

A G E N D A

For the regular meeting of RED DEER CITY COUNCIL, to be held in the Council Chambers, City Hall, Red Deer, MONDAY, SEPTEMBER 26th, 1983, commencing at 4:30 p.m.

- (1) Confirmation of the September 12th, 1983 minutes

PUBLIC HEARING

A public hearing will be held on MONDAY, SEPTEMBER 26th, 1983 at 7 p.m., respecting Bylaw 2672/M-83. p. 1

- (2) UNFINISHED BUSINESS

- (3) REPORTS

- 1) City Clerk - re: Public Hearing - Bylaw 2672/M-83 .. 1
- 2) City Clerk - re: Checkmate Court/Storm Sewer Outfall .. 2
- 3) Chairman, Waskasoo Park Management Committee - re: Grant for Equipment Requirements .. 3
- 4) Mayor McGhee, Chairman of Waskasoo Park Policy Committee - re: Grant Application - Construction of Trail between Red Deer Lion's Campground and 3 Mile Bend .. 6
- 5) City Assessor - re: 1983 Tax Sale .. 7
- 6) City Clerk - re: Designation of Fire Hall No. 1 as a Municipal Historic Resource - Bylaw 2825/83 .. 10
- 7) Development Officer/Building Inspector - re: Unsightly Premises 108 Brown Close; 44 Neilsen Close .. 11
- 8) Red Deer Day Care Management Board - re: Appointment of a Board Member Replacement .. 13
- 9) Development Officer/Building Inspector - re: 3801 - 50 Street, Mac's Store .. 17
- 10) Recreation Supt. - re: Hosting of 1984 Great Canadian Participation Challenge .. 19

- (4) WRITTEN INQUIRIES

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- 2) Chairman, Red Deer Police Commission - re: Additional R.C.M.P. Constable for 1984 .. 45
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- 1) George Francis - re: Petition for Local Improvement 38 A Avenue - Residential Street Lighting .. 104

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- 1) Alderman Pimm - re: Tax Payment/Courier Service .. 109
- 2) Alderman Pimm - re: Penalty/Late Payment of Property Taxes . 112

(8)

BYLAWS

- 1) 2672/A-83 - second and third readings (Deerpark Subdivision Extension) p. 1
- 2) 2825/83 - three readings (Fire Hall - Historic Resource) p. 10

COMMITTEE OF THE WHOLE

- (1) Land Matter

REPORTS

1.

NO. 1

September 19, 1983.

TO: City Council

FROM: City Clerk

RE: Public Hearing

Council are advised that a public hearing scheduled for Monday, September 26, 1983, has been properly advertised in respect to the following Land Use Bylaw Amendment, described as noted hereunder:

- (1) Bylaw 2672/M-83 - redesignation of an addition to the Deer Park Subdivision from A.1 = Future Urban Development District to R.1 = Residential (Low Density) District and P.1 = Parks and Recreation District.

As of this date, no objections have been received concerning the aforementioned Bylaw Amendment.

R. Stollings
City Clerk

NO. 2

September 16, 1983.

TO: City Council

FROM: City Clerk

RE: Checkmate Court/Storm Sewer Outfall

At the August 29, 1983, meeting of Council, it was agreed that the following notice be sent by registered mail to the owner of Lot 2, Block 5, Plan 792-2189.

TO: Checkmate Developments Ltd.

Attention:E. Chrustawka

Take notice that Council of the City of Red Deer will, at its meeting to be held in the Council Chambers, City Hall, Red Deer, Alberta, the 26th day of September 1983, commencing at 7:00 p.m. or as soon thereafter as Council may determine, consider making the Order hereunto annexed and forming part hereof.

And further take notice that you will be given the opportunity of appearing and being heard by Council at the meeting before the making of the Order.

RESOLUTION TO BE ANNEXED

Council of the City of Red Deer being of the opinion that the storm sewer outfall located on the N.E. corner of Lot 2, Block 5, Plan 792-2189 (Checkmate Court) is by reason of its incompleated state of construction and in addition the pipe having been installed backwards (bell ends at downstream side) causing exfiltration, which if left unchecked the erosion could pose a threat to the existing water main and eventually could endanger the structure itself thereby being dangerous to the public safety and is detrimental to the surrounding area, hereby resolves and orders that the owner of the said property, within 30 days of the date hereof, complete construction of the storm sewer outfall to the bottom of the slope as requested by the City and as stated in the Soils Consultants Report and in default of which the City Engineer shall cause the same to be done and all costs of so doing shall be charged against the said lands as taxes due and owing and shall be recovered as such.

Respectfully submitted,

R. Stollings, City Clerk

NO. 3

File: UP-735

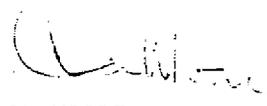
September 20th, 1983

MEMORANDUM

TO: MAYOR R.J. MCGHEE, Chairman
WASKASOO PARK POLICY COMMITTEE

FROM: DON MOORE, Chairman
WASKASOO PARK MANAGEMENT COMMITTEE

Attached are proposed items for Council attention, including the recommendation to accept Bert Knopp's offer to sell and a recommendation for application for grant for the equipment requirements. A list of the equipment as presented to the Policy Committee is attached as information should any Council Member wish to have more details.


DON MOORE

DM:pw
Attachments
c.c. Waskasoo Park Management Committee

File: UP-734

September 20th, 1983

MEMORANDUM

TO: MEMBERS OF CITY COUNCIL

FROM: MAYOR R.J. MCGHEE, Chairman
WASKASOO PARK POLICY COMMITTEE

Having reviewed the recommendations of the Waskasoo Park Management Committee, the Policy Committee wish to recommend City Council approval for permission to apply for the sum of \$95,000.00 for purchase of maintenance equipment as outlined in the Waskasoo Park Management Plan and that the Policy Committee be authorized to approve expenditures up to this amount.

The equipment is all required either this fall and winter or next spring and is comprised primarily of turf maintenance equipment and equipment required for winter trail maintenance as well.

R.J. MCGHEE
Mayor

DM:pw
c.c. Waskasoo Park Management Committee

WASKASOO PARK EQUIPMENT LIST

- Two all-terrain cycles complete with front and rear baskets and utility trailer	
Note: It was agreed that a 1984 model be purchased because it was understood it would be improved.	\$ 6,000.00
- One hustler mower attachments, 60 inch broom	2,000.00
- Winterization of hustler mower	3,000.00
- One broom for tractor	2,000.00
- One applicator roller, 8 foot, 100 gallon tank	3,500.00
- Two of three 20 inch rotary push mowers at \$400.00	800.00
- One of three gas-powered hand-held rotary string-type weed trimmers at \$500.00	500.00
- One of four light duty trucks at \$8,300.00	8,300.00
- One self-propelled five gang reel mower	36,000.00
- One 52 inch flail type mower	14,000.00
- Two back-pack sprayers at \$100.00	200.00
- Two single track snowmobiles at \$5,000.00	10,000.00
- One double combi track setter and renovator	5,500.00
- One single bar four track setter	75.00
- One single bar for renovator	125.00
- Six weights at \$100.00	600.00
- Two weight racks for track setters at \$125.00	250.00
- Two weight racks for renovator at \$100.00	200.00
- Two pear shovels at \$50.00	100.00
- Two snow rakes at \$280.00	560.00
	<u>\$93,710.00</u>

File: UP-736

NO. 4

September 20th, 1983

MEMORANDUM

TO: MEMBERS OF CITY COUNCIL

FROM: MAYOR R.J. MCGHEE, Chairman
WASKASOO PARK POLICY COMMITTEE

In accordance with the Waskasoo Park Master Plan, the Policy Committee wish to recommend to City Council the submission of a grant application in the amount of \$120,000.00 for the construction of a section of trail between the Red Deer Lion's Campground and Three Mile Bend. This particular project can be tendered immediately and some work might be undertaken before freeze-up. We would also ask Council to authorize the Policy Committee to approve the expenditure of these funds.

R.J. MCGHEE
Mayor

DM:pw
c.c. Waskasoo Park Management Committee

September 20, 1983

TO: City Council
FROM: City Assessor

The attached report contains a list of properties which are eligible for the 1983 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 condition of sale on which sales are to be made."

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

Respectfully Submitted,


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

att'd.

Mayor's Comments

Concur with the recommendations of the City Assessor.

"R.J. MCGHEE"
Mayor

PROPOSED 1983 TAX

Advertisement in the Alberta Gazette

Advertisement in the Red Deer Advocate

Tax Sale

Terms

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

Roll No.	Legal Description			Address
	Lot	Block	Plan	
10-2-1740	8A	8	762-0826	124 Allan St.
10-3-0300	16	4	794 NY	7 McConnell Cl.
15-2-1630	6	14	4828 KS	3923 - 38 Ave.
19-1-0995	1	6	5828 MC	2 Oldbury St.
19-4-0835	14B	14	762-1978	179 Overdown
28-2-0130	2B	1	1933 MC	7121 - 50 Ave.
28-2-1030	1	10	752-0506	39 Piper Drive
29-2-0545	10	E	762-1307	5856 - 70 St. Dr.
29-2-0550	11	E	762-1307	5852 - 70 St. Dr.
29-2-0555	12	E	762-1307	5848 - 70 St. Dr.
29-3-2770	1	15	792-2367	104 Greenham Dr.
29-3-2775	2	15	792-2367	88 Greenham Dr.

SALE - TAX RECOVERY ACT

October 15, 1983

November 23, 1983

December 7, 1983, 11:00 A.M.

Cash

Assessment		Total	Arrears	Suggested Reserve Bid
Land	Impr.			
3,050	5,560	8,610	3,009.94	49,400.00
6,600	4,340	10,940	2,259.54	68,400.00
4,050	3,670	7,720	1,241.86	61,750.00
4,560	7,430	11,990	2,920.15	80,750.00
2,510	5,000	7,510	2,330.95	51,300.00
27,200	4,630	31,830	19,740.99	215,650.00
7,610	8,570	16,180	4,038.81	99,750.00
2,250	5,090	7,340	3,498.43	62,700.00
3,640	0	3,640	1,849.47	28,310.00
3,990	0	3,990	2,015.43	34,390.00
17,680	0	17,680	7,966.64	247,620.00
34,840	0	34,840	15,297.21	487,970.00

Page 2:

Roll No.	Legal Description			Address
	Lot	Block	Plan	
29-3-2780	3	15	792-2367	210 Northey Ave.
32-1-0110	1	C	802-0562	7644 - 50 Ave.
32-1-0115	2	C	802-0562	7632 - 50 Ave.

Assessment		Total	Arrears	Suggested Reserve Bid
Land	Impr.			
82,160	0	82,160	36,023.48	1,149,660.00
31,960	0	31,960	10,367.70	337,740.00
24,690	0	24,690	7,998.99	234,890.00

NO. 6

20 July 1983

TO: CITY COUNCIL

FROM: CITY CLERK

RE: DESIGNATION OF FIRE HALL NO. 1 AS A MUNICIPAL HISTORIC
RESOURCE

Council of The City of Red Deer at its meeting held on July 18th, 1983 passed a resolution agreeing that steps be taken to designate the Red Deer Armoury - Fire Hall No. 1 as a Municipal Historic Resource. Included in the agenda is a draft bylaw which has been prepared in accordance with Council's resolution, and which bylaw maybe given 3 readings at this meeting if Council so chooses.

R. STOLLINGS,
City Clerk

September 7, 1983

7

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/BUILDING INSPECTOR

Our department would like the following items placed before Council for their consideration. All of these sites were checked by our department because of complaints being received by our office.

- 1) 108 Brown Close - owner Brian Barritt - dilapidated vehicle under a tarp.
- 2) 44 Nielsen Close - owner J. Bruinsma - unfinished garage.

Both owners have been notified by letter and to date there has been no change in the condition of the property.

Recommend that Council approve the following resolution as authorized by Municipal Government Act and the City Nuisance Bylaw:

- 1) "RESOLVED that Council being of the opinion that the premises at 108 Brown Close are unsightly by reason of the dilapidated vehicle stored there, Brian Barritt being the owner of 108 Brown Close (hereinafter called "the premises") be and is hereby ordered and directed within 14 days of a copy of this resolution being mailed by registered mail, to have the vehicle removed, failing which the Development Officer/ Building Inspector of the City is hereby authorized and directed to cause the vehicle to be removed in which case the cost thereof shall be directed to Brian Barritt, and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such."
- 2) "RESOLVED that Council being of the opinion that the premises at 44 Nielsen Close are unsightly by reason of an unfinished garage located thereon, J. Bruinsma, being the owner of 44 Nielsen Close (hereinafter called "the premises") be and is hereby ordered and directed within 14 days of a copy of this resolution being mailed by registered mail,

- cont'd -

to have the garage finished, failing which the Development Officer/
Building Inspector of the City is hereby authorized and directed to
cause the garage to be finished in which case the cost thereof shall
be directed to J. Bruinsma, and in default of payment shall be charged
against the premises as taxes due and owing in respect thereof and shall
be recovered as such."

RYAN STRADER,
Development Officer/
Building Inspector

RS/gr

Mayor's Comments

We would concur with the comments of the Development Officer.

"R.J. MCGHEE"
Mayor

September 7th, 1983.

13.

TO: Red Deer City Council

FROM: The Red Deer Day Care Management Board

RE: Appointment of a Board Member Replacement

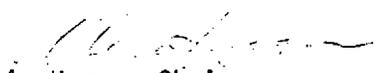
At its regular meeting of Wednesday, September 7th, 1983, the Red Deer Day Care Management Board considered with regret the resignation of Red Deer Day Care Society representative, Betty-Anne Christie, from the Board due to an impending residency change from the City. Her letter of resignation was dated effective June 23rd, 1983, and is attached herewith.

At the same time, the Board also gave consideration to the naming of a replacement to complete Ms. Christie's term of office which expires December 31, 1984. A further letter from the Society's President, Pam Clarke, dated August 19, 1983, advises that Mr. Cal Howell has been selected to replace Ms. Christie. The Day Care Management Board concurred with this selection, with a resolution as noted hereunder being introduced and passed:

" That the Red Deer Day Care Management Board recommend to Red Deer City Council that Mr. Cal Howell be appointed to the Board as the Red Deer Day Care Society representative to complete Betty-Anne Christie's unexpired term of office expiring December 31st, 1984. "

Council's ratification of this appointment at their earliest convenience would be appreciated.

Respectively submitted,


A. Hogan, Chairperson
Red Deer Day Care Management Board

7 Michiels Street
Red Deer, Alberta
June 23, 1983

Ms. Alice Hogan, Chairman
Red Deer Day Care Management Board
3529 44 Avenue
Red Deer, Alberta

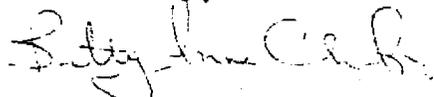
Dear Alice:

It is with regret that I must resign my position from the Red Deer Management Board.

I have found the experience of serving on the board valuable and enjoyable. It has been a pleasure to work with Kathy and the members of the society and management board.

I would like to express my best wishes for continued success in the co-operative efforts of the staff, society and management board in providing quality child care for the city of Red Deer.

Yours truly,



Betty-Anne Christie

Mrs. Pam Clarke
62 Card Crescent
Red Deer, Alta.
T4P 2E3

August 19, 1983.

Mrs. Alice Hogan,
Chairperson
Red Deer Day Care Management Board
3529 - 44 Avenue
Red Deer, Alta.
T4N 3H2

Dear Mrs. Hogan,

At a special meeting of the Red Deer Day Care Society on August 16th, 1983, Cal Howell was selected to replace Betty-Anne Christie on the Day Care Management Board.

We hope that our selection will be ratified by City Council in time that Cal Howell will be able to attend the next meeting of the Management Board, as he is most anxious to assume his new duties.

Yours truly,



Pam Clarke,
President
Red Deer Day Care Society

/dd

Mayor's Comments

Concur with the recommendations of the Red Deer Day Care Management Board..

"R.J. MCGHEE"
Mayor

NO. 9

September 15, 1983

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/BUILDING INSPECTOR

RE: 3801 - 50 Street, Mac's Store

Could your department arrange to place the following item on the Council Agenda.

Our department has contacted the owner of the above property - Mrs. L.D. Hamilton, S.S.#3, Site #14, Box 26, Calgary, Alberta T3C 3N9 - requesting that the landscaping be upgraded to an acceptable standard. To date we have not received a reply to any of our letters.

We have noted that the plans on file for this indicate that the landscaped areas (grassed) were to include shrubs and ornamental stones, none of which have ever been installed.

It is our recommendation that Council declare the above site unsightly under authority of the City Nuisance Bylaw and the Municipal Government Act.

"RESOLVED that Council being of the opinion that the premises at 3801 - 50 Street are unsightly by reason of the unfinished landscaping, Mrs. L.D. Hamilton being the owner of 3801-50 Street (hereinafter called 'the premises'), be and is hereby ordered and directed within 14 days of a copy of this resolution being mailed by registered mail, to have the landscaping installed as indicated on plan on file in the City Building Inspector's office, failing which the City Building Inspector is authorized to have the work done and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such."

RYAN STRADER,
Building Inspector/
Development Officer

RS/gr

Mayor's Comments

We would concur with the recommendations of the Development Officer.

"R. J. MCGHEE"
Mayor

September 20th, 1983

MEMORANDUM

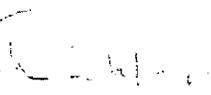
TO: MAYOR AND COUNCIL
FROM: RECREATION SUPERINTENDENT
RE: HOSTING OF 1984 GREAT CANADIAN PARTICIPATION CHALLENGE

Because of the enthusiastic manner in which Red Deer responded to the first Participation Challenge, and their success in getting a high percentage of citizens involved, Red Deer is privileged to have been invited to become a host for the 1984 Challenge.

The attached correspondence and task analysis and program overview will assist Council in determining more precisely what is involved.

It is clear that we can expect strong support from the organization as well as from the Provincial Government and we have already obtained the commitment from our Recreation Staff to assume certain responsibilities on a volunteer basis. Whatever minor costs would be incurred would be recoverable from a registration fee which is outlined in the material.

Red Deer citizens have responded positively to this type of program in the past. It will give us significant Canada wide recognition as well as assisting in further developing our strong community spirit and therefore I would recommend that Council enthusiastically accept the responsibility as outlined.



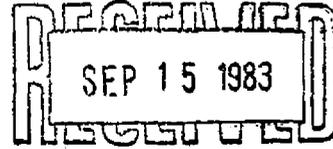
DON MOORE

DM:pw
Attachment

September 12th, 1983,

VIA: COURIER

Mr. Don Moore,
Superintendent of Recreation,
c/o City Hall,
Box 5008,
Red Deer, Alberta.
T4N 3T4



Dear Don:

It was a pleasure to speak with you by telephone this afternoon and to find that you are interested in having Red Deer become a host of the 1984 "Great Canadian PARTICPaction Challenge".

The 1983 Challenge was an overwhelming success with over 600,000 people participating in more than 50 communities! In looking over the organization of the Challenge for 1984, we have decided two things:

1. that the host role be divided among 4 communities - each hosting the Challenge within their population category, and
2. that PARTICIPaction take on a much more active support role to the Challenge

The host role is neither large nor complex. I have described it in the attached discussion paper. As you will see there are 4 basic roles -

- Initiating the Challenge (a letter from your mayor)
- Communicating with the Communities that accept your Challenge
- Consulting: answering questions posed by participating communities
- Co-ordinate gathering results on Challenge day, 1984.

...../2



Mr. Don Moore,
September 12th, 1983,
Page 2.

Don - there are 64 communities in Canada within your population category. We don't know how many of them will accept - but we would seriously try to get as many of them as possible to accept the Challenge from Red Deer.

The work load of coordinating the Challenge is not great if you've got a good working committee of volunteers. In a telephone discussion with Alfred Nikolai, he indicated that the Provincial Government would be able to assist you through the resource of the Kevin Cirois Fitness Centre. I've outlined what I see as the job tasks on the second part of the enclosed discussion paper.

I'll look forward to our discussion on Friday and am particularly interested in where we would take it for approval. The Challenge, in order to give sufficient lead time to participating communities, should be issued in October.

Yours sincerely,



Robert Duck,
Director - National Projects.
RD/vt

Encls.: 1 - Discussion Paper
1 - Task Analysis

HOSTING THE CHALLENGETASK ANALYSISTASK

- Assemble names - Mayors (Joint Host/PARTICIPaction)
- Rec. Directors
- Pre-telephone all Rec. Directors (Joint Host/PARTICIPaction)
- Produce Challenge letter - Mayor to sign
- Mail Challenge letter, interpretive material (supplied by PARTICIPaction) - copies to all Rec. Directors
- Answer additional questions as they come in
- Telephone follow-up, clarification (P.R. gesture)
 - to Mayor or
 - to Rec. Director
- Receive Registrations
 - issue receipt
 - compile registration list, names, addresses, telephone
- Send organizational manual (PARTICIPaction to send directly)
- Maintain ongoing communication:
 - once per month phone call
 - gather information on highlights, special features etc.
 - produce monthly newsletter, mail to participants
 - cost implications:-Time
 - Word Processor
 - Paper
 - Postage
- Organizational meetings
 - once per week by volunteer committee (may only be bi-weekly - Oct - Jan weekly March - May)

RECRUITMENT
PHASEPREPARATION PHASE
(7 MONTHS, OCTOBER TO MAY)

-2-

CHALLENGE
DAYMinimum requirements

- scheduled system to receive results (telephone from participating communities)

Manpower Needs

- Need computer or word processor
 - experienced operator
- Need: media contact - local
 - national
- Volunteers constantly on duty for duration of the Challenge day

**THE GREAT CANADIAN PARTICIPAction
CHALLENGE**

Notes for Discussion

**THE GREAT CANADIAN PARTICIPAction
CHALLENGE**

MAY 1984

When: During National Physical Activity Week in May, 1984. Specific date to be announced.

What: A one-day inter-community Fitness Challenge where individuals participate in 15 continuous minutes of any physical activity that makes the heart beat faster and then register their participation with the local organizing committee.

The Winner: Will be the community that records the greatest percentage of participation. There will be one winner in each of four population categories.

SUMMARY OF MAJOR TASKS:

**Organization of the Great Canadian
PARTICIPaction Challenge
1984**

- (1) Initiate.
- (2) Communicate.
- (3) Provide Materials.
- (4) Consult.
- (5) Promote.
- (6) Co-ordinate Challenge Day.

**THE GREAT CANADIAN PARTICIPAction
CHALLENGE**

Role of Challenge Hosts

- (1) **Initiate:** To initiate the Challenge among Canadian cities within the relevant population category - (Mayor to Mayor).
- : To provide appropriate further information on request.
 - : To accept registrations of participating communities.
- (2) **Communicate:** To provide all communication to participating communities.
- : To maintain central contact point
 - office
 - telephone
 - accessible contact person
 - : To maintain ongoing regular communication services to local organizing communities.
- (3) **Consult:** To respond to all requests for assistance within limits of ability and available resources.
- (4) **Challenge Day Co-ordination:**
- To plan and implement a comprehensive program of collection, coalition and sharing of results with all participating communities and the media on the day of the Challenge.

**THE GREAT CANADIAN PARTICIPAction
CHALLENGE**

Role of PARTICIPAction

- (1) Consultation : To provide consultation services to the Challenge Hosts.
- : To provide consultation services to participating communities only on request from Challenge Host.
- (2) Provide Materials: To finance, create, produce and distribute the following kinds of material.
- interpretive
 - promotional
 - organizational
 - media
- (3) Promotion : To promote the Challenge directly in participating communities by:
- direct visitations to communities
 - providing interviews, articles, columns etc.

FOR CONSIDERATION IN DETERMINING HOSTING:

(1) Access to secretarial assistance.

(2) Access to summary support services:

- telephone and long distance
- duplication
- mail and postage
- basic office materials

(3) Manpower requirements:

- Primary Contact (staff or volunteer)
 - September to March - 1/4 time.
 - April to May - 1/2 time.

Income from registrations: (example assuming
30 responses)

30 @ \$100.00 = \$3,000.00

- to be kept by organizing committee.

Possible sources of assistance:

- Unity Canada
- City assistance
- Manpower and Immigration (work assistance)
- Service Clubs (Kinsmen, others)

1983 RESULTS
THE GREAT CANADIAN PARTICIPAction CHALLENGE

POPULATION CATEGORY I - Communities less than 10,000 residents

BANK	POPULATION	NUMBER OF PARTICIPANTS	% POPULATION
1 Flin Flon, MB	8,712	5,722	65.7
2 Kenora, ON	9,300	5,835	62.0
3 Beaverlodge, AB	1,937	1,523	58.2
4 Sherwood/Pardkale, PE	7,713	3,404	44.1
5 New Waterford, NS	8,808	3,808	43.3
6 Inuvik,, NT	3,150	1,202	38.2
7 Trail, BC	9,986	3,539	35.4
8 Weyburn, SK	9,243	3,266	35.3
9 Rimbey, AB	1,880	634	33.7
10 Melville, SK	5,092	1,388	27.3
11 Dawson, YT	1,300	312	24.0

CATEGORY II - 10,000 - 29,999 residents

1 Labrador City, NF	11,384	9,262	81.4
2 Owen Sound, ON .	19,000	15,294	80.5
3 Lloydminster, AB-SK	15,032	9,703	64.5
4 Kanata, ON	20,529	11,498	56.0
5 New Glasgow, NS	10,464	5,176	49.8
6 Penticton, BC	23,340	10,662	45.0
7 Stratford, ON	26,066	11,535	44.3
8 Yellowknife, NT	10,000	3,472	34.7
9 Whitehorse, YT	16,000	4,435	30.0
10 Grande Prairie, AB	24,263	7,048	29.0
11 Port Colborne, ON	19,323	4,745	24.6
12 Thompson, MB	14,288	3,470	24.3
13 Glace Bay, NS	23,000	--	20.3
14 Cobourg, ON	11,000	1,300	11.8
15 Grimsby, ON	15,000	1,050	6.7

1983 RESULTS
THE GREAT CANADIAN PARTICIPAction CHALLENGE

CATEGORY III - 30,000 - 69,999 residents

BANK	POPULATION	NUMBER OF PARTICIPANTS	% POPULATION
1 Fredericton, NB	44,070	22,872	51.9
2 Red Deer, AB	39,370	18,230	46.3
3 Peterborough, ON	61,000	26,834	43.3 (44.7)
4 Kelowna, BC, NS	59,196	23,607	39.8
5 Dartmouth, NS	62,277	20,777	33.4
6 Waterloo, ON	55,000	17,358	31.6
7 Kamloops, BC	64,048	17,856	27.9
8 Lethbridge, AB	56,500	9,292	16.4
9 Chilliwack, BC	40,000	2,969	7.4
10 Charlesbourg, PQ	64,147	249 (2 hrs.)	1.0

CATEGORY IV - 70,000 or more residents

1 Saskatoon, SK	155,000	79,259	51.1
2 Sudbury, ON	90,000	39,534	43.9
3 Ottawa, ON	306,576	113,095	36.6
4 Thunder Bay, ON	112,000	36,358	32.0
5 Halifax, NS	117,000	30,515	26.6
6 Regina, SK	160,000	30,962	19.4
7 Winnipeg, MB	604,209	23,776	3.9
8 St. John's, NF	87,770	2,000	1.0

CANADIAN CITIES TO RECEIVE THE 1984 CHALLENGE

SUMMARY (CANADA)

PROVINCE	Category 1 - 10,000	Category 2 10,000 - 29,999	Category 3 30,000 - 69,999	Category 4 70,000 +
Newfoundland	7	5	0	1
Prince Edward Island	2	1	0	0
Nova Scotia	9	8	1	1
New Brunswick	8	2	2	2
Québec	53	62	22	8
Ontario	36	60	17	27
Manitoba	5	3	1	1
Saskatchewan	4	3	2	2
Alberta	16	6	5	2
British Columbia	13	21	14	6
Yukon	0	1	0	0
Northwest Territories	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL:	154	172	64	49

CANADA TOTAL (All Categories): 439

CANADIAN CITIES WITH 30,000 - 69,999 RESIDENTS**Summary by Province**

Newfoundland	-	0
Prince Edward Island	-	0
Nova Scotia	-	1
New Brunswick	-	2
Québec	-	22
Ontario	-	17
Manitoba	-	1
Saskatchewan	-	2
Alberta	-	5
British Columbia	-	<u>14</u>
TOTAL:		<u>64</u>

CANADIAN CITIES WITH 30,000 - 69,999 RESIDENTS

NOVA SCOTIA:

Dartmouth	62,277
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NEW BRUNSWICK:

Fredericton	43,723
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QUEBEC:

Anjou	37,346
Beauport	60,447
Brossard	52,232
Cap de la Madeleine	32,626
Charlesbourg	68,326
Chateauguay	36,928
Chicoutimi	60,064
Dollard-des-Ormeaux	39,940
Granby	38,069
Hull	56,225
Jonquiere	60,354
Lachine	37,521
Pierrefonds	38,390
Ponte aux Trembles	36,270
Repentigny	34,419
Saint Hubert	60,573
Saint Hyacinthe	38,246
Saint-Jean-Sur-Richelieu	35,640
Saint Laurent	65,900
Sainte-Foy	68,883
Trois Rivieres	50,466
Verdun	61,287

ONTARIO:

Barrie	38,423
Belleville	34,881
Chatham	40,952
Cornwall	46,144
Halton Hills	35,190
Kingston	52,616
Newcastle	32,229

CANADIAN CITIES WITH 30,000 - 69,999 RESIDENTS

ONTARIO cont'd:

North Bay	51,278
Peterborough	60,620
Pickering	37,754
Cornwall	46,144
Halton Hills	35,190
Kingston	52,616
Newcastle	32,229
Richmond Hill	37,778
Sarnia	50,892
Stoney Creek	36,762
Timmins	46,114
Waterloo	49,438
Welland	45,448
Whitby	36,698

MANITOBA:

Brandon	36,242
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SASKATCHEWAN

Moose Jaw	33,941
Prince Albert	31,380

ALBERTA:

Fort MacMurray	31,000
Lethbridge	54,072
Medicine Hat	40,380
Red Deer	46,393
St. Albert	31,996

CANADIAN CITIES WITH 30,000 - 69,999 RESIDENTS**BRITISH COLUMBIA:**

Chilliwack	40,642
Coquitlam	61,077
Kamloops	64,048
Kelowna	59,196
Langley	59,741
Maple Ridge	32,232
Matsqui	42,001
Nanaimo	47,069
New Westminster	38,550
North Vancouver (City)	33,952
North Vancouver (District)	65,367
Prince George	67,559
Victoria	64,379
West Vancouver	35,728

TOTAL: 64 Communities

Mayor's Comments

We would support this proposal in principal subject to any anticipated costs being considered by Council for the 1984 budget.

"R.J. MCGHEE"
Mayor

CORRESPONDENCE

38.

NO. 1

22 McKee Close,
Red Deer, Alberta,
T4N - 0L9.

September 7, 1983.

City Council,
City of Red Deer, Alberta.

Ladies and Gentlemen:

I just passed another accident at the intersection of 30th Avenue and Ross Street. My wife had a "close call" at that intersection a couple of weeks ago, when a driver failed to stop at Ross Street corner. Previously, there were at least two other accidents there that I know of.

Why am I concerned about that particular corner? Because we just purchased a home in Rosedale and will be moving there shortly. Presently, we have been travelling there to paint and plant trees and shrubs, so we pass that intersection quite often.

My wife and I have witnessed many drivers going through that intersection travelling east on Ross Street into Rosedale. Perhaps it's because there are several directional signs leading up to that corner so that "Stop" sign could be inadvertently missed.

My suggestion for a suitable solution to that "suicide corner" would be to install traffic lights there or at least erect one of those large stop signs with a red flashing light, like the ones on approaches to a highway.

Your immediate attention to this problem will be greatly appreciated by all of us travelling in that area.

Yours truly,

Peter Roy.

c.c. B. Jeffers, City Engineer
E.L. & P.
Inspector Nielsen, R.C.M.P.

39.

RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE

RED DEER, ALBERTA, CANADA T4R 1M9

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

TELEPHONE: (403) 343-3394

September 15, 1983

'83 SEP 17 AM 11:11

Your File No.

Our File No.

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

Dear Sir:

Re: Correspondence from Peter Roy

Mr. Roy complained that his experience indicates that the intersection of 30th Avenue and Ross Street is unsafe. He mentioned that some east bound cars ignore the Stop Sign located on Ross Street and drive through without stopping.

Ross Street and 30 Avenue are part of the City's arterial road network. The importance of these two roads will increase substantially as the city grows. Ross Street is expected to join to Highway 911 (Road to Joffre) on the east side, and on the west side to Taylor Drive. 30th Avenue is planned to be extended north to cross the river at 67 and 77 Street to join to Highway 11.

The east bound traffic on Ross Street at 30 Avenue appears to face six directional/information signs, with some signs having more than one message, at a distance of about 100 m. This may cause some drivers to ignore the last sign, which is the Stop sign. The Stop sign does not appear to be conspicuous enough at this location, since it is given the same importance as the other five signs.

The solution we would recommend is the installation of larger Stop signs (oversize) and the removal of other signs further to the west.

The traffic lights will be necessary at this location when the volume of traffic increases in both directions, east-west and north-south. This is likely to happen when Ross Street is extended east & west and when 30 Avenue is extended to the north to cross the river.

Yours truly,

DR/cc

D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF BOWDEN—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DODSBURY—TOWN OF EDKVILLE
TOWN OF INNISFAIR—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 BOTHA—VILLAGE OF CAROLINE—VILLAGE OF OLIVE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE
VILLAGE OF DONALDA—VILLAGE OF ELNORA—VILLAGE OF GADSBY—VILLAGE OF HALKIRK—VILLAGE OF MIRROR—SUMMER VILLAGE OF BIRCHCLIFF—SUMMER VILLAGE OF GULL LAKE
SUMMER VILLAGE OF HALF MOON BAY—SUMMER VILLAGE OF NORGLENWOLD—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



Royal Canadian Mounted Police / Gendarmerie royale du Canada

Red Deer City Detachment
P.O. Bag #5033
RED DEER, Alberta
T4N 6A1
83 SEP 15

Our file / Votre dossier

Our file / Votre reference

City of Red Deer
City Hall
Red Deer, Alberta

Attention: Mr. R. STOLLINGS

City Clerk

Dear Sir:

Re: Mr. Peter ROY

Correspondence

This is to acknowledge receipt of your correspondence dated 83 SEP 08.

In examining the intersection of Ross Street and 30th Avenue, I concur with Mr. ROY's concerns. Ross Street at this point is a four-lane divided roadway intersecting with the two-lane 30th Avenue. The avenue has a greater speed limit than Ross Street.

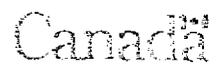
A motorist travelling Ross Street it's entire length finds same to be a through street until reaching 30th Avenue. A motorist might well be lulled into the mistaken belief that Ross Street does not yield to the unassuming 30th Avenue.

I count no less than six signs of various traffic directions in the space of half a block prior to the standard stop sign on Ross Street at 30th Avenue. Further I can appreciate Mr. ROY's concern that the stop sign could easily be missed. Further an enlarged stop sign westbound on Ross Street at 30th Avenue would also be recommended as a replacement for the recently installed yield sign.

My recommendation therefore, would be to install an enlarged stop sign on Ross Street for eastbound and westbound traffic at 30th Avenue. Further, I would be in favour of a flashing red light above the eastbound sign. Because 30th Avenue is also a designated truck route, I would not be in favour of any type of overhead traffic lighting devices, as this might well interfere with oversized permitted vehicles travelling 30th Avenue.

Yours truly,

(D.C. Nielsen) Insp.
O. i/c Red Deer City Detachment



M E M O

41.

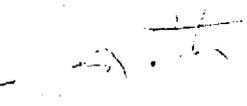
TO: City Clerk

DATE: 19 09 1983

FROM: E. L. & P. Supt.

Re: Correspondence from Peter Roy
Traffic Signals 30th Avenue & Ross Street

The planning of all traffic control including the need for signs and signal lights is the responsibility of the Engineering Department. We have no comments to offer.


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

AR/jjd

September 20, 1983

TO: City Clerk
FROM: City Engineer
RE: Correspondence from Peter Roy

The Ross Street/30 Avenue intersection is a four (4) legged arterial road intersection that is currently partially constructed. A proper four (4) lane divided approach complete with left turn bay exists on the west but the other three (3) approaches are only two (2) lanes of eventual four (4) lane approaches.

We have received this letter and one (1) telephone request for better right-of-way definition at this intersection within the last two (2) weeks. In order to immediately improve the operating safety at this intersection, we have installed median stop signs for east/west bound traffic in addition to the existing stop signs in the right hand boulevards.

We further recommend that:

1. The "Divided Highway Ends" sign be removed from the west approach as the divided roadway does not now end until east of this intersection.

2. The advance "Stop Ahead" sign on the west approach of Ross Street to 30 Avenue and one (1) right turn arrow be removed. By removing these signs and the one (1) noted in Item #1, it should remove the "cluttered" appearance as one approaches the intersection from the west.

3. The installation of painted "Stop" bars (lines) on both east and west approaches.

4. The intersection be continually monitored for future traffic signal installation. The low volume using the intersection at present does not warrant the installation of a traffic signal at this time. Flashing red lights are not recommended due to existing street lighting, precedent and cost.

If there is evidence that motorists still do not see the median and right hand side stop signs after the above installations, oversize stops signs can be installed.

Submitted for the consideration of Council.

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

KGH/emg
cc - RDRPC
cc - E. L. & P. Supt.
cc - Inspector Nielsen

Mayor's Comments

Concur with the recommendations of the City Engineer.

"R.J. MCGHEE"
Mayor

THE CITY OF RED DEER

45.

NO. 2

P. O. BOX 5008

RED DEER, ALBERTA

T4N 3T4

TELEPHONE 342-8111

RED DEER POLICE COMMISSION

September 16, 1983.

Mayor and Councillors
City of Red Deer
Box 5008
Red Deer, Alberta

Lady and Gentlemen:

The Red Deer Police Commission respectfully recommends to City Council that the City apply for an additional Constable from the R.C.M.P. for 1984. He or she should be a person qualified for the Crime Prevention and Police Community Relations Program. In expectation of an increase in City population of 5% approximately, an additional Constable will establish a ratio of 1 officer to 800 persons, the ratio that has been followed in allocating police to urban areas under contract with the R.C.M.P. It is the opinion of the Red Deer Police Commission and the administration of the City Detachment that the one additional Constable would be most effective, if he or she were to be assigned to CP/PCR work. The Police Commission has already made representation to the Commanding Officer of K Division for permission to expand the City's crime prevention and public relations program, particularly in the schools, where at present only two men are available for work that seems to be particularly effective in obtaining support for the police. A copy of the letter to Assistant Commissioner, D.A. Whyte, was sent to Council in May. His reply was that, by comparison, an additional specialist in CP/PCR in Red Deer would create a rich ratio for the specialty and that for 1983/84 we could only assign a law enforcement Constable for part-time duties in the program, but that we might include in the 1984/85 Program Forecast the extra specialist.

Regardless of whether or not the additional officer is a CP/PCR specialist, we do need at least one additional Constable for 1984/85.

Yours sincerely,

G.H. Dawe, Chairman
Red Deer Police Commission

c.c. Insp. Nielsen

Mayor's Comments

We recommend Council support this request.

"R.J. MCGHEE"
Mayor

NO. 3

RED DEER CHAMBER OF COMMERCE



3017 GAETZ AVENUE
RED DEER, ALBERTA T4N 5Y6
TELEPHONE 347-4491

Sept.13 1983
Members, Red Deer City Council
City Hall
Red Deer, Alta.
T4N 3T5

Dear Councillors,

Re:A Strategy for Downtown Action

Please find enclosed a policy paper entitled "A Strategy for Downtown Action" which is submitted for your consideration. This document has been prepared by the Chambers Downtown Strategy Committee and adopted as Chamber policy. It represents the result of six months work by the committee, including extensive discussions with representatives of the City Administration and the Regional Planning Commission.

It is hoped that the recommendations contained in the report will provide a basis for public debate and will encourage the development of a consensus regarding the future of the downtown. In this regard, the Chamber, through its Downtown Strategy Committee, looks forward to working with the City Administration and the Regional Planning Commission on the development of a revised Downtown plan.

Yours truly,

Doug McElligott
President

CITY OF RED DEER

A STRATEGY FOR DOWNTOWN ACTION

Prepared by:

The Downtown Strategy Committee

Red Deer Chamber of Commerce

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1.0 TRANSPORTATION

50.

1.1 TRANSPORTATION ISSUES:

The current transportation system does not encourage access by all modes of transportation into the downtown. This includes movement by automobile, city transit, bike or on foot, as outlined in the points below:

- 1.1.1 The present road system limits direct access to the downtown especially from the northwest.
- 1.1.2 Parking space in the downtown commercial area is currently fragmented, often inconvenient to reach, and not located in relation to any overall development policy. Metered parking acts as a disincentive to consumer traffic as compared to free parking at outlying malls.
- 1.1.3 Parking capacity may become an obstacle to development as existing commercial space is filled and new space is developed.
- 1.1.4 Present bus staging facilities are inadequate and do not encourage downtown transit utilization.
- 1.1.5 Pedestrian movement downtown is discouraged by an inconvenient pedestrian light system along major traffic arteries. The focus is on facilitating through traffic rather than encouraging circulation within the downtown. As a consequence, retail areas are isolated and fragmented by traffic arteries.
- 1.1.6 Virtually no facilities are provided for cyclists within the downtown commercial core (e.g. no bike stands or bikeways).
- 1.1.7 The railway marshalling yards are a substantial barrier to expansion of the downtown and limit commercial and residential development alternatives.

1.2 TRANSPORTATION RECOMMENDATIONS:

- 1.2.1 Promote the relocation of the railway marshalling yards. This will free up six hectares of land and allow the existing commercial area to expand to the west. It will also open a number of options for the linkage of Taylor Drive with the downtown, providing access from the northwest, and a further linkage to Ross Street east of the downtown.
- 1.2.2 Examine all possible alternatives for accommodating the east-west link with Taylor Bridge, including a one-way couplet on Ross Street and 49th Street, with the further objective of preserving the railway station in its present or alternate site.
- 1.2.3 Promote the use of public transit to the downtown. In particular, promote the immediate development of a central downtown bus staging facility and the retention of a routing system which has the downtown as a focus.
- 1.2.4 Promote the development of a new parking strategy, to include:
 - an immediate review of existing parking policies with the objective of rationalizing the use of existing short and long term parking,
 - a study of the future parking needs of the downtown and alternate solutions; in particular an investigation of the potential siting, financing arrangements, and multi-use aspects of a major downtown parkade.
- 1.2.5 Promote the use of bicycles in the downtown; in particular, encourage the development of bicycle linkages to the downtown from all directions, including linkage with the urban park system. Encourage the immediate provision of bicycle parking facilities in relation to key commercial and business areas.

- 1.2.6 Promote pedestrian movement throughout the downtown area. In the short term, redesign the pedestrian crossing light system to allow safer and more convenient pedestrian circulation and improve sidewalk conditions. In the long term, encourage the creation of "pedestrian places" such as green areas, kiosks, street cafés, shopping malls, etc., and the designing of major traffic arteries which enhance pedestrian travel as much as possible.

2.0 ENVIRONMENTAL

53.

2.1 ENVIRONMENTAL ISSUES:

Aesthetically the attractive features of downtown are diminished by its unattractive features, as outlined below:

- 2.1.1 Empty building spaces are left unattended and unmaintained.
- 2.1.2 There is a general lack of maintenance with respect to garbage pickup, street and sidewalk sweeping and ice removal etc. Absentee landlords and vacant buildings add to these problems.
- 2.1.3 Roads, lanes, sidewalks and parking lots are sometimes in poor condition and add to the overall unkempt appearance.
- 2.1.4 General business signing, including billboards, is uncoordinated and unattractive
- 2.1.5 Overhead powerlines are very prominent and add to the unattractive appearance of some areas.
- 2.1.6 There is a lack of green areas in the commercial core with the exception of City Hall Park and the Gaetz Avenue landscaping.

2.2 ENVIRONMENTAL RECOMMENDATIONS:

- 2.2.1 Promote the establishment of a prototypic Business Improvement Area (B.I.A.) for a small core area of the downtown with environmental management issues as a priority including the following:
 - priority allocation of City funds for the repair and maintenance of public facilities (such as streets, sidewalks, lanes) and the burial of the overhead power lines,
 - the development of a commercial signage policy for the area,
 - the initiation of a landscape plan (eg. mature tree planting, landscaping of vacant lots, etc.).

2.2.2 Promote the designation of the entire downtown area for a City clean-up and maintenance program including the following:

- a review and upgrading of bylaws pertinent to maintenance of existing properties, condemned properties, vacant buildings and lots,
- a continued emphasis on the repair and maintenance of public facilities and property,
- the employment of a "dustman",
- the development of a system for the review and approval of commercial signage.

3.0 BUSINESS AND PROFESSIONAL

3.1 BUSINESS AND PROFESSIONAL ISSUES:

- 3.1.1 Fragmented business hours, ownership and promotion among business in the downtown core limit the comprehensive approach to retailing adopted by major regional shopping centres.
- 3.1.2 Retail development is decentralizing to major shopping centres and business parks and there is pressure for further relaxations to the Land Use Bylaw.
- 3.1.3 The downtown lacks a large resident population outside normal business hours which could stimulate activity over a greater period of the day. The resulting short hours kept by retail and service outlets add to the problem.
- 3.1.4 There is no cohesive organization representing the downtown retail and professional business interests.

3.2 BUSINESS AND PROFESSIONAL RECOMMENDATIONS:

- 3.2.1 Promote the development of a downtown B.I.A. with priority placed on the hiring of a manager to develop and implement a comprehensive management and promotional program for the area.
- 3.2.2 Protect the downtown from further business and commercial decentralization by promoting the following policies on the part of City Council. These policies are seen as prerequisite to private investment in the downtown which will ensure the full utilization of already existing public facilities:
 - continue to permit business and professional offices, (with the exception of offices ancillary to other allowed commercial and industrial activities) only in the downtown,
 - discourage further retail decentralization by:

- not permitting the development of any additional major Regional Shopping Centre (see definition in Appendix 1)
- deferring for at least three years the development of any additional District Shopping Centres (see definition in Appendix 1)
- allow no further amendments to current Land Use Bylaw permitting retail activity in areas presently designated for highway commercial development.
- continue the existing policy which designates the downtown as the only zone allowing multi-use businesses, combining residential, light manufacturing and/or retail activity. (eg. sausage makers, handicraft shops and generally, cottage craft industries),
- amend the General Municipal Plan to explicitly outline the above- noted policies.

3.2.3 Promote the development of a downtown population by:

- continuing the policy of allowing mixed-use enterprises, including a residence, only in the downtown,
- initiating an investigation of possible incentives to the private development of downtown residential space,
- encouraging the development of a broader range of businesses and services in the downtown with a wider range of business hours to attract an active downtown population over a longer period.

3.2.4 Parking - see recommendations in Section 1.2, "Transportation Recommendations".

3.2.5 Encourage the business community and the public to identify with downtown revitalization by:

- promoting a prototypic Business Improvement Area (B.I.A.) including a significant number of professional offices to provide an example of a professional commitment to downtown development,
- designing and implementing a public participation program supportive to the downtown strategy.

4.0 CULTURAL AND RECREATIONAL

4.1 CULTURAL AND RECREATIONAL ISSUES:

- 4.1.1 There is a lack of cultural and recreational activity in the downtown commercial core outside normal office hours.
- 4.1.2 Recreation open space is limited in the downtown commercial core. The downtown is surrounded by the urban park system with bicycle and hiking trails, but there are no effective linkages into the core.
- 4.1.3 The heritage resources in the downtown have been neglected and are not identified or interpreted in any way. The facades of many historical buildings have been altered thus destroying their historical character. The future of the Provincially-owned Court House and Snell House is uncertain.

4.2 CULTURAL AND RECREATIONAL RECOMMENDATIONS:

- 4.2.1 Encourage the growth of a downtown population outside normal office hours by:
 - identifying existing cultural and recreation facilities and establishing a plan to promote their use. These could include such facilities as:
 - open spaces
 - heritage resources
 - cultural and recreational activities
 - encourage additional activities in the downtown such as:
 - a permanent farmer's market
 - lunch-box and dinner theatre
 - sidewalk cafes and services
 - outdoor band concerts, plays etc.

4.2.2 Promote the integration of the downtown commercial area with surrounding open spaces, such as Waskasoo Park, and the creation of new areas of passive open space in the downtown core. Possibilities include the creation of "vest-pocket" parks. This would require the adoption of a municipal policy directing the development of unused public or private properties as landscaped green space.

4.2.3 Encourage the recognition, use and development of heritage resources in the downtown by:

- promoting public recognition of heritage resources through such activities as the Downtown Walking Tour,
- encouraging restoration of historic facades through
 - liaison with the civic Historical Preservation Committee
 - identification of funding sources
 - promotion of facade restoration in a downtown B.I.A.
 - recommendation to City Council that incentives be made available to businesses prepared to restore designated historical facades.
- strongly promoting the preservation and adaptive reuse of historically significant buildings, such as the Court House.

5.0 REAL ESTATE

5.1 REAL ESTATE ISSUES:

- 5.1.1 Deviation from City land use policy creates uncertainty and speculation which sometimes leads to blighted areas and the underutilization of downtown city services. The poor condition of undeveloped properties adds to general environmental problems downtown.
- 5.1.2 Minimal residential development results in limited downtown population after business hours.
- 5.1.3 Some downtown residential properties have become blighted through speculation for commercial development.
- 5.1.4 Occupancy costs associated with the upgrading of electrical services are a disincentive to business development in the downtown core.

5.2 REAL ESTATE RECOMMENDATIONS:

- 5.2.1 Encourage the City Council to rigorously enforce land use policies supportive to downtown development, including existing bylaws and those arising out of new policy formulation. Consistent enforcement of the Land Use Bylaw is seen as a prerequisite to alleviating current uncertainty regarding the City's development policy and thereby lessening the effects of speculation.
- 5.2.2 Promote the growth of a resident downtown population by continuing to encourage higher density residential development in the downtown and investigating possible municipal development incentives.

- 5.2.3 Recommend to the City that they investigate alternative methods of recapturing the capital costs of upgrading downtown power services.
- 5.2.4 Recommend that the City develop "vacancy requirements" to deal with the maintenance and use of vacant downtown properties and their surroundings. In particular:
- that all vacant properties and adjacent public areas be maintained clean and in good repair,
 - that all vacant buildings be subject to a recurring review and that the owner of any property not in good repair be required to either upgrade and maintain the building or destroy it. Should an owner refuse to maintain his property; the City should complete the required work at the owner's expense,
 - that all public and private vacant land be subject to a recurring review and be developed, as appropriate, into either parking or green space. Parking development would be directed by the recommended "parking strategy" and would be adequately landscaped and buffered to prevent unsightliness.
- 5.2.5 Encourage the use of old residential stock within the downtown commercial core as sites for cottage industries, professional offices, mixed-use business enterprises, etc., in order to prevent their deterioration during the transition of the area from residential to commercial use. This may require the investigation of financial incentives to redevelopment, such as reduced building and development permit fees.

Shopping Centres and Convenience Centres

Introduction

The following definitions of Regional Shopping Centre, District Shopping Centre, and Convenience Centre have been prepared by the City Planning Section for discussion and possible inclusion in the City's Land Use Bylaw.

The definitions were prepared in response to a request from the Red Deer Chamber of Commerce to distinguish between the types of shopping centres as provided for in the Land Use Bylaw. Presently the Land Use Bylaw contains a definition for shopping centre but does not define the types of centres. Within the C2 District it also does not clearly distinguish the intended difference in function, size or the store composition between a Regional Shopping Centre and a District Shopping Centre. Use of the terms Neighbourhood Shopping Centre in the C2 District and Local Convenience in the C3 District adds further confusion to the intended difference in the function of these facilities.

The term "District Shopping Centre" has been selected instead of "Neighbourhood" as it is intended to serve a number of neighbourhoods in contrast to the much smaller "Convenience Centre" offering convenience goods and extended hours to a generally localized clientele. The three types of facilities are further distinguished by size which reflects the existing range as shown in the attached chart and is intended to overcome the problem of two types of facilities being approximately the same size.

Definitions

Regional Shopping Centre provides for a full depth and variety of general merchandise, apparel, furniture and home furnishings to complement a similar function provided within the City Centre. The gross leasable area should exceed 10,000 m².

District Shopping Centre provides for the sale of convenience goods, personal services, and a limited range of hardware and apparel, with a supermarket forming the principal tenant. It is intended to serve an area of two or more neighbourhoods and the gross leasable area should range from 1,500 to 5,000 m².

Convenience Centre provides for the sale of convenience goods and personal services for the day-to-day living needs of an immediate neighbourhood and may consist of a single establishment or a group of commercial establishments with a gross leasable area less than 500 m².

City of Red Deer

Shopping Centres, and Convenience Centres

Facility	Land Use District	Gross Leasable Area m ²	(ft. ²)	% Total	Total Building Area (ft. ²)
<u>Regional Shopping Centres</u>					
Parkland Mall	C2	39,278	(422,794)	43.6%	(471,635)
The Village Mall	C2	10,854	(116,835)	12.1%	(116,835)
Bower Place Mall	C2	39,874	(429,217)	44.3%	(489,587)
Total		90,006	(968,846)	100.0%	(1,078,057)
<u>District Shopping Centres</u>					
West Park	C2	1,654	(17,800)	22.0%	(17,800)
Highland Green	C2	2,742	(29,520)	36.5%	(35,200)
Eastview	C2	3,121	(33,600)	41.5%	(33,600)
Total		7,517	(80,920)	100.0%	(86,600)
<u>Convenience Centres</u>					
Sunnybrook	C3	218	(2,347)	9.0%	
Fairview (K & K Grocery)	C3	223	(2,400)	9.2%	
North Red Deer (7-11 Store)	C3	645	(6,943)	26.5%	
Corner Store (55 Store)	C3	100	(1,076)	4.1%	
Red Rooster (32 Street)	C3	380	(4,090)	15.6%	
Mustang Acres Store	C3	240	(2,583)	9.9%	
Mountview Convenience Store	C3	250	(2,691)	10.3%	
Mac Store (Ross Street)	C3	373	(4,015)	15.4%	
Total		2,429	(26,145)	100.0%	

Information Compiled - June, 1983

TO: City Clerk

DATE: 16 09 1983

FROM: E. L. & P. Supt.

Re: Red Deer Chamber of Commerce
Strategy for Downtown Action

My initial comment is a most important one and is simply to express my thanks to the Chamber for involving the Electric Dept. in the preparation of the document. We certainly wish to approach this project in a cooperative manner and we would be pleased to offer the chamber any assistance and advice in their future work.

Since our meetings with the Chamber we have commenced some research work into the concerns, possible solutions, and impact of these solutions. As this work is not yet completed and having only seen the chamber document for the first time on September 15th, I am unable to present anything more than general comments.

The report makes reference to the Electric Department in four sections. My comments on their statements are as follows:

Clauses 2.1.5 and 2.2.1

Overhead power lines are prominent in the downtown area and are certainly not as attractive as underground facilities. The placing of these lines underground has already commenced but only in situations where this is the only way of serving the newer and larger loads. However, where it has been done it has resulted in the cost problem cited by the Chamber in clause 5.1.4

The Chamber's suggestion of allocating funds for the burial of the overhead lines is one which I would support in principal. The difficulty is in establishing a source of funds which they suggest would be City funds. There could also be some difficulty in assigning a priority to this objective.

If the total funds are to come from City revenue, an increase in electrical rates or taxation rates will be necessary. To reduce the impact on rates, the work would have to be completed in stages of perhaps one block per year.

A joint effort by the City and the merchants would be more economically feasible, however, the merchants would have to absorb some part of the cost such as installing the underground lines from the mains to their building and making whatever changes are necessary

within their building to meet the Electrical Code requirements. This would require the Chamber to obtain the commitment of all property owners on a block which may be rather difficult.

Another approach would be to continue developing the downtown electrical system on the present basis which is to supply all new developments or redevelopments from an underground system and then as the operation of our electric system dictates, convert a whole block as a legitimate City expense. This method will not produce results according to any plan or schedule as it will follow a rather sporadic development pattern and will require a much longer time frame to achieve the objective.

Clauses 5.1.4 and 5.2.3

The Chamber's view of the electrical servicing costs being a disincentive is not a realistic one in my opinion. The servicing cost is only one of many costs associated with development and like any other material or service supplied in completing a new development it must be viewed in the perspective of the total cost. It is not a fair evaluation to isolate this one cost and to label it alone as a disincentive. The charges levied by the City for the electrical service are tailored to the actual needs of the development and follow the long established principal of "user pays".

It should be noted that the City already carries a large investment with no return insofar as a considerable expenditure in excess of that required to serve one isolated development is necessary. The utilization of these excess facilities and the subsequent revenue, are only realized as entire blocks are redeveloped which may take many years.

The initial capital cost paid by a developer for electrical service is actually the difference in the City's total cost of supplying and maintaining that service and the portion of that total cost which is supported by rates. To eliminate or reduce the initial capital charge would require a substantial increase in rates.

Because many sections of the existing downtown electrical system are now virtually depreciated, it would be fair to reduce the costs of the new underground system by an amount equivalent to the cost of replacing the existing overhead system. The developer would still be responsible for the full cost of any capacity in excess of what existed on the existing overhead system. This policy change would recognize that the City is responsible for maintaining the installed system for as long as the City owns it with funds derived through the electrical rates with no further capital costs assessed against the customers. This also recognizes

that costs associated with major new loads which cannot be served from the original system should pay for the amount of additional system capacity required which retains the "user pay" concept. The cost reduction resulting from the above would likely be less than 10% of costs quoted under current policy.

The above comments are very general and estimated costs associated with them will require further study and time to develop. The major obstacle to proceeding with the recommendations of the Chamber as they are currently stated is that the City would provide all of the necessary funding. This cannot be done within the existing electrical and taxation rates.

As stated initially we would welcome the opportunity to continue working with the Chamber in trying to resolve some of their concerns.

From an administrator's position, it would be very beneficial to know if Council would support in principal the allocation of City funds for funding any of the Chamber's recommendations. This would at least provide some direction for any further endeavors.

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

AR/jjd

DATE: September 19, 1983

To: City Clerk

From: City Treasurer

RE: A STRATEGY FOR DOWNTOWN ACTION

Comments will be provided on what financial effects could result from the proposals suggested:

Transportation Issues

1.2.1 The relocation of the railyards has been a matter of discussion between the City and the Province for many years. The delays have been the result of a lack of a Provincial decision to proceed and a lack of funding from the Province.

When the Province has made their decisions, then it will be up to the City to approve funding for its share. As the cost to the City will probably be in the millions of dollars, it will be a difficult decision for Council.

1.2.3 The development of a central downtown bus storing facility presumably means construction of some sort of structure for a bus terminal. If this is correct, then the funding may be difficult to provide.

1.2.4 The development of a parking structure should be a matter of much consideration. It would appear reasonable that any large scale development downtown would probably involve the Bay. Perhaps some sort of long term staggered development could be planned with the Bay that would incorporate a parking structure.

1.2.6 The City could develop a strategy that would allow the development of green areas and beautification of the downtown by budget provisions over a period of years.

Environmental Issues

2.2.2. The City deleted the hiring of a downtown cleanup person in the 1983 budget. The budget provision will probably come up for consideration again in 1984.

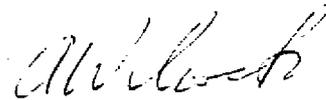
- 2 -

Real Estate Recommendations

5.2.3 There are a number of things that could be done to assist in paying for the capital connection charge:

- a) Allow the payment to be recovered through taxes over a 20 year period (including interest)
- b) Allow a credit for existing services.

If the conversion and removal of overhead services was to be speeded up, it could have an impact on power rates. This should be carefully reviewed.



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

AW:mk

RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE

RED DEER, ALBERTA, CANADA T4R 1M9

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No.

Our File No.

19th September 1983

Mr. R. Stollings,
 City Clerk,
 City of Red Deer,
 P.O. Box 5008,
 Red Deer, Alberta
 T4N 3T4

RE: CHAMBER OF COMMERCE:

A STRATEGY FOR DOWNTOWN ACTION

Your memorandum dated 15th September 1983 and
 a letter from the Red Deer Chamber of Commerce
 dated 13th September refer.

1. The recently formed Downtown Strategy Committee of the Chamber is a positive development and could do much to build a consensus regarding the future planning of the whole Downtown area. The City Planning Section will be delighted to work with the Chamber and other groups to revise and update Downtown planning policies.
2. As in many Canadian cities, Red Deer's Downtown has suffered due to decentralization of commercial development to major Regional Shopping Centres and Highway Commercial Districts. Over the past few years the development of the Bower Place Shopping Centre and the Village Mall have had a major impact on the Downtown and temporarily halted plans for revitalization and redevelopment.
3. On the positive side, Council has over the past three years upheld its policy of permitting business, administrative and professional offices only in the Downtown. As indicated in previous comments, this policy should ultimately ensure substantial future Downtown development. In addition, the proposed expansion of the Bay into the Old Eaton's building could act as a catalyst for revitalization.
4. The Chamber's "Strategy for Downtown Action" clearly outlines many of the major issues affecting the Downtown and makes a number of significant recommendations. It is not possible to comment in detail in the short time available. However, in general, the Strategy is strongly supported and the following aspects are specifically highlighted:

.... /2

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF BOWDEN—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 BOTHA—VILLAGE OF CAROLINE—VILLAGE OF CLIVE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE
 VILLAGE OF DONALDA—VILLAGE OF ELDORA—VILLAGE OF GAOSBY—VILLAGE OF HALKIRK—VILLAGE OF MIRROR—SUMMER VILLAGE OF BIRCHCLIFF—SUMMER VILLAGE OF GULL LAKE
 SUMMER VILLAGE OF HALF MOON BAY—SUMMER VILLAGE OF NORGLÉNWOLD—SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14
 COUNTY OF ALBERTA No. 15 COUNTY OF RED DEER No. 20 COUNTY OF STETTLER No. 21 MUNICIPAL DISTRICT No. 12

4.1 Railway Relocation

The Strategy supports the relocation of the railway yards in order to provide land for commercial expansion and facilitate vehicular access to the Downtown from the northwest. (Sections 1.1.1, 1.1.7, 1.2.1 and 1.2.2).

response:-

The relocation of the railway yards has been proposed for many years and a final decision is urgently required. The delay in negotiations has created uncertainty in regard to certain aspects of Downtown planning, as well as in the northwest sector of the City.

4.2 Downtown Business Improvement Area (B.I.A.)

The Strategy advocates the establishment of a prototypic B.I.A. for a small core of the Downtown. It is envisaged that a B.I.A. manager could be hired to develop and implement a comprehensive management and promotional program for the Downtown. (Sections 2.2.1, 3.2.1, 3.2.5).

response:-

The establishment of a Downtown B.I.A. is supported, and is made possible in terms of legislation recently approved in Bill 43. This form of enabling legislation places the onus on the business community and provides a mechanism for businessmen to work together.

4.3 Retail Decentralization

The Strategy notes that retail development has decentralized to major shopping centres and business parks and there is pressure for further relaxation of the Land Use Bylaw. It is therefore recommended that:

- the City continue to permit business and commercial offices only in the Downtown.
- the City not permit the development of any additional Regional Shopping Centres.
- the City defer the development of an additional District Shopping Centre for three years.
- the City allow no further amendments to the Current Land Use Bylaw permitting retail activity in areas presently designated for Highway Commercial development. (Sections 3.1.2 and 3.2.2).

response:-

The above policy is strongly supported, and largely conforms with that adopted by the City Planning Section in commenting on development proposals over the past three years. The present City Council has upheld its policy of permitting business and professional offices only in the Downtown. However, the positive aspects of this policy have yet to be realized due to the economic downturn. Nevertheless, several significant concessions were made permitting additional retail development in Highway Commercial areas.

4.4 Recreation Facilities

The Strategy notes that there is a lack of cultural and recreational activity in the Downtown commercial core. It is therefore recommended that activities such as a permanent farmer's market, lunch box theatre and outdoor band concerts be encouraged. (Sections 4.1.1 and 4.2.1).

response:-

It is considered that more could be done by the City to arrange and encourage recreation activities of this nature in the Downtown, especially in conjunction with a future B.I.A. manager. It is, therefore, recommended that this issue be referred to the Recreation Board for consideration.

4.5 Open Space

The Strategy notes that recreation open space and green areas are limited in the Downtown commercial core. It is recommended that a landscape plan be developed for the area and that the creation of "vest pocket" parks be investigated. (Sections 2.1.6, 2.2.1, 4.1.2 and 4.2.2).

response:-

There is a definite need to develop a comprehensive landscape plan for the Downtown. However with uncertainties regarding railway relocation, road proposals and budget constraints, this has not been possible. Resolution of these basic planning issues is, therefore, urgently required.

4.6 Heritage Resources

The Strategy notes that heritage resources in the Downtown have been neglected and advocates the promotion and restoration of these wherever possible. (Sections 4.1.3 and 4.2.3)

response:-

The preservation of heritage resources in the Downtown is being actively pursued by the City's Committee for Historical Preservation. The recently completed Downtown Walking Tour brochure is proving an effective means for promoting these resources. In addition, the City Planning Section supports the designation of the Fire Hall as a Municipal Historic Resource and the preservation of the Court House and Snell House by the Province. These buildings are unique features and their retention can assist in creating a distinctive Downtown character.

4.7 Commercial Signage

The Strategy notes that general business signing including billboards is uncoordinated and unattractive. It is recommended that a new system be developed for the review and approval of commercial signage. (Sections 2.1.4 and 2.2.2).

Mr. R. Stollings
19th September 1983
Page four

71.

response:-

It is considered that the present approval system for signage is inadequate. It is, therefore recommended that a new policy be developed by the administration, possibly including the establishment of a signage review committee.

4.8 Unsightly and Unsafe Properties

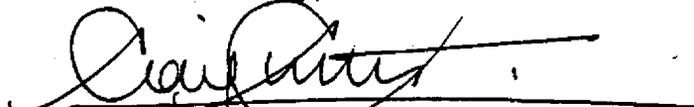
The Strategy notes that the large number of derelict and unkempt buildings and sites is one of the greatest factors affecting the aesthetic character of the Downtown. To improve this situation it is recommended that existing bylaws be utilized (and upgraded if necessary) to require private owners to maintain these buildings and sites to an acceptable standard. (Section 5.2.4).

response:-

This matter was previously considered by Council and existing bylaws are being utilized to require private owners to upgrade their properties. This action may result in amendments being proposed to the appropriate bylaws.

5. I hope that the above comments are of assistance in clarifying a number of the very pertinent issues raised by the Chamber. In addition I look forward to working with the Chamber in the future.

Yours truly,



CRAIG CURTIS, M.C.I.P.
ASSOCIATE PLANNER
CITY PLANNING SECTION

cc/lt

- c.c. - Bryon Jeffers, City Engineer
- Don Moore, Recreation Superintendent
- Lloyd McMurdo, Parks Superintendent

September 19, 1983

TO: CITY CLERK,
FROM: R. STRADER, DEVELOPMENT OFFICER/BUILDING INSPECTOR
RE: DOWNTOWN ACTION STRATEGY

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

Section 1 - Transportation:

1.1.2 Metered Parking - The revenue from meters and fines for parking offences is about \$600,000 per year. These funds are currently used for purchase of sites in the downtown core which are used for various forms of parking. Alternative sources of revenue must be found if parking meters are eliminated and off street parking is to be funded.

1.1.3 Parking capacity can be increased by a multi storied parking structure or by requiring developers to provide parking on site for a project. It should be noted that some years ago the City had in place a requirement that if a developer did not provide parking on site for a project in the C.1 district, a sum of money for each stall not provided could be paid into off street parking fund. However, developers felt the bylaw discouraged building in the C.1 district and the bylaw was rescinded.

Section 2 - Environmental

2.1.1 and 2.1.2 Bylaws administered by this Department can be applied to the situations referred to in these sections. Recently letters were sent to owners of property mentioned in an earlier report sent to Council by the Chamber. However, the sending of letters usually does not elicit a response, in most situations action by Council is needed in the form of a resolution authorizing the City to have the necessary work done. The support of Council, the Chamber and the entire business community will be needed if the administration takes action and goes on site to correct those conditions mentioned, assuming Council endorses this part of the report.

2.1.4 My own opinion is that signs are integral parts of the building design and should not be subject to rigid control in a Bylaw. I do not have any serious objection to the present signage in the C.1 district.

2.1.6 The Land Use Bylaw does not require any landscaping in the C.1 District which is one of its attractions to developers. They are permitted to utilize almost 100% of their property. The Chamber's report refers to vacant lots being utilized, however even seeding grass and maintaining it will involve some expense to the property owner which will bring forth opposition from these property owners.

Section 3 - Business and Professional

3.1.2 The remarks of the Department to Council regarding rezoning applications outside the core have been consistent. We have not supported any rezoning that would permit uses that were allowed in the C.1 District outside that District while a policy of support for the downtown exists.

3.2.2. The Land Use Bylaw currently permits mixed use developments in all of the Commercial and Industrial Districts. Changing this policy would create problems in developments in those Districts especially if a narrow definition of mixed use was in place. I would like to make further comments however, when the term is defined.

The Bylaw currently permits almost any type of retail activity to locate in the C.1 District, however the setting of business hours is something better left to the businessmen involved, rather than attempting to regulate this aspect of the business.

Section 5 - Real Estate

5.2.1 The Administration already rigorously enforces the existing Land Use Bylaw. In fact, one of the most often heard comments by persons asking for information from our office, is that we have too narrow a definition or interpretation of the Bylaw. Our Department regularly makes inspections throughout the City and as of this date, I am not aware of any section of the Bylaw that is not being enforced.

5.2.2 The present Land Use Bylaw contains provision for encouraging development of residential occupancy in the core through increased density and no requirements for landscaping.

5.2.4 The idea of vacancy requirements is excellent, however Council and the Chamber should be aware the owners of property that these requirements were applied will probably not agree.

5.2.5 Building and development permits do not total more than .75% of a project's cost (Building Permit \$4.00/\$1000.00 of building cost; a Development Permit is a maximum of \$150.00). The purpose of the permits is to offset the expenditures of the Inspection Department who are responsible for ensuring the plans meet the requirements of the Alberta Building Code and the Land Use Bylaw. If this revenue source is removed, the fees would be replaced by revenue from property taxes.

The Chamber's report reflects a new approach to Downtown Development in that it reflects the viewpoint of the private sector and includes specific recommendations. Endorsement of some or all of the report could certainly assist downtown core improvement. However some of the ideas will not be totally supported by all of the property owners affected and Council and the Chamber should be prepared for some opposition.

It should also be noted that considerable construction activity has taken place downtown. A quick review shows:

- | | |
|---------------------------------------------|----------------|
| 1) 1978 - Office building, 5010 - 43 Street | \$3 million |
| 2) 1978 - Provincial Building - | \$9.46 million |
| 3) 1979 - City Hall addition - | \$2.3 million |
| 4) 1981 - Court House - | \$9.1 million |

In 1980, \$9.8 million of commercial work was done in the C.1 District. In 1981 \$2.265 million in addition to the Court House and 1982, \$3.877 million of commercial work was done. This year the major permit that has been issued in the C.1 District is for an eight storey senior citizens home.

We trust this will be of information to Council.

RYAN STRADER,
Development Officer/
Building Inspector .

RS/gr

September 15, 1983

TO: ASST. CITY CLERK
FROM: DIRECTOR OF ECONOMIC DEVELOPMENT
RE: A STRATEGY FOR DOWNTOWN ACTION

The Economic Development Department is represented on the Chamber of Commerce Downtown Strategy Committee. As a result, we have had considerable input into the enclosed report. The report would therefore reflect the views of the Economic Development Department.


ALAN SCOTT, Director
Economic Development

AVS/gr

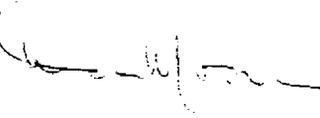
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September 20th, 1983

MEMORANDUM

TO: ASSISTANT CITY CLERK
FROM: RECREATION SUPERINTENDENT
RE: CHAMBER OF COMMERCE PROPOSALS ON A STRATEGY FOR DOWNTOWN ACTION

I have not had the opportunity to examine this document in depth, however, I do wish to respond to the section dealing with Cultural and Recreational issues and recommendations. I concur with the findings of the Committee and with the basic recommendations with respect to Cultural and Recreational improvements. I believe that the Parks and Recreation Departments can contribute significantly to implementing these recommendations and would welcome the opportunity to be involved.



DON MOORE

DM:pw

September 20, 1983

TO: City Clerk
 FROM: City Engineer
 RE: Strategy for Downtown Action

The Engineering Department has reviewed the above mentioned document. We would like to preface our comments by stating that although we do not totally concur with some of the comments made, we consider the report to be well prepared and written in a positive context.

Our comments have been indexed to relate to the points of the document.

1.0 TRANSPORTATION

1.1 TRANSPORTATION ISSUES

1.1.1

We would agree that access from the north west is limited. It is anticipated that a properly implemented rail relocation scheme would go far toward solving this problem.

1.1.2

We do not totally concur that parking in the downtown commercial area is fragmented. We do agree that for the most part, it is heavily utilized, though there are areas not at capacity. For the information of Council, we have attached a map outlining the various off street parking lots in the downtown area. The present inventory of parking stalls in the downtown is as follows:

Spitter Lot	95
1 hour meters	12
2 hour meters	760
2.5 hour meters	210
5 hour meters	256
Free on street	916
Free off street	153

As Council is aware, the primary reason for metering is to encourage turn over of parking stalls. It also, of course, provides a source of income to the Parking Commission.

1.1.3

Discussed in 1.1.2 above.

1.1.5

We do agree that certain isolated intersections may not provide sufficient "walk" time for pedestrians. In our meetings, one (1) such intersection was noted and changes are being made. We would certainly be willing to review any others considered a problem.

1.1.6

Parking facilities could be installed for bicycles in the downtown core. Depending on the location they may involve loss of motor vehicle parking.

1.1.7

As discussed in 1.1.1.

1.2 TRANSPORTATION RECOMMENDATIONS

1.2.1

Discussed in 1.1.1.

1.2.2

The Engineering Department will, prior to implementing any plan, review all possible alternatives in developing the east/west link. We would be pleased to review these alternatives with the Chamber of Commerce or Downtown Strategy Committee prior to any decisions being made.

1.2.4

Downtown parking strategy is a continuously evolving issue. The Engineering Department is constantly reviewing the situation and bringing to the attention of the Parking Commission any issues we feel require action. We are not certain exactly what is being asked for, but would be pleased to discuss the issue further. We have not instituted to date, any formal study with respect to a parking structure.

1.2.5

Discussed in 1.1.6.

1.2.6

79.

Discussed in 1.1.5. The development of "people places" is an issue that could possibly be explored with the Regional Planning Commission.

7.0 ENVIRONMENTAL

2.1 ENVIRONMENT ISSUES

2.1.2

With respect to "street and sidewalk sweeping", the City is not responsible generally for sidewalk sweeping. The level of service in street sweeping has decrease this year because of budget restrictions. It may be that a somewhat higher level of service may be desireable. We consider that our snow and ice removal program provides an above average level of service.

2.1.3

Roads, lanes and sidewalks are maintained by the Engineering Department. The underlying philosophy is that these facilities remain serviceable and safe for the public. It may well be that the appearance of the facilities is less than ideal because of age.

2.1.6

It is true that "green areas" in the downtown area are limited to the City Hall Park and Gaetz Avenue. While certain limited improvements can be made, land values prohibit extensive park development.

2.2 ENVIRONMENTAL RECOMMENDATIONS

2.2.1

We would be pleased to participate in any landscaping plan.

2.2.2

The employment of a "dustman" has been implemented in the past, but was not in place in 1983 due to budget limitations.

Submitted for the information of Council.

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

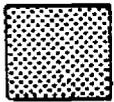
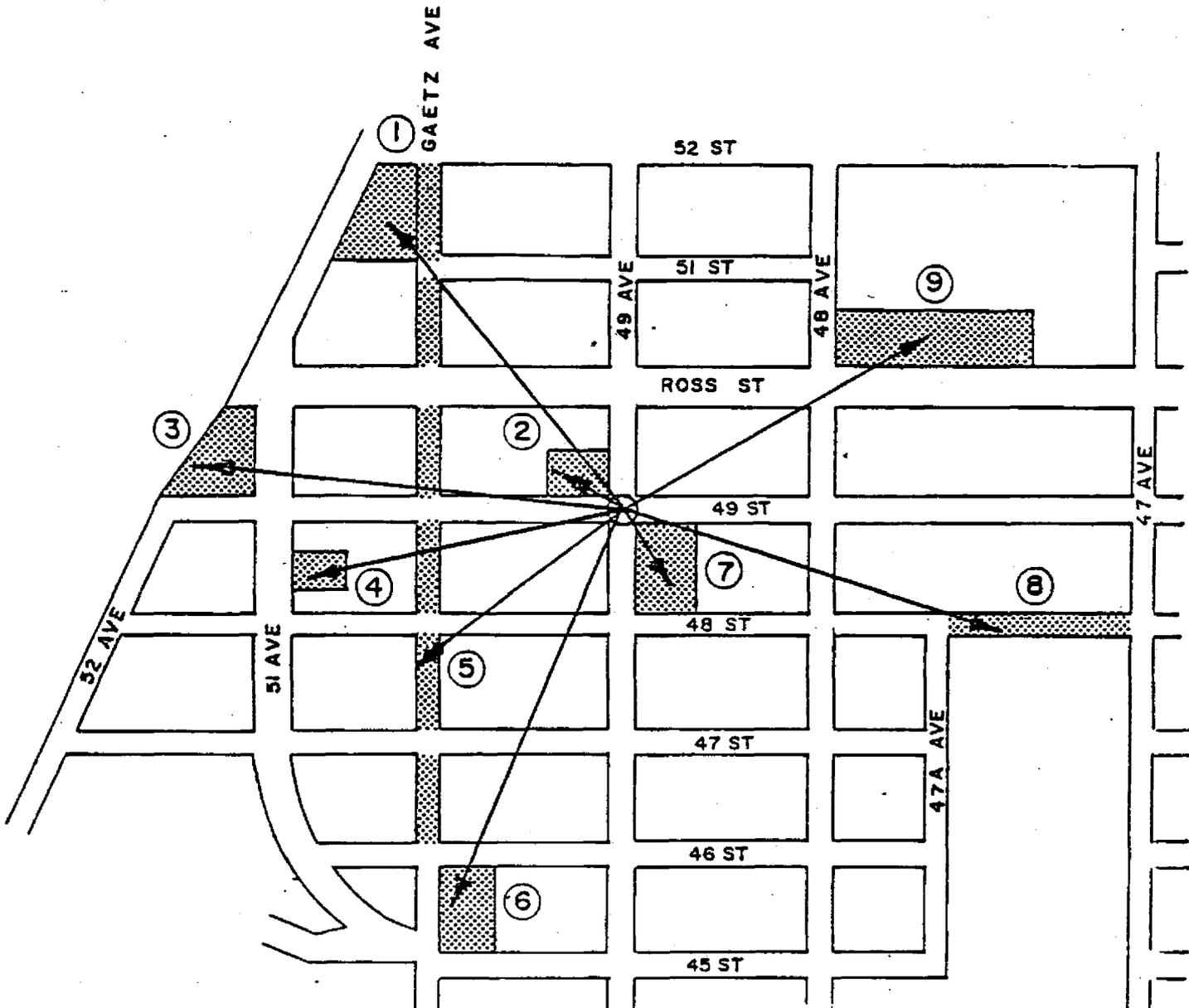
BCJ/emg

cc - City Assessor, City Treasurer, Building Inspector, RDRPC, Ec. Devel. Director, E.L.&P. Supt., Transit Supt., Recreation Supt., Parks Supt.
attach

9 PARKING LOTS

within

4 BLOCKS OF THE CENTRE OF THE CITY



PARKING LOTS

PARKING LOTS	PARKING LIMIT	METER LIMIT	COST
1- Turbo Parking Lot	Nil	Ticket Dispenser	\$ 1.00 / day
2- Post Office Parking Lot	Nil	2.5 hr. meters	\$ 0.25 / hr.
3- Windsor Hotel Parking Lot	Nil	5 hr. meters	\$ 0.10 / hr.
4- Valley Hotel Parking Lot	Nil	5 hr. meters	\$ 0.10 / hr.
5- Gaetz Avenue Parking Lot	2 hr.	2 hr. meters	\$ 0.25 / hr.
6- Sunlife Parking Lot	Nil	Unmetered	FREE
7- Sports World Parking Lot	Nil	2.5 hr. meters	\$ 0.25 / hr.
Gerhke Parking Lot	Nil	5 hr. meters	\$ 0.25 / hr.
8- 48 Street Ext. Parking	Nil	Unmetered	Free
9- Associated Clinic	Nil	2 hr. meter	\$ 0.25 / hr.

Mayor's Comments

We suggest that the spokesman for the Chamber Committee be asked to be present to answer any questions relative to the proposal and that a final decision be considered by Council at the October 11, 1983 meeting.

"R.J. MCGHEE"
Mayor



Alberta Legislative Assembly
Office of the Chief Electoral Officer

West Chambers Building, Main Floor
12220 Stony Plain Road
EDMONTON T5N 3Y4
Ph. 427-7191

September 7, 1983

Mr. R. Stollings
City Clerk
The City of Red Deer
P.O. Box 5008
RED DEER, Alberta
T4N 3T4

Dear Mr. Stollings:

This will confirm receipt of your letter of September 1, 1983 concerning the increased representation for the City of Red Deer.

You may be assured that I will bring this correspondence to the attention of the Boundary Commission when formulated. In accordance with the Electoral Boundaries Commission Act I anticipate the Commission will be struck during the fall sitting of the Assembly this year.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'K. Wark'.

Kenneth A. Wark
Chief Electoral Officer

c.c. Mr. J. McPherson, M.L.A. Red Deer



Canadian
General Electric

APPARATUS AND
HEAVY MACHINERY
SALES DEPARTMENT

83.

NO. 5

3603 - 8TH STREET S.E., CALGARY, ALBERTA T2G 3A6 — TEL: (403) 243-0244

September 14, 1983

The City Clerk
City of Red Deer
City Hall
Red Deer, Alberta

Dear Sir,

Re: Red Deer City Council Meeting, September 12, 1983

Canadian General Electric Co. Ltd. considers that it is in the interest of the City of Red Deer to re-assess the award of Tender for Transformers (7/15) for the following reasons:

1. CGE design meets all current Canadian and International standards and the Tender specifications issued by the City of Red Deer.
2. CGE submissions has the lowest total evaluated cost on Bid #1 and the lowest capital cost on Bid #2.
3. The benefit of the greater efficiency of the CGE Bid #1 transformer was not satisfactorily explained to Council in evaluation submission.
4. As a result of Mr. Roth's comments to council there is an applied indication that the CGE transformer design would not stand overload conditions due to its lower weight and volume of oil as compared to a competitive unit.
5. The public agenda distributed to Council indicates that competition was permitted to submit an alternative after Tender closing.
6. Council was not made aware of the risk to delivery of awarding to a supplier currently involved in labour problems.

Canadian General Electric is prepared to appear before City Council at any time to elaborate on the above. CGE therefore requests deferral on order award until we have the opportunity to appear before City of Red Deer Council at their scheduled meeting September 26, 1983.

Yours very truly,

W. G. Snook per A.C.C.

W.G. Snook
Manager - Marketing
per/ A.C. Chapman

83 SEP 14 1983

September 16, 1983

TO: CITY CLERK

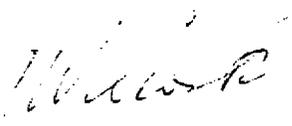
FROM: CITY TREASURER

RE: TENDER AWARD - TRANSFORMERS

The Electric Light and Power Superintendent should reply to most of the points raised. My comments will be related to Items (2) and (5).

Item 2 - The statement is correct. The bids were not accepted, however, because of the reasons outlined by the E.L. & P. Superintendent.

Item 5 - The comparison of tenders was done on the basis of tenders submitted before the closing date. Once a selection is made based on these tenders if the supplier requests to submit a proposal that is better than his original proposal this is acceptable.


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

AW/jm

TO: City Clerk

DATE: 16 09 1983

FROM: E. L. & P. Superintendent

Re: Tender Award - Transformer
Council Resolution of September 12, 1983

RECOMMENDATION:

The correspondence from Canadian General Electric of September 14, 1983 should be dismissed as not being relevant insofar as that firm did not submit a proper and acceptable tender, and that the Council resolution of September 6, 1983 be upheld.

Prior to responding to the allegations made by Canadian General Electric (C.G.E.) in their correspondence of September 14th, I wish to present one additional fact which through some oversight has not previously been conveyed to Council and which should preclude the need for any further discussion of this matter.

The City of Red Deer Request for Tender specifically states that "all prices tendered must be firm ----- Any tenders bearing other terms will not be accepted". The Request form goes on to state that "The lowest or any tender received will not necessarily be accepted".

The C.G.E. tender was submitted as their proposal No. 7-9261-9382 dated July 15, 1983.

Page 2 of this proposal contains a section entitled Additional Terms and Conditions of Sale which state, "This quotation is based on standard C.G.E. terms and conditions and practices as shown in this quotation".

On page 6 of the proposal is included one of the standard C.G.E. terms entitled "Price Adjustment Clause" which outlines labor and material cost adjustments applicable to the quoted price. While this page is of a standard form, it had type written entries made on it in 4 separate locations referring to the subject proposal with the base month of July 1983 being indicated as the month for adjustment purposes. This page was definitely intended to be included in the proposal and does form part of the proposal as submitted.

Page 3 of the C.G.E. proposal contains the heading Price Adjustment which states that "The quoted prices are firm -----".

The interpretation of the C.G.E. tender would be one of the following:

- 1) the price quoted is the firm base price to which the escalation factors are applied and as the price is not firm, as requested, the tender should be rejected
- 2) the two statements are conflicting and represent an irregularity in the tender which disqualifies the tender.

In addressing the conflict in the C.G.E. proposal statements, one could resort to another rather questionable statement in the proposal on page 2 under the heading Additional Terms and Conditions of Sale which states that "In the event that the Purchaser finds this quotation attractive, it is assumed that mutually acceptable agreement can be reached where these (the C.G.E. standard terms, conditions and practices) differ from the Purchaser's requirements". The matter of price escalation did not meet with our requirement and C.G.E., being in an initial favorable price position, chose to retract the Price Adjustment Clause on Page 6 in order to obtain competitive advantage. In their letter of August 5th, which is after tenders were publicly opened, C.G.E. stated "Page 6 - Price Adjustment Clause - Please remove as it is not applicable to this C.G.E. proposal" To do this would constitute a change to the original tender after the tender closing date which is an unacceptable practise.

There is obviously an irregularity in the tender proposal submitted by C.G.E. and it should be disqualified. This fact was included in my memo of August 26th to the Purchasing Agent with my evaluation of the eight tenders together with my recommendation that the order be placed with Ferranti-Packard as their tender was the lowest of the tenders which we could accept. Incidentally, the eight tenders were submitted by six firms, two of whom submitted an alternate. The tenders of three firms, including C.G.E., were rejected in my evaluation as not having met the requirement of a firm price.

Based on the above, the C.G.E. tender should be rejected due to a tendering irregularity and the technical aspects of the transformer should not even be an issue to discuss. The technical evaluation was supplied by me subsequent to my evaluation and advise to the Purchasing Agent at the request of the City Treasurer as a further basis for my selection. The basis of my selection was not made primarily on a technical evaluation as I had discarded the C.G.E. tender in my evaluation due to its irregularity. The technical aspects are at most a secondary consideration and should not even form part of the evaluation procedure.

The irregularity in the C.G.E. tender could have simply been neglected by myself and the City of Red Deer would have initially paid an additional \$8,000. to C.G.E. and saved \$38,000. over the life of the transformer when compared to the Ferranti-Packard proposal. I would personally find this approach to be dishonest and totally unacceptable to myself and I am sure also unacceptable to the City of Red Deer.

While I consider there to be no need to even consider the C.G.E. proposal for the reasons outlined above, I will comment on the points raised in their letter according to the numerical order in which they stated them.

1. I am confident that the C.G.E. transformer does meet the required technical standards and tender specifications issued by the City of Red Deer and I never did state or imply otherwise. What I did say, and still judge to be true, is that the proposed Ferranti-Packard unit exceeds the minimum standard requirements to a larger degree than does the proposed C.G.E. unit. In my opinion there is a larger safety factor for abnormal loading with the Ferranti-Packard unit. The only way of conclusively resolving this difference of opinion is to subject both units to tests which is obviously economically impossible to do.
2. The statement is correct if the C.G.E. tender irregularity is overlooked and their tender is accepted which I feel should not be permitted as outlined above.
3. This issue was clearly demonstrated in the tables which showed the dollar value of the evaluated losses and which results in the \$38,000 transformer life time cost saving stated above if the C.G.E. tender is accepted. This \$38,000 over a period of 30 years would have to be evaluated against what I feel is increased operating flexibility at a lower risk provided by the Ferranti-Packard unit as explained in (1) above.
4. I did not state that the C.G.E. unit would not stand overload conditions due to its lower weight and volume of oil. What I did say was that the C.G.E. unit would not likely be capable of handling the same overload for the same period of time as the Ferranti-Packard unit and that the C.G.E. unit therefore represents a greater risk to operating successfully in an emergency situation. This can only be conclusively proven by testing the two units which is economically impossible to do. It should be noted that overload capability is outside the scope of the CSA Standard and is not part of our specification.
5. No alteration to any proposal is included in my tender evaluation. In their letter of August 5th, C.G.E. did exactly what they accuse their competitor of doing when they requested removal of the page of their proposal which deals with cost escalation. What C.G.E. is referring to is a letter of August 2nd from Ferranti-Packard in which they advised that they would supply a transformer with lower guaranteed losses at the same quoted price. Their competitive position was evaluated on the

basis of their originally specified losses which resulted in their proposal being the least cost of the acceptable tenders. Ferranti-Packard have, however, offered to guarantee these lower losses at their initially tendered cost in spite of the fact that they already had the most competitive cost. This lower loss cost of Ferranti-Packard's was shown on the data presented in the Council agenda of September 12th and does result in the City acquiring the most economical unit. However, a closer examination of the data will indicate that the change in losses has no effect on the outcome of the evaluation as the change was not included in the analysis.

6. The Ferranti-Packard plant in Toronto has been on strike since June 13, 1983 and the company is confident that an end is in site. Customers with existing orders have been promised by Ferranti-Packard that the shipping delay will be one half of the strike duration which effectively cuts the strike period in half insofar as customer deliveries are concerned. After an order is placed it will take 10 weeks to prepare preliminary engineering drawings and 18 weeks to issue final construction drawings. This 4½ months of Engineering work prior to construction start takes place in spite of the current labor dispute. The strike would have to continue for 7½ months before our order would be delayed even one day. On our tender we did not specify a firm delivery date and a two month delay from June 1984 to August 1984 causes us no concern. Considering the economic conditions which exist today, it is unlikely that any strike would last longer than 9 months.

The majority of the questions raised by C.G.E. are of a technical nature and I do not believe that a City Council chamber is the proper arena to resolve any difference of opinion on matters of this nature. As a transformer designer and manufacturer for many years, C.G.E. would naturally be expected to feel that their design is as good as any other on the market. The same could be said of at least 5 of the 6 other manufacturers who submitted a proposal. The very fact that the C.G.E. proposal results in a transformer which has 23% less weight than the average of the other proposals is evidence that there is a difference of opinion among transformer design experts as to what is good transformer design. This difference of opinion is not mine alone as has been insinuated about me verbally by C.G.E.

The reason our tender specification requires the data respecting physical attribute of the proposed transformer is to enable us to determine what is offered and to provide additional information upon which to base a decision. The national CSA standard which we use reflects a national consensus of manufacturers and users of the minimum requirements for the particular product. The following is quoted from our reference specification CAN3-C88-M79, "-----it is important to note that it remains the responsibility of the user of the standard to judge its suitability for his particular purpose". The user is recognized as the one whose responsibility it is to make the final decision.

As the City of Red Deer's Electric System Superintendent, I am responsible to the citizens of Red Deer for the proper operation of the City's system which includes the selection of apparatus which will result in the best overall operation which considers both economy and risk. After 19 years of electric utility experience, and having the largest personal vested interest on behalf of the City in any decision in this matter, and notwithstanding the fact that C.G.E. has proposed a transformer which I feel will meet the quoted specifications, my judgement is that the Ferranti-Packard proposal will supply a transformer which will better meet the City's purposes with a lower risk factor which justifies the higher cost. This is the same judgement which I conveyed to Council at the meeting of September 12th. There is nothing offered in the C.G.E. correspondence of September 14th which is sufficient cause for me to change my previous recommendation.

Because of certain verbal statements made about me by C.G.E. staff, I wish it to be known for Council's information and for the record, that I verbally conveyed to the C.G.E. engineering staff that City Council is the ultimate decision making body in the City of Red Deer and that they have every right to appeal my judgement to Council. My decisions and recommendations are made to the best of my ability, I have nothing to hide or obscure in this matter, and I believe that my recommendation is in the best interests of the City of Red Deer.

(Should documents referred to above be required for inclusion in the Council agenda, I can provide them upon your request.)

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

AR/jjd



FERRANTI-PACKARD TRANSFORMERS LTD.

229 11th AVENUE S.E., SUITE 310, CALGARY, ALBERTA, CANADA T2G 0Y1 • (403) 233-2336

Telex: 03-826776

SEPTEMBER 16, 1983

THE CITY CLERK,
CITY OF RED DEER,
CITY HALL,
4914 - 48 AVENUE,
RED DEER, ALBERTA
T4N 3T4

DEAR SIR: RE: PURCHASE ORDER No. 44465
POWER TRANSFORMER TENDER 7/15

THE SUBJECT PURCHASE ORDER WAS GIVEN TO ME, BY YOUR PURCHASING DEPARTMENT ON SEPTEMBER 13, 1983, AS INSTRUCTED BY RESOLUTION OF COUNCIL, AT MEETING SEPTEMBER 12/83. ON SEPTEMBER 14/83, I RECEIVED A TELEGRAM FROM YOUR MR. A.S. KRAUSE, INSTRUCTING MY COMPANY TO "REFRAIN FROM ANY ACTION ON PURCHASE ORDER 44465."

IT IS MY UNDERSTANDING THAT THE AWARD OF THIS ORDER WAS BASED ON EVALUATION OF ALL TENDERS AS RECEIVED ON JULY 15/83 BY THE CITY OF RED DEER. I ALSO UNDERSTAND THE RESOLUTION OF COUNCIL, CONCERNING THIS AWARD IS BEING CONTESTED BY ONE OF THE OTHER COMPANIES WHO ALSO SUBMITTED A TENDER ON THIS SAME REQUIREMENT, AND THAT THIS OTHER COMPANY HAS REQUESTED TO MAKE REPRESENTATION BEFORE YOUR COUNCIL AT THEIR MEETING SCHEDULED TO BE HELD ON SEPTEMBER 26, 1983.

PURPOSE OF THIS LETTER IS TO ADVISE YOU THAT I WILL ATTEND COUNCIL MEETING ON SEPTEMBER 26/83. MY ATTENDANCE AT THIS MEETING WILL BE SOLELY TO ADDRESS YOUR COUNCIL IN THE EVENT THAT THEY WISH ME TO DO SO.

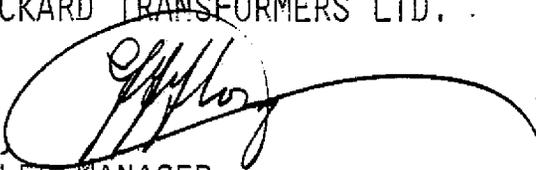
IN MY OPINION, MUNICIPAL COUNCIL MEETINGS ARE NOT INTENDED FOR DISPUTE BETWEEN OUTSIDE PARTIES. HOWEVER IN VIEW OF CIRCUMSTANCES, I FEEL IT IS MY DUTY TO THE CITY OF RED DEER, AS OUR CUSTOMER, TO SERVE YOU TO THE BEST OF MY ABILITY.

...2

...2

THANK YOU FOR YOUR CONSIDERATION AND FOR YOUR PURCHASE
ORDER, WHICH WE SINCERELY HOPE YOU WILL PERMIT TO
STAND AS PER YOUR RESOLUTION OF COUNCIL ON RECORD.

YOURS VERY TRULY,
FERRANTI PACKARD TRANSFORMERS LTD.


T.G. GLOVER,
REGIONAL SALES MANAGER

TGG:ESG

The attached letter from Ferranti Packard has indicated that if
the tender is to be discussed, they wish to be present.

"R.J. MCGHEE"
Mayor

Mayor's Comments

At the last Council meeting, Council awarded the supply of transformers. C.G.E. have requested that Council reconsider this decision. It would be our recommendation that the original decision of Council stand.

"R.J. MCGHEE"

Mayor

HINDS SECURITY SERVICES LTD.NO. 6

#407-4814-ROSS ST.
RED DEER, ALBERTA
PHONE 403-342-1499

Sept.6/83

Mr. A. Stoddart
Office of City Clerk
Red Deer, Alberta

Dear Sir;

A presentation to City Council

Re- A request to consider Tendering the work of
assisting the By-Law Control Department

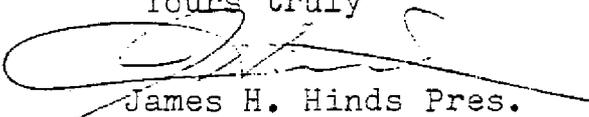
It is considered in the best interest of the taxpayers of the City of Red Deer, that the best possible price be obtained for the service of Special Constables to assist the By-Law Control Dept.

To facilitate this, it is suggested, by the undersigned that these positions be put to Tender, to obtain (1) the best possible price without reducing the service and (2) to enable duly licenced Alberta Security Service Firms an opportunity to expand their service, it is further recommended that this Contractual service be aquired for a period of two (2) years and that Firms licenced under the Alberta Private Investigators and Security Guard Act be eligible to bid this service.

Should more information be requested or required, I, would gladly attend a Council Meeting to further portray the type of Firms registered within the framework of the aforementioned Act.

Thanking you for your considerations. I remain

Yours truly


James H. Hinds Pres.

September 12, 1983

TO: CITY CLERK

FROM: CITY TREASURER

RE: TENDERING WORK OF ASSISTING THE BYLAW CONTROL DEPARTMENT

The Canadian Corps. of Commissionaires entered into an agreement with the City of Red Deer on March 17, 1969 to provide persons to enforce parking regulations and perform other duties. At present the Corps provides persons to:

1. Patrol parking meters.
2. Assist in street cleaning and snow clearing.
3. Man the booth at the landfill site.
4. Provide after hour security at City Hall.
5. Provide other security services as required such as Recreation events, etc.

The agreement provides it can be terminated on one months notice by either party and has no specific termination date.

If the service was to be tendered, then presumably the total service presently provided by the Canadian Corps of Commissionaires should be the basis for the tender.

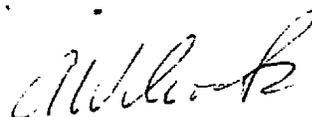
From past experience it would appear the rates paid to the Corps for services are necessary to attract the quality of person required for the work performed. Certainly people could be employed cheaper but it would result in higher turnover and much more time involvement for City staff. Examples of rates paid are:

- | | |
|--------------------|-----------------|
| 1. Street Cleaning | \$8.40 per hour |
| 2. Parking Meters | 9.63 per hour |
| 3. Landfill | 9.63 per hour |

...2

The above rates include all fringe benefit costs and Corps administration.

The service provided by the Corps has been satisfactory as far as I am aware. If the service was to be tendered, it could be difficult to make a selection. Price by itself should not be the criteria for selection. The ability to provide competent individuals with minimal turnover would be important in the selection.



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

AW/jm

September 14, 1983

TO: CITY CLERK

FROM: R. STRADER, DEVELOPMENT OFFICER/
BUILDING INSPECTOR

RE: TENDERING FOR BYLAW DEPARTMENT

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

We assume the assistance mentioned in Mr. Hinds letter covers the work presently performed by the Canadian Corps of Commissioners which includes pickup of coins from metres, parking metres patrol etc. The Corp does other work for this Department such as security patrols of City Hall.

Our Department has not had any problems with the quality of work done by the Corps, however tendering would ensure the City is receiving competitive prices.

R. Strader
Development Officer/
Building Inspector

RS/lS

Mayor's Comments

We recommend no change in the present system of Bylaw Enforcement as received in the attached photocopy of a letter from Mr. Hinds.

"R.J. MCGHEE"
Mayor

NO. 7

132 Allan Street
Red Deer, Alberta
T4R 1E7

98.

September 10, 1983.

Members of the City Council
City of Red Deer
City Hall
Red Deer, Alberta

Dear Mr. Mayor and Members of the City Council:

I wish to petition you to allow me to have a legal suite at my home at 132 Allan Street, Anders Park area, Red Deer. I appreciate that my home is located in an area zoned for single family dwellings only.

My situation is that I accepted a position with the Alberta Government, Mental Health Services, a year ago last August and subsequently moved from Winnipeg to Red Deer at that time. I wished to purchase a home, but as I live alone, did not desire to live in a house by myself - for both financial and personal reasons.

I was delighted with the half-duplex at 132 Allan Street, and while I did make enquiries as to the feasibility of converting the lower level of the house into a suite (it was already partially developed to this end) I obviously did not check closely enough as to zoning regulations. I truly did not realize that I was breaking the Bylaw by having a suite in a single family area. If I had been aware of the difficulty I never would have purchased the house in the first place.

In September of last year, after completing extensive development of the lower level, I rented it out to a responsible couple. It was an ideal arrangement for all concerned and we managed to keep a low profile in the community having neither children nor pets and all three of us were working and not at home very much at all. There were no loud parties, or other disruptions to peaceful community living. This situation continued until July of this year, when my tenants vacated partially due to a job transfer for them but also partially due to my having received notice from the City to terminate occupancy of the suite because of the zoning difficulty.

Now I live alone in a perfectly adequate three bedroom home upstairs and I have a superior one bedroom suite downstairs that is vacant. The downstairs suite cost me approximately \$10,000.00 to complete and I would at least like to finish paying myself back for that investment.

As well, the mortgage payments on my house were excessive - \$743.00 per month for principal and interest. Now they will be \$545.00 per month. Taxes, of course are over and above this. While I can manage the payments with difficulty, the extra monies received in rent would be most welcome. Again, I must repeat that I would never have purchased this house in the first place if I had not anticipated revenue from the suite to help me with the mortgage payments.

Therefore, for financial and personal reasons, I most earnestly petition you to allow me to have a suite in my home at 132 Allan Street. You have my word that I will rent to only one or two responsible adults with no children - and that I will make every effort to cooperate with any particular regulations, alterations or safety improvements you or the Building Inspector deem necessary.

I would be most grateful should any of the Council Members take the time to come and view my suite. To this end I will endeavor to be at home where possible most evenings and on the weekends. If anyone is interested in viewing the suite please call me in advance to ensure that I will be at home.

HOME PHONE # - 347-7825
OFFICE PHONE # - 343-5466

Thank you in advance for your anticipated consideration and interest in my situation.

Yours sincerely,

Eileen Lubyk

September 14, 1983

TO: CITY CLERK

FROM: R. STRADER, DEVELOPMENT OFFICER/
BUILDING INSPECTOR

RE: 132 Allan Street

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

The above property is designated as R1A in which basement suites are neither permitted nor discretionary. Our office was in receipt of a complaint concerning the operation of this suite, therefore, we contacted the registered owner of the property requesting that they conform to the Bylaw. The owner is now requesting Council to permit to allow her to operate the suite.

Our department has over the last few years required several property owners to vacate similar suites in this area, in fact one was located at 126 Allan Street. The file on 132 Allan Street indicates that a building permit for the suite was never applied for.

We recommend that Council deny the request.

R. Strader
Development Officer/
Building Inspector

RS/lis

RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE

RED DEER, ALBERTA, CANADA T4R 1M9

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No.

Our File No.

September 19, 1983

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

Dear Sir:

Re: Lower Level Suite - 132 Allan Street

The request is for permission to rent out a basement suite located at 132 Allan Street in Anders Park. City Council, at their meeting of August 29, 1983, refused a similar request by a property owner located at 55th Avenue in West Park.

The north side of Allan Street at this location is zoned as single family area, with 'A' designation or R1A. In that zone, a duplex unit is a discretionary use, subject to Municipal Planning Commission approval.

The duplex units are built as one unit per lot, with common property boundary between the two adjacent units. We do not favour any additional units be added to the duplex unit, otherwise it will be classified as a fourplex unit, which then doubles the density. The City, in the past, had difficulty in other parts of Anders Park facing a similar situation. As I understand that situation has since been cleared up. We cannot recommend changes in the land use bylaw for this particular property, since it would give the impression that duplex units are in fact fourplex units.

We sympathize with the situation the applicant finds herself in. However, this could have been avoided if the applicant had contacted City hall regarding the land use bylaw before the house was bought and the basement suite was constructed.

Yours truly,

DR/cc

c.c. R. Strader, Dev. Officer
D. Wilson, City Assessor
B. Jeffers, City Engineer
R. Aussinger, FCSS Director

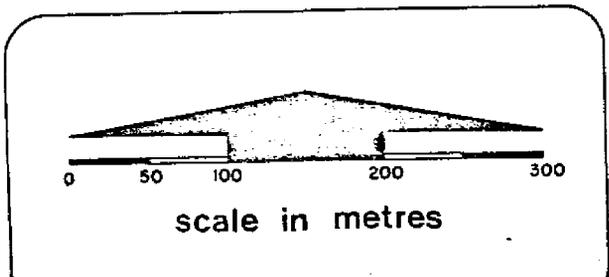
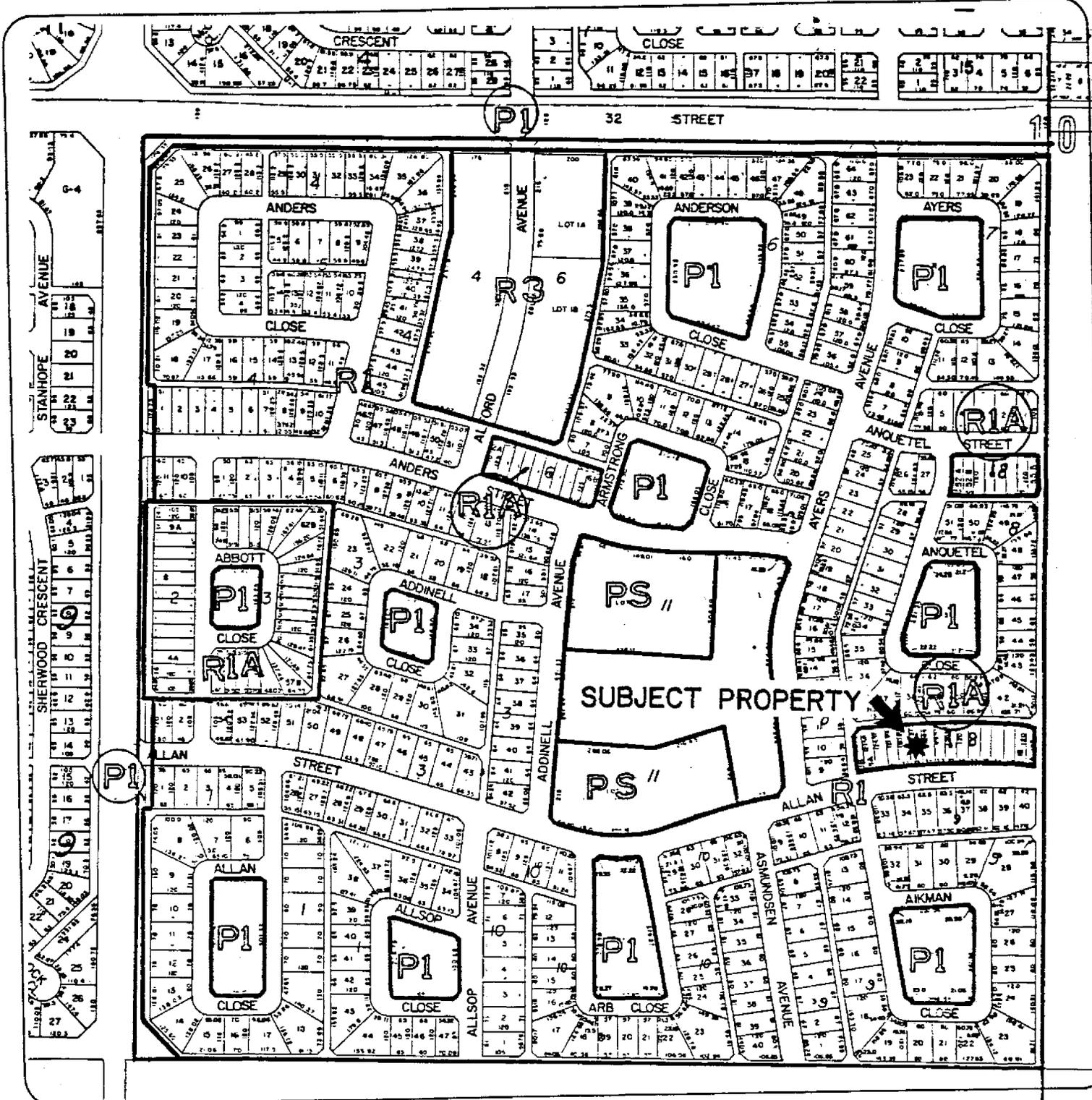
D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF BOWDEN—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DODSBURY—TOWN OF ECKVILLE
TOWN OF INNISFAIL—TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTNER—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE
VILLAGE OF ALIX—VILLAGE OF BENTLEY—VILLAGE OF BIG VALLEY—VILLAGE OF BOTHA—VILLAGE OF CAROLINE—VILLAGE OF CLIVE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE
VILLAGE OF DONALDA—VILLAGE OF ELMORA—VILLAGE OF GADSBY—VILLAGE OF HALKIRK—VILLAGE OF MIRROR—SUMMER VILLAGE OF BIRCHCLIFF—SUMMER VILLAGE OF GULL LAKE
SUMMER VILLAGE OF HALF MOON BAY—SUMMER VILLAGE OF NORGLINWOLD—SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14
COUNTY OF MOUNTAIN VIEW No. 17—COUNTY OF SOUTHERN RED DEER No. 18—COUNTY OF RED DEER No. 20—COUNTY OF SETTLER No. 21—MUNICIPAL DISTRICT No. 12

City of Red Deer --- Land Use Bylaw Land Use Districts

16 102.



Revisions :

Mayor's Comments

Concur with the recommendations of the Development Officer.

"R.J. MCGHEE"
Mayor

PETITIONS & DELEGATIONS

104.

NO. 1

September 2, 1983

The City of Red Deer
Office of the City Clerk

Dear Sir:

Re: Petition for Local Improvement
38A Avenue

Please find enclosed petition forms duly signed and witnessed representing 12 of the 14 property owners in the block. Also enclosed is the affidavit forms duly signed.

Whereas this block of property on 38A Avenue between 44 Street & Eastwood Crescent is about 380 feet long and there is a light at each end of the block only, and whereas the other streets in the area are much better lit with lights about 175 feet apart, we find that it is very dark - especially in the middle of the block. We therefore request that the City give consideration to charging the cost of this light to general revenue as opposed to the assessing and special frontage tax to the property owners on the block only.

This seems fair and reasonable to us as we then would have the same lighting benefits as those on adjoining streets have had for some time.

In the event that you disagree with our reasoning and feel that you cannot do it this way, we still want the light installed on a wooden pole and we are prepared to pay for it on the basis as outlined in Bylaw 2806/83. We await your consideration on this matter and look forward to receiving your reply.

Yours sincerely,

"GEORGE E. FRANCIS"

c.c. Mayor R.J. McGhee
City Hall, Red Deer

THE CITY OF RED DEER

PETITION FOR LOCAL IMPROVEMENT

FOR OFFICE USE ONLY
PETITION NO. _____

TO THE MAYOR AND COUNCIL OF THE CITY OF RED DEER

DATE RECEIVED _____

GENTLEMEN:

We, the undersigned property owners, request that you will construct residential street lighting on a wooden pole
on 38th AVENUE from between 44 Street to Eastwood Crescent as a Local Improvement to be assessed by way of a Unit
Rate to be fixed by the Council, in accordance with the provisions of the Municipal Taxation Act and the By-Laws of the City of Red Deer.

Signature of Registered or Assessed Owner	Postal Address	Lot	Block	Plan	Occupation	Signature of Witness
<i>[Signature]</i>	3958-387 AVE	13	18	3227KS	Property manager	<i>[Signature]</i>
<i>[Signature]</i>	3958-387 AVE	13	18	3227KS	home maker	<i>[Signature]</i>
<i>[Signature]</i>	3956-387 AVE	11	18	3227KS	supervisor	<i>[Signature]</i>
<i>[Signature]</i>	3953-387 AVE	11	18	3227KS	payroll clerk	<i>[Signature]</i>
<i>[Signature]</i>	3953-387 AVE	4	19	3227KS	Retired	<i>[Signature]</i>
<i>[Signature]</i>	3953-387 AVE	4	19	3227KS	home maker	<i>[Signature]</i>
<i>[Signature]</i>	3946-387 ave	10	18	3227KS	retired	<i>[Signature]</i>
<i>[Signature]</i>	3946-387 ave	10	18	3227KS	home maker	<i>[Signature]</i>
<i>[Signature]</i>	3961-387 ave	2	19	3227KS	home maker	<i>[Signature]</i>
<i>[Signature]</i>	3954-387 ave	12	18	3227KS	retired	<i>[Signature]</i>
<i>[Signature]</i>	3954-387 ave	12	18	3227KS	home maker	<i>[Signature]</i>
<i>[Signature]</i>	3962-387 ave	14	18	3227KS	Male Nurse	<i>[Signature]</i>
<i>[Signature]</i>	3965-387 ave	1	19	3227KS	retired	<i>[Signature]</i>
<i>[Signature]</i>	3942-387 ave	9	18	3227KS	home maker	<i>[Signature]</i>

M E M O

107.

TO: City Clerk

DATE: 16 09 1983

FROM: E. L. & P. Supt.

Re: Petition for Local Improvement - G. B. Francis

The extra street light requested by the petition would normally be installed as a local improvement at a costs shown in the current unit rate bylaw and with the costs being assessed against all the homeowners in the block on an assessed footage basis. The current unit rate for a 150 watt, high pressure sodium street light on a steel pole with underground wiring is \$20.30 per assessable metre. The E. L. & P. Department has determined that the assessable footage is 116.27 metres which will recover a cost of \$2,360.

The letter from Mr. Francis requests a wooden pole for the light which I would not recommend as the entire area is presently constructed with steel poles and underground wiring. To go back to wood would in my opinion be a regressive step.

The question of paying for the light as a general benefit or as a local improvement is also raised. In the past this type of request has been regarded as a local improvement and paid for as outlined above. As there is no improvement or replacement to an existing facility, it would appear that the expense should not be recovered through the general mill rate as a general benefit.

It is recommended that a steel light standard with a 150 watt light and underground wiring should be installed with the cost to be determined by the Unit Rate Bylaw and recovered as a local improvement.

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

AR/jjd

Mayor's Comments

Agree with the recommendations of the E.L. & P. Superintendent and that this item be included in the 1984 Seven Year Plan as a local improvement.

"R.J. MCGHEE"
Mayor

NOTICES OF MOTION

109.

NO. 1

September 13, 1983.

TO: City Council

FROM: City Clerk

RE: Tax Payment/Courier Service

At the Council Meeting of September 12, 1983, the following motion was briefly discussed, however same was tabled for two weeks pending receipt of administrative comments.

Moved by Alderman Pimm, Seconded by Alderman Lawrence

'WHEREAS Courier Services have developed an efficient alternate method for delivering mail and merchandise, and

WHEREAS some taxpayers prefer to send their taxes by Courier Service

THEREFORE BE IT RESOLVED, that a Courier Service shipping date of a tax payment be accepted in the same manner as a postmark as evidence of submission of payment."

The following are the comments received from the administration in regard to the above matter.

R. Stollings
City Clerk

CS/ds

THE CITY OF RED DEER



P. O. BOX 5008
RED DEER, ALBERTA
T4N 3T4

September 20, 1983

TO: CITY CLERK
FROM: CITY ASSESSOR

Re: Tax Payment/Courier Service

With reference to the Notice of Motion respecting the acceptance of the Courier Service shipping date in the same manner that we accept the post mark from the Post Office, may I submit the following observations.

The present policy respecting tax notices is to mail them to each property owner and mortgage company in mid May with a deadline date for payments being the last business day in June.

Payments received through the mail are accepted as of the post marked date of mailing.

Penalty is added to all current accounts the first business day of July, and further penalty on unpaid accounts the first business day of September and November.

Tax Arrears penalties are added the first business day of January, March, May, July, September and November.

In 1983 there were approximately 13,000 tax notices (excluding reminder notices) mailed from which very few complaints were received for non-receipt or late payments. The standard complaint is usually that, "I mailed the payment on time and the Post Office didn't put the proper date on the post mark, or I paid the bank, credit union or financial institute and they were late delivering the payment or it was given to a courier service, bus company or messenger service and it's their fault".

In view of the forgoing, I would recommend we stay with our existing policies.

D.J. WILSON
City Assessor

/ca

Mayor's Comments

It would be most difficult to establish who is and what is a courier service and how they may operate regarding registration of times of various pieces of mail they handle. Postal service is recognized across Canada as an established method of delivering mail. We could not recommend a change from this policy.

"R. J. MCGHEE"
Mayor

NO. 2

September 13, 1983.

TO: City Council

FROM: City Clerk

Re: Penalty/Late Payment of Property Taxes

At the Council Meeting of September 12, 1983, the following motion was briefly discussed, however same was tabled for two weeks pending receipt of administrative comments.

Moved by Alderman Pimm, seconded by Alderman Lawrence

"WHEREAS well meaning citizens have on occasion in the past paid the full penalty for being only hours in arrears.

WHEREAS occasionally taxpayers fail to receive a tax notice, and

WHEREAS, many of these errors are due to human error, and are not deliberate attempts to delay payment of taxes.

THEREFORE BE IT RESOLVED that taxpayers who submit late payments of property taxes be penalized according to the following formula:

For each business day late a 1% penalty up to the maximum penalty applicable."

The following are the comments received from the administration in regard to the above matter.

R. Stollings
City Clerk

CS/ds

DATE: September 19, 1983

TO: City Clerk

FROM: City Treasurer

RE: PENALTY/LATE PAYMENT OF PROPERTY TAXES

Expenditures for general municipal operations are reported on a calendar year basis. Although the expenditures are incurred right from January 1st each year, legislation does not allow the levy of a penalty for non-payment of taxes until July 1st. This means that property tax revenue to pay expenditures does not have to be paid until July 1st. By July 1st one half of the years expenditures has been incurred, however.

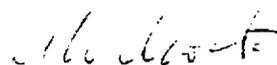
To promote prompt payment of taxes penalties are assessed as follows:

1. July 1st 9%
2. September 1st 4.5%
3. November 1st 4.5%
4. January 1st and every second month thereafter 3%

The concern is apparently that the 9% penalty is too stiff for someone who is a few days late on making a payment after June 30th. The penalty is high, however to promote payments. It is 1/2 of the total years penalty of 18% because 1/2 of the year is over.

The resolution apparently proposes that instead of levying 9% on July 1st it would be graduated at 1% per day late. By the ninth day late, the full 9% would be assessed.

I assume the City Assessor will comment on any difficulty in implementing the proposed change in penalties and alternatives to the change being considered.



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

AW:mk

THE CITY OF RED DEER



P. O. BOX 5008
RED DEER, ALBERTA
T4N 3T4

September 20, 1983

TO: CITY CLERK

FROM: CITY ASSESSOR

Re: Penalty/Late Payment of Property Taxes

With respect to the Notice of Motion of September 12, 1983 suggesting a change in the manner of levying tax penalties, may we submit the following observations.

The current Bylaw 2247/L-81 stipulates the penalties for current taxes will be levied 9% on the first business day of July and 4.5% on the first business day of September and November.

The Notice of Motion is suggesting a change in policy to the effect that for each day late a 1% penalty up to the maximum be applicable.

The Municipal Tax Act allows a maximum of 18% to be applicable for current as well arrears of taxes during any calendar year.

To the best of my knowledge the present policy of levying tax penalties bi-monthly is fairly well standard throughout the Province, however we did not do a survey to verify this.

The suggested method of 1% for each working day for late payment up to the maximum penalty was, I believe, only to apply to the 9% levy on the first business day of July (this penalty also applies to business tax).

-2-

At the present time, all tax penalties and collections are posted through computer programs and therefore the suggested method would require a very complicated program to be implemented to accomplish the requested results. To handle the transactions by hand would be not practical due to the method most property owners use to pay taxes. A quote given one day is no good for the next day, etc., plus all the problems inherent with establishing the date of payment.

As the property owners have had over 30 to 45 days in which to pay their taxes, I can not recommend any changes to the existing policy.

D.J. WILSON
City Assessor

P.S. If the motion is passed, it should be revised satisfactory to the City Solicitor.

