .....	<b>3,442</b>	<b>1,958</b>	<b>313</b>	<b>5,087</b>
<b>Improvement Districts</b> .....	<b>4,368</b>	<b>213</b>	<b>2,511</b>	<b>2,070</b>
<b>Hospitals</b> .....	<b>281,641</b>	<b>19,275</b>	<b>298,526</b>	<b>2,390</b>
<b>School Districts and Divisions</b> .....	<b>330,751</b>	<b>60,734</b>	<b>23,173</b>	<b>368,312</b>
	<u><b>\$2,031,783</b></u>	<u><b>\$742,663</b></u>	<u><b>\$400,710</b></u>	<u><b>\$2,373,736</b></u>
 <b>By Purpose</b>				
Municipal .....	\$1,354,048	\$639,491	\$ 67,937	\$1,925,602
Hospital .....	288,819	19,275	305,704	2,390
School .....	388,916	83,897	27,069	445,744
	<u><b>\$2,031,783</b></u>	<u><b>\$742,663</b></u>	<u><b>\$400,710</b></u>	<u><b>\$2,373,736</b></u>

Commissioners' Comments

*The City Treasurer has suggested that the City meet with A.M.F.C. to discuss the attached letter and the implications same may have for Red Deer.*

*We agree with this and would suggest perhaps one member of Council take part in these discussions.*

*"R.J. MCGHEE"  
Mayor*

*"M.C. DAY"  
City Commissioner*

NO. 4

September 8, 1981

TO: City Clerk  
FROM: City Engineer  
RE: Tender for Application of Sludge to Land

Attached hereto is a letter from Reid, Crowther & Partners, the Consultant acting for the City in the above project. The tender price of \$145,300.00 is a reasonable figure and close to the Consultant's estimate of \$130,000.00.

This project would be considered part of the Sewage Treatment Plant Expansion and accordingly fundable under Alberta Environment's funding program. The cost to the City would be approximately ten percent (10%) of the tender price. The City's portion would be financed under the bylaw for this project.

Sewage sludge will be placed on approximately two hundred (200) acres of farm land to the north of the City. The sludge will be placed in varying degrees of concentration. The application and subsequent soil and crop analysis will be undertaken by Alberta Environment. The amount of sludge being placed on the land is approximately a three (3) to four (4) year accumulation of City sludge.

We would respectfully recommend award of this contract as recommended by Reid, Crowther & Partners.

We would invite members of Council and City administration to view the sludge application. If anyone is so inclined please contact the writer.

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

BCJ/emg



Reid, Crowther & Partners Limited

27.

Room 133, 4919 - 59th Street, Riverside Plaza, Red Deer, Alberta, Canada T4N 6C9 Telephone 343 2346

PLEASE REFER TO FILE NO.

5670-4(a)

September 8, 1981

City of Red Deer  
4914 - 48th Avenue  
Red Deer, Alberta

Attention: Mr. B.C. Jeffers, P. Eng.

PM  
Sept. 8/81  
Liam M. Gaurin

Dear Sir:

Re: Wastewater Sludge Disposal Tender Review

In accordance with your instructions, we have prepared tender documents and contract specifications for the disposal of approximately 9,000 cubic metres of wastewater sludge. A tender notice was placed in the Red Deer Advocate, the Calgary Herald and the Edmonton Journal on August 19 and 20th, 1981. In response to the Tender Notice, seven contractors requested documents from our offices, and a list of these is attached herewith.

Sealed tenders for this project were received up to 10:00 a.m., September 4, 1981 at the office of the City Clerk in Red Deer. Two tenders were received at the City Clerk's office and publicly opened in Conference Room A at City Hall.

The bidders and their tenders are given below:

1. Mid-Arctic Transportation Co. Ltd.  
Box 15, Site 9, R.R. #8  
Edmonton, Alberta T5L 4H8 \$221,224.00
2. Doran Silo Ltd.  
Box 424  
Red Deer, Alberta \$145,300.00

Both the above tenders were checked for arithmetic accuracy and found to be correct.

.... 2

Mr. B.C. Jeffers, P. Eng.  
September 8, 1981  
Page Two

28.

The tender from Mid-Arctic Transportation Co. Ltd. included a bid bond in the amount of \$30,000 which is in excess of the required amount. They also included the required Consent of Surety and a copy of their insurance documentation which was not required at this time.

The tender form from Doran Silo Ltd. included a certified cheque in the amount of \$13,530.00 which is below 10% of the total tender amount required (\$14,530.00). In addition, they qualified their bid with respect to provision of a Consent of Surety by stating:

'A Certified Cheque in the amount of fifty percent (50%) of the tender will be forwarded and made payable to the City of Red Deer. The cheque shall be held in an interest bearing account at prevailing interest rates and all interest accrued shall be paid to Doran Silo Ltd.'

Both tenders were executed by signature and seal.

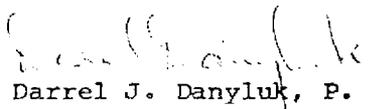
Both bidders have limited experience in the injection method of disposal of sewage wastes with Mid-Arctic Transportation Co. Ltd. through their sub-contractor, Agco Ltd. of Wetaskiwin, having the most experience with injection. The low bidder, Doran Silo Ltd., acquired their injection equipment last year and have used it on a pig waste disposal project.

The type of injection equipment proposed by Doran Silo Ltd. is from the Badger line of equipment which is a tractor pulled injection unit. The equipment proposed by Mid-Arctic Transportation Co. Ltd. is the Go-Gator 3004 and the Go-Gator 2505 which are self-propelled injection units.

This point is raised as a reminder of our discussion with Alberta Environment and yourselves concerning the possibility of the City acquiring an injection unit as part of the current sewage treatment plant expansion and using this project to evaluate self-propelled units.

Although the Doran Silo Ltd. method of providing contract security is unusual, we believe the method proposed will provide the necessary security and in this regard we recommend that this project be awarded to Doran Silo Ltd. of Red Deer for the amount of \$145,300.00. We await your instructions on the above.

Yours truly,

  
Darrel J. Danyluk, P. Eng.

Commissioners' Comments

*Concur with the recommendation of the City Engineer.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

TO: City Council

FROM: City Assessor

The following report contains a list of properties which are eligible for the 1981 Tax Sale. Section 12 of the Tax Recovery Act states:

1. Every municipality shall, by resolution fix:
  - a) a minimum sale price for each parcel, which shall be the reserve bid and
  - b) the conditions of sale upon which sales are to be made.

For Council's convenience, I have shown on the report a suggested reserve bid, terms and date to be applicable for the different advertisements.

Respectfully Submitted,



*for* D. J. Wilson, A.M.A.A.

NF/bt  
att'd.

PROPOSED 1981 TAX SALE - TAX RECOVERY ACT

Advertisement in the Alberta Gazette

October 15, 1981

Advertisement in the Red Deer Advocate

November 18, 1981

Tax Sale

December 2, 1981, 11:00 a.m.

Terms

Cash

All sales to be approved by the Minister of Municipal Affairs.

Roll No.	Legal Description			Address	Assessment		Total	Arrears	Suggested Reserve Bid
	Lot	Block	Plan		Land	Impr.			
05-4-0010	11A		977 R5	2550 - 50 Ave.	51,340	50	51,390	23,384.84	701,100.00
08-2-0955	13	43	2836 TR	76 Wright Ave.	5,200	8,580	13,780	3,583.29	98,800.00
09-1-0020	4	1	3800 MC	2 Stanley Cr.	6,920	5,510	12,430	1,058.71	87,400.00
09-2-0090	3A	2	6298 NY	2830 - 50 Ave.	39,590	72,540	112,130	656.63	798,000.00
16-3-0160	33	17	H	4925 - 51 St.	13,330	5,800	19,130	5,050.77)	334,900.00
16-3-0165	34	17	H	4927 - 51 St.	13,330	5,500	18,830	5,405.65)	
29-4-1770	5	3	772-1301	7424 - 50 Ave.	27,240	48,980	76,220	18,258.80	522,500.00

Commissioners' Comments

*Concur with the recommendation of the City Assessor.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

TO: City Clerk  
FROM: City Assessor

RE: Urban Park Concept Appraisals

In accordance with City Council's wishes the administration requested proposal calls for the appraisal of 11 properties involved in the Urban Park Concept as well as two quarter sections being considered for land banking.

The proposal call requested individual proposals as well as any combination of proposals for various properties as well as a time frame for completion. The attached chart indicates the various proposals received.

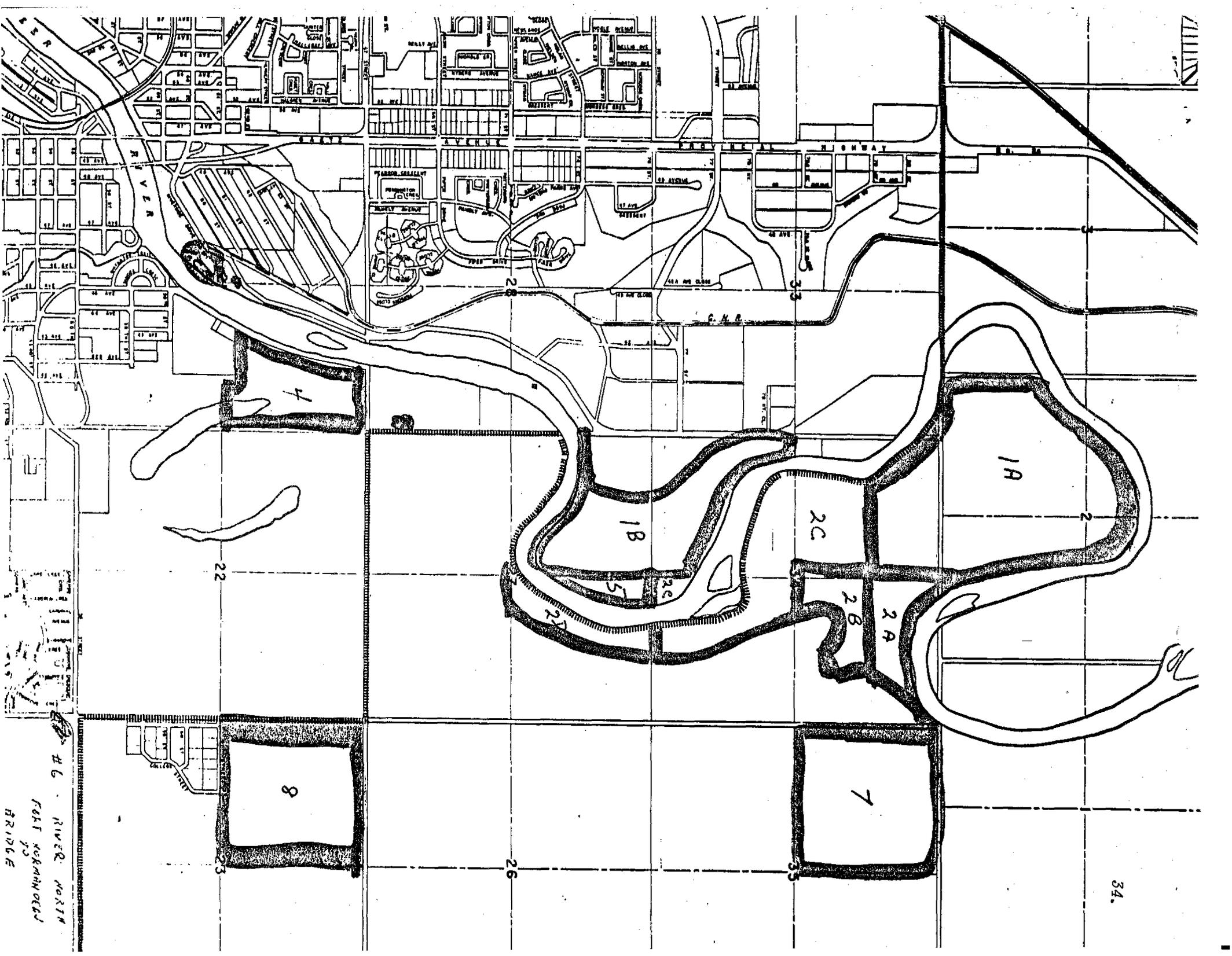
(Continued on next page)

APPRAISALS FOR URBAN PARKS PROPOSAL

FIRM	ITEM (1) A,B,C	ITEM (2) A,B,C,D	ITEM (3)	ITEM (4)	ITEM (5)	ITEM (6)	ITEM (7)	ITEM (8)	TOTAL	TIME FRAME (WEEKS)
Haldane Appraisals	1,400	800	400	600	400	600	600	600	5,400	3 - 4
Graham Appraisals	3,100	3,400	400	1,200	600	1,000	1,000	1,500	12,200	6
	(Possible adjustment for total package)									
M. R. Soderquist	1,550	1,200	175	600	400	500	600	900	5,925	6
	(Full package (5,525.00))									
Perry & McPhedran	3,500	2,000	400	1,300	800	800	1,000	1,200	11,000	3 - 4
Service Appraisals	4,000	2,000	800	1,600	1,200	1,200	1,000	1,200	13,000	6 - 7

In view of the proposals received and the time frames quoted, I would recommend that the total package be awarded to Haldane Appraisals.

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



H. H. RIVER NORTH  
EAST KOBANWOLD  
BRIDGE

Commissioners' Comments

*We concur with the recommendation of the City Assessor.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

# RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

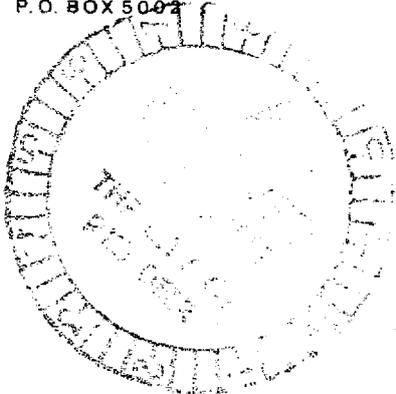
RED DEER, ALBERTA, CANADA. T4N 5Y5

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

TELEPHONE: (403) 343-3394

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

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



NO. 7

September 9, 1981

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

Dear Sir:

Re: Proposed Land Use Amendments

Recently, the City Council authorized the sale of a portion of Public Reserve to Mr. Janko and Mr. Hanson of Jubilee Beverages.

These two areas plus a portion of land owned by McFarlane-Goodacre, have to be rezoned to C.4 to correspond with the approved plan.

The required land use amendment is enclosed for the consideration of City Council.

Yours truly,

D. Rouhi, MCIP  
SENIOR PLANNER  
CITY SECTION

DR/cc

- copy to: - City Engineer
- City Assessor
- Building Inspector

### 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

NO. 8

September 10, 1981.

TO: Council  
FROM: City Clerk

RE: Debenture Bylaw 2729/81

We have received authority from the Local Authorities Board to proceed with second and third reading of the above mentioned bylaw. This bylaw provides for the borrowing of \$151,000.00 for the purpose of constructing certain local improvements on 55 Street east of 40 Avenue.

"R. Stollings"  
City Clerk

RS/ds

NO. 9

September 10, 1987.

TO: Council

FROM: City Clerk

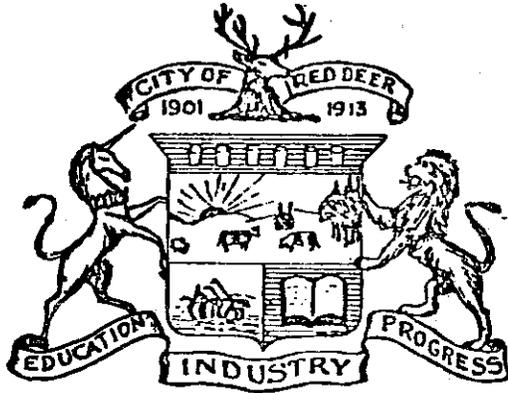
RE: Engineering Department - Progress Report

The above mentioned report is attached for Council consideration.

"R. STOLLINGS"  
City Clerk

RS/ds

CITY of RED DEER



*ENGINEERING DEPARTMENT*

*PROGRESS REPORT*

*AUGUST 31, 1981*

CITY OF RED DEER

ENGINEERING DEPARTMENT

PROGRESS REPORT

AUGUST 31, 1981

INTRODUCTION

Detailed reports from the various divisions of the Engineering Department are contained herein, the following comments are meant to provide an overview of these reports.

STREETS AND ROADS

Attached hereto is a detailed summary of the streets and roads program for 1981 as submitted by the Assistant City Engineer - Roads. The report outlines the major projects and their associated costs and describes where necessary, various events or problems that occurred on same. (See Appendix A).

WATER AND SEWER

The Assistant City Engineer - Sewer & Water has submitted a summary report of the activities in 1981 in the utilities field. This report is enclosed for Council's information. (See Appendix B).

PARKS DIVISION

A summary of the activities of the Parks Division, prepared by the Parks Superintendent is enclosed for Council. (See Appendix C).

CONCLUSION

The attached reports are submitted for Council's information. If any questions arise, please do not hesitate to contact this office.



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

# APPENDIX 'A'

September 9, 1981

TO: City Engineer

FROM: Assistant City Engineer  
Roads

RE: 1981 Second Construction Progress Report

Enclosed for your review and submission to Council is an update of the first construction report indicating the progress made to the end of August 1981. A new category relating to major road maintenance accounts in the operating budget, has been added to the previous four (4) categories. The structure of the list of projects now appears as follows.

Section A - 1980 project carryovers  
Section B - 1981 new prepaid projects  
Section C - 1981 new debenture projects  
Section D - 1981 new consultant/contractor projects  
Section E - 1981 major maintenance accounts

The final costs column represents the actual costs paid out to the end of July 31, 1981, based on the last monthly Treasurer's Report. The August Treasurer's Report will not be available until September 12 or 15. We have supplemented the Treasurer's Report costs with our own record of costs where possible to try to reflect the actual expenditures to August 31, 1981.

Construction work by City crews is generally proceeding satisfactory. Sections A and B are substantially complete. Section C involves the Local Improvement Program which we hope to begin September 8 and complete prior to freeze up. More specific comments relative to the projects, that is difficulties and/or significant over expenditures, will be available in the final progress report.

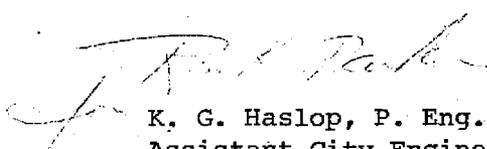
Construction work by consultants/contractor forces is also progressing well but not without some problems. Perhaps a brief listing will supplement Section D with comments relative to difficult areas and tentative completion.

1. 32 Street Extension (Morrisroe Extension) - contractor completed the final lift of asphalt, concrete work and clean up in early summer. Project is complete with pavement markings and open to traffic.

2. Ross Street Extension (Clearview) - contractor completed the final lift of asphalt, concrete repairs and clean up in early summer. Project is complete with pavement markings and open to traffic.
3. 60 Avenue/32 Street (West Park) - contractor is having some problem with low wet areas and large volumes of black dirt but this should not affect the completion date of October 31, 1981. 32 Street, weather permitting should be opened to traffic by September 11, 1981.
4. Gaetz Avenue/49 Avenue Bridge Widening - consultant has completed the detailed design and is in the process of calling for tenders. Four (4) general contractors have expressed interest to date but have requested an extension. Accordingly the tender closing date has been amended from September 3, 1981 to September 17, 1981.
5. 77 Street Extension West of Gaetz Avenue - contractor is having difficulty in securing his concrete subcontractor to perform the curb and gutter work. In addition to this delay, the design of the east side center median is also delaying the project. Providing these two (2) problems are resolved by mid September, we believe this project can be completed perhaps not by the contract date of September 30, 1981 but by October 31, 1981.
6. Rosedale Stage I - contractor is to complete the construction of the lanes to first lift gravel stage, the concrete work, and street base course and possible the paving, by fall of 1981. If unfavorable weather delays the contractor, paving will be carried over to summer of 1982.
7. Westerner Exposition Park - Roads - contractor is unable to start road construction work until the second week in October due to the underground contractor and local authorities board approval of the required debenture. Weather permitting the contractor should be able to complete the roads to a gravel stage this fall with the curb and gutter and paving to follow in spring 1982.
8. Piper Creek/43 Bridge Replacement - contractor was making good progress on replacing the old bridge with twin large diameter arch culverts until the rain storm of September 1, 1981 caused the creek to rise which washed out his pipe bedding. Due to the delay caused by the City in obtaining local authorities board approval of the required debenture borrowing, the contract completion date of September 1, 1981 has been extended to October 31, 1981.
9. 64 Avenue Construction North of 67 Street - the contractor has completed the project with excellent results. We were unable to construct the intended four (4) lane divided cross section north 70 A Street to Grant Street due to the inability of the City to acquire the necessary right of way in time. This section will be completed in the next phase of construction which will extend from Grant Street to 77 Street. The roadway is complete with signing and pavement markings and open to traffic. The contract completion date was August 31, 1981.

10. 60 Street/Gaetz Avenue Underpass Repairs - the contractor has successfully completed the reconstruction of the two (2) abutments, the replacement of the abutment bearings, the replacement of the deck expansion joints, and the replacement of the old asphalt wearing surface with a high density concrete overlay. The project proceeded well with minimal inconvenience to the Gaetz Avenue motorist.
11. 54 Avenue Truck Route Extension - the contractor is making good progress despite two (2) problem areas. The right of way required on the north end at the Old Brewery Site has now been obtained subject to signing agreements. This has caused some delay to completion of the 43 Street intersection. A significant failure of 54 Avenue Crescent roadway has occurred due to the construction of the truck route. The consultant is currently determining the best method of repair and hopefully this problem will be resolved in short order.
12. Westerner Exposition Park - Pre-levelling - the contractor has completed the prelevelling work. Extra costs were incurred in over excavation of three (3) very wet areas and in obtaining borrow material to bring the site to design grade. Final costs will be available in the next report.

Finally, the Traffic Engineer has prepared a summary of the major projects his section has been involved with to date. This summary is also enclosed herewith for information of Council.

  
K. G. Haslop, P. Eng.  
Assistant City Engineer  
Roads

KGH/emg  
attach

## APPENDIX A

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
<u>A. CITY FORCES - 1980 CARRY OVER PROJECTS</u>										
Turbo Parking Lot	Paving	Budget		City	100	\$ 44,000	City	100	\$54,800	(1)
Swell Investments	Curb returns 52 Avenue	Ppd.		City	100	\$ 48,000	City	85	\$40,500	(2)
Baile Close	Paving	Subd.		City	100	\$ 43,000	City	100	\$22,800	
Fairbank Overpass	Pedestrian gates	Project		City	100	\$ 1,000	City	100	\$ 1,000	
Lane East of Taylor Drive	Restoration	Project		City	100	\$ 11,000	City	100	\$12,300	
Golf Course Estates	Roads/Walks	Ppd.		RC&P	100	<u>\$130,000</u>	City	100	\$77,700	
					SUB-TOTAL	\$277,000				

(1) Over expenditure was due to an incorrect assumption by the design section that the gravel base course was properly constructed to grade. It was not and no allowance was made in the estimate to cover the base course construction.

(2) The curb return modifications are outstanding - estimated cost \$7,200.00.

## APPENDIX A

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
<u>B. CITY FORCES - 1981 NEW CONSTRUCTION</u>										
Bremner Avenue	Paving	Subd.		City	100	\$ 149,000	City	100	\$ 143,000	
30 Avenue at 39 St	Grading	Subd.		City	100	\$ 36,000	City	0		not started
Northlands Ext.	Paving	Subd.		City	100	\$ 532,000	City	10	\$ 7,800	
Gehrke Close	Roads & Walks	Ppd.		City	100	\$ 65,000	City	40	\$ 6,480	
77 St at 40 Ave	Paving	Subd.		City	100	\$ 347,000	City	60	\$ 57,000	
59 Avenue cul-de-sac	Roads & Parking Lot	Subd.		City	100	\$ 52,000	City	0	\$ 1,150	
Golden West Ave Ext.	Roads to oiled stg.	Subd.		City	100	\$ 70,000	City	0		not started
Intersection - 54 Ave & 47 St	Curb returns	Subd.		City	100	\$ 23,000	City	100	\$ 20,800	
North West Access Rd.	National Supply	Subd.		City	100	\$ 180,000	City	100	\$ 117,800	
<del>Springfield Ave &amp; 32 St</del>	<del>Curb Returns</del>	<del>Subd.</del>		<del>City</del>	<del>100</del>	<del>\$ 12,000</del>	<del>City</del>	<del>0</del>		deleted due to changed in Transit routes
Gaetz Ave at 36 St	4 Lane Const.	Subd.		City	100	\$ 198,500	City	0	\$ 47,560	
Delburne Rd. (Ex. Site)	Culvert Ext.	Project		City	100	\$ 310,000	City	100	\$ 148,435	
South of Phelan Close	Lane Closure	Subd.		City	100	\$ 4,800	City	100	\$ 5,000	
55 St Deerhome Road to Cardinal Ave	Paved Road	Subd.		City	100	\$ 171,000	City	70	\$ 107,800	

## APPENDIX A

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
McBlaine Close	Paved Road	Subd.	City	City	100	\$ 80,500	City	20	\$ 600	
West Gaetz Ave Ser Rd 74 St to 76 St	Repair water table problem	Budget	City	City	100	\$ 33,000	City	0	\$ -	not started
Page Ave	Temp. barrier and cul-de-sac	Subd.	City	City	80	\$ 25,700	City	0	\$ 1,033	
South of Orillia Park	Lane Closure	Subd.	City	City	100	\$ 1,200	City	100	\$ 707	
28 St/Gaetz Ave	Center Median Ext.	Subd.	City	City	100	\$ 2,500	City	100	\$ 1,500	
East Side Noble Ave	Sidewalk	Subd.	City	City	100	\$ 8,700	City		\$ 7,400	
30 Ave - 55 St to Ross St.	Concrete curb and drainage	Subd.	City	City	100	\$ 133,000	City	100	\$ 130,320	
Spruce Drive Hill	Replace Guardrail	Budget	City	City	100	\$ 10,000	City	100	\$ 6,000	
Page Ave - Pines School	Bus Bay	W. O.	City	City	100	\$ 11,000	City	100	\$ no cost available	
68 St west of 64 Ave	Access to Hayhoe	W. O.	City	City	100	\$ 5,600	City	0	\$ no cost available	
AGT at Landfill	Access Road	Exh. Site	City	City	100	\$ 7,900	City	100	\$ 7,175	
Humber Close	Ped. Walkway	Subd.	City	City	100	\$ 1,200	City		\$ no cost available	
					SUB-TOTAL	\$2,459,200			\$ 817,640	

## APPENDIX A

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
<u>C. CITY FORCES - 1981 DEBENTURED PROJECTS</u>										
<u>a. General Benefit</u>										
Intersection of 54 Ave & 59 St	Reconstruction	7 Yr.		City	100	\$ 147,900	City	0	\$ 2,120	
Intersection of 67 St & Gaetz Ave	North Curb Returns	7 Yr.		City	100	\$ 30,000	City	0	\$ 1,400	
56 Ave - south of Kerry Wood Drive	Paving	7 Yr.		City	100	\$ 49,000	City	0	\$ N/A	
<u>b. Local Improvement</u>										
East Gaetz Ave Ser Rd	New Construction	7 Yr.		City	100	\$ 102,000	City	0	\$ N/A	
55 St at Cemetery	Paving	7 Yr.		City	100	\$ 151,00	City	0	\$ N/A	
62 St at 47 A Ave	Paving	7 Yr.		City	100	\$ 70,000	City	0	\$ N/A	
<del>65 Ave North of 67 St</del>	<del>Paving</del>	<del>7 Yr.</del>		<del>City</del>	<del>100</del>	<del>\$ 430,000</del>	<del>City</del>	<del>0</del>	<del>\$</del>	deferred until 1982
52 Ave West Side	Sidewalk	7 Yr.		City	100	\$ 7,000	City	0	\$ N/A	
43 St South Side	Sidewalk	7 Yr.		City	100	\$ 7,000	City	0	\$ N/A	
Ross Street North Side	Sidewalk	7 Yr.		City	100	\$ 12,000	City	0	\$ N/A	
42 A Ave West Side	Sidewalk	7 Yr.		City	100	\$ 17,000	City	0	\$ N/A	

APPENDIX A

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remark
55 St North Side	Sidewalk	7 Yr.		City	100	\$ 13,000	City	0	\$ N/A	
<del>North of 65 St West of 58 Ave</del>	<del>Gravel Lane</del>	<del>7 Yr.</del>		<del>City</del>	<del>100</del>	<del>\$ 8,000</del>	<del>City</del>	<del>0</del>	<del>\$</del>	deleted from 1981 program
<del>North of 63 St West of 59 Ave</del>	<del>Gravel Lane</del>	<del>7 Yr.</del>		<del>City</del>	<del>100</del>	<del>\$ 7,000</del>	<del>City</del>	<del>0</del>	<del>\$</del>	deleted from 1981 program
South of 48 St between 48 & 49 Ave	Pave Lane	7 Yr.		City	100	\$ 16,000	City	0	\$ N/A	
44 A St West of 43 Ave	Pave Lane	7 Yr.		City	100	\$ 8,000	City	0	\$ N/A	
South of 63 St East of 61 Ave	Pave Lane	7 Yr.		City	100	\$ 31,000	City	0	\$ N/A	
South of Nash St	Pave Lane	7 Yr.		City	100	\$ 25,000	City	0	\$ N/A	
35 St at 41 Ave	Pave Lane	7 Yr.		City	100	\$ 19,000	City	0	\$ N/A	
43 A Ave at 47 St	Pave Lane	7 Yr.		City	100	<u>\$ 13,000</u>	City	0	<u>\$ N/A</u>	
SUB-TOTAL						\$ 717,900			\$ 3,520	

## APPENDIX A

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const.	Final Costs	Remarks
<u>D. CONTRACTOR FORCES - 1981 PROJECTS</u>										
Gaetz Ave - 49 Ave	Bridge Widening	7 Yr.		Delcan	100	\$6,100,000		0	\$ 201,700	
54 Ave	New Construction	7 Yr.		Entek	100	\$1,303,000	Border Paving	50	\$ 333,985	
43 St	Realignment Bridge Replacement	7 Yr.		RC&P	100	\$ 344,000	Cana Eng.	40	\$ 35,220	
60 Ave & 32 St	Paving	7 Yr.		GCG	100	\$ 449,000	Border Paving	60	\$ 36,530	
64 Ave	New Construction	Cost Shared		UMA	100	\$1,200,000	Coho Paving	100	\$ 523,340	
77 St	New Construction	Cost Shared		RC&P	100	\$ 800,000	Border Paving	50	\$ 124,650	
Gaetz Ave	Reconstruction	Cost Shared		Stanley	90	\$1,180,000		0	\$ deferred until 1982	
Transportation Study	Update	Cost Shared		AESL	60	\$ 115,000	N/A	N/A	\$ 53,530	
Bower Place Special Use Area	Traffic Study	Cost Shared		GCG	90	\$ 20,000	N/A	N/A	\$ 14,070	
60 St & Gaetz Ave	Overpass Repairs	Budget		RC&P	100	\$ 393,000	Smith Eng	100	\$ 166,170	
Rosedale Stage I	Roads & Lanes (gravel stage)	Subd.		City	90	\$1,040,000	Border Paving	40	\$ 43,735	
Exhibition site	Prelevelling	Project		City	100	\$ 520,000	MacBeth Const.	100	\$ 601,840	
Pavement Markings	Permanent	Various		City	100	\$ 120,000	MLE	80	\$ N/A	

APPENDIX A

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
Exhibition Site	Roads (gravel Stg.)	Project		City	100	\$2,260,000	Border Paving	0	\$ N/A	
Major Corridor Study	Functional Design	7 Yr.				\$ 120,000	N/A	0	\$ required by Alta. Trans.	
Roads Needs Study	Major Categorization	7 Yr				\$ 80,000	N/A	0	\$ required by Alta. Trans.	
SUB-TOTAL						\$16,044,000				
GRAND TOTAL OF ALL 1981 PROJECTS WITHIN ROADS DIVISION						<u>\$19,498,100</u>				

APPENDIX A

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
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E. MAJOR MAINTENANCE ACCOUNTS - CITY FORCES

ITEM	BUDGET	SPENT TO DATE	% SPENT
Asphalt patching	\$ 74,470	\$ 63,400	85
Crackfilling	\$ 61,400	\$ 67,800	110
Grading Lanes	\$ 55,000	\$ 41,000	74
Repair frost boils	\$ 150,000	\$ 25,000	17
General bridge maintenance	\$ 100,000	\$ 11,000	11
Drainage maintenance	\$ 50,000	\$ 45,000	90
Snow & Ice Control	\$ 43,200		
Miscellaneous	\$ 35,000	\$ 15,000	43
Sanding	\$ 132,900	\$ 73,000	55
Removal	\$ 137,000	\$ 24,000	18
Plowing	\$ 94,000	\$ 40,000	43
Street Sweeping	\$ 222,000	\$ 221,000	99
Street Flushing	\$ 35,000	\$ 33,000	94
Road Oiling	\$ 153,000	\$ 60,000	39
Crown Paving	\$ 281,900	\$ 239,400	85
Misc. Roads Maintenance (undetermined repairs)	\$ 166,500	\$ 114,000	68
<b>SUB-TOTAL</b>	<b>\$1,791,370</b>	<b>\$1,072,600</b>	<b>60</b>

September 9, 1981

TO: Assistant City Engineer  
Roads

FROM: Traffic Engineer

RE: 1981 Progress Report

Listed in the following is a brief description of the status of projects undertaken by the Traffic Section as of August 31, 1981.

PROJECTS

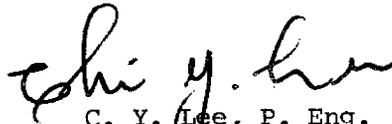
STATUS

1. pavement marking design for all City arterials and collectors	80% completed
2. 1981 thermoplastic pavement marking contract	75% completed
3. 1980 thermoplastic pavement marking contract carryover	10% completed
4. regulatory traffic control devices installed (signs, signals, etc.)	256
5. signal timing plans implemented	33
6. "Average Summer Daily Traffic" survey program	95% completed
7. "Average Summer Daily Traffic" analysis	5% completed
8. "Report on Parking in the Downtown Core" program implementation, evaluation and reporting	100% completed
9. Delburne Road - Highway #2 Interchange Feasibility Study	80% completed
10. Bower Place Special Use Area Traffic Study (GCG)	80% completed
11. Red Deer Transportation Study (AESL)	20% completed

<u>PROJECT</u>	<u>STATUS</u>
12. Gaetz Avenue - Highway #11 Road Requirements Analysis (SAEL)	100% completed
13. Traffic Bylaw revision	70% completed
14. Transportation Bylaw revision	70% completed
15. requests and complaints acted by the Traffic Advisory Committee	95
16. neighborhood traffic complaints:	
- Pamelly and Page intersection: cul-de-sac at this intersection will be installed by the end of this year, weather permitting	
- Nolan Street: temporary barrier was installed at the Grant Street and 59 Avenue intersection on September 2, 1981.	

One extraordinary item during the period covered by this progress report is the "Nolan Street Traffic Complaint". To provide various information and data requested by Council in acting on this issue, over one hundred and twenty (120) man hours of field work and over one hundred and ten (110) man hours of office work were invested, excluding the costs of barrier installation, removal and re-installation.

The above is submitted for your information and review.

  
C. Y. Lee, P. Eng.  
Traffic Engineer

CYL/emg

## APPENDIX 'B'

September 8, 1981

TO: City Engineer

FROM: Assistant City Engineer  
Sewer & Water

RE: Engineering Progress Report

A. WATER SUPPLY

Construction of the new Water Treatment Plant is progressing very well. The floor, walls, and a portion of the intake piping has been completed on the low lift pumphouse. The floor and a portion of the walls have been poured on the clearwell section of the plant. We are presently reviewing a claim with respect to a problem encountered in the installation of the rock anchors. These anchors consist of a steel bar approximately 10 - 12 m long which are inserted (by drilling) into the floor of both the new plant and the low lift pumphouse. The claim amounting to approximately \$28,000 has arisen due to problems with the grout being removed by a partial "artesian" condition in some of the holes.

The transformer containing the P.C.B.'s was successfully removed by our E. L. & P. crews on Sunday, August 23, 1981. E. L. & P. estimated a shut down time of three (3) hours for the Water Treatment Plant and managed to perform the transfer in slightly less than three (3) hours.

Our friend "Dr. Waterdrop" has been kept fairly busy this summer and has now become a T. V. personality. With the exception of the last three (3) weeks of August, we were quite fortunate in getting fairly frequent rains which greatly reduced the demands on the Water Treatment Plant. For the most part, the citizens of Red Deer have co-operated extremely well and have shown a great deal of patience. With our ever increasing population, next year will likely see additional watering restrictions during the summer months. It should be noted that the media has been of great assistance this past summer in keeping the public informed of the water supply situation.

Construction of the Glendale Reservoir has resumed after a lengthy delay associated with the failure during load testing. It is estimated that the repair will cost approximately \$60,000.00. This amount will be covered by the insurance policies which are in effect. It is, however, not yet known whether the cost of the investigation work associated with the repair will be covered by the insurance policy. A separate report will be forwarded to Council once all the details are known.

B. CONSTRUCTION AND DESIGN - PROJECT GROUP

1. ROSEDALE

The land department is currently preparing the lot draw for the first phase of the Rosedale Subdivision and have advised that the sale will take place at the end of September or early October (154 units). Due to the rolling topography an extensive prelevelling program was undertaken which encompasses both Phase I and Phase II. Road work has commenced in Phase I and will be completed to a gravel stage this year. Construction of the sanitary sewers, water mains and storm sewers is now complete in Phase II.

This phase will be ready for an early spring sale. The design of the utilities for Phase III has been completed and construction is currently underway. Phase IV design is nearing completion and the drawings should be issued in the near future.

2. DEERPARK

Pending Council's approval this quarter section will be the next City subdivision to be developed. It is located immediately east of the existing Morrisroe extension. The Engineering Department concurs with the land department in delaying a request to Council for approval to commence design pending the results of the lot draw for the first phase of the Rosedale subdivision.

3. WESTERNER EXPOSITION

The Project Group has completed the design of all municipal improvements for this site. The prelevelling contract is completed and Northside Construction is presently installing the underground utilities. Utility work should be completed by the end of September. The contract for the roadwork closed on August 21, 1981. It appears that timing of contracts is excellent such that no unnecessary delays will occur in servicing the site.

The storm sewer design for this site is unique in that it incorporates a detention pond. The primary purpose of the pond is to limit the discharge of storm water to Piper Creek to prevent erosion and excessive silt loadings. The pond is essentially a large "dug-out" with a 1200 mm (48") inlet line and a 300 mm (12") discharge line. Since the outlet is considerably smaller than the inlet the pond will tend to fill up during a storm and then be drained down over a twenty-four (24) hour period. The pond has a capacity of approximately 3,000,000 gallons. It is of the "dry" type design featuring a grass bottom and gentle side slopes suitable for recreation purposes. A substantial savings in costs has been achieved in that a fair amount of the excavated material was used to construct the widening of Delburne Road.

In addition, waste material was used to extend the noise attenuation berms on the south side of the Bower Place subdivision. If a critical water supply situation develops next year, the pond may be partly filled and used for stock watering/washing purposes for the exhibition. The exhibition will be the hardest hit should the City face a critical water supply situation due to its location and elevation with respect to the Water Treatment Plant.

4. NORTH WEST SECTOR

Reid, Crowther & Partners Ltd. is currently supervising the utility contract awarded to Flint Engineering Ltd. for the first phase of construction. Sanitary and storm sewer trunks will be extended from 53 Avenue to 58 Avenue along 77 Street. Tenders for the second phase of the utility construction will be opened on September 18, 1981. This phase will bring the trunks north along Kennedy Drive to 64 Avenue. The design and supervision of this phase is being undertaken by the Red Deer office of Underwood McLellan Ltd.. Once the contractor has crossed the railway tracks, City crews will commence utility construction for approximately sixty (60) acres of the Edgar Park Industrial Subdivision located immediately south of Highway #11 and east of 64 Avenue. A further contract will be tendered early in the new year for the extension of utilities to the National Supply site.

5. FLOOD DAMAGE

The most extensively damaged storm sewer located at 32 Street and Spruce Drive has now been cordoned off using snow fence at the suggestion of Alderman Shandera as the site was a potential hazard. The design of the reconstruction will incorporate a buried pipe with a stilling basin at the bottom to dissipate energy. Construction will commence this month pending material availability.

C. DEVELOPMENT AGREEMENTS

1. HERITAGE BUSINESS PARK

Underground utilities have been installed and roadwork is completed.

2. McREE SUBDIVISION

Most of the mains have been completed in this subdivision. Building permits have not been released pending certification of the underground utilities.

3. CLEARVIEW MEADOWS

(a) Phase I

- completed prior to 1980
- still on maintenance with the exception of the storm sewer system

(b) Phase II

- south of Cornett Drive
- utilities and roads complete
- building permits issued
- north of Cornett Drive
- utilities completed
- roads to be completed in 1981

(c) Stolz - Clearview Extension

- roads and underground complete
- building permits issued

5. ENGINEERED HOMES - DEER PARK SUBDIVISION

- underground utilities completed
- paved roads completed
- building permits released

6. EASTVIEW ESTATES - CAIRNS

- underground utilites completed
- roads under construction
- building permits have been released

*Ron K. Parker*

Ron K. Parker, P. Eng.  
Assistant City Engineer  
Sewer & Water

RKP/emg  
attach

## APPENDIX B

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Rema
Water Treatment Plant	Plant	Deb.		AESL	100	\$ 19.1 M.	PCL	15		
Reservoir		Deb.		AESL	100	\$ 1.6 M	Parkins	80		
Sewage Treatment Plant	Plant	Deb.		RC&PL	100		Piggot	45		
77 St Trunks	Storm & Sanitary	Sub.		RC&PL	100		Flint	40		
58 Ave Trunks	Storm & Sanitary	Deb.		UMA	100	\$ 1.9 M		0		
Edgar Trunks Phase II	Storm, San, & Water	Deb.		UMA	10			0		
Westerner	Utilities	Ppd.		City	100	\$ 1.4 M	Northside	60		
Rosedale	Utilities Phase I	Subd.		City	100	\$494,000	City	100	\$475,000	
Rosedale	Utilities Phase II	Subd.		City	100	\$533,000	City	95	\$384,000	
Rosedale	Utilities Phase III	Subd.		City	100	\$701,000	City	0		
Rosedale	Utilities Phase IV	Subd.		City	90		City	0		
Rosedale	Utility Trunks	Subd.		City	100	\$465,000	City	100	\$431,000	
Edgar	Utilities	Subd.		UMA	90		City	0		
64 Avenue	Water Line	Subd.		UMA	70		City	0		
32 St Outfall	Repair	Disaster Acct.		City	95		City	0		
Riverside Drive	Water Loop	Deb.		City	30	\$450,000	City	0		
Golden West	Utility Servicing	Subd.		City	85	\$450,000	City	0		
65 Ave	Storm Extension	Deb.		City	100	\$ 77,000	City	0		

APPENDIX B

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
Cairns M.F. Site	Service Ties	Ppd.		Entek	100	\$ 50,000	City	90		
Springer Morrisroe	Service Connection	Ppd.		City	100	\$ 40,000	City	100		
Gerhke Close	Utilities	Ppd.		City	100	\$ 47,500	City	100	\$ 26,000	

**APPENDIX 'C'**

September 4, 1981

TO: City Engineer  
FROM: Parks Superintendent  
RE: 1981 Parks Construction Projects

Following is a list of those major parks projects which are being undertaken by the Parks Section in 1981. Minor work and small turf repair areas are not noted. Some of the projects were begun in 1980 but not completed, and such cases will be noted under "remarks".

Projects fall into four (4) general areas:

1. Construction of new parks in developing areas, to include seeding and tree planting.
2. Extensive boulevard construction associated with roadway construction.
3. Construction of Cemetery Shop Building.
4. A major picnic facility at Gaetz Park.

The work will be accomplished by two (2) parks crews of City staff, a Contractor to do the building, extensive use of hired equipment and operators plus public works equipment and contractors to undertake certain areas of sod laying and tree planting.

The Parks Section is still in a "catch up" program, but we expect this to be a very successful year of construction and we may be pretty well on top of the backlog by spring of 1982.

Submitted for your information.

  
L. A. McMurdo  
Parks Superintendent

LAM/emg  
attach

APPENDIX C

Project FROM - TO	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
City Hall Landscaping	Shrubs & planter east entrance	75 Ann. fund	1	City	100	\$ 12,800	City	100	\$ 11,824	90% 1980
Parks Shop	Bldg. construction	7 Yr. Debenture	8	City & Contract.	100	220,000	Contract. City	93	205,000	95% 1980
Gaetz Ave N & S.	Tree planting	7 Yr. Debenture	1	City	100	12,800	Contract.	100	11,334	
Parkvale	Tree planting	Govt. N.I.P.	1	City	100	3,000	Contract.	100	2,960	
Parkvale	Rail fence	Govt. N.I.P.	2	City	100	6,800	Contract.	100	7,324	
Cemetery Shops	Building & office	7 Yr. Debenture	6	City & Contract.	25	34,400	Contract.	---	---	
Gaetz Picnic Park	Shelter, washrooms, picnic facility	Govt. Urban Park	14	Consult.	10	250,000	Contract.	---	---	Held of pendj Urban Corrido Park Plan
CNR Borrow Pit	Topsoil, seeding, tree planting	Ppd. Subd.	2	City	100	20,000	Contract.	63	18,500	
Taylor Drive - 54 Avenue to 67 Street	Topsoiling, prepar- ation & seeding	Govt. Sharing	1	City	100	162,000	City	100	206,827	90% 1980
Tree planting & Misc. parks const.	Repair, upgrading, planting in certain parks	Oper. Budget	6	City	90	59,000	City	68	40,000	Page 25

## APPENDIX C

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
55 Street boulevards along R. D. Cemetery	Topsoil & seed	1980 Rds.	2	City	50	\$ 7,800	City	---	---	
32 St - 57 to 60 Ave	Landscape blvd. rural section	7 Yr.	1	City	0	6,325	City & hired equip.	---	---	
60 Ave - Wishart, to 43 St.	Landscape blvd. rural section	7 Yr.	1	City	0	5,880	City & hired equip.	---	---	Assume 16' re- pair W side only
Gaetz Ave - 77 St to Highway #11	Medians & blvd.	Govt. Sharing	2	City	0	80,500	City & hired equip.	0	---	
Truck Route - 32 St to 43 St	Stage 1	7 Yr.	4	City	0	31,110	City & hired equip.	---	---	Most topsoil will be salvage (K. Has lop)
Turbo Parking Lot	Sod & trees	7 Yr.	1	City	100	6,600	City	50	3,005	Not sep arated in ac- countin
Parking Lot - 48 Ave & 48 St	Sodding	7 Yr.	1	City	100	730	City	100		
Gaetz Ave & east service road - 35 to 37 St	Topsoiling & seeding	Govt. Sharing	1	City	0	7,200	City & hired equip.	---	---	
64 Ave - Oleander to 67 St	Light topsoil & seeding	Govt. Sharing	1	City	100	34,200	City & hired equip.	80	23,900	W. side only

APPENDIX C

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
Ironquist	Blvd. stage I & II	Ppd. Subd.	2	City	50	\$ 10,400	City & hired equip.	60	\$ ---	*
Morrisroe Extension	Stage 1 landscaping	Ppd. Subd.	6	City	100	78,000	City	20	---	*
Ross St Bridge	Repair to landscaping	7 Yr. Debenture	1	City	100	8,600	City	100	600	Much re- pair done by AGT
Bower Pond Access Rd	Stage 1 boulevards	7 Yr.	1	City	100	2,400	City	100	475	
Utility lot - east Gaetz - 74 to 76 St	Stage 1	Ppd. Subd.	1	City	100	5,500	City	0	---	
Bower Stage 1	N. E. Barrett Stage 1	Ppd. Subd.	3	City	100	42,800	City	100	27,800	60% * 1980
Bower Stage 2	Under power line	Ppd. Subd.	1	City	100	39,000	City	90	11,600	30% * 1980
McRee/Swell	Seeding of berm 52 Ave	Ppd. Subd.	1	City	50	21,000	City	---	---	
Utility Lot west Gaetz - 74 to 76 St	Stage 1	Ppd. Subd.	2	City	50	7,400	City	95	---	*
Nolan - Connecting St	Stage 1	Ppd. Subd.	1	City	100	4,000	City	50	---	
77 St & 58 Ave	Stage 1	Prov. Sharing & Ppd. Subd.	4	City	100	64,860	City & hired equip.	---	---	

## APPENDIX C

Project From - To	Type of Work	Program	Const. Time (crew weeks)	Designer	% Comp. Dsgn.	Cost Estimate	Construction By	% Comp. Const	Final Costs	Remarks
6 Ave - South Kerry Wood Drive	Stage I	7 Yr.	1	City	100	\$ 2,920	City	---	---	
4 Avenue 67 St to Grant Street	Boulevard Const.	Prov. Sharing	4	City	100	\$ 73,270	City & Hired Equip.	---	---	
Hammond Cres.	Stage II	Ppd. Subd.	1	City	50	\$ 33,200	City & Contract.	21	\$ 6,964	21% 1980

UNABLE TO ISOLATE FROM OTHER ENGINEERING COSTS BECAUSE OF THE NATURE OF OUR ACCOUNTING SYSTEM.

September 10, 1981

NO. 10

TO: COUNCIL  
FROM: CITY COMMISSIONERS

As Council is aware, following the preparation of our Railway Relocation Study, a number of meetings were held between the City, the Province and C.P.R., culminating in the formal presentation to C.P.R. of our Relocation Study Summary Report as the basis of our proposal to relocate the C.P.R. yards to the North West Sector.

C.P.R. have now completed their review of our proposal and in late July submitted their response. Their response is generally favourable to our proposal and states in part: "There is general agreement with the approach taken by the Consultants. Where differences occur they are not related to the general concept but are concerned instead with details such as quantities, unit prices or construction procedures and practices."

To review the C.P.R. response a meeting was held between City Administration and the Provincial Department of Economic Development. The purpose of this meeting was to review the C.P.R. response in detail and to ascertain those sections of the report where we are in general agreement and those areas where substantial negotiation must take place, and in this regard, what further information was required.

There was general agreement that the two major areas of concern were in the areas of Capital Cost Allowances and Operation and Maintenance costs, with some questions regarding unit costs.

The Department of Economic Development has expertise in the area of Capital Cost Allowances resulting from the Lethbridge Study, which will be made available to Red Deer at no cost. It was recommended to us, however, that in the area of Operation and Maintenance Costs, as neither of us has the expertise, we jointly hire a consultant to undertake a thorough review of the Operation and Maintenance costs and the position taken by C.P.R. Strong preference was indicated for the Consultant who did this work for the Lethbridge Study.

We estimate that the cost of this work, plus a review of the unit costs submitted by C.P.R., would be approximately \$45,000, to be shared by the City and the Province, with the City's share to be \$22,500. The estimated time to complete this work is of the order of two to three months. We will, however, be arranging further meetings with C.P.R. in the meantime to discuss the many other areas of their report where outside expertise is not required, and we anticipate that most of these issues can be resolved reasonably quickly.

We respectfully request Council approval to engage a consultant to undertake the above work, with the cost to be provided for in the 1982 Budget.

R.J. MCGHEE  
Mayor

H. MICHAEL C. DAY  
City Commissioner

NO. 11

September 8, 1981

TO: City Clerk  
 FROM: City Engineer  
RE: Cemetery Building - Alto Reste

After the equipment shed and staff room were lost to fire last November 13, 1980, we drew up a replacement plan and received estimates from a local builder. An amount of \$35,400.00 was subsequently placed in the 7 Year Plan (1981) and approved by Council.

Tenders on this building were opened on June 5, 1981 with only one (1) bidder offering to build at \$61,500.00. This was considered to be unacceptably high so the tender was rejected.

Tenders were again opened on August 21, 1981, with six (6) bidders applying. Bids ranged from \$54,186.00 to \$70,383.00.

It is apparent that we now must accept the fact that the earlier estimate supplied was unrealistic. We consider it absolutely imperative that the building be in place by early November of this year. It is unfortunate that there is no insurance coverage, as I am advised that such buildings have a \$10,000.00 deductible, and our insurance adjusters have appraised the old building at \$9,338.23.

The revised estimate based upon a firm bid, will be as follows.

Low Bidder	\$ 54,186.00
Natural Gas Hook Up	\$ 1,350.00
Power Hook Up	\$ 150.00
Soils Test	\$ 1,000.00
Salary (Construction Co-ordinator)	\$ 1,000.00
Contingency Allowance	<u>\$ 5,000.00</u>
	\$ 62,686.00

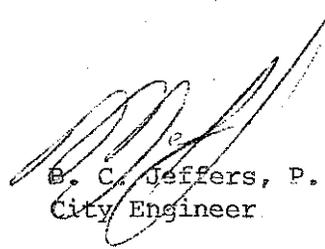
The amount in the 7 Year Plan of \$35,400.00 can be subtracted from the above total, leaving a short fall of \$27,286.00.

Could you please arrange to have this brought before Council as early

as possible, for their consideration.

47.

We would respectfully request Council's approval to award the Contract to the low bidder.



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

LAM/emg  
cc - City Treasurer  
cc - Construction Co-ordinator  
cc - Parks Supt.

Commissioners' Comments

A debenture Bylaw to amend the original Bylaw by increasing the borrowings from \$35,400.00 to \$62,686.00 has been prepared and is attached to this agenda. We recommend Council give 3 readings to this amendment and authorize award of contract to the low bidder which was International Steel Buildings of Red Deer.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

NO. 12

September 10, 1981

TO: CITY CLERK  
FROM: DIRECTOR ECONOMIC DEVELOPMENT  
RE: EDGAR INDUSTRIAL PARK

At the August 31st Council meeting, we submitted a preliminary report requesting that Council authorize the marketing of industrial land in Edgar Industrial Park. We indicated that we would be in a position to approach Council on September 14th, suggesting guidelines, prices, etc. which would apply to land and development in this area.

Unfortunately, we have encountered some delays in the finalizing of information. We would therefore request that Council set this matter over until October 13th for the requested report.

Thank you.



ALAN SCOTT, Director  
Economic Development

AVS/gr

September 10th, 1981

MEMORANDUM

TO: CITY COMMISSIONER AND RECREATION BOARD

FROM: RECREATION SUPERINTENDENT

RE: NEW TENNIS COURT PROJECT

As you are aware, we have encountered a number of problems with respect to the construction of the bank of four tennis courts on the Exhibition Grounds. Although tenders were approved by Council in June of 1980, the project is still not completed to our satisfaction. The Contractor had originally assured us that they could be completed by early fall of 1980.

The project was being undertaken under three separate contracts as follows:

- Court Construction - Town and Country Paving of Lacombe
- Colour Coat and Lining - W.R. Seeber of Calgary
- Fencing and Tennis Nets - Ace Fencing of Red Deer

Because we were attempting to provide top quality courts on a somewhat unstable site, we engaged the services of a sports facility expert, Mr. Ron Davies of Vancouver to do the design and supervision and R.M. Hardy and Associates was also consulted on the technical aspects as well as materials testing.

This report will trace the sequence of events leading up to our present dilemma and hopefully validate the recommendations I wish to make.

We have experienced difficulties with both the asphalt work and fencing work, therefore, these will be dealt with separately as they are separate contracts.

In regard to the asphalt work, according to the project log, the paving was completed on May 20th, 1981. Shortly thereafter, the work was inspected by Mr. Ron Davies, Project Designer in the company of Mr. Neil Evans, Recreation Department Construction and Maintenance Supervisor. According to Mr. Evans, the levels were checked with a string line and some places were out of spec, but were apparently not considered bad enough by our Consultant to require remedial work and there was a question of the Contractor's ability to rectify the problem. A sense of urgency was also apparently felt because the colour coat Contractor, W.R. Seeber, had been delayed beyond reason in carrying out his part of the contract.

Following this inspection, there were major delays in completing the fencing. The posts were set improperly on May 24th and subsequently reset in an unacceptable manner. A diesel spill by the fencing Contractor caused further delays and the fencing material was not available and therefore the fencing was not completed until about June 16th.

W.R. Seeber then completed the colour coat and lines on June 21st at which time it became apparent that the courts did not meet specifications.

A report was called for from Mr Neil Evans (see attachment #1, July 6th, 1981).

On July 8th, we wrote Mr. Ron Davies informing him that we were not satisfied and asked for his advice (see attachment #2, July 8th, 1981 and his reply of July 14th, 1981, see attachment #3). His response confirmed that "The surface unevenness would have a detrimental effect on playability . . ." and recommended that corrective measures be taken. He suggested the courts either be rolled (a measure not recommended by R.M. Hardy) or recapped with an asphalt leveling course. The estimates cost for this work was \$7,500 plus the cost of colour coating and lining in the amount of \$9,000. He further recommended that this work be undertaken by a Contractor " . . . more experienced in this type of work."

The Contractor was aware that we were not satisfied with his work and on August 6th, a letter was written to him (see attachment #4) explaining our concern and asking that he meet with the City Commissioner, the City Solicitor and ourselves to discuss the matter. At that meeting, Town and Country Paving were asked to review the situation and advise us as to how they proposed to bring the courts up to standard. We also decided that Mr. Ron Davies should bear financial responsibility for any additional color coating that may be necessary. Correspondence to the City Commissioner (see attachment #5), to Mr. Ron Davies (see attachment #6) and to Town and Country Paving (see attachment #7) all relate to this meeting.

Town and Country Paving did not deny responsibility at the meeting, however, in a letter dated August 11th, 1981 (see attachment #8) they denied responsibility and requested permission to drill test holes. Permission was granted, provided City representatives were in attendance. This testing was done on August 20th in the presence of Mr. Ron Davies, Mr. Ron Tenove of R.M. Hardy and Associates and Mr. Phillip Kwong of J.A. Smith and Associates Ltd., Engineering Consultants, representing Town and Country Paving. Reports on the testing (see attachment #9, R.M. Hardy and see attachment #10, J.A. Smith and Associates) would seem to indicate that the responsibility still lies with the Contractor.

Following the testing, we received a verbal request from Town and Country Paving to attempt to roll out the ridges. We sought the advice of R.M. Hardy and Associates who recommended that permission not be granted, due to possible damage that may be caused. This was confirmed in a letter from R.M. Hardy dated September 3rd, 1981 (see attachment #11). This same letter offers two other suggestions for remedial action.

1. Remove the ridge by cutting a strip laterally along the tennis court surface, reshape subgrade and apply new layer of asphalt placed and rolled to meet

desired gradient tolerance limits.

45.

2. Overlay the entire court surface with new asphalt.

They suggest alternative No. 2 as the " . . . desired repair procedure . . ."

A further letter from Mr. Ron Davies of September 1st, 1981 (see attachment #12) favours alternative No. 1 for obvious reasons.

In regard to the fencing, we are attaching correspondence from Neil Evans to Ace Fencing outlining the deficiencies (see attachment #13, June 30th, 1981) and setting a deadline for remedial action (see attachment #14 dated July 27th, 1981).

The following additional information may help in reaching a decision.

Neither Contractor have made any recent efforts to resolve the problem.

A letter will be prepared by the Solicitor that we are recommending remedial action at their expense.

A letter from Mr. Ron Davies of September 1st (see attachment #15) denies responsibility on the grounds that he was not engaged to supervise the work, however, a copy of our Purchase Order #35042 dated April 22nd, 1980 (see attachment #16) clearly states that he is to "Provide field service during construction period, inspect work to ensure compliance to approved specifications."

The specifications are clearly outlined in an R.M. Hardy report of April 3rd, 1980 and the tender specifications as prepared by Mr. Ron Davies, both of which were given to the Contractors.

On the strength of the foregoing, it is recommended as follows:

1. That Council authorize the Department to engage the services of Border Paving Ltd. to prelevel and resurface the courts according to specifications and to rectify all problems related to the fencing.

2. That W.R. Seeber Ltd. be engaged to apply colour coat and lines in accordance with previous specifications.

3. That all work be specified and supervised by R.M. Hardy and Associates.

4. That an attempt be made to recover all costs of the foregoing work from the Contractors and Mr. Ron Davies and Associates Ltd. in a manner prescribed by the City Solicitor.

5. That should an attempt to recover the costs of remedial work fail, that the costs be charged to any surplus in the 1981 Recreation Budget. Should there be no surplus, that costs be charged to the 1982 Recreation Budget.

This report has not been dealt with by the Recreation Board and thus endorsement should be sought.

Should this matter be referred to City Council, I would recommend that Mr. Ron Tenove of R.M. Hardy and Associates and Mr. Neil Evans and myself be in

September 10th, 1981

46.

attendance to answer any questions that may arise. I would further suggest that representatives of Town and Country Pacing and Ace Fencing be made aware of this report.

Respectfully,

DON MOORE

DM:pw  
Attachments

July 6th, 1981

MEMORANDUM

TO: DON MOORE  
FROM: NEIL EVANS  
RE: NEW TENNIS COURT PAVING

Paving

Upon completion of the final asphalt layer on the new tennis courts, Ron Davies and I checked the courts to see if they conformed to the specs of 1/8" in 10 ft. deviation from level, we found a couple of places which did not conform to specs; however, we decided not to do any remedial work as it was very doubtful if this would improve the courts very much, but would certainly slow the completion of tennis courts by a length of time considering the problems we had during the rest of the construction with Town and Country Paving meeting any sort of work schedule. The areas which did not conform to specs were generally on the south side of the courts, these areas were as follows:  
5/32 or approximately 4 mm. and 15/32" or 11.9 mm. within 10ft.

Although these areas do not conform to specs, the tennis lines make them appear worse than they actually are.

I am not completely happy with the completed work, however, I think the courts are certainly playable by any standard, except by professionals.

Colour Coating

Upon completion of asphalt, I contacted W.R. Seeber, site foreman, to check the work out to see if the asphalt was acceptable to receive the colour coating; he said it was acceptable at first, but later expressed concern that certain areas were a little coarse.

When Ron Davies and I checked the asphalt, we also checked for coarseness; we found it acceptable.

Work then proceeded with the colour coating being put on thicker than specs to remedy any marginal coarse areas.

I expressed concern on the slightly different colours but was assured that all colours would "match" after about 2 months or so. I am satisfied with the colour coating and lining.

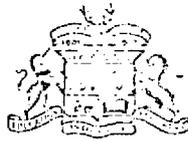
Fencing

Please see attached letter to Ace Fencing regarding the deficiencies in the contract.

NEIL

THE CITY OF RED DEER

48.



RED DEER, ALBERTA  
T4N 3T4

June 30th, 1981

Office of:  
Recreation Department,  
c/o City Hall,  
P.O. Box 5008,  
RED DEER, Alberta.  
T4N 3T4

Ace Fencing Ltd.,  
Box 532,  
RED DEER, Alberta.

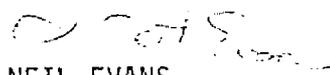
Dear Sirs:

I am not yet satisfied with the fencing of the new tennis courts at the Exhibition Grounds.

The following items must be rectified before payment is made.

1. All gates must be a maximum of 1½" off asphalt level.
2. The bottom wire on the chain link fence should be #6 gauge, not #9 gauge.
3. Fenceline along south of courts should be a maximum of 1½" off asphalt level.
4. On a number of gates, the "bad welds" must be repainted with rust retardant paint.
5. Centre tie-down straps on tennis nets to be installed.
6. Tennis post must be green in colour.
7. All winding devices must be chrome.
8. Concrete around post holes is cracking and must be repaired with any damage to existing colour coating made good.
9. All tennis posts must be capped.
10. All nuts on all gates must be checked to ensure nuts have a proper hold on bolts.
11. Fencing in S.E. corner - the cross member must be straight.

Yours truly,

  
NEIL EVANS,  
Construction & Maintenance Supervisor

NE/hg

Don Moore

July 8th, 1981

Office of:  
Recreation Department  
c/o City Hall  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4

Mr. Don Davies  
Don Davies and Associates Ltd.  
Recreation and Athletic Consultants  
1467 Crown Street  
North Vancouver, B.C.  
V7J 1G4

Dear Sir:

We are very disappointed with the newly constructed tennis courts, and as our consultant for this project, I would like you to address yourself to the following questions.

1. The courts are not level, and apart from the appearance, certain accomplished tennis players contend that they will not play properly. We believe this is the responsibility of the contractor, and would like your advice as to what must be done to bring these up to standard.
2. The playing surface seems to be unduly coarse in certain areas. Is this up to standard? and can it be rectified?
3. The colour coating is not uniform in colour. We have been informed that the colours will match in a month or two. Would you please confirm whether or not this in fact will be the case.
4. The concrete around the tennis posts is cracking. Would you please advise what remedial work should be required of the contractor.

There are a number of other deficiencies with the fencing that have been brought to the attention of ACE Fencing Ltd. which we feel can be rectified with no difficulty, but we would appreciate your general observations on the project as a whole and whether or not there are any other matters that should be brought to our attention.

Sincerely,

Don Moore  
Recreation Superintendent

DM:pw

*Ron Davies & Associates Ltd.*

50.

RECREATION & ATHLETIC CONSULTANTS

1467 CROWN STREET  
NORTH VANCOUVER, B.C. V7J 1G4

July 14, 1981

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

Attention: Mr. Don Moore,  
Recreation Superintendent

Dear Sirs:

Re: Your Ref. P 16337  
Tennis Courts, Exhibition Grounds

This letter is further to your correspondence of July 8, 1981, and our meeting on Friday, July 10th, 1981, with reference to the work completed to date on construction of the tennis courts.

In answer to the questions raised in your letter, an inspection of the tennis courts was made with Mr. Neil Evans on Thursday, July 9th, and the following observations were made.

The level of the finished tennis court surfacing does not conform to the specification called for in a number of areas. This is due in part to the methods and machinery used by the contractor in placing the asphalt paving. The elevations and level of the surface were achieved in the east west direction whereas in the north and south direction, high points were left at the joints of each pass of the paving machine. The areas in between are generally within acceptable tolerances.

The level called for on this project was a tolerance of 1/8" in 10 ft. which is less than the 1/4" in 10 ft. as specified by the U.S. Tennis Court Builders Association. This organization's standards are accepted and approved of by the U.S. Tennis Association and are used as guidelines for contractors in the business of building tennis courts.

The deviations from specification in the south end of the tennis courts run the full length of the paved area in the east-west direction and across the four courts. These high points are located about the serving line of each court and the problem areas are accentuated by the game lines.

. . . /2

City of Red Deer  
July 14, 1981

57.

This surface unevenness will have a detrimental effect upon the playability of the courts to a greater or lesser extent depending upon the competitive standards of the players. Therefore, corrective measures should be undertaken to bring the surface to a more acceptable level. The options for making the corrections are considered to be as follows.

- 1) That a heavy vibratory roller be used over the high points to lower these areas to within acceptable levels. Preferably this should be done on a hot sunny day and as soon as possible. Care must be taken not to leave roller marks over the courts due to pressure of the wheels and the turning of the machine.
- 2) If the above operation fails to obtain the desired results, then the courts will have to be surface treated for levelness either by a machine asphalt planer or by recapping the courts with an asphalt leveling course.

Estimated costs for the operation of machine planing and leveling or recapping with an asphalt leveling course is \$7,500.00. If this course of action is necessary then the courts will require to be re-colour coated. The cost of colour coating will depend upon the amount of area to be re-coloured. This would be a maximum of \$9,000.00 if the courts are leveled by capping with asphalt.

Should the heavy roller procedure not achieve the desired results, then the preferred method to obtain the overall accuracy of levelness would be recapping with the asphalt leveling course.

In summary the contractor, Town & Country Paving, have not performed to reasonable expectations either in the quality of the workmanship or in meeting any time schedules for construction (having taken over twelve months to complete the work to date). They also have caused other contractors who were scheduled to complete work on and around the courts, long delays and additional costs. To avoid any further delays and costs, staff members of the Recreation Department requested that work proceed and be completed as soon as possible. Based upon the experiences with the contractor and his work completing this project, it is our opinion that they would not be able to obtain the desired results. Therefore, we feel that corrective measures should be undertaken by others more experienced in this type of work.

In reference to your second question, the courseness of the playing surface was effected by the surface finish in some areas of the asphalt paving. The colour coating was applied

City of Red Deer  
July 14, 1981

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much thicker to these areas to get a smoother surface finish. This is now considered reasonable and requires no further treatment at this time.

In regards to the colour coating not being uniform, I contacted Mr. Bill Seeber who explained that this is not uncommon and that this is a result of applying the colour coating after a time delay of two days to the different areas. He assures us that the effects of sunlight will balance the colours out in a short time.

In regards to question four, the concrete sockets for the tennis posts should be reset. The problem is a result of insufficient concrete being placed to the specified depth and that the tennis posts are not the same height. The contractor should be informed to make the required corrections.

The other deficiencies mentioned have been covered in Neil Evan's letter to Ace Fencing Ltd.

With the balance of the landscaping to be completed around the tennis courts, the paving contractor should be informed to trim the excess asphalt paving outside of the fence line. This should be cut in straight lines adjacent to the fence line to allow the walkway around the courts to be constructed orderly.

Please feel free to call should you require any further details or information.

Yours truly,

RON DAVIES & ASSOCIATES LIMITED

  
Ron Davies,  
President

RD/tj

August 6th, 1981

Office of:  
Recreation Department,  
c/o City Hall,  
P.O. Box 5008,  
RED DEER, Alberta.  
T4N 3T4

Town and Country Paving,  
Box 2110,  
LACOMBE, Alberta.

Dear Sirs:

As you are aware, there has been considerable dissatisfaction with the tennis court project undertaken by your firm. We have expressed our concern to Ron Davies and Associates Limited, our consultant for the project and he has advised as follows:

"The level of the finished tennis court surfacing does not conform to the specifications called for in a number of areas. This is due in part to methods and machinery used by the contractor in placing the asphalt paving. The elevations and level of the surfacing were achieved in the east-west direction whereas in the north-south direction, high points were left at the joints of each pass of the paving machine. The areas in between are generally within acceptable tolerances.

The level called for in this project was a tolerance of 1/8" in 10'....."

Mr. Davies goes on to say that the surface unevenness will have a detrimental effect on the playability of the courts and recommends that corrective measures be undertaken to bring the surface to an acceptable level. He has given us a number of alternatives and we would like to review these with you and determine how this problem can be resolved.

Sincerely,

DON MOORE,  
Recreation Superintendent

DM/hg

August 10th, 1981

MEMORANDUM

TO: CITY COMMISSIONER

FROM: RECREATION SUPERINTENDENT

Further to our meeting with Town and Country Paving, this will confirm that we will expect them to prepare a report indicating how they propose to proceed in releveling the courts in accordance with specifications.

This response will be directed to Neil Evans and he will bring it to you for your attention.

I assume that Ron Davies should have the opportunity to comment, but we may also wish to get the comment of another engineering firm on the suitability of Town and Country's proposal.

In the meantime, I have advised Ron Davies that we are holding him responsible for any recolouring that may be necessary as a result of the remedial work to the asphalt. He inferred that he would accept a certain amount of responsibility and I have now written him a letter, a copy of which is attached hereto, which will be hand delivered to him on his next visit to Red Deer, probably within three or four days time.

Please let me know if there is any other action you feel we should take at this time.

DON MOORE

DM:pw  
*Attach*  
c.c. City Solicitor  
Neil Evans

August 10th, 1981

Office of:  
Recreation Department  
c/o City Hall  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4

Ron Davies and Associates Ltd.  
Recreation and Athletic Consultants  
1467 Crown Street  
North Vancouver, B.C.  
V7J 1G4

Dear Sir:

Your letter of July 14th confirming that the new tennis courts do not meet specifications, and your proposed remedial action was reviewed with the City Commissioner at a recent meeting.

We have since met with the paving contractor and have advised him that we will expect him to take remedial action and have asked that prior to doing so, he advise us what course of action he proposes to take. We will be seeking your advice on his response.

Further to this matter, we are disappointed that you recommended the courts colour coat application be applied, when in fact, the courts did not meet the standards which you had set, and on the assumption that the remedial action taken by the contractor will result in the need to recolour much or all of the courts, we would ask that you take financial responsibility for this aspect of the work.

We would appreciate a letter acknowledging responsibility at your earliest convenience so that we may plan accordingly.

Sincerely,

Don Moore  
Recreation Superintendent

DN:pw  
c.c. Neil Evans  
City Commissioner

## THE CITY OF RED DEER

56.



RED DEER, ALBERTA

T4N 3T4

August 13, 1981

Town & Country Paving Ltd.  
Box 2110  
Lacombe, Alberta

Dear Sir:

Re: Red Deer Tennis Court Contract

Further to the meeting held at the office of Commissioner Day this will confirm that the position of the City of Red Deer is that your firm has failed to construct and complete the paving of the tennis courts on the Exhibition Grounds near the Recreation Center in accordance with the specifications provided to you. You will recall that the variation from the specifications was anywhere from a 1/2 inch to 3/4 of an inch greater than that which was permitted.

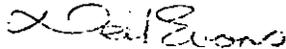
This will also confirm that it appears that the only way in which this matter can be properly remedied and the specifications of the contract met is for your firm to immediately undertake the preleveling of the site, and to recap the site with an inch of asphalt covering. It is our understanding that this can be completed within approximately two days.

In view of the fact that you specifically indicated at the meeting that you would undertake work to correct the defective installation, we fail to understand your correspondence of August 11, 1981. In particular it was quite clear from our meeting with you that you did not following completion of the works check the seams with a straight edge with the City representatives in order to confirm that your installation was in compliance with the tolerance in the specifications.

In any event you are hereby called upon and given notice to effect the required works as above stated to bring the construction of the tennis courts within the specifications provided for not later than the 27th day of August, 1981. In the event that you fail to complete the works within the time stipulated, the City will through its own forces, or through the forces of an independent contractor retained by it undertake the completion of the works in accordance with the specifications, and thereafter demand payment of all such cost to which it is put in properly completing the works.

We would confirm that we have no objection to a qualified Engineering firm retained by you completing test borings of the site as we are quite satisfied that there is no way that the styrofoam will be causing any problem as alledged. The conditions of our permission to effect test borings are that a representative of the City's consulting Engineering firm be present at the time the borings are effected, that such representative have an opportunity to be present when such borings and core samples are tested, and that we be provided with the results of such tests when completed.

Yours truly,



NEIL EVANS

August 11, 1981

Mr. Neil Evans  
City of Red Deer Rec. Dept  
45 St. & 45 A Ave.  
Red Deer, Alta.

Dear Mr. Evans;

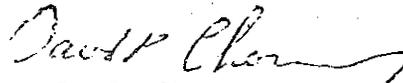
Re: Tennis Courts

It is our opinion that at the time of completion of the tennis courts, the courts were level. We checked the seams with yourself and used a straight edge. However after inspecting the courts on August 7, we can see for ourselves that they have gone wavy.

We would like your permission to drill some core holes on the courts. We will be employing an independent consulting firm to take these tests. As soon as these results are made known to us we will forward a copy to you and then we would like to set up a meeting to discuss this matter further.

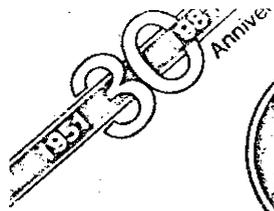
I remain.

Yours truly,



D. P. Chowway

Town and Country Paving Ltd.  
Box 2110  
Lacombe, Alta.



# HARDY ASSOCIATES (1978) LTD.

59.

CONSULTING ENGINEERING & PROFESSIONAL SERVICES

File No S1394

August 21, 1981

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

Attention: Mr. D. Moore

Dear Sir:

Re: Asphalt Surface Defects  
New Tennis Courts - Recreation Center

Mr. Neil Evans of The City of Red Deer Recreation Department has requested Hardy Associates (1978) Ltd. review available testing data, obtained during the construction of the tennis courts, to assess possible conditions which would contribute to the present irregularity of the tennis court surface.

The tennis courts were completed and the surface painted in June of 1981. Over the period June to July, it was noted by The City of Red Deer personnel that surface contours on the asphalt courts exceeded tolerable limits at a number of locations. The irregularities consist primarily of three (3) "ridges" or high areas running the length of the court surface from east to west along the third points of the court surface. As well, at several locations, the surface is depressed and could pond surface waters. No detailed mapping of deficiencies has been carried out. A study is currently being carried out by the contractor, Town & Country Paving Ltd. of Lacombe, to determine the cause of the surface irregularity and to submit procedures for resurfacing of the courts.

On August 20, 1981, the contractor augered three (3) test holes in the court area to log the soil profile and assess the condition of the as-constructed section. The soil profile log was generally consistent with the design section shown on the drawings submitted to The City of Red Deer in 1980 by Ron Davies and Associates Ltd. There is no evidence of any moisture within the constructed section and native soils below

...2

the constructed section were consistent with soil profiles logged in a geotechnical study of the site carried out in March of 1980.

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1. It has been suggested that the court surface is reflecting subgrade movement as a result of frost settlement. It is my opinion that this condition did not contribute to the existing defects for the following reasons:

- i) If within the zone of frost penetration the subsoils were in a wet to saturated condition over the court area, thaw-settlement should result in uniform settlement of the court section possibly with a dish-shaped configuration. It is very unlikely that thaw-settlement would occur along "ridges" as shown on the surface.
- ii) The 1980-81 winter season was relatively mild and a lower than average freezing index occurred. Snowfall was permitted to remain on the court surface and with this added insulation plus an insulated styrofoam and gravel section, it is not expected that the freezing temperatures penetrated through the constructed section. If desired, it would be possible to calculate in detail the expected depths of frost penetration on the site for the 1980-81 winter season.
- iii) Granular soils above and below the styrofoam sheeting are in a dry to humid moisture condition. The proofrolled and compacted native and fill soils below the constructed section are in a damp to moist condition and show no evidence of ponding ice melt.

2. A second possible cause which has been cited is settlement during the period following completion of paving. The gravel-styrofoam section was constructed before October 1980, and has had the opportunity of settling uniformly over the site for a period of six to eight months, and at least two months following spring thaw. As well, loading on the court surface has been negligible since completion of the paving operation. It is expected that any settlement or relative movement which would occur would have taken place when the very heavy asphalt compaction equipment was on the surface. Again, it is unlikely that settlement would follow the surface pattern that presently exists.



67.

3. The third suggestion of the possible cause for surface defects is the drying of styrofoam sheets which could have been saturated following completion of the gravel-styrofoam section in October 1980. On August 20, 1981, there was no evidence in the test holes that the top or bottom surface of the styrofoam is excessively wet. As well, Styrofoam SM insulation was detailed on drawings because of its lower water absorption properties when compared to other artificial insulation products. Swelling and/or shrinking of the styrofoam should be of very minimal magnitudes and should occur uniformly across the court surface.

4. During construction of the tennis courts, Hardy Associates (1978) Ltd. personnel were on site to carry out materials tests to ensure proper quality of construction materials. In general, it is our opinion that the contractor placed adequate materials with respect to the specifications in the construction contract. Compaction tests during fill placement were carried out on an as-called basis and we do not have records of full-time inspection of fill placement. However, test results indicate that, in general, the contractor achieved compaction requirements. Compacted densities on the asphalt surface were lower than desired and the resulting surface texture was slightly more open and coarse than desired. Color coating and sealing of the surface was carried out to provide the desired playing surface and should considerably aid in increasing the water tightness of the asphalt surface. It has been recommended that a coring program be carried out to verify asphalt densities. However, it is our understanding that this program has not been commissioned because additional holes in the asphalt surface are not desired.

In conclusion, it is our opinion that on the basis of the information available, the surface defects are of a construction nature. Irregularity of the "ridge" areas would indicate inadequate elevation control during the final rolling and compaction procedures. There seems to be no substantiation that further movement or accentuation of surface irregularity has occurred in the mid-June to mid-August period, although, it is possible that the surface irregularities appeared more pronounced following color coating of the surface and painting court lines. I would be most willing to meet with yourself, Mr. Ron Davies and the contractor to discuss the possible causes of surface defects which have been suggested and any information available from the contractor or his consultant on the project, J. A. Smith Associates Ltd. If we can be of any further assistance to you on this project, please do not hesitate to contact us at your convenience.

Respectfully submitted,

R. S. Tenove, M. Eng., P. Eng.  
Branch Manager  
HARDY ASSOCIATES (1978) LTD.

RST/es  
cc: Ron Davies

**J. A. Smith & Associates Ltd.**  
— Engineering Consultants —

62.

#5, 7883 - 50 Avenue  
Red Deer, Alberta T4P 1M8  
Phone 1-403-343-6888

#13, 6120 - 3rd Street S.E.  
Calgary, Alberta T2H 1K4  
Phone 1-403-253-4423

August 22, 1981

Town & Country Paving Ltd.  
Box 2110  
Lacombe, Alberta.

Attn: Mr. Daves Chomoway

File No: R-8170

Re: Tennis Court  
Exposition Grounds, Red Deer, Alberta.

Dear Sir:

At the request of Mr. Daves Chomoway of Town & Country Paving Ltd, a soil investigation was conducted at the site of the new tennis court on the downtown Exposition grounds.

The scope of the study was to present the soil profiles and moisture contents of soil at the test hole locations.

FIELD WORK

In the presence of Mr. Chomoway, Mr. Harold Jeske and Mr. Ron Davies on behalf of the city recreation department, and Mr. Ron Tenove of Hardy Associates Ltd, three (3) bore holes were drilled on Aug 20, 1981. Approximate locations of the holes were shown in drawing 1.

As the auger advanced, soil brought to the surface was examined and classified. Within T.H.2 & T.H.3, disturbed soil samples were bagged at every one foot interval for moisture determination. The soil and moisture profiles are shown on drawing 2 & 3.

GENERAL SOIL PROFILE

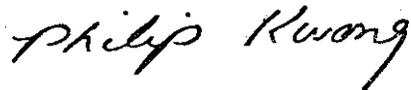
The pavement structure, roughly 3.5 inches (87 mm) thick, was found on a gravel base. The gravels, interbedded with a layer of styrofoam and sand, extended to depth of about 2.5 ft (0.76 m) beneath the existing asphaltic pavement surface.

Below the gravel was a strata of organic fill. This dark color material, mainly composed of silt, was interspersed with topsoil, sand and occasional gravels. Moisture content was in the range of 13.1% to 28.1%. At T.H.2 location, the organic fill was underbedded by a strata of native silty sand in moist and soft condition.

The above findings were based on a limited testing program. Should there be questions regarding this report, please feel free to contact us.

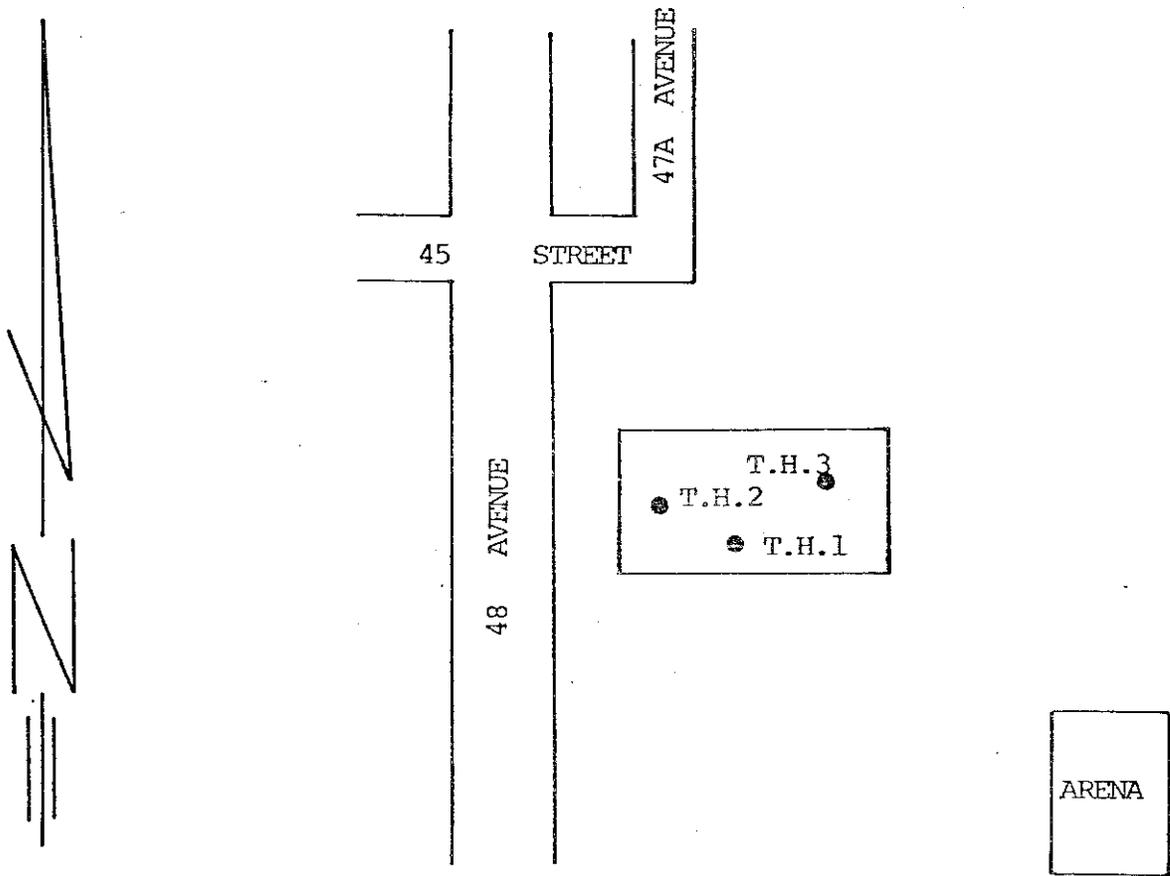
Yours very truly,

J.A.SMITH & ASSOCIATES LTD.

A handwritten signature in cursive script that reads "Philip Kwong".

Philip Kwong.

PK/ch



SITE PLAN

**J. A. Smith & Associates Ltd.**  
Engineering Consultants

DWN PK  
FILE R-8170

SCALE  
H  
V N.T.S

DATE 21/8/81  
DWG 1

DWN J.M CKD P.K DATE 21/8/81 FILE NO. R-8170 HOLE NO. 2

STRENGTH \_\_\_\_\_ Δ  
MOISTURE \_\_\_\_\_ ○  
PENETRATION \_\_\_\_\_ X

Δ	100	200	300	400	500
○	10	20	30	40	50
X	10	20	30	40	50

DATUM-  
GROUND ELEV-

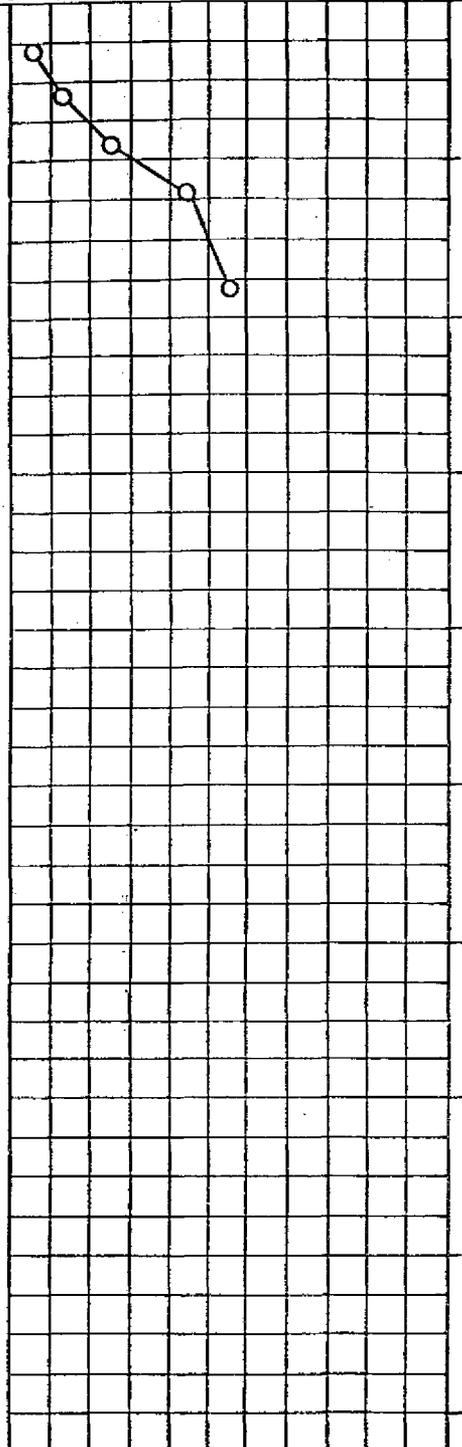
**CLASSIFICATION**

SYMBOL

**TEST DATA**

SAMPLE

feet  
DEPTH  
meters



ASPHALT - 87 mm  
GRAVEL - fill  
- gravel sizes  
SILT - fill, black  
- occasional gravels  
- trace of topsoil & sand  
SAND - brown  
- moist  
- silty

- |         |         |        |
|---------|---------|--------|
| FILL    | CLAY    | TILL   |
| TOPSOIL | PEAT    | WATER  |
| SAND    | GRAVEL  | LIMITS |
| SILT    | BEDROCK |        |

- Q - Unconfined Strength, kN/m<sup>2</sup>  
d - Dry Unit Weight, kN/m<sup>3</sup>  
S - Sulphate Concentration, %  
N - Penetration Resistance, blows

- Tube  
 - Penetrometer  
 - No recovery

DWN J.M. CKD P.K. DATE 21/8/81 FILE NO. R-8170 HOLE NO. 3

STRENGTH \_\_\_\_\_ Δ  
MOISTURE \_\_\_\_\_ O  
PENETRATION \_\_\_\_\_ X

Δ	0	100	200	300	400	500
O	0	10	20	30	40	50
X	0	10	20	30	40	50
	10	20	30	40	50	60
	60	70	80	90	100	

DATUM-  
GROUND ELEV-

**CLASSIFICATION**

- ASPHALT
- GRAVEL - fill  
- gravel sizes
- SILT - fill  
- black  
- topsoil, sand  
- some gravels

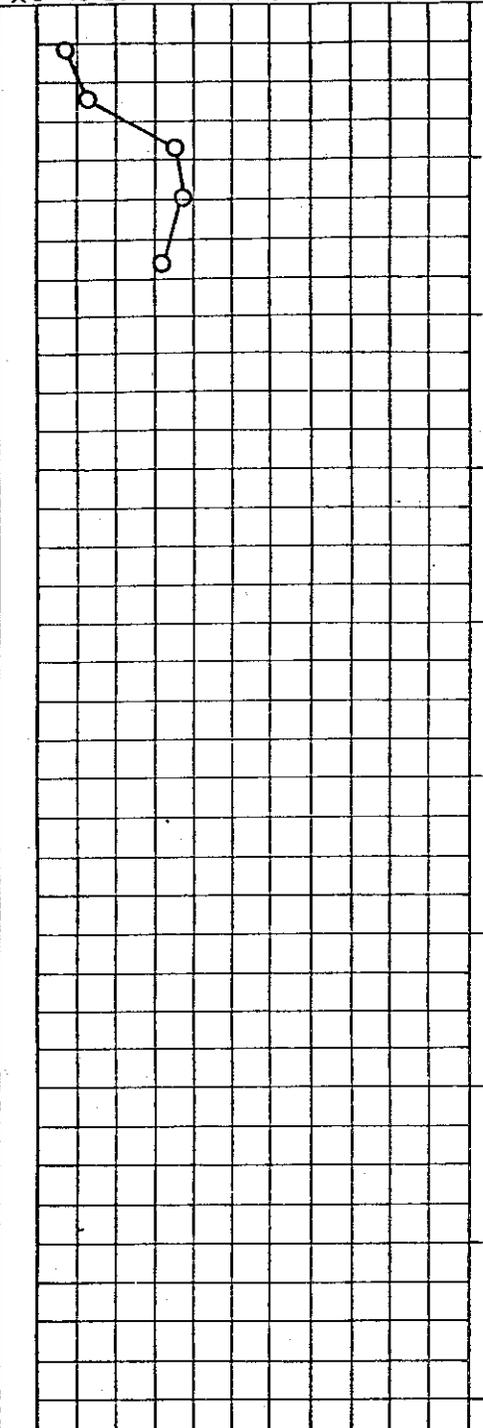
SYMBOL

**TEST DATA**

SAMPLE

feet  
DEPTH  
meters

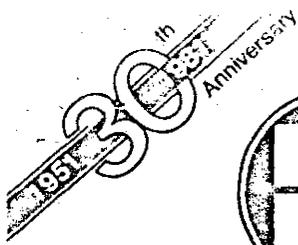
1  
5  
10  
15  
20  
25  
30



- |         |         |        |
|---------|---------|--------|
| FILL    | CLAY    | TILL   |
| TOPSOIL | PEAT    |        |
| SAND    | GRAVEL  | WATER  |
| SILT    | BEDROCK | LIMITS |

Q - Unconfined Strength, kN/m<sup>2</sup>  
d - Dry Unit Weight, kN/m<sup>3</sup>  
S - Sulphate Concentration, %  
N - Penetration Resistance, blows

- Tube
- Penetrometer
- No recovery



**HARDY ASSOCIATES (1978) LTD.**

CONSULTING ENGINEERING & PROFESSIONAL SERVICES

File No. S1394

September 3, 1981

City of Red Deer  
Recreation Department  
4914 - 48 Avenue  
RED DEER, Alberta  
T4N 3T4

Attention: Mr. D. Moore

Dear Sir:

Re: Recreation Center Tennis Courts

Subsequent to discussions with Mr. R. Davies and Mr. A. Rogers of Ron Davies & Associates Ltd., Hardy Associates (1978) Ltd. would be willing to meet with yourself and Mr. Neil Evans to discuss the various procedures available for resurfacing the tennis courts to remove existing surface irregularities.

It is my opinion that the contractor's proposal to "roll-out" the ridges with a heavy roller is not acceptable without certain modifications. Because the asphalt section has oxidized and has substantial strength, attempts to "roll-out" the ridges would likely result in cracking of the asphalt layer. Even very minor cracking would accelerate the rate of deterioration of the asphalt surface and advance maintenance costs in future years. It is possible that much of the cracking of the asphalt surface under rolling could be alleviated by heating the asphalt surface as the roller moves across the ridge areas. It would be necessary to heat the asphalt to a temperature in the order of 133°C to permit semi-fluid flow of the oil binder. The ability to carry out this procedure should be checked in a trial area. In any event, some weakening of the as-constructed asphalt section would occur.

A second alternative would be to remove the ridge areas by cutting a strip laterally along the tennis court surface. Subgrade materials could be reshaped and a new layer of asphalt placed and rolled to meet desired gradient tolerance limits. It would be essential for asphalt

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edges to be cut at a 45° angle to permit proper overlapping and bonding of the new asphalt. As well, the exposed oxidized asphalt surface would have to be heated as the asphalt is laid to permit some "welding". The roller should extend a minimum of 30 cm to each side of the strip width in order to provide a more uniform surface texture and minimize lapping problems.

It is presently understood that the desired repair procedure would be to overlay the entire court surface with new asphalt. This would indeed provide the desired product with the least potential for future maintenance costs. It would be necessary to place a tack coat to ensure bonding between the two surfaces. The minimum thickness of asphalt placed should be twice the diameter of the asphalt aggregate material; ie: 20 mm if 10 mm aggregate is to be used. In general, we would suggest the minimum thickness of new asphalt be limited to 25 mm.

If we can be of any further assistance to you on this project, please do not hesitate to contact me at your convenience.

Yours truly,

HARDY ASSOCIATES (1978) LTD.

Per:

R. S. Tenove, M. Eng., P. Eng.  
Branch Manager

RST/es

cc: A. Forbes, Hardy Associates, Edmonton  
R. Davies, Ron Davies & Associates Ltd.

*Ron Davies & Associates Ltd.*

70.

RECREATION &amp; ATHLETIC CONSULTANTS

1467 CROWN STREET

NORTH VANCOUVER, B.C. V7J 1G4

September 1, 1981

The City of Red Deer  
Recreation Department  
c/o City Hall  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3R4

Attention: Mr. Don Moore,  
Recreation Superintendent

Dear Sirs:

Re: Tennis Courts, Red Deer  
Recreation Centre

Further to our letter of July 14th, 1981, and our discussions with you and the recommendations of your consultant, Hardy & Associates Ltd., we would advise the following action be taken to rectify the surface defect on the above noted tennis courts.

It has been firmly established that the undulations in the surface are not of a structural nature but due to inaccurate rolling by the contractor. Apparently an instrument survey was not undertaken to establish a finish with the tolerances specified and consequently the irregularities were not noticeable until the lines were painted on the finished court.

Discussions with Mr. Tenove of Hardy & Associates have confirmed that heating and rerolling the deficient areas are not expected to be successful because the asphalt will be too crystalline and subject to cracking which will be detrimental to the future performance of the courts. However, Mr. Tenove has recommended, and we concur with this, that the contractor should be asked to return to the site and to cut out the deficient areas and re-lay hot asphalt with a proper wide roller to even out the surface and bring the levels within specified tolerances.

This work should be done as soon as possible to Hardy & Associates specification and under the direct supervision of their technicians qualified in asphalt construction.

We feel confident that this solution will work and provide

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The City of Red Deer  
September 1, 1981

77.

the Recreation Centre with the quality of court and performance that they have requested.

Yours very truly,

RON DAVIES & ASSOCIATES LTD.

*R. Davies*  
R. Davies,  
President

RD/tj

Attachment #13

June 30th, 1981

Office of:  
Recreation Department,  
c/o City Hall,  
P.O. Box 5008,  
RED DEER, Alberta,  
T4N 3T4

Ace Fencing Ltd.,  
Box 532,  
RED DEER, Alberta.

Dear Sirs:

I am not yet satisfied with the fencing of the new tennis courts at the Exhibition Grounds.

The following items must be rectified before payment is made.

1. All gates must be a maximum of 1½" off asphalt level.
2. The bottom wire on the chain link fence should be #6 gauge, not #9 gauge.
3. Fenceline along south of courts should be a maximum of 1½" off asphalt level.
4. On a number of gates, the "bad welds" must be repainted with rust retardant paint.
5. Centre tie-down straps on tennis nets to be installed.
6. Tennis post must be green in colour.
7. All winding devices must be chrome.
8. Concrete around post holes is cracking and must be repaired with any damage to existing colour coating made good.
9. All tennis posts must be capped.
10. All nuts on all gates must be checked to ensure nuts have a proper hold on bolts.
11. Fencing in S.E. corner - the cross member must be straight.

Yours truly,

NEIL EVANS,  
Construction & Maintenance Supervisor

NE/hg

c.c. Don Moore

Attachment #14

July 27th, 1981

Office of:  
Recreation Department,  
c/o City Hall,  
P.O. Box 5008,  
RED DEER, Alberta,  
T4N 3T4

Ace Fencing,  
Box 532,  
RED DEER, Alberta,  
T4N 5G1

Attention: Mr. B. Butz

Dear Sir:

We are somewhat concerned about the length of time it is taking to complete the remedial work at the new tennis courts at the Exhibition Grounds.

If this work is not completed to our satisfaction by August 15th, 1981, we will hire another firm to do the work and deduct any costs from your invoice.

Yours truly,

NEIL EVANS,  
Construction and Maintenance  
Supervisor

NE/hg

C.C. Don Moore  
John Simpson  
Harold Jeske

*Ron Davies & Associates Ltd.*

74.

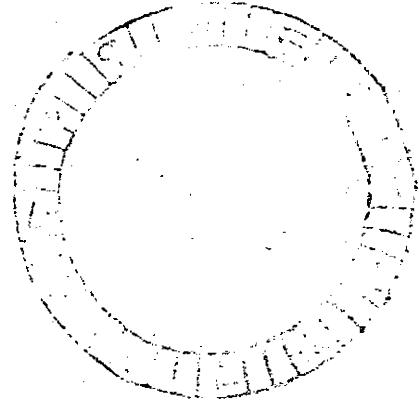
RECREATION &amp; ATHLETIC CONSULTANTS

1467 CROWN STREET

NORTH VANCOUVER, B.C. V7J 1G4

September 1, 1981

The City of Red Deer  
Recreation Department  
c/o City Hall  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4



Attention: Mr. Don Moore,  
Recreation Superintendent

Dear Sirs:

Re: New Tennis Courts, Red Deer  
Recreation Centre

In response to your letter of August 10th which we received on August 27th and discussed with you in your office on August 28th, we wish to establish our position with respect to our responsibility for the construction of the above noted tennis courts. We are particularly concerned about paragraph 3 in your letter which asks us to take financial responsibility for any remedial measures in the surfacing.

Firstly, the method and amount of remedial action has yet to be established although responsibility for the work has been squarely placed with the contractor (ref. Hardy Associates letter of August 21, 1981).

Second and most importantly, the items of our contract were for design only with a minimum of spot inspections. Our mandate did not include survey work, contract administration, contract management, materials testing or indeed any of the general services during construction which would normally be provided in a full engineering contract. This was specifically excluded from our contract by you for reasons of budget economy and all of the above noted construction supervision and administration and testing was undertaken by your own (or the City) personnel. Consequently any acceptance or otherwise had to be the responsibility of your department, with our services after the design work being limited to advice only and no recommendation was ever given regarding application of color. Neil Evans accepted the surface of the courts prior to colour coating on a visual inspection. At this time only

. . . /2

The City of Red Deer  
September 1, 1981

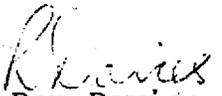
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a detailed instrument survey would have pinpointed the deficiencies which only consequently showed up after the painting was done.

Consequently, we will strenuously refute any attempt to burden us with financial responsibility now or later. May we suggest that this matter be put in its correct perspective of contractor deficiency and instruct him to do the corrections under the terms of his contract or in accordance with Hardy & Associates instructions (see separate letter).

Yours very truly,

RON DAVIES & ASSOCIATES LTD.

  
Ron Davies,  
President

RD/tj  
Encl.

THE CITY OF RED DEER

PURCHASE ORDER  
RED DEER ALBERTA

Attachment #16

DATE 1980 04 22 19

TO Don Davies & Associates Ltd.

REQUISITION NO. Don Moore 76

2495 - Ottawa Avenue

ABOVE NUMBERS MUST APPEAR ON ALL INVOICES, SHIPPING PAPERS AND SHIPMENTS.

West Vancouver, BC

SPECIAL NOTICE TO SELLER

PLEASE FORWARD THE ORIGINAL COPY OF YOUR INVOICE TO THE ACCOUNTING DEPT., CITY OF RED DEER, RED DEER, ALBERTA. ACCOUNTS WILL NOT BE HONoured UNLESS ALL CONDITIONS ARE OBSERVED.

REFERENCE YOUR QUOTE DATED

SHIP TO for Recreation Dept, 4511 - 47A Avenue, Red Deer TERMS net 30

SHIP VIA F.O.B. jobsite, Red Deer for Rec Department

PLEASE ENTER OUR ORDER IN ACCORDANCE WITH ALL THE PROVISIONS MADE HEREON, AND THE CONDITIONS CITED ON THE REVERSE SIDE OF THIS ORDER FOR THE FOLLOWING:

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
----------	-------------	------------	--------

Provide the City of Red Deer with consulting and engineering services for design of 4 tennis courts located on the Exhibition grounds adjacent to the existing tennis courts.

Services to include:-

1. Site location and investigation, preparation of preliminary design drawing and specifications for submission and approval
2. Preparation of final working drawings and construction specifications. Provide assistance to the Recreation Department in obtaining tenders for construction.
3. Provide field service during construction period, inspect work to ensure compliance to approved specifications.

RR 56368 MAY 6/80 \$ 2,000.00

Total fee not to exceed \$5,100.00

RR 56373 MAY 28/80 \$ 2,733.00

RR 59452 JUNE 3/80 1,577.49

\$ 6,310.49

RR 59463 JUNE 23/80 252.50

\$ 6,562.99

RR 62373 JUL 7/81 450.00

\$ 7,012.99

ACCOUNT NO. 84-56102

BUDGET APPROVED [Signature]

APPROVED FOR PURCHASE IN EXCESS OF

[Signature]  
PURCHASING AGENT  
[Signature]  
CITY TREASURER  
[Signature]  
CITY COMMISSIONER

ORDERING DEPARTMENT

ATTACHED ACKNOWLEDGEMENT MUST BE SIGNED AND RETURNED IMMEDIATELY

Commissioners' Comments

We would support the recommendations and procedures as outlined by the Recreation Superintendent on page 3 of his report subject to the Recreation Board support of such action. The Recreation Board are scheduled to meet Tuesday, September 15, 1981.

If Council endorses this procedure the work could commence immediately and should be completed this year. Any delay may result in the work not being completed until June or July of 1982.

"R. J. MCGHEE"

Mayor

"M. C. DAY"

City Commissioner

NO. 14

September 10, 1981

TO: City Clerk  
FROM: City Engineer  
RE: Landfill Site

Attached hereto is a letter from Kedon Services Ltd., the contractor employed to operate our landfill site.

Mr. Goett in his letter outlines the circumstances which led up to and resulted in some of the odour problems in the City in the early part of August. We say some of the odours because it was confirmed that one particularly bad odour emanated from a well. It is also suspected that agricultural activities also contributed on occasion.

Council has indicated concern over the possibility of contamination of Piper Creek to the west of the landfill site. The City of Red Deer has been in contact with Alberta Environment. They have installed tests wells on the site near the west side and will be monitoring these wells to detect any contaminant movement toward the creek. This was a move welcomed by the Engineering Department and we will of course maintain contact with Alberta Environment regarding the results of their testing.

The Engineering Department is reviewing the operation of the landfill in an attempt to maximize the efficiency of the operation. Disposal at the site of various chemical compounds is a concern to us. There are presently no regulations as to what we should or should not accept. When we are in doubt we often contact Environment for advice. The danger in refusing a particular load from anyone is of course the risk that the temptation to dump this material into our storm or sanitary service system may arise. At the landfill site we are better able to deal with these materials. Sewage hauled from septic tanks around the periphery of the City is not allowed at the site. We have had a discussion with septic truck operators and indicated that all sewage is to be delivered to the Sewage Treatment Plant. We will be considering some bylaw revisions to enforce this matter.

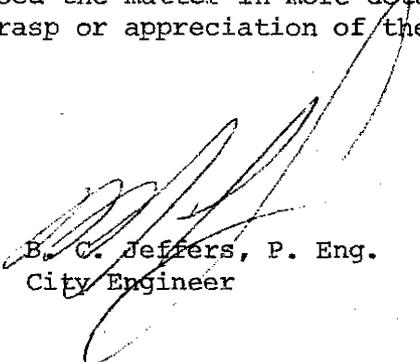
In closing, we would like to emphasize that while there definitely was a problem at the landfill site in August which caused discomfort to some of our citizens, these problems have been few and far between. A landfill site

because of its very nature is going to smell. The contractor attempts to control this as much as possible, however, the odour cannot be completely eliminated. We would also like to comment on an article in the September 9, 1981 issue of the Adviser by Frank Ryan, the editor. Contrary to the comments in Mr. Ryan's last paragraph, the City did not "take such drastic action as to see two people fired for one instance". This statement is totally incorrect, we did not direct, suggest or in any other fashion indicate that anyone should be fired. This was a decision made by the contractor and as we believe his business.

The contractor reacted in a manner he considered necessary to the City's strong expression of concern and criticism over the problem that occurred. We indicated this was a problem and that it was to be rectified and that the contractor should ensure that such a problem did not reoccur.

The City administration were reacting under extreme pressure from the public, the media and members of City Council who in turn were being barraged with complaints. City Hall received between 200 - 300 calls from irate and concerned citizens. The Advocate and radio stations were calling at least one a day to gather information. We are certain that this type of pressure and media coverage may in part have influenced the contractor's decision to fire the two men. The problem was perceived by press and public to be extremely serious and the contractor saw this.

The City is not feeling "smug" about solving this problem, we are only trying to do a job - solve problems as they occur and try and reduce or eliminate the possibility of future ones. It is unfortunate Mr. Ryan did not contact the City Commissioner or Engineering Department prior to writing his article, as we could have discussed the matter in more detail. The article was written without a full grasp or appreciation of the situation.



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

BCJ/emg  
attach

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# VIEWPOINT

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*by Frank Ryan, Editor*

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Two men have been fired at the City landfill site because of those foul smelling odors which affected Red Deer residents last month.

Apparently most of the regular staff at the dump were enjoying their summer vacation and their relief staff failed to cover the garbage under the hot August sun. That, resulted in the foul smell. When the general contractor returned from his vacation, he fired both the regular operator and his relief operator.

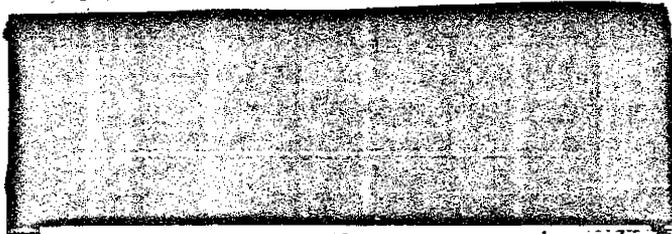
Firing two people for that, seems just a little harsh.

It will be interesting to see who gets the axe next time there's a strong odor around town.

Meanwhile, the City may be feeling smug about getting to the root of last month's smell ... but what about other odors local residents are subject to.

Residents of Sunnybrook, are often faced with strong farm oriented smells, depending on the direction of the wind. This smell, from farms within easy distance of the City, has been that way for years, and to my knowledge, no one has forced to move or no one has lost their job.

If the City is going to take such drastic action as to see two people fired for one instance ... shouldn't it be that way for everyone????



# Kedon Services Ltd.

4532-6TH STREET N. E.  
CALGARY — ALBERTA  
T2E 3Z7

TELEPHONE 277-8317

August 18, 1981

The City of Red Deer,  
Engineering Dept., City Hall,  
Red Deer, Alberta

Attention: Mr. B. Jeffers, P. Eng.  
City Engineer

Dear Mr. Jeffers:

In an attempt to clarify the situation, we have recorded the chain of events seen by Kedon Services Ltd. on August 5 and 6, 1981, as requested during a meeting with K. Goett, M. Day, R. Parker, L. Gillespie and his assistant.

On August 5, 1981, Ron Parker, Assistant City Engineer, Water and Sewer, City of Red Deer notified the writer of a problem at the Red Deer Landfill site. I proceeded to the Red Deer site to investigate. When I arrived on the site there was a City of Red Deer D-7 Cat and trucks hauling dirt. With Laurence Gillespie, I assisted in organizing the placement of dirt and the spreading, assisted by our equipment. Garbage of the day was handled and covered. By 8:00 p.m. operations were stopped. On August 6, 1981, the exposed garbage that could be covered was taken care of.

There was a large area of uncovered garbage; upon investigating further, it was found that our operator had attempted to "blot out" a wet area containing oil and other liquids, with a layer of garbage. With the large amount of rainfall, the site had been very wet for some time and it had been difficult to traverse the site both by entering vehicles and our units. As each day passed, it became more difficult to place cover material over the wet area, now containing a layer of garbage. In addition, there was a lack of cover material from normal construction operations within the city area. In most instances these construction activities provide enough cover material, but due to the weather conditions, there was little or no dirt being hauled in.

The reported unpleasant odors were the result of a combination of exposed garbage which was being used to cover a wet area containing other liquids, and abnormal rainfall followed by warm weather. The wet weather made it difficult to spread or to obtain cover material and it probably was felt by our operator that the weather would improve and he would then be able to complete the covering as he moved over the wet area.

There are a number of materials being dumped at the site which are odorous but not necessarily harmful. The source of odor, strong enough to create eye irritation and discomfort to people on the site, was found to be caused

by a chemical material that had been dumped. The responsible party was notified, and a crew was dispatched to neutralize the chemical. These materials added to the problem, when mixed with water and other materials, became odourous.

To complicate matters further, senior personnel from both the City of Red Deer and Kedon Services Ltd. were on holidays at the same time. Our relieving operator may not have been familiar and experienced enough to overcome the circumstances surrounding wet weather, spreading and compacting procedures and the shortage of cover material.

In summary, we feel that our operator erred in attempting to cover the wet area with a layer of garbage of the dimensions observed on August 5th. However, it appears that the wet weather, delivery of odourous materials, supervision and communication, shortage of cover material, compounded the situation.

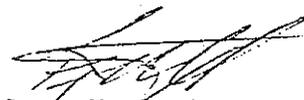
As a solution and to prevent re-occurrence, we respectfully recommend the following:

1. All refuse must be covered daily. This is being done and has always been the method in the past. However, some small areas will not be completely covered until normal conditions allow.
2. Daily cover material must be assured regardless of weather conditions, available cover material is minimal on site at the present time. It may be necessary to spend some additional equipment time to obtain material from stockpiles that may be remotely located. Proper communication between parties concerned will ensure that shortages do not occur.

The Red Deer Sanitary Landfill site has been operated and maintained under the supervision of the City of Red Deer in an acceptable manner for a number of years. It is regrettable that through a set of extremely rare circumstances the site was not maintained at its normal high standards. These circumstances were not entirely the responsibility of either the City of Red Deer or Kedon Services Ltd.

Mr. Jeffers, Kedon Services assures you, with the continued co-operation of the City of Red Deer, that the Red Deer Sanitary Landfill site will be returned to its normal high standard.

Yours truly,  
Kedon Services Ltd.



Per: K. Goett  
President

KG/pd

Commissioners' Comments

*As indicated by the City Engineer a review is under way and a detailed report on changes to the landfill operation will be brought forward at a future meeting.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

August 17, 1981

NO. 1

83.

To the Mayor and City Council  
City of Red Deer

Dear Sir and Council

This letter is addressed to you, as our elected representatives, as a plea for assistance and advice in regards to a disaster that occurred to our family on July 14, 1981.

The flooding that occurred on July 30th in Red Deer is well known in Central Alberta, but do you know about the damage caused by flooding in your Red Deer on July 14th? The Alberta Disaster Service has a program in action at present that will presumably offer financial assistance to victims of the July 30th flood. It would appear that a disaster is only a disaster when many victims are involved. I can assure you that our loss constitutes a disaster. We have been informed that we cannot submit a claim to the A.D.S. because we were in the wrong flood.

Upon receiving instructions from various offices of City Hall, we proceeded and claim according to advice from the City. We have taken every required step as laid out to us by the City, the Insurance Appraiser and some outside advisors.

Because of the inability of a power system to handle surges in a few areas, our home sustained an excess of \$10,000.00 damage as laid out in the attached damage claim. The Appraiser accepted this calculation and indicated to me that we were likely over-insured in our estimate.

At the time the loss occurred, we asked about A.D.S. assistance and the matter was left with the City. We submitted our claim to the City within 90 days according to their instructions. It was pointed out that we had to show negligence on the part of the City in order to gain compensation.

The City's response took 4 1/2 weeks in coming and the Engineering Department has submitted that their review are adequately designed and the flood is now their responsibility. The review are designed for a one in three year rainfall and are more like by a one in fifteen year storm. The other flood occurred in a one in fifty year storm and you are now more like flooded in like second rainfall. Our property however however, and should not be expected to handle a power flood than one 2000 cubic feet of water into my home in six minutes.

If we could a pool and in now construct according to design criteria and was subjected to an uncontrollable water flow which caused the pool to fail, and the failure flooded the adjacent properties, I would still be liable for damage even though I had done everything necessary to satisfy the rules and criteria. You make the power system subjected to the same

situation fail and thereby affect property, the City apparently is your "little" who always is they and my comprehension.

When we do know in the my family and I are good understanding, moral members of the community. We have supported the City, its services and programs and time, effort and financial support whenever asked. We've never asked for help with our problems before because we feel each individual has a responsibility to bear the burden in society by spreading every effort to help ourselves before expecting help.

At this time however, the loss is too great for us to bear. The P.D.S. say they will not help us. The Engineering Dept. will not accept the responsibility for the same failure. As a result, you, as my elected representatives, will have been entrusted with my tax money,

my protection and may sight as a witness, are the only avenue of help left open to me. We cannot hope to pay the damages incurred.

Someone must help me and assume the responsibility for our protection.

We as individuals family are have no way to protect ourselves from the type of disaster that we do contribute in money in the form of federal, provincial and state taxes to, in part, provide relief and compensation for the kind of occurrence.

I would appreciate the opportunity to appear before you at any time convenient to you, to answer any

questions you may have and provide you with the information you may require.

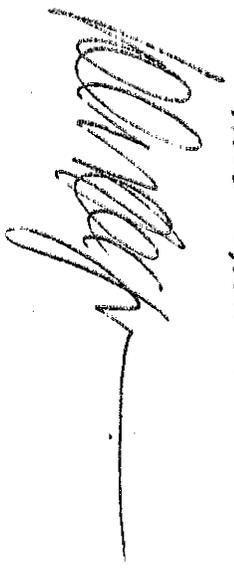
We as a family hope that our rights as individuals can be protected. We need to know that by doing everything we should to be good citizens means something and that we are important when we are one family as compared

5

to many in times of disaster.  
 Our problem is in your hands. We  
 have no further advice but to wait  
 and see if our system and our  
 protection as provided by that  
 system means anything.  
 We desperately need your help  
 and advice.

Respectfully yours,

JOHN F. LIZEN FERGUSON  
 AND FAMILY



Ph. 343-3230  
 343-1500

John Ferguson 89.

23 NEWCASTLE CR.

CITY CLERK: BIR STRAINERS

RED DEER. ACTA

CITYHALL

TAP 174

CITY OF RED DEER

RE: SEWER PROBLEMS & SUBSEQUENT DAMAGE.

DEAR SIR,

ON JULY 14TH 1980 @ 2:10 PM OUR HOME WAS INUNDATED BY A WAVE OF WATER WHICH DECREASED BECAUSE OF A TOTAL INADEQUATE AND NUMBER SINKER DESIGN, INSTALLED, MAINTAINED AND DESIGNED BY THE CITY OF RED DEER.

THIS IS THE THIRD TIME IN LESS THAN FOUR YEARS THAT THE SEWERS ON OUR STREET HAVE BEEN TO BE INADEQUATE IN A VERY BARRING. THE PREVIOUS TWO TIMES CAUSED MINOR DAMAGE AND WE AS TAXPAYERS OF THE CITY OF RED DEER TOOK IT UPON OURSELVES TO REPAIR THE DAMAGE. WE REPORTED BOTH PREVIOUS INCIDENTS AND THE CITY FAILED TO RECTIFY THE PROBLEM, IN FACT THEY ALLOWED DEVELOPMENT OF A NEW SUBDIVISION TO THE NORTH OF NEARBY DENNY. WITH THE DEVELOPMENT OF GARAGE ESTATES THE ACCUMULATIVE REMAINS OF FRESH WATER CAUSED A TOTAL FAILURE OF STORM SEWER IN ABOUT 23 NEARBY CR.

AT THE ABOVE POINT OF THE SEWER WATER FLOW THE WATER WAS MEASURED AT 15" ABOVE THE CITY SIDEWALK. AT THIS POINT THE WATER REACHED OUR LANDSCAPE BERMING AND SENT A 24" WAVE OF WATER

AROUND OUR HOUSE. THE WATER ENTERED OUR BASEMENT ENTRY AND SMASHED THE DOOR OPEN. WITHIN 10 MINUTES 2600 CUBIC FEET OF WATER ACCUMULATED IN OUR BASEMENT. AT THIS POINT THE WATER LEVEL MAINTAINED ITSELF AT TWO FEET OF DEPTH FOR APPROXIMATELY 45 MINUTES. DURING A PORTION OF THIS TIME A WATERFRONT OF SEWER FLOWED INTO OUR BASEMENT. WE CAN ONLY SURMISE THAT THE WATER LEVEL DID NOT INCREASE BECAUSE OF OUR SEWER LINES AND THE SUBSIDENCE OF SURROUNDING GROUND BEGAN DRAINING THE WATER AT THE SAME RATE AS THE INFLOW.

WE COMMENCED PUMPING THE WATER IMMEDIATELY. THE DAMAGE TO OUR HOUSE, NEIGHBORS, AND BEINGINGS IS GREAT AND AS A RESULT WE CANNOT POSSIBLY ABSORB THE COSTS. THE ENTIRE SITUATION WAS CAUSED BY A FAILURE OF A CITY SERVICE FOR WHICH WE AS HOMEOWNERS PAY FOR AND SUPPORT. THIS IS AN OBLIGATORY SITUATION AND AS A RESULT WE ARE NOT IN A POSITION TO DESIGN, MODIFY, MAINTAIN OR DEVELOP A SYSTEM THAT WILL FUNCTION. WE WORKED, WITH THE HELP OF FRIENDS AND NEIGHBORS FOR 11 HOURS STRAIGHT TO SAVE WHAT WE COULD AND TO PROTECT FROM FURTHER DAMAGE ALL WE COULD. OUR HOME AND BEINGINGS ARE A SHAMBLES. THE FIRST REAL HOLIDAY WE VE HAD IN 10 YEARS IS NOW IMPOSSIBLE. AND THE MOST HEART RENDING EXPERIENCE OF THIS CATASTROPHE WAS SEEING A FOUR YEAR OLD GUY BECAUSE OF THE DESTRUCTION OF HIS BOOKS, TOYS AND CHRISTMAS DECORATIONS.

AS CITIZENS AND TRAVELERS OF THE CITY OF RED DEER WE ARE MAKING THIS ORIGINAL STATEMENT OF CLAIM FOR COMPENSATION OF ALL DAMAGES AND THE REPLACEMENT OF ALL DESTROYED ITEMS CAUSED SOLELY AND DIRECTLY BY THE SEWER FAILURE, BECAUSE OF INADEQUATE SIZING AND DESIGN OF THE SYSTEM AND WORSENERED BY THE NEGLIGENCE OF THE GENORGE MARK ESTIMATES SUBDIVISION IN THE CITY OF RED DEER. FOLLOWING IS A LIST OF ITEMS DAMAGED AND OR DESTROYED AS A RESULT OF THE SEWER FAILURE.

WE ONLY THANK GOD THAT OUR FOUR YEAR OLD WIND WAS BLASTING IN FRONT OF THE DESTROYED DOOR ONLY 5 MINUTES BEFORE THE WALL OF WATER BURST IT OPEN AND DECIDED TO GO UPSTAIRS WITH THE BABY STERILIZER AND BURN 10 MONTH OLD BABY!

John Steven Ferguson

23 NEWCOMBE CRE.

RED DEER, ALBERTA

7440 179



CLAIM OF DAMAGE & EXCHANGES AS A RESULT OF SEWER FAILURE AT 23 NEWCOURSE CR. ON JULY 14, 1981

HOURS OF WORK SINCE 8:20 PM JULY 14, 1981 TO JULY 15TH 3 AM. (SIX PEOPLE)

RENTAL EXPENSE: (RUMMID)

38 HOURS  
\$ 9.00

	NEW COST	REPAIR OR REPLACEMENT	AGE NEW	NET.
58 MAGAZINES (FEDERAL AGENTS)	72.50	112.00	3 YRS	72.50
8 CANS AND ART CARDS	24.00	NEW 24.00	NEW	24.00
6 PICTURE FRAMES	38.00	48.00	NEW	38.00
10 PEE'S RYWOOD SHELVING	20.00	20.00	NEW	20.00
85 PEE'S MISC. SIZE BATHA WOOD (36")	127.50	148.00	MIN USED	148.00
3. THROW CUSHIONS	30.00	30.00	3 YRS	30.00
1 - SCATTER RUG	15.00	19.00	3 YRS	19.00
1 - 3X17" ELECTRIC SANDER	45.00	45.00	1 YR	45.00
1 - HEAVY DUTY SCREWDRIVER	125.00	168.00	2 YR	125.00
2 - BRIEFCASES	35.00	45.00	3 YRS	45.00
3 - RADIO CONTROL AIRCRAFT KITS	318.00	180.00	NEW	180.00
2 - MITRE BOXES	18.00	18.00	2 YRS	18.00
2 - HAND SAWS	36.00	46.00	2 YRS	36.00
2 - WOOD PLANES	36.00	48.00	2 YRS	36.00
1 - CARPENTER SLIDE PROTRACTOR	138.00	175.00	6 YRS	138.00
1 - 26" COLORE TV SET	790.00	1200.00	7 YRS	790.00
2 - CAMPS	50.00	10.00	2 YRS	10.00
2 - END TABLES	<del>100.00</del> 60.00	80.00	NEW	60.00
1 - COFFEE TABLE	40.00	40.00	NEW	40.00
1 - BENCH	600.00	100.00	NEW	100.00
1 - COUCH	500.00	100.00	NEW	100.00
1 - BEAUFORT ROCKER	160.00	20.00	1/2	20.00
1 - CHLDS ROCKER	30.00	10.00	1/2	10.00
1 - SEWY HIDEAWAY BENCH	700.00	100.00	1/2	100.00

- 1 SEATE BUMPER POOL TABLE
- 1 CHAIRMAN'S BED & MATTRESS
- 1 3PC SUITCASE SET
- 1 - OVERNIGHT CASE
- 1 - LARGE SUIT BAG CASE
- 1 - DOUBLE BOX SPRING & MATTRESS
- 1 - BEDROOM DRESSER & MIRROR
- 1 - BEDROOM BUREAU
- 1 - SEWING CABINET & STOOL
- 1 - REFRER
- 1 - WASHER
- 1 - DRYER
- 1 - HOT WATER TANK
- 1 - FURNACE
- 1 - CARPET CLEANING MACHINE
- COMPLETE SET 1971 TO 1981 NHT'S GOVERNANCE
- 30 - DRESS PATTERNS
- 1 - 12 STRING GUITAR & CASE
- 100 yds of FABRIC (wool, cotton etc)
- MISC. SEWING MATERIALS
- 1 PAIR CADDIS SIZE 7 WINTER BOOTS
- 1 PAIR CHILDRENS WINTER BOOTS
- 1 PAIR NEU CADDIS SHOES
- 1 PAIR CHILDRENS SLIPPERS
- CHRISTMAS DECORATIONS
- 1 ARTIFICIAL CHRISTMAS TREE
- 1 - 5 CABINETS
- 8 ROLLS VINYL WALL COVERING
- 1 1/2 BOXES OF TDE DETRAGENT
- 7 - CHILDS EDUCATION BOOKS (LANGUAGE & WHEATONS)
- 13 - CHILDEENS BOOKS

3-

COST	REPAIRS OR SERVIC	NET
400.00	50.00	50.00
250.00	285.00	285.00
35.00	125.00	125.00
20.00	30.00	50.00
85.00	100.00	180.00
156.00	198.00	198.00
205.00	390.00	205.00
125.00	<del>25.00</del> 135.00	25.00
250.00	460.00	75.00
250.00	160.00	100.00
250.00	100.00	100.00
275.00	<del>350.00</del> 100.00	100.00
980.00	150.00	150.00
199.98	75.00	75.00
120.00	120.00 REPAIRS CENTRE	120.00
45.00	55.00	55.00
175.00	375.00	375.00
500.00	500.00	500.00
50.00	75.00	75.00
28.00	60.00	60.00
320.00	8.00	8.00
30.00	38.00	38.00
8.00	8.00	8.00
280.00	250.00	250.00
150.00	50.00	50.00
400.00	150.00	150.00
<del>290.00</del>	140.00	90.00
1400.00	1400.00	1400.00
30.00	32.00	32.00
16.25	16.25	16.25

	COST	REPAIRS REMAIN	AGE	NET
14 - CART BOOKS (MAGAZINE ETC.)	13.25	13.25	NEW	13.25
2 - NEEDLE POINT KITS.	20.00	10.00	NEW	10.00
1 - WEDDING ALBUM	15.00	25.00	NEW	25.00
30 - PHOTOGRAPHS	15.00	15.00	✓	15.00
60 - SLIDES	22.00	25.00	✓	25.00
TOTALS				\$56.50

THIS LIST DOES NOT INCLUDE PERSONAL MOVIES AND ITEMS DESTROYED WHICH CANNOT BE REPAIRED

# 1 - METAL FILE CABINET

## DAMAGE TO STRUCTURE:

- STAINING OF ALL WALLS
- STAINING & WATERMARKS ALL WOODWORKS
- STAINING & WATERMARKS ON INTERIOR FINISHED CONCRETE
- DESTRUCTION OF REAR CEILING DOOR
- DESTRUCTION OF BLDG & FINISHING MATERIAL
- TOTAL SUBSIDENCE OF FLOOR PATIO & SOUTHERLY SIDEWALK
- DAMAGE TO ALL FLOORCOVERINGS. (CERTAINING)
- UNDERMINED DAMAGE TO REMAINING WALLS (~~6000~~)
- UNDERMINED DAMAGE TO INSULATION
- UNDERMINED DAMAGE TO CONCRETE FLOOR
- UNDERMINED DAMAGE TO ELECTRICAL
- UNDERMINED DAMAGE TO PLUMBING.
- UNDERMINED DAMAGE TO RAISED FLOOR.

TOTAL.	5017.60
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THIS TOTAL REPRESENTS REPAIR & REPLACEMENT, BUT THERE IS NO WAY TO ACCURATELY ASSESS DAMAGE WITHOUT GOING TO CONSTRUCTION TO DETERMINE EXTENT.

THE PRESENCE OF BACTERIA, MILDEW AND ROT COULD PRESENT A HEALTH HAZARD AND THE EXTENT IS ONLY DETERMINABLE WITH TIME!

TOTAL MATERIAL LOSS \$5,652.00  
 TOTAL LOSS TO STRUCTURE DAMAGE \$5017.60

GRAND TOTAL \$10,669.60

THIS TOTAL MAY NOT REPRESENT ALL LOSSES DETERMINING ON BACTERIA!!

REPAIR OR  
REPLACE

250.00

350.00

200.00

350.00

100.00

600.00

283.60

583.00

600.00

500.00

300.00

300.00

600.00

August 24, 1981

TO: City Clerk

FROM: City Engineer

RE: John & Eileen Ferguson  
23 Newcombe Crescent

---

Attached please find a report prepared by the Assistant City Engineer - Sewer & Water. Mr. Ferguson's flooding problem of July 15, 1981 is the result of lot grading. Mr. Ferguson has constructed his house such that the finished grade around the house is lower than both the front street and back lane.

In response to the individual points raised in Mr. Ferguson's letter, the Engineering Department has the following comments.

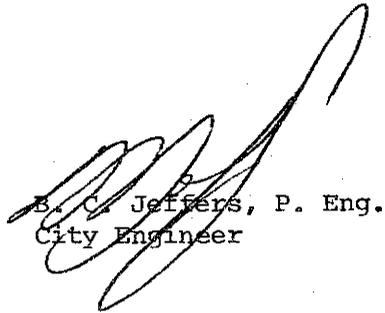
1. Mr. Ferguson advises that he has had problems on two (2) previous occasions and reported same to the City. The Engineering Department has no record of these previous problems.
2. Mr. Ferguson refers to landscape berming. There does not appear to be any berm in the front yard, nor was same removed by the "wall of water" as the grass is still in place.

In discussions with Mr. Ferguson, he expressed concern that his property damage occurred as a result of the July 15, 1981 storm which is not claimable through Alberta Disaster Services. In addition he noted that the July 30, 1981 storm was far more severe and yet he suffered no damage. The latter storm (July 30, 1981) was indeed more severe, however, the high intensity rains and associated damage were primarily confined to east Red Deer. A plan showing areas damaged during the July 30, 1981 storm is attached hereto.

With respect to east Red Deer, a substantial amount of damage was caused by water entering the weeping tile and overflowing the sump. Residents who had sump pumps, pumped the water into the sanitary sewer. This caused the sanitary sewer system to surcharge with the result that many "downstream" houses were flooded with sanitary sewerage. It is important to note that this situation developed after the storm had passed as there is a lag time between the storm event and the weeping tile response. Residents were requested to use as little water as possible in order to reduce the load on the sanitary sewer system. The City has revised this policy due to the presence of high ground water tables in new subdivisions (eg. new policy - storm sewer connection for weeping tile).

To reduce the risk of future flooding, Mr. Ferguson should establish a berm in the front yard. He also advises that he intends to eliminate the rear entrance. He has been requested to obtain neighbors opinions with respect to the City constructing a small berm on the west boundary of the close to trap some of the water on the close. If the neighbors are agreeable perhaps the City could construct same and charge the construction to the Normandeau Subdivision.

It should be noted that neither Mr. Ferguson's neighbors reported any flooding problems. Both neighbors have constructed their houses with proper attention to drainage. I would concur with the observations of Mr. Parker in that the storm sewer is adequate and the design is consistent with good engineering practices. Our Public Works crews were in no way negligent in the maintenance of this system. Consequently, I cannot support any payment whatsoever with respect to this claim.



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

RKP/emg  
cc - City Treasurer

August 11, 1981

Crosland Peacock Red Deer Ltd.  
304-4820-50 Avenue  
RED DEER, ALBERTA

ATTENTION: MR. N. CLARK

Dear Sir:

RE: 23 Newcombe Crescent  
Claim - J. Ferguson

Please accept my apology for the delay in preparing this report. The Engineering Department has reviewed the entire storm sewer system from Glendale Meadows to a point downstream from the flooding. The calculations, drainage plans and lot details are attached hereto. Please feel free to xerox any of the material that you wish, however, we would appreciate it if you would return the drainage plans for our file. Please note that the "Quantity C.F.S." on the storm sewer design sheet which is the calculated flow or design flow, is always less than the capacity of the storm sewer pipe which has been installed. The system is totally adequate based on standard City of Red Deer storm sewer design. We design the storm sewer to handle a "one in three year" rainfall. The rainfall that caused the damage was approximately a "one in fifteen year" rainfall and as such the storm sewer could not handle it. Storm sewers in other parts of the City were similarly effected. Should Mr. Ferguson dispute this matter, he is welcome to hire a professional engineer to review our calculations.

The reason for the flooding is as a result of poor judgement on the part of the builder. As can be seen on the lot elevation plan, the residence is set lower than both the front sidewalk or lane. This is contrary to lot grading recommendations by Central Mortgage and Housing Corporation and all engineering firms with which I have had dealings over the past eight (8) years.

When a storm sewer is flowing full excess water has to pond on the streets for a short period of time. In this instance, the low area is located in front of Mr. Ferguson's residence.

Our Public Works section have advised that the catch basin in the lane was partially covered by grass clippings and sod. A letter has subsequently been sent to the residents at 35 and 31 Newcombe Crescent advising them to cease the practice of placing grass clippings on City property. I do not feel that our crews were negligent with respect to the maintenance of this particular catch basin. It is impossible for our crews to ensure that every catch basin is fully operable prior to each storm. Mr. Ferguson should be advised to ensure that this catch basin is not plugged with debris and should report any violators to this department. It is our understanding that very little water entered from the lane and that most of the damage was caused by water entering from the front street.

Our Building Inspection Department have advised that at the time of building his residence, Mr. Ferguson complained that the existing adjacent dwellings were "too" high. In viewing same it appears that the adjacent dwellings are at normal elevation and Mr. Ferguson's residence is set too low.

In summary, the storm sewer is adequate and consistent with good engineering practice. Our Public Works crews were in no way negligent in the maintenance of this system. I, therefore, cannot support any payment whatsoever with respect to this claim.

Should you so desire, I am prepared to review the design and findings of this report with yourself and/or Mr. Ferguson.

Yours truly,



Ron K. Parker, P. Eng.  
Assistant City Engineer  
Sewer & Water

RKP/emg

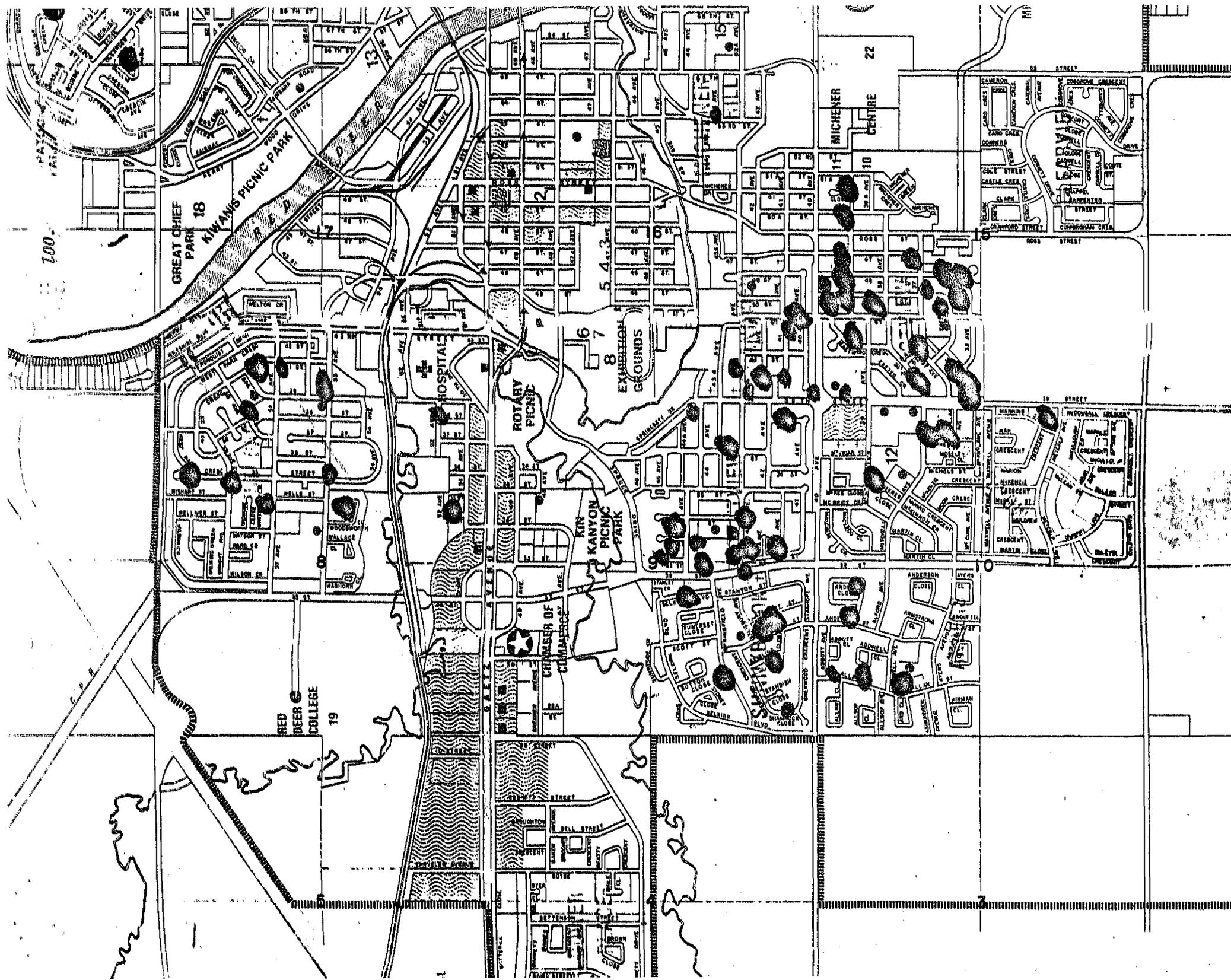
cc - P. Shaw, Executive Assistant  
cc - City Clerk  
cc - City Treasurer  
cc - P. W. Supt.

Commissioners' Comments

All claims against the City are forwarded to the City's Insurers for settlement and as such all decisions should be left with them.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner



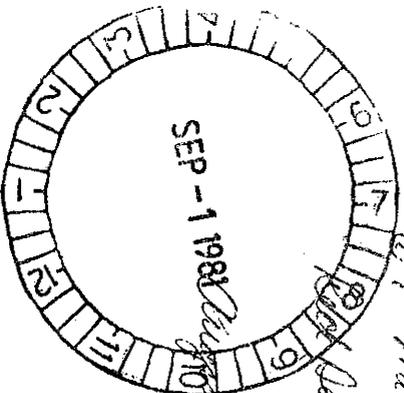
Mr. and Mrs. J. Schmidt

101.

Mr. Robert Stallings  
City Clerk  
City of Red Deer  
Red Deer, Alberta

47 Mountain Place

Red Deer, Alberta T4R 1P6



SEP-1 1981 August 26, 1981

Dear Mr. Stallings,

Please accept this letter as my request to be heard before City Council, the City of Red Deer, on the 14th day of September, 1981, to appeal the penalty payable of \$5000.00 imposed by the City of Red Deer on the sale of my house at 67 Mountain Place, Red Deer, Alberta.

Legal description lot 11 Block 15 Plan 792-2027.

Respectfully yours,

Please forward all correspondence to:

Mr. and Mrs. J. Schmidt

46 Saint Anne N.W.

Calgary, Alberta

T3B 3R5

02

(over)

# Statutory Declaration

CANADA  
Province of Alberta

IN THE MATTER OF Lot 11, Block 15, Plan 792 2027  
67 Martin Close, Red Deer, Alberta

To Wit

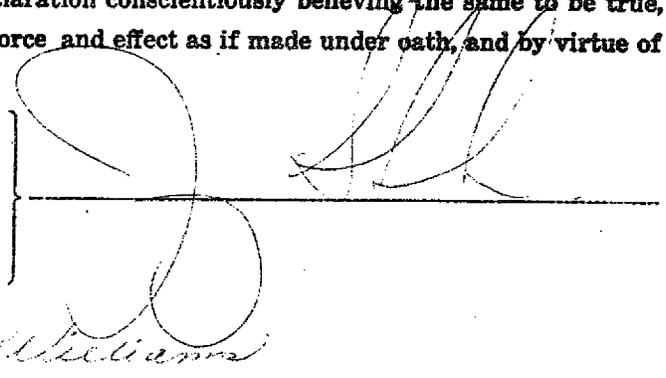
I, JUERGEN SCHMIDT formerly of the City of Red Deer and presently  
of the City of Calgary in the Province of Alberta,  
do solemnly declare

That

1. I am one of the registered owners of the above described property together with my wife, SHELLY MARGARETE SCHMIDT.
2. That due to changes in my employment at Midland-Doherty in the City of Red Deer, in the Province of Alberta it was necessary for me to seek employment in the City of Calgary in a similar position.
3. That I obtained employment in a similar line of work in the City of Calgary.
4. That it was necessary to move to the City of Calgary in the Province of Alberta due to employment opportunities in my field in that City and in order for me to support my wife and child.

And I make this solemn declaration conscientiously believing the same to be true, and knowing it is of the same force and effect as if made under oath, and by virtue of The Canada Evidence Act.

Declared at *Red Deer*  
in the Province of Alberta, this *15<sup>th</sup>*  
day of *August* A.D. 19*81*  
Before me



Margaret Williams  
A Commissioner for Oaths in and for the Province of Alberta

Margaret Williams,  
A Commissioner for Oaths in  
and for the Province of Alberta.  
My appointment expires August 20, 1981.

1981 09 09

TO: City Clerk  
 FROM: City Assessor

RE: Lot 11, Block 15, Plan 792-2027  
 67 Martin Close  
Morrisroe Subdivision

With reference to Mr. Schmidt's letter of August 26, 1981, and the attached Statutory Declaration requesting a relaxation of the residency condition in his land sale agreement, we respectfully submit the following summary.

- Aug. 26/80 - Application and \$100.00 deposit submitted to purchase the above noted lot.
- Sept. 9/80 - Land sale agreement signed between the City of Red Deer and Juergen and Shelly Schmidt. First payment of one third of the purchase price made.
- Oct. 24/80 - Land paid for in full.
- Oct. 29/80 - Land transferred and caveat pertaining to the twelve month residency clause registered.
- Aug. 21/81 - Received the attached Statutory Declaration requesting a relaxation of the residency condition.

As a condition of land purchase, the purchasers must agree to reside in the residence for a period of one year. Mr. & Mrs. Schmidt did not notify us of the date they took up occupancy and therefore, we cannot ascertain how long they have resided there.

We concur with the City Commissioners' recommendation that no relaxation be granted.



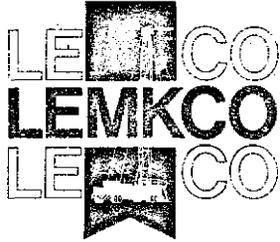
D. J. Wilson, A.M.A.A.

Commissioners' Comments

It is our opinion Council did not give the Commissioners authority to handle appeals of this nature and same is therefore brought before Council for your consideration.

"R.J. MCGHEE"  
 Mayor

"M.C. DAY"  
 City Commissioner



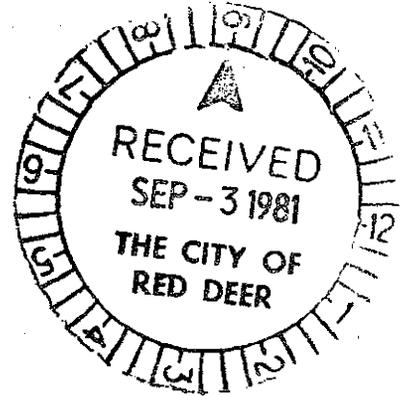
# LEMKCO INDUSTRIES LTD.

6767 GOLDEN WEST AVENUE RED DEER, ALBERTA T4P 1A7

**SUBSIDIARIES:**  
LEMKCO WELL SERVICING LTD.  
M.E.R. TRUCKING LTD.  
LEMKCO DRILLING CO.  
LEMKCO RENTALS LTD.

NO. 3

September 3, 1981



Mr. R. Stolling,  
Clerk,  
City of Red Deer,  
Red Deer, Alberta.

Attention: Mayor and Councillors

RE: Application for Annexation and Industrial OR Residential Re-zoning  
of S. 1/2 of 2 - 38 - 27 - W4th to the City of Red Deer by Lemkco  
Industries Ltd.

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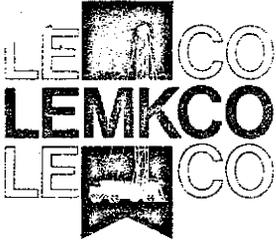
Dear Sir:

In regards to the above subject, we the undersigned, M.J. Kahanyshyn and Emil Lajeunesse, owners of Lemkco Industries Ltd., which owns the above described property are submitting for your consideration an application for annexation of this territory to the City of Red Deer, Red Deer, Alberta.

The basis of this request for annexation is as follows:

1. The council of the City of Red Deer had petitioned in February, 1979, for the annexation of fifteen quarters but had successfully annexed only ten quarters of those petitioned.
2. The territory namely the South Half of Section 3 and the East Half of the South East Quarter of Section 4 included in the 1979 Petition for annexation projected for Industrial was refused. The subject property is adjacent to this territory.
3. The subject property was included as Industrial Development in "The East Hill Concept Plan", a long range planning by the Red Deer Regional Planning Commission.
4. Lemkco Industries Ltd., is a well established solid firm engaged in the Oilfield industry in Canada and the United States with subsidiary companies Lemkco Drilling Ltd., M.E.R. Trucking Ltd., and Lemkco Rentals Ltd. Due to the steady growth of this firm, it is required that they re-locate to larger facilities namely the subject property.

.....2



# LEMKCO INDUSTRIES LTD. 105.

6767 GOLDEN WEST AVENUE RED DEER, ALBERTA T4P 1A7

**SUBSIDIARIES:**

LEMKCO WELL SERVICING LTD.  
M.E.R. TRUCKING LTD.  
LEMKCO DRILLING CO.  
LEMKCO RENTALS LTD.

- 2 -

5. The City of Red Deer EL & P Department have already completed construction of their services on a West Easement on this property therefore could make these services available.
6. Lemkco Realty & Development Ltd. would further develop the property on a controlled - restricted basis and regulated to accommodate the market requirements.
7. Several clients located in Calgary and Edmonton have expressed interest in locating in the Red Deer area due to its central location.
8. To eliminate the time element involved in processing this application should the market require industrial OR residential parcels in a relatively immediate future.

We trust you will give this application your most thorough consideration and would be pleased to submit any other information required or meet with you anytime at your convenience.

Yours very truly,  
LEMKCO INDUSTRIES LTD.

M.J. Kahanyshyn,

Emil Lajeunesse.

cc.

106.

# RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

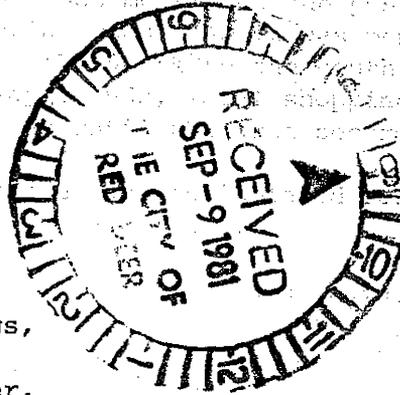
RED DEER, ALBERTA, CANADA. T4N 5Y5

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

TELEPHONE: (403) 343-3394

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

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



September 9, 1981

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

Dear Sir:

Re: Application for Annexation and Industrial or Residential  
Rezoning; Lemkco Industries Ltd., S ½ of 2-38-27-4

The applicant is requesting City Council to give consideration to the annexation and possible rezoning of two quarter sections of land located in the southeast direction of the City.

The area in question is located north of the Delburne Road, one mile east of 40th Avenue Drive-In, or, two miles east of the intersection of Gaetz Avenue and Delburne Road.

We are not in favour of the application for annexation of this half section of land at this time, our reasons are as follows:

- 1) The Engineering Study of 1975 indicates that this area is outside the servicing by gravity system planned for the East Hill area of the City. For this reason, this half section of land was not included in the City's annexation application of 1979.
- 2) Even if this area can be serviced by other methods rather than gravity system (not recommended) the logical direction of development should be from north (55th Street) to south (Delburne road) or possibly west to east.

In any case there are a number of undeveloped quarter sections of land that have to be passed to reach this half section of land. This may prove to be very expensive as the developers have to front end the entire extension of services.

- 3) As far as industrial land is concerned, there is enough land zoned or designated for industrial use in North Red Deer which is planned to be serviced in an orderly manner. Recently the City Council authorized the acquisition of two more quarter sections to be added to City Industrial land inventory to the north.

pg. 2

MEMBERS OF COMMISSION

- 4) The applicant has mentioned the possibility of area development for residential uses. As it was mentioned, the order of development is from the north to the south. This order insures that schools, playgrounds, local shopping etc., are available in the adjacent areas until the area becomes self supporting.

This is not the case in isolated residential areas, such as the one proposed by the applicant.

Based on the points mentioned above, this application is premature at this time, and we recommend that City Council not support the annexation or rezoning application at this time.

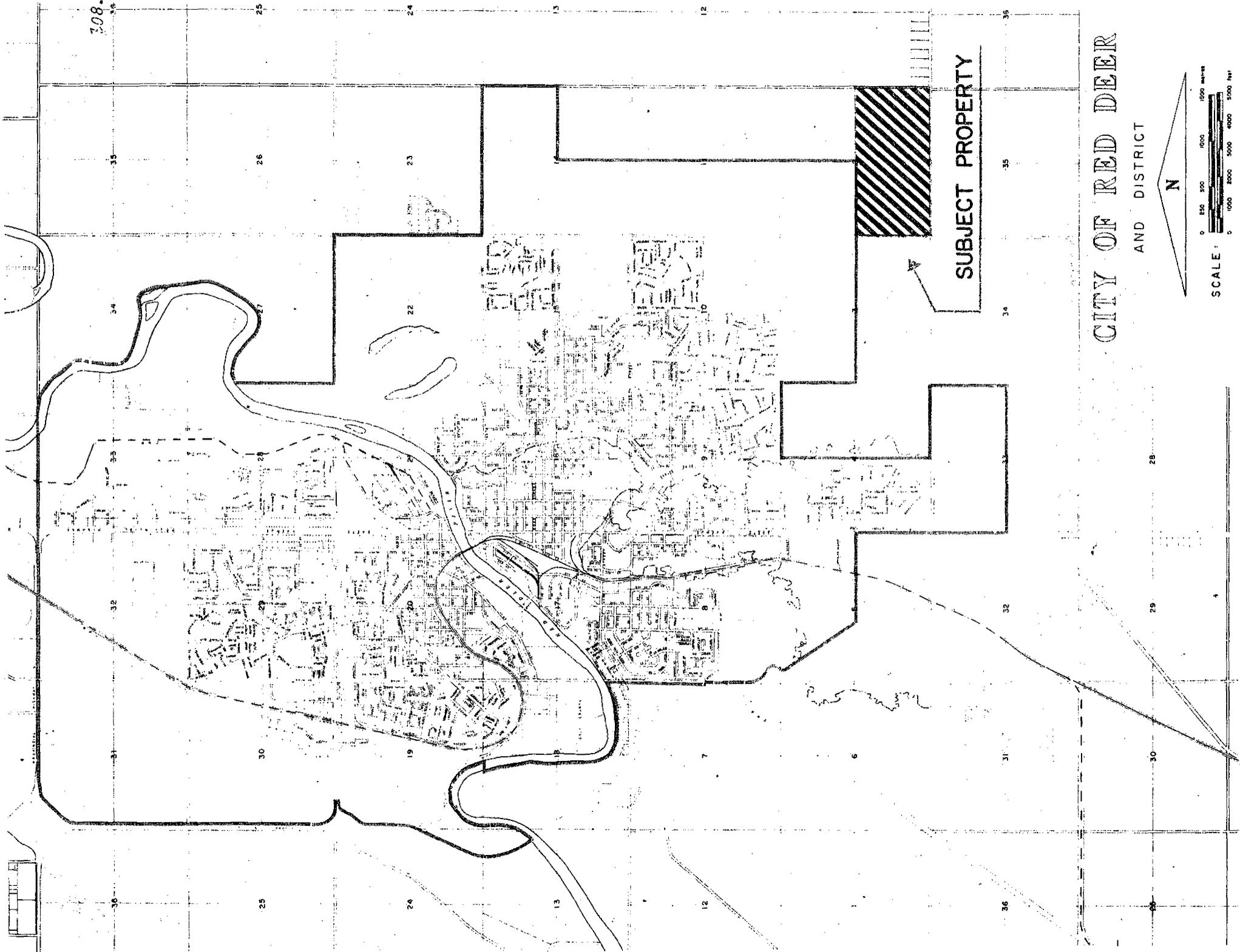
Yours truly,



D. Rouhi, MCIP  
SENIOR PLANNER  
CITY SECTION

DR/cc

- copy to: - City Assessor  
- City Engineer  
- Economic Development Officer



108.

SUBJECT PROPERTY

CITY OF RED DEER  
AND DISTRICT



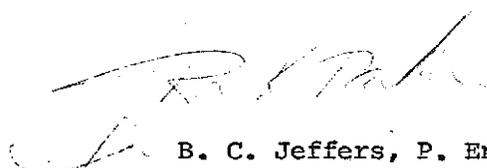
SCALE : 0 1000 2000 3000 4000 5000 METERS

September 8, 1981

TO: City Clerk  
FROM: City Engineer  
RE: Lemkco Industries Ltd.

The Engineering Department would consider annexation of this land to be premature at this time. The land in question does not border on City land. The applicant makes reference to land the City tried to annex in 1979.

Until such time as this land is also annexed we would not consider it prudent to annex the land in question. The City could be pressured to provide servicing both utility and road. It would be necessary for this servicing to go through County land. It should be noted that this land does not fall within the service basin of the trunks presently being developed, therefore, it is not readily serviceable.



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

BCJ/emg  
cc - City Assessor  
cc - City Treasurer  
cc - RDRPC

Commissioners' Comments

*We would concur with the comments that the annexation of this land would be premature at this time for the reasons outlined. Recommend this request be denied.*

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

# Carma

Developers Ltd.

Involving you...  
from the ground up.

110.

NO. 4

September 1, 1981

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

Attention: R. Stollings,  
City Clerk

Dear Sir:

Re: Proposed Sale to the City of Red Deer by Carma Developers Ltd.  
of the following lands:

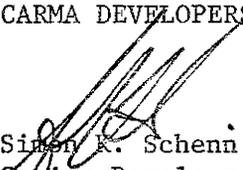
N.W.  $\frac{1}{4}$  30-38-27-W.4th containing + 143.89 acres  
S.W.  $\frac{1}{4}$  30-38-27-W.4th containing + 133.96 acres  
N.W.  $\frac{1}{4}$  19-38-27-W.4th containing + 13.2 acres

Further to Carma Developers Ltd. information presentation to the City of Red Deer at the August 31st Council meeting, kindly consider this letter as a formal request to have the proposed land sale between Carma Developers Ltd. and the City of Red Deer contained in the Council Agenda for the scheduled September 14th meeting.

Please find attached a copy of the draft Agreement for Sale as prepared by Mr. J. Foster (Carma's solicitor) and Mr. T. Chapman (City of Red Deer's solicitor) for inclusion in the Agenda and subsequent consideration by Council at the meeting of September 14th.

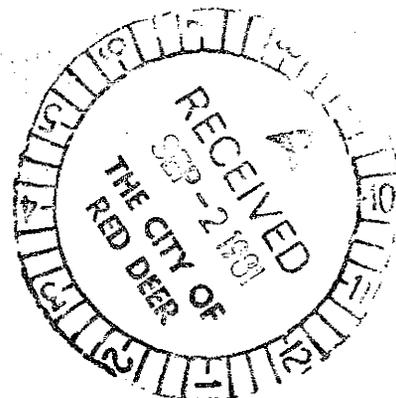
Yours truly,

CARMA DEVELOPERS LTD.

  
Simon K. Schenn  
Senior Development Manager  
Special Projects

SKS:mo

Enclosure



THIS AGREEMENT made this        day of

*File Agendas*  
A.D. 1981.

BETWEEN:

THE CITY OF RED DEER  
A MUNICIPAL CORPORATION IN THE PROVINCE OF ALBERTA  
(hereinafter referred to as "the City")

OF THE FIRST PART

-and-

CARMA DEVELOPERS LTD.  
A BODY CORPORATE CARRYING ON BUSINESS  
IN THE PROVINCE OF ALBERTA  
(hereinafter referred to as "Carma")

OF THE SECOND PART

WHEREAS ALLARCO DEVELOPMENTS LTD. is the registered Owner  
of the following lands:

The North West Quarter of Section Thirty (30), Township Thirty-Eight (38), Range Twenty-Seven (27) West of the Fourth Meridian containing 64.7 Hectares (160 Acres) more or less excepting thereout:

A. 0.676 Hectares (1.67 Acres) more or less for road as shown on Road Plan 4067 J.

B. 5.85 Hectares (14.44 Acres) more or less for road as shown on Road Plan 2082 L.Z.

Excepting thereout all Mines and Minerals.

(hereinafter referred to as "Parcel A")

The South West Quarter of Section Thirty (30), Township Thirty-Eight (38), Range Twenty-Seven (27) West of the Fourth Meridian containing One Hundred and Sixty (160) Acres more or less excepting thereout:

A. 14.32 Acres more or less as shown on Road Plan 2082 L.Z.

B. 2.88 Acres more or less as shown on Road Plan 2310 L.Z.;

C. 2.12 Acres more or less as shown on Road Plan 3120 L.Z.

D. 0.64 of an acre more or less as shown on Road Plan 1559 N.Y.

Reserving unto Her Majesty all Mines and Minerals.

(hereinafter referred to as "Parcel B")

The North West Quarter of Section Nineteen (19), Township Thirty-Eight (38), Range Twenty-Seven (27) West of the Fourth Meridian containing 64.7 Hectares (160 Acres) more or less. Excepting thereout:

A. 5.63 Hectares (13.91 Acres) more or less as shown on Road Plan 2082 L.Z.

B. 4.13 Hectares (10.19 Acres) more or less as shown on Road Plan 2310 L.Z.

C. 0.036 Hectares (0.09 Acres) more or less as shown on Subdivision Plan 6604 M.C.

Excepting thereout all Mines and Minerals.

(hereinafter referred to as "Parcel C")

AND WHEREAS ALLARCO DEVELOPMENTS LTD. pursuant to a Power of Attorney has authorized Carma to sell and dispose of the said lands and

WHEREAS the City is endeavouring to complete the relocation of the Canadian Pacific Railway to the said lands and will require all of Parcel A, a major portion of Parcel B and a portion of Parcel C to achieve said Railroad relocation and

WHEREAS the City desires to purchase Parcel A and Parcel B and a portion of Parcel C as hereinafter described in accordance with the terms and conditions following and

WHEREAS Carma are agreeable to sell and dispose of the said lands upon the terms and conditions hereinafter described reserving unto Carma an option to repurchase a portion thereof and acknowledging that Carma wishes to develop these and other of its lands within the City of Red Deer.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises and of the covenants and agreements hereinafter contained, the parties hereto covenant and agree together as follows:

1. Carma agrees to sell to the City and the City agrees to purchase from Carma:

- (a) all of Parcel A containing 143.89 Acres more or less; and
- (b) all of Parcel B containing 142.16 Acres more or less excepting thereout 8.2 acres more or less situated in the South East corner of the said Parcel as outlined in red on Schedule "B" attached; and

(c) all that portion of Parcel C outlined in blue in Schedule "A" attached containing 13.2 Acres more or less;  
at and for the sum of Eight Million Seven Hundred Thirty-One Thousand Five Hundred Dollars (\$8,731,500.00) calculated on the basis of Thirty Thousand Dollars (\$30,000.00) per acre. In the event that upon completion of the surveys and registration of plans provided for in Paragraph 5 the acreage of land conveyed to the City is more or less than 291.05 Acres the purchase price herein shall be adjusted accordingly at the rate of Thirty Thousand (\$30,000.00) per acre.

2. The purchase price shall be paid as follows:

- (a) One Thousand Dollars (\$1,000.00) on the execution of this Agreement the receipt of which sum is hereby acknowledged by Carma; and
- (b) the balance on the closing date.

3. Title to purchase lands shall be conveyed to the City by registrable Transfer of Land free and clear of all encumbrances, reservations and exceptions other than as follows:

- (a) as to the South West Quarter of Section Thirty (30), Township Thirty-Eight (38), Range Twenty-Seven (27) West of the Fourth Meridian:
  - (i) Caveat 6953 E.K. by Calgary Power Co. Ltd.
  - (ii) Easement No. 4980 F.H. in favour of Calgary Power Co. Ltd.
  - (iii) Transfer of Easement No. 5888 G.H. Easement 4980 F.H. is transferred to Calgary Power Ltd.
  - (iv) Mortgage on Easement No. 4692 H.N. in favour of Montreal Trust Co.
  - (v) Easement No. 5595 K.R. in favour of Northwestern Utilities Ltd.
  - (vi) Mortgage on Easement No. 2891 L.A. in favour of Montreal Trust Co.

(b) as to the North West Quarter of Section Nineteen (19), Township Thirty-Eight (38), Range Twenty-Seven (27) West of the Fourth Meridian:

- (i) Caveat 6952 E.K. by Calgary Power Co. Ltd.
- (ii) Easement 7630 L.J. to Calgary Power Ltd.;
- (iii) Easement 3355 M.J. to Farm Electric Services Ltd.;
- (iv) Transfer of Easement 3356 M.J. to Red Deer West Rural Electrification Association Ltd.
- (v) Mortgage on Easement 1360 MN to Montreal Trust Co;
- (vi) Easement 7339 NM to Calgary Power Ltd. (Takes priority date of Caveat 1678 MU)
- (vii) Easement 1944 NS to Calgary Power Ltd. (takes priority date of Caveat 1679 MU)
- (viii) Mortgage on Easement 3003 OB, Easement 1944 NS and 7339 NM to Montreal Trust Co.
- (ix) Easement 5367 OV to the City of Red Deer.

4. Taxes, assessments, utilities, insurance and rents and other adjustments shall be adjusted as at 12:00 noon on the possession date being the 16th of November, A.D. 1981 (hereinafter referred to as "the closing date").

5. The parties agree to co-operate fully with each other in the survey of lands, preparation and registration of subdivision plans and applications related thereto to give effect to this sale. The City shall at its cost proceed to complete survey of the boundaries and all of the portions of Parcel C being purchased by the City and prepare and process the necessary plan of subdivision. Carma shall at its cost proceed to complete a survey of the boundaries of all of that portion of Parcel B being reserved to Carma and prepare and process the necessary plan of subdivision.

6.1 In consideration of Carma selling the lands to the City and in further consideration of the sum of One Dollar (\$1.00) (the receipt of which is hereby acknowledged by the City) the City does hereby grant to Carma an option to purchase within the times herein limited the following lands and premises free and clear of all encumbrances except as provided in Paragraph 3:

all that portion of the South West of Section Thirty (30), Township Thirty-Eight (38), Range Twenty-Seven (27) West of the Fourth Meridian purchased by the City from Carma and all that portion of the North West Quarter of Section Nineteen (19), Township Thirty-Eight (38), Range Twenty-Seven (27), West of the Fourth Meridian purchased by the City from Carma.

6.2 This option shall be for a term of six (6) years from the date of closing and may be exercised by Carma as follows:

6.2.1 In the event the City, the Government of the Province of Alberta and the Canadian Pacific Railroad within three (3) years from the date of closing fail to agree in writing to the said relocation of the railyards upon Parcels A, B and C and have not provided a copy of the Agreement to Carma within the said three (3) years Carma may exercise the option to purchase within one (1) year thereafter.

6.2.2 In the event the City, the Government of the Province of Alberta and the Canadian Pacific Railway within three (3) years from the date of closing agree in writing to the said relocation and provide Carma with a copy of the said Agreement then Carma's right to exercise the said option shall be postponed. Upon the failure of the parties to the relocation agreement within two (2) years from the date of the said relocation agreement effecting registration of a Railway Right of Way Plan vesting title to the right of way for railroad relocation across Parcels A, B, and C in the name of the Canadian Pacific Railway, Carma may exercise the said option within one (1) year thereafter.

6.3 In the event the Railroad Right of Way Plan when registered does not include all of the lands outlined in blue on Schedule "A" the City shall forthwith give notice thereof to Carma and Carma may within one (1) year thereafter exercise the option herein granted to purchase such lands not included in the Railroad Right of Way Plan.

6.4 In the event that at any time within three (3) years from the date of closing the City decides not to proceed with railway relocation on Parcels A, B, and C it shall forthwith give notice in writing thereof to Carma and Carma may within one (1) year thereafter exercise the option herein granted.

6.5 The Price to be paid by Carma to the City in the event any option is exercised shall be Thirty Thousand Dollars (\$30,000.00) per acre on the lands thereby purchased plus the City's cost of financing the purchase of those lands which shall be deemed to be one percent (1%) above the interest rate actually paid by the City calculated from the date of closing to the date upon wh. the purchase price is paid by Carma to the City.

6.6 The option shall be exercised by Carma's giving notice in writing to the City of its intention to purchase the said lands and premises.

6.7 On the option being exercised the following shall be the terms and conditions of the sale of the said lands and premises:

6.7.1 Utilities, insurance, rents and interest shall be adjusted as at 12:00 o'clock noon thirty (30) days following receipt by the City Commissioner of the notice to exercise the option.

6.7.2 The purchase price shall be paid to the City and vacant possession shall be given to Carma as at 12:00 o'clock noon on the same date as in Paragraph 6.7.1 above.

6.7.3 The Transfer of Land shall be prepared by the City and shall be executed and delivered promptly to the solicitors for Carma, J.L. Foster, Q.C., Foster Adair & Company, Barristers and Solicitors, 202, 5000 Gaetz Avenue, Red Deer, Alberta.

6.8 Carma shall be entitled to file and maintain a Caveat against title of the said lands and premises to protect their interest in the said option agreement.

6.9.1 The City of Red Deer agrees to provide and construct adequate road access from 67th Street south along the east boundary of the North West Quarter of Nineteen (19), Township Thirty-Eight (38), Range Twenty-Seven (27) West of the Fourth Meridian to provide for the transportation requirements of those lands when developed.

6.9.2 The City further agrees to provide and construct a grade separated crossing in the north end of the said lands at the same time as the City reconstructs 67th Street to accommodate the proposed railway crossing. The parties hereto acknowledge and agree that the normal off-site levy for major thoroughfares which will be payable by Carma upon development in this service area shall include the cost of construction of the proposed grade separated crossing and Carma shall not be required to make any additional payment for such crossing.

6.9.3 The parties further agree that in the event a further rail crossing is approved in the development plans for the said North East Quarter of Section Nineteen (19), the City shall ensure that the terms of any relocation agreement recognize and permit such crossing on Carma lands.

7. The City has inspected the said lands and premises and agrees to purchase the property as is and it is agreed that there is no representation, warranty, collateral agreement or condition affecting the property other than as is expressed herein in writing.

8. The conveyancing documents shall be prepared at Carma's expense.

9. The parties hereto acknowledge and agree to do all necessary acts or things and to execute such further documents as may be necessary to carry out and perform the true intent and object of this Agreement.

10. Notwithstanding anything contained in this Agreement the parties acknowledge and agree that this Agreement is subject to the financing approval of the Alberta Local Authorities Board of the Province of Alberta or other government authority. In the event Alberta Local Authorities Board approval is not obtained prior to December 15, 1981, Carma may at its option, within ten (10) days thereafter and upon notice to the City, declare this agreement to be null and void and of no force or effect.

11. The City shall upon request from Carma present to Council of the City of Red Deer for its consideration an amendment to the Land Use By-Law to designate Parcel C as a business park to include uses proposed by Carma.

12. The City shall upon request from Carma present to Council of the City of Red Deer for its consideration an amendment to the Land Use By-Law to permit residential development on lands owned by Carma and described as Northwood Estates Mobile Home Park (Lot A, Plan 782 1023, City of Red Deer).

13. Any notices required or permitted to be given under the terms of this agreement shall be properly given if mailed postage prepaid and registered or delivered to the following:

City of Red Deer  
c/o City Commissioner  
City Hall  
RED DEER, Alberta

Carma Developers Ltd.  
Deerfoot Business Centre  
6715 - 8 Street N.E.  
CALGARY, Alberta, T2E 7H7

14. Time shall in every respect be of the essence hereof.

15. This Agreement shall enure to the benefit of and be binding and enforceable by the parties hereto and their respective administrators, successors and assigns.

IN WITNESS WHEREOF the parties hereto have affixed their corporate seals attested to by the signatures of their proper officers in that regard as of the day and year above written.

THE CITY OF RED DEER

Per: \_\_\_\_\_

Per: \_\_\_\_\_

CARMA DEVELOPERS LTD.

Per: \_\_\_\_\_

Per: \_\_\_\_\_

INTERCHANGE TO BE  
REDUCED BY  
ALBERTA TRANSPORTATION

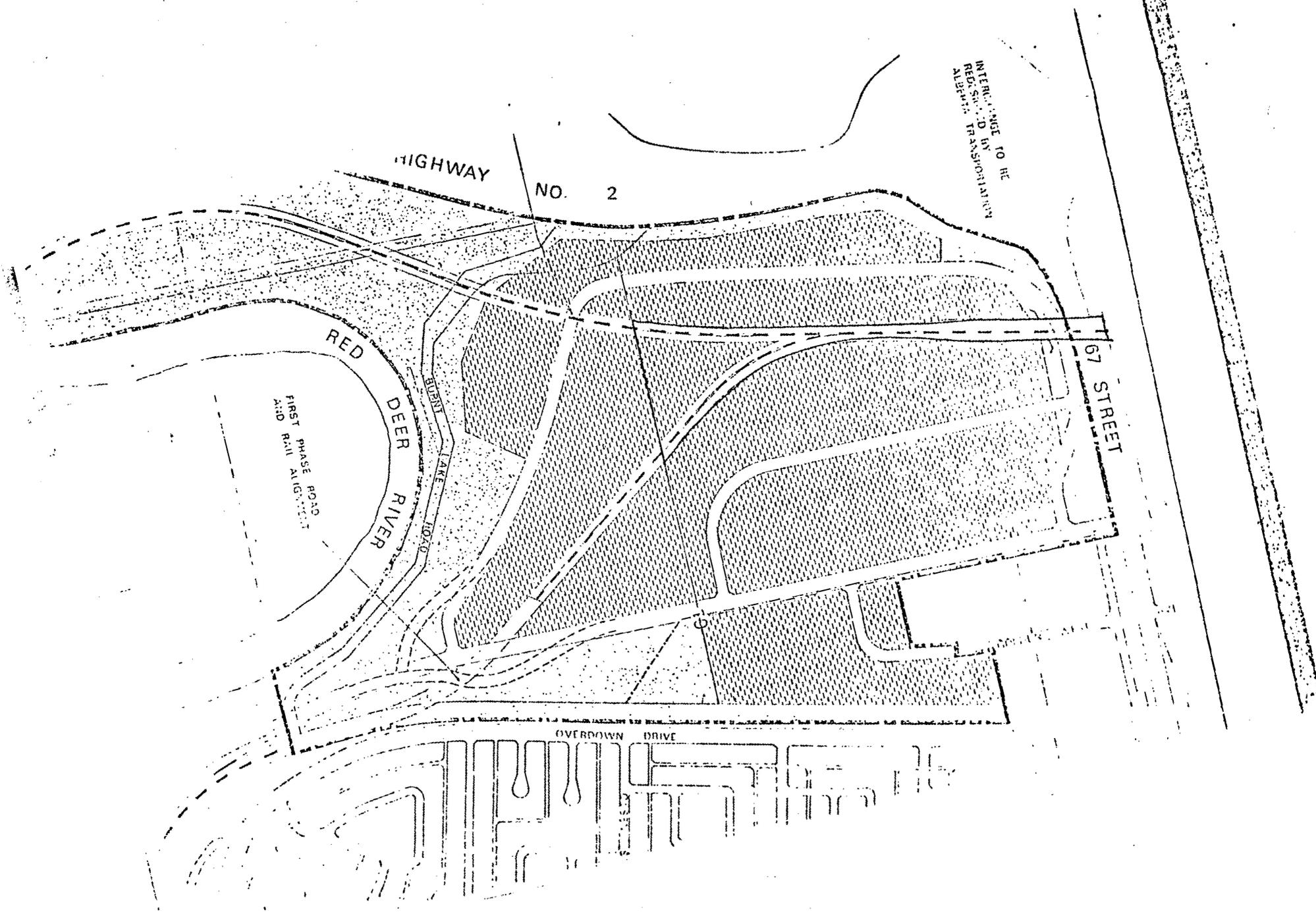
HIGHWAY NO. 2

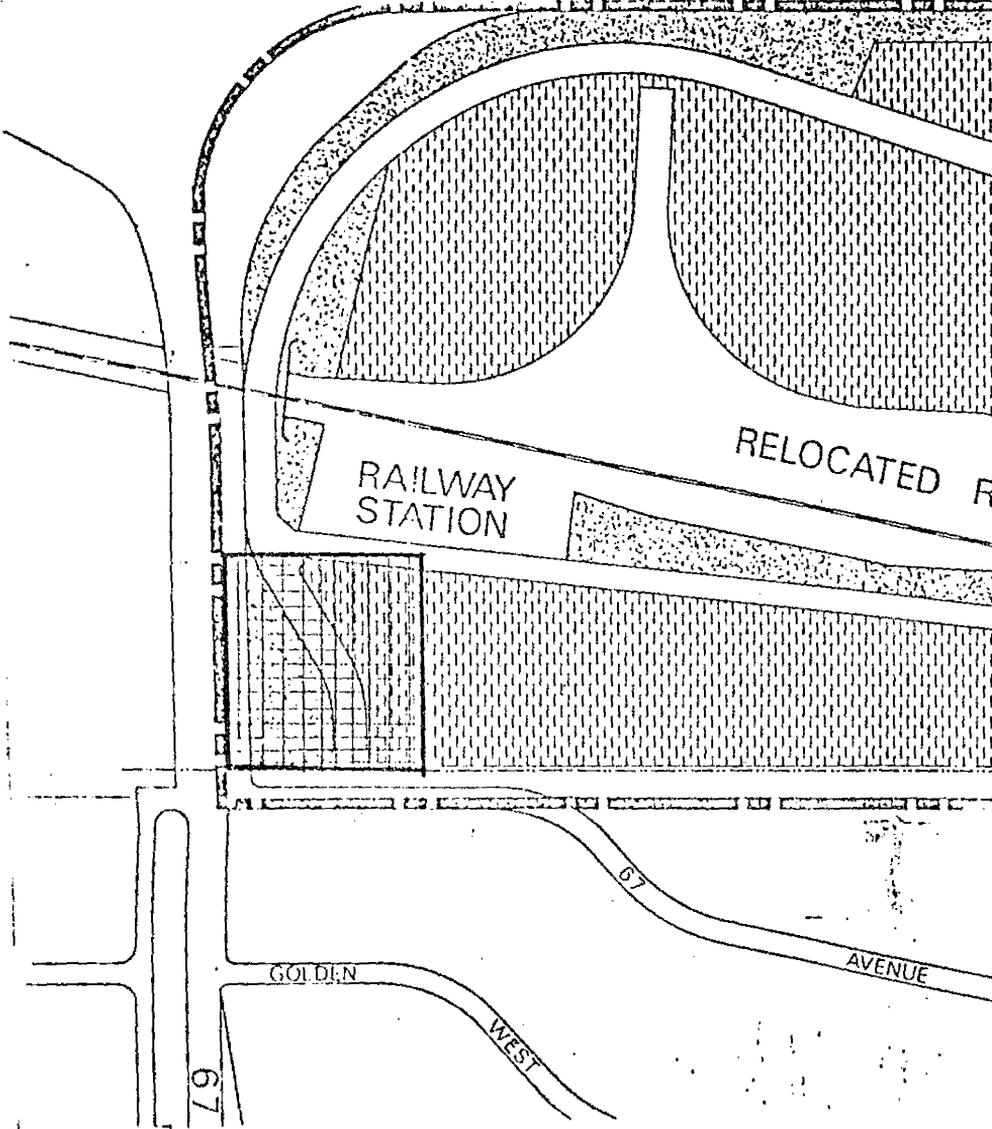
RED DEER RIVER  
BENT LAKE ROAD  
FIRST PHASE ROAD  
AND RAIL ALIGNMENT

67 STREET

OVERDOWN DRIVE

SCHEDULE "A"





RAILWAY  
STATION

RELOCATED R

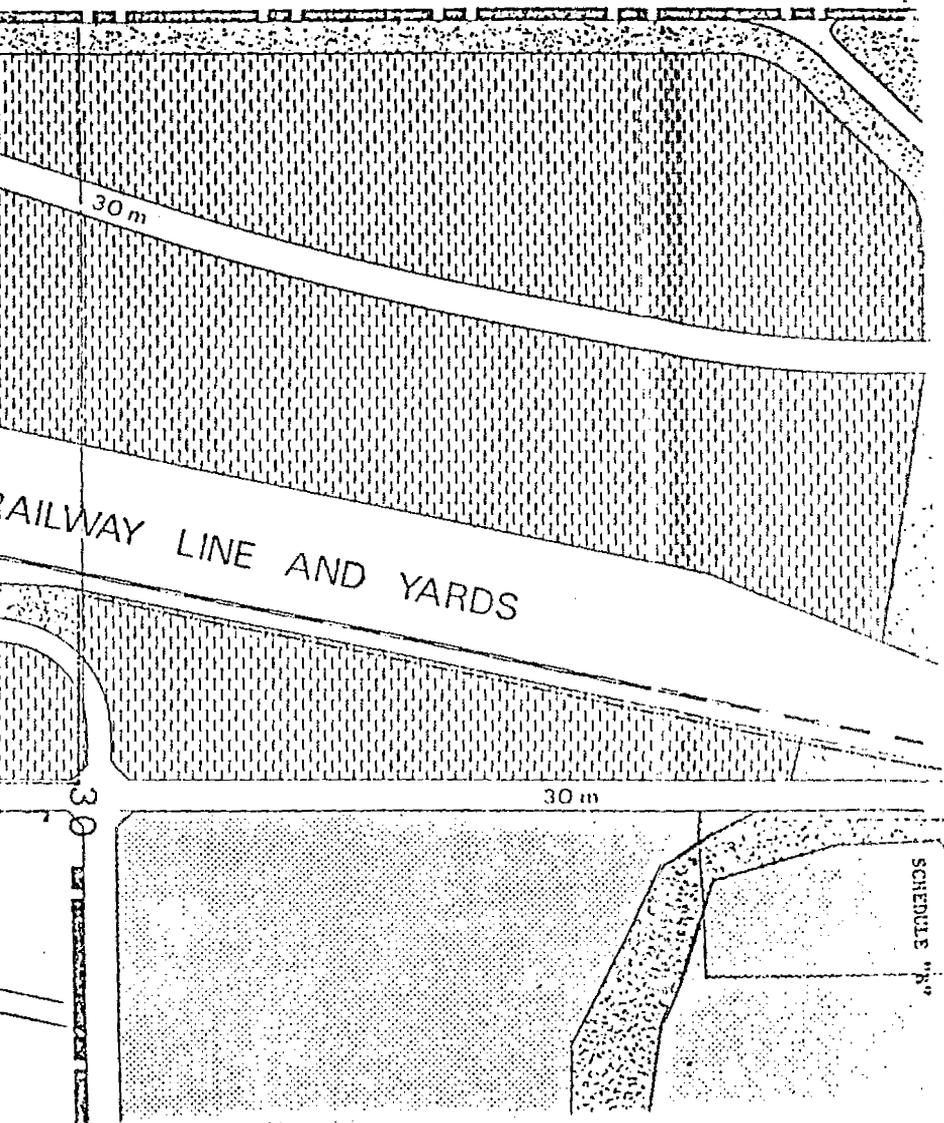
GOLDEN

AVENUE

WEST

67

67



30 m

RAILWAY LINE AND YARDS

30 m

30

SCHEDULE "B"

DATED:

A.D. 1981

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BETWEEN:

CITY OF RED DEER

- and -

CARMA DEVELOPERS LTD.

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LAND SALE AGREEMENT

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FOSTER ADAIR & COMPANY  
Barristers & Solicitors  
202, 5000 Gaetz Avenue  
RED DEER, Alberta

September 4, 1981

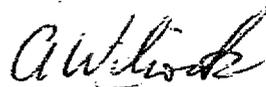
TO: CITY CLERK

FROM: CITY TREASURER

RE: LAND SALE AGREEMENT BETWEEN CARMA DEVELOPERS LTD. AND  
THE CITY OF RED DEER

My comments are as follows:

1. The agreement provides in Section 6.5 for Carma to pay 1% above the interest rate actually paid by the City. Is the interest rate the one paid by the City to Alberta Municipal Finance Corporation? The City does receive a grant from the Province to, in effect, subsidize it at a lower rate. In addition, if the debenture is not taken out at the closing date how is the interest rate to be determined? Possibly it should be prime plus 1% or the City's borrowing cost when a loan is taken out.
2. The 1% in Section 6.5 is presumably calculated to recover administrative costs and property taxes that would otherwise have been paid. Is it sufficient? Possibly the wording should include "plus equivalent property taxes".
3. Section 6.9.1 does not indicate who is responsible for the costs of construction of the road.
4. Section 6.9.2. Is it the intention to charge the cost of the grade separated crossing to the Railway relocation project?
5. Should Section 6.9.1 be voided if rail relocation does not occur?
6. Should Sections 11 and 12 be deleted. Although they do not commit the City to approve the requests, the fact they are in agreement may appear to the public the City has agreed to them.

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

AW/jm

September 8, 1981

112.

TO: CITY CLERK  
FROM: ECONOMIC DEVELOPMENT DIRECTOR  
RE: LAND SALE AGREEMENT BETWEEN CARMA DEVELOPERS LTD.  
AND THE CITY OF RED DEER

A recent survey indicates that industrial land sales in Red Deer and the surrounding County of Red Deer, are averaging approximately 125 acres per year. Of this amount, approximately 40% is sold within the City, and the remaining 60% in the County. The absorption rate of industrial land within the City, has therefore been 50 acres per year. Including the new Edgar Industrial Park, which is currently under development, the City will have available a total of 414 acres of serviced industrial land. Assuming an increase in activity, which should occur with the increase in the population of the City, we are projecting industrial land sales of some 60 acres annually in the next five years. The City's supply of industrial land should therefore be sufficient to fill our needs for the next six to seven years. Beyond that, the City does not currently own undeveloped land, which is slated for industrial development.

In view of the plans for the relocation of the railway into the northwest sector of the City, the two quarter sections being offered by Carma Developers would be worthwhile purchasing. After establishing yard areas for the railway, and setting aside public reserves and roadways, there should be approximately 175 acres of land available for development. This would extend the City's industrial land supply by a further two to two and one half years, and give us an industrial land bank for approximately nine years.

Respectfully submitted,

  
ALAN SCOTT, Director  
Economic Development

AVS/gr

September 8, 1981

TO: City Clerk  
FROM: City Engineer  
RE: Land Sale Agreement - Carma Developments

We would offer the following comments relating to the above agreement.

Page 2, Paragraph 1 - we should also purchase the small piece of land in the south east corner (+ 8.2 acres). It has public roadway running through it.

Page 3, Paragraph 3 (a), (b) - we would consider it normal practise for all caveats and mortgages to be taken off a property prior to purchase.

Page 4, Paragraph 6.2 - we have purchased the land at fair market value, Carma should not be given the power to exercise an option. Even if rail relocation does not occur we may wish to develop the land ourselves. We should keep that option open.

Page 5, Paragraph 6.2 - given that an option is granted inspite of the above recommendation, the years provided for rail relocation should be extended a minimum of one (1) year for each phase described.

Page 6, Paragraph 6.3 - again given the option is granted, one (1) year is to long a period.

Page 6, Paragraph 6.4 - again, we do not recommend Carma be given this option.

Page 6, Paragraph 6.5 - the market value of this land could be considerably more than this figure.

Page 7, Paragraph 6.9.1 - it is often difficult to construct roadways to schedules of developers. If a large investment is required by the City to service a small area, prepayment would be recommended. If the road is not an arterial the City would not normally construct it, the developer would. He may be eligible for boundary consideration.

Page 7, Paragraph 6.9.2 - once it is assured that a grade separation is required at 67 Street. It is likely that the major thoroughfare contribution would be adjusted to recover our share of the expenditures. 114.

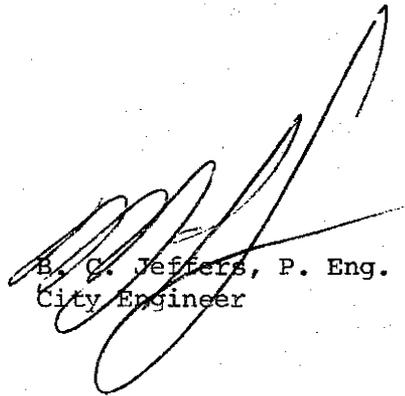
Page 7, Paragraph 6.9.3 - we are relatively certain C.P.R. would not approve of another crossing south of 67 Street mid-way in the quarter section. If they did approve we would not object, but we would not like to have rail relocation hung up on this point.

Page 8, Paragraph 10 - given the difficulties we are having with the L.A.B. are we being given sufficient time?

Page 8, Paragraph 11 - Carma is requesting offices be allowed in this area. This is a matter that Council has resisted consistently in the past.

Page 8, Paragraph 12 - we would have to have much more information in our possession before agreeing to this. For example, what type of residential single family, multi family? Will it remain one (1) large parcel or be subdivided?

These are a number of matters to be resolved in this agreement, and it should in our opinion be given careful consideration. Perhaps a meeting of departments concerned would be in order. We are in basic agreement that the land should be purchased but not subject to these terms.



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

BCJ/emg  
cc - City Treasurer  
cc - City Assessor  
cc - Economic Development Director  
cc - RDRPC

Commissioners' Comments

*The concerns expressed by the Engineer and Treasurer are being reviewed with the applicant and hopefully they will be resolved prior to the September 14th Council meeting.*

*We recommend Council give 1st reading to Bylaw 2733/81 attached at this time. Second and third reading would not take place until satisfactory agreement has been reached and the approval of L.A.B. has been obtained.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

# 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. \_\_\_\_\_

NO. 5

September 9, 1981

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

Dear Sir:

Re: Day Care Facilities

Recently the Municipal Planning Commission considered a request to locate a day care facility in the C.4 district. As a result of the ensuing discussion, the Municipal Planning Commission agreed to recommend to Council, that

- (a) day care facilities be a permitted use in the R.3 (Residential (Multiple Family) district, instead of a discretionary use, as it presently is.

If Council agrees with this recommendation, a by-law amendment will be prepared for consideration at a forthcoming meeting.

Yours truly,



Monte Christensen,  
ASSOCIATE PLANNER  
CITY SECTION

MC/cc

### MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTARS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DEBURY—TOWN OF EDVILLE—TOWN OF INNISFAIR  
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTLER—TOWN OF SINDRE—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 ELMORA—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. 6—IMPROVEMENT DISTRICT No. 10

Sept 8/81

To whom it May Concern

This letter is to advise you of my concerns regarding the barricade at Short Street + Lyman Stake Trail.

From the first day this barricade was placed, the people of Allipie Street have been putting up with a good portion of the rerouted traffic.

We purchased a home on Allipie because it was a quiet one and would be an excellent area for our two small children, however we have found that we no longer have what we had hoped for.

On Sunday Sept 6th at 11:30 pm after a weekend away we were getting out of our vehicle when approximately 50 motorcycles came up our street to get on to the Lyman Stake Trail.

The noise of the bikes immediately aroused the entire street as our dog into a frenzy. He frightened by what was going on, he started barking, became disoriented and ran directly into the pack and was killed instantly.

It is very often said that problems are corrected after someone is injured. I believe it is called hindsight.

I would like to see the traffic stopped on our street before a little child is the victim we are looking back on.

I feel it is my right as a citizen to have back the quiet street we had.

If I wanted to live on the kind of street we have now, I would have built a house with our yard bordering on Highway number two!

Mary Jane Camland

September 8, 1981  
14 Grimson Street  
Red Deer, Alberta

118.

The Mayor & Council  
City Hall  
Red Deer, Alberta  
a

Re: Barricade on Grant Street & Sylvan Lake Trail  
Glendale Sub-Division

I am very much opposed to the placing of this barricade.

It is my understanding this was placed as a means to help control traffic on Nolan Street, which now as No Truck Signs posted, a chain link fenced playground, playground signs, push button controlled crosswalk lights and a four way stop at the intersection of Nolan Street and Grant Street.

In effect I feel traffic is now being forced to use Nolan Street because of the barricade.

My usual access to and from work was to go South on the Sylvan Lake Trail past Dentoom Greenhouse, then left on Grant, then right on 59 Ave to 67 Street where I would take a left and continue down 67 Street to Gaetz Ave, then to Gaetz and Ross Street. Now I am exiting Glendale Sub-Division and using Nolan Street to Gaetz Ave.

Access to the Convenience Store in Mustang Acres is no longer convenient so I use Nolan Street to get over to the Red Rooster Store in the Pines Shopping Centre.

Most important of all is the access time for emergency vehicles - Ambulance, Fire Trucks of Police reaching Grimson Street (The most northerly street in the sub-division) and the rest of the area for that matter.

Access to Dentoom Greenhouse is seriously affected and no doubt will have a bearing on business.

I have checked with the family residing at 124 Grant Street (The barricade going to the South-West corner of their property) and they are very upset. They have placed a wooden barricade across their yard only to have cars and motorcycles knock it down and drive thru their yard to avoid the cement barricade. They are upset with the screeching of tires as cars burn a U turn to avoid the barricade.

People buying houses on Nolan Street and Grant surely must have realized they would have more traffic than if living on a Close or Crescent.

After talking to the Mayor, several Councilors and Traffic Engineer, it would seem they are not really in agreement with barricading streets.

The poor planning on the part of engineers is not going to be solved by placing barricades.

I pay taxes to use city roads and trust you will find some other solution to this problem.

Yours truly

*Beverley A Simonson*  
Beverley A Simonson



September 8, 1981

120.

City of Red Deer  
4919 - 48th Avenue  
Red Deer, Alberta

Att: Mr. Stallings  
City Clerk



Dear Sir:

I am writing as a home owner, and a concerned citizen, with regard to the barricade recently installed at Sylvan Lake Trail and Grant Street.

As a new resident of the area I am unfamiliar with the history of the situation, however, it is my understanding that the residents of Nolan Avenue are concerned with the heavy traffic flow in the area. It is my further understanding that the residents of Nolan took up a petition and presented it to City Council with their concerns. I can appreciate their problem and sympathize with it, however, it would appear that the alledged solving of their problem has created a monster in Glendale.

Since the barricade went up several days ago, I who work in the Riverside Office Plaza now travel Nolan Avenue four times a day. Previously I would proceed down 59th Street to my office. I am sure that there are many residents of Glendale who now use Nolan Avenue that never did before.

A major problem consists in that now heavy trucks are travelling down Gordon Street, and I would estimate that traffic has now increased by 25-33%. I would also like to comment that the barricades now present a little chicane for vehicles to wheel around and the squeeling of tires is heard constantly all night long.

A further concern I have is that the children who attend Fairview Elementary School, from the Glendale area, now have to walk two and three blocks to catch their bus, whereas before the bus did stop right on the corner of Gordon Street and Sylvan Lake Trail, where at least six or seven children got on the bus at that stop.

It is appalling to me that apparently the City Engineering Dept. indicated that no barriers should be erected, however, the Council in its wisdom decided that this barrier should go up on this new location. It would seem to me that the Engineering Dept. should

be considered the experts in the field, and that the planning of the streets in Red Deer must have some semblance and logic to it in that every time someone complains about traffic problems on the street that a barricade will be erected and all problems solved.

I myself have signed a petition as well as many other residents of the Glendale area complaining about the barricade. Why wasn't our petition recognized as was the one from the residents of Nolan Street? I would further be appreciative of being advised of the names of the councilors who voted for the barricade, and I would be interested to receive a copy of the Engineering Report concerning the erection or nonerection of the barricades.

I would urge at this time that the barricade be taken down, not only to facilitate the easier flow of traffic in Glendale, but to increase the safety of the streets for our children.

Yours truly,

A handwritten signature in cursive script, appearing to read "D. L. Megill".

D. L. Megill

91 Gordon Street  
Red Deer, Alberta

June 16, 1981

The City of Red Deer  
 City Hall  
 48th Avenue & 50th Street  
 Red Deer, Alberta

Attention: Mr. R. Stollings:

Re: City Council Resolution to  
 Barricade Grant Street and 59th  
 Avenue, Red Deer, Alberta

I understand that the Red Deer City Council recently passed a resolution to place a barricade at the intersection of Grant Street and 59th Avenue. This resolution was apparently passed to restrict the volume of traffic utilizing the most easterly portion of Nolan Street which is not designed for large volume vehicular traffic.

I have been carrying on a greenhousing business at 7510 Sylvan Lake Trail (or 59th Avenue) in the City of Red Deer for the past 27 years. During this time I have established a well known business that caters not only to wholesale greenhousing sales but also to retail sales to the residents of Red Deer and the Parkland area. The most direct route to my place of business is west on 67th Street and then North on 59th Avenue. I am particularly opposed to City Councils' recent resolution to block off Grant Street and 59th Avenue because it would have the effect of isolating my place of business and thereby cause inconvenience to my seasonal retail clientele which I anticipate would in turn result in a serious loss of business.

Although the damage to my greenhousing business is my most serious concern to the proposed blockage at Nolan Street and 59th Avenue other objections to the rerouting of traffic include the following:

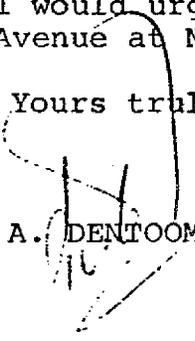
1. 59th Avenue has always acted as a major through-fare to the residential and business community in North-West Red Deer and the proposed blockage would seriously threaten direct access to the area for all essential services.
2. The blockage at 59th Avenue and Nolan Street is an attempt to curtail traffic at 58th Avenue and Nolan Street. This is the spot not properly designed for heavy volume traffic and it seems that the proposed cure by Council would not be treating the ailment.
3. I believe there should be a concern by Council to restrict

and police the large vehicle or truck traffic on 59th Avenue but not to the detriment of small vehicle traffic in the area.

4. I was obliged to sell a portion of my land to Wimpey to facilitate vehicle traffic on 59th Avenue to the Glendale Park Estates subdivision. It now becomes ironic that the land I reluctantly sold to accommodate a rerouting of 59th Avenue around the development will not be put to the original use intended by the City Engineering and Planning Departments.
5. It seems reasonable to anticipate that some of the heavy traffic on Nolan Street will find alternate routes through the residential areas which would undoubtedly exemplify the traffic problem to more residents in the residential subdivision.

In conclusion I would urge City Council to reconsider its resolution to barricade 59th Avenue at Nolan Street.

Yours truly,

  
A. DENTOOM

Commissioners' Comments

*The above is a copy of all written responses received related to the installation of the barricade erected on Grant Street and 59 Avenue.*

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

NOTICE OF MOTION

124.

NO. 1

September 10, 1981

TO: Council

FROM: City Clerk

The following notice of motion was submitted by Alderman Kokotailo, August 31, 1981.

WHEREAS Council of the City of Red Deer maintains an interest in locating the Bus Depot in the downtown area and

WHEREAS the development of a joint use Depot or location of the Depot in proximity of the Via Rail Depot would be an advantage in providing co-ordinated public transport,

RESOLVED that administration further assist Greyhound in locating a downtown site.

FURTHER RESOLVED that the City of Red Deer approach Alberta Transportation to determine any plans for rapid rail transit and how these might affect Red Deer.

"R. STOLLING"  
City Clerk

BYLAW NO. 2583/A-81

Being a Bylaw to amend the Dog Bylaw No. 2583.

Council of The City of Red Deer, in the Province of Alberta, duly assembled, enacts as follows:

(1) That Bylaw 2583 be amended by deleting therefrom sub-paragraph (b) of paragraph 16.1 and substituting in its place and stead the following:

"(h) permits his dog to attack or bite any person or animal is guilty of an offence and liable upon conviction to a fine of \$200.00. Should the person be convicted a second time for an offence respecting the same dog under the provisions of this sub-paragraph, he shall be liable upon conviction for such offence to a penalty of \$300.00."

(2) That sub-paragraph (1) of paragraph 16.1 be deleted and in its place and stead there shall be substituted the following:

"(1) commits for a second time any of the offences listed in paragraphs (a) to (g) inclusive and (i) to (k) inclusive herein within six (6) months of committing such offence the first time, shall be liable upon convictions for such offence to a penalty of \$60.00."

(3) This Bylaw shall come into full force and effect upon third reading 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 AND FINALLY PASSED IN COUNCIL this                    day of  
A.D., 1981.

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MAYOR

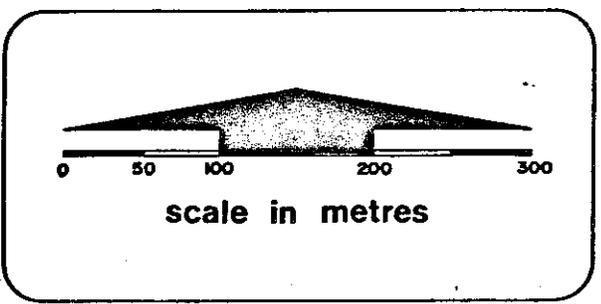
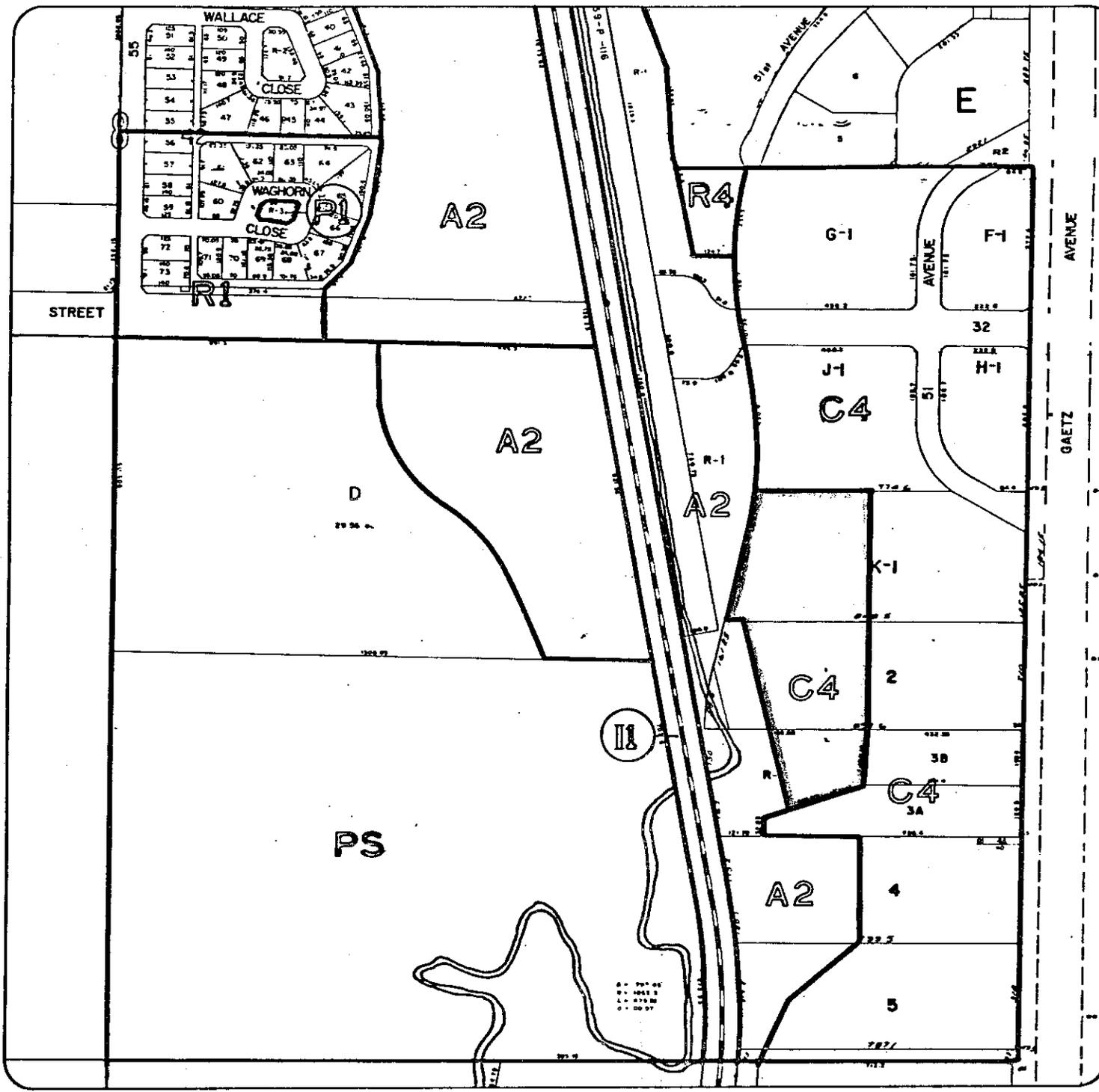
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CITY CLERK



City of Red Deer --- Land Use Bylaw  
**Land Use Districts**

**F6**



Revisions : MAP NO. 13/81  
 (BY-LAW No. 2672/V-81)

Changed from **A2** to **C4** \_\_\_\_\_



BYLAW NO. 2733/81

OF THE

CITY OF RED DEER

A Bylaw 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 purchase of land within the limits of the Municipality for general City purposes.

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 Bylaw to authorize the purchase of 291.05 Acres in Pt. of N.W.  $\frac{1}{4}$  section 30/38/27/W4, S.W.  $\frac{1}{4}$  30/38/27/4, and N.W.  $\frac{1}{4}$  19/38/27/W4 within the limits of the Municipality for general City purposes.

AND WHEREAS by agreement Carma Developers Ltd. will sell the said land to the City of Red Deer for a value of Eight Million, Seven Hundred and Thirty-One Thousand, Five Hundred Dollars (\$8,731,500.00).

AND WHEREAS in order to purchase the said property, it will be necessary to borrow the sum of Eight Million, Seven Hundred and Thirty-One Thousand, Five Hundred Dollars (\$8,731,500.00) on the credit of the City of Red Deer by issuing debentures to the City of Red Deer as herein provided.

AND WHEREAS the said indebtedness is to be repaid over a period of Twenty-Five (25) years in annual instalments, with interest not exceeding Twenty per centum (20%) 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 \$259,338,380.00.

AND WHEREAS the amount of the existing debenture debt of the City of Red Deer is \$31,658,386.37 no part of which is in arrears.

AND WHEREAS the estimated life of the project is Twenty-Five 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 purchase of the land within the limits of the Municipality as may be necessary.

2. That for the purpose aforesaid, the sum of Eight Million, Seven Hundred and Thirty-One Thousand, Five Hundred Dollars (\$8,731,500.00) be borrowed by way of debentures on the credit and security of the City of Red Deer at large, of which amount the sum of \$8,731,500.00 is to be paid by the City at large.

3. The debentures to be issued under this Bylaw shall not exceed the sum of Eight Million, Seven Hundred Thirty-One Thousand, Five Hundred Dollars (\$8,731,500.00) and may be in any denomination not exceeding the amount authorized by this Bylaw 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 Twenty per centum (20%) per annum, payable annually.

5. The debentures shall be issued in such manner that the principal and interest will be combined and be made payable in, as nearly as possible, equal annual instalments over a period of Twenty-Five (25) years, in accordance with the schedule attached and forming 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, 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 or 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

BYLAW NO. 2735/81

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A Bylaw to amend Bylaws 2658/80, 2662/80, 2669/80, 2670/80, 2674/80, 2676/80, 2682/80, 2701/81 and 2702/81 and change the maximum rate of interest applicable to the sale of debentures to be issued under the authority of Bylaws 2658/80, 2662/80, 2669/80, 2670/80, 2674/80, 2676/80, 2682/80, 2701/81 and 2702/81.

WHEREAS Bylaws Nos. 2658/80, 2662/80, 2669/80, 2670/80, 2674/80, 2676/80, 2682/80, 2701/81 and 2702/81 authorized the issue of debentures with a rate not to exceed 14 or 16 per cent per annum.

AND WHEREAS debentures in the amount of \$23,534,363.00 remain to be sold under this authority.

THEREFORE, THE COUNCIL OF THE CITY OF RED DEER enacts as follows:

1. That Bylaws Nos. 2658/80, 2662/80, 2669/80, 2670/80, 2674/80, 2676/80, 2682/80, 2701/81, and 2702/81 be amended by substituting Twenty (20) per cent per annum in place of Fourteen (14) per cent per annum or Sixteen (16) per cent per annum wherever it appears in the said Bylaws.
2. This Bylaw shall take effect on the date of approval by the Local Authorities Board as required under Section 332 of The Municipal Government Act.

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 AND FINALLY PASSED IN COUNCIL this                      day of  
A.D., 1981.

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MAYOR

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CITY CLERK