

*Baby Dylan's Stork - end.
Alderman Guilhoult - Winter Driving Safety - end.*

A G E N D A

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL
TO BE HELD IN THE COUNCIL CHAMBERS,
CITY HALL, MONDAY, February 6, 1989,
COMMENCING AT 4:30 P.M.

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- (4) REPORTS
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3 readings

.. 47A

Committee of the Whole

- 1) Land Matter
- 2) Committee Appointment
- 3) Personnel Matter
- 4) Legal Matter
- 5) Land Matter
- 6) Land Matter
- 7) Contract Matter

NO. 1

December 28, 1988

TO: CITY COUNCIL

FROM: CITY CLERK

RE: "DOWNTOWN COMING TOGETHER" CONFERENCE REPORT

The above noted report concerning the National Conference on Downtown Revitalization held May 8 - 11, 1988 in Toronto, was presented to Council September 19, 1988.

At the above noted meeting, Council agreed that the Towne Centre Association be requested to co-ordinate the input of the various groups referred to in the "Downtown Coming Together" Conference Report for a consolidated recommendation to Council.

Following is the response from the Towne Centre Association.



C. SEVCIK
City Clerk



Let yourself go . . . Downtown

2.

Mayor McGhee & City Council
City of Red Deer

RE: Consolidated recommendations from the National
Downtown Conference.

Dear Council,

As requested by the City of Red Deer, we have completed a consolidated report consisting of 17 basic recommendations arising from the above captioned report. These recommendations have general agreement by the affected departments asked to comment.

This consolidated report represents a common ground, but does not address all the concerns and recommendations submitted in the original independent reports on the conference. The Red Deer Regional Planning Commission has been of great assistance in the task of producing the consensus presented here and we wish to thank them for that assistance.

One item specifically, that is not contained in this consensus report, does not directly impact any City Department, but does have important implications to Downtown Revitalization. That recommendation is for the City to consider direct financial support to the BRZ Board for administrative functions as is allowed by the Provincial legislation and the Bylaw. The BRZ has functioned without any financial support from the City, while several other Municipals Boards receive annual budget allocations.

The BRZ office produces services which benefit both the City and business. These services will have to be reduced, if financial support is not increased. An annual amount of \$12,000.00 has been suggested by our Board. This figure would allow the expansion of manpower needed to meet the expectations placed on the BRZ office.

It is requested that City Council provide direction for the continued revitalization of the downtown by approving the 17 recommendations in the consensus report submitted here, and to provide the opportunity to the Board to present for Council's consideration, a funding request for the BRZ Board.

Respectfully yours,

A handwritten signature in black ink, appearing to read "John P. Ferguson", is written over a faint, rectangular stamp that contains the text "75 YEARS WOULD".

John P. Ferguson, General Manager.

CONSOLIDATED RECOMMENDATIONS TO
CITY COUNCIL FROM THE
"DOWNTOWN COMING TOGETHER" CONFERENCE
JANUARY, 1989

3.

1.0 INTRODUCTION

Four Red Deer delegates to a national conference on downtown revitalization, "Downtown Coming Together," submitted a report of recommendations to City Council. In the following motion Council requested that a consolidated recommendation be prepared by the Towne Centre Association and various Boards and relevant administrative departments to whom the recommendations were addressed:

"RESOLVED that Council of The City of Red Deer hereby agree that the Towne Centre Association be requested to co-ordinate the input of the various groups referred to in the "Downtown Coming Together" Conference Report for a consolidated recommendation to Council."

This report is a result of input from the following:

Towne Centre Association	Parks
Engineering Department	Transit
Community Services	Red Deer Regional Planning Commission
Assessment Department	Red Deer Tourist and Convention
Economic Development	Board

The original 29 recommendations of the delegates' report have been condensed into 17 recommendations as contained in the following summary section (2.0). As a result of discussion, some of the previous recommendations were revised or combined and others deleted, as in the case of those directed specifically to the Towne Centre Association.

The final section of this report (3.0) contains a listing of the original recommendations from the delegates' report and the consolidated comments.

2.0 Summary of Consolidated Recommendations

The original conference report has been reviewed and the following 17 consolidated recommendations are supported by the Towne Centre Association, Red Deer Tourist and Convention Board, the City Administration and the Red Deer Regional Planning Commission.

1. It is recommended that elected City officials, City administrators and key personnel take advantage of every opportunity to attend similar conferences and downtown seminars. Several downtown projects are being operated in communities across Western Canada and the opportunity to witness first hand the successes and failures of these programs at every opportunity is encouraged.
2. It is recommended that the City Administration/Red Deer Regional Planning Commission undertake or commission a city-wide retail commercial market study and that funding for the study in the magnitude of \$25,000 be allocated in the 1989 fiscal budget.
3. It is recommended that City Council make downtown development a priority by requesting the administration:
 - to establish commercial development objectives,
 - to devise an action plan to accomplish the objectives, and
 - undertake the required action to implement the plan.
4. It is recommended that the City be prepared to become a more active financial partner in downtown development.
5. It is recommended that the Economic Development Department undertake specific initiatives in the promotion of development opportunities in the downtown area.
6. It is recommended that a City Policy and Standards Specification for Downtown Landscaping be established in accordance with the Ross Street and 49th Street Standards, the EDA Collaborative Report and the Park Node design specifications drafted by the Parks Department.

7. It is recommended that the City proceed immediately with downtown landscaping projects including park nodes, intersection planting, lineal street planting and street furniture through various funding alternatives such as business/corporate sponsorship, grants, and City allocations.
8. It is recommended that the City endeavour to change the poor public attitude respecting downtown parking by:
 - promoting parking and educating the public,
 - reorganizing and maximizing parking usage, and
 - improving the critical elements of downtown parking including consideration of a multi-level parking facility for the future.
9. It is recommended the City consider the formation of a Downtown Parking Authority to operate, finance and maintain public parking facilities with the first step being the hiring of a parking manager reporting to the Parking Commission.

(It is acknowledged that recommendation 9 has been previously approved by City Council as part of the Downtown Parking Strategy and that two of the three points in recommendation 8 have also been approved, however it is considered important that "promoting parking and educating the public" also be undertaken.)

10. It is recommended that downtown arterial roads be designed to provide direct and convenient access to the downtown but not designed to move traffic quickly through the downtown core. (Alternatives for through traffic are being provided around the downtown.)
11. It is recommended in relation to the three major components of downtown transportation being vehicles, transit and pedestrians, that the emphasis and priority be placed on pedestrians as much as reasonably possible.

12. It is recommended that the transit study being proposed in 1989 provide specific planning and implementation guidelines for transit in the core area. (Specifically, transit terminal site, service to and from the downtown and the effects of fare structures.
13. It is recommended that the City review and consider the potential for using various tax incentives to promote improvement, growth and new investment in the downtown area.
14. It is recommended that the City investigate tax opportunities for the funding of joint public/private sector developments.
(Multi-level parking, etc.)
15. It is recommended that the downtown be considered as a major potential tourist attraction offering consumer, heritage, cultural, social and recreational opportunities and that the Tourist Board take action to promote and expand the downtown as a tourist asset as part of the action plan in recommendation 3.
16. It is recommended that Red Deer be promoted on T-shirts and other souvenirs.
17. It is recommended that the following be included as objectives in the upcoming (1989) review of the Downtown Concept Plan;
 - encourage the development of high quality, high-density housing in the downtown designed and located to enhance and create residential areas as opposed to creating segregated housing projects,
 - plan for incorporating downtown high density housing as a component of mixed use development,
 - carefully analyse potential segregation in land use planning approaches so as not to compromise the diversity and interest which has resulted from evolving processes.

3.0 CITY ADMINISTRATION AND TOWNE CENTRE ASSOCIATION COMMENTS

"DOWNTOWN COMING TOGETHER" CONFERENCE RECOMMENDATIONS

CONSOLIDATED COMMENTS

A. Conferences and Case Studies

- Recommend that Red Deer be represented at future such conferences by City Aldermen, senior administrative staff and B.R.Z. (Towne Centre Association) Management and/or Board members.
- Recommend that Red Deer be well represented at the similar 1990 Conference being planned for Edmonton.
- Recommend that City Aldermen, City staff and Towne Centre Association members and management endeavor to witness first hand various downtown projects through experiencing more conference events and travelling to various centres.
- Recommend the Towne Centre Association manager attend the 1989 B.I.A. Conference in Sault Ste. Marie.
- Recommend that Towne Centre Association delegates to conferences be encouraged and have expenses paid to attend all social gatherings and meal-time special features to allow for maximum networking and incidental contact with other delegates.

(A. These 5 Conferences and Case Study recommendations should be consolidated into the following:)

1. It is recommended that elected City officials, City administrators and key personnel take advantage of every opportunity to attend similar conferences and downtown seminars. Several downtown projects are being operated in communities across Western Canada and the opportunity to witness first hand the successes and failures of these programs at every opportunity is encouraged.

CONFERENCE RECOMMENDATIONS

COMMENTS

B. Economic Development

- Recommend that the City Administration/Red Deer Regional Planning Commission undertake or commission a city-wide retail commercial market study with funding for the study allocated in the 1989 fiscal budget.
- Recommend that City Council make downtown development a priority by requesting the administration;
 - establish commercial development objectives
 - to devise an action plan to accomplish the objectives, and
 - undertake the required action to implement the plan.
- Recommend that the City be prepared to become an active financial partner in downtown development.

- (B. These Economic Development recommendations should be amended and expanded as follows:)
2. It is recommended that the City Administration/Red Deer Regional Planning Commission undertake or commission a city-wide retail commercial market study and that funding for the study in the magnitude of \$25,000 be allocated in the 1989 fiscal budget.
 3. It is recommended that City Council make downtown development a priority by requesting the administration:
 - to establish commercial development objectives
 - to devise an action plan to accomplish the objectives, and
 - undertake the required action to implement the plan.
 4. It is recommended that the City be prepared to become a more active financial partner in downtown development.
 5. It is recommended that the Economic Development Department undertake specific initiatives in the promotion of development opportunities in the downtown area.

CONFERENCE RECOMMENDATIONS

COMMENTS

C. Pedestrian Environment

- Recommend that consideration be given to exploring development of design provisions for:
 - using direct and reflected sunlight to enhance the downtown environment,
 - use of extensive evergreen and colourful plantings,
 - use of heated walkways in selected areas, and
 - investigate the potential of raising street level to sidewalk level at pedestrian intersections to assist wheelchair access and reduce run off water ponding.
- Recommend reference material on the topic and design solutions be explored to create pleasant micro-climate areas on streets to make them more comfortable in winter.

- (C. The Pedestrian Environment recommendations should be considered within a policy context as follows:)
6. It is recommended that a City Policy and Standards Specification for Downtown Landscaping be established in accordance with the Ross Street and 49th Street Standards, the EDA Collaborative Report and the Park Node design specifications drafted by the Parks Department.
 7. It is recommended that the City proceed immediately with downtown landscaping projects including park nodes, intersection planting, lineal street planting and street furniture through various funding alternatives such as business/corporate sponsorship, grants, and City allocations.

CONFERENCE RECOMMENDATIONS

COMMENTS

D. Parking

- Recommend the City endeavour to change the poor public attitude respecting downtown parking by:
 - promoting parking and educating the public,
 - reorganizing and maximizing parking usage, and
 - improving the critical elements of downtown parking.
- Recommend the City consider the formation of a Downtown Parking Authority to operate, finance and maintain public parking facilities.

(D. Support these parking recommendations which are being addressed in the Downtown Parking Strategy approved by Council. Recommend the following revisions:)

8. It is recommended that the City endeavour to change the poor public attitude respecting downtown parking by:
 - promoting parking and educating the public,
 - reorganizing and maximizing parking usage, and
 - improving the critical elements of downtown parking including consideration of a multi-level parking facility for the future.
9. It is recommended the City consider the formation of a Downtown Parking Authority to operate, finance and maintain public parking facilities with the first step being the hiring of a parking manager reporting to the Parking Commission.

CONFERENCE RECOMMENDATIONS

COMMENTS

E. Transportation and Traffic

- Recommend that downtown arterial roads designed to provide direct and convenient access to the downtown but not designed to move traffic quickly through the downtown core. (Alternatives for through traffic should be provided around the downtown.)
- Recommend in relation to the three major components of downtown transportation being vehicles, transit and pedestrians, that the emphasis and priority be placed on pedestrians.

(E. Support these downtown transportation recommendations with the following addition:)

10. It is recommended that downtown arterial roads be designed to provide direct and convenient access to the downtown but not designed to move traffic quickly through the downtown core. (Alternatives for through traffic are being provided around the downtown.)
11. It is recommended in relation to the three major components of downtown transportation being vehicles, transit and pedestrians, that the emphasis and priority be placed on pedestrians as much as reasonably possible.
12. It is recommended that the transit study being proposed in 1989 provide specific planning and implementation guidelines for transit in the core area. (Specifically, transit terminal site, service to and from the downtown and effects of fare structures.

CONFERENCE RECOMMENDATIONS

COMMENTS

F. Taxation

- Recommend the City investigate the potential applicability of a tax rebate program introduced by the City of Edmonton concerning renovation of the MacDonald Hotel.

- (F. This recommendation should be less specific and provide for a more general application as follows:)
13. It is recommended that the City review and consider the potentials for using various tax incentives to promote improvement, growth and new investment in the downtown area.
 14. It is recommended that the City investigate tax opportunities for the funding of joint public/private sector developments. (Multi-level parking, etc.)

CONFERENCE RECOMMENDATIONS

COMMENTS

G. Promotion

- Recommend that the BRZ Board of Directors take a direct role in the Association's promotions and activities.
- Recommend that the Towne Centre Association consider the following "how to" tips related to promotions and special events:
 - use a 24 hour "Gripe Line" to solicit and field consumer concerns.
 - hold "critiques" on how to improve even very successful efforts.
 - enlist community volunteers; elderly, rehab centres, schools and hospitals.
 - pay \$5.00/hr. for all help at special events so clubs can use their members as fund-raisers. This way "paid" volunteers can be fired if they are not effective.
 - send notes and make calls of thanks for help.
 - provide a number of incentive prizes for best BRZ member window display.
 - BRZ newsletter contest: include 5 typo errors that buys lunch for the first businessman who finds them.

- (G. These Promotion recommendations are directed specifically to the Towne Centre Association and therefore are not required for consideration by City Council. For Council's information, the following are being implemented or considered for implementation by the Towne Centre Association:
- critiques on all events
 - hiring of student help - attempts to enlist volunteer assistance has met with limited response
 - user pay approach has been more successful than incentive programs.
 - a general newsletter "Spotlight" and a member newsletter.
 - encourage restaurants to set up "sidewalk" food sales in conjunction with promotions and events.
 - celebrate an annual Christmas promotion.
 - "Creative Opportunities for Kids" promoted by the Allied Arts Council.
 - "Ask Any Merchant" program is better co-ordinated by the Tourism Board.

- provide for a bargain "noon lunch" special on a revolving basis for participating downtown restaurants.
- celebrate a "12 Days of Christmas" festival.
- operate "Creative Opportunities for Kids" by co-ordinating downtown businesses as contributing sponsors.
- all programs and projects are documented.
- participate in a bucket brigade with the fire department.
- undertake a downtown litter collection program.
- in the process of expanding the downtown decoration program.)

(The following are also included although the Towne Centre Association is currently implementing them).

- have an "Ask Any Merchant" program for public information.
- develop "how to" manuals on all repeating/annual projects so anyone can take over or know how to help.
- operate a "Bucket Brigade" kids and/or seniors to clean downtown business windows.
- hire kids to be "downtown garbologists" (- is now a full scale litter collection program.)
- change the decorative banners on the new streetlights at least twice during the season (May - August; August - November).

CONFERENCE RECOMMENDATIONS

COMMENTS

H. Special Events

- Recommend that special downtown events be designed to encourage people to spend more time downtown and to create or extend specific peaks of activity.
- Recommend that special events always include a contingency plan for poor weather - never cancel!

(H. Support these Special Events recommendations whenever and wherever possible through the Community Arts Centre and downtown promotions including approximately 20 annual in-store and general promotions related to Ground Hog Day, Valentines Day, St. Patricks Day, Mothers and Fathers Day, Summer Festival, Harvest Fest, Easter, Spring Cleanup, Westerner Days, Back to School, and an assortment of Christment promotions and events.)

I. Networking

- Recommend the Towne Centre Association try to establish close working lines with Mainstreet Alberta Programs and personnel.
- Recommend the Towne Centre Association consider becoming members of the International Downtown Association, Washington, D.C.

(I. Support these Networking recommendations and the Town Centre Association has established links with the Heritage Canada Foundation; other BRZ's and national organizations. Red Deer's "Spotlight" newsletter has been featured in the U.S. Downtown Promotion Reporter which has spurred requests for detailed information from other centres.)

J. Restoration

- Recommend the Towne Centre Association/Red Deer Regional Planning Commission explore the potential implications and financial benefits for renovation/restoration projects resulting from the 1987 Quebec court decision which ruled that renovation is basically replacement of worn out components which is therefore a maintenance expense and fully tax deductible.

(J. Support this Restoration recommendation by making the information known to the private sector for their consideration in project development.)

CONFERENCE RECOMMENDATIONS

COMMENTS

K. Tourism

- Recommend that the Tourist Board consider the downtown as a major potential tourist attraction offering consumer heritage, cultural, social and recreational opportunities and take action to promote and expand the downtown as a tourist asset.
- Recommend the Tourism Board initiate a program to provide bundles of promotional brochures to anyone travelling in Canada or the U.S. to distribute at tourist bureaus enroute. Target specific areas and provide a contribution towards the cost of gasoline to travellers. Promote with the slogan "Don't Leave Home Without One!"
- Recommend the Tourist Board select ten business people annually and provide funding for them to become tourists in Red Deer for specific periods or events as a means of contributing effective and constructive feedback.
- Recommend that Red Deer be advertised on T-shirts and other souvenirs.

(K. Promotion of the downtown as a major potential tourist attraction is supported by inclusion in the Tourism Action Plan, and opportunities for T-shirt and souvenir promotion is currently being explored. Feedback directly from tourists and other promotional programs are considered to be more cost effective than these other proposals. This section should be revised as follows:)

15. It is recommended that the downtown be considered as a major potential tourist attraction offering consumer, heritage, cultural, social and recreational opportunities and that the Tourist Board take action to promote and expand the downtown as a tourist asset as part of the action plan in recommendation 3.
16. It is recommended that Red Deer be promoted on T-shirts and other souvenirs.

CONFERENCE RECOMMENDATIONS

COMMENTS

L. Land Use

- Recommend that downtown housing be designed to create and enhance neighbourhoods, not housing projects.
- Recommend that downtown housing be incorporated as a component of mixed use development.
- Recommend that any segregated land use planning approaches be carefully analyzed as they may compromise the diversity and interest which has resulted from evolving processes.

(L. Support these Land Use recommendations which should be revised as follows:)

17. It is recommended that the following be included as objectives in the upcoming (1989) review of the Downtown Concept Plan:

- encourage the development of high quality, high-density housing in the downtown designed and located to enhance and create residential areas as opposed to creating segregated housing projects.
- plan for incorporating downtown high density housing as a component of mixed use development.
- carefully analyze potential segregation in land use planning approaches so as not to compromise the diversity and interest which has resulted from evolving processes.

Commissioners' Comments

At each conference that is attended, many ideas and suggestions are put forward and it would appear that this conference was no different. Although the attached recommendations are worthy of consideration the financial implications must be considered by Council. A very rough estimate would indicate that the cost of implementing these recommendations could be of the order of \$10M. As a consequence, we believe a financial plan should be prepared before Council adopts the recommendations. At this time, we do not have the resources to undertake this financial plan and Council's direction is requested.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

September 20, 1988

Towne Centre Association
Towne Centre Mall
#300, 4929 Ross Street
Red Deer, Alberta
T4N 1X9

Dear Sirs:

RE: "DOWNTOWN COMING TOGETHER" CONFERENCE REPORT

The above noted report, a copy of which is enclosed herewith, was presented to Council September 19, 1988, and at which meeting, Council passed the following motion.

"RESOLVED that Council of The City of Red Deer hereby agree that the Towne Centre Association be requested to co-ordinate the input of the various groups referred to in the "Downtown Coming Together" Conference Report for a consolidated recommendation to Council."

The decision of Council in this instance is submitted for your information and appropriate action. This office has requested comments from the various Boards and relevant administrative departments, some of which comments were received in time and included on the September 19th agenda. These comments I am enclosing herewith (pages 17 to 19 of the Agenda). Any additional comments which I might receive concerning this in the future, I will relay to your office for your consideration.

We look forward to a consolidated recommendation from you in due course for submission back to Council.

Sincerely,

C. Sevcik
City Clerk
CS/ds

c.c. Dir. of Community Services
Dir. of Engineering Services
Dir. of Finance
Bylaws & Inspections Mgr.
City Assessor
Econ. Dev. Mgr.
E.L. & P. Mgr.
F.C.S.S. Mgr.

Fire Chief
Parks Mgr.
Recreation & Culture Mgr.
Urban Planning Section Mgr.
Parking Commission
Tourist & Convention Board



RED DEER REGIONAL PLANNING COMMISSION

17.

2830 BREMNER AVENUE, RED DEER, ALBERTA, CANADA T4R 1M9

NO. 3

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

Telephone: (403) 343-3394

Fax: (403) 346-1570

August 30, 1988

Mr. C. Sevcik,
City Clerk
City of Red Deer
Box 5008
Red Deer, Alberta
T4N 3T4

Dear Sir:

Re: "Downtown Coming Together" Conference Report

Attached, for Council's consideration and information, is a report on the "Downtown Coming Together" Conference attended by four Red Deer Delegates. The report highlights the main themes and conclusions, states a series of recommendations, and concludes with the detailed notes and observations of the delegates. Also appended is a copy of the conference newsletter "Street Beat".

It would be our intent to circulate the report to the city departments and other agencies to whom various recommendations are directed. One or more of the delegates plan to be in attendance to respond to any Council questions or comments.

Yours truly,

Vernon Parker
ASSOCIATE PLANNER
CITY PLANNING SECTION
VP/cc

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 STETTLE—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 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 NORGLIWOLD—SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—SUMMER VILLAGE OF JARVIS BAY—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17—COUNTY OF PAINTERTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLE No. 6—MUNICIPAL DISTRICT OF CLEARWATER No. 99

DATE: September 1, 1988
TO: CITY CLERK
FROM: DIRECTOR OF FINANCE
RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION

The report and recommendations appear to contain a number of useful ideas to revitalize the downtown. The ideas involve a number of different groups such as the City, Towne Centre Association, Tourism Board and Regional Planning Commission. Perhaps consideration should be given to an ad hoc board being set up consisting of representatives from these various groups to study the report and coordinate the efforts of the various groups.



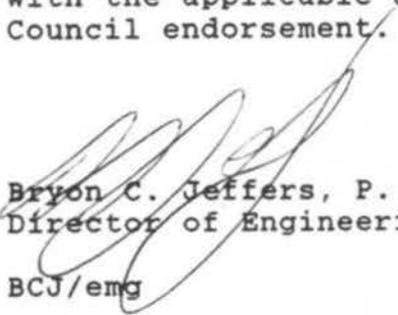
A. WILCOCK, B. Comm., C.A.
Director of Finance

AW/jrt

DATE: September 12, 1988
TO: City Clerk
FROM: Director of Engineering Services
RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION

The Engineering Department has review the recommendations arising out of the subject report. Generally speaking, most of the points noted regarding parking, traffic flow, by-pass routes, pedestrian treatment, and transit service have merit. Implementation of specific points must only be done after careful consideration and analysis of the ramifications and costs of such moves.

The Engineering Department would, as always, be pleased to work with the applicable agencies on any particular project, subject to Council endorsement.



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

BCJ/emg

Commissioners' Comments

The report contains a number of recommendations which appear to have considerable merit in pursuing. It would be our recommendation that one body should be responsible for coordinating the input of the various groups referred to in the report for a consolidated recommendation to Council. It would appear that the most appropriate body would be the Towne Centre Association and we would recommend that they be requested to undertake this coordinating role and to report back to their board and Council.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner



Let yourself go ... Downtown

December 21st., 1988

City Council
City of Red Deer

RE: NATIONAL DOWNTOWN CONFERENCE MAY '88

THE CITY OF RED DEER
CLEANER DEPARTMENT

RECEIVED	
TIME	11:40
DATE	BD / SP.
BY	Dec. 21 / 88

Dear Mayor and Council,

The Association is pleased to present for your consideration, a consolidated list of recommendations arising from the reports on the National Downtown Conference, held in May of 1988.

These recommendations are the result of review by a special committee of our Board of Directors, informal phone discussions with affected City Departments, and the other delegates to the conference. Because of the holidays, it has not been possible to receive written responses from all departments, prior to the writing of this letter, but we believe that a consensus from all parties can be expected.

We feel it is important that Council review these recommendations at the January 9th meeting, because several may have bearing on various Departmental budgets for '89.

The individual reports from the conference delegates presented substantial lists of recommendations, many of which were very detailed. The consolidated recommendations are more general in nature and provide the opportunity to analyze the various elements in detail. We will be present at this meeting and will be prepared to discuss in detail any of the recommendations at Council's request.

Respectfully yours,

John P. Ferguson, General Manager.

TO: CITY COUNCIL
CITY OF RED DEER

CONSOLIDATED REPORT AND RECOMMENDATIONS FROM
THE NATIONAL DOWNTOWN CONFERENCE

INTRODUCTION:

The Towne Centre Association of Red Deer, as requested by City Council, has compiled a consolidated report on the National Downtown Conference, held in Toronto, Ontario in May of this year. The Red Deer delegates to this conference included;

Vernon Parker - Red Deer Regional Planning Commission
Morris Flewwelling - Governor, Heritage Canada Foundation
Jack Kokatailo - City Alderman
John Ferguson - General Manager, Towne Centre Association.

Each City department affected has reviewed the recommendations contained in this consolidated report and support its content.

The first section of this report summarizes the recommendations in short sentence form. The detail and background for each recommendation is contained in the main body of this report as well as in the content of the reports submitted by the other delegates to the National Conference on Downtown.

From the Associations perspective, the conference confirmed the objectives and program initiatives of our BRZ program both from the previous five years and into the next five years. BRZ programs, internationally, have a proven track record of positive results and have surfaced as very valuable and effective economic development initiatives. Notably, the benefit to the entire community of vital downtown areas was repeatedly highlighted as a vital municipal objective and the importance of joint private/public sector BRZ programs was paramount.

STATEMENT OF BRZ OBJECTIVES:

- 1- To ensure downtown continues to prosper as the center of business, social , recreational and cultural opportunities for the City of Red Deer.
 - 2- To re-establish downtown as a destination.
 - 3- To ensure that the significant existing investment and municipal tax base continues a healthy , planned growth.
-

RECOMMENDATIONS FROM THE NATIONAL DOWNTOWN CONFERENCE

TOWNE CENTRE ASSOCIATION :

The board has reviewed recommendations to the Association, as submitted by the other delegates, and will continue its efforts in the effective revitalization of Red Deers downtown.

This report has consolidated and clarified the most vital of the recommendations contained in the other conference reports.

CITY OF RED DEER :

GENERAL RECOMMENDATIONS;

1- It is recommended that elected City officials, City administrators and key personell take advantage of every opportunity to attend similar conferences and downtown seminars. Several downtown projects are being operated in communities across Western Canada and we encourage the opportunity to witness first hand the successes and failures of these programs at every opportunity.

2- It was observed at the conference that municipalities across Canada were providing various grants to assist in the operation of the BRZ programs. We recommend that the City consider similar financial support to the BRZ. This could be in the form of fee for service. The BRZ management, directly assists several City departments in a multitude of activities, it operates an effective litter control program, it is becoming more involved in public projects such as the banner and Christmas decoration programs, and is seen increasingly as a public information resource.

With this increasing workload, the existing management of the BRZ will require additional budget resources to provide adequate manpower and administration. An additional \$12,000.00 per year could provide a dollar matched amount that would allow needed additional manpower.

SPECIFIC RECOMMENDATIONS :

DOWNTOWN LANDSCAPE PROGRAM ;

1) That a complete and detailed landscaping specification be completed for the downtown area by year end 1989. This specification must be compatible with the Downtown Concept Plan and landscaping projects now in progress. (est.\$10-\$15,000 - Engineering Budget, second phase of landscape study.)

TRANSIT ;

2) That the transit study being completed in 1989 provide specific planning and implementation guidelines for transit in the core area. (specifically, transit terminal site, and effects of an employee transit pass at discounted rate.)

PARKING ;

3) That the City complete a study, to determine the most appropriate means of establishing a parking authority for the management, planning and development of parking in the downtown.

4) That the City complete an analysis of the financial impact of a Business discount program for the purchase of parking tokens.

5) That the City complete an action plan for the development of multi-level parking structures.

(Recommendations 3,4,5,7 can be considered and implemented as part of the Downtown Parking Strategy)

6) That a comprehensive on-street loading zone system be implemented as soon as possible.

7) That the City produce clear policies regarding sale of public lands in the downtown, and that a parking replacement policy be included that replaces lost parking stalls as well as additional space to ensure increased supply as development occurs.

TRAFFIC ;

8) That the City make a detailed analysis of the impact of a one way couplet system on all aspects of the downtown. (Strong cautions were presented at the National Conference on the implementation of traffic systems similar to the Ross/49th couplet proposal. This concern to be included in the 1989 review of the downtown concept plan co-ordinated by ADRPC)

ECONOMIC DEVELOPMENT ;

9) That the Economic Development Department undertake specific initiatives in the promotion of development opportunities in the downtown area.

10) That the Economic Development Department be adequately funded to permit a pro-active program of downtown development promotion.

11) That funding be provided to update old demographic studies for the City and particularly the downtown, so as to allow a more accurate portrayal of downtown investment opportunities.(ADRPC to assist Ec.Dev. Dept.)

TOURISM ;

12) That a very clear focus on downtown as a tourism asset be a major priority in the City's Tourism Action Plan.

13) That the downtown area be identified as a priority location for the development of a major tourist attraction in the City of Red Deer. (Rail relocation offers significant opportunities for the development of a major facility)

TAXES ;

14) That the City review and consider the potentials for using various tax incentives to promote, improvement, growth and new investment in the downtown area.

15) That the City identify and implement tax opportunities for the funding of joint public/private sector developments.(Multi-level parking, etc)

These recommendations are based on the details contained in three separate reports prepared by the four Red Deer delegates to the National Downtown Conference.

Most of the recommendations can be implemented through departmental budgets and new programs, such as the Parking Strategy being considered by City Council. Only the following require consideration for additional funding;

Gen.Rec.- Grant support for BRZ	\$12,000
1) - Phase Two Landscaping Study	\$15,000
10 -11) - Expansion of Ec.Dev.Dept.	\$40,000

BACKGROUND FOR CONFERENCE RECOMMENDATIONS

1. DOWNTOWN LANDSCAPING:

A comprehensive specification and design plan should be completed for the entire downtown landscape program. The ground work for this detail has been completed within the downtown concept plan, the landscape architect's report of 1985 and the more recent detail from EDA Collaborative in 1988. The plan would provide the detail required to accomplish construction of the downtown landscape project through capital projects, development opportunities and annual repair and maintenance programs.

The conference reports submitted by various groups, regarding the National Downtown Conference, contain many details and recommendations that should be handled as part of this detailed plan. A completed plan would also permit accurate estimating of any portion of the landscape program as well as any individual detail of that plan.

We would strongly recommend that this plan be budgeted for 1989 and that it be completed by year end 1989.

2. TRANSIT:

The three critical issues regarding transit in Red Deer are:

- A. For employees, parking is seen as being more economical than transit.
- B. Transit is not perceived as convenient for the majority of employees.
- C. A permanent transit station must be sited in the most efficient location.

Obviously these three items have direct impact on parking planning and development, employee parking demand, the landscape plan and development sites and potentials.

All three points must be addressed in conjunction with the other recommendations contained in this report.

3. PARKING:

Parking is clearly the single most common problem to all downtown areas. Several communities have initiated different improvement and promotional programs, with varying levels of success or failure. The three key details most compatible with the Red Deer experience are:

A. Introduction of a parking authority could provide a superior management system and more effective planning and development.

B. Increased supply of off-street parking is needed in specific zones at present, and parking is a major catalyst for new commercial development. As a result, off-street parking must become a permanent planning component, and adequate parking supply require implementation before shortages exist.

Multi-level or surface lots could be accomplished through joint private/public sector developments. Additional off-street parking should be planned for just as expansion of any public utility is planned for expansion and growth.

C. Various discount parking programs combined with promotion have been effective in various communities across North America. The shift of financial support in these programs has been onto business versus onto the customer. Most importantly, a significant increase in non-retail business support has been seen in these programs. The total burden has been shifted from 100% retail to a more equitable 50/50 share between retail and non-retail business. In some cases this includes government involvement. Government does produce significant customer demand for space and yet, most often they do not provide adequate supply to meet that need. Parking only becomes economically feasible when all the users are involved in the financial support of the program.

4. TRAFFIC:

A. The introduction of high volume, high speed traffic through a downtown core has been indentified as a major planning error. High volume traffic should be directed around core areas, while ensuring that the core arterials can support the volumes of traffic needed to service it, and that access to the core area is efficient and convenient. Traffic patterns in the downtown must be conducive to circulation patterns as well as through patterns.

B. Road closures for the development of street malls or transit malls, have proven to be very expensive failed experiments. These types of malls require significant downtown residential populations to succeed.

The Pedestrian Laneway Mall system, proposed by this Association in 1984, and included in the downtown concept plan, offers a viable pedestrian improvement system that provides all the benefits of a pedestrian mall without any of the negative impacts of street closures. We strongly encourage the development of the PLM in the immediate future.

C. As commercial activity increases in the core, on-street loading zones become a very important part of the traffic planning. A comprehensive outline of on-street loading zones has been submitted to the Parking Commission and we encourage implementation of this proposal immediately.

5. ECONOMIC DEVELOPMENT:

A. The conference pointed out that many of downtown's problems have been the result of both private and public sector neglect. One area of concern has been identified as the lack of economic development initiatives specifically for downtown. Downtown areas offer great potential for investment, but the amount of investment cost per square foot in a downtown district is substantially higher. Land costs, development costs, tax assessments and major burdens on parking supply are all responsible for this increased cost.

Landbanks, development requirements, parking supply and long range plans are vital components of downtown economic development. Clear policies and objectives must be provided, if any economic development officer is expected to be effective in a downtown program.

B. In order to be competitive with other municipalities, as well as other commercial development areas within our community, the public sector must be prepared to participate in joint venture development. Any financial impact of these initiatives is easily recovered in the resulting increased property tax, and business tax. In addition, each development of this nature generates a multiplier effect in employment and increased development throughout the entire City.

C. The use of tax revenues from the downtown area must be considered in the continued development of infrastructure and services in the downtown core. Because of higher tax revenues per square foot in the core area, as compared to any other commercial area, appropriate percentages of departmental budgets should be targeted for downtown maintenance and development.

Grace periods for re-assessment on improvements or rehabilitation projects, as well as new development deserve serious consideration. The argument that this is an expenditure of public funds for private gain is not a valid one, simply because, these incentives are dealing with tax revenues that do not presently exist, and in most cases will not exist if the incentive is not considered. Quite simply, you cannot spend what you do not have. Present infrastructure will support a substantial amount of new growth without major financial impact on City costs. As a result, any immediate development potentials offer an increase in tax revenues without the burden of immediate increases in costs. This builds in an opportunity to increase tax revenues before the City's costs do increase.

This scenario is justifiable in a core area, specifically because the City's own requirements generate substantially increased development costs in the core area as compared to other development areas in the City. (ELSP costs)

D. An aggressive pro-active plan of economic development in the downtown is vital to the successful growth of the central business district. Major urban areas have produced significant information and demographic studies of their marketplace with significant attention to the downtown area. These studies are kept current on an annual basis, and contact services dealing with downtown opportunities receive a significant priority in economic development offices.

6. TOURISM:

Tourism has been illustrated as Alberta's next major growth industry, and the Province is investing millions of dollars in the development of this industry. The conference pointed out that downtown areas are consistently a major component of tourism attraction in all successful tourism areas.

A. The Red Deer tourism board must place a priority on the downtown as a vital tourism asset.

B. The downtown landscape plan, and in particular the PLM, can produce the kind of image for Red Deer, that attracts tourism and demonstrates the City's uniqueness in the marketplace.

C. With the development of the coliseum at the Westerner, it has become an even greater imperative to consider the development of a major tourist attraction in the geographic center of our community. The planning of railroad land offers the opportunity to develop such a facility, while addressing parking supply issues and producing the catalyst required for major hotel redevelopment in the downtown. Most of all, such a development would help in controlling the continuation of decentralization of the central business district.

The retail component as well as the entertainment component of the downtown will be stimulated as result of a major initiative in tourism and the community will benefit directly from an increased tax base and employment opportunity.

In informal discussions with various investors, great interest has been voiced in development opportunities around a major attraction facility.

7. TAX BASE:

As indicated elsewhere in this report, the conference pointed out that downtowns, contribute a major portion of the community's tax base and as such must be seen as a critical asset to the City. Taxes per square foot of development are indeed higher in the core area, simply because assessed values are higher.

To justify the imbalance of taxes on a square foot basis, developers must identify the benefits of being in the central business district. The benefits most commonly argued are:

- Zoning allows any type of commercial activity. However, should any development be seen politically as advantageous to the community, this argument is not restricted to the downtown.

-Zoning permits maximum site coverage and unlimited height development, thereby maximizing site investment. The result of this is major tax revenue per square foot of developed site area, making multi-level development a significant tax benefit to the City. However, 100% site coverage serves to increase the parking shortage in the private sector. 100% site coverage is not a realistic benefit, simply because our market place cannot support a significant amount of multi-level development. This type of investment is related to market size and business activity. Realistically, the City is some years away from this type of investment.

There are major benefits to development in the core area, and the initiation of the landscape program is precisely the type of municipal initiative that will improve our investment climate.

Tax incentives are a fact of life in the highly competitive world of economic development. It is a tool being used by competing communities and one that our City must realize is in fact an investment in our economic and social well being, for the benefit of the entire City.

Tax programs can take many forms, and some of these were discussed in the reports presented by the other conference delegates. In brief summary they include:

- Grace periods for re-assessment on improvements and rehabs.
- Re-investment in joint public/private sector developments.
- Increased investment in downtown infrastructure. (i.e. parking development)
- Increased investment in the pedestrian environment in the downtown. (i.e. downtown landscape, lighting PLMs, etc.)



Let yourself go . . . Downtown

ENGINEERING DEPARTMENT
PARKS DEPARTMENT
RECREATION DEPARTMENT
ECONOMIC DEVELOPMENT DEPARTMENT
TOURISM BOARD
LAND AND TAXES
FINANCE DIRECTOR

RE: NATIONAL DOWNTOWN CONFERENCE REPORT

The Council of the City of Red Deer has requested the Towne Centre office to consolidate a report and subsequent recommendations, originating from reports submitted to council by delegates to the National Downtown Conference. As a result, we have summarized 15 recommendations, some of which will impact your department.

Before submission to City Council, we are seeking consensus by each affected City Department, if possible. Some of these recommendations have effect on the 1989 budget, and as a result, our office requires your response by December 22nd. This date will allow any changes to the report in time for presentation to Council on January 9th., 1989.

The present form of these recommendations were designed by a committee of the Towne Centre Board, including;

Ken Heywood (and as a result of discussions with various City
Chris Mortensen Departments and the Planning Commission)
Ron Chikmoroff
Kirk Sisson.

The Towne Centre office will be closed from December 24 to January 6th for holidays, and we appreciate your immediate response to these recommendations.

Respectfully yours,

John P. Ferguson, General Manager.



Let yourself go ... Downtown

Rec'd. 10:55 A.M.
November 8, 1988
BD.

City Council
City of Red Deer

November 7th., 1988

Re: National Downtown Conference Report & Recommendations

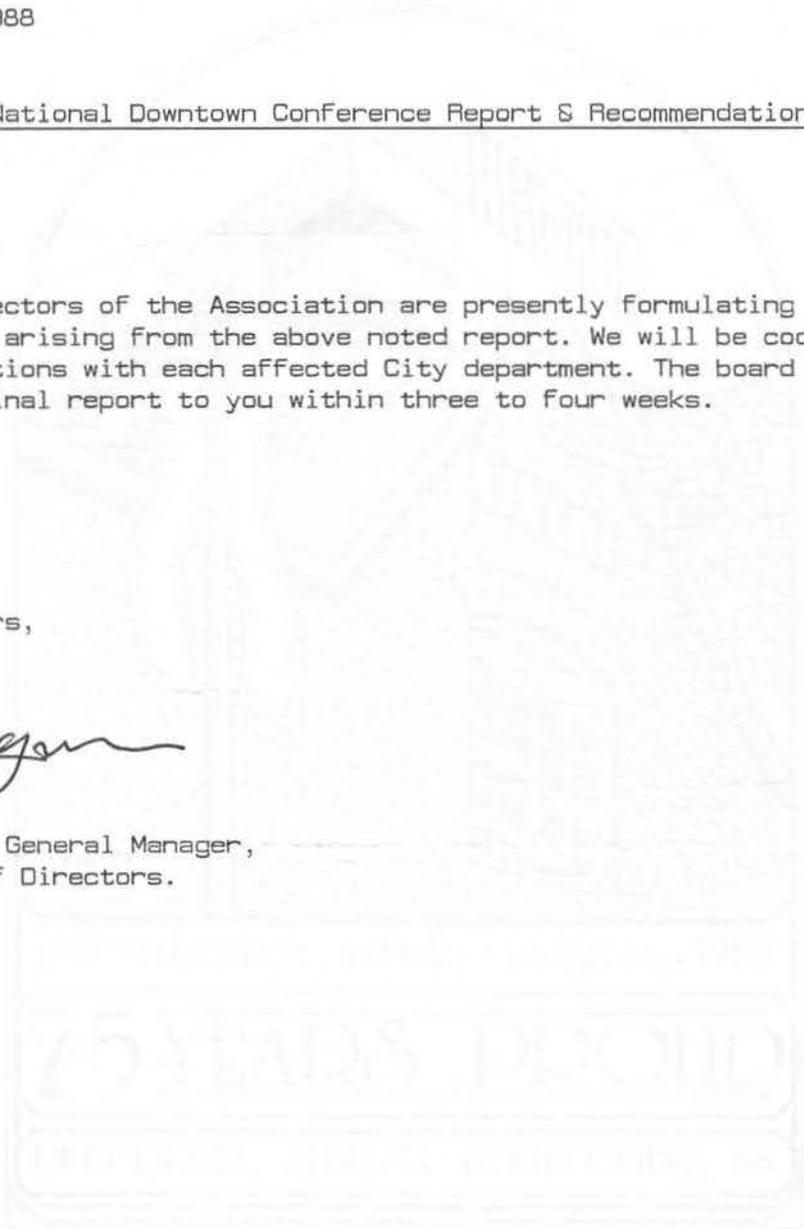
Dear Council,

The Board of Directors of the Association are presently formulating our recommendations, arising from the above noted report. We will be coordinating these recommendations with each affected City department. The board anticipates presenting the final report to you within three to four weeks.

Respectfully yours,

A handwritten signature in black ink, appearing to read "John P. Ferguson". The signature is stylized and cursive.

John P. Ferguson, General Manager,
for; The Board of Directors.





THE CITY OF RED DEER

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

City Clerk's Department 342-8132

September 27, 1988

TOWNE CENTRE ASSOCIATION
Towne Centre Mall
#300, 4929 Ross Street
RED DEER, Alberta
T4N 1X9

Attn: Mr. J. Ferguson, Manager

Dear Sir:

RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION

Further to my letter of September 20, 1988 concerning the above, I am enclosing herewith comments received from the City Assessor, which I trust you will give consideration to when preparing your consolidated recommendations back to Council.

Trusting you will find this satisfactory.

Sincerely,


C. SEVCIK
City Clerk

CS/gr

Encl:

c.c. City Assessor

DATE: September 23, 1988

TO: City Clerk

FROM: City Assessor

RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION

Comments are restricted to two areas pertaining to "taxes":

- a) A tax rebate program as related to in the City of Edmonton concerning renovations, etc., can only be done legally under Section 106 of the Municipal Taxation Act, which credits the tax account with taxes but does not alter or amend the assessment. Therefore, the citizens of a municipality must pay the contributions credited to all cost sharing programs as well as the taxes not being paid by the renovated property. In my opinion, careful consideration must be taken in deciding to embark on a program of this nature because it probably would have a snow-ball effect in that once you do it for one property, how can you justify not doing it for others. To alter the assessment process, not taxes, provincial legislation would have to be amended.
- b) Assuming that the taxes referred to in "tax deductible for renovation or restoration projects", the comments as above would apply. Provincial legislation would have to be amended to legally allow the assessment process to change and, should legislation not change, Council would have to credit "taxes" under Section 106 as the only other recourse.

In conclusion, City Council should give some serious thought to the refunding of taxes (property) for renovations or becoming involved in a tax rebate program because of the far reaching effects created and precedent set for tax refunds to all properties in the municipality.

Respectfully Submitted,



Al Knight, A.M.A.A.

AK/bw



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

September 23, 1988

TOWNE CENTRE ASSOCIATION
Towne Centre Mall
#300, 4929 Ross Street
RED DEER, Alberta
T4N 1X9

Attn: Mr. J. Ferguson, Manager

Dear Sir:

RE: DOWNTOWN COMING TOGETHER CONFERENCE REPORT

Further to my letter of September 20, 1988 concerning the above, I am enclosing herewith comments received from the Economic Development Manager, which I trust you will give consideration to when preparing your consolidated recommendations back to Council.

Trusting you will find this satisfactory.

Sincerely,

A handwritten signature in cursive script, appearing to read 'C. Sevcik', written over the typed name.

C. SEVCIK
City Clerk

CS/gr

Encl:

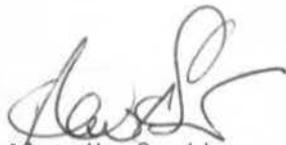
c.c. Economic Development Manager

DATE: September 23, 1988
TO: City Clerk
FROM: Manager Economic Development
RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION RECOMMENDATIONS

Some very interesting concepts are contained within the report on the National Conference on Downtown Revitalization, held in Toronto this past May. The recommendations contained within the report are indeed positive and address many of the areas which are of concern in Red Deer with respect to the downtown.

Red Deer City Council has endorsed downtown revitalization as a priority, and has contributed significant funds over the past several years toward the revitalization of the downtown. In addition, Council has adopted policies which indicate a desire to lend financial assistance to future downtown redevelopment schemes.

While the Economic Development Department would support continuation of efforts toward revitalization and redevelopment of the downtown, I feel it is necessary to have a clearer understanding of some of the costs associated with the recommendations contained within the report.



Alan V. Scott
MANAGER ECONOMIC DEVELOPMENT

AVS/mm



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

September 26, 1988

TOWNE CENTRE ASSOCIATION
Towne Centre Mall
#300, 4929 Ross Street
RED DEER, Alberta
T4N 1X9

Attn: Mr. J. Ferguson, Manager

Dear Sir:

RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION

Further to my letter of September 20, 1988 concerning the above, I am enclosing herewith comments received from the Director of Community Services, Parks Manager, Social Planning Department Manager, and the Recreation and Culture Manager, which I trust you will give consideration to when preparing your consolidated recommendations back to Council.

Trusting you will find this satisfactory.

Sincerely,



C. SEVCIK
City Clerk

CS/gr

Encl:

c.c. Director of Community Services
Parks Manager
Manager, Social Planning Department
Recreation and Culture Manager

DATE: September 26, 1988

CS-1.890

TO: CHARLIE SEVCIK
City Clerk

FROM: CRAIG CURTIS
Director of Community Services

RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION
Your memo dated August 31, 1988 refers.

I have reviewed the report on the "Downtown Coming Together" Conference with the Parks, Recreation & Culture and Social Planning Managers, and I enclose their comments for information.

We strongly support the concept of downtown revitalization. However, the majority of the comments and recommendations arising from the Conference are planning issues, and do not relate specifically to the Community Services Division.

With reference to the attached memorandum from the Parks Manager, our detailed comments are as follows:

- On pages 3 and 4, we support the general comments relating to pedestrian malls and Gaetz Avenue.
- On page 6, we support the concept of adding evergreen trees, where practical, along streets to give year 'round colours. The continued implementation of the Downtown Landscaping Plan is strongly supported.
- On page 7, we recommend that the Towne Centre Association investigate establishing temporary "street parks" along parking areas and empty lots.
- On page 15, we are strongly opposed to the development of a gathering area in City Hall Park. We continue to support the concept of developing a gathering space or plaza as part of an integrated redevelopment of the block to the south, including the Sports World and City parking lots.



CRAIG CURTIS

CC:dmg

c. Lowell Hodgson, Recreation & Culture Manager
Don Batchelor, Parks Manager
Rick Assinger, Social Planning Manager

Encl.

DATE: September 22, 1988

TO: CRAIG CURTIS
Director of Community Services

FROM: DON BATCHELOR
Parks Manager

RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION

I have found the above report most interesting and informative. My comments can be summarized as follows:

SUMMARY

Although I agree that "Retail is the key to downtown success", I am of the opinion that unless the downtown is an interesting, attractive, and desirable place to be it will not be successful.

The comments on Pedestrian Malls and how Gaetz Avenue is a step in the right direction towards accommodating pedestrians and vehicles in a compatible manner, I fully support. The Gaetz Avenue concept, in my view, is most appropriate in downtown Red Deer. The park node tree plantings of Green Ash and roses at the road intersections could be further enhanced by: a) adding coniferous plant material (i.e. Spruce and Pine); b) providing lineal tree planting between the intersections (i.e. Green Ash); and c) adding colorful deciduous trees (i.e. Purple Flowering Plum, Shubert Chokecherry).

The comment of adding evergreen trees, for year-round color, I support but only where sufficient room is available for the spread of the bottom branches and when in conjunction with deciduous plant material.

RECOMMENDATIONS - CITY ADMINISTRATION

I support all the comments made and wish to emphasize the need for park nodes or "street parks" at intersections and along the streets in the downtown area. These street parks can be in the road right of way or on

private property. This type of landscaping in the downtown area (similar to Gaetz Avenue), complete with some park benches/furnishings, could significantly enhance the downtown as "a place for pedestrians".

RECOMMENDATIONS - TOWN CENTRE ASSOCIATION

I support all the recommendations in this section and wish to add the following:

- ° That downtown landowners with parking lots, empty lots, etc., be approached for the purpose of using a small portion of the property to develop a temporary "street park".

This concept has worked very well in Edmonton (Jasper Avenue and 102 Street) where a park was developed on private land and used for several years. In some cases the park could be totally on private land, or it could be incorporated with part of the road right of way. Size is variable but minimum size should be ±35 sq. meters.

- ° Approach building owners to discuss the feasibility of artist renderings or paintings being installed on the walls of some downtown buildings.

This has been completed successfully in some municipal centres. In Red Deer it could be renderings of Central Alberta (i.e. agricultural, gas/oil industry, etc.) put on the buildings directly or on interchangeable display boards.

SECTION 102 - WORKING WITH WINTER (Page 15)

I disagree with the comment that Red Deer should consider a fountain and gathering area in City Hall Park. City Hall Park is a formal, floral park appreciated by residents and tourists. The suggested loss of this floral display for less attractive, less interpretive features I cannot support. A fountain and gathering area in the downtown area, however, I fully support

Craig Curtis
Page 3
September 22, 1988

and suggest the civic parking lot (adjacent to Sports World) as a more appropriate location. Completed conceptual designs of the area, complete with fountains, demonstrates how it can tie various sections of the downtown together, especially from a pedestrian perspective.

A handwritten signature in black ink, appearing to read 'Don Batchelor', with a long horizontal line extending to the right.

DON BATCHELOR

DB/ad
Att.

c.c.

Lowell Hodgson, Recreation & Culture Manager
Rick Assinger, Social Planning Manager

DATE: September 9, 1988

TO: CHARLIE SEVCIK
City Clerk

FROM: RICK ASSINGER, Manager
Social Planning Department

RE: NATIONAL CONFERENCE AND DOWNTOWN
REVITALIZATION

I do not have any comments on the report and recommendations from the "Downtown Coming Together" Conference from a Social Planning perspective.


R. ASSINGER

/jmf

c. Craig Curtis, Director of Community Services

FILE NO.: R-30090

DATE: SEPTEMBER 6, 1988

TO: CRAIG CURTIS
DIRECTOR OF COMMUNITY SERVICES

FROM: LOWELL R. HODGSON
RECREATION & CULTURE MANAGER

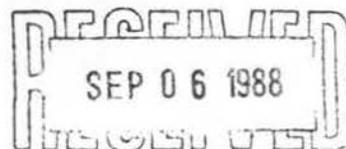
RE: NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION

Having quickly reviewed the report and recommendations from the delegation that attended the above-named Conference, I have no comment from a Recreation & Culture Department perspective.



LOWELL R. HODGSON

/cjm



c) Birthday Party Committee

J. Ferguson submitted a report from the Birthday Party Committee and highlighted main areas of same for the 75th Anniversary Committee. The report also contained some recommendations for future special activities. It was also suggested that a good communication system should have been set up.

d) Heritage Day & Old Time Picnic Committee

Lesia Davis reported on the Heritage Day and Old Time Picnic activities noting that both were self sufficient. The \$3,638.00 budget money for the Heritage Day was matched by volunteer work. The budget for the picnic was \$4,070.00 and was underspent by \$2,863.00. One problem identified on the weekend was location confusion - the Old Time Picnic was held at Rotary Recreation Park and many people were going to the Rotary Park across from the Red Deer Lodge. Approximate attendance numbers were 3,500 at Heritage Day and 700 - 800 at the Old Time Picnic.

Other items brought forward at this time were the Anne of Green Gables performance and need for payment, noting the door receipt will be submitted following receipt of our payment. Members were further informed that R. Fiedler volunteered his time for doing the pictures of the 75th activities. Mr. Ferguson suggested that a certificate be done up for those persons involved in the 75th activities as memorabilia.

2) UPCOMING EVENTS

- a) Agritrade
- b) College Reunion

W. Martindale informed the Committee that arrangements have been made to place the display at the Agritrade and the College Reunion. Same will be staffed and the 75th Anniversary pins can be sold from the display.

3. 75th ANNIVERSARY

- b) Scrapbook

W. Martindale has a scrapbook of the newspaper coverage of the 75th activities which pretty much covers everything.

At this time information was requested on the success of the reception at the Black Knight, the Teen Dance at the Dawe Centre, the Golf Tournaments at the River Bend Golf Course and religious service. W. Martindale reported on each of these, noting that the reception at the Black Knight had 50 - 60 in attendance while the Teen Dance had approximately 150. The children's golf tournament at River Bend was just short by 2 persons of being full and the Monday tournament went over quite well with approximately 125 golfers. The attendance at the Sunday church service was very good.

REPORT AND RECOMMENDATIONS

Submitted to City Council

FROM

Date: 88/09/19

"DOWNTOWN COMING TOGETHER"

THE NATIONAL CONFERENCE ON DOWNTOWN REVITALIZATION

MAY 8 - 11, 1988

ROYAL YORK HOTEL

TORONTO, ONTARIO

INTRODUCTION

On Sunday May 8, 1988, over 500 delegates from across the country met at the Royal York Hotel for a 4 day comprehensive conference on downtown revitalization. The conference was jointly sponsored by the Heritage Canada Foundation, the Ontario Ministry of Municipal Affairs and the Ontario Business Improvement Areas Association. It was to be the first ever Canada-wide assembly of politicians, municipal leaders, urban planners, economic development officers, downtown managers, architects, contractors, landlords, developers, retailers and business executives.

The conference delved into downtown revitalization through examining opportunities, constraints, strategies and techniques for expanding the physical, economic and social aspects. The delegates were offered commencement and closing plenary sessions, business sessions, mobile or walking tours, workshops, exhibits, receptions and meal-time sessions.

Although clearly dominated by Ontario delegates, all other provinces and in particular Alberta were well represented. Attending from Red Deer were four delegates:

Jack Kokotailo, Alderman, City of Red Deer

Morris Flewwelling, Alberta Governor, Heritage Canada Foundation

John Ferguson, Manager, Towne Centre Association

Vern Parker, City Planner, Red Deer Regional Planning Commission

As can be appreciated, the Red Deer delegates viewed the conference from four different perspectives which are reflected in the detailed

comments and observations arising from the sessions. However, the four delegates all agreed on the recommendations which are brought forward as a result of having attended the conference.

During the four days, in addition to the one-liners provided by Dave Broadfoot as banquet entertainment, numerous quotations were recorded, a few of which follow:

"In Canada we have winter, post-winter, pre-winter and next winter!"

"If a pedestrian mall works well somewhere, don't copy it elsewhere!"

"Downtown - the heart that pumps up the economy and recirculates the money flow!"

"The true measure of downtown success is the cash register!"

"Downtown assessment pays the bills!"

SUMMARY

Overall, the conference confirmed the validity of the initiatives being undertaken in Red Deer and demonstrated that the problems experienced in our city are paralleled across the country. One noteworthy point is that the Red Deer BRZ has been "going it alone" whereas nearly all of the communities represented at the conference have had some form of provincial or federal assistance.

A key point of the conference was the emphasis on public/private partnerships. With today's economy, communities cannot expect the private sector to invest in the downtown without some assistance. Downtown rejuvenation has to become a partnership of public and private resources, including provincial participation, because all have a stake in its future.

Many communities such as Saint John, Lethbridge and Edmonton have created some form of public/private development corporation to initiate a downtown revitalization process. Conference speakers pointed out it is important for the City to determine the overall purpose of revitalization, separate objectives and establish priorities both overall and within specific areas. For example, objectives may include creating people places by incorporating animation and entertainment, or emphasizing open space, retailing, transit or parking.

Retail is the key to downtown success. This point was reiterated throughout the conference sessions. New retail growth has to create a significant city-wide or regional impact to effectively compete with suburban regional shopping centres. In cities where this has occurred, the shopping centres are now being forced to fight back. A major advantage for the downtown that must be capitalized on is its uniqueness resulting from the mix of uses and predominance of independent retailers. However, re-establishing a downtown retail sector that can build on existing strengths requires co-ordination, cooperation and time.

Over the past decade, downtown rejuvenation has been characterized by the pedestrian mall. Some have been successful but they are not the sole answer. They work if they provide open space and a "shopping mall atmosphere" with two sided browsing. Experience is now showing that pedestrian malls should not exceed three blocks or be more than 35 feet wide. They also should be planned for an 8 - 10 year renovation cycle.

Current thinking is that it is preferable not to ban traffic from pedestrian streets but instead provide for their co-existence through slowing the cars and emphasizing pedestrian usage. Gaetz Avenue offers a step in this direction which could be greatly enhanced with linkages to other streets via the pedestrian laneways. In fact development of the lanes as pedestrian links provides a unique opportunity for Red Deer.

The conference pointed out that the emphasis for future downtown development must be infill which can build on and contribute to the strengths of what already exists. This can occur in the form of strip malls such as the Co-op Shoppers Plaza, conversions of existing buildings such as Gasoline Alley and the Towne Centre Mall or as a downtown shopping centre. The strip mall works best if there is an opportunity to shop both sides of the street. Downtown shopping centres, on the other hand, must be constructed with shops opening out to the street as opposed to an internal design typical of suburban centres.

Downtown must be a place for all people and all seasons. Promotions and events must appeal to all ages and be seen as a good thing to do. They must have a continuity, be well timed, and never be cancelled because of weather. To overcome the weather factor, downtowns have been developing second level and underground linkages. However, experience is now showing that weather protected links must be creatively integrated with ground level development or they will transpose activity away from street level. Year round colour with banners and evergreen trees is also an important consideration. Downtown is vital to a city's tourist image. An interesting, prosperous, and vibrant downtown portrays a community image to visitors. Downtown, with its multitude of opportunities, tends to be a main attraction in successful tourist cities. Because of this, and downtown's traditionally central location, downtown must be a primary focus of tourist attraction development.

RECOMMENDATIONS

These recommendations follow from two debriefing sessions held by the Red Deer delegates. Background information leading to the recommendations is contained in the detailed notes and comments pertaining to the various conference sessions at the end of this report.

General

- Recommend that Red Deer be represented at future such conferences by City Alderman, senior administrative staff and B.R.Z. (Towne Centre Association) Management and/or Board members.
- Recommend that Red Deer be well represented at the similar 1990 Conference being planned for Edmonton.
- Recommend that City Alderman, City staff and Towne Centre Association members and management endeavour to witness first hand various downtown projects through experiencing more conference events and travelling to various centres.

City Council

- Recommend that City Council make downtown development a priority by requesting the administration:
 - to establish commercial development objectives, - ?
 - to devise an action plan to accomplish the objectives, and
 - undertake the required action to implement the plan.
- Recommend that the City be prepared to become an active financial partner in downtown development.

City Administration

- Recommend that consideration be given to exploring development of design provisions for:

- using direct and reflected sunlight to enhance the downtown environment,
 - use of extensive evergreen and colourful plantings,
 - use of heated walkways in selected areas, and
 - investigate the potential of raising street level to sidewalk level at pedestrian intersections to assist wheelchair access and reduce run off water ponding.
- Recommend reference material on the topic and design solutions be explored to create pleasant micro-climate areas on streets to make them more comfortable in winter.
 - Recommend the City endeavour to change the poor public attitude respecting downtown parking by:
 - promoting parking and educating the public,
 - reorganizing and maximizing parking usage, and
 - improving the critical elements of downtown parking.
 - Recommend the City consider the formation of a Downtown Parking Authority to operate, finance and maintain public parking facilities.
 - Recommend that downtown arterial roads be designed to provide direct and convenient access to the downtown but not designed to move traffic quickly through the downtown core. (Alternatives for through traffic should be provided around the downtown.)
 - Recommend in relation to the three major components of downtown transportation being vehicles, transit and pedestrians, that the emphasis and priority be placed on pedestrians.
 - Recommend the City investigate the potential applicability of a tax rebate program introduced by the City of Edmonton concerning renovation of the MacDonald Hotel.
 - Recommend that the City Administration/Red Deer Regional Planning Commission undertake or commission a city-wide retail commercial market study with funding for the study allocated in the 1989 fiscal budget.

Towne Centre Association

- Recommend that the BRZ Board of Directors take a direct role in the Association's promotions and activities.
- Recommend the Towne Centre Association try to establish close working links with Mainstreet Alberta Programs and personnel.
- Recommend the Towne Centre Association manager attend the 1989 B.I.A. Conference in Sault Ste. Marie. ?
- Recommend the Towne Centre Association consider becoming members of the International Downtown Association, Washington, D.C.
- Recommend that Towne Centre Association delegates to conferences be encouraged and have expenses paid to attend all social gatherings and meal-time special features to allow for maximum networking and incidental contact with other delegates. ?
- Recommend that the Towne Centre Association consider the following "how to" tips related to promotions and special events:
 - use a 24 hour "Gripe Line" to solicit and field consumer concerns.
 - hold "critiques" on how to improve even very successful efforts.
 - enlist community volunteers; elderly, rehab. centres, schools and hospitals.
 - pay \$5.00/hr. for all help at special events so clubs can use their members as fund-raisers. This way "paid" volunteers can be fired if they are not effective.
 - send notes and make calls of thanks for help.
 - provide a number of incentive prizes for best BRZ member window display.
 - BRZ newsletter contest: include 5 typo errors that buys lunch for the first businessman who finds them.
 - provide for a bargain "noon lunch" special on a revolving basis for participating downtown restaurants.
 - < - celebrate a "12 Days of Christmas" festival.
 - operate "Creative Opportunities for Kids" by co-ordinating downtown businesses as contributing sponsors.

(The following are also included although the Towne Centre Association is currently implementing them.)

- have an "Ask Any Merchant" program for public information.
- develop "how to" manuals on all repeating/annual projects so anyone can take over or know how to help.
- operate a "Bucket Brigade" kids and/or seniors to clean downtown business windows.
- hire kids to be "downtown garbologists" (- is now a full scale litter collection program.)
- change the decorative banners on the new streetlights at least twice during the season (May - August; August - November)
- Recommend that special downtown events be designed to encourage people to spend more time downtown and to create or extend specific peaks of activity.
- Recommend that special events always include a contingency plan for poor weather - never cancel!
- Recommend the Towne Centre Association/Red Deer Regional Planning Commission explore the potential implications and financial benefits for renovation/restoration projects resulting from the 1987 Quebec court decision which ruled that renovation is basically replacement of worn out components which is therefore a maintenance expense and fully tax deductible.

Tourism Board

- Recommend that the Tourist Board consider the downtown as a major potential tourist attraction offering consumer heritage, cultural, social and recreational opportunities and take action to promote and expand the downtown as a tourist asset.
- Recommend the Tourism Board initiate a program to provide bundles of promotional brochures to anyone travelling in Canada or the U.S. to distribute at tourist bureaus enroute. Target specific areas and provide a contribution towards the cost of gasoline to travellers. Promote with the slogan "Don't Leave Home Without One!"

- Recommend the Tourist Board select ten business people annually and provide funding for them to become tourists in Red Deer for specific period or events as a means of contributing effective and constructive feedback.
- Recommend that Red Deer be advertised on T-shirts and other souvenirs.

Regional Planning Commission

- Recommend that downtown housing be designed to create and enhance neighbourhoods, not housing projects.
- Recommend that downtown housing be incorporated as a component of mixed use development.
- Recommend that any segregated land use planning approaches be carefully analyzed as they may compromise the diversity and interest which has resulted from evolving processes.

COMMENTS/OBSERVATIONS ON SESSIONS

The four Red Deer delegates attended approximately half of the nearly 50 plenary sessions, from which the following notes, comments and observations were derived.

Session 002 - Pedestrian Malls; The Second Generation

Speakers: Cecelia Paine, Cecelia Paine and Associates Inc.

Philip Boname, Urbanics Consultants Ltd.

Attended by: Vern Parker, John Ferguson, Jack Kokotailo

"The true measure of downtown success is the cash register"

- It is vital to resolve the main intent or purpose of downtown revitalization, to separate the objectives, and to establish priorities.
- Retail, ie. a shopping experience, is key to creating a vibrant downtown.
- Downtown open space works best if one concentrates on specific park areas.
- Downtown Calgary transit was cited as a good example because the route is a few blocks removed from the retail area.
- A Pedestrial Mall must provide for:
 - merchandizing strength
 - open space
 - a mall atmosphere
 - 2 sided browsing
 - a maximum length of 3 blocks
 - a maximum width of 35 feet
 - frontage uses that create excitement, shopping entertainment
 - department stores to anchor each end
 - an innate attractiveness such as heritage buildings
 - a convertible galleria creating an indoor/outdoor environment.
- Downtowns should encourage the co-existence of vehicles and pedestrians by slowing traffic and widening sidewalks.
- Local ownership is a key ingredient to downtown development.
- Customize the downtown for the customer.

- Avoid pedestrian ways over or under which compete with street activity.
- Integrate parking into the overall downtown concept.
- Encourage residential and cultural development to compliment commercial.
- Pedestrian malls have not kept up with maintenance or adapting to changing conditions.
- Pedestrian malls must be individually designed for each location - singular concepts are not transportable.
- Pedestrian malls have an 8 - 10 year life span after which they must be rejuvenated.
- Downtown pedestrian malls must be externally oriented and cater to an upscale market niche.

Keynote Address - Peter C. Newman

- Newman's address attempted to portray aspects of the interplay of our current political milieu, including discussion of possible election dates, free trade and its likelihood of resulting in joint economic and social policies, and the federal deficit of \$132 B. The delivery was stimulating but the message was deliberately vague and open to interpretation.

Session 003 - Downtown in the 1990's

Chairman: Carol Nixon, President OBIAA

Speakers: Philip Boname, Urbanics Consultants Ltd.

David Foot, Professor, Department of Economics, University
of Toronto

Attended by: Morris Flewwelling

- Professor David Foot, provided interesting Canadian demographic revelations such as:
 - Canada is second only to Japan for low fertility rate
 - baby boomers are now 22-41 years old
 - we're now in the "baby bust" period

- we face shortage of youth labor in the 1990's
 - the baby boom "echo" is beginning
 - immigration has negligible impact on population characteristics
 - human resources planning for the 1990's is critical
- Philip Boname followed Foot's comments by noting the effect of this demographic data on the economics of the downtown businesses. Boname noted that:
- households are smaller
 - many people live in a non-family state
 - Yuppies are aging
 - double income; no children households
 - single income; no children households
 - increase in disposable income
 - increase in competition for that disposable income
 - small city urbanization
 - shoppers want social interaction
 - immigration is decreasing but does not appreciably affect demographics

Session 004 - Downtown in the 1990's

Chairman: Peter Boles, Director, Ministry of Municipal Affairs

Speaker: Peter Piecherack, Cadillac Fairview Corporation Ltd.

Donald Schmitt, A. J. Diamond Architects and Planners

Attended by: Jack Kokotailo, John Ferguson, Vern Parker

- Discussion was oriented on the planning and design of future downtown projects and the consideration of economics going into the 1990's.
- Downtown retail, entertainment, and cultural activities are the most vital assets for the future.
- Appropriately scaled new developments must be designed to dovetail into the existing economic structure as well as the architectural structure of downtown.
- Residential development must be integrated into the Central Business District and mixed use buildings figure prominently in this objective.

- Public investment in the downtown partnership is critical to the community. Tax base, employment and civic pride offers all the justification needed to move the public sector forward.
- Retaining existing densities in a restoration/redevelopment project can be a benefit and make it viable.
- It is important to retain the historical, neighbourhood or community scale in restoration/redevelopment projects.
- Concern regarding downtown projects relates to the economic drain and population shift to the suburbs.
- Question whether large scale consolidation and development is consistent with existing downtown scale.
- A major downtown development tradeoff relates to viability versus compatibility.
- Retail schemes have the best chance for downtown development success.
- The main commercial growth over the past 5 years has been strip commercial development projects which have been able to sneak in under the zoning bylaws.
- The Challenge of the 1990's is:
 - Obtaining consensus of what should be done and then how physically to do it.
 - Coping with a slowing of growth and economics.
 - Ensuring that the physical evolution reflects the social fabric of the community.
- Shopping centres and downtown are not necessarily in competition. Downtown has to have enough impact to attract its share of the market.
- The future will be toward selective redevelopment:
 - creating anchors and then linking through infill.
 - analyzing nodes and then building on each node.
- Weather protected streetscapes should provide linkages - not an alternative.

Session 102 - Working with Winter

Chairman: Ian Smith, Manager, Ministry of Municipal Affairs, Ontario

Speakers: Art Froese, City of Calgary

Valdimir Matus, City of Hamilton

Xenia Zepic, Consultant

Attended by: Morris Flewwelling, Jack Kokotailo, John Ferguson

"In Canada we have winter, post-winter, pre-winter and next winter!"

- V. Matus, City of Hamilton planner, provided good information and illustrations of using direct and reflected sunlight to enhance comfort on winter streets for pedestrians.
- X. Zepic, Consultant, gave many illustrations from Scandinavian countries who have developed special northern ideas rather than simply use temperate zone solutions. These included heated walks, use of evergreens and creation of micro-climates. Her best suggestion was to raise streets to curb level at intersections to accommodate wheelchairs. This avoids the accumulation of water at intersections. Mid block crossings result in a raised strip which also serves to control vehicular speed.
- One focus of the session was the creative use of winter activity in the downtown, and clearly, ice skating and Mardi Gras events were the most successful. Both require a central plaza where such activity can occur.
- Creating a bright and sunny atmosphere coupled with a variety of colourful street decorations helps retain a vitality in the bleak winter months.
- Strong criticism was levelled at communities that do not integrate evergreen planting in the streetscape. In winter, the common deciduous plantings present a barren skeleton figure to an already bleak climatic environment.
- People prefer to walk on the sunny side (north side) of the street. If given choice, place retail shops on the north side. In Red Deer, the Post Office and Bay parking lots are on the *wrong side* of the street. Red Deer also lacks a continuity of shopping districts.

- Red Deer should consider creating a fountain and gathering area in the City Hall Park.

Session 104 - Centralized Retail Management

Chairman: Carol Nixon, President, OBIAA

Speakers: Christine M. Burdick, Oak Park, Illinois
Elizabeth Stabler, International Downtown Association,
Washington

Attended by: Vern Parker

- Speakers presented case studies where centralized retail management (CRM) has been successfully implemented in downtowns.
- The problem with downtown retail entities is that the market is changing but retailers are not adapting and modernizing.
- Requirements for downtown marketing include:
 - a comprehensive strategy to make downtown retailing competitive
 - adaption of shopping centre techniques to the uniqueness of downtowns.
- Downtown Central Retail Management requires:
 - an emphasis on market
 - an influence over property leasing
 - the enlistment of downtown property owners
 - the co-ordination of all downtown management
- CRM takes time and patience.

Session 106 - The Competition

Chairman: Les Fincham, Director, Ministry of Municipal Affairs,
Ontario

Speakers: Ian Grinnel, Zeidler, Roberts Partnership/Architect
Geoff Harrison, Cadillac Fairview Corporation Ltd.
Ron Richards, First City Shopping Centre Group

Attended by: John Ferguson, Jack Kokotailo

- A shopping centre is primarily a revenue source for the owners. If this primary function does not occur on the highest level, no centre will exist.

- Shopping centres are a natural attraction that are essential for the economic growth of any community.
- A major retail advantage for shopping centres is their absolute control of the businesses within the centre.
- Large shopping centres are now trying to recreate some of the uniqueness of the many downtown characteristics that have survived for so many decades.
- A downtown shopping centre provides a greater overall economic benefit to the community than the suburban centre.
- Downtown centres are now being designed with up to 60% of its retail facing the street as contrasted with the totally internal suburban centres. This concept is essential in promoting the continued growth of both the centre and the remainder of downtown.
- Corner access is critical for a shopping centre site.
- Parking is a high cost associated with a shopping centre.
- Downtown high density residential areas help create a market.
- Very tight zoning is seen to be the best tool to achieve healthy community growth.

Session 108 - The Business Community as Downtown Promoters

Chairman: Jayne Williams, Manager, Port Credit, BIA

Speakers: Ed Buffet, Whitby Downtown BIA

Peter Mercer, Downtown Rideau St. BIA, Ottawa

Patricia Mestern, Fergus, Chamber of Commerce

Attended by: Morris Flowwelling, Vern Parker

- Peter Mercer, Ottawa BIA Manager reported that Winterlude in February, 1988, drew 1M visitors and has a \$45M impact on the local economy.
- When providing public musical entertainment, use heavy metal and rock early and work toward mellow music later in the programs.
- Patricia Mestern, Fergus, Ontario, BIA Manager, offered several novel suggestions:
 - have an "Ask Any Merchant" program for public information

- use a 24 hour "Gripe Line" to solicit and field consumer concerns
- give bundles of promotional brochures to anyone travelling in Canada or U.S. to distribute enroute. The BIA even offers \$25.00 towards cost of gasoline to travellers! (Don't leave home without one.)
- develop "how to" manuals on all repeating/annual projects so anyone can take over and anyone can know how to help
- hold "critiques" on how to improve even very successful efforts
- enlist community volunteers; elderly, rehab. centres, schools and hospitals
- pay \$5.00/hr for all help at special events so clubs can use their members as fund-raisers. This way "paid" volunteers can be fired if they are not effective.
- send notes and make calls of thanks for help
- Fergus conducts several public feedback programs:
 - Highland Games and Teddy Bear Caper participant surveys conducted every 3 years (provide a "camera draw" as a survey return incentive).
 - Conduct a newspaper survey of local residents.
- Business newsletter - 5 typo errors buys lunch for 1st businessman who find them.
- Chamber is the central organizational feedpoint for the whole community.
- Chamber operates a 24 hour manned telephone line.
- Mainstreeting - they operate a network of mainstreet contacts.
- Operate a Volunteers Recognition (Thank You) Program.
- Provide 20 - \$20 gift certificates for best BIA member window display.
- Operate a "Bucket Brigade" - kids and/or seniors clean downtown business windows.
- Kids hired as "garbologists" - line up for the honour.
- Ten business people are asked to become tourists for the Cultural Heritage week and are funded to provide constructive feedback.

- The Teddy Bear Caper began as a one day Family Street Festival for campers - now involves 8,000 participants with booths, contests, concessions and entertainment.
- Downtown is the "Heart of the Community" because it pumps up the economy and recirculates the money flow.
- Celebrate a "Twelve Days of Christmas" Festival.
- Advertise your community on T-shirts.
- Operate "Creative Opportunities for Kids" - co-ordinate businesses to contribute sponsors.

Session 203 - Downtown Parking and Transportation

Chairman: Jay Johnson, Brantford City Centre BIA

Speakers: Usman Ahmed, Ministry of Municipal Affairs, Ontario

Trudy Brunet, Downtown Guelph BIA

Bill Gallant, Downtown Cornwall BIA

Attended by: John Ferguson, Vern Parker, Jack Kokotailo

- In nearly every city where downtown streets have been used for major traffic arteries, the business community has become and remains depressed. Multi-lane roads, high speed traffic and one-way systems have critically harmed countless business districts.
- It has been estimated that municipal growth runs at as much as 30% less in cities where downtown has been part of a high traffic system and that potential downtown tax bases have been handicapped as much as 40%. This has had the effect of reducing the municipal tax base as much as 7% to 18% overall.
- Ring roads to allow easy and convenient access to and from the downtown appear to offer a solution.
- Parking downtown is considered to be a public utility and while a user-pay system is most common, deficits are totally expected and underwritten by the municipality.
- Parking token programs have been successful and are purchased by the business on a discount per volume basis which enhances greater use of the program.

- Some Ontario BIA's have become Parking Authorities with very positive results.
- The cost of parking is not as detrimental as tickets.
- Transit has become an inseparable component of downtown parking as has vastly upgraded pedestrian areas.
- The two most critical components of downtown transit are frequency of service and transfer terminal locations. The most innovative terminals are combined with a multi-use facility that eliminates the undesirable details commonly associated with transit stations.
- Transportation involves vehicles, transit and pedestrians, and in the downtown the emphasis should be on pedestrians.
- One body should be responsible for downtown public parking including planning/financing.
- Communities should have a long term (5 - 10 year) parking plan.
- In regard to a perceived shortage or poor public image, "Change the Attitude!" through:
 - promotion and education (package ads)
 - reorganizing and maximizing usage
 - improving critical elements
- Guelph's Four Point Parking Program promotes:
 - walking a little to save a lot (cheaper on periphery)
 - enforcement (including an appreciation party for enforcement staff)
 - press coverage
 - public information (a humorous cartoon guide to downtown parking)
- Cornwall BIA Parking Program included:
 - operation of a Parking Management Service for 3 downtown lots with attendant parking.
 - provision of merchant stamp programs for free use of lots.
 - provision of after hours deposit (honour system after 6 p.m.)
 - retention of metered parking on street.
- Commissionnaires contribute a human element by providing a greeting, information and change.

Session 204 - Dollars and Sense

Chairman: Libby Lockett, Manager, Downtown Brockville BIA

Speakers: Peter Mercer, Downtown Rideau Street BIA
Douglas A. Ritchie, Downtown Kingston BIA
Karen Wall, Burlington BIA

Attended by: Morris Flewwelling

This session was to focus on fund-raising from private, corporate and government sectors. Presentations were weak and off-topic.

There are more than 230 BIA's in Ontario.

Session 207 - Special Events: Elephant Races and Ox Hauls

Chairman: Vanessa Brown, Community Services, Main Street Canada,
Ottawa

Speakers: Elizabeth Low, Ladysmith Main Street Project
Barrie MacGregor, Yarmouth Development Corporation

Attended by: Jack Kokotailo

- Main purpose is to encourage people to spend more time downtown and create or extend a peak of activity.
- Events can draw people to the downtown - up to the merchants to entice them into shops.
- Events must be perceived as nice and a good idea.
- Case Studies - Yarmouth and Ladysmith, B.C.
 - events developed around existing happening or daily routine
 - events must appeal to a variety of ages
 - high degree of participation is optional but not compelling
 - develop a continuity or routine to events as opposed to one time events
 - always have a contingency plan for poor weather - never cancel!

Session 208 - The Provincial Government Role in Downtown Revitalization

Chairman: John Canham, Manager, Ministry of Municipal Affairs,
Ontario

Speakers: David Belque, Gouvernement du Quebec
Neal C. Conrad, Department of Small Business Development,
Halifax
Timothy B. Yip, Alberta Municipal Affairs

Attended by: Vern Parker

- Most other provinces have some type of cost share funding program to assist in downtown revitalization. Examples were given from Quebec and Nova Scotia.
- Alberta's approach is to provide in the legislation for establishing Business Revitalization Zones. There is no direct funding but technical assistance is available through Municipal Affairs (Revitalization Downtown Alberta kit - step by step approach to creating a B.R.Z.) and Economic Development and Trade (promotion and marketing assistance).

Session 209 - Specialization - Positioning of Downtown

Chairman: Bill MacKay, Director, Ministry of Municipal Affairs,
Ontario

Speaker: Don Belanger, Old Strathcona Foundation, Edmonton
Morgan Pirie, May Pirie & Associates Ltd.
Gary Wright, City of Toronto

Attended by: Morris Flewwelling

- The session was to develop a definition for retail specialization and retail positioning and the impact of demographics. Definitions were not developed and session was weak.
"Shopping has replaced hunting as a sport!"
- Ethnic shopping will attract ethnic shoppers from a considerable distance. Ethnic shopping usually develops in an ethnic area.
- Edmonton's Fringe Theatre each summer in Old Strathcona is successful due to positioning.

Session 210 - Business Recruitment

Chairman: Brad Brownlee, Manager, Sarnia Downtown Improvement Area

Speakers: Blain Alexander, Alberta

John Yielding, St. Catherines Downtown BIA

Attended by: John Ferguson

- This seminar brought some new concepts and reinforced the problems in achieving success.
- The general discussion focused on making downtown healthy first and then trying to attract complimentary businesses.

Session 213 - Local Government Role in Downtown Revitalization

Chairman: Pauline Morris, Director, Ministry of Municipal Affairs,
Ontario

Speakers: Stephen Bedford, City of Saint John

Dennis Freeman, City of Edmonton

Bill Rice, City of Sudbury

Attended by: Jack Kokotailo

- City of Edmonton views the downtown as the heart and soul of the City.
 - City has contributed \$7.4M to the downtown P.R.I.D.E. Program (Jasper Avenue, Heritage Trail)
 - created a Task Force to initiate P.R.I.D.E.
 - City provides political leadership and has become a partner with downtown businesses to initiate downtown development and landmark projects
- Essential ingredients for downtown development include:
 - political leadership
 - public/private partnerships
 - community based development
- Council must make the downtown improvement a priority:
 - determine what to achieve
 - do what is needed to accomplish it

Session 214 - Housing in Downtowns

Chairman: Ken Bauman, Director, Ministry of Municipal Affairs,
Ontario

Speakers: Martin Thomas, Municipal Affairs, British Columbia
Sue Corke, Ministry of Housing, Ontario
Ken Greenburg, Berridge, Lewinburg, Greenburg

Attended by: Vern Parker

- The Ontario Ministry of Housing have instituted a Residential Intensification Program designed to promote a density increase in existing housing stock.
- They have a TV Program promoting the revenue benefits for small homeowners to become landlords through converting a portion of their house into a separate suite. A homeowner can gain \$30 - \$40,000 net revenue over a ten year period.
- The major obstacles to the program are:
 - Land Use Bylaws
 - NIMBY Syndrome
 - Complex approval process
 - Building Code Regulations
 - Landlord/Tenant Relations
- There is now a residential movement back to the city centre, generally in large cities.
- Centre city infrastructure is greatly underused. Downtown housing should create neighbourhoods, not housing projects.
- A segregated land use planning approach in the downtown may compromise the diversity and interest which has been created through an existing evolving process.
- The more successful downtown housing will be as a component of mixed use development.
- Private/public partnerships can be very complicated for the municipality to get into as there is a high potential for conflict of interest.
- Downtown housing must respond to a solid understanding of the demand or alternatively create a demand.

Session 215 - Downtown as Tourist Attraction

Chairman: Karen Pappin, Heart of the Harbour BIA, Thunder Bay

Speakers: Bill Harris, Toronto

David O'Brien, City of Gloucester

David Petryna, Petryna Marketing

Attended by: John Ferguson, Morris Flewwelling

- There are two types of tourists - the visitor and the guest. The visitor is defined as anyone from outside the CBD who visits or shops for less than one day. A guest is anyone from outside the CBD who stays for one night or more. In short, everyone is a tourist!
- Downtown offers shopping to the tourist, but it also offers heritage, cultural, social and recreational opportunities.
- Downtown must be clean, colourful, bright, friendly, easy to understand and honest.
- Downtown, with its multitude of opportunities, is the main attraction for all cities worldwide. Therefore, downtown must be a primary focus of tourist attraction development.
- Downtown is and must remain a vital tourism resource.
- Decorative banners or street lamps should be changed at least twice during the season (May - August; August - November).

Session 220 - South of the Border

Chairman: Francois Leblanc, Associate Deputy Executive Director, The Heritage Canada Foundation

Speakers: Laurence A. Alexander, Downtown Research & Development Centre, New York

John Dudas, International Downtown Association, U.S.A.

David Winterbottom, Wollongong, Australia

Richard Wagner, National Main Street Centre, U.S.A.

Attended by: Jack Kokotailo, John Ferguson

- Session was primarily a reaffirmation of the viability, need, and success of downtown revitalization and a strong statement of consensus with the Red Deer program.

- We need to experience more conference events and travel to various centers to witness first hand various downtown projects. Reading about them is not the same as experiencing them. The simplicity of diverse programs becomes evident when viewed in person.
- An ongoing communication and sharing of programs is very important to the continued success of downtown marketing.
- This session also pointed out that retail promotion success leads to the economic success of all downtown businesses and particularly professional success. The result of course, is a reaffirmation of the logic behind all businesses contributing to the operation of the downtown association.
- Current U.S. trends:
 - Shopping areas are being developed as cultural and entertainment attractions.
 - Shopping centres are developing as speciality centres, many with a festival atmosphere.
 - Housing is required in the downtown to provide a consumer base.
 - There is a shift in malls from a pedestrian emphasis to a hybrid mall where pedestrians, vehicles and transit co-exist.
 - Downtown areas are becoming better organized and managed.
 - Downtowns are re-establishing their market position to the point where malls are fighting back.
 - Consumers are becoming pro-downtown and the public attitude is that downtown can be and is worth saving.
 - There is a trend towards the privatization of services.
- Downtown is primarily a place to do business. It is critical to the economy of the city because downtown pays the bills.
- A key to downtown success is "making it easy for people to walk":
 - provide wide sidewalks
 - convert alleys to pedestrian links
 - build overhangs for weather protection
 - create shortcutting opportunities through stores, alleys, parking lots, atriums, and parks
 - develop weather protected linkages
- Downtowns cannot be static; they must be adaptive:
 - The city should provide a market research service for developers.

- Identify holes in the downtown market opportunities to trigger development action.
- Advocate city negotiated developments.
- The city should be an equity contributor to make things happen.

Session 221 - Innovative Financial Strategies

Chairman: Les Hurt, Assistant Director, Alberta Culture and
Multiculturalism Historic Sites Services

Speakers: Marc Denhey, Barns, Sammon, Naftel
Jerry Dick, Carboneau Main Street Project

Attended by: Vern Parker

- In a Newfoundland case study, a four year business tax rebate scheme was provided to rebate 100%, 75%, 50%, and 25% of the tax. Questionable as to whether it is an actual benefit or just a valid expression of good will and support by the municipality.
- Developed an "Artisan's Incubator" based on the industrial incubator mall concept. Could also be applicable to home occupations. The Artisan's Incubator could have a tourism appeal.
- Key Points for Grantsmanship:
 - get a project, then go after funding
 - talk to the proper agency re project eligibility
 - timing is critical
 - find an ally in the department or agency
 - show all benefits of the project
 - develop a good track record
 - be thorough and persistent - don't be discouraged by rejection
 - piggyback a number of different sources
- A recent Quebec court decision in 1987 has in effect increased the tax deduction for renovation/restoration work by a factor of 25 X.
 - The current income tax policy developed in the 1970's considered all major renovation projects as capital expenses which are taxable. Only ongoing regular expenses are entirely tax deductible. However, the Quebec court decision ruled that

- renovation is basically replacement of worn out components which is therefore a maintenance expense and fully tax deductible.
- Until appealed or overturned by a higher court, the decision is applicable across the country. However, Revenue Canada is working overtime to determine how to appeal or plug the loophole.
 - This Quebec interpretation of renovation/restoration projects could possibly apply to past projects subject to a rebate which has considerable implications for Revenue Canada.
 - An account of the decision and its implications appeared in the April 23, 1988 edition of the Ottawa Citizen.
- For renovation projects, it is possible to provide a grant or compensation to the owner in the form of a tax rebate by retaining the assessed value at the pre-renovation assessment for a specified period of time. Any possible tax loss becomes purely conjecture. A recent example of this approach involves the MacDonald Hotel in Edmonton and other examples have occurred in Perth, Ontario.
 - Venture capital may provide opportunities for development financing. Tourism projects are eligible for venture capital financing.

Session 301 - Achieving Appropriate Economic Development in Your
Downtown

Chairman: Stephen Lauer, Main Street Canada, Regional Co-ordinator

Speakers: Jerry Dick, Carboneau Main Street Project

Jon Linton, Wood, Gordon Management Consultants

Attended by: John Ferguson, Jack Kokotailo, Vern Parker

- In most communities now, a regional shopping centre in the downtown is both economically unattainable and undesirable.
- Downtown development should be scaled to a complementary growth that does not place economic burden on the existing business structure.
- Downtown and shopping centres are mutually destructive; ie. the mall is designed to cater to motor vehicles whereas increased traffic presents a major problem to downtown.
- Development is "developing what is already there".

- In regard to Red Deer: A mall adjacent to the downtown (railway yards site) can be beneficial to both the development and the existing commercial area if the services complement and the linkages are provided.
- Five advantages for downtown economic growth:
 - available space
 - lower rents
 - access to business services
 - access to amenities
 - prestigious locations(- also wider range of uses)
- Proactive means targetting specific objectives.
- In determining whether a proposal is appropriate for a community, the following should be considered (from "How to Score an Industry - A Heritage Canada Publication").
 1. diversification of economy
 2. non-threatening to existing businesses
 3. local ownership
 4. local management
 5. suitability with local available skilled labour
 6. minimal requirement for influx of labour
 7. creation of profits that are re-invested locally
 8. compatible with local wage rates
 9. creation of spin-off opportunities
 10. environmentally safe
 11. pays its own way in the community
 12. enterprise is a long term proposition
 13. does not cause dissention/concern
 14. contributes to a positive community image
 15. creates full time jobs
 16. enhances quality of life with new economic and social opportunities.
- Research potential missing opportunities through Statistics Canada.
- Conduct market share surveys.

Session 303 - Using Downtown's Architecture as a Selling Tool

Chairman: Gordon Fulton, Director, Main Street Canada

Speakers: Allan Bellavance, Architect

Tom Horrocks, Main Street Canada

Attended by: Morris Flewwelling

- A session on how to capitalize on what you have.
- Two distinct types of downtowns relate to "vernacular architecture" of the people and "monumental architecture" of the government.
- Red Deer is clearly an example of monumental architecture dominating the downtown.

Closing Remarks and Summary

Speaker: Peter Mansbridge

Closing Remarks

New CBC News anchorman Peter Mansbridge, spoke about the role of the media:

- get to know the media
- "media influence" is part of our culture
- media can provide "local" information
- people in government pay attention to the media
- access to media is cheapest form of communication
- what makes Canadian's unique?
 - a) cultural diversity
 - b) compassionate
 - c) international peace-keepers
 - d) civilized
- the U.S. offers some threat to our identity

STREET BEAT

L'ECHO DES RUES

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Conference wrap: Planning tomorrow's downtowns today

More than 500 delegates, from as far away as Australia and Tennessee, attended "Downtown Coming Together" – the first national conference on downtown revitalization – in Toronto, May 8 to May 11, at the Royal York Hotel.

Urban planners, architects, politicians, municipal administrators and merchants debated major issues facing today's downtowns – economic development, suburban competition, crime, the role of government, Sunday shopping, housing and tourism.

Special highlights included walking tours of revitalized Toronto-area neighborhoods and waterfront, as well as working sessions on how to plan, develop and market downtowns.

Annual awards for excellence in downtown revitalization were presented by Heritage Canada's "Main Street Canada" program and by the Ontario Ministry of Municipal Affairs "PRIDE" (Program for



Municipal Affairs Minister John Eakins, Communications co-ordinator Jane Finlayson, CPAB planner Elizabeth Lea and CRB planner Norm Matsumoto in front of the ministry's conference exhibit / John Eakins, ministre des Affaires municipales, Jane Finlayson, coordonnatrice des communications, Elizabeth Lea, urbaniste, Direction des services consultatifs sur la planification communautaire, et Norm Matsumoto, urbaniste, Direction de la rénovation communautaire.

Renewal, Improvement, Development and Economic revitalization) program.

The conference was sponsored jointly by

the Heritage Canada Foundation, the Ontario Ministry of Municipal Affairs and the Ontario Business Improvement Area Association.

Le colloque en bref : planifier aujourd'hui les centres-villes de demain

Plus de 500 délégués, venus d'aussi loin que de l'Australie et du Tennessee, ont participé au premier colloque national sur la revitalisation du centre-ville. "Le centre-ville se rassemble", qui s'est tenu du 8 au 11 mai à l'hôtel Royal York de Toronto.

Des urbanistes, architectes, politiciens, administrateurs municipaux et commerçants ont discuté de questions importantes pour les centres-villes d'aujourd'hui : le développement économique, la concurrence des banlieues, les actes criminels, le rôle du

gouvernement, l'ouverture des magasins le dimanche, le logement et le tourisme.

Des visites à pied des quartiers et quais revitalisés de Toronto, de même que des séances de travail sur la planification, l'aménagement et la commercialisation des centres-villes, figuraient parmi les activités spéciales.

Des prix d'excellence annuels pour la relance des centres-villes ont été présentés dans le cadre du programme "Main Street

suite à la page 3



La rénovation communautaire commence à la base, déclare le ministre des Affaires municipales

“La coopération, le travail acharné et intelligent” sont les facteurs clés de la rénovation communautaire, déclare le ministre des Affaires municipales de l’Ontario, John Eakins.

Prenant la parole au cours du troisième déjeuner annuel des prix RÉNOVAM, M. Eakins a défié 500 urbanistes, dirigeants municipaux et gestionnaires de centres-villes d’acquiescer aux nouvelles idées de rénovation.

Selon lui, il n’est pas nécessaire que ces idées naissent de projets grandioses. En effet, un bon nombre des projets qui ont connu une issue heureuse dans la province ont compté sur la participation de la population.

Il a déclaré que, à titre d’ancien maire de Lindsay (Ontario), il a persuadé la municipalité d’accepter l’idée de suspendre des pots à fleurs le long de la rue principale.

Il est d’avis que le projet a été un succès

parce que les gens ont participé à l’aménagement de leur collectivité et c’est de leur fierté que s’est inspirée leur action.

Il a ajouté que le dialogue est “la force motrice de la collectivité” permettant de concrétiser les idées individuelles.

M. Eakins a insisté sur la nécessité de la coopération et a mentionné que les prix RÉNOVAM, constituent une récompense symbolique de l’excellence pour l’amélioration et la promotion des secteurs commerciaux.

Community renewal starts at grassroots says municipal affairs minister

“Working together, working hard, working smart” – these are the keys to successful community renewal, says Ontario Municipal Affairs Minister John Eakins.

Speaking to the third annual PRIDE awards luncheon, Eakins challenged 500 urban planners, municipal leaders and downtown managers to say “Why not!” to new ideas for renewal.

Community renewal ideas do not have to come from grandiose schemes, said Eakins. In fact, many of the province’s most successful projects have originated at the grassroots level.

He told his audience that as a former mayor of Lindsay, Ont., he convinced the town to take a chance on a new idea and put hanging flowerpots along main street.

The project worked because people shared in shaping their community, said Eakins, and it is pride of ownership that inspires action.

He called dialogue “the driving force of the community” that turns individual ideas into concrete plans.

Eakins stressed the need for co-operation and cited the PRIDE awards as the symbolic reward for excellence in improving and promoting business communities.

Les projets de relance s’inspirent de l’intérêt renouvelé pour les centres-villes

Des États-Unis à l’Australie, les perspectives d’avenir pour les centres-villes du monde entier semblent excellentes.

C’est le consensus auquel sont arrivés des experts de la planification communautaire de New York, de Memphis et de Wollongong en Australie qui ont récemment participé à une table ronde lors du colloque “Le centre-ville se rassemble”.

“C’est le début d’une nouvelle époque où les gens croient à l’importance du centre-ville”, a déclaré Laurence Alexander, directeur du Downtown Research Centre à New York.

“Par le passé, les projets de relance étaient souvent condamnés à l’échec car il n’y avait aucun consensus public général sur la valeur du centre-ville.”

M. Alexander est d’avis que cette nouvelle attitude positive permettra d’aller chercher beaucoup plus facilement les appuis commerciaux nécessaires au succès de tout projet de relance.

Il a ajouté que les solutions environnementales que la plupart des gens associent à la relance, comme de nouveaux arbres, de nouvelles fleurs, de nouveaux lampadaires et trottoirs, ne suffisent pas.

Renewed public interest in downtowns inspires revitalization schemes

From America to Australia, the future looks bright for the world’s downtowns.

This was the consensus reached by community planning experts from New York, Memphis and Wollongong, Australia who participated in a recent panel discussion at the Downtown Coming Together conference.

“We’re into a new era where people believe downtown can be a winner,” said Laurence Alexander, director of the Downtown Research Centre in New York.

“In the past, revitalization projects were often doomed to failure because there was no broad public consensus that downtown was worth saving.”

The new positive attitude toward downtown will make much easier the task of business recruitment that is essential to the success of any revitalization project, said Alexander.

He said the environmental solutions most people associate with revitalization, such as new trees, flowers, lamps and sidewalks, are not enough.

“Pleasant surroundings can make a shopping visit nicer, but are seldom the prime motivator for people to come downtown. It’s what goes on *inside* the buildings that’s important.”

continued on page 4

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Val Moorsam de Woodbridge (Ontario), participante à la discussion sur l'ouverture des magasins le dimanche. Sunday shopping panelist Val Moorsam, from Woodbridge, Ont.

Ontario law under scrutiny: Sunday shopping issue sizzles

The controversy over Sunday shopping continues with a vengeance, judging by a spirited conference debate on this issue.

Panelist Paul Magder, a Toronto furrier who has been heavily fined for opening his Spadina Avenue store on Sundays, said: "I do not believe any government has any right to tell anyone when to work or when to shop."

Ken Bolt, chairman of the Burlington BIA, said market demand and business efficiency should determine opening.

Magder added: "If I choose to work on Sunday, it should be my personal choice.

Sunday is not a common day of rest and can't be," citing gas stations, antique stores and restaurants as examples of businesses that do open.

Magder believes it should be up to the municipality to designate specific areas. (Currently, provincial legislation allows Sunday shopping in designated tourist areas.)

Although he favors Sunday shopping, he also believes that merchants need protection from being forced to open, particularly in malls where there is usually no choice.

Panelist John Barton, a theologian, said: "I think the actual day is a secondary issue. I am concerned that there be a common day of rest."

Barton urged the provincial government to decide the issue. "It is the responsibility of government to act in social interests and they must have the courage to act against companies who would benefit from this (Sunday shopping)."

Panelist Val Moorsam, a merchant in Woodbridge, believes the decision on Sunday shopping rests with the provincial government.

She also believes the current tourist designation approach is adequate. "My store would not be open if there was no business on a Sunday." She said her staff want to work on Sundays.

Participant Terry Cane, of the Port Credit tourist association, said he feared a "domino effect" if municipalities decide the issue, resulting in all municipalities following suit.

Panelist Alex Ling, a retailer in the Bloor West Village BIA for 22 years, wants to keep Sunday as a day of rest. He attributes rising crime rate to more stores opening on Sunday.

Ling told the session that 28 BIAs in Toronto are against Sunday shopping.

L'examen minutieux des lois de l'Ontario : l'ouverture des magasins le dimanche de plus en plus controversée

La controverse sur l'ouverture des magasins le dimanche est toujours aussi vive, si on en juge par le débat passionné que cette question soulève.

Un participant à la discussion, Paul Madger, fourreur de Toronto qui a été condamné à d'importantes amendes pour avoir ouvert son magasin de l'avenue Spadina le dimanche, a déclaré: "Je ne crois pas qu'un gouvernement ait le droit de dire à quiconque quand il peut travailler et quand il peut faire ses courses."

Ken Bolt, président de la ZAC de Burlington, est d'avis que l'ouverture devrait reposer sur la demande du marché et la rentabilité des affaires.

M. Madger a ajouté: "Le choix de travailler le dimanche devrait être une question personnelle. Le dimanche n'est pas et ne peut pas être un jour de repos pour tout le monde", et il cite l'exemple des stations-service, des magasins d'antiquités et des restaurants.

M. Madger croit que la municipalité devrait avoir le droit de désigner des secteurs particuliers. (Les lois provinciales permettent actuellement d'effectuer des courses le dimanche dans des zones désignées touristiques.)

Bien qu'il soit en faveur de l'ouverture des magasins le dimanche, il croit cependant que les marchands ont besoin d'être protégés contre l'obligation d'ouvrir leurs portes, particulièrement dans les centres commerciaux où ils n'ont généralement pas le choix.

John Barton, théologien participant à la discussion, a souligné ce qui suit: "Je pense que le jour choisi n'est pas très important, ce qui compte c'est qu'il y ait un jour de repos pour tout le monde."

M. Barton a exhorté le gouvernement provincial à prendre une décision. "C'est la responsabilité du gouvernement d'agir dans l'intérêt de la société et il doit avoir le courage de s'opposer aux compagnies qui tireront profit de l'ouverture des magasins le dimanche."

Val Moorsam, commerçante de Woodbridge, est d'avis que la décision d'ouvrir le dimanche revient au gouvernement provincial.

Elle estime également adéquate la formule actuelle de désignation des secteurs touristiques. "Mon magasin ne serait pas ouvert s'il n'y avait pas de clients le dimanche." Elle ajoute que son personnel souhaite travailler le dimanche.

Terry Cane, de l'Association touristique de Port Credit, déclare craindre un "effet de domino" si les municipalités tranchaient la question.

Alex Ling, détaillant depuis 22 ans dans la ZAC du Bloor West Village, désire que le dimanche demeure un jour de repos. Il attribue le taux de criminalité à la hausse à l'ouverture d'un plus grand nombre de magasins le dimanche.

M. Ling a mentionné que 28 ZAC à Toronto s'opposaient aux emplettes du dimanche.

Le colloque en bref

suite de la page 1

Canada" de la Fondation canadienne pour la protection du patrimoine et du programme de rénovation, d'amélioration et d'aménagement des collectivités ("RÉNOVAM") du ministère des Affaires municipales de l'Ontario.

Le colloque a été parrainé conjointement par la Fondation canadienne pour la protection du patrimoine, le ministère des Affaires municipales de l'Ontario et l'Association ontarienne des zones d'amélioration commerciale.

Les centres-villes, sujet à exploiter, selon Peter Mansbridge

Peter Mansbridge sait reconnaître un bon sujet de reportage lorsqu'il en voit un. En tant que journaliste et présentateur du bulletin de nouvelles à la télévision anglaise de Radio-Canada, Peter Mansbridge a couvert des événements importants dans le monde entier.

Et il prétend que la relance des centres-villes est un bon sujet.

"Il s'agit d'une question d'intérêt national, une réussite économique et une contribution importante à l'identité nationale", a-t-il déclaré aux 500 délégués lors de la séance de fermeture du colloque "Le centre-ville se rassemble".

M. Mansbridge a souligné le rôle important que peuvent jouer les médias auprès de la population.

Il a félicité le groupe de la tenue de ce premier colloque national, qui donne l'occasion de rencontrer des gens, d'échan-

ger des idées et de faire le plein. Pour tirer parti de l'énergie et du succès du colloque, a-t-il ajouté, la communication interne devrait être une priorité.



CBC news anchor Peter Mansbridge gave closing remarks | Peter Mansbridge, présentateur du bulletin de nouvelles à la télévision anglaise de Radio-Canada, a prononcé le discours de clôture.

Les assemblées régulières, les bulletins, les voyages et les programmes d'échange constituent de bonnes façons de maintenir le groupe actif et uni.

Il a conseillé aux participants de ne pas hésiter à attirer l'attention des médias sur les activités de leur groupe.

"La couverture des médias est un moyen important, peu coûteux et efficace d'atteindre les gens, et de vous faire entendre."

Selon lui, les ressources de Radio-Canada ne permettent pas de couvrir tous les événements à l'échelle nationale. C'est pourquoi, il lui est plus facile de se concentrer sur Ottawa, Toronto, Montréal et d'autres centres régionaux.

Si une municipalité désire faire l'objet d'un reportage, il faut d'abord qu'elle se fasse connaître des médias et qu'elle leur démontre son caractère unique et son importance.

Renewed public interest

continued from page 2

Alexander has seen business associations take increasingly active roles in managing downtowns in recent years. Some are now taking over traditional city-run activities such as snow removal, security and shuttle buses.

He would like to see this trend continue, because he believes the stronger, more effective business organizations will enable downtowns to meet the challenges of the coming decade.

John Dudas, chairman of the International Downtown Association, from Memphis, said two of the challenges downtowns face in the 1990s were not widely anticipated.

First, the success of downtowns has pushed shopping centres to imitate their most attractive aspects, with multi-purpose centres of apartments, offices, stores and walkways.

Second, despite earlier predictions to the contrary, leisure time is on the decline. This will make the lure of the more convenient shopping centre increasingly difficult for many shoppers to resist.

Downtowns will survive despite these concerns, said Dudas.

Sports, theatre and museum facilities make downtown the natural cultural centre of the community. The restaurants and shops often located nearby provide an

Mansbridge on media: Downtowns a story waiting to be told

Peter Mansbridge knows a good story when he sees one. As a journalist and broadcast news anchor with the CBC, Mansbridge has covered important events all over the world.

And he says downtown renewal is a good story.

"You have a story of national significance to tell, an important record of economic achievement and contribution to the national identity," he told 500 delegates at the closing session of the Downtown Coming Together conference.

Mansbridge emphasized the important role of the media in getting the message of downtown renewal across to the public.

He applauded the group for holding its first national conference, "where you meet colleagues, get new ideas and get energized." To follow up on the energy and success of the conference, he said, internal communication should be a priority.

experience not yet rivalled by suburban malls.

Also, malls still cannot rival downtown as the city's most profitable retail centre. Dudas said sales per square foot can be 100 per cent higher downtown than in

Regular meetings, newsletters, travel and exchange programs are all good ways of keeping the group active and cohesive.

He advised participants not to be shy about seeking media coverage for events held by their groups.

"Media exposure is an important, inexpensive and effective way of reaching people with your message, with what your community has to say."

The CBC, he said, can never have enough resources to know what is going on everywhere in Canada. Limited resources make it more expedient to focus on events in Ottawa, Toronto, Montreal and other regional centres.

If you want the media to give your municipality coverage, the first step is to let them know you're there and to make them aware of what makes your community unique and important.

suburban malls.

Australian planner David Winterbottom has seen firsthand how successful a downtown retail centre can be, even against substantial odds.

continued on page 5

St. Lawrence housing a winner in Toronto's industrial core

The St. Lawrence neighbourhood in downtown Toronto is living proof that housing in the downtown core can work, a Toronto city planner told a walking tour of the neighbourhood for the Downtown Coming Together conference.

Planner Paul Bedford held the area up as a model of what other cities could do to keep housing on precious downtown real estate.

Built over the last 10 to 15 years on vacant, underused industrial land owned mainly by the city, "the St. Lawrence project has developed into one of the city's most successful new neighbourhoods," said Bedford.

"It now covers 44 acres of prime downtown real estate, and there are plans to expand it even further."

Bedford said the neighbourhood was intended to strengthen the city's residential base by providing housing within walking distance of the downtown core, with an emphasis on assisted and family housing.

Centred around a rectangular park south of Toronto's famous Farmers' Market, the neighbourhood contains a wide cross-section of ethnic and income groups, as well as accommodation types.

Two-thirds of the project's 3,000 units are assisted, Bedford told participants, while the rest are private. Of the assisted units, 42 per cent are co-operatives, 49 are owned by the city, and nine per cent are private non-profit.

The neighbourhood provides housing for about 6,500 people in townhouses,

rental apartments, co-operatives and condominiums.

While residents and dwelling types vary widely, building height and colour are remarkably consistent.

With the single exception of the 33-storey condominium being built on the west side of the development, the maximum building height in St. Lawrence is 10 storeys, said Bedford. The red brick used throughout also helps to draw the area together, creating a real neighbourhood feeling.

Copying the grid form of conventional city streets, and giving each home its own street address and garden has made the project a neighbourhood like any other.

"St. Lawrence has managed to avoid many of the tell-tale signs which have set public housing projects apart from regular neighbourhoods in the past," said Bedford.

While it has imitated other neighbourhoods in some ways, St. Lawrence has reached even further. It has successfully experimented with higher densities, and built housing much closer to the railway lines than was traditionally thought advisable.

More flexibility in how buildings can be used is also part of the St. Lawrence experience. For example, a school built below some residential apartments was designed to permit easy conversion into additional apartments if a larger school is ever needed.

Kitchener alderman Mark Yantzi, who took part in the tour, said his city council could apply a scaled-down version of the St.

Lawrence neighbourhood. "It's important to have residential areas downtown," he said.

Harv Weidner of Calgary took slides of the project to show his city as ideas for housing on a similar piece of land there.

The powerful St. Lawrence residents' association continues to lobby tirelessly to make sure any new development in the area is built with people in mind. This, Bedford believes is the key to its success in the face of ever-increasing demand for scarce downtown land.

Renewed public interest

continued from page 4

Located just 50 miles from Sydney, Australia's largest city, downtown Wollongong, New South Wales faces some stiff competition.

In addition, the town of 170,000 had to overcome its reputation as an industrial town to attract shoppers.

Up until 1982, about 25 per cent of the city's population were employed by the local steel works. A crash that year lowered that figure to 10 per cent.

Against these odds, a joint venture between the city and a private developer resulted in a modern pedestrian mall downtown.

"Revitalization has picked the city up by its bootstraps," said Winterbottom. "We've got people coming from all over Australia to see what we have done."

Logements St. Lawrence : un gagnant dans le centre industriel de Toronto

Le quartier St. Lawrence au centre-ville de Toronto est la preuve tangible qu'un projet d'habitation au centre-ville peut avoir d'heureux résultats, a déclaré un urbaniste de la ville de Toronto lors d'une visite du quartier effectuée dans le cadre du congrès "Le centre-ville se rassemble".

L'urbaniste Paul Bedford a cité le quartier en exemple de ce que d'autres villes pourraient faire pour continuer à construire des logements sur les précieux terrains du centre-ville.

Construit au cours des 10 à 15 dernières années sur un terrain industriel vacant et

sous-utilisé appartenant principalement à la ville, "le projet St. Lawrence figure parmi les nouveaux quartiers de la ville connaissant le plus de succès", a déclaré Paul Bedford.

"Il couvre maintenant 44 acres de terrain de premier choix au centre-ville, et on prévoit l'agrandir davantage."

M. Bedford a ajouté que le but du quartier était de consolider la base résidentielle de la ville en offrant des logements à proximité du centre-ville, tout en mettant l'accent sur les logements familiaux et subventionnés.

Le quartier, qui forme un parc rectangu-

laire au sud du célèbre Farmers' Market de Toronto, comprend plusieurs groupes ethniques, catégories de revenus et types d'hébergement.

M. Bedford a expliqué aux participants que les deux tiers des 3 000 unités du projet sont subventionnées et que les autres sont dans les mains d'intérêts privés. Parmi les unités subventionnées, 42 pour cent sont des habitations coopératives, 49 pour cent appartiennent à la ville, et neuf pour cent à des intérêts privés sans but lucratif.

suite à la page 11

Discussion informelle : Les étapes vers le succès à l'issue des sessions de travail

Organisez-vous : Le meilleur programme au monde ne réussira pas à moins que tous les participants aient la même connaissance dans l'identification de ce qu'il y a faire et de comment le faire. Les stratégies initiales sont cruciales. Prenez le temps d'établir votre organisation et connaissez les ressources dont vous disposez.

Le programme de revitalisation de la rue principale de Patrimoine Canada a mis à profit une pratique administrative commune à plusieurs commerces dans les centres d'achat soit, la gestion à temps plein. Le gérant est la personne-ressource qui aide

les commerces de la région à identifier leurs buts en analysant les forces, les faiblesses, les occasions et les contraintes qui leurs sont propres.

La participation communautaire est une aubaine pour toute ZAC.

La coordonnatrice Pat Mestern de Fergus invite les différentes ressources communautaires à y prendre part.

La ZAC offre un dîner par exemple aux deux premières personnes qui trouvaient des erreurs de frappe de son bulletin. Les enfants du quartier ont nettoyé les vitrines des magasins en formant la "Brigade du

sceau". Les personnes âgées ont aidé à l'assemblage du matériel de promotion.

Son conseil est de rejoindre chaque sorte de groupe communautaire parce que chacun peut faire une contribution valable. Finalement n'oubliez pas le programme d'évaluation. La ZAC de Fergus a un panel des "10 mauvaises critiques" (en fait d'ardents partisans) qui offre des commentaires constructifs pour chaque promotion.

Around the table: Steps to success from working sessions

- Get organized: The best program in the world won't succeed unless all the players share in identifying what to do and how to do it. Initial strategies are key. Take the time to establish your organization and know the resources you have.



Stephen Lauer, coordonnateur ontarien pour le programme Main Street de la Fondation canadienne pour la protection du patrimoine, discute avec des délégués dans la salle d'expositions. / Stephen Lauer, Ontario co-ordinator for Heritage Canada's Main Street program, talks with delegates in the exhibits hall

- Heritage Canada's Main Street program uses a suburban shopping mall business tool - full-time management. The manager is the facilitator who helps area businesses figure out their goals by analysing strengths, weaknesses, opportunities and constraints.
- Community involvement is a boon to any BIA. In Fergus, co-ordinator Pat Mestern invites a variety of community resources to be part of the action.

For example, the BIA offers dinner for two to the first person who finds five typing errors in the newsletter. Local children cleaned store windows in a "bucket brigade" event. Local seniors helped put promotional packages together.

Her advice is to reach out to every kind of community group because each can make a valuable contribution. And don't overlook program evaluation: the Fergus BIA has a "10 worst critics" panel (in truth, ardent supporters) that offers constructive comments on each promotion.

Recorded Live! The national conference on downtown revitalization

Audio cassette tapes of the working sessions at the "Downtown Coming Together" conference are now available for \$10 each. Place your order directly, quoting session titles and numbers, to:

Audio archives international inc.

100 West Beaver Creek, Unit 18
Richmond Hill, Ont.
L4B 1H4
(416) 889-6555

For further information, contact the Community Renewal Branch, Ministry of Municipal Affairs at (416) 585-6013.

Enregistrement en direct du colloque national sur la revitalisation du centre-ville

Des cassettes sur les séances de travail du colloque "Le centre-ville se rassemble" sont maintenant disponibles au coût de 10 \$ l'unité. Commander directement, en mentionnant le titre des séances et leur numéro, auprès de :

Audio archives international inc.

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Richmond Hill (Ontario)
L4B 1H4
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Pour de plus amples renseignements, veuillez communiquer avec la Direction de la rénovation communautaire, du ministère des Affaires municipales, au numéro (416) 585-6013.

The suburbs fight back

Since the late 1950s, a retail war's been raging: downtown shops and suburban shopping centres battling all out for the consumer's dollar.

For several years, it seemed that the suburbs were winning hands down. But thanks to downtown redevelopment, the balance has now shifted in downtown's favour.

A conference workshop called "The Competition" looked at how suburban shopping malls are staying competitive.

Geoff Harrison of Cadillac Fairview Corporation, one of Canada's most important developers and retail landlords, said suburban malls survive by constantly adapting to market changes.

Winnipeg's Polo Park Plaza is a prime example. Built as a 40-store strip mall in the late 1950s, it has stayed competitive with several redevelopment projects.

The most recent and ambitious was the 1984 renovation that added a second level of shops without interrupting business on the main floor. From 40 stores in 1959, Polo Park Plaza now has 185.

Other suburban malls, including Fairview Mall in northeastern Toronto, are also

undertaking ambitious renovations. The lesson for downtown, says Harrison, is to adapt to changing market conditions.

Another panel member, Ron Richards of First City Shopping Centre Group, doesn't buy the idea that urban and suburban malls compete with one another.

Rather, he believes each has its own markets and strengths. The key is to "identify your position in the market."

With the right blend of retail tenants and a shrewd approach to the market, small can be beautiful.

He urged urban retailers to learn from the adaptive spirit of their suburban counterparts who must constantly find creative ways to fight off the commercial ascendancy of downtown.

A third panel member was architect Ian Grinnel, who spent seven years working on Toronto's 307-store Eaton Centre, and now specializes in renovating older shopping centres.

He highlighted major design and architectural considerations for these projects, with special attention to his current assignments, Philadelphia's Liberty Place and Toronto's Sherway Gardens.

Résistance de la banlieue

Depuis la fin des années cinquante, les détaillants se livrent bataille : les boutiques du centre-ville et les centres commerciaux de la banlieue s'arrachent les dollars des consommateurs.

On a cru pendant plusieurs années que la banlieue l'emportait haut la main. Mais, grâce au réaménagement du centre-ville, ce secteur est maintenant favorisé.

L'atelier sur "La concurrence" a examiné les moyens auxquels ont recouru les centres commerciaux de banlieue pour rester concurrentiels.

Geoff Harrison de la Cadillac Fairview Corporation, l'un des promoteurs et propriétaires de magasins de détail les plus importants au Canada, a déclaré que la survie des centres commerciaux de banlieue repose sur leur adaptation constante aux changements du marché.

Le Plaza Park Polo de Winnipeg est un excellent exemple. Ce centre commercial linéaire de 40 magasins, construit à la fin des années cinquante, a su rester concurrentiel grâce à plusieurs projets de réaménagement.

Le plus récent et le plus ambitieux a été, en 1984, l'addition d'un deuxième étage de magasins et ce, sans qu'il y ait interruption des affaires à l'étage principal. Le Polo Park Plaza, qui regroupait en 1959 quarante magasins, en compte maintenant 185.

D'autres centres commerciaux de banlieue, y compris le centre Fairview dans le

suite à la page 13

Les projets de relance

suite de la page 2

"Un décor agréable peut augmenter le plaisir de faire des emplettes, mais il est rare qu'il soit le motif premier incitant les gens à venir au centre-ville. Ce qui compte, c'est ce qui se passe à l'intérieur des bâtiments."

M. Alexander a constaté que les associations commerciales ont joué un rôle de plus en plus actif dans la gestion des centres-villes au cours des dernières années. Certaines s'occupent maintenant d'activités traditionnellement organisées par la ville comme le déneigement, la sécurité et les services de navette par autobus.

Il aimerait bien que cette tendance se poursuive, car il croit que les organisations commerciales les plus importantes et les plus efficaces permettront aux centres-villes de relever les défis de la prochaine décennie.

Selon John Dudas, président de l'International Downtown Association à Memphis, on n'avait pas prévu deux des défis que devront relever les centres-villes dans les années 1990.

En premier lieu, le succès des centres-villes a incité les centres commerciaux à imiter leurs aspects les plus attrayants en

créant des centres polyvalents constitués d'appartements, de bureaux, de magasins et de passages pour piétons.

En second lieu, contrairement à ce qu'on avait prédit, le temps consacré aux loisirs est à la baisse. De nombreux consommateurs auront donc de plus en plus de difficulté à résister à l'attrait qu'offre un centre commercial à proximité.

Les centres-villes survivront malgré tout, a indiqué M. Dudas.

Grâce à ses installations sportives, ses théâtres et ses musées, le centre-ville est le centre naturel des activités culturelles de la collectivité. Les restaurants et les boutiques souvent à proximité fournissent une expérience que ne peuvent encore égaler les centres commerciaux en banlieue.

De plus, ce n'est pas de si tôt que les centres commerciaux se mériteront le titre de secteur de vente au détail le plus rentable de la ville. M. Dudas déclare que les ventes au pied carré peuvent être de 100 pour cent plus élevées au centre-ville que dans les centres commerciaux de banlieue.

L'urbaniste australien David Winterbottom

a personnellement assisté au succès d'un centre de vente au détail au centre-ville, alors qu'il était plus qu'improbable.

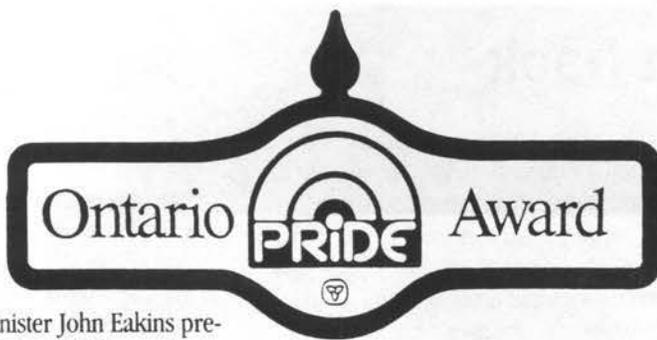
Situé à peine à 50 milles de Sydney, la plus grande ville d'Australie, le centre-ville de Wollongong en Nouvelle-Galles du Sud fait l'objet d'une concurrence très vive.

Cette ville de 170 000 habitants a dû en outre faire oublier sa réputation de ville industrielle afin d'attirer les consommateurs.

En effet, jusqu'en 1982, environ 25 pour cent de la population de la ville travaillait dans l'industrie locale de l'acier. Une mauvaise année a fait tomber ce nombre à 10 pour cent.

Malgré tout, une entreprise conjointe entre la ville et un promoteur privé a donné naissance dans le centre-ville à une rue piétonnière moderne.

"La relance s'est propagée dans toute la ville", a déclaré M. Winterbottom. "Les gens viennent de partout en Australie pour voir ce que l'on a accompli."



Municipal Affairs Minister John Eakins presented annual PRIDE awards and certificates of merit to...

Municipal Affairs Minister John Eakins presented the 1988 Ontario PRIDE awards at a luncheon May 9 during the National Conference on Downtown Revitalization.

Congratulations to the winners and thank you to all 68 entrants who submitted outstanding illustrations and samples of their projects, promotions, logos and newsletters.

This year, Etobicoke's Lakeshore Village BIA makes PRIDE history as the first BIA to receive an award in two categories – Newsletter and Logo.

A special thank you to the 13 judges who volunteered their time and expertise to make the 1988 Ontario PRIDE awards such a success. The judges were:

Area and/or Festival Promotion Committee (large BIAs): Larry Perks, Journalism Department, Ryerson Polytechnical Institute; Marie Copeland, Copeland Marketing and Communications; Dayle Rasmussen, Old Markham Village BIA.

Area and/or Festival Promotion Committee (small BIAs): John Kentner, Media Centre, Ryerson Polytechnical Institute; Ron Barr, Mediacom; Mona Fox, Kitchener BIA.

Beautification Committee: James Taylor, School of Landscape Architecture, University of Guelph; Robert Dobbin, landscape architect, Procter and Redfern Group; Gabriel Etele, Downtown Hamilton BIA; Bob Durrant, Planning and Development Department, City of Toronto.

Newsletter and Logo Design: William Swam, Communications Arts Department, Durham College; Jane Finlayson, Communications Branch, Ministry of Municipal Affairs; Ken Fredrick, Executive Director, OBIAA.

The winners are:

Area and/or Festival Promotion

1. For BIAs with fewer than 150 members, The Fergus BIA, for "The Great Teddy Bear Caper." This event attracted \$25,000 in free advertising and 13,000 people to a municipality with just half that population.
2. For BIAs with more than 150 members, The Downtown Rideau Street BIA from Ottawa for "The Tax Shelter Shopping Centre." This promotion focused on the needs of the service sector and was launched successfully at a traditionally poor time of year for promotions.



Altea Burgess
Unionville BIA/ZAC
d'Unionville



Peter Ramos
Lakeshore Village BIA
(Etobicoke)/ZAC de
Lakeshore Village



Mayor Carole Bellmaire
Alderman Fred Cox; conseiller de Markham

Newsletter

1. For BIAs with fewer than 150 members, The Lakeshore Village BIA for "The Village Helm" – a bright, breezy, yet tightly-edited newsletter.
2. For BIAs with more than 150 members, The Guelph Downtown BIA for "The Downtowner" – a top-quality production with excellent graphics, photographs and writing.

Logo

1. For BIAs with fewer than 150 members, The Lakeshore Village BIA. The judges liked the vivid blue-green colors, the sense of motion and easy living appropriate to the lakeshore setting.
2. For BIAs with more than 150 members, The Pembroke BIA. The judges like this logo's versatility, the burgundy-and-cream colour combination, and the effective depiction of Pembroke's historic city hall.

Beautification

1. For BIAs with fewer than 150 members, The Town of Markham and the Unionville BIA. The judges praised facade improvements and the quality architecture and streetscaping that complemented the historic character of the area, while inviting pedestrians and drivers alike to feel at home in it.
2. For BIAs with more than 150 members, The City of Burlington and the Burlington Downtown BIA. The judges were impressed by the scale of Burlington's efforts and praised the use of materials – notably banners and lights – all tying in with the village square theme.



Matthew McGrath
Downtown Rideau
Street BIA (Ottawa)/ZAC
centre-ville/rue Rideau



John Williams
Burlington BIA/ZAC de
Burlington



Ken Bolt
Burlington BIA/ZAC de
Burlington



Alderman Dennis Lee
Burlington/conseiller de
Burlington



Halyna Sopinka
Lakeshore Village BIA
(Etobicoke)/ZAC de
Lakeshore Village



Trudy Brunet
Guelph Downtown BIA/
ZAC du centre-ville de
Guelph

Le ministre des Affaires municipales, John Eakins, a remis les prix RÉNOVAM de l'Ontario pour 1988 au cours d'un déjeuner qui s'est tenu le 9 mai dans le cadre du colloque national sur la revitalisation des centres-villes.

Nous félicitons les gagnants et remercions les 68 participants qui ont présenté

Le ministre des Affaires municipales
John Eakins a remis les prix et certificats
de mérite annuels RÉNOVAM à...



*Jim Mullaly
ZAC du centre-ville Chatham-on-the-Thames/
Downtown Chatham-on-the-Thames BLA*



*Larry Gagnon
ZAC du centre-ville de
Timmins/Downtown
Timmins BLA*



*Ken Bolt
ZAC du centre-ville de
Burlington/Burlington
Downtown BLA*



*Craig Storms
ZAC de Kingsville/
Kingsville BLA*



*Al Walker
ZAC du centre-ville de
Stratford/Stratford City
Centre BLA*



*Pat Mestieri
Fergus BLA/ZAC de
Fergus*



*Wayne Antoniazzi
ZAC de Kirkland Lake
Kirkland Lake BLA*

des illustrations et des échantillons exceptionnels de leurs projets, promotions, logos et bulletins.

Cette année, la ZAC du Lakeshore Village d'Etobicoke crée un précédent dans l'histoire de RÉNOVAM puisqu'elle est la première à recevoir un prix dans deux catégories (bulletin et logo).



*Linda Thompson
ZAC du centre-ville
(Sault-Sainte-Marie)/City
Centre BLA*



*Alex Ling
ZAC du Bloor West
Village/Bloor West
Village BLA*

*Absent: Bob Fisber
ZAC Seaforth/Seaforth
BLA*

Nous remercions particulièrement les 13 juges dont le temps et les compétences ont permis de faire de l'édition 1988 des prix RÉNOVAM un si grand succès. Les juges étaient :

Pour le comité de promotion du festival ou de la zone (vastes ZAC) : Larry Perks, département de journalisme de l'Institut polytechnique Ryerson; Marie Copeland, Copeland Marketing and Communications; Dayle Rasmussen, ZAC Old Markham Village.

Pour le comité de promotion du festival ou de la zone (petites ZAC) : John Kentner, centre des médias de l'Institut polytechnique Ryerson; Ron Barr, Mediacom; Mona Fox, ZAC de Kitchener.

Pour le comité d'embellissement : James Taylor, École d'architecture paysagiste de l'Université de Guelph; Robert Dobbin, architecte paysagiste du Procter and Redfern Group; Gabriel Etele, ZAC du centre-ville de Hamilton; Bob Durrant, Service d'aménagement et de planification de la ville de Toronto.

Pour les bulletins et la conception de logos : William Swan, département des arts de communications du collège Durham; Jane Finlayson, Direction des communications du ministère des Affaires municipales; Ken Fredrick, directeur général de l'Association ontarienne des zones d'amélioration commerciale.

Les gagnants sont :

Catégorie promotion du festival ou de la zone

1. Pour les ZAC de moins de 150 membres, la ZAC Fergus pour "The Great

Teddy Bear Caper". Cette promotion a fait l'objet d'une publicité gratuite pour une valeur de 25 000 \$ et a attiré 13 000 personnes dans une municipalité d'à peine la moitié de cette population.

2. Pour les ZAC de plus de 150 membres, la ZAC centre-ville/rue Rideau d'Ottawa pour "Le centre d'achat abri fiscal". Cette promotion portait sur les besoins du secteur des services et a été couronnée de succès, même si elle a été lancée à une période de l'année traditionnellement mauvaise pour les promotions.

Bulletins

1. Pour les ZAC de moins de 150 membres, la ZAC du Lakeshore Village pour "The Village Helm", bulletin plein de fraîcheur et de vivacité, et bien rédigé.

2. Pour les ZAC de plus de 150 membres, la ZAC du centre-ville de Guelph pour "The Downtowner", publication de qualité supérieure grâce à l'excellence de sa conception graphique, de ses photos et de ses articles.

Logos

1. Pour les ZAC de moins de 150 membres, la ZAC du Lakeshore Village. Les juges ont apprécié l'éclat des bleus et des verts, l'impression de mouvement et de détente caractéristiques du littoral.

2. Pour les ZAC de plus de 150 membres, la ZAC de Pembroke. Les juges ont aimé la souplesse de ces logos, la combinaison bordeaux et crème, et la représentation saisissante de l'hôtel de ville historique de Pembroke.

Embellissement

1. Pour les ZAC de moins de 150 membres, la ZAC de la municipalité de Markham et d'Unionville. Les juges ont loué les améliorations apportées aux façades, l'architecture de qualité et l'embellissement des rues en accord avec le caractère historique du secteur et bien adapté aux piétons et aux automobilistes.

2. Pour les ZAC de plus de 150 membres, les municipalités de Burlington et la ZAC du centre-ville de Burlington. Les juges ont été impressionnés par l'étendue des efforts de Burlington et ont approuvé l'utilisation d'accessoires, notamment de bannières et de lumière, tous liés au thème du carré du village.

Le secret de la spécialisation : bien se connaître

Il n'existe aucune règle établie permettant à votre centre-ville de connaître le succès, mais de nombreux centres-villes canadiens ont découvert que les ventes spécialisées au détail pouvaient aider à y parvenir.

Des experts en spécialisation des ventes au détail de Toronto, Burlington et Edmonton ont participé à une table ronde lors du colloque "Le centre-ville se rassemble".

Les associations du centre-ville de chacune de ces villes ont décidé de viser un secteur spécialisé différent du marché des ventes au détail. Dans chaque cas, la spécialisation des ventes au détail a augmenté la compétitivité du centre-ville en lui permettant de mieux se distinguer des centres commerciaux de banlieue et d'autres centres-villes.

Les participants à la discussion ont reconnu que la spécialisation des ventes au détail doit reposer sur la compréhension de l'identité d'une ville, c'est-à-dire ce qui caractérise son centre-ville.

"Un revenu moyen inhabituellement élevé, soit présentement le cinquième en importance du pays, voilà ce qui distingue Burlington des autres villes", a expliqué Morgan Pirie, président du comité sur l'aménagement du centre-ville de Burlington.

Le comité a décidé de tirer parti de la situation dans ses efforts pour attirer plus de consommateurs au centre-ville, en s'adressant délibérément à un marché privilégié.

Grâce à des projets comme la rue pié-

tonnière Village Square, 50 pour cent des détaillants actuels courtisent le consommateur à revenu supérieur, et la ZAC de Burlington désire voir cette proportion augmenter.

Un pourcentage maximum d'environ 75 pour cent des détaillants du centre-ville s'adresseront à cette catégorie de consommateurs, a déclaré M. Pirie. "Nous voulons augmenter notre part de ce marché tout en conservant notre vocation de secteur commercial de quartier", a-t-il ajouté.

Même si le fait de s'adresser au marché des consommateurs à revenu supérieur a porté des fruits à Burlington, ce n'est pas la solution pour tous les centres-villes. Les détaillants des quartiers ethniques offrent également aux consommateurs l'occasion de vivre une expérience unique.

Gary Wright, responsable des améliorations communautaires pour la ville de Toronto, a décrit deux ZAC qui se sont inspirés avec succès de cette idée à Toronto.

La ZAC de Danforth Village a pris naissance dans une communauté autrefois majoritairement grecque. Elle regroupe des restaurants, des pâtisseries et des clubs sociaux grecs. Les noms des rues en grec et en anglais, de même que les devantures de magasins de style grec, contribuent également à donner un caractère ethnique à ce secteur.

En dépit d'une chute de 30 pour cent de la population grecque dans ce quartier au cours des dix dernières années, M. Wright a

indiqué que la ZAC a pu survivre en attirant les consommateurs d'autres quartiers de la ville à venir goûter à la cuisine et à la culture grecques.

Le Bazar indien de la rue Gerrard n'a jamais compté sur une large clientèle ethnique dans le quartier. En fait, il y a plus de Chinois qui y vivent que d'Indo-Pakistanaïes.

Pourtant, il est devenu, selon M. Wright, l'un des secteurs ethniques de vente au détail les plus concentrés de la ville, se spécialisant dans les restaurants et les magasins de vêtements indo-pakistanaïes. Ses ventes reposent également sur la clientèle du Grand Toronto.

D'après lui, la réussite de ces deux quartiers démontre qu'il y a place dans les grands centres urbains pour les secteurs ethniques de vente au détail.

Don Boulanger, directeur de la Fondation Old Strathcona à Edmonton, a suggéré un troisième domaine de spécialisation.

Old Strathcona a le malheur de faire concurrence au plus grand centre commercial du pays, le West Edmonton Mall.

C'est pourquoi Old Strathcona a décidé d'offrir aux consommateurs quelque chose de complètement différent. Grâce à ses nombreux bâtiments du début du siècle, il a pu créer une ambiance de courses en plein air dans une petite ville, tout à fait impossible à copier par le West Edmonton Mall.

Les participants sont unanimes : le secret du succès d'un centre-ville est d'offrir aux consommateurs ce qu'il fait de mieux.

Secret of specialization is to know what you are

There are no hard and fast rules for making your downtown a success, but many Canadian downtowns are finding that retail specialization can help.

A panel discussion at the Downtown Coming Together conference featured experts in retail specialization from Toronto, Burlington and Edmonton.

The downtown associations in each of these cities decided to target a different, specialized segment of the retail market. In each case, retail specialization has improved the downtown's competitiveness by enabling it to distinguish itself more clearly from suburban shopping malls and other downtowns.

The panelists agreed that retail specialization must begin with an understanding of

the city's identity. What is it that makes a particular downtown unique?

"An unusually high average income, now fifth highest in the country, is what sets Burlington apart from other downtowns," explained Morgan Pirie, chairman of Burlington's Downtown Development Committee.

The committee decided to use that fact to its advantage in its attempts to draw more people into the downtown area to shop, by purposely cultivating an upscale market.

With developments like the Village Square pedestrian mall, 50 per cent of existing retailers target the upscale consumer, and Burlington's BIA wants to see that increase.

The maximum upscale percentage will be about 75 per cent of downtown retailers,

said Pirie. "We are looking for upscale market expansion while still maintaining our roots as a neighbourhood commercial district," he said.

While the upscale market has worked in Burlington, it is not the answer for every downtown. Ethnic retail areas also offer consumers a unique shopping experience.

Gary Wright, supervisor of community improvement for the City of Toronto, described two BIAs that have successfully used this concept in Toronto.

The Danforth Village BIA originated in what used to be a mainly Greek community. It specializes in Greek restaurants, bakeries and social clubs. Street signs in Greek and

Province's BIA co-ordinator now heads Orillia's group

Clinton Collier, BIA co-ordinator for the Ministry of Municipal Affairs, is now manager of the Orillia BIA.

Collier's work with BIAs throughout the province included organizing seminars for managers and boards of management.

He wrote the *BIA Management Manual*, produced the *BIA Video* and contributed numerous articles to several publications, including *Streetbeat*.



Secrets of specialization

continued from page 10

English, as well as Greek-looking store fronts, also contribute to the ethnic flavour of the area.

Despite a 30 per-cent decline in the area's Greek population during the last 10 years, Wright said the BIA has survived by attracting customers from other parts of the city to sample Greek food and culture.

The Gerrard India Bazaar never had a large ethnic basis in the surrounding community. In fact, there are more Chinese in the area than Indo-Pakistanis.

Still, the area has become one of the most concentrated ethnic retail areas of the city, said Wright, specializing in Indo-Pakistani restaurants and clothing stores. It, too, depends on a larger Metro-wide draw.

"The success of these two areas shows there is room in large metropolitan areas for ethnic retail strips," said Wright.

A third specialization alternative was provided by Don Belanger, director of the Old Strathcona Foundation of Edmonton.

Old Strathcona is faced with the unenviable situation of competing with the largest shopping complex in the country, the West Edmonton Mall.

The Strathcona area decided to offer shoppers something completely different. With its wealth of turn-of-the-century buildings, it created an open air, small-town shopping atmosphere — something the West Edmonton Mall could not hope to duplicate.

The panel agreed that the secret is to offer shoppers whatever your downtown does best.

Le coordonnateur provincial des ZAC est à la tête de la ZAC d'Orillia

Clinton Collier, coordonnateur des ZAC pour le ministère des Affaires municipales, est maintenant directeur de la ZAC d'Orillia.

Dans le cadre de son travail auprès des ZAC dans la province, M. Collier a organisé des colloques pour les directeurs et les

conseils de gestion.

Il a rédigé le *Manuel de gestion des ZAC*, a produit un vidéo sur les ZAC et a écrit de nombreux articles dans plusieurs publications, notamment dans *L'Écho des rues*.



Diane Morris (left), Hamilton's Ottawa Street BIA, with Jackie McNeilly, a community development officer with the City of Hamilton, and David Maynard, senior policy advisor, Ministry of Northern Development and Mines; Diane Morris (à gauche), de la ZAC de rue Ottawa à Hamilton, Jackie McNeilly, agente de développement communautaire à la ville de Hamilton, et David Maynard, conseiller politique principal auprès du ministère du Développement du Nord et des Mines.

Logement St. Lawrence

suite de la page 5

Le quartier héberge environ 6 500 personnes dans des habitations en rangée, des appartements loués, des habitations coopératives et des logements en copropriété. Bien que les résidents et les types d'habitation varient considérablement, la hauteur et la couleur des bâtiments sont remarquablement uniformes.

À la seule exception d'un édifice à logements en copropriété de 33 étages situé à l'ouest, la hauteur maximale de construction dans le quartier St. Lawrence est de 10 étages. L'utilisation de la brique rouge partout aide également à créer une impression d'unité et un véritable esprit de quartier.

Une reproduction conventionnelle à angle droit des rues de la ville, une adresse et un jardin individuels ont permis à ce projet de se distinguer des autres quartiers.

Selon M. Bedford, "le projet St. Lawrence a réussi à éviter plusieurs des caractéristiques qui, par le passé, permettaient de différencier les projets de logement public des autres quartiers".

Même si le projet St. Lawrence a imité certains aspects d'autres quartiers, il est allé plus loin. En effet, il a construit des logements à plus forte densité, et beaucoup plus

près des voies ferrées que ce qu'on recommandait auparavant.

Le projet St. Lawrence fait également preuve de souplesse dans l'utilisation des bâtiments. Par exemple, une école construite sous des appartements résidentiels a été conçue de manière à pouvoir être facilement convertie en appartements supplémentaires si jamais le besoin d'une école plus grande se faisait sentir.

Mark Yantzi, conseiller de Kitchener qui a pris part à la visite, a indiqué que le conseil municipal de sa ville pourrait adopter une version réduite du quartier St. Lawrence. Il a en effet déclaré : "Il est important d'avoir des zones résidentielles au centre-ville."

Harv Widner de Calgary a photographié le projet et se propose de le présenter à la ville de Calgary qui est en quête d'idées de logements sur un terrain semblable.

L'importante association des résidents de St. Lawrence continue à faire des pressions en vue de s'assurer que les gens ne seront pas laissés pour compte dans tout nouvel aménagement dans le secteur. M. Bedford croit qu'il s'agit là de la clé du succès du projet, compte tenu de la demande toujours croissante pour les terrains du centre-ville.

Des centres-villes répondant aux besoins de leurs résidents

Oubliez les rues bordées d'arbres, les bâtiments en pierres et le carillon des cloches des églises dans le lointain. Les centres-villes auxquels donneront naissance les conseils municipaux de North York et de Mississauga sont constitués d'édifices à bureaux de plusieurs millions de dollars, de centres commerciaux, de parcs, de bibliothèques et de centres de conditionnement physique.

Auront-ils du succès? Les maires Mel Lastman de North York et Hazel McCallion de Mississauga l'affirment.

M. Lastman a déclaré aux participants à l'atelier "Les nouveaux centres-villes auront-ils du succès?" que l'arrivée de sociétés importantes comme Olympia and York, Suncor, Petro Canada, H.J. Heinz et Carling O'Keefe en est la preuve. Elles ont toutes choisi de s'installer à North York.

Mme McCallion a ajouté que Mississauga attire également les sièges sociaux de grandes sociétés comme General Electric du Canada et Northern Telecom.

"Les centres-villes des banlieues peuvent être prospères, mais ils dépendent d'un aménagement contrôlé et ordonné, et du maintien de services correspondant au niveau de croissance", a-t-elle indiqué.

À North York, une commercialisation dynamique et ambitieuse de même que la collaboration des résidents et des sociétés sont la clé du succès du nouveau centre-ville. Le transport en commun est un élément fondamental. Il faut améliorer le système de transport en métro et limiter la croissance du réaménagement.

M. Lastman avoue avoir connu des difficultés et que sa tentative de création d'un centre-ville en banlieue a fait l'objet de bien des critiques.

Des rencontres avec toutes les associations de contribuables et des audiences devant la Commission des affaires municipales de l'Ontario ont permis d'en arriver à ce qu'il appelle "le compromis Lastman".

Il déclare que la planification et le pro-

cessus d'approbation ont contribué à créer un centre-ville.

"Notre quartier a une nouvelle vitalité", a ajouté M. Lastman. Bien que le réaménagement du centre-ville ne soit pas encore complété, il soutient que North York compte certaines des résidences les plus coûteuses au Canada, et trois des meilleurs secteurs de logement.

Le nouveau centre-ville de North York offre aux résidents et aux touristes diverses attractions, y compris le nouvel hôtel de ville (mieux connu sous le nom de "Les cloches de Mel"), l'hôtel Novotel, une bibliothèque de référence centrale, des jardins paysagers et des terrasses. Un nouveau théâtre est également en construction.

La ville de Mississauga, de son côté, a établi son nouveau centre-ville sur des lots non aménagés près du centre commercial Square One.

Un centre municipal primé de plusieurs millions de dollars et un édifice à bureaux constituent la base de l'activité économique. La construction d'un YMCA de 18 millions de dollars au centre-ville a également été autorisée.

Puisque Mississauga est en mesure de construire sur des lots non aménagés, il y aura au centre-ville de grands espaces réservés aux piétons.

Tout comme à North York, le logement représente une partie importante du centre-ville et contribue à sa vitalité.



Hazel McCallion, maire de Mississauga, Mel Lastman, maire de North York, et Karen Bricker, directrice de la planification de la ville d'Etobicoke. Mississauga Mayor Hazel McCallion, North York Mayor Mel Lastman and City of Etobicoke planning director Karen Bricker

Building people places: New downtowns have something for everybody

Forget about tree-lined streets, buildings with cobblestones and chiming church bells sounding in the distance. The new downtowns emerging in North York and Mississauga boards have million-dollar office complexes, shopping malls, parks, libraries and fitness centres.

Will they work? Mayors Mel Lastman (North York) and Hazel McCallion (Mississauga) think so.

Lastman told participants at the conference workshop "New Downtowns - Do They Work?" the proof is in the relocation of major corporations such as Olympia and York, Suncor, Petro Canada, H.J. Heinz and

Carling O'Keefe. They all chose North York.

McCallion said Mississauga is also attracting head offices of major corporations, such as General Electric and Northern Telecom.

"Suburban downtowns do work, but depend on orderly controlled development, keeping services in line with growth," she said.

In North York, the key to making the new downtown a success is aggressive, ambitious marketing and co-operation from residents and corporations alike. Focus is on the transit line. The idea is to strengthen the subway system while controlling redevelopment growth.

Lastman acknowledges there have been difficulties and much criticism about this attempt to build a downtown in a residential suburb.

What he calls "The Lastman Compromise" was reached after meetings with all ratepayer's associations and hearings at the Ontario Municipal Board.

He says the planning and approval process helped create the "after the fact downtown".

"Our neighborhood has a new lease on life," says Lastman. Although downtown redevelopment is not yet complete, he says

continued on page 13

Downtown: get ready for the 1990s

Downtown will be the place to be in the next decade, but don't forget to do your homework.

A session on "Downtown in the 1990s" looked at demographic and marketing trends and how urban areas can position themselves to avoid the problems and exploit the opportunities the future will bring.

David Foot, economics professor at the University of Toronto, explained demographic trends that will affect tomorrow's downtowns.

"Labour is a rapidly declining resource," Foot said, "and that is the reason I believe that human resources planning will be a key issue in the 1990s."

For example, in 1961, the average Canadian family had 4 children; today, that figure is 1.6 and dropping. This has been the trend since the baby boom associated with the post-war period dissolved around 1966.

With relatively few young people entering the labour force in the coming years, commercial and retail operators will have to get along without the traditional bountiful source of entry-level labour.

Since retail operations are such a vital part of the downtown scene, coming to

Building people places

continued from page 12

North York has some of the most expensive homes in Canada, and three of the greatest areas for housing.

The new downtown in North York has a wide variety of attractions to offer residents and tourists including the new city hall (known as "Mel's Bells"), the Novotel Hotel, a central reference library, landscaped gardens and sidewalk cafes. A new performing arts theatre is also in the works.

The City of Mississauga, on the other hand, created its new downtown on undeveloped parcels of land around the Square One shopping centre.

There is an award-winning mega-million dollar civic centre and an office core complex that provides an economic base. Plans have also been approved for an \$18-million downtown YMCA.

Because Mississauga is able to build around undeveloped land, pedestrian open space will make up a major part of the city core.

As in North York, housing forms a large portion of the downtown area and contributes to the vitality of the city centre.

grips with the changing face of the labour force will be critical to commercial success.

Philip Boname, a Vancouver-based marketing consultant, said these trends will affect the way downtowns market themselves.

The low population growth and increased disposable income that are expected in the '90s will give downtowns and urban retailers promising opportunities for sustained growth.

He predicts big cities will no longer command all the attention. Following the problems associated with high growth in large cities, smaller municipalities will increasingly share in these opportunities.

But all this good news doesn't mean downtowns can afford to be complacent and

continued on page 16



Comedian Dave Broadfoot kept everybody laughing at the Heritage Canada banquet. L'acteur Dave Broadfoot a dérillé tout le monde au cours du banquet de La Fondation canadienne pour la protection du patrimoine.

Centre-ville : se préparer aux années 1990

Le centre-ville sera privilégié au cours de la prochaine décennie; il faut cependant s'y préparer.

Une séance sur "le centre-ville dans les années 1990" s'est penchée sur les tendances de la population et du marketing, ainsi que sur la manière dont les centres urbains peuvent éviter les problèmes et profiter des occasions que réserve l'avenir.

David Foot, professeur en économie à l'Université de Toronto, a expliqué les tendances démographiques qui influenceront les centres-villes de demain.

"La main-d'oeuvre diminue rapidement, a déclaré M. Foot, c'est la raison pour laquelle je crois que la planification des ressources humaines jouera un rôle clé dans les années 1990."

Par exemple, en 1961, la famille canadienne moyenne avait 4 enfants; ce chiffre est aujourd'hui de 1,6 et à la baisse. C'est la tendance depuis environ 1966, période qui marqua la fin du baby boom de l'après-guerre.

suite à la page 15

Résistance de la banlieue

suite de la page 7

nord-est de Toronto, entreprennent également de grands projets de rénovation. Selon M. Harrison, le centre-ville doit apprendre à s'adapter aux conditions changeantes du marché.

Ron Richards du First City Shopping Centre Group, un autre participant à l'atelier, n'est pas d'accord avec l'idée que les centres commerciaux du centre-ville et de la banlieue se font concurrence. Il est plutôt d'avis que chaque secteur a ses points forts et ses points faibles. L'essentiel est de "savoir identifier sa position dans le marché".

Un petit centre peut s'avérer un succès, si l'on sait choisir judicieusement ses locataires détaillants et faire preuve de perspicacité.

Il a vivement conseillé aux détaillants du centre-ville de s'inspirer de la capacité d'adaptation de leurs homologues de la banlieue qui doivent constamment faire preuve de créativité dans leur lutte contre la suprématie commerciale du centre-ville.

L'architecte Ian Grinnell a également pris part à l'atelier. Il a travaillé pendant sept ans à la construction du centre Eaton regroupant 307 magasins, et se spécialise maintenant dans la rénovation des centres commerciaux.

Il a souligné les points importants de la conception et de l'architecture de ses projets et a accordé une attention spéciale à ses projets actuels, Liberty Place de Philadelphie et Sherway Gardens de Toronto.

La collaboration avec les gouvernements est vitale à la survie des centres-villes

Tous les paliers de gouvernement au Canada se donnent la main afin de sauver les centres-villes de la détérioration.

— "La collaboration est la clé de la relance des centres-villes", déclare Bill Rice, directeur général de la ville de Sudbury.

C'était la conclusion d'une table ronde sur le rôle du gouvernement dans la relance des centres-villes. "Le leadership, l'engagement et l'enthousiasme" figuraient non loin derrière.

Au Québec, par exemple, 87 municipalités participent à un programme appelé "Revi Centre". Le gouvernement provincial accorde des subventions de l'ordre de 50 pour cent des fonds nécessaires à la planification, au pavage des rues, à l'acquisition des terrains et à l'amélioration des façades.

Main Street Nova Scotia, un programme mis en oeuvre par l'entremise des districts d'amélioration commerciale, apporte son aide à 63 collectivités.

Un autre programme d'aménagement commercial en Nouvelle-Écosse rembourse

jusqu'à 60 pour cent des frais de consultation aux gens d'affaires désireux de former leur personnel, d'augmenter leur compétence en marketing, d'améliorer les intérieurs ou les façades.

L'Alberta offre une aide importante (non financière) en consultation et en planification aux municipalités en vertu du programme albertain de cinq ans pour la relance des centres-villes.

Le programme est géré par des zones de revitalisation commerciale, qui se concentrent sur les projets importants de développement économique régional. Le ministère des Affaires municipales de la province aide les collectivités à dresser un plan d'action.

Les conseils municipaux jouent également un rôle de premier plan. Le conseil de la ville de Sudbury, par exemple, a pris l'initiative de participer à l'aménagement du Metro Centre, un grand centre de services et d'emploi.

De même, le conseil municipal d'Edmonton, aux termes de la période de prospérité de la ville, a encouragé les entreprises à

former l'Association du centre-ville et le maire a constitué un groupe d'étude sur l'amélioration de ce secteur.

La Société d'aménagement du centre-ville d'Edmonton collabore avec les propriétaires de terrains, les promoteurs et les trois paliers de gouvernement.

À Saint-Jean (Terre-Neuve), le réaménagement du centre-ville est la priorité du conseil municipal local, qui a construit des routes, des passages d'ascenseur, un centre sur la place du marché, a engagé un coordonnateur des congrès, a déménagé l'hôtel de ville et a procédé à un nouvel alignement des rues de la ville.

Les participants étaient David Belque, du ministère des Affaires municipales du Québec; Neal Conrad, de l'expansion des petites entreprises à Halifax; Timothy Yip, du ministère albertain des Affaires municipales; et John Canham, du ministère des Affaires municipales de l'Ontario, qui a présidé la table ronde.

Partnership with governments vital link to save downtowns

All levels of government across Canada are pitching in to save deteriorating downtowns.

"Partnerships are the key to downtown revitalization," says Bill Rice, Chief Executive Officer for the City of Sudbury.

This was the message at the panel discussion about government roles in downtown revitalization, with "leadership, commitment and enthusiasm" following close behind.

In Quebec, for example, 87 municipalities are involved in a provincial revitalization program called "Revi Centre." The provincial government gives grants to provide 50 per cent of funding for planning, street paving, land acquisition and facade improvements.

Main Street Nova Scotia, a program implemented through business improvement districts, is helping 63 communities.

Another business development program in Nova Scotia provides up to 60 per cent of consulting fees for business people who want to train staff, increase marketing skills, improve interiors and/or facades.

Alberta gives extensive consulting and planning assistance — but not financial — to municipalities under its five-year-old Revi-



David Belque, du ministère des Affaires municipales du Québec, discute du rôle des gouvernements. / David Belque, Quebec Ministry of Municipal Affairs, talking about the role of governments

talization Downtown Alberta Program.

The program is run through business revitalization zones, which focus on an area's major economic development issues. The province's municipal affairs ministry helps communities develop an action plan.

Municipal councils also have an important role. Sudbury city council, for example, took the lead to help develop Metro Centre, a major employment and service centre.

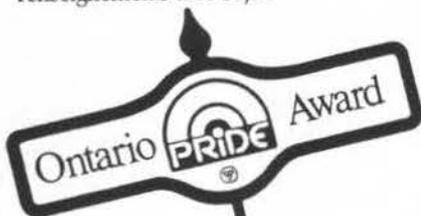
Similarly, when the boom went bust in Edmonton, city council encouraged businesses to form the City Centre Association and the mayor appointed a task force to find ways to improve downtown.

The Edmonton Downtown Development Corporation formed to work with landowners, developers and the three levels of government.

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Prix RÉNOVAM de l'Ontario 1989

Les prix de l'an prochain seront décernés lors du colloque annuel des zones d'amélioration commerciale de l'Ontario, qui se tiendra du 7 au 9 mai 1989 à Sault-Ste-Marie. Toutes les ZAC et municipalités recevront bientôt par la poste des renseignements à ce sujet.



Certificats de mérite

Dans le cadre des prix RÉNOVAM de l'Ontario, des certificats de mérite ont été remis à 10 membres de ZAC différentes dont les efforts exceptionnels ont contribué de manière significative au succès de la ZAC.

Ces gagnants sont :

- Jim Mullaly – ZAC du centre-ville de Chatam-on-the-Thames
- Larry Gagnon – ZAC du centre-ville de Timmins
- Bob Fisher – ZAC Seaforth (absent)
- Ken Bolt – ZAC du centre-ville de Burlington
- Craig Storms – ZAC de Kingsville
- Al Walker – ZAC du centre-ville de Stratford
- Wayne Antoniazzi – ZAC de Kirkland Lake
- Linda Thompson – ZAC du centre-ville de Sault-Ste-Marie
- Alex Ling – ZAC du Bloor West Village



Certificate of Merit Awards

As part of the Ontario PRIDE Awards, certificates of merit were presented to 10 individual BIA members whose exceptional efforts contributed significantly to BIA's success. These winners are:

- Jim Mullaly – Downtown Chatham-on-the-Thames BIA
- Larry Gagnon – Downtown Timmins BIA
- Bob Fisher – Seaforth BIA (absent)
- Ken Bolt – Burlington Downtown BIA
- Craig Storms – Kingsville BIA
- Al Walker – Stratford City Centre BIA
- Wayne Antoniazzi – Kirkland Lake BIA
- Linda Thompson – Sault Ste. Marie City Centre BIA
- Alex Ling – Bloor West Village BIA

1989 Ontario PRIDE Awards

Next year's awards will be presented at the Ontario Business Improvement Area annual conference, to be held May 7 to 9, 1989 in Sault Ste. Marie. Information will be mailed to all BIAs and municipalities in the near future.

Centre-ville

suite de la page 13

Puisqu'il y aura relativement peu de jeunes qui entreront sur le marché du travail dans les années à venir, les détaillants et les commerçants devront se passer de la traditionnelle abondance en nouvelle main-d'oeuvre.

Les activités de détail constituent un élément important du centre-ville et elles devront s'adapter au visage changeant de la main-d'oeuvre.

D'après Philip Boname, un conseiller en marketing de Vancouver, ces tendances influenceront la structure même des centres-villes.

La faible croissance de la population et l'augmentation du revenu net qui sont prévues pour les années 1990 constituent pour les centres-villes et ses détaillants des occasions intéressantes de croissance soutenue.

Il prévoit que les grandes villes ne seront plus le centre d'attention. Suite aux problèmes associés à la croissance élevée de ces villes, les municipalités de moindre importance seront davantage favorisées.

Cela ne veut cependant pas dire que les centres-villes peuvent faire preuve de suffisance et attendre l'arrivée des riches. Ces

Partnership with governments

continued from page 14

In St. John's, Nfld., downtown redevelopment is the priority of local council, which has built roads, elevator walkways and a market square complex, hired a convention co-ordinator, relocated city hall and realigned city streets.

Panel members were: David Belque, Quebec Ministry of Municipal Affairs; Neal Conrad, Small Business Development, Halifax; Timothy Yip, Alberta Ministry of Municipal Affairs, chaired by John Canham, Ontario Ministry of Municipal Affairs.

mêmes tendances démographiques présenteront un défi important pour les centres-villes et les détaillants, au fur et à mesure que l'influence de la nouvelle technologie se fera sentir, a ajouté M. Boname.

Selon lui, tout comme nous l'avons vu avec les services bancaires, les procédés de vente au détail seront dans une large mesure modifiés par la technologie.

Il entrevoit un monde où il sera possible de commander presque tous les produits par l'entremise d'un vidéo, et on pourra soit



Toronto Mayor Art Eggleton welcomed delegates / Le maire de Toronto, Art Eggleton, souhaite la bienvenue aux délégués.

aller les chercher au dépôt soit les faire livrer à domicile.

Cette nouvelle technologie entraînera un besoin encore plus grand de rencontrer des gens. L'atout principal du centre-ville sera de pouvoir offrir "des divertissements et de nombreux magasins".

C'est pour toutes ces raisons que M. Boname est d'avis que les centres-villes seront en bien meilleure posture dans les années 1990 que les banlieues.

Video shows how to manage BIAs

A video about business improvement areas – what they are and how they work – has been produced by the Ministry of Municipal Affairs.

The video – “BIAs – A Key to Success” – is aimed at municipal staff and business

groups, as well as BIA boards of management.

“BIAs – A Key to Success” is available on loan from the Community Renewal Branch, 13th floor, 777 Bay St., Toronto, Ont. M5G 2E5, (416) 5856013.

Downtown

continued from page 11

wait for the riches to arrive. These same demographic trends will present great challenges to downtowns and retailers, as new technology makes its influence felt, said Boname.

Just as we've already seen with banking services, “the process of retailing will largely be changed by technology,” he said.

He sees a world where almost all merchandise is ordered through video, and either picked up at a depot or delivered right to the door.

As this new technology progresses, “we'll feel an even greater need to go out and socialize.” Downtown's major drawing card will be to provide “leisure in a comparison shopping environment.”

For this reasons, Boname believes downtowns are in a much better position than the suburbs to profit in the 1990s.

Have you got your BIA manual?

The BIA Management Manual – a guide on how to organize and manage your business improvement area – is available from the Ministry of Municipal Affairs.

There are now more than 230 BIAs in Ontario and 60 per cent of them have full- or part-time staff. The manual is designed to help that staff manage effectively. It is available in English and French.

Cost is \$25 per copy. Please make cheques payable to the “Treasurer of Ontario” and place your order with:

Community Renewal Branch
Ministry of Municipal Affairs
13th floor
777 Bay St.
Toronto, Ont. M5G 2E5

Un vidéo sur la gestion des zones d'amélioration commerciale

Le ministère des Affaires municipales a produit un vidéo sur les zones d'amélioration commerciale, qui explique leur raison d'être et leur structure.

Intitulé “Keys to success” (La clé du succès), le vidéo est destiné au personnel des administrations municipales et aux regroupements commerciaux, de même qu'aux conseils de gestion des ZAC.

On peut emprunter le vidéo “Keys to success” auprès de la Direction de la rénovation communautaire, 13e étage, 777, rue Bay, Toronto (Ontario) M5G 2E5, (416) 585-6013.

Avez-vous le manuel sur les ZAC?

Le manuel de gestion des ZAC – guide sur l'organisation et la gestion des zones d'amélioration commerciale – est disponible auprès du ministère des Affaires municipales.

Il y a plus de 230 ZAC en Ontario et 60 pour cent d'entre elles peuvent compter sur les services d'employés à temps plein ou à temps partiel. L'objectif du manuel est d'aider ces employés à exercer une gestion efficace. Il est disponible en français et en anglais.

Son coût est de 25 \$ l'exemplaire. Veuillez libeller votre chèque au nom du “Trésorier de l'Ontario” et envoyer votre commande à :

Direction de la rénovation communautaire

Ministère des Affaires municipales
13e étage
777, rue Bay
Toronto (Ontario) M5G 2E5

L'ÉCHO DES RUES

L'Écho des rues est publié par le ministère des Affaires municipales et distribué aux zones d'amélioration commerciale et aux municipalités en vue de promouvoir le développement des ZAC dans les collectivités de l'Ontario.

Les collaborateurs à cette édition spéciale du colloque sont : Kieran Brett, Rick Chard, Barb Emmett, Jane Finlayson et Michelle Marsellus de la Direction des communications du ministère des Affaires municipales.

Nous serons heureux de recevoir vos commentaires et vos articles. Veuillez les faire parvenir à :

Le directeur

Bulletin L'Écho des rues

Direction de la rénovation communautaire
13e étage
777, rue Bay
Toronto (Ontario) M5G 2E5
(416) 585-6013

STREET BEAT

Street Beat is published by the Ministry of Municipal Affairs for distribution to Business Improvement Areas and municipalities to help promote the development of BIAs in communities throughout Ontario.

Contributors to this special conference edition were: Kieran Brett, Rick Chard, Barb Emmett, Jane Finlayson and Michelle Marsellus, Communications Branch, Ministry of Municipal Affairs.

Comments and articles are welcomed. Please address them to:

The Editor

Street Beat Newsletter

Community Renewal Branch
13th floor
777 Bay St.
Toronto, Ontario M5G 2E5
(416) 585-6013

DATE: FEBRUARY 7, 1989

TO: TOWNE CENTRE ASSOCIATION
DIRECTOR OF ENGINEERING SERVICES
DIRECTOR OF COMMUNITY SERVICES
CITY ASSESSOR
ECONOMIC DEVELOPMENT MANAGER
PARKS MANAGER
TRANSIT MANAGER
RED DEER REGIONAL PLANNING COMMISSION
RED DEER TOURIST & CONVENTION BOARD

FROM: CITY CLERK

RE: DOWNTOWN COMING TOGETHER CONFERENCE/ CONSOLIDATED
RECOMMENDATIONS.

At the Council meeting of February 6, 1989, the consolidated recommendations from the "Downtown Coming Together" conference received consideration.

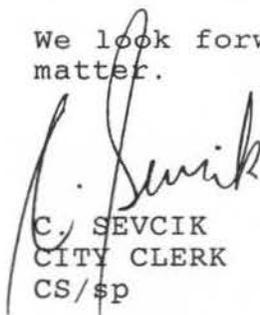
At the aforesaid meeting Council passed the following motion approving the recommendations in principle only:

"RESOLVED that Council of The City of Red Deer having considered the consolidated recommendations resulting from the "Downtown Coming Together" Conference hereby

approve said recommendations in principle only at this time."

As noted in the comments from the Commissioners, implementing these recommendations could be the order of \$10 Million and that a financial plan should be prepared before Council adopts the recommendations. This memo is directed to all who had input into the consolidated recommendations with the request that you provide further input as to how and where we proceed from here.

We look forward to a further consolidated recommendation on this matter.


C. SEVCIK
CITY CLERK
CS/sp

c.c. City Commissioners

DATE: JANUARY 11, 1989
TO: DIRECTOR OF ENGINEERING SERVICES
FROM: CITY CLERK
RE: ALDERMAN CAMPBELL WRITTEN ENQUIRY/TRAFFIC CONTROLS/
63 STREET AND 59 AVENUE

At the Council Meeting of January 9, 1989, your response to the above noted written enquiry was considered.

At the aforesaid meeting, it was indicated by Alderman Campbell that he was more interested in pedestrian activated lights at the said intersection as opposed to a full set of traffic controls. Accordingly, it was agreed that you submit further information pertaining to pedestrian activated signals to the budget meetings so that said matter might be considered at that time.

Trusting you will find this satisfactory.



C. Sevcik
City Clerk
CS/ds

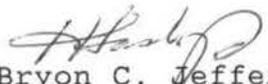
c.c. E.L. & P. Manager
Dir. of Finance
City Commissioners
Inspector Pearson

130-029

DATE: January 20, 1989
TO: City Clerk
FROM: Director of Engineering Services
RE: WARRANT ANALYSIS - PEDESTRIAN SIGNAL AT 59 AVENUE
AND 63 STREET

Attached is a report from the Traffic Engineer relating to Alderman Campbell's request at the January 9, 1989 Council meeting.

This item was omitted at recent budget discussions; therefore, should be presented at the next Council meeting.


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

KGH/emg
Att.

c.c. Traffic Engineer
c.c. Director of Finance

DATE: January 17, 1989

To: Engineering Services Manager

From: Traffic Engineer

Re: NEED FOR PEDESTRIAN CORRIDOR INSTALLATION ON
59 AVENUE AT 63 STREET

The above item was recently investigated by the Traffic Division.

The warrant for the installation of pedestrian actuated signalized crosswalks, adopted by Council on November 5, 1973, states that in the peak hour, there must be no less than:

- 60 pedestrians
- a vehicle volume of 400
- average pedestrian delay of 60 seconds, and
- 1000 feet between signals

Pedestrian and vehicle volumes were counted from 0730 hours to 0900 hours and 1500 hours to 1630 hours on Friday, January 13, 1989. Study results did not satisfy the minimum requirements for pedestrian volume, pedestrian delay or distance between signals.

The peak hour pedestrians = 31 in a.m.
= 31 in p.m.

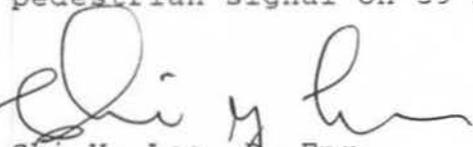
The average pedestrians delay = 2.3 sec. a.m.
= 2.8 sec. p.m.

The maximum hourly vehicle volume = 766 a.m.
= 975 p.m.

The distance to the next pedestrian
signal at Holt and 59 Avenue = 820 feet

The cost for installation is approximately \$17,000 - \$20,000.

Based on the above, we cannot recommend the installation of a pedestrian signal on 59 Avenue at 63 Street at this time.


Chi Y. Lee, E. Eng.
Traffic Engineer

Commissioners' Comments

GB/sl

We concur with the recommendations of the Traffic Engineer.

"R.J. MCGHEE", Mayor

"M.C. DAY", City Commissioner

NO. 3

DATE: January 30, 1989
TO: City Clerk
FROM: Director of Engineering Services
RE: BY-LAW TO BAN BLOWING OF TRAIN WHISTLES

In response to City Council's motion passed on October 31, 1988 "That Council consider a by-law to ban the blowing of train whistles at intersections within the City of Red Deer", we offer the following information for Council's consideration.

The attached summary sheet lists all roadway crossings of CP Rail with existing protection, required safety protection, cost sharing, total estimated costs, and annual maintenance cost sharing.

Preliminary discussion with technical staff of the NTA indicate gates, in addition to the existing bells and lights, will be required at 32 Street and Taylor Drive, based on the traffic counts along these roads. The gates are estimated at \$100,000 per crossing location, with a possible cost sharing arrangement of 80% Federal Government, 12.5% City, and 7.5% CP Rail. The applications for protection should be made to NTA prior to an anti whistle request to CP Rail.

In view of the no whistle proposal, the NTA would recommend for safety, that lights and bells be installed at an estimated cost of \$40,000 for the 58 Street Waskasoo bike path crossing. The capital cost and maintenance for this installation is 100% the responsibility of the City, because it would not be necessary if the trains were allowed to blow their whistles.

We also understand that CP Rail has signs installed along the main line within the City limits that indicate to Engineers that they should blow their whistles for communication, i.e. warnings to crews working on track curves, or notifying personnel of approaching trains into the yard area. The removal of whistles in these areas would have to be negotiated with CP Rail.

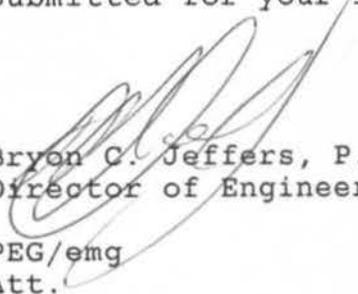
NTA will request a bell at certain locations after inspection for safety reasons. We also understand that the City's request for cost sharing would be placed on a priority list, which could mean a delay of 15-18 months before approval.

City Clerk
Page 2
January 30, 1989

Based on the above statements, we would estimate the cost to The City of Red Deer to be \$65,000 for installation. Maintenance would be considerably higher than \$10,000 per year. This assumes we get Federal funding assistance.

We have also attached a copy of NTA's Procedure No. P-5130-1 dated August 29, 1980, which is still in effect for prohibiting the sound of whistles in an urban municipality.

Submitted for your information.



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

PEG/emg
Att.

SUMMARY OF SAFETY PROTECTION AT
CP RAIL AND THE CITY OF RED DEER
ROAD CROSSINGS

LOCATION	EXISTING PROTECTION	ADDITIONAL PROTECTION	TOTAL ESTIMATED COST	COST SHARING APPLICABLE FED/CITY/CPR	ANNUAL MAINTENANCE EXIST/PROPOSED
1. 32 Street	Lights, Bells	Gates	\$100,000	80%/12.5%/7.5%	50% / 50%
2. 54 Avenue (49 Street)	Lights, Bells	None			50% / 50%
3. 58 Street (pedestrian)	None	Lights, Bells	\$ 40,000	100% by City	NIL / 100%
4. 54 Avenue (Kerry Wood Drive)	Lights, Bells	None			50% / 50%
5. 57 Avenue	Lights, Bells	None			50% / 50%
6. Taylor Drive	Lights, Bells	Gates	\$100,000	80%/12/5%/7.5%	50% / 50%
7. 64 Avenue (pedestrian)	Lights, Bells	None			50% / 50%
8. Sylvan Lake Trail	Lights, Bells	None			50% / 50%
			<u>\$240,000</u>		

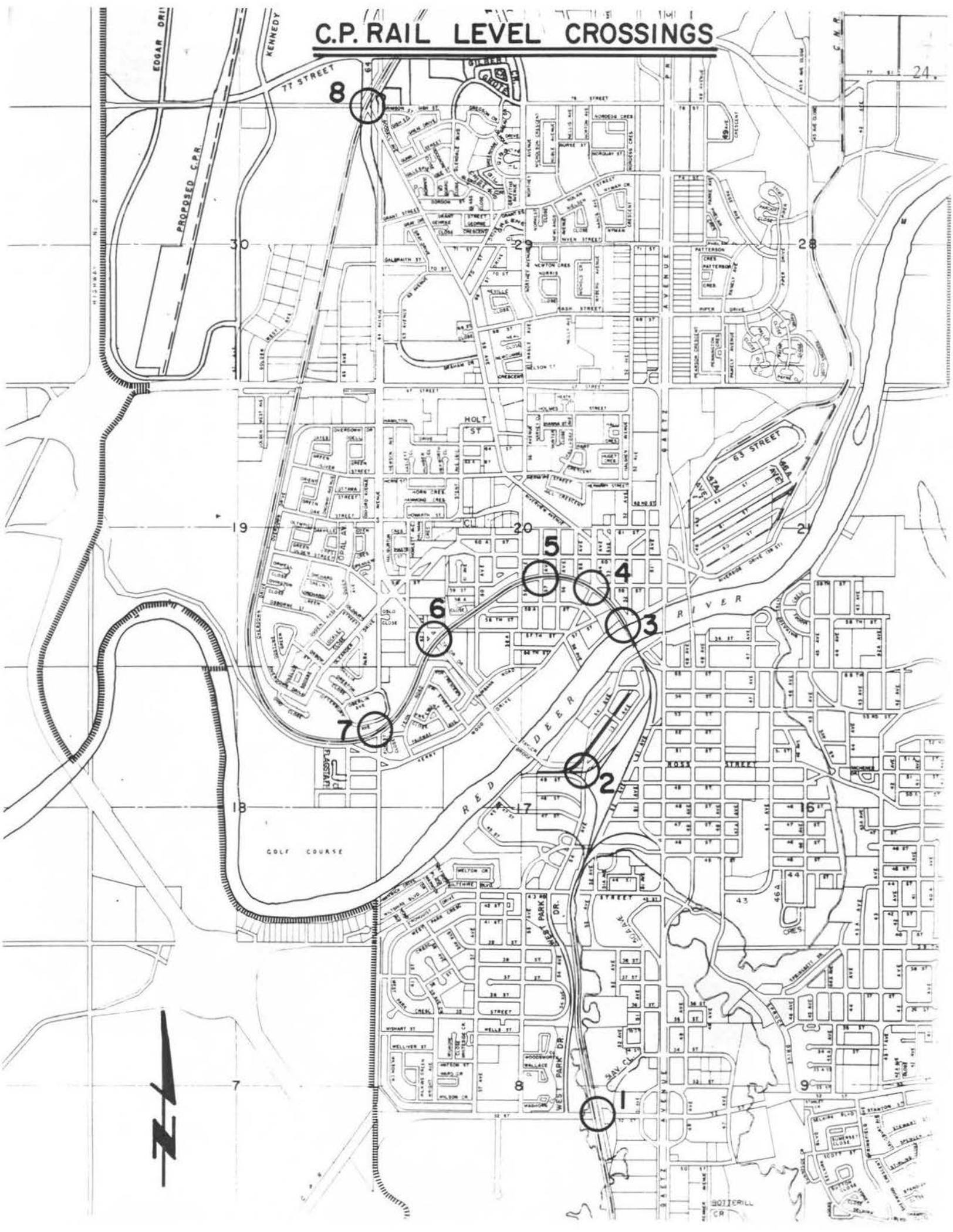
NOTE:

Existing annual maintenance costs paid by City to CP Rail is approximately \$10,000.

Highway No. 11A Crossing is outside City Limits and joint application is required with The County of Red Deer.

CN Rail crossings have not been addressed in this Report.

C.P. RAIL LEVEL CROSSINGS



701111
CR



RAILWAY TRANSPORT COMMITTEE

Procedure No. P-5130-1*

August 29, 1980

Procedures to be followed when approval of a by-law prohibiting sounding of the whistle or ringing of the bell is sought by urban municipalities.

File No. 8342.13

1.(a) The following is presented to provide direction to the applicant in drafting a by-law of prohibition, and to prospective applicants in deciding whether or not to undertake to pass and seek approval of such a by-law. It should be clearly understood, and it is emphasized, that the following is for guidance only, and that factors other than the particular requirements and conditions contained in the following will be taken into account when considering approval of a by-law.

(b) Before any action is initiated, it is strongly recommended that the Applicant arrange for a preliminary meeting with the Regional Manager of the Railway Transport Committee.

2. In these procedures:

a) "Committee" means the Railway Transport Committee of the Canadian Transport Commission; and

b) "Urban Municipality", as defined in the Railway Act, comprises:

- i) a city;
- ii) a town; or
- iii) any other municipality that contains a thickly populated area and that the Canadian Transport Commission, on the application of such municipality declares to be an urban municipality within the meaning of the subsection.

COMITE DES TRANSPORTS PAR CHEMIN DE FER

Formalité n° P-5130-1*

le 29 août 1980

Formalités que doit remplir une municipalité urbaine aux fins d'approbation d'un règlement interdisant l'emploi du sifflet ou de la cloche de la locomotive.

Dossier n° 8342.13

1.a) Les précisions suivantes ne sont données qu'à titre d'information aux municipalités, en vue de la rédaction d'un règlement anti-sifflet ou de la prise d'une décision au sujet de l'adoption d'un tel règlement et de son approbation par le Comité. Il importe de noter que d'autres facteurs seront pris en compte dans l'étude des requêtes.

b) Il est vivement recommandé à la requérante de rencontrer le directeur régional du Comité des transports par chemin de fer avant d'entamer une mesure quelconque.

2. Dans les présentes:

a) "Comité" désigne le Comité des transports par chemin de fer de la Commission canadienne des transports; et

b) "Municipalité urbaine", conformément à la Loi sur les chemins de fer, désigne:

- i) une cité;
- ii) une ville; ou
- iii) toute autre municipalité qui contient une section très peuplée et que la Commission, à la demande de cette municipalité, déclare être une municipalité urbaine au sens du paragraphe.

- 2 -

3. Authority of the Committee:

The public crossings to be included in the proposed by-law are at the discretion of the Committee.

4. Content of Application:

An application by an urban municipality for approval of a by-law pursuant to Section 248 of the Railway Act should include:

- This Section
No longer
Valid
Mamm
Jan 18/89*
- a) Evidence that the residents of the municipality have been notified of the application for approval of such a by-law;
 - b) Two copies of a recent map of the urban municipality;
 - i) showing clearly the limits of the urban municipality
 - ii) identifying each crossing which is to be included in the by-law with name of street or road; and
 - c) The following information on a separate sheet of paper for each crossing included in the by-law;
 - i) name of street;
 - ii) name of railway;
 - iii) subdivision of railway;
 - iv) mileage of railway;
 - v) type of protection in effect;
 - vi) volume of road traffic in a 24 hour period;
 - vii) volume of pedestrian traffic;
 - viii) whether or not the crossing is used by school and public transportation buses.

5. Copies of the application should be submitted by the Applicant to the Railway Companies involved.

3. Pouvoir du Comité:

Il appartient au Comité de déterminer les passages à niveau à inclure dans le règlement projeté.

4. Teneur de la requête:

Toute requête présentée par une municipalité urbaine aux fins d'approbation d'un règlement conformément à l'article 248 de la Loi sur les chemins de fer doit comprendre:

- a) une preuve que les résidents de la municipalité ont été informés du dépôt de la requête;
- b) deux copies d'une carte récente de la municipalité
 - i) illustrant clairement les limites de la municipalité;
 - ii) désignant chaque passage à niveau visé par le règlement, y compris le nom de la rue ou du chemin;
- c) une liste à part indiquant pour chaque passage à niveau visé par le règlement:
 - i) le nom de la rue;
 - ii) le nom de la compagnie ferroviaire;
 - iii) la subdivision ferroviaire;
 - iv) le point milliaire;
 - v) le type de protection en place;
 - vi) le volume quotidien de la circulation routière;
 - vii) le volume quotidien de la circulation pédestre; et
 - viii) si des autobus scolaires et publics utilisent le passage.

5. La municipalité doit faire parvenir une copie de sa requête à toute compagnie ferroviaire intéressée.

5. Inspection by a Committee Officer:

An officer of the Committee accompanied by representatives of the railways and the road authority, will conduct a joint inspection of all crossings to be included in the by-law.

7. Conditions:

- a) On main line tracks, a crossing where the sounding of engine whistles or the ringing of the bell is to be prohibited should be protected with automatic warning devices (usually flashing lights and bells); and, if there is more than one track, automatic gates would, generally, also be required;
- b) On other than main line tracks, a crossing at which the sounding of engine whistles or the ringing of the bell is to be prohibited should be protected with automatic warning devices, unless alternatively, the railway is required (by order of the Committee) to operate trains over the crossing only under the protection of manual flagging by a member of the train crew;
- c) Crossings where the sounding of engine whistles or the ringing of the bell is to be prohibited should be consecutive to one another along a railway line, i.e., there should not be one or more crossings where the prohibition would not apply interspersed among a number of crossings where the prohibition would apply;
- d) Approval may be conditional upon the fulfillment of a commitment by the railway or the municipality to erect and maintain signs giving advance warning of the railway crossing;
- e) Unless it can be shown that exceptional circumstances exist, a by-law prohibiting the sounding of the engine whistle or the ringing of the bell should not restrict such prohibition to only certain specified hours of the day.

6. Inspection par un agent du Comité:

Accompagné des représentants des compagnies ferroviaires et des autorités routières compétentes, un agent du Comité inspectera tous les passages à niveau visés par le règlement.

7. Conditions:

- a) voies principales: les passages à niveau visés par une interdiction d'actionner le sifflet ou la cloche de la locomotive doivent être protégés par des dispositifs de signalisation automatique (habituellement des feux clignotants et une sonnerie); et s'il y a plus d'une voie, la mise en place de barrières automatiques est généralement obligatoire;
- b) autres voies: la protection des passages à niveau visés par une interdiction d'actionner le sifflet ou la cloche de la locomotive doit être assurée par des dispositifs de signalisation automatique, à moins qu'elle ne le soit par signalisation manuelle obligatoire au drapeau, aux termes d'une ordonnance du Comité;
- c) lorsqu'une interdiction d'actionner le sifflet ou la cloche de la locomotive vise plusieurs passages à niveau sur une même ligne, ceux-ci doivent nécessairement se suivre: un ou plusieurs passages à niveau non visés par une telle interdiction ne doivent pas être intercalés entre d'autres qui seraient visés;
- d) l'approbation d'un règlement peut être assortie d'une condition aux termes de laquelle la municipalité ou la compagnie ferroviaire doit mettre en place et entretenir des écriteaux signalant la proximité des passages à niveau visés;
- e) seules des circonstances exceptionnelles peuvent justifier l'approbation d'un règlement interdisant l'emploi du sifflet ou de la cloche de la locomotive entre certaines heures de la journée;

- 4 -

f) Unless it can be shown that exceptional circumstances exist, a by-law prohibiting the sounding of the engine whistle should not also prohibit the sounding of the engine bell.

f) seules des circonstances exceptionnelles peuvent justifier l'approbation d'un règlement interdisant à la fois l'utilisation du sifflet et de la cloche de la locomotive.

8. Submission of By-Law:

Following inspection of the crossings (as provided in item 6 above), the applicant should draft an appropriate by-law taking into account the circumstances discovered at the inspection and the conditions herein set forth. After approval by council, two duly certified copies of the by-law should be submitted to the Regional Manager of the Railway Transport Committee.

8. Présentation d'un règlement:

Après l'inspection des passages (prévu au point 6), la requérante doit rédiger un règlement pertinent, en tenant compte des conclusions de l'inspection et des conditions qui en découlent. Après approbation par le conseil, deux exemplaires certifiés conformes du règlement doivent être envoyés au directeur régional du Comité des transports par chemin de fer.

(signed)

(signature)

Estelle Denis

Acting Secretary
Railway Transport Committee

Secrétaire suppléant
Comité des transports par chemin de fer

Commissioners' Comments

In view of the cost of \$65,000 assuming 80% Federal Government cost sharing which could take up to 18 months, we could not recommend that Council proceed with a bylaw to ban the blowing of train whistles. Even if we were successful in getting the Federal assistance, by the time the work was completed in all likelihood railway relocation would be complete.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

CHAPMAN RIEBEEK SIMPSON CHAPMAN WANLESS

Barristers & Solicitors

THOMAS H. CHAPMAN, Q.C.*
NICK P. W. RIEBEEK*
DONALD J. SIMPSON
T. KENT CHAPMAN
GARY W. WANLESS*

208 Professional Building
4808 Ross Street
Red Deer, Alberta T4N 1X5

TELEPHONE (403)346-6603
TELECOPIER (403)340-1280

*Denotes Professional Corporation

Your file:
Our file: City General

January 4, 1989

Canadian Pacific Limited
2300, 125-9th Avenue S.E.
CALGARY, Alberta
T2G 0P8

ATTENTION: L. Sugimoto

Dear Sirs:

Re: Train Whistles

One of the City of Red Deer's aldermen has raised a recommendation that the City Council pass a by-law to prohibit the blowing of train whistles within the City.

I am required by Council to advise them of the requirements which they would have to meet to satisfy Canadian Pacific Limited's concerns in the event that such a by-law were proceeded with, and I would, therefore, appreciate your providing me with correspondence listing such requirements.

Yours truly,

THOMAS H. CHAPMAN

THC/kah

cc City of Red Deer
Attn: C. Sevcik

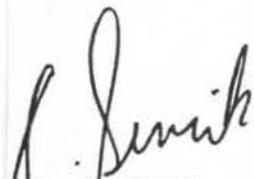
DATE: NOVEMBER 1, 1988
TO: DIRECTOR OF ENGINEERING SERVICES
FROM: CITY CLERK
RE: BYLAW TO BAN BLOWING OF TRAIN WHISTLES

At the Council meeting of October 31, 1988, the following motion was passed by Council:

"THAT Council consider a bylaw to ban the blowing of train whistles at intersections within The City of Red Deer."

The decision of Council in this instance is submitted for your information, and we would request that you review this matter with all of its ramifications, including costs, and report back to Council. We would also request that you, in consultation with the City Solicitor, submit a draft Bylaw for consideration at the same time.

Your early attention to this matter would be appreciated.


C. SEVCIK
CITY CLERK
CS/sp

c.c. City Commissioners
City Solicitor

Reminder 88/12/14

ls.

Brenda Walker
56 Hermary St.
Red Deer AB.
T4N 6E7

88 11 01

Dear City Council:

Re: Disturbing Train Noises.

I wish to state that I fully agree with the motion to restrict train whistle-blowing in the City limits, particularly at night. We have a one-year old daughter who is always (9 times out of 10!) awakened when the whistle goes - day or night. As this sometimes seems to occur 3-4 times a night, we don't get a good night's sleep too often. Prior to her birth my husband and I were usually awakened at least once per night by the whistle.

Further, since the article appeared in the Advocate, the length of each whistle and the number of times it is blown both seem to have increased.

Thank you for your consideration
B Walker.

THE CITY OF RED DEER



Office of:
CITY CLERK
342-8132

P. O. BOX 5008
RED DEER, ALBERTA
T4N 3T4
April 16, 1986

Helen Craig,
39 Hermary Street,
RED DEER, Alberta

Dear Ms. Craig:

I wish to acknowledge with thanks your letter of March 17, 1986 regarding the matter of train whistles. Your correspondence aforementioned was presented to Council April 14, 1986 and at which meeting the following motion was passed.

"RESOLVED that Council of The City of Red Deer having considered correspondence dated March 17, 1986, from Helen Craig re: train whistles within City limits hereby agree that no action be taken at this time and as per recommendations submitted to Council April 14, 1986, by the City Commissioners."

Enclosed herewith is a copy of the administrative comments which appeared on the April 14th agenda for your information.

As noted above, Council agreed not to consider passage of a bylaw at this time in view of the intention to relocate the railway and to eliminate all at-grade crossings within the City, excepting industrial spurs which are not a problem. Should the railway relocation plans change, the matter would be reviewed again by Council. In addition, Council instructed the Mayor to write to the CPR requesting that they refrain from blowing train whistles whenever it is not necessary to do so.

Trusting you will find this satisfactory, however if you have any questions, please do not hesitate to contact the undersigned.

Yours sincerely,

C. SEVCIK,
City Clerk

CS/gr
Encl:
c.c. Mayor
City Engineer
Transit Manager
Inspector Pearson
Fire Chief
Development Officer/Building Inspector

Office of the Mayor



C. Seuck

John

April 23, 1986

The Superintendent
CP Rail
4836 - 54th Avenue
RED DEER, Alberta
T4N 4M5

Dear Sir:

RE: BLOWING OF TRAIN WHISTLES IN CITY LIMITS

I am enclosing herewith a copy of correspondence received from a Mrs. Helen Craig, regarding the above-noted matter which was considered at the Council Meeting of April 14, 1986. Also enclosed is the administrative comment which appeared on the same Agenda.

At the above-mentioned meeting of Council it was agreed that no action be taken at this time, in accordance with the recommendations submitted by the City Commissioners. Council, however, directed that I correspond with you, requesting that engineers be asked to refrain from blowing train whistles whenever it is not necessary to do so. We are not aware of your policy, and therefore do not know whether the above suggestion is possible or practical, however I trust that you will give this matter your serious consideration. If this letter should have been directed to some other person in the organizational structure, would you please forward same to the person concerned. Your co-operation in this matter is greatly appreciated.

If you have any questions, please do not hesitate to contact me.

Yours sincerely,

R. J. McGhee
R. J. McGHEE
Mayor

CS/bd

Attachments

cc: Mrs. Helen Craig
P.O. BOX 5008, RED DEER, ALBERTA, T4N 3T4

Telephone 342-8154

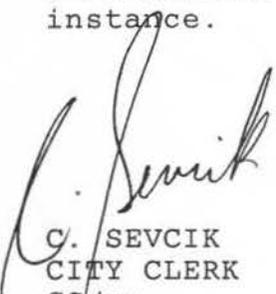
DATE: FEBRUARY 7, 1989
TO: DIRECTOR OF ENGINEERING SERVICES
FROM: CITY CLERK
RE: BYLAW TO BAN "BLOWING OF TRAIN WHISTLES"

Your report dated January 30th, 1989 concerning the above topic was presented to Council February 6, 1989.

At the aforesaid meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer having considered report dated January 30, 1989, from the Dir. of Engineering Services re: Bylaw to Ban Blowing of Train Whistles hereby agree not to proceed with such a Bylaw and as recommended to Council February 6, 1989, by the administration."

The decision of Council in this instance is submitted for your information. We thank you for your informative report in this instance.



G. SEVCIK
CITY CLERK
CS/sp

c.c. City Commissioners

NO. 1

DATE: January 25, 1989
 TO: City Clerk
 FROM: Bylaws and Inspections Manager
 RE: 1989 BUDGET

In order to accomodate the increases to various permit fees approved in the 1989 budget, it will be necessary to have the following Bylaw amended. A summary of the changes, for the information of Council, precedes the Bylaw amendment:

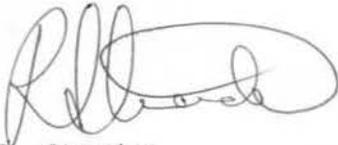
PERMIT TYPE	PRESENT FEE	PROPOSED FEE
Building	\$4.50/\$1000 of Construction Minimum Fee of \$15.75	\$5.00/\$1000 of Construction Minimum Fee of \$20.00
Plumbing	\$4.20/Fixture Minimum Fee of \$10.50	\$4.50/Fixture Minimum Fee of \$15.00
Gas (Residential)	\$15.75	\$18.00
Gas (Commercial)	Measured in B.T.U.'s	
	Up to 65,000 - \$ 21.00	\$ 23.00
	65,001-200,000 - \$ 26.25	\$ 29.00
	200,001-400,000 - \$ 31.50	\$ 35.00
	400,001-500,000 - \$ 52.50	\$ 58.00
	500,001-1,000,000 - \$ 68.25	\$ 75.00
	1,000,001-5,000,000 - \$120.75	\$133.00
	5,000,001 and Over - \$183.75	\$201.00
Heating (Residential)	\$21.00	\$23.00
Heating (Commercial)	\$31.50	\$35.00
- Re-Inspection	\$21.00	\$21.00
Occupancy		
- Apartments	Up to Ten Suites - \$5.25/Unit Maximum of \$52.50	\$6.00/Unit Maximum of \$60.00
- Commercial or Industrial	\$20.00/100 m ² Maximum of \$100.00	\$22.00/100 m ² Maximum of \$110.00
Survey Certificates	\$21.00	\$23.00
Zoning Conformance	\$20.00	\$22.00
Approval of Use	\$20.00	\$22.00
Zoning Information	\$5.00/Address	\$7.00/Address

. . . CONTINUED . . .

PERMIT COSTS FOR A \$78,000.00 SINGLE FAMILY DWELLING

PERMIT TYPE	EXISTING FEE	PROPOSED FEE
Building	\$ 351.00	\$ 390.00
Gas	15.75	18.00
Heating	21.00	23.00
Plumbing (12 Fixtures)	50.40	54.00
Ditch	10.50	10.50
Survey Certificates	21.00	23.00
Zoning Confirmation Letter	20.00	22.00
TOTAL:	\$ 489.65	\$ 540.50
INCREASE:	\$50.85	

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/pr

Attachment

Commissioners' Comments

We would concur and recommend Council pass the bylaw amendment as presented.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

when applying for a Building Permit, substantiating evidence or a letter from the Architect/Engineer stating the total construction costs including mechanical, electrical, etc., should accompany the application. In the absence of such evidence, the reported value shall not be less than the estimated cost of construction as outlined in the addendum at the rear of the Schedule.

FEES

1. Building Permit - \$5.00 for each 1,000.00 or part thereof of construction cost. A minimum fee of \$20.00 shall be charged for issuance of any Building Permit.

Any work commenced without first obtaining a Building Permit shall be subject to double the amount set out as a fee for the proposed construction, in addition to any penalty which may be imposed in respect of the contravention, unless prior permission has been obtained from the authority having jurisdiction.

The fee for re-inspection of a building shall be \$21.00.

2. Plumbing Permits - The fees for all permits for plumbing shall be as follows:

For each plumbing fixture, discharge device, or weeping tile	\$ 4.50
For each house sewer.....	\$ 10.50
For each dry well.....	\$ 10.50
For each septic tank	\$ 10.50
For each storm sewer (commercial only).....	\$ 21.00
For each mobile home installation	\$ 13.00
Minimum fee for any plumbing permit requiring an inspection	\$ 15.00
Re-inspection of work not approved	\$ 21.00

Any work commenced without first obtaining a plumbing permit shall be subject to double the amount set out as a fee in the appropriate table, or a minimum fee of \$31.50, whichever is greater.

Gas Permits - Residential

- a) Minimum fee for any residential gas permit requiring inspection \$ 18.00
 Re-inspection of gas installation not approved \$ 21.00
- b) All major occupancies other than single and two-family residences (fee to be determined by the total B.T.U. rating for all gas fixtures, furnaces, or other devices installed)

65,000 BTU/HR input or less	\$ 23.00
65,001 - 200,000 BTU/HR input or less	\$ 29.00
200,001 - 400,000 BTU/HR input or less	\$ 35.00
400,001 - 500,000 BTU/HR input or less	\$ 58.00
500,001 - 1,000,000 BTU/HR input or less	\$ 75.00
1,000,001 - 5,000,000 BTU/HR input or less	\$ 133.00
5,000,001 BTU/HR input or over	\$ 201.00

alterations not requiring an operational test. Alterations to an existing gas line not requiring an operational test of an appliance served on this line \$ 21.00

- e) Re-inspection of gas installation not approved \$ 21.00

Any work commenced without first obtaining a permit shall be subject to double the amount set out as a fee in the appropriate table, in addition to any penalty which may be imposed in respect of the contravention, unless prior permission has been obtained from the authority having jurisdiction.

INSPECTIONS

- a) All gas systems and rough piping shall be inspected by the Gas Inspector before the same is put in use.
- b) The Gas Inspector shall be notified by the gasfitter at such time as the Gas Inspector's Office is open, when gasfitting or rough piping is ready for inspection.
- c) All gas systems and rough piping shall be left uncovered and convenient for examination until it is inspected and approved and no inspection shall be called for until the gas system or rough piping is ready for inspection.
- d) The gasfitter shall provide safe, properly constructed access to the gas system which is to be inspected. Permanent inside access shall be provided for roof top installations.
- e) The Gas Inspector shall examine the gas system or rough piping within 48 hours (excluding all days during which the Gas Inspector's Office is closed) after the day upon which a notice in accordance with Section 6(b) has been received and providing that Section 6(b) has been adhered to.

4. Heating Permits - Fees for heating permits shall be as follows:

a) Residential -

Each heating unit or system installation	\$ 23.00
Each major alteration of an existing system	\$ 23.00
Each vent or metal chimney installed separately	\$ 23.00
Each replacement furnace	\$ 23.00
Each inspection or work started without a required permit	\$ 46.00
Re-inspection of job not approved	\$ 21.00

b) Commercial -

Each heating unit or system installation	\$ 35.00
Each major alteration to any existing system	\$ 35.00
Each replacement furnace	\$ 35.00
Each inspection of work not carried out with a required heating permit..	\$ 70.00
Re-inspection of job not approved	\$ 21.00

\$60.00).

Commercial Buildings - Up to and including 500 square meters - \$22.00 per 100 square meters or portion thereof (maximum of \$110.00).

Industrial Buildings - Up to and including 500 square meters - \$22.00 per 100 square meters or portion thereof (maximum of \$110.00).

6. Demolition Permits - The fee for demolition of a building shall be a flat fee of \$25.00.
7. Moving Permits - The fee for moving permits shall be a flat fee of \$25.00.
8. The fee for a building inspection upon request other than when a Building Permit has been issued shall be a flat fee of \$21.00.
9. Fire Prevention Permits
 - a) Sprinkler Systems - \$42.00 per installed system, plus \$15.75 per floor per system, including basements and sub-basements.
 - b) Standpipe Systems - \$52.50 per system minimum to seven storeys, including basements and sub-basements, plus \$10.50 per additional floor.
 - c) Fire Alarm and Smoke Control Systems - \$26.25 minimum to first three levels, including basements and sub-basements, plus \$11.00 per level thereafter.
 - d) Underground Fuel Storage Tanks - \$31.50 minimum up to three inspections, plus \$21.00 per additional visit.

Any work commenced without first obtaining a permit shall be subject to double the amount set out as a fee in the appropriate table, in addition to any penalty which may be imposed in respect of the contravention, unless prior permission has been obtained from the authority having jurisdiction.

10. Additional Fees:

- | | |
|-------------------------------|--------------------------|
| a) Survey Certificate | \$ 23.00 per site |
| b) Zoning Conformance Letters | \$ 22.00 per site |
| c) Approval of Use | \$ 22.00 per application |
| d) Zoning Information | \$ 7.00 per site |

charged for a Building Permit, the cost factor will be determined by a average assessment, as provided by (1) Alberta Mortgage and Housing Corporation "Lansdownes Construction Cost Handbook", and (2) Accredited Appraisers from the City of Red Deer.

The costs indicated shall be reviewed semi-annually (January 3st and July 1st) in order to calculate an updated variance rate.

EXAMPLE

<u>Residential</u>	<u>Cost Per Square Meter</u>
Main Floor (Includes Unfinished Basement)	\$ 488
Second Floor	\$ 360
Basement/Other Finished Area	\$ 115
Attached Garage	\$ 150
Detached Garage	\$ 115
Attached Carport	\$ 75
Apartment - Three storeys & under (e.g. 4-Plex)	\$ 520
- Over three storeys and under ten storeys	\$ 650
Townhouses/Row Housing - Main Floor	\$ 485
- Second Floor	\$ 355
Fireplace - Masonry	\$ 3000 per unit
- Built In	\$ 2000 per unit
- Free Standing	\$ 2000 per unit
 <u>Commercial</u>	
Single Storey Building - Store (Frame)	\$ 365
- Office (Masonry)	\$ 600
 <u>Industrial</u>	
Warehouse - 929 square meters (Shell only)	\$ 245
- Over 4,645 square meters (Shell only)	\$ 205
 <u>Apartments and Hotels</u>	
Multi-Storey Reinforced Concrete Construction	\$ 380/m ²
Masonry and Wood Framed Construction (Three Storeys or Under)	\$ 310/m ²
Basement Garage	\$ 170/m ²
Above Ground Garage	\$ 140/m ²
 <u>Hospitals</u>	
Multi-Storey Reinforced Concrete Construction	\$ 650/m ²
Masonry and Wood Framed Construction (Three Storeys or Under)	\$ 550/m ²
Wood Framed Construction (Three Storeys and Under)	\$ 440/m ²
 <u>Schools and Churches</u>	
Reinforced Concrete Construction	\$ 440/m ²
Masonry and Wood Framed or Steel Framed Construction (Three Storeys and Under)	\$ 350/m ²
Wood Framed Construction	\$ 300/m ²
 <u>Warehouses</u>	
Reinforced Concrete Construction (Shell Only)	\$ 220/m ²
Masonry and Wood Framed or Steel Framed Construction (Three Storeys and Under) Shell Only	\$ 200/m ²

Additional Interior Partition Including Small Offices	\$ 90/m ²
<u>Commercial Buildings and Offices</u>	
Multi-Storey Reinforced Concrete Construction	\$ 500/m ²
Masonry and Wood Framed or Steel Construction	\$ 350/m ²
Wood Framed Construction	\$ 300/m ²

Restaurants

Masonry and Wood Framed Construction	\$ 340/m ²
Wood Framed Construction	\$ 300/m ²

Industrial Plants

Reinforced Concrete Construction	\$ 275/m ²
Masonry and Wood Framed or Steel Framed Construction	\$ 200/m ²
Wood Framed Construction	\$ 150/m ²

Service Stations

Masonry and Wood Framed Construction	\$ 350/m ²
Steel Construction	\$ 250/m ²
Wood Framed Construction	\$ 250/m ²

Public Garages

Reinforced Concrete Construction	\$ 250/m ²
Masonry and Wood Framed or Steel Framed Construction	\$ 225/m ²
Steel Construction	\$ 200/m ²
Wood Framed Construction	\$ 180/m ²

DATE: January 30, 1989
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: **AMENDMENTS TO CITY BYLAWS**

In order to accomodate the increases proposed by this department in various areas, it will be necessary to amend several Bylaws. We ask that the following be presented to Council at their meeting of January 30, 1989. The following is a summary of the changes:

One of the Downtown Parking Study recommendations was that the amount charged for parking meter violations be raised from \$12.00 to \$15.00 (a \$10.00 and a \$7.00 discount is given if the ticket is paid within 7 days, or between 8 and 15 days from the date of issue). It is our opinion that two other categories should be raised also. These are: 1) Parking longer than designated time, which applies to the one-hour yellow-headed meters, and 2) Parking longer than designated time (second offense), parking contrary to signs, parking in City lots - meter violations (second offense), not parking within line - metered spaces, improper angle park - metered space, improper parallel park - metered space, parking contrary to signs, hospital meter violations, hospital (second offense) and riding a bicycle upon a sidewalk where prohibited by a sign.

Accordingly, Schedule G of Bylaw 2800 should be amended to read:

SCHEDULE G

Penalty \$15.00

- Section 40 Meter Violations
- Section 51(1) Meter Violations (Hospital)
- Section 93(1) Bus Regulations

Schedule H should be amended to read:

SCHEDULE H

Penalty \$16.00

Change Page 34 to read:

- Section 110 (a) \$15.00 for contravention of any section listed in Schedule "G".
- (b) \$16.00 for contravention of any section listed in Schedule "H".
- (c) \$18.00 for contravention of any section listed in Schedule "I".

We have about nine months' supply of tickets on hand. Our recommendation is that we continue to use the existing stock until September 1, 1989, by which time the majority

City Clerk
 January 30, 1989
 Page 2

of changes to the parking meters should be complete.

There are several other changes required to accomodate certain situations which have been brought to our attention. These are:

Section 28 - No person shall park any trailer unattached or camper top (whether trailer or camper top is designated for occupancy for persons or for the carrying of goods or equipment) upon a highway unless the said trailer or camper top is properly attached to a vehicle by which it may be carried, propelled or drawn and when so properly attached, the trailer or camper top shall be deemed part of the vehicle and subject to the regulations pertaining to vehicles.

Change Schedule K to read:

Section 28 Park Unattached Trailer or Camper Top on Highway

Change Page 58A to read:

28 Park Unattached Trailer or Camper Top on Highway K

Amend Section 33.1 by deleting the the last line "issued by the City" to read "issued by the Department of Motor Vehicles".

Amend Section 2.8.3 of the Municipal Planning Commission Bylaw 2590/78 to read:

"2.8.3 where any decision of the Municipal Planning Commission is required, or directed by the Commission to be advertised, the applicant shall pay an additional fee of \$40.00. Any Caveat required will be provided at a cost of \$30.00."

Amend Schedule "C" of the Dog Bylaw 2943/87 to read:

"Yearly Dog License \$12.00 per dog

Yours truly,



R. Strader
 Bylaws and Inspections Manager
 BUILDING INSPECTION DEPARTMENT

RS/pr

Commissioners' Comments

We would recommend Council pass the appropriate bylaw amendments as outlined by the Bylaws & Inspections Manager.

This is in accordance with the Parking Report previously approved by Council.

"R.J. MCGHEE", Mayor
 "M.C. DAY", City Commissioner

DATE: February 7, 1989
TO: Bylaws & Inspections Manager
FROM: City Clerk
RE: AMENDMENTS TO VARIOUS BYLAWS

Your reports of January 25 and January 30, 1989, were presented to Red Deer City Council at their meeting on February 6, 1989, and upon consideration of these matters relative to budget approval, the following bylaws received three readings.

Bylaw 2439/A-89, the Building Bylaw, pertains to building permit fee increases.

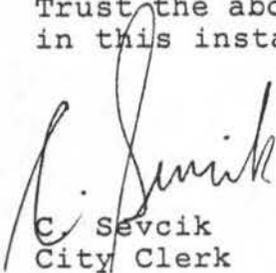
Bylaw 2800/A-89, the Traffic Bylaw, pertains to increases in penalties for meter violations, parking of trailers, and other housekeeping changes.

Bylaw 2590/A-89, the Municipal Planning Commission Bylaw, pertains to advertising and caveat charges.

Bylaw 2943/A-89, the Dog Bylaw, pertains to increase in the license fee.

Enclosed herewith is a copy of each of the foregoing bylaw amendments, and you will be receiving copies of these changes for your office consolidation in due course.

Trust the above is satisfactory, we thank you for your submissions in this instance.


C. Sevcik
City Clerk
CS/ds
Encl.

c.c. Dir. of Community Services
Dir. of Engineering Services
Fire Chief
Parks Manager
R.C.M.P. Inspector
Transit Manager
Dir. of Library Services
Secretary, M.P.C.

NO. 3

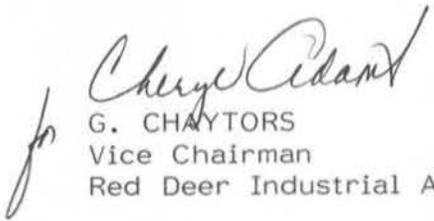
January 23, 1989

TO: RED DEER CITY COUNCIL
FROM: RED DEER INDUSTRIAL AIRPORT COMMISSION
RE: DESIGNATION OF AVIATION WEEK

The Airport Commission, at its January 19, 1989 meeting, met with representatives from the Red Deer Airshow Association who requested the designation of Aviation Week by the City of Red Deer. Following is a resolution recommending approval of the designation to City Council.

"THAT the Red Deer Industrial Airport Commission recommend to Council of the City of Red Deer the designation of Aviation Week during the week of the Red Deer Airshow in the City of Red Deer, and as supported by the Airport Commission."

The above is submitted to Council for your consideration and final approval.


G. CHAYTORS
Vice Chairman
Red Deer Industrial Airport Commission

Commissioners' Comments

This is for Council's information. The proclamation will be looked after through the Mayor's Office.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

NO. 4

January 23, 1989

TO: CITY COUNCIL
FROM: RED DEER INDUSTRIAL AIRPORT COMMISSION
RE: FEE BYLAW

At the January 19, 1989 meeting of the Red Deer Industrial Airport Commission, consideration was given to the proposed 1989 Fee Bylaw. Following is the resolution passed by the Commission in this respect.

"THAT the Red Deer Industrial Airport Commission, having considered the proposed Fee Bylaw for 1989 at the Red Deer Industrial Airport, hereby recommend approval of same to City Council."

Attached herewith is a copy of the 1988 and 1989 Fee Bylaws for your consideration. Trusting you will find the above satisfactory.

for 
G. CHAYTORS,
Vice Chairman
Red Deer Industrial Airport Commission

Attach:

c.c. R. Wardner

Commissioners' Comments

We would concur with the recommendations of the Airport Commission. The Landing Fees have been increased by about 5% and three new categories have been introduced for Aircraft Parking.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

RED DEER INDUSTRIAL AIRPORT1989 PROPOSED FEE BYLAWLANDING FEES

LOCAL AIRCRAFT - NO CHARGE
 GOVERNMENT AIRCRAFT - NO CHARGE
 ITINERANT AIRCRAFT - CHARGED AT THE FOLLOWING RATES, BASED ON GROSS TAKE OFF WEIGHT AS QUOTED IN TRANSPORT CANADA AIR TRAFFIC DESIGNATOR MANUAL TP 143 :

4,000 kg thru 21,000 kg	\$0.85 per 1,000 kg
21,001 kg thru 45,000 kg	\$1.10 per 1,000 kg
45,001 kg and above	\$1.35 per 1,000 kg

AIRCRAFT PARKING AND TIE DOWN FEES

FIRST 24 HOURS FREE FOR ALL AIRCRAFT

SINGLE ENGINE AIRCRAFT - EACH ADDITIONAL DAY \$1.25
 TO A MAXIMUM OF \$10.00 PER CALENDAR MONTH

MULTI ENGINE AIRCRAFT - EACH ADDITIONAL DAY \$2.50
 TO 12,000 Kg TO A MAXIMUM OF \$20.00 PER CALENDAR MONTH

MULTI ENGINE AIRCRAFT - EACH ADDITIONAL DAY \$2.75
 12,001 Kg TO 18,000 Kg TO A MAXIMUM OF \$30.00 PER CALENDAR MONTH

MULTI ENGINE AIRCRAFT - EACH ADDITIONAL DAY \$3.50
 18,001 Kg TO 30,000 Kg TO A MAXIMUM OF \$40.00 PER CALENDAR MONTH

MULTI ENGINE AIRCRAFT - EACH ADDITIONAL DAY \$4.00
 30,000 Kg AND ABOVE TO A MAXIMUM OF \$60.00 PER CALENDAR MONTH

VEHICLE PARKING

WITH ELECTRICAL PLUG IN - \$5.00 FIRST 24 HOURS
 - \$2.50 EACH ADDITIONAL DAY
 WITHOUT ELECTRICAL PLUG IN - NO CHARGE

VEHICLES PARKED IN EXCESS OF 7 DAYS MAY BE TOWED AT THE OWNERS EXPENSE UNLESS PRIOR ARRANGEMENTS ARE MADE WITH THE AIRPORT SUPERVISOR.

AVIATION FUEL TAXES

AVIATION FUEL - \$0.03 PER GALLON SOLD
 - \$0.0066 PER LITRE SOLD

TURBO FUEL - \$0.03 PER GALLON SOLD
 - \$0.0066 PER LITRE SOLD

WATER & WASTEWATER

WATER - \$10.65 PER 1,000 CUBIC FEET
 WASTEWATER - \$22.46 PER 1,000 CUBIC FEET
 BASED ON 66 % OF THE WATER USED

THESE RATES ARE SUBJECT TO CHANGE BASED ON CHANGES TO THE CITY OF RED DEER BY THE SUPPLIER.

SPECIAL EVENT FEES

THE USE OF A DESIGNATED PORTION OF THE AIRPORT GROUNDS REQUIRES THAT A LICENSE TO OCCUPY BE OBTAINED FROM THE CITY OF RED DEER A MINIMUM OF 30 DAYS PRIOR TO ANY EVENT BEING HELD. EVENTS THAT REQUIRE THE USE OF HAY LANDS ARE SUBJECT TO SPECIAL CONDITIONS AND REQUIRE THE PROMOTER TO MAKE APPLICATION FOR A LICENSE TO OCCUPY NO LATER THAN APRIL 1 OF THAT YEAR. EVENTS THAT INVOLVE SPECTATORS WILL BE CHARGED THE FOLLOWING RATES :

STATIC DISPLAYS OF AIRCRAFT

FLY-INS OR OTHER AIRCRAFT RELATED EVENTS THAT DO NOT INVOLVE DEMONSTRATIONS OF FLIGHT ARE BILLED AT \$10.00, IF NO ADMISSION OR COLLECTIONS ARE TAKEN. IF ADMISSION OR COLLECTIONS ARE TAKEN \$10.00 PLUS 15 % OF THE DAILY GROSS GATE RECEIPTS WILL BE CHARGED. THESE EVENTS ARE SUBJECT TO PRIOR APPROVAL BY THE ENGINEERING DEPARTMENT. A MAXIMUM OF 48 HOURS FOR ANY ONE EVENT WILL BE ALLOWED.

AIRSHOWS, COMPETITIONS, OR OTHER SPECIAL EVENTS

NO ADMISSION OR COLLECTION TAKEN
 - MINIMUM OF \$100.00 PER 24 HOUR PERIOD

ADMISSION OR COLLECTION TAKEN
 -MINIMUM OF \$100.00 PER 24 HOUR PERIOD
 - 15 % OF THE FIRST \$1500.00 (BOTH ADVANCE AND GATE SALES) AND
 5 % OF THE REMAINDER

CONCESSION, FOOD, AND NOVELTY SALES

- \$50.00 PER EVENT (HOLDERS OF LOCAL BUSINESS LICENSE)
- \$100.00 LICENSE PLUS \$50.00 PER EVENT (IF NO LOCAL BUSINESS LICENSE IS HELD)

ALL LEGAL FEES, INSURANCE, CROWD CONTROL, SET UP OF GROUNDS AND CLEAN UP ARE THE RESPONSIBILITY OF THE PROMOTER. ANY WORK REQUIRED BY CITY FORCES WILL BE BILLED AT COST PLUS 10 %.

MINIMUM BILLINGS

AIRPORT USAGE FEES WILL BE ACCUMULATED UNTIL THE SUM IS GREATER THAN THE CITY OF RED DEER MINIMUM BILLING. FEES LESS THAN THE MINIMUM BILLING AS OF DECEMBER 31 OF EACH YEAR WILL BE WAIVED.

NON PAYMENT PENALTIES

INTEREST OF 1.5 % PER MONTH ON THE UNPAID BALANCE

RED DEER INDUSTRIAL AIRPORT1988 FEE BYLAWLANDING FEES

LOCAL AIRCRAFT - NO CHARGE
 GOVERNMENT AIRCRAFT - NO CHARGE
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NON PAYMENT PENALTIES

INTEREST OF 1.5 % PER MONTH ON THE UNPAID BALANCE

DATE: February 7, 1989
TO: Red Deer Industrial Airport Commission
FROM: City Clerk
RE: SCHEDULE OF FEES/RED DEER INDUSTRIAL AIRPORT FEE BYLAW
AMENDMENT 2933/A-89

The report submitted by the Airport Commission dated January 23, 1989, was presented to Red Deer City Council at its meeting on February 6, 1989.

At said meeting, the above noted Bylaw was given three readings, and we enclose herewith a copy of Bylaw 2933/87, as amended, for your records.

Trusting you will find this satisfactory.



C. Sevcik
City Clerk
CS/ds
Encl.

c.c. Secy., Airport Commission
Dir. of Engineering Services
Ron Wardner
Bob Evans

January 23, 1989

TO: CITY COUNCIL
FROM: RED DEER INDUSTRIAL AIRPORT COMMISSION
RE: LEASE OF AIRPORT

As Council may be aware, the lease on the Red Deer Industrial Airport between the City and the Province expires in 1989. Consideration of this fact was given by the Airport Commission at its January 19, 1989 meeting and at which time the following resolution was passed.

"THAT the Red Deer Industrial Airport Commission hereby recommend to Council of the City of Red Deer that the City negotiate the best deal possible with the Province of Alberta to continue running the Airport in Penhold."

During discussions on the above, it was noted that no operating grant is received from the Province and that perhaps this could be discussed during negotiations. Also noted was the lack of fire fighting equipment and concern that the taxes go to the County of Red Deer as opposed to the City, who do all the regular upkeep of the Airport.

The above information is submitted to Council for their consideration.


G. CHAYTORS
Vice Chairman
Red Deer Industrial Airport Commission

Commissioners' Comments

Submitted for Council's information.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

File No. R-30522

DATE: January 30, 1989
TO: MAYOR & COUNCIL
FROM: JACK ENGEL, CHAIRMAN
RECREATION PARKS & CULTURE BOARD
RE: BID TO HOST 1990 TEAM PARKLAND TRIALS

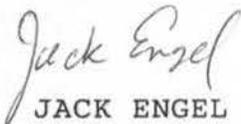
The mayors of all central Alberta municipalities received a letter of invitation to bid for the right to host the 1990 Winter Parkland Team Trials. This is what might be better known as zone games that lead up to the Alberta Games and while all municipalities are extended the invitation to bid the intent of these trials is to make them available to the smaller municipality who does not have an opportunity to host more major events such as Alberta Games. In 1989 the Team Parkland Trials will be held in Lacombe.

The Recreation Parks & Culture Board considered this offer at our meeting January 24th and a resolution was passed recommending that we do not bid for these Games for the reasons already given and as recommended by the Recreation & Culture Manager.

Moved by L. Luders, seconded by L. Paradis

"That the Recreation Parks & Culture Board recommend to City Council that The City of Red Deer not accept the invitation to bid to host the 1990 Parkland Trials."

MOTION CARRIED


JACK ENGEL

LRH/kl

c.c. Craig Curtis

Commissioners' Comments

We support the recommendations of the Recreation, Parks & Culture Board.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

File No. R-30522

DATE: January 30, 1989
TO: MAYOR & COUNCIL
FROM: JACK ENGEL, CHAIRMAN
RECREATION PARKS & CULTURE BOARD
RE: BID TO HOST 1990 TEAM PARKLAND TRIALS

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Moved by L. Luders, seconded by L. Paradis

"That the Recreation Parks & Culture Board recommend to City Council that The City of Red Deer not accept the invitation to bid to host the 1990 Parkland Trials."

MOTION CARRIED

JACK ENGEL

LRH/kl

c.c. Craig Curtis

Central
B/F
Dec 20
Jan. 4
Jan. 31

DATE: December 8, 1988
TO: Recreation and Culture Manager
FROM: Executive Assistant to the Mayor and Commissioner
RE: INVITATION TO BID TO HOST THE 1990 TEAM PARKLAND WINTER TRIALS

Attached is a copy of a letter dated December 5, 1988 from Mr. Don Moore, Chairman, Zone 4 Committee of the Alberta Sport Council, concerning the above-noted subject.

Would you please review this and provide recommendation to this office as to whether or not we should submit a letter of intent.

Thank you.

PATRICIA M. SHAW
Executive Assistant to the
Mayor and Commissioner

PMS/bd

Att.



Provincial Building,
4920 - 51 Street, Red Deer, Alberta T4N 6K8
Telephone: (403) 340-5529

December 5, 1988

Robert McGhee, Mayor
4914 - 48 Avenue
P.O. Box 5008
Red Deer, Alberta
T4N 3T4

Dear Mayor McGhee:

The Zone 4 Committee of the Alberta Sport Council extends an invitation to your municipality to bid to host the 1990 Team Parkland Winter Trials.

Though this will be the first ever winter event of its kind, Lacombe will be hosting the Team Parkland Summer Trials, July 7 to 9, 1989.

The Trials are a two to three day Sport Festival which serves as a lead-up activity to the Alberta Games. Up to \$200 per sport will be provided by the Alberta Sport Council for sports aligning with the 1990 Alberta Winter Games which can serve as Zone 4 Playoffs. A minimum of 5 of these Zone Playoffs must be included in the proposed activity package to be eligible for funding. Other requirements include holding an opening ceremonies, cultural events, and demonstration competitions for other sports and/or age groups. To help offset the cost of some of these extras, it will be important for potential hosts to enlist the enthusiastic support of the business sector, clubs, service groups and municipal administration.

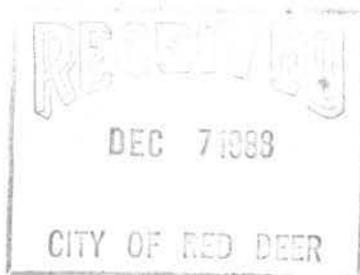
If your community is interested in bidding or would like to receive copies of the Operations Manual for the Trials, please contact the Alberta Sport Council, Zone 4 Office at #340-5529. The deadline to submit bids is MARCH 15, 1989.

Our Zone 4 Committee is very excited about this project and the impact it will have on athletes, coaches and volunteers in the Parkland. We look forward to reviewing the bids and seeing this project come to life.

Sincerely,

A handwritten signature in cursive script that reads "Don Moore".

Don Moore
Chairman, Zone 4 Committee



/ct

DATE: January 24, 1989
TO: Mayor and Members of Council
FROM: Manager Economic Development
RE: BRUIN'S PLUMBING LTD. PURCHASE OF PUBLIC RESERVE

The attached letter from Bruin's Plumbing Ltd. is requesting that some consideration be given to reducing the sale price of the Public Reserve adjoining the Bruin's Plumbing Ltd. land, by an amount equivalent to the advertising and legal survey fees. The resolution of Council, passed at their meeting of October 17, 1988 spells out in detail under Clause 6 that the responsibility for costs associated with advertising the cancellation of the public reserve and any survey costs be the responsibility of Bruin's Plumbing Ltd.

The parcel in question, consists of 11,550 sq. ft., and based on our land sale price of \$62,500/acre, the sale price would be \$16,563. Costs associated with the survey and advertising for the disposal of the public reserve, are approximately \$2300. On a previous sale involving an adjacent piece of property which was not public reserve, Council agreed to pay survey and legal fees associated with the surveying and consolidating of the two properties.

Certainly, as Mr. Bruin points out, the City is selling the land at the price we charge for fully serviced parcels, with no additional servicing costs being required on this site.

We would therefore recommend that Council agree to amend the original resolution by changing Claus 6 to read:

"responsibility for costs associated with advertising the cancellation of the public reserve, any surveying and consolidating the land into the existing Bruin's Plumbing Ltd., to be the responsibility of The City of Red Deer"

Respectfully submitted,



Alan V. Scott
MANAGER ECONOMIC DEVELOPMENT

AVS/mm

Att.



Bruin's PLUMBING

Ltd.

4811-78 Street

Phone 343-6060

RED DEER, ALBERTA

T4P 1N5

38.

City of Red Deer
Box 5008
Red Deer, Alta.
T4N 3T4

December 15, 1988

ATTENTION: Al Scott (Economic Development)

RE: Bruin's Plumbing Ltd - Land Acquisition

THE CITY OF RED DEER	
TIME	11:05
	Dec. 16/88
BY	[Signature]

Dear Al:

Please note item #6 on page 8 of attached sheet.

We would like to ask the council through yourself to delete the charges associated with the land acquisition.

Our reason for this request is that the land in question is to be charged at \$62,500.00/acre as per agreement. This is a price which includes services. As this particular property does not need any servicing which should be a considerable saving to the City of Red Deer, we feel that the other charges associated with the purchase should be carried by the City of Red Deer.

It is in fact a trade off, and we feel that the cost for servicing a property would be much in excess of the charges associated with the purchase of the property.

We thank you for your consideration in this matter and look forward to your reply.

Yours Truly,

BRUIN'S PLUMBING

Herman Bruin

HB/js
Encl.

DATE: October 19, 1988

39.

TO: Economic Development Manager

FROM: City Clerk

RE: BRUIN'S PLUMBING/PORCION OF PUBLIC RESERVE ACQUISITION

Your report of October 11, 1988, concerning the above was presented to Council October 17, 1988, and at which meeting Council passed the following motion.

"RESOLVED that Council of The City of Red Deer, having considered the report from the Economic Development Manager dated October 11, 1988, re: Bruin's Plumbing, Acquisition of Portion of Public Reserve, hereby approve the acquisition of a portion of public reserve at the rear of 4811 - 78 Street, subject to the following conditions:

1. price to be determined at the rate of \$62,500 per acre
2. area of public reserve being 11,550 sq. ft. plus or minus (0.265 acres plus or minus)
3. the removal of the existing fence and its relocation to the new property line to be the responsibility of Bruin's Plumbing Ltd.
4. any additional fill required to bring the property to grade, to be contained within an area bounded by the new fence
5. the lands to be disposed of in accordance with the provisions of the Planning Act with the proceeds from the sale of reserve lands to be deposited in the Public Reserve Fund
6. responsibility for cost associated with advertising the cancellation of the public reserve, any surveying and consolidating the land into the existing Bruin's Plumbing Ltd., to be the responsibility of Bruin's Plumbing Ltd.
7. an agreement satisfactory to the City Solicitor

and as recommended to Council October 17, 1988, by the Administration."

DATE: January 19, 1989

TO: Economic Development Manager

FROM: Land Supervisor

RE: APPLICATION BY BRUIN'S PLUMBING LTD.
FOR LAND PRICE REDUCTION

Further to your memo of December 20, 1988, we submit the following comments.

The relaxation as requested by Bruin's Plumbing Ltd. of item 6 of the City Council resolution pertaining to advertising and legal survey fees, would be consistent with the recent transaction to Frenette Trucking, whereby the land was sold at a value considered to be market and included the survey and legal fees.



W. F. Lees

WFL/bw

Commissioners' Comments

We would concur with the recommendations of the Economic Development Manager. If Council concurs with this recommendation, we will begin the advertising for disposal of said reserve in accordance with the provisions of the Planning Act.

"R.J. MCGHEE"

Mayor

"M.C. DAY"

City Commissioner



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
Fax: (403) 346-1570

December 5, 1988

Mr. C. Sevcik,
City Clerk
City of Red Deer
Box 5008
Red Deer, Alta.
T4N 3T4

Dear Sir:

Re: Proposed Land Use Amendment
By-law No. 2672/W-88

You may recall the City Council agreed to sell a portion of public reserve to Bruin's Plumbing Ltd. for expansion of their business located on Lot 10, Block 4, Plan 772 0064.

The plan of subdivision to add to the lot is under consideration by the Red Deer Regional Planning Commission. To finalize this matter, it is necessary to redesignate that strip of land from A2 to I-1.

The required Land Use Amendment is attached.

Yours truly,

D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION
DR/cc

John Horn is Surveyor
D. Rouhi
88/12/05

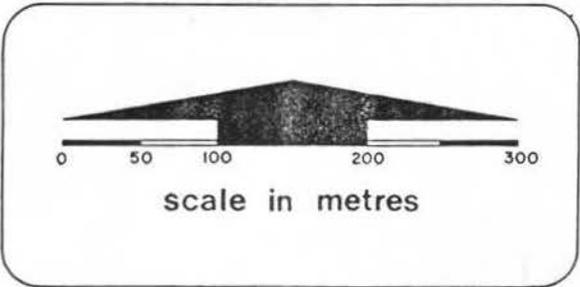
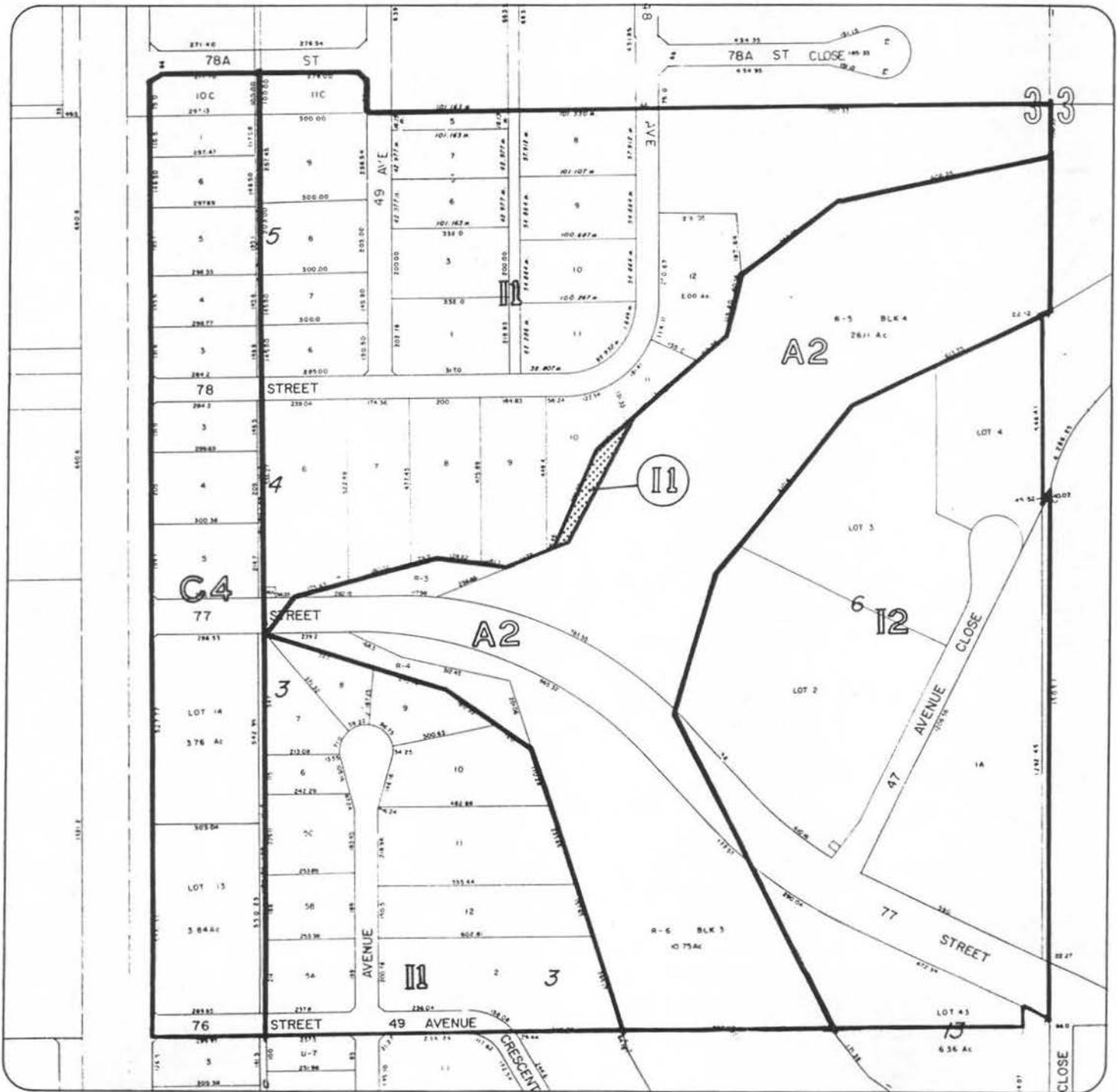
Attachment

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 DIOSBURY—TOWN OF ECKVILLE—TOWN OF INNISFAIL—TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTTLER—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 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 NORGLNWOLD—SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—SUMMER VILLAGE OF JARVIS BAY—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17—COUNTY OF PAINTEARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTTLER No. 6—MUNICIPAL DISTRICT OF CLEARWATER No. 99

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

G14

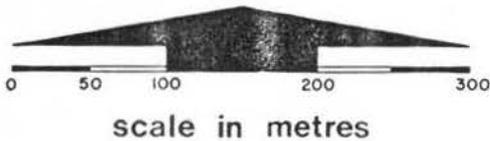
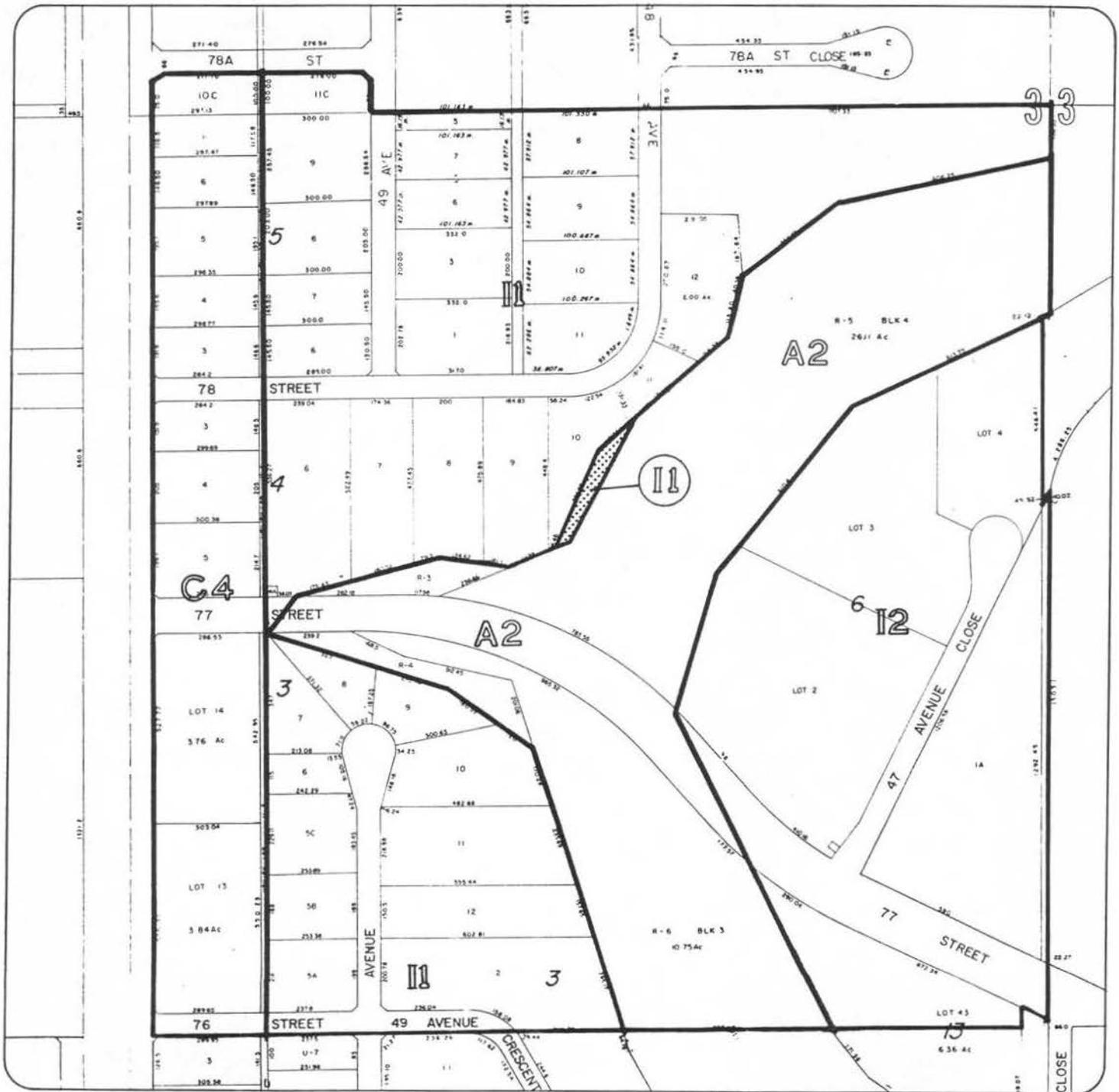


Revisions : MAP NO. 15/88
(BYLAW No. 2672/W-88)

Change from **A2** to **I1** .

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

G14



Revisions :

MAP NO. 15/88
(BYLAW No. 2672/W-88)

Change from A2 to I1 .

*Phoned A Scott 88/12/1
-proceeding with will call
B. Lees.*

DATE: October 19, 1988
TO: Economic Development Manager
FROM: City Clerk
RE: BRUIN'S PLUMBING/PORCION OF PUBLIC RESERVE ACQUISITION

Your report of October 11, 1988, concerning the above was presented to Council October 17, 1988, and at which meeting Council passed the following motion.

"RESOLVED that Council of The City of Red Deer, having considered the report from the Economic Development Manager dated October 11, 1988, re: Bruin's Plumbing, Acquisition of Portion of Public Reserve, hereby approve the acquisition of a portion of public reserve at the rear of 4811 - 78 Street, subject to the following conditions:

1. price to be determined at the rate of \$62,500 per acre
2. area of public reserve being 11,550 sq. ft. plus or minus (0.265 acres plus or minus)
3. the removal of the existing fence and its relocation to the new property line to be the responsibility of Bruin's Plumbing Ltd.
4. any additional fill required to bring the property to grade, to be contained within an area bounded by the new fence
5. the lands to be disposed of in accordance with the provisions of the Planning Act with the proceeds from the sale of reserve lands to be deposited in the Public Reserve Fund
6. responsibility for cost associated with advertising the cancellation of the public reserve, any surveying and consolidating the land into the existing Bruin's Plumbing Ltd., to be the responsibility of Bruin's Plumbing Ltd.
7. an agreement satisfactory to the City Solicitor

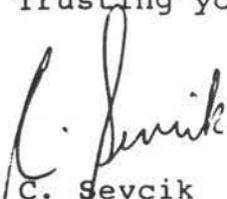
and as recommended to Council October 17, 1988, by the Administration."

Page 2
Economic Development Manager
October 19, 1988

The decision of Council in this instance is submitted for your information and I trust that you will convey said decision to Bruin's Plumbing.

If the conditions are acceptable to Bruin's Plumbing, it will be necessary to dispose of the reserve lands in accordance with the provisions of the Planning Act. I trust that you will ensure said disposal is undertaken in due course and also that an agreement is prepared for execution by both parties as provided in the above noted resolution.

Trusting you will find this satisfactory.



C. Sevcik
City Clerk
CS/ds

c.c. Dir. of Community Services
City Assessor
Parks Mgr.
Urban Planner
Dir. of Finance
Dir. of Eng. Services
Bylaws & Inspections Manager

DATE: July 13, 1988
TO: Economic Development Manager
FROM: City Clerk
RE: BRUIN'S PLUMBING ACQUISITION PORTION OF PUBLIC RESERVE

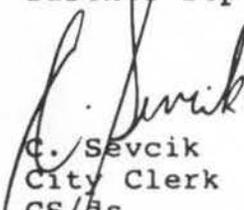
Your report dated July 4, 1988, concerning the above topic was presented to Council July 11, 1988, and at which meeting Council passed the following motion.

"RESOLVED that Council of The City of Red Deer having considered the offer by Bruin's Plumbing Ltd. to acquire a portion of public reserve at the rear of 4811 - 78 Street hereby approve said application in principle subject to a satisfactory agreement with the applicant."

While Council approved the application in principle, Council in general does not agree to the sale of the amount of public reserve shown on Map B (page 82 of the agenda). It appeared to be the general consensus of Council that an acceptable compromise would be the sale of only those reserve lands lying between the southeast property line of the lot and a straight line joining the existing corners as outlined in red on the attached plan.

I trust that you will convey this decision to Bruin's Plumbing and provided that a mutual agreement can be obtained between the applicant and the administration, a further report should be submitted to Council for final approval and reserve disposal in accordance with the provisions of the Planning Act.

Trusting you will find this satisfactory and we look forward to a further report in due course.



C. Sevcik
City Clerk
CS/ds

c.c. City Commissioners
Dir. of Community Services
Dir. of Engineering Services
Bylaws & Inspections Mgr.
Parks Mgr.
Urban Planner
City Assessor
E.L. & P. Manager

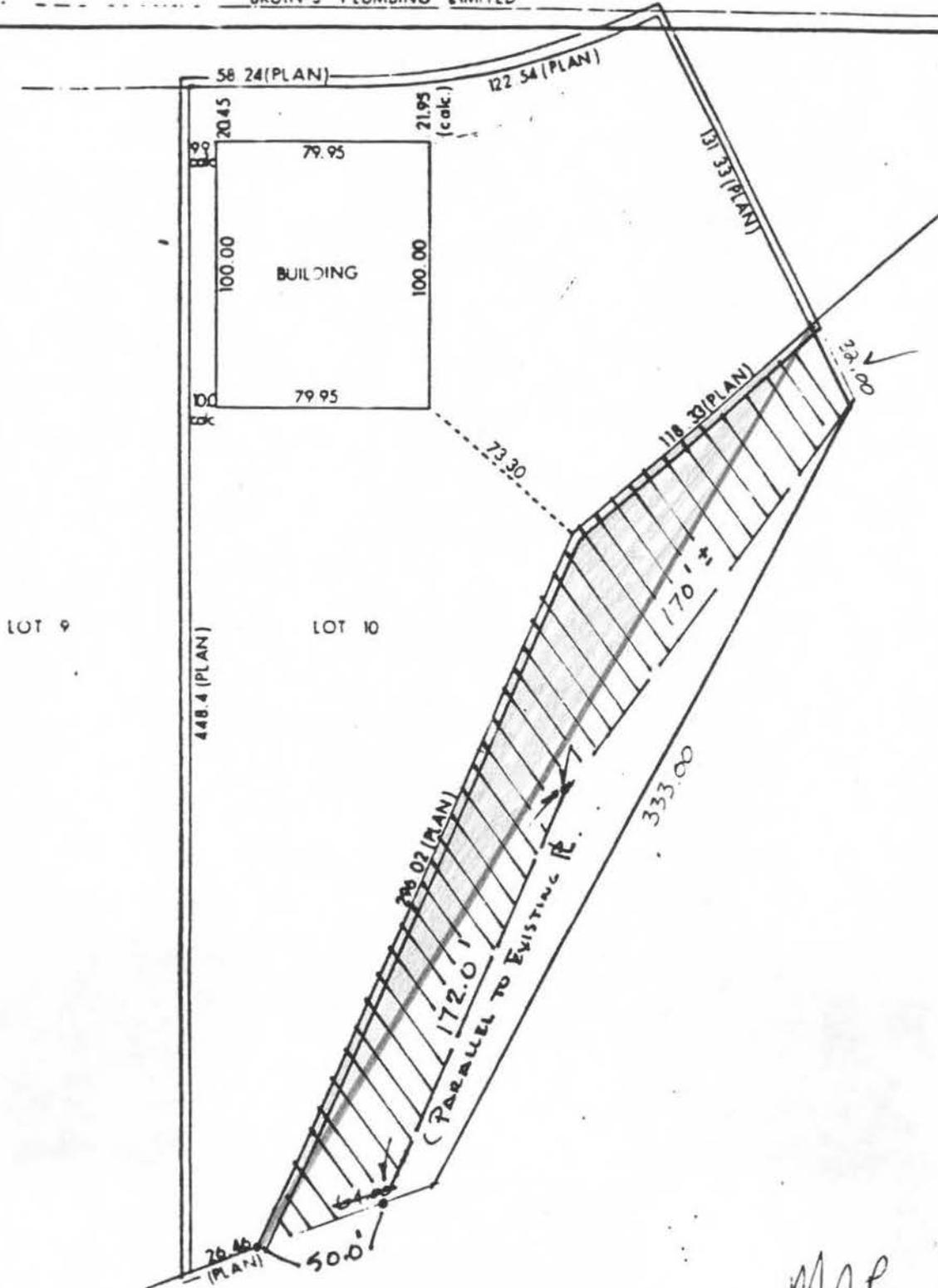
SURVEYOR'S CERTIFICATE

82
CLARK, SWANBY, GRANT *Surveyors*
— a division of —
CLARK, SWANBY, & Associates Ltd.
Box 364, RED DEER, Alta.,
Telephone: — 343-2172

LEGAL DESCRIPTION: Lot(s) 10 BLOCK 4 PLAN 772-0065

ADDRESS: 4811 78th STREET

OWNER: BRUIN'S PLUMBING LIMITED



MAP "B"

DATE: FEBRUARY 7, 1989
TO: ECONOMIC DEVELOPMENT MANAGER
FROM: CITY CLERK
RE: BRUINS PLUMBING LTD./ PURCHASE OF PUBLIC RESERVE

Your report dated January 24, 1989 concerning the above topic was presented to Council February 6th and at which meeting Council passed the following motion:

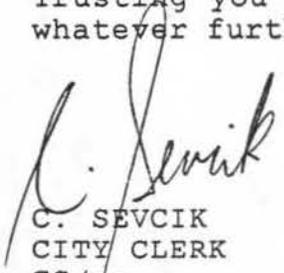
"RESOLVED that Council of The City of Red Deer hereby agree that the Council resolution of October 17, 1988, pertaining to acquisition of a portion of Public Reserve by Bruin's Plumbing be amended by changing Condition 6 to read as follows:

6. The costs associated with advertising the cancellation of the Public Reserve, any surveying and consolidating the land into the existing Bruin's Plumbing Ltd. lot, to be the responsibility of The City of Red Deer."

The decision of Council in this instance is submitted for your information, and I trust that you will convey said decision to Bruins Plumbing Ltd.

By way of a copy of this memo we are requesting the CITY ASSESSOR to proceed with the survey. By way of a copy of this memo we would also request that the City Assessor provide us with a copy of said plan in order that we might proceed with the advertising for cancellation of the Reserve.

Trusting you will find this satisfactory, and that you will take whatever further action is deemed necessary on behalf of the City.


C. SEVCIK
CITY CLERK
CS/sp

c.c. City Assessor
Director of Engineering Services
Director of Community Services
Urban Planner
Bylaws & Inspections Manager
Parks Manager

NO. 8

41.

File No. R-30521

DATE: January 30, 1989

TO: MAYOR & COUNCIL

FROM: JACK ENGEL, CHAIRMAN
RECREATION PARKS & CULTURE BOARD

RE: 1989 CRC COMMUNITY/SERVICE ORGANIZATION APPLICATIONS

The Recreation Parks & Culture Board, in a special meeting held Tuesday, January 24th, reviewed applications from 44 organizations with 62 projects. These applications totaled \$732,553.88 and the funds available for distribution totaled \$329,034.00. After a thorough review of all applications the Board recommends to you the approval of the projects attached.


JACK ENGEL

/kl

Att.

c.c. Craig Curtis

DATE: January 30, 1989
TO: CITY COUNCIL
FROM: CRAIG CURTIS
Director of Community Services
RE: 1989 C.R.C. GRANT APPLICATIONS

CS-2.067

1. The Community Recreation/Cultural (C.R.C.) Grant applications were reviewed and commented upon by the Recreation & Culture Manager, the Parks Manager, the Museums Director and myself. These comments were considered by the Recreation, Parks & Culture Board at its meeting on January 24th, 1989. The Board's recommendations for funding are outlined in the attached report.

2. RECOMMENDATION

I recommend that City Council endorse the C.R.C. Grant allocation as proposed by the Recreation, Parks & Culture Board.



CRAIG CURTIS

CC:dmg

Attachment

c. Jack Engel, Recreation, Parks & Culture Board Chairman
Don Batchelor, Parks Manager
Lowell Hodgson, Recreation & Culture Manager
Morris Flewwelling, Museums Director

Commissioners' Comments

We would recommend that Council approve the distribution of funds as recommended by the Recreation, Parks & Culture Board.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

1989 CRC GRANT APPLICATION RECREATION PARKS & CULTURE BOARD RECOMMENDATIONS

<u>ORGANIZATION</u>	<u>R/C</u>	<u>PROJECT</u>	<u>GRANT</u>	<u>DESCRIPTION OF PROJECT</u>	<u>RECOMM'D</u>	<u>NOT RECOMM'D</u>
C FOUNDATION	REC	C	\$150,000.00	RESURFACE 40 METER TRACK AT RDC WITH RUBBERIZED MATERIAL	20,000.00	130,000.00
D DEER TENNIS CLUB	REC	C	\$3,000.00	PURCHASE & ERECT WIND SCREENING FOR 8 SOUTH COURTS	3,000.00	
W. SMITH DEVELOPMENT ASSOC.	REC	P	\$2,500.00	DEVELOP A PLAN FOR PLAY AREAS SOUTH & NORTH OF SCHOOL; FENCE PORTIONS OF PLAYGROUND; ADD TREES & SHRUBS ON PLAYGROUND		2,500.00
W. SMITH DEVELOPMENT ASSOC.	REC	C	\$7,500.00	DEVELOP PLAY AREAS SOUTH & NORTH OF SCHOOL; FENCE PORTIONS OF PLAYGROUND; ADD TREES & SHRUBS ON PLAYGROUND	6,000.00	1,500.00
THSIDE COMMUNITY ASSOCIATION	REC	C	\$2,325.00	CONSTRUCTION OF ASPHALT PAD NEXT TO NORTH ELEMENTARY SCHOOL		2,325.00
AL CANADIAN LEGION	REC	O	\$1,500.00	R.C.L. applying on behalf of Canada Fitweek Committee for funds to assist with week of activities during Canada Fitweek	1,000.00	500.00
. TWILIGHT HOMES FOUNDATION	REC	C	\$36,498.00	RECREATION CENTRE SPA ADDITION - WHIRLPOOL FACILITY	35,000.00	1,498.00
DEER CONCERT SOCIETY	CUL	O	\$7,344.00	1989/90 SERIES OF 5 CONCERTS	7,344.00	
'L FOLK FESTIVAL SOCIETY	CUL	O	\$6,850.00	STAGE ANNUAL FOLK FESTIVAL	5,500.00	1,350.00
'L FOLK FESTIVAL SOCIETY	CUL	O	\$5,000.00	CONTINUE OPERATION AND DEVELOP GREATER USE OF CRONQUIST HOUSE	4,000.00	1,000.00
'L FOLK FESTIVAL SOCIETY	CUL	C	\$52,995.00	DEVELOPMENT OF MEMORIAL CENTRE AS MULTI-ETHNIC HALL	47,078.00	5,917.00
. MINOR FOOTBALL ASSOC.	REC	C	\$1,515.00	PURCHASE OF 30	900.00	615.00

1989 CRC GRANT APPLICATION RECREATION PARKS & CULTURE BOARD RECOMMENDATIONS

<u>ORGANIZATION</u>	<u>R/C</u>	<u>PROJECT</u>	<u>GRANT</u>	<u>DESCRIPTION OF PROJECT</u>	<u>RECOMM'D</u>	<u>NOT RECOMM'D</u>
MARTIN PARENT ASSOC.	REC	C	\$5,000.00	FOOTBALL HELMETS PLAYGROUND BEAUTIFI- CATION; CREATION OF SAFETY ZONE IN BACK LANE; ADDITION OF TIRE SWING & 2 BASKETBALL STANDARDS	3,000.00	2,000.00
D. MINOR HOCKEY COMM.	REC	O	\$16,640.00	OPERATING EXPENSES: SALARIES, BENEFITS, OFFICE RENT & EQUIPMENT	4,000.00	12,640.00
ER PARK ALLIANCE CHURCH	CUL	C	\$1,933.00	PURCHASE & INSTALL THEATRE LIGHTING		1,933.00
ER PARK ALLIANCE CHURCH	CUL	O	\$2,000.00	STAGE CHRISTMAS MUSICAL (3 NIGHTS) IN THEATRE SETTING		2,000.00
ER PARK ALLIANCE CHURCH	CUL	C	\$2,250.00	PURCHASE UPRIGHT PIANO TO TRAIN ACCOMPANISTS		2,250.00
D. GOLDEN CIRCLE SOCIETY	REC/CUL	C	\$21,000.00	REPLACEMENT OF ROOF ON GOLDEN CIRCLE	15,000.00	6,000.00
L AB INDO-CANADIAN ASSOC.	CUL	O	\$2,800.00	FUNDING FOR INDIA- CANADA CULTURAL NITE		2,800.00
L AB REGIONAL SCIENCE FAIR	CUL	C	\$4,500.00	PURCHASE OF 90 DISPLAY TABLES		4,500.00
L AB REFUGEE EFFORT COMM.	CUL	O	\$4,000.00	MULTICULTURAL EDUCATION SUMMER PROGRAM	4,000.00	
D. & DIST. MUSEUM SOCIETY	CUL	C	\$24,500.00	CONSTRUCT EXHIBITION "WHERE THE OLD MAN SLEPT" (HISTORY OF NATIVE PEOPLE IN CENTRAL ALBERTA)	12,250.00	12,250.00
D. & DIST. MUSEUM SOCIETY	CUL	C	\$5,000.00	RENOVATE FOYER OF MUSEUM	5,000.00	
D. & D. ALLIED ARTS COUNCIL	CUL	C	\$2,426.50	PURCHASE OF EQUIPMENT AND FURNITURE FOR MEETINGS & WORKSHOPS	2,400.00	26.50
D. & D. ALLIED ARTS COUNCIL	CUL	C	\$6,000.00	UNDERGROUND WIRING	6,000.00	

1989 CRC GRANT APPLICATION RECREATION PARKS & CULTURE BOARD RECOMMENDATIONS

<u>ORGANIZATION</u>	<u>R/C</u>	<u>PROJECT</u>	<u>GRANT</u>	<u>DESCRIPTION OF PROJECT</u>	<u>RECOMM'D</u>	<u>NOT RECOMM'D</u>
D. & D. ALLIED ARTS COUNCIL	CUL	O	\$25,000.00	FOR OLD COURT HOUSE COMMUNITY CENTRE OPERATING ASSISTANCE FOR DAILY OPERATING EXPENSES	22,000.00	3,000.00
AB PIONEERS & OLD TIMERS	REC/CUL	C	1,013.88	ERECT A COVER FOR STEP AND WHEELCHAIR RAMP	1,000.00	13.88
AB PIONEERS & OLD TIMERS	REC/CUL	C	1,037.50	PURCHASE AND INSTALL VEHICLE STOPPERS IN PARKING LOT		1,037.50
AB PIONEERS & OLD TIMERS	REC/CUL	C	1,200.00	ERECTION OF CHAIN LINK FENCE TO REPLACE WOOD FENCE		1,200.00
AB TALENT EDUCATION	CUL	O	3,862.28	FUNDING ASSISTANCE: 1. FALL WORKSHOP 2. SUZUKI CONCERT 3. RECITALS 4. SUZUKI WORKSHOPS 5. PARENT SESSIONS 6. LEARNING RESOURCE CENTRE/SCHOLARSHIPS		3,862.28
DEER SPECIAL OLYMPICS	REC	C	1,500.00	PURCHASE OF UNIFORMS	1,000.00	500.00
COMMUNITY BAND SOCIETY	CUL	C	5,000.00	PURCHASE OF MUSIC SCORES, MUSIC STORAGE CLOSETS & WARDROBE STORAGE	5,000.00	
FESTIVAL OF THE PERFORMING ARTS KIN PLACE COMMUNITY ASSOC.	CUL CUL/REC	O C	5,050.00 22,000.00	BUILDING OF EXTENSION TO BOWER-KIN PLACE: A) 2 STORAGE AREAS B) ADDITIONAL SEATING	2,000.00	3,050.00 22,000.00
VIEW KINDERGARTEN SOCIETY	REC	C	2,126.00	NEW PLAY STRUCTURE FOR PLAY AREA IN FRONT OF G.H.DAWE SCHOOL	1,000.00	1,126.00
OLDTIMERS HOCKEY ASSOC.	REC	C	3,261.20	COMPLETE FURNISHINGS FOR KIN CITY MEETING & CONFERENCE ROOM	3,261.20	

1989 CRC GRANT APPLICATION RECREATION PARKS & CULTURE BOARD RECOMMENDATIONS

<u>ORGANIZATION</u>	<u>R/C</u>	<u>PROJECT</u>	<u>GRANT</u>	<u>DESCRIPTION OF PROJECT</u>	<u>RECOMM'D</u>	<u>NOT RECOMM'D</u>
DEER BOXING CLUB	REC	C	2,000.00	PURCHASE OF BOXING RING FOR TRAINING AND COMPETITION	1,000.00	1,000.00
RY WOOD NATURE CENTRE ASSOCIATION	CUL	C	\$6,000.00	PROPOSAL FOR BUILDING ADDITION	6,000.00	
RY WOOD NATURE CENTRE ASSOCIATION	CUL	C	\$500.00	AQUISITION OF BINOCULARS	500.00	
RY WOOD NATURE CENTRE ASSOCIATION	CUL	C	\$1,000.00	ACQUISITION OF LAMINATOR	1,000.00	
RY WOOD NATURE CENTRE ASSOCIATION	CUL	C	\$1,000.00	PROPOSAL FOR EXHIBIT HALL ACTIVITY PACKS		1,000.00
RY WOOD NATURE CENTRE ASSOCIATION	CUL	P	\$700.00	PROPOSAL FOR BUILDING ADDITION		700.00
RY WOOD NATURE CENTRE ASSOCIATION	CUL	P	\$500.00	PROPOSAL FOR BOOKSTORE REDESIGN		500.00
RY WOOD NATURE CENTRE ASSOCIATION	CUL	P	\$500.00	PROPOSAL FOR EXHIBIT HALL ACTIVITY PACKS		500.00
RY WOOD NATURE CENTRE ASSOCIATION	CUL	P	\$1,200.00	PROPOSAL FOR DISCOVERY ROOM EXHIBITS		1,200.00
RY WOOD NATURE CENTRE ASSOCIATION	CUL	P	\$1,000.00	PROPOSAL FOR CHILDREN'S ACTIVITY AREA	500.00	500.00
EASTVIEW COMM. SCHOOL ADV. COUNCIL	REC	C	\$5,150.00	EASTVIEW RECREATION AREA	5,150.00	
EASTVIEW MEADOWS COMM. ASSOC.	REC/CUL	C	\$41,300.00	COMMUNITY SHELTER	10,000.00	31,300.00
DEER FLYING CLUB	REC	C	\$5,705.00	ADDITION TO BUILDING		5,705.00
FILIPPINE-CANADIAN ASSOC. OF RED DEER	CUL	O	\$2,100.00	ENCOURAGE PARTICIPATION AMONG FILIPINO-CANADIAN CITIZENS		2,100.00
SKI CLUB	REC	C	\$1,450.00	PURCHASE A COMPUTER SYSTEM	1,450.00	
HENER HILL CURLING ASSOC.	REC	C	\$14,650.00	UPGRADING OF FACILITY		14,650.00
ORCHESTRA ASSOC.	CUL	O	\$12,000.00	OPERATION OF 4 CONCERTS	2,000.00	10,000.00
ORCHESTRA ASSOC.	CUL	O	\$4,000.00	INITIATE FOUR WORKSHOPS	4,000.00	
PH & VOLTR. ASSOC. OF R.D.	REC	C	\$23,000.00	RECREATION ROOM IN ADJACENT HOUSE	23,000.00	
ALL CITY ORCHESTRA ASSOC.	CUL	O	\$7,900.00	TRAVELING TO MUSICFEST CANADA		7,900.00

1989 CRC GRANT APPLICATION RECREATION PARKS & CULTURE BOARD RECOMMENDATIONS

<u>ORGANIZATION</u>	<u>R/C</u>	<u>PROJECT</u>	<u>GRANT</u>	<u>DESCRIPTION OF PROJECT</u>	<u>RECOMM'D</u>	<u>NOT RECOMM'D</u>
SOC.						
D. FAMILY CA	REC	DBT. RETIREMT.	\$100,000.00	FACILITY UPGRADING	45,000.00	55,000.00
D. TITANS GBY FOOTBALL UB	REC	P/C	\$10,000.00	DEVELOPMENT OF A PLAYERS SERVICE BUILDING		10,000.00
VER CITY SIC SOC.	CUL	C	\$26,000.00	ACQUISITION OF EQUIPMENT USED EXTENSIVELY IN THE SOCIETY'S OPERATIONS	5,000.00	
SEDALE ACRES MM. ASSOC.	REC/CUL	C	\$3,570.00	COMPLETION OF COMMUNITY SHELTER		3,570.00
SEDALE ACRES MM. ASSOC.	REC	C	\$2,500.00	COMPLETION OF BALL DIAMOND		2,500.00
NTRAL AB OTO. SOC.	CUL	C	\$701.52	PURCHASE A SLIDE PROJECTOR & A DISSOLVE UNIT TO DISPLAY WORKS OF THE SOCIETY	701.00	
. SHOOTING ORTS ASSOC.	REC	C	\$5,000.00	PURCHASE A SHELTER		5,000.00
D DEER GGERS	REC		\$7,000.00	FIELD LIGHTING AT GREAT CHIEF PARK	7,000.00	
D. MINOR CKEY ASSOC.	REC	O	\$3,500.00	IMPROVEMENT OF ROYAL CANADIAN LEGION MINOR HOCKEY INVITATIONAL TOURNAMENT		3,500.00
D. RIVER TURALISTS	CUL	O	\$1,000.00	PURCHASE OF A SLIDE-TAPE PRESENTATION		1,000.00
Total:					329,034.20	387,019.16

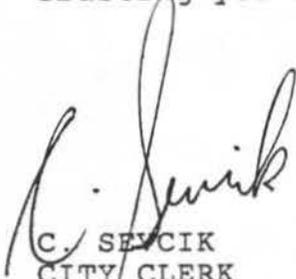
DATE: FEBRUARY 7, 1989
TO: RECREATION, PARKS & CULTURE BOARD
FROM: CITY CLERK
RE: 1989 C.R.C. GRANT APPLICATIONS

Council of The City of Red Deer, at its meeting held February 6, 1989 passed the following motion approving the grant allocations proposed by the Recreation, Parks & Culture Board:

"RESOLVED that Council of The City of Red Deer hereby approve the CRC Grant allocation as proposed by the Recreation, Parks & Culture Board and as submitted to Council February 6, 1989."

The decision of Council in this instance is submitted for your information and appropriate action.

Trusting you will find this satisfactory.



C. SEWICK
CITY CLERK
CS/sp

c.c. Director of Community Services
Recreation & Culture Manager
Parks Manager
Museums Director
Director of Finance
City Commissioners

DATE: January 24, 1989
 TO: CITY CLERK
 FROM: DIRECTOR OF FINANCIAL SERVICES
 RE: AMENDMENT TO UTILITY BY-LAW NO. 2960/88

Attached is a proposed amendment to Utility by-law no. 2960/88 to implement the utility rate increases approved by Council during the 1989 budget meetings.

The changes to be implemented by the amendment are:

<u>UTILITY</u>	<u>RATE INCREASE</u>	<u>EFFECTIVE</u>
1. Water	4%	} Utility Bills mailed after March 1, 1989. May 1, 1989
2. Sewer	9.5%	
3. Garbage Collection	3%	
4. Landfill Site	13%	

The effect of the changes on an average \$60.00 per month residential utility bill would be as follows:

<u>UTILITY</u>	<u>CURRENT CHARGE</u>	<u>NEW CHARGE</u>	<u>INCREASE</u>	
			<u>\$</u>	<u>%</u>
1. Power	\$37.17	\$37.17	\$ -	-
2. Water	14.27	14.84	.57	4.0%
3. Sewer	10.41	11.40	.99	9.5%
4. Garbage	4.81	4.95	.14	3.0%
	<u>66.66</u>	<u>68.36</u>	<u>1.70</u>	
Less: 10% Early Payment Discount	<u>6.66</u>	<u>6.83</u>	<u>.17</u>	
	<u>60.00</u>	<u>61.53</u>	<u>1.53</u>	2.6%

City Clerk
Page 2
January 24, 1988

The above table indicates the average \$60.00 monthly residential utility bill would increase \$1.53 or 2.6% per year.



A. Wilcock, B. Comm., C.A.
Director of Financial Services

AW/mrk

Commissioners' Comments

We would recommend Council approve the bylaw amendment as proposed.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

DATE: February 7, 1989
TO: Dir. of Finance
FROM: City Clerk
RE: UTILITY BYLAW AMENDMENT 2960/A-89

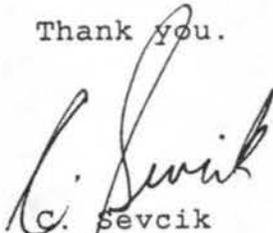
Your report of January 24, 1989, was presented to Red Deer City Council at their meeting on February 6, 1989, at which time the above noted Bylaw was given three readings.

The rate changes as provided in this bylaw amendment are in accordance with Council's decision during the budget meetings of 1989.

Enclosed herewith is a copy of Bylaw 2960/A-89, and you will be receiving the amendment for your office consolidation copy in due course.

Trust the above is satisfactory.

Thank you.



C. Sevcik
City Clerk
CS/ds
Encl.

c.c. Dir. of Engineering Services
Bylaws & Inspections Manager
Economic Development Manager
E.L. & P. Manager
Computer Services Manager
Utility Billing Supervisor

WRITTEN ENQUIRIES

NO. 1

48.

DATE: January 26, 1989
TO: City Council
FROM: City Clerk
RE: ALDERMAN KOKOTAILO/WRITTEN ENQUIRY/AGE TRAILERS/
DAY CARE CENTRE

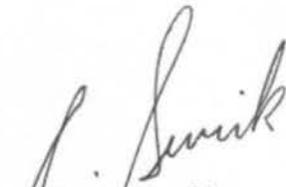
The following written enquiry was submitted by Alderman Kokotailo at the Council Meeting of January 23, 1989.

"At the time of Council's decision to relocate trailers from AGE:

A) who specified the design details of structural and mechanical systems with respect to the new building?

B) who carried out the construction? Under what kind of contract? For what amount?

C) who supervised or inspected the work of joining the trailers on behalf of the City?"


C. Sevcik
City Clerk
CS/ds

Commissioners' Comments

As there will be considerable research time involved, Council's direction is requested.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

THE CITY OF RED DEER

Inquiry: J. Kokotailo (DATE _____)

NO. _____

Moved by Councillor _____, Seconded by Councillor _____

at the time of Council's decision to relocate trailer from AGE. The design details of

a) who specified ~~how~~ structural and mechanical systems ~~would be~~ with respect to the ^{new} building?

b) who carried out the construction? under what kind of contract? for what amount?

c) who supervised or inspected the work ^{of joining the trailers} on behalf of the city?

	<u>FOR</u>	<u>AGAINST</u>	<u>ABSENT</u>		<u>FOR</u>	<u>AGAINST</u>	<u>ABSENT</u>
Councillor Pimm	_____	_____	_____	Councillor Oldring	_____	_____	_____
Councillor Hood	_____	_____	_____	Councillor Gerdts	_____	_____	_____
Councillor Kokotailo	_____	_____	_____	Councillor McGregor	_____	_____	_____
Councillor Moffat	_____	_____	_____	Councillor Connelly	_____	_____	_____
				Mayor McGhee	_____	_____	_____

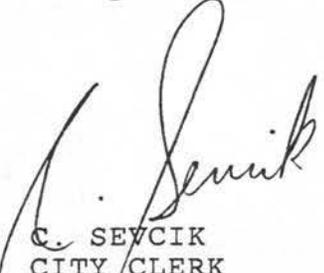
DATE: FEBRUARY 7, 1989
TO: SOCIAL PLANNING MANAGER
FROM: CITY CLERK
RE: ALDERMAN KOKOTAILO - WRITTEN ENQUIRY/
A.G.E. TRAILERS/ DAY CARE CENTRE

The following written enquiry was submitted by Alderman Kokotailo at the Council meeting of January 23, 1989 and it was agreed by Council at the meeting of February 6th that the administration gather the information requested and respond back to Council.

"At the time of Council's decision to relocate trailers from AGE:

- a) who specified the design details of structural and mechanical systems with respect to the new building?
- b) who carried out the construction? Under what kind of contract? For what amount?
- c) who supervised or inspected the work of joining the trailers on behalf of the City?"

I trust that you will provide the information requested and submit a report back to Council at your earliest convenience.



C. SEVCIK
CITY CLERK
CS/sp

c.c. City Commissioners
Director of Community Services

NO. 1

47 Parkside Drive,
25 Nagel Avenue,
Red Deer, Alberta
T4P 1K1
1989 January 17

Mayor McGhee & Council Members;

Having lived in this beautiful city for 35 years, my wife and I have recently purchased a new \$30,000.00 car which we are very proud of and we take pride in it as well as our home and other belongings.

However, when travelling the city streets, gravel is flying against our windshield and chipping the gorgeous paint job on our new car. This especially happens at intersections when another motorist in front of us either cannot control his/her foot pedal, or insists on a fast get-away and a hail of gravel is catapulted at the front of one's vehicle.

We recently visited the city of Edmonton and were pleasantly surprised to find that only sand and salt were spread on the city streets there making the conditions much improved and the streets were not slippery at all.

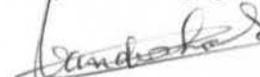
I wonder if this council would be so kind as to introduce a policy similar to that of Edmonton.

Enclosed is a sample of rocks which I picked up from the intersection of Nash Street and Nyberg Avenue. They all measure more than the required size of 3/8 inches.

Ladies and Gentleman, please reconsider this damaging practice.

Thank you in advance,

Respectfully yours,


Casey VanderLeek

P.S. I am presently employed by Parkside Holdings (John Ratzke, Proprietor) as Park Manager for Parkside Mobile Estates.

My wife is a receptionist for Dr. San Vicente, Urologist.

THE CITY OF RED DEER
CLERK'S DEPARTMENT

RECEIVED	
TIME	1:30
DATE	Jan-18/89
BY	

640-069

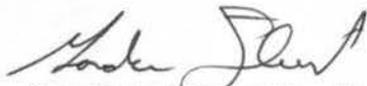
DATE: January 27, 1989
TO: City Clerk
FROM: Public Works Manager
RE: GRAVEL ON CITY STREETS

We have reviewed the letter, from Mr. Vanderleek, on sanding material in Red Deer.

It is interesting to note that the sanding material specifications for the Cities of Edmonton and Red Deer are virtually identical, which is what is termed to be a 3/8" minus material. This means that the maximum size of aggregate found should fit through a screen 3/8" by 3/8". In any gravel sample there is a very small percentage of what is termed oversize, which are stones larger than 3/8", and it is true a few of these rocks do end up on the streets as shown by the sample submitted by Mr. Vanderleek. Because of their size, these rocks tend to be pushed out of the wheel paths and tend to collect in non-travelled areas, such as along curbs.

As Mr. Vanderleek has correctly noted, the greatest problem is motorists spinning their tires at intersections, causing sanding material to fly up and strike following vehicles.

Our Council approved Snow and Ice Control Policy is very close to that of The City of Edmonton. We strive to provide good winter driving conditions, using a sand/salt mixture, with as low a salt content as possible. We mix in salt at the minimum rate taking into consideration ambient temperature and road conditions.



Gordon Stewart, P. Eng.
Public Works Manager

GAS/emg

Commissioners' Comments

Submitted for Council's information.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

January 18, 1989

Mr. Casey VanderLeek
47 Parkside Drive
25 Nagel Avenue
RED DEER, Alberta
T4P 1K1

Dear Mr. VanderLeek:

RE: Gravel on City Streets

We acknowledge with thanks your letter of January 17, 1989 expressing concern with flying gravel on City streets.

Your letter will be presented to City Council on their agenda of February 6, 1989 for consideration. Please call this office on the Friday prior to the said meeting to discuss the time this item will be considered by Council, in the event you may wish to be present.

Trusting you will find this satisfactory.

Sincerely,



C. SEVCIK
City Clerk

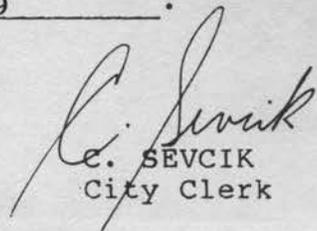
DATE January 18, 1989

- TO: DIRECTOR OF COMMUNITY SERVICES
 DIRECTOR OF ENGINEERING SERVICES
 DIRECTOR OF FINANCE
 BYLAWS & INSPECTIONS MANAGER
 CITY ASSESSOR
 ECONOMIC DEVELOPMENT MANAGER
 E. L. & P. MANAGER
 F.C.S.S. MANAGER
 FIRE CHIEF
 PARKS MANAGER
 PERSONNEL MANAGER
 R.C.M.P. INSPECTOR
 RECREATION MANAGER
 TRANSIT MANAGER
 URBAN PLANNING SECTION MANAGER

FROM: CITY CLERK

RE: GRAVEL ON CITY STREETS

Please submit comments on the attached to this office by January 30
for the Council Agenda of February 6, 1989.


C. SEVCIK
City Clerk



NO. 2

Let yourself go ... Downtown

Rec'd @ 11:40 a.m.

Fri. Jan. 13/89

51. B.D.

January 11th., 1989
Mayor McGhee and City Council
City of Red Deer

RE: Parking rate increase

Dear Mayor McGhee and Council,

At the Council meeting of January 9th., council accepted the report and recommendations submitted by the Parking Commission, with two changes, those being the hiring of a parking manager versus a parking authority and that the Post Office parking lot would remain in its current operating mode. This report also recommended increases to the cost of parking and as indicated in the Associations response to the parking report, we accept the need for increases to establish a parking fund for further parking development in the downtown.

In our report, we also expressed concern over the introduction of parking cost increases without clear and tangible parking improvements occurring simultaneously. At the January 10th. board meeting the Directors instructed me to submit this letter to council expressing this concern once more.

- To institute a parking rate increase, while only indicating that the additional revenues will be banked for parking development, will create further resentment of parking problems amongst downtown customers, whether they be retail, professional or government service customers.
- We expect that increased parking rates would be widely acceptable if an obvious improvement to the existing parking system coincides with that increase. Clearly the improvements to the Sportsworld lot fall into this category, but the public must be offered more than just this change. Perhaps an announcement regarding the design and implementation of a structure on the Post Office lot would be an appropriate initiative. The announcement should include deadlines for the completion of design and a preliminary development date.

The board continues to believe that this parkade should be planned for development within the next two years. The Association further hopes that a major commercial development will come on stream in this same time period, advancing the vital nature of a parkade development.

Thank you for consideration of this important business concern.

Respectfully yours,

John P. Ferguson, General Manager.

DATE: January 23, 1989
TO: CITY CLERK
FROM: DIRECTOR OF FINANCIAL SERVICES
RE: TOWNE CENTRE ASSOCIATION/PARKING RATE INCREASE

Parking increases are necessary from time to time to offset increasing costs. Even without the changes proposed in the Parking study, the Parking Fund budget resulted in a deficit of \$84,738. Without a rate increase, a subsidy would have been required from property taxes in 1990. To say, as the Towne Centre Association does, that parking rates should not increase unless parking is improved at the same time is questionable.

The Parking Study recommendations do provide \$10,000 for a study of a parkade on the Post Office Lot although, admittedly, the report also recommends a parkade not be built for 10 years (subject to demand).

Part of the specifications of the proposed \$10,000 study should be to provide construction costs and operating deficits. That would then allow the feasibility of a parkade to be investigated.

Until the results of the study of a parkade on the Post Office Lot are available, it does not seem realistic to announce deadlines for completion of design and development as requested by the Towne Centre Association.

It should also be recognized that the City is involved in a very ambitious capital expenditure program that makes it difficult to fund additional costs such as a parkade.

It is my recommendation the City wait until the results of the feasibility of a parkade on the Post Office lot are available before considering the request of the Towne Centre Association.



A. Wilcock, B. Comm., C.A.
Director of Financial Services

DATE: January 17, 1989

TO: City Clerk

FROM: Bylaws and Inspections Manager

RE: TOWNE CENTRE ASSOCIATION / PARKING RATE INCREASE

In response to your memo of January 16, 1989, please find attached our comments presented to City Council at their meeting of January 9, 1989.

We would advise that our position is still the same as that expressed in our previous comments, and that we have no additional comments on the subject at this time.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

/pr

Attachment

DATE: December 28, 1988
TO: City Clerk
FROM: BYLAWS AND INSPECTIONS MANAGER
RE: DOWNTOWN PARKING STRATEGY

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

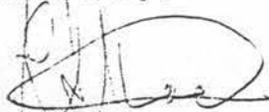
The Towne Centre Association submission appears to accept, in general terms, the consultant's study and recommendations, with the exception of timing for the building of the multi-level parking structure, and the adoption of the one-hour limit, instead of the two-hour limit, for meters in the downtown core.

While both concerns bring forth valid points, we are not totally in agreement with these considerations. In the first instance, the Association does not address how a parking structure would be financed if built in the immediate future. In 1988, the Parking Commission has budgeted for a small deficit, which would be financed from the reserves from prior years. However, it appears that, because of the declining revenues, there will be a more substantial deficit. Therefore, the funds for the building of the structure, in the first several years, would have to be financed through general revenues.

The inclusion of the one-hour parking limit is intended by the consultant to move employee parking from on-street spaces and high-volume parking lots in the core to lots located on the fringe area. It is our feeling that there is much more employee parking in these spaces than there is usually assumed to be. Freeing these spaces for customers should substantially help to answer some of the concerns that are brought forward about the lack of parking in the downtown core.

We trust this is of information to Council.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/pr

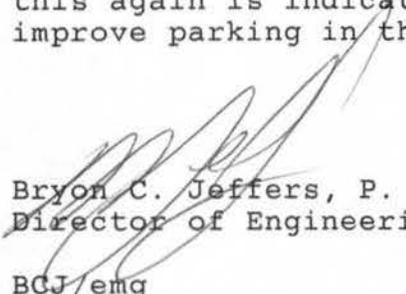
060-029B

DATE: January 25, 1989
TO: City Clerk
FROM: Director of Engineering Services
RE: PARKING RATE INCREASE - TOWNE CENTRE ASSOCIATION

We have reviewed the comments from Mr. Ferguson in his letter dated January 11, 1989. While we can appreciate that there is some concern, and also that there will be some negative public reaction to the fee increases, we still support the changes.

The reason for raising parking meter rates and fines is to generate income that will, over time, allow us to improve the overall parking situation in the Downtown. As indicated in Mr. Ferguson's letter, we are proceeding with improvements to the Sportsworld Parking Lot. These improvements are estimated to cost \$30,000, and we do not consider this to be only a token gesture, but a significant step in improving the parking picture.

The conclusion of the Study was that the parking structure was not required in the immediate term. Certainly as parking demand and usage is monitored over the next few years, the timing may change; however, we could not recommend proceeding on a "belief" that it should be built earlier. Council has approved spending \$10,000 this year on some initial work with respect to the parkade, and this again is indication that they are genuine in their intent to improve parking in this City.



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

BCJ/emg

c.c. Director of Finance
c.c. By-laws and Inspections Manager
c.c. Urban Planning Section Manager
c.c. Parking Commission

Commissioners' Comments

As can be seen by the comments of the Administration, a start is being made on improvements to the parking and we would expect this to continue in the future.

"R.J. MCGHEE", Mayor

"M.C. DAY", City Commissioner



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

January 16, 1989

John Ferguson, General Manager
TOWNE CENTRE ASSOCIATION OF RED DEER
#300, 4929 Ross Street
RED DEER, Alberta
T4N 1X9

Dear Mr. Ferguson:

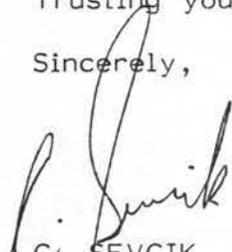
RE: Parking Rate Increase

We acknowledge with thanks your letter of January 11, 1989 regarding the above noted topic.

Your concerns regarding this matter will be presented to City Council on their agenda of March 6, 1989. Please call this office on the Friday prior to the said meeting to discuss the time this item will be considered by Council, in the event you may wish to be present.

Trusting you will find this satisfactory.

Sincerely,



C. SEVCIK
City Clerk

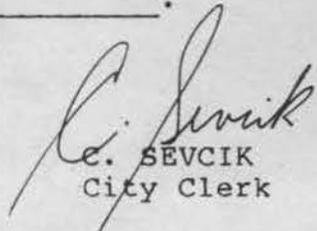
DATE January 16, 1989

- TO:
- DIRECTOR OF COMMUNITY SERVICES
 - DIRECTOR OF ENGINEERING SERVICES
 - DIRECTOR OF FINANCE
 - BYLAWS & INSPECTIONS MANAGER
 - CITY ASSESSOR
 - ECONOMIC DEVELOPMENT MANAGER
 - E. L. & P. MANAGER
 - F.C.S.S. MANAGER
 - FIRE CHIEF
 - PARKS MANAGER
 - PERSONNEL MANAGER
 - R.C.M.P. INSPECTOR
 - RECREATION MANAGER
 - TRANSIT MANAGER
 - URBAN PLANNING SECTION MANAGER
 - PARKING COMMISSION

FROM: CITY CLERK

RE: TOWNE CENTRE ASSOCIATION/PARKING RATE INCREASE

Please submit comments on the attached to this office by February 27
for the Council Agenda of March 6, 1989.


C. SEVCIK
City Clerk



Let yourself go Downtown

*Correspondence which went
to Jan. 18/89: Parking...
Com...
mtg...
minutes
dealing with
same.*

January 11th., 1989
Mayor McGhee and City Council
City of Red Deer

RE: Parking rate increase

Dear Mayor McGhee and Council,

At the Council meeting of January 9th., council accepted the report and recommendations submitted by the Parking Commission, with two changes, those being the hiring of a parking manager versus a parking authority and that the Post Office parking lot would remain in its current operating mode. This report also recommended increases to the cost of parking and as indicated in the Associations response to the parking report, we accept the need for increases to establish a parking fund for further parking development in the downtown.

In our report, we also expressed concern over the introduction of parking cost increases without clear and tangible parking improvements occurring simultaneously. At the January 10th. board meeting the Directors instructed me to submit this letter to council expressing this concern once more.

- To institute a parking rate increase, while only indicating that the additional revenues will be banked for parking development, will create further resentment of parking problems amongst downtown customers, whether they be retail, professional or government service customers.
- We expect that increased parking rates would be widely acceptable if an obvious improvement to the existing parking system coincides with that increase. Clearly the improvements to the Sportsworld lot fall into this category, but the public must be offered more than just this change. Perhaps an announcement regarding the design and implementation of a structure on the Post Office lot would be an appropriate initiative. The announcement should include deadlines for the completion of design and a preliminary development date.

The board continues to believe that this parkade should be planned for development within the next two years. The Association further hopes that a major commercial development will come on stream in this same time period, advancing the vital nature of a parkade development.

Thank you for consideration of this important business concern.

Respectfully yours,

John P. Ferguson, General Manager.



Let yourself go . . . Downtown

January 16th., 1989
Parking Commission
City of Red Deer

RE: Parking Report

Dear Commission members,

The association is pleased to see the acceptance of the parking report by City Council on January 9th, and wish to express our priority items from the report, as well as express our major concern.

Firstly, the board feels improvement of the Sportsworld lot and implementation of the loading zone system are very high in priority and should occur as soon as possible.

Secondly, while accepting that parking increases are needed to establish at least in part, a portion of the revenues needed for improvements, we are extremely concerned about strong negative reaction to any increase or reduction in meter times, unless they are accompanied by very visible and tangible improvements. We are concerned with any suggestion that increased parking supply is not needed in the immediate term. We are aware of an urgent need for pro-active steps toward a parkade in the Post Office block area and are concerned that if this parkade is not forthcoming, downtown could suffer severe economic reversals.

Respectfully yours,

A handwritten signature in black ink, which appears to read "John P. Ferguson". The signature is fluid and cursive, with a long horizontal stroke at the end.

For the Board of Directors;
John P. Ferguson, General Manager.

Moved by K. Sharp, seconded by A.Lazzer

"THAT the Red Deer Parking Commission adopt the agenda with the following additions under:

UNFINISHED BUSINESS

- Item 2. General Manager, Towne Centre
re: Parking Report.
- Item 3. General Manager, Towne Centre
Re: Parking Rate Increase.
- Item 4. City Clerk Re: Downtown Parking Strategy 1988."

MOTION CARRIED

2. UNFINISHED BUSINESS

1. MANAGER, TOWNE CENTRE ASSOCIATION RE: PARKING REPORT AND PARKING RATE INCREASE.

J. Ferguson advised that the Association is pleased that Council have accepted the Parking Strategy report. He indicated that the priority items and major concerns of the Towne Centre Association are as follows:

- a) The Board feels improvement of the Sports World Lot and implementation of the loading zone system is very high in priority and should occur as soon as possible.
- b) While accepting that parking increases are needed to establish at least in part, a portion of the revenues needed for improvements, the Association are extremely concerned about strong negative reaction to any increase or reduction in meter times, unless they are accompanied by very visible and tangible improvements. The Association are concerned with any suggestion that increased parking supply is needed in the immediate term. We are aware of an urgent need for pro active steps toward a Parkade in the Post Office block area and are concerned that if this Parkade is not forthcoming, downtown could suffer severe economic reversals.
- c) He advised that to institute a parking rate increase, while only indicating that the additional revenues will be banked for parking development, will create further resentment of parking problems amongst downtown customers, whether they be retail, professional or

government service customers. He further indicated that the Towne Centre Association expect that increased parking rates would be widely acceptable if an obvious improvement to the existing parking system coincides with that increase. Clearly the improvements to the Sports World lot fall into this category, but the public must be offered more than just this change. Perhaps an announcement regarding the design and implementation of the structure on the Post Office lot would be an appropriate initiative. The announcement should include deadlines for the completion of design and a preliminary development date. He further indicated the Board continues to believe this Parkade should be planned for development within the next two years. The Association further hopes that a major commercial development will come on stream in this same time period, advancing the vital nature of a Parkade development.

The Director of Finance indicated that the City presently has a lot of capital projects and would not be able to support a Parkade structure at this time.

Following discussion of the above items, it was indicated that an implementation schedule of the short-term Parking Strategy will be prepared by the Engineering Department for consideration by the Commission, and at that point, publicity of the proposed changes will be addressed.

3. TOWNE CENTRE ASSOC. RE: PARKING TOKENS

J. Ferguson elaborated on the Discount Parking Program as proposed by the Towne Centre Association and requested that said Program be implemented on a trial basis.

The objectives of such a program are:

- to shift the burden of hourly parking costs from the customer to both retail and non-retail business on a share basis with the municipality;
- to improve the awareness and acceptance of existing downtown parking supply;
- to re-establish off-street parking as long term supply and on-street as high turn-over supply.

The means:

- to introduce a discounted parking cost for off-street lots. This discount purchase is to be available to businesses only, and The City of Red Deer.



RED DEER REGIONAL PLANNING COMMISSION

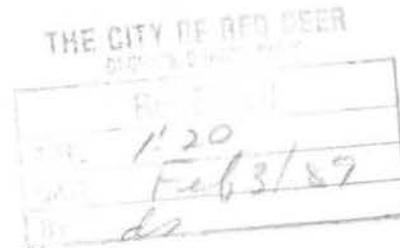
2830 BREMNER AVENUE, RED DEER, ALBERTA, CANADA T4R 1M9

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

Telephone: (403) 343-3394
Fax: (403) 346-1570

February 2, 1989

Mr. C. Sevcik
City Clerk
City of Red Deer
Red Deer, Alberta
T4N 3T4



Dear Sirs:

Re: Towne Centre Association/Parking Rate Increase

The Towne Centre Association is expressing to Council a concern that increasing the parking rates without a substantial improvement to the parking situation will receive a negative response from the public. We can appreciate the concern and agree that implementation of the parking programs must be promoted in a highly positive manner.

In this regard we think it is important to emphasize the following:

(1) Parking Fee Structure

The fee structure is designed to encourage maximum turnover at on-street meters, thereby improving the availability of parking, and to increase usage of parking lots. Fees are based on greatest costs for greatest convenience. The new structure will correct the previous situation wherein customers pay more to park at central parking lots. With this change the on-street meters and the more convenient parking lots will be the same rates.

(2) Parking Time Limit

Converting the on-street meters to one-hour maximum time will accommodate 81% of the total short stay demand. In addition, the change will further discourage employees from using customer parking space. The combination of these two factors will increase the availability of on-street parking space for customers seeking a specific destination.

The changes will also encourage greater use of the central parking lots by customers requiring parking for two or three hours.

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 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 NORGLINWOLD—SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—SUMMER VILLAGE OF JARVIS BAY—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—MUNICIPAL DISTRICT OF CLEARWATER No. 99

Mr. C. Sevcik

February 2, 1989

(3) Parking Lot Improvements

Redesigning and upgrading the SportsWorld Parking lot will vastly improve accessibility and the appearance of the lot to induce greater usage. There will be no changes to the Post Office lot which functions well as is. The Turbo lot at the north end of the Gaetz Avenue Mall can also accommodate greater customer usage and the increased fee may reduce the number of employees presently using this lot.

(4) Monthly Lease

Employees will be given the option of a monthly lease at some public parking lots intended primarily for employee parking. This will provide an additional convenience for employees and could result in an annual cost saving to them.

(5) Parking Structure

A feasibility design study will be undertaken this year for a parkade on the Post Office parking lot. This study should determine the physical design, access requirements, capacity and cost.

The Parking Strategy is also intended to improve monitoring of the downtown parking situation by assessing parking turnover and duration statistics to supplement the occupancy counts. This will provide a more reliable statistical basis for determining when the parkade should be built, as well as assessing the performance of the overall parking program.

(6) Parking Manager

The program includes hiring a parking manager to co-ordinate and oversee the new program. This will improve the overall operation and the City's ability to plan and implement the program in conjunction with future development.

(7) Promotion

The strategy does not specify how the program should be promoted. However to be successful, the public will have to be informed of the changes and their options for parking downtown. This will require improved signage, widely distributed brochures, media support, and the assistance and co-operation of the downtown business community.

It will also require the continuation of other downtown programs, such as the Streetscape Improvements, if the City wants to encourage a "park and walk" concept within the downtown. It will be essential to have a "park and walk" concept well established if future parkades are to be fully utilized by the public.

Yours truly



VERNON PARKER
ASSOCIATE PLANNER
City Planning Section

VP/pim

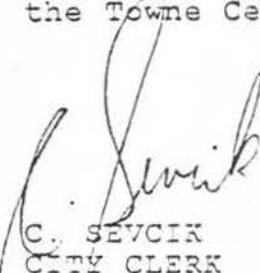
DATE: FEBRUARY 7, 1989
TO: PARKING COMMISSION
FROM: CITY CLERK
RE: DOWNTOWN PARKING STRATEGY

At the Council meeting of February 6, 1989, the attached correspondence dated January 11, 1989 and administrative comment received consideration. At the aforesaid meeting the following motion was passed.

"THAT the correspondence from the Towne Centre dated January 11, 1989 be referred to the Parking Commission."

Mr. John Ferguson, General Manager of the Towne Centre Assoc. was at the aforesaid Council meeting and advised that the Towne Centre Association is aware of some specific concerns with respect to the proposed Downtown Parking Strategy recently approved by Council. He indicated that the Towne Centre would like the opportunity to work with the Parking Commission when the changes are implemented so that problems are mitigated.

As directed by Council, this matter is being referred to the Parking Commission, and I trust that the Commission will involve the Towne Centre Association in the implementation strategy.



C. SEVCIK
CITY CLERK
CS/sp

c.c. City Commissioners
Director of Engineering Services
Director of Finance
Towne Centre Assoc. J. Ferguson

January 25, 1989 . . .

Red Deer City Council
 City Hall
 4914 - 48 Avenue
 Red Deer, AB

THE CITY OF RED DEER
 CLERK'S DEPARTMENT

RECEIVED	
TIME	8 am
DATE	Jan. 26/89
BY	AP

Dear Sirs/Madame:

RE: PROPOSED RESTAURANT AT 255 DAVISON DRIVE
 DEER PARK PLAZA (LOT 7, BLOCK 7, PLAN 862-1357)
 RED DEER, AB

We, WAYNE PLAMONDON AND RUBY PLAMONDON, OF
 78 RAMSEY AVENUE, RED DEER, AB, kindly request an
 appointment with Red Deer City Council regarding the
 above-noted matter.

We have been in pursuit of the aforesaid proposal
 since October 1988.

As we have repeatedly been denied approval on this
 proposal by the Municipal Planning Commission and
 the Development Appeal Board of Red Deer, we were
 informed the rejection was due to "inadequate parking"
 and "the affect it would have on the adjacent
 residential"

. . . . / 2

Our third appeal, which was held January 19, 1989, included both "SECTION A" (in which we were appealing a 120-seat restaurant); as well as a "SECTION B" which stated we were willing to drop seating capacity down to 80 persons. Our reason for this type of proposal was to avoid further delay and inconvenience to all parties involved, namely the Municipal Planning Commission, & the Development Appeal Board; as well as to ourselves in this business venture.

Although the Development Appeal Board denied the 120-seat capacity, we were extremely disappointed in our finding that the "SECTION B" segment of our proposal (appeal), stating that we would "drop seating capacity to 80" was given no consideration whatsoever.

The plaza in question can accommodate a total of 44 public parking stalls.

According to the guidelines imposed by the Municipal Planning Commission, one (1) parking stall is required for every four (4) persons. Therefore, an 80-seat capacity restaurant would require only twenty (20) parking stalls.

At present, the by-law for a C-3 zoning states that a restaurant is permissible in this plaza "with discrepancy". Given this information, we therefore request a meeting with Council in order that we may negotiate changing the by-law for this C-3 zoning to a "permitted" use.

We look forward to meeting with Council re: this matter.

Very Sincerely,

Wayne Plamondon
WAYNE PLAMONDON

Ruby Plamondon
RUBY PLAMONDON

DATE: January 26, 1989

TO: City Clerk

FROM: E. L. & P. Dept.

RE: Wayne & Ruby Plamondon, Proposed Restaurant at
255 Davison Drive, Deer Park Plaza,
Lot 7, Block 7, Plan 862 - 1357 Red Deer

E. L. & P. Department have no objections to the proposed restaruant.
If you have further comments or questions please advise.

Daryle Scheelar

Daryle Scheelar,
Distribution Engineer

/jjd

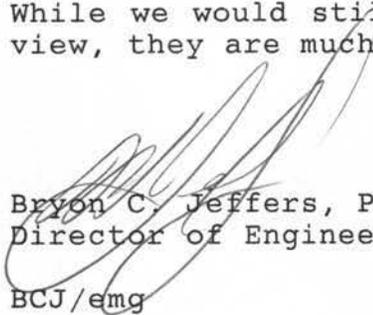
DATE: January 27, 1989
TO: City Clerk
FROM: Director of Engineering Services
RE: LOT 7, BLOCK 7, PLAN 862-1357; 255 DAVISON DRIVE
PROPOSED RESTAURANT

The concerns of the Engineering Services Department, with respect to this application, revolve around the potential impact to the neighbourhood.

A large licensed dining room will cause, during the evening hours, a significant increase in traffic. While we do not recall, for certain, all the details of the latest application, it is believed the restaurant would be open until midnight.

The proposed 80 seat restaurant certainly results in less concern than the original 160 seat proposal, which included a lounge, or the more recent 120 seat proposal.

While we would still have some concerns from a traffic point of view, they are much reduced.


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

BCJ/emg

c.c. By-laws and Inspections Manager
c.c. City Assessor
c.c. E. L. & P. Manager
c.c. Fire Chief
c.c. Urban Planning Section Manager

January 30, 1989

TO; CITY CLERK
FROM; FIRE CHIEF
RE; WAYNE AND RUBY PLAMONDON PROPOSED RESTAURANT

This will advise that this Department has no concerns in this matter at this time.



R. Oscroft
FIRE CHIEF

RO/cb



RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE, RED DEER, ALBERTA, CANADA T4R 1M9

61.

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

Telephone: (403) 343-3394

Fax: (403) 346-1570

January 30, 1989

Mr. C. Sevcik,
City Clerk
City of Red Deer,
Box 5008
Red Deer, Alta.
T4N 3T4

Dear Sir:

Re: Proposed Restaurant
255 Davison Drive, Deer Park Plaza
Lot 7, Block 7, Plan 862 1357

The applicant is requesting the City Council to make the restaurant use a permitted use in Deer Park Village.

Background

- 1 - On November 7, 1988 the Municipal Planning Commission considered an application by Mr. & Mrs. Plamondon to establish a 180 seat restaurant and lounge. The M.P.C. denied the application on the grounds that the proposed restaurant and lounge was too large to fit into a convenience commercial area.
- 2 - The decision of M.P.C. was appealed to the Development Appeal Board which agreed with the M.P.C. decision and upheld their decision.
- 3 - On December 19, 1988 a revised plan was submitted to M.P.C. for a decision. At that time the request was for a 120 seat restaurant with no lounge. The M.P.C. felt that 120 seat restaurant was still too large for a local convenience commercial centre. During the discussion of M.P.C., the concensus was that a restaurant with 80 seats, with no lounge, would be considered to be more in line with the nature of local commercial. The M.P.C. denied the 120 seat restaurant.
- 4 - The Development Appeal Board after hearing the appeal upheld the decision of the M.P.C. and denied the application for a 120 seat restaurant.

/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 STETTTLER—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 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 NORGLLENWOLD—SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—SUMMER VILLAGE OF JARVIS BAY—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17—COUNTY OF PAINTEARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTTLER No. 6—MUNICIPAL DISTRICT OF CLEARWATER No. 99

C. Sevcik, City Clerk
Re: Proposed Restaurant - Deer Park Plaza

Pg. 2

New Proposal

It is our understanding that the applicant is now requesting permission to establish an 80 seat restaurant with no lounge, and further, they are requesting that the restaurant use be regarded as a permitted use in that Plaza.

The Convenience Commercial Districts (C3) are small localized convenience facilities which cater to the day to day needs of the people living in those areas. They should not be attracting people from outside the immediate area, otherwise they create problems for the adjoining areas.

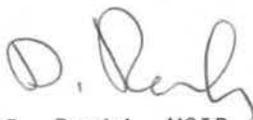
Presently, no use is permitted in the C3 District and all uses are conditional upon meeting certain standards compatible with the surrounding area.

If the Municipal Planning Commission decide they cannot hear the application because of the six month waiting period, then the following alternatives are open to the applicant:

- Appeal to the Development Appeal Board (deemed refusal by M.P.C.)
- Request City Council to change the bylaw
- Wait for the six month period from M.P.C.'s decision of December 19, 1988 and apply for the 80 seat restaurant.

We are strongly opposed to change the Land Use Bylaw by making the restaurant a permitted use in the convenience commercial area of the C3 District.

Yours truly,



D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION
DR/cc

- c.c. - Director of Engineering Services
- Bylaws and Inspections Manager
- City Assessor

DATE: January 27, 1989
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: **WAYNE AND RUBY PLAMONDON**

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

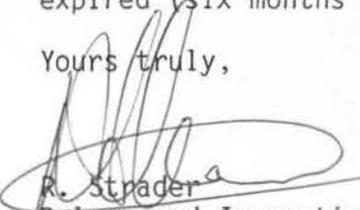
The site in question is presently zoned C3, in which all uses are discretionary. Mr. Plamondon applied for approval of a combination 160-seat lounge and restaurant, which was denied by the Municipal Planning Commission and the Development Appeal Board. On December 19, 1988, an application for a 120-seat restaurant was denied by the Commission and subsequently by the Appeal Board. During the deliberations of both the Commission and the Appeal Board, the possibility of an 80-seat restaurant was discussed, and the decision again was to deny the application.

Each time that the application was heard, the effect that a large business of this type would have on the neighborhood was a major concern. Noise, traffic and parking are the main components that would impact on the adjacent residential district. For example, the 160-seat proposal, along with the other businesses and vacant space, would require 89 stalls, using the most stringent parking requirements, or 63 stalls using the least demanding standard. The site has only 52 stalls, so there would be a considerable deficiency. For a 120-seat restaurant, the deficiency would be either 28 stalls or 5 stalls; for an 80-seat restaurant, there would be a deficiency of 18 stalls or a surplus of 5 stalls, depending on the parking requirement figure used.

After comparing a list of restaurants in Red Deer (attached) with Mr. Plamondon's proposal, it is our opinion that an 80-seat operation is larger than what would usually be needed to serve the immediate neighbourhood, which is the purpose of C3 zoning. The City has received numerous complaints regarding noise, traffic, etc., from restaurants and similar operations in C4 areas that are adjacent to residential areas, and these concerns lead us to believe any operation approved should be limited in size.

We recommend that Council not re-zone this site, and the applicant be advised to re-submit his application to the Municipal Planning Commission when the time limit has expired (six months after the date of his last application).

Yours truly,


R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/pr
Attachment

7.3.1 CONVENTIONAL FACILITIES

7.3.2 MISCELLANEOUS

7.3.3 HOTELS/MOTELS

	<u>Seating</u>
Beefeater Steak House	125
Bonanza Steak House (North)	242
Bonanza Steak House (South)	200
Boston Pizza	200
Cafe Mimosa (Gwizzly's)	115
Caper's Pizza and Ribs	120
Cheers	40
Clark's Family Restaurant	80
Club Cafe	132
Club Cherry's	82
Coach House	95
Craig's Way Station	90
Daniel's Family Restaurant	52
Dave's Pizza	94
Diner Cafe	30
Dino's Family Restaurant	112
Double Happiness Restaurant	70
Dragon Inn	64
Dynasty Rest. (Crown & Anchors)	103
Earl's Place	183
Franklin's	95
George's Pizza and Steak House	70
Glenn's Restaurant	130
Golden Palace	240
Harvest House	100
Heritage Ranch	75
Houlihan's	187
Humpty's Egg Place	75
The Keg	219
Lemon Tree	110
Killians	81
Mary's Summit (ESSO) Rest.	31
Monsieur Wong's	116
Mr. John's Steak and Burger	75
Mother's Pizza and Spaghetti	150
The New Mandarin Restaurant	N/A
Patty's Family Restaurant	120
Peacock Inn (South)	76
Peacock Inn (Parkland Mall)	142
Phil's Steak and Pancakes	140
Red Onion	30
Saro's Steak and Pizza	70
Shauney's	108
Silver Star	163
Smitty's Pancakes	130
Swiss Chalet	250
Terrace Restaurant	125
Tom's House of Pizza	72
Willow St. (Eastside) Voyageur	90
Westside (Clearview) Voyageur	90

	<u>Seating</u>
A & W (North Hill)	75
A & W (Highway 2 South)	50
A & W (Downtown)	122
Arby's (North)	85
Arby's (South)	85
Asian Gardens	N/A
Baaco Pizza	72
Big Dan's Eatery	50
Captain Scott's Fish & Chips	45
Charlie the Fast Food Place	30
Clancy's Soup & Sandwich	N/A
Coffee and Subs	N/A
Coffee Stop	N/A
Dad's Burger & Subs	40
Dairy Queen (North)	70
Dairy Queen (Hamill's)	110
David's Soup & Greens	40
Deli Coffee Haus	N/A
Derek's Super Submarines	N/A
Eleo's Soup & Sandwich	N/A
George's Submarine	40
Gramma Lee's	60
Harvey's	110
Hong Kong Restaurant	N/A
Honky Tonk Grill & Saloon	N/A
Judge's Court	25
Kentucky Fried Chicken (North)	50
Kentucky Friend Chicken (South)	150
Louise's Place	N/A
McDonalds (North)	150
McDonalds (South)	150
Milano Express	N/A
Mr. Submarine	30
Papa John's Pizza - Eastview	56
Papa John's Pizza - Highland Grn.	24
Pizza to Go	N/A
Provincial Building Cafeteria	200
Pumpernickel	48
Romano's Pizza	N/A
Robbin's Donuts	N/A
Romano's Pizza	N/A
Scoobies Restaurant	N/A
Smulley's Deli & Fine Foods	N/A
Subway Submarines	N/A
Taco Time	52
Theresa's Cafe	N/A
Tim Horton Donuts (North)	N/A
Tim Horton Donuts (South)	N/A
Truck Town Cafeteria	70
Wayside Inn	75
Wendy's Hamburger	84
West Park Lunch & Dairy Bar	N/A
Yellow Submarine	N/A

	<u>Seating</u>
Aladdin Motor Inn	40
Black Knight	140
Buffalo Hotel Coffee Shop	48
Capri Centre (Mortimer's)	255
Country Club (Silver Coach)	92
Granada Motor Inn	150
Great West Inn	136
North Hill Inn (Tiffany's)	190
Park Hotel	50
Renford Inn (Copper Kettle)	50
Red Deer Inn	135
Red Deer Lodge	290
South Hill Motor Inn	130
Valley Hotel	85

7.3.4 CLUB AFFILIATED

Elks Club	150
Moose Hall	25
R. D. Golf & Country Club	120
River Bend Golf Club	75
Royal Canadian Legion	110

7.3.5 DEPARTMENT STORES

The Bay (Copper Hood)	196
Co-op (Red Wheel)	11
Eaton's	280
Kresge's	33
Sears (Country Inn)	20
Woolco (Red Grill)	11
Parkland Mall Food Fair	N/A
Bower Mall Food Fair	N/A

DATE: January 30, 1989

TO: City Clerk

FROM: City Assessor

RE: WAYNE & RUBY PLAMONDON
 PROPOSED RESTAURANT AT 255 DAVISON DRIVE
 LOT 7, BLOCK 7, PALN 862-1357

Further to your memo dated January 26, 1989 we advise we have no objections to this proposal.



Al Knight, A.M.A.A.

WFL/bw

Commissioners' Comments

Council will recall a recent debate with respect to the zoning of other local convenience store sites that had not been contemplated in the Easthill Concept Plan. The debates considered both the need for additional sites, size of said sites and the uses that should be approved therein. We believe the attached application serves as a good example of what happens when a site is larger than that recommended and as an indicator that if these are the uses which developers must seek to fully lease their premises the need for new sites cannot be great.

This application started out as a 160 seat restaurant and lounge which would make it one of the largest restaurants in the City and this on a site designed to serve local convenience.

This application was denied by both MPC & DAB. A further application was made for a 120 seat restaurant which again was neither supported by either MPC or DAB. The applicant is now requesting that Council make an 80 seat restaurant a permitted use on this site. For Council's information an 80 seat restaurant would be larger than any which currently exists in either convenience or district shopping districts and would be larger than all but 3 or 4 in Regional Shopping Districts. Considering that this site is intended to serve the immediate neighborhood we would concur with the comments of the administration and strongly recommend this application be denied.

"R.J. MCGHEE"
 Mayor

"M.C. DAY"
 City Commissioner



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

January 26, 1989

Mr. & Mrs. Wayne Plamondon
78 Ramsey Avenue
Red Deer, Alberta
T4P 3K3

Dear Mr. & Mrs. Plamondon:

RE: PROPOSED RESTAURANT AT 255 DAVISON DRIVE, DEER PARK PLAZA
LOT 7, BLOCK 7, PLAN 862-1357

I acknowledge receipt of your letter dated January 25, 1989 delivered to our office on this date.

This item will appear on the Council Agenda of February 6, 1989. The Council meetings begin at 4:30 p.m. in the Council Chambers of City Hall (2nd Floor) and adjourn for supper at 6:00 p.m. reconvening again at 7:00 p.m. If you would please telephone our office on February 3rd, we will advise you of the approximate time that Council will be discussing this matter in order that you can attend. Would you please come through the West door of City Hall on the park side of the building.

If you have any questions prior to the Council meeting, please do not hesitate to contact the writer.

Regards,

C. SEVCIK
CITY CLERK
CS/sp

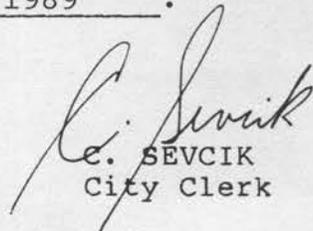
DATE January 26, 1989

- TO: DIRECTOR OF COMMUNITY SERVICES
 DIRECTOR OF ENGINEERING SERVICES
 DIRECTOR OF FINANCE
 BYLAWS & INSPECTIONS MANAGER
 CITY ASSESSOR
 ECONOMIC DEVELOPMENT MANAGER
 E. L. & P. MANAGER
 F.C.S.S. MANAGER
 FIRE CHIEF
 PARKS MANAGER
 PERSONNEL MANAGER
 R.C.M.P. INSPECTOR
 RECREATION MANAGER
 TRANSIT MANAGER
 URBAN PLANNING SECTION MANAGER

FROM: CITY CLERK

WAYNE & RUBY PLAMONDON, PROPOSED RESTAURANT AT
255 DAVISON DRIVE, DEER PARK PLAZA,
RE: LOT 7, BLOCK 7, PLAN 862-1357) RED DEER

Please submit comments on the attached to this office by January 30, 1989
for the Council Agenda of February 6, 1989.


C. SEVCIK
City Clerk

January 25, 1989

Red Deer City Council
City Hall
4914 - 48 Avenue
Red Deer, AB

THE CITY OF RED DEER CLERK'S DEPARTMENT	
RECEIVED	
TIME	8 am
DATE	Jan. 26/89
BY	AP

Dear Sirs/Madame:

RE: PROPOSED RESTAURANT AT 255 DAVISON DRIVE
DEER PARK PLAZA (LOT 7, BLOCK 7, PLAN 862-1357)
RED DEER, AB

We, WAYNE PLAMONDON AND RUBY PLAMONDON, OF
78 RAMSEY AVENUE, RED DEER, AB, kindly request an
appointment with Red Deer City Council regarding the
above-noted matter.

We have been in pursuit of the aforesaid proposal
since October 1988.

As we have repeatedly been denied approval on this
proposal by the Municipal Planning Commission and
the Development Appeal Board of Red Deer, we were
informed the rejection was due to "inadequate parking"
and "the affect it would have on the adjacent
residential"

...../2

JANUARY 25, 1989

Our third appeal, which was held January 19, 1989, included both "SECTION A" (in which we were appealing a 120-seat restaurant); as well as a "SECTION B" which stated we were willing to drop seating capacity down to 80 persons. Our reason for this type of proposal was to avoid further delay and inconvenience to all parties involved, namely the Municipal Planning Commission, the Development Appeal Board; as well as to ourselves in this business venture.

Although the Development Appeal Board denied the 120-seat capacity, we were extremely disappointed in our finding that the "SECTION B" segment of our proposal (appeal), stating that we would "drop seating capacity to 80" was given no consideration whatsoever.

The plaza in question can accommodate a total of 44 public parking stalls.

According to the guidelines imposed by the Municipal Planning Commission, one (1) parking stall is required for every four (4) persons. Therefore, an 80-seat capacity restaurant would require only twenty (20) parking stalls.

At present, the by-law for a C-3 zoning states that a restaurant is permissible in this plaza "with discrepancy". Given this information, we therefore request a meeting with Council in order that we may negotiate changing the by-law for this C-3 zoning to a "permitted" use.

We look forward to meeting with Council re: this matter.

Very Sincerely,

Wayne Plamondon
WAYNE PLAMONDON

Ruby Plamondon
RUBY PLAMONDON

To be confirmed on
Feb. 23/89

Moved by M. Parker, seconded by P. Lacey

"THAT the Red Deer Development Appeal Board reverse the December 5, 1988 Municipal Planning Commission decision and grant a 1.5 m relaxation of the Land Use Bylaw as it applies to an existing roof over a patio constructed within the minimum sideyard at 43 Marion Crescent (Lot 34, Block 3, Plan 792-2025) zoned R1, on the grounds that it does not appear to affect the amenities of the neighbourhood and there are no objections from adjacent property owners."

MOTION CARRIED

APPEAL NO. 1/89

WAYNE PLAMONDON & RUBY PLAMONDON
78 RAMSEY AVENUE
RED DEER, ALBERTA
T4P 3K3

Re: Lot 7, Block 7, Plan 862-1357
255 Davison, Red Deer.

The Appeal Board agreed that all persons concerned in this Hearing had been properly notified and that hearing of same could be proceeded with.

NATURE OF APPLICATION

On the 19th day of December, 1988 the Municipal Planning Commission denied the Appellant's request for a 120 seat restaurant from the site at 255 Davison Drive (Lot 7, Block 7, Plan 862-1357) zoned C3, due to inadequate parking and the affect that it would have on the adjacent residential properties.

APPELLANT'S SUBMISSION

Mr. Plamondon indicated that they are appealing the decision of the Municipal Planning Commission of December 19, 1988 which denied the proposal for an 120 seat restaurant for reasons of inadequate parking and how it would affect the adjacent residences. He indicated that according to the bylaw, they have met the requirements for parking, yet are still denied on the grounds of

inadequate parking. He also advised that they are willing to negotiate with the Development Appeal Board in order to reach a fair compromise and are, if necessary, willing to drop seating capacity to as low as 80 persons, which, according to the guidelines set out by the Municipal Planning Commission, would require only 20 parking stalls. He indicated that he had viewed other restaurants in the City for the purpose of justifying that the proposed development has ample parking. The examples cited were "Capers Pizza", "Daniel's Restaurant", "Tom's Pizza" and "Cheers". He also indicated that he has talked with many people in Deer Park and Rosedale. They support the proposed restaurant at the subject site.

OTHER SUBMISSIONS

Mr. & Mrs. Bill Mercer, whose residence is located across the street from the proposed site, are opposed to the development due to the impact it will have on their residence as it relates to noise, traffic generation and property value.

ASSISTANT BYLAWS & INSPECTIONS MANAGER'S COMMENTS

P. Holloway responded to an inquiry of the parking requirements for an 80 and 120 seat restaurant. He further indicated that he would not support the proposal for an 120 seat restaurant, but indicated that the use is compatible to the required 20 parking stalls to accommodate a restaurant with a seating capacity of 80.

ASSOCIATE PLANNER'S COMMENTS

V. Parker advised that the parking question had been adequately addressed. With regard to the compatibility of use and future uses, the intent of a C3 site within a residential area is to provide convenience for residents. Commercial uses are to be secondary and unobtrusive to the area so that the residents can enjoy their properties. He further advised that from a land use perspective, the Urban Planning Section are opposed to a lounge facility. Should the Board look favourably upon the appeal, he requested that a condition be made that there be no lounge permitted in this facility.

He indicated that a further point of concern is the affect the proposed development will have on future development in this area. In concluding comments, he advised that there is no way to guarantee what kind of clientele will use the facility, so what they try to do is minimize the opportunities for conflict.

DECISION OF THE BOARD

The following decision was reached by the Development Appeal Board upon completion of the Hearing and after all persons had been excused.

Moved by P. Lacey, seconded by M. Parker

"THAT the Development Appeal Board reverse the decision of the Municipal Planning Commission and grant an 80 seat restaurant, from the site at 255 Davison Drive (Lot 7, Block 7, Plan 862-1357) zoned C3, excluding a lounge, with hours of operation not to exceed 1:00 a.m."



On voting on the above motion, Alderman R. McGregor, M. Parker and H. Rasmussen registered dissenting votes.

MOTION DEFEATED

A further motion was passed as noted hereunder.

Moved by Alderman McGregor, seconded by H. Rasmussen

"THAT the Red Deer Development Appeal Board uphold the December 19, 1988 decision of the Municipal Planning Commission, which denied an 120 seat restaurant from the site at 255 Davison Drive (Lot 7, Block 7, Plan 862-1357) zoned C3, on the grounds that the proposed restaurant would materially interfere with or affect the use, enjoyment or value of neighbouring properties."

MOTION CARRIED

ITEM FOR DISCUSSION

Re: George A. & Margaret R. Connon
Appeal No. 57/88 Jan. 5, 1989
Lots 3-5, Plan 2053 A. H.
5514 - 48A Avenue, Red Deer.

P. Holloway brought to the Board's attention the redesign of the fence along a patio deck at 5514 - 48 Avenue and the Board considered same acceptable.



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

February 8, 1989

Wayne & Ruby Plamondon
78 Ramsey Avenue
Red Deer, Alberta
T4P 3K3

Dear Mr. & Mrs. Plamondon:

RE: PROPOSED RESTAURANT - 255 DAVISON DRIVE,
LAND USE BYLAW AMENDMENT 2672/B-89

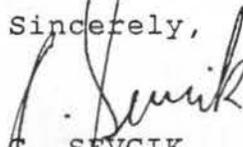
Your letter of January 25, 1989 concerning the above topic was presented to Council February 6, 1989.

At the aforementioned meeting, Council gave First Reading to Land Use Bylaw Amendment 2672/B-89 which provides for a "restaurant up to a maximum of 80 seats" as a permitted use on Lot 7, Block 7, Plan 862-1357 (255 Davison Drive). Enclosed herewith is a copy of the aforesaid Bylaw.

As requested in your telephone conversation of February 8, 1989, we will not proceed with advertising for a Public Hearing until we hear further from you.

The decision of Council in this instance is submitted for your information, and I trust you will find same satisfactory. If we can be of further assistance, please do not hesitate to contact the undersigned.

Sincerely,


C. SEVCIK
CITY CLERK
CS/sp

c.c. Bylaws & Inspections Manager
Director of Engineering Services
Urban Planning Section Manager
Council & Committee Secretary, Wilma

E.L. & P. Manager
Fire Chief
City Assessor

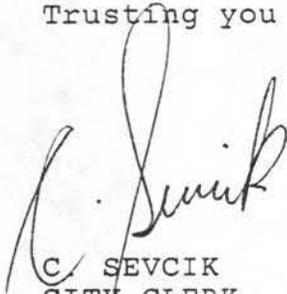
DATE: FEBRUARY 7, 1989
TO: URBAN PLANNER
FROM: CITY CLERK
RE: LAND USE BYLAW AMENDMENT 2672/B-89

Council of The City of Red Deer, at its meeting held on Monday, February 6, 1989 gave First Reading to the above-noted Bylaw, a copy of which is enclosed herewith.

Bylaw 2672/B-89 provides for a "restaurant up to a maximum of 80 seats" as a permitted use on Lot 7, Block 7, Plan 862-1357 (255 Davison Drive, Deer Park Plaza).

This office will now proceed with advertising for a Public Hearing to be held on Monday, March 6, 1989 at 7:00 p.m., or as soon thereafter as Council may determine.

Trusting you will find this satisfactory.



C. SEVCIK
CITY CLERK
CS/sp

c.c. Bylaws & Inspections Manager
Director of Engineering Services
Fire Chief
E. L. & P. Manager
City Assessor

BYLAW NO. 2672/B-89

Being a Bylaw to amend Bylaw No. 2672/80, the Land Use Bylaw of The City of Red Deer.

COUNCIL OF THE CITY OF RED DEER IN THE PROVINCE OF ALBERTA ENACTS AS FOLLOWS:

- (1) Section 4.13.1 is amended by adding the following:
 - (32) On those sites, or portions thereof, hereinafter listed, "Restaurant up to a maximum of 80 seats" is a permitted use.
 - (a) Lot 7, Block 7, Plan 862-1357
- (2) This Bylaw shall come into force upon the final passing thereof.

READ A FIRST TIME IN OPEN COUNCIL this 6 day of February A.D. 1989

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1989

READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this day
of A.D. 1989.

MAYOR

CITY CLERK

SNELL & OSKUND SURVEYS (1979) LTD.

SUBDIVISION, MUNICIPAL, OILFIELD
SURVEY AND REPORTS

LAND SURVEYORS AND PROFESSIONAL ENGINEERS

OFFICE PHONE (403) 342-1255

G. OSKUND, RES. 346-6342

R. BUNTING, RES. 347-6731

D. VANDENBRINK, RES. 886-2474

P.O. BOX 610

4826 - 47 STREET

RED DEER, ALBERTA

T4N 5G6

SPECIAL ATTENTION TO URBAN,
RURAL AND OILFIELD SURVEYS

GILLIS OSKUND, A.L.S., P. ENG.
RALPH BUNTING, A.L.S.
DICK VANDENBRINK, A.L.S., P. ENG.

January 17, 1989
Our File - 526-001



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

ATTENTION: City Clerk

Dear Sir:

Re: Lot 2 and Part of Lot 1,
Block 8A, Plan 5752 K.S.
N.E. 16-38-27 W4M

Please accept this as a request to redesignate the above noted lands from R-1 to R-3 (maximum 11 units) and P-1 Park Area. Six prints showing the proposed development are enclosed for your information.

The units proposed are of a townhouse type and would be restricted to an age group of fifty years and older. The majority of the hillside area is proposed to be dedicated as park and added to the existing Waskasoo park system.

We would appreciate having this presented to Council for their consideration at the earliest opportunity.

Yours truly,

SNELL & OSKUND SURVEYS (1979) LTD.

Gillis Oslund, A.L.S., P.Eng.

GO/1p
encs.



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
Fax: (403) 346-1570

January 25, 1989

Mr. C. Sevcik,
City Clerk
City of Red Deer
Box 5008
Red Deer, Alta.
T4N 3T4

Dear Sir:

Re: Lot 3, Block 8A, Plan 882 1939 (Grandview)
Snell & Oslund Surveys / Redesignation of Land

1. The Site

The site under consideration contains 0.952 ha (2.35 acres) of land owned by Alberta 60604 Ltd. (Mel Layden). The site is located between Ross Street and 43A Avenue with access from 43A Avenue.

The south portion of the site where a two-storey house is located is somewhat flat and contains ± 0.271 ha (0.66 acre). There is a drop of about 5.5 metres (18 feet) between the first and second level. After that it drops sharply by about 9.75 m (32 ft.) towards Ross Street. The total difference in the elevation is about 12 m (50 ft.).

The whole site has extensive tree coverage. The site is designated as R1 or single family. The applicant is requesting that it be rezoned to R3 or multiple family housing.

2. Background

In 1987 an application was made to the Red Deer Regional Planning Commission for the creation of three single family lots. The application was intended to preserve the existing house and create two new lots.

The application to create three single family lots was approved, subject to the following conditions:

- 1) Payment of off-site levies and the boundary contribution will be required to complete the construction of a turnaround at the north end of 43A Ave.
- 2) A detailed servicing report will have to be submitted to the Engineering Department for approval before linen plan is submitted for registration.
- 3) Geo-technical soil report would be required plus an indemnification agreement, satisfactory to the City Solicitor.
- 4) Necessary easement to be provided, if required.
- 5) Property taxes being paid in full.

/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 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—SUMMER VILLAGE OF JARVIS BAY—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—MUNICIPAL DISTRICT OF CLEARWATER No. 99

C. Sevcik, City Clerk
 Redesignation of Land / Grandview

Pg. 2

- 6) Municipal reserve to be dedicated as indicated on the plan.
- 7) The north boundary of Lot 1 to be revised and purchase of additional land from Lot 1, Plan 5752 K.S. be finalized.

Condition 7. requires the addition of a piece of land to complete the subdivision. This was applied for and approved in 1988.

3. New Proposal

Mr. Oslund, on behalf of the owner, is now proposing to build 11 units of townhouse development for the age group of 50 years and older, as a condominium development. He is also proposing that part of the hillside area be dedicated to the city as park area and be added to the Waskasoo Park system.

4. Comments and Recommendations

We are not in favour of the proposed development and redesignation from R1 to R3, for the following reasons:

- To introduce multiple family housing in an established single family area would be a significant change to the character of the area.
- 43A Avenue is a dead end Avenue and the traffic generated by this 11 unit development would be passing through the single family area.
- The proposed housing on the escarpment will result in the destruction of a number of mature trees which cannot be replaced.
- The construction of housing on part of the escarpment is against the policy of preserving the escarpment in a natural state.

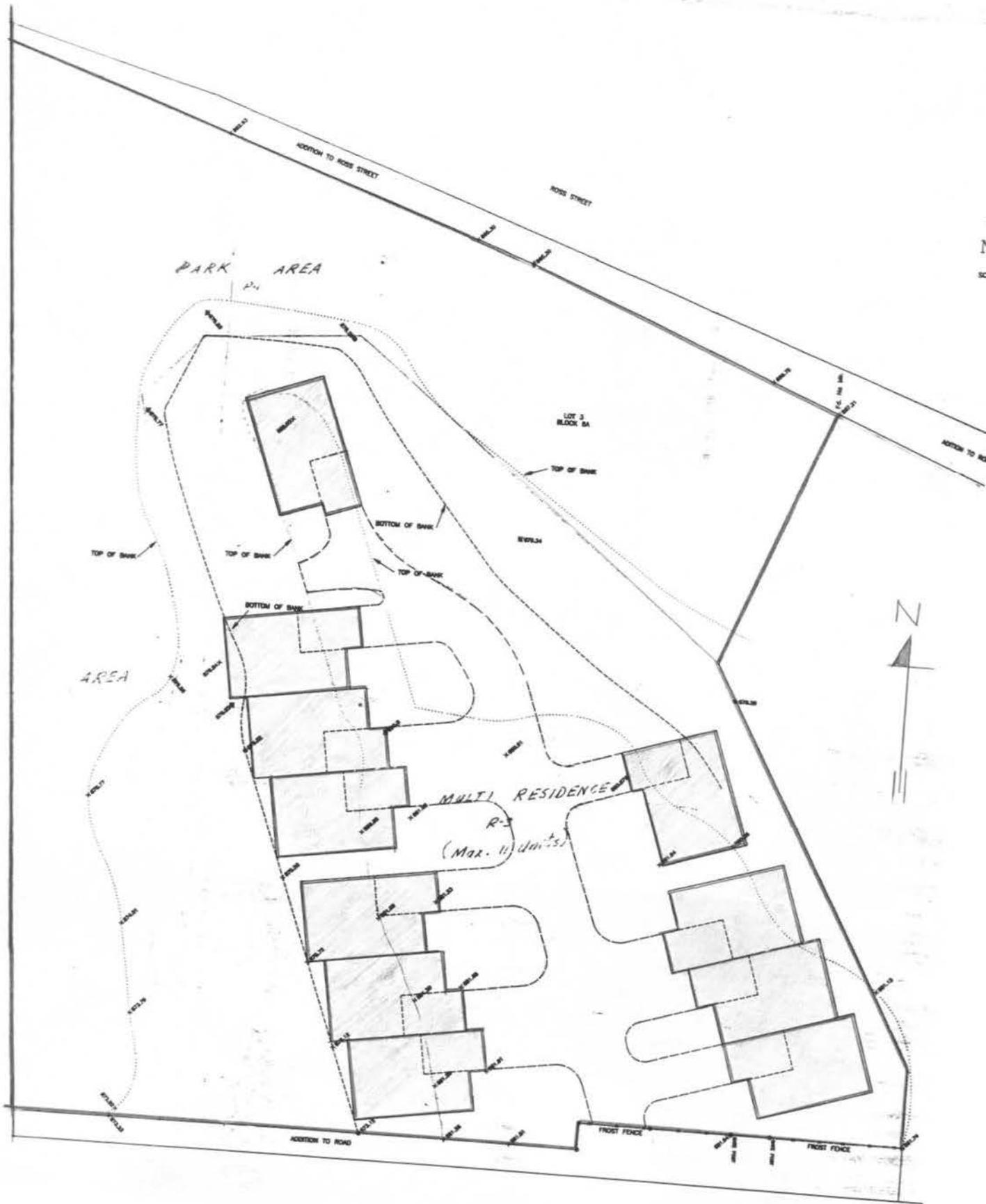
We feel the site should be used for three single family lots, as per approved plan and recommend the application to designate the site for multiple family be denied.

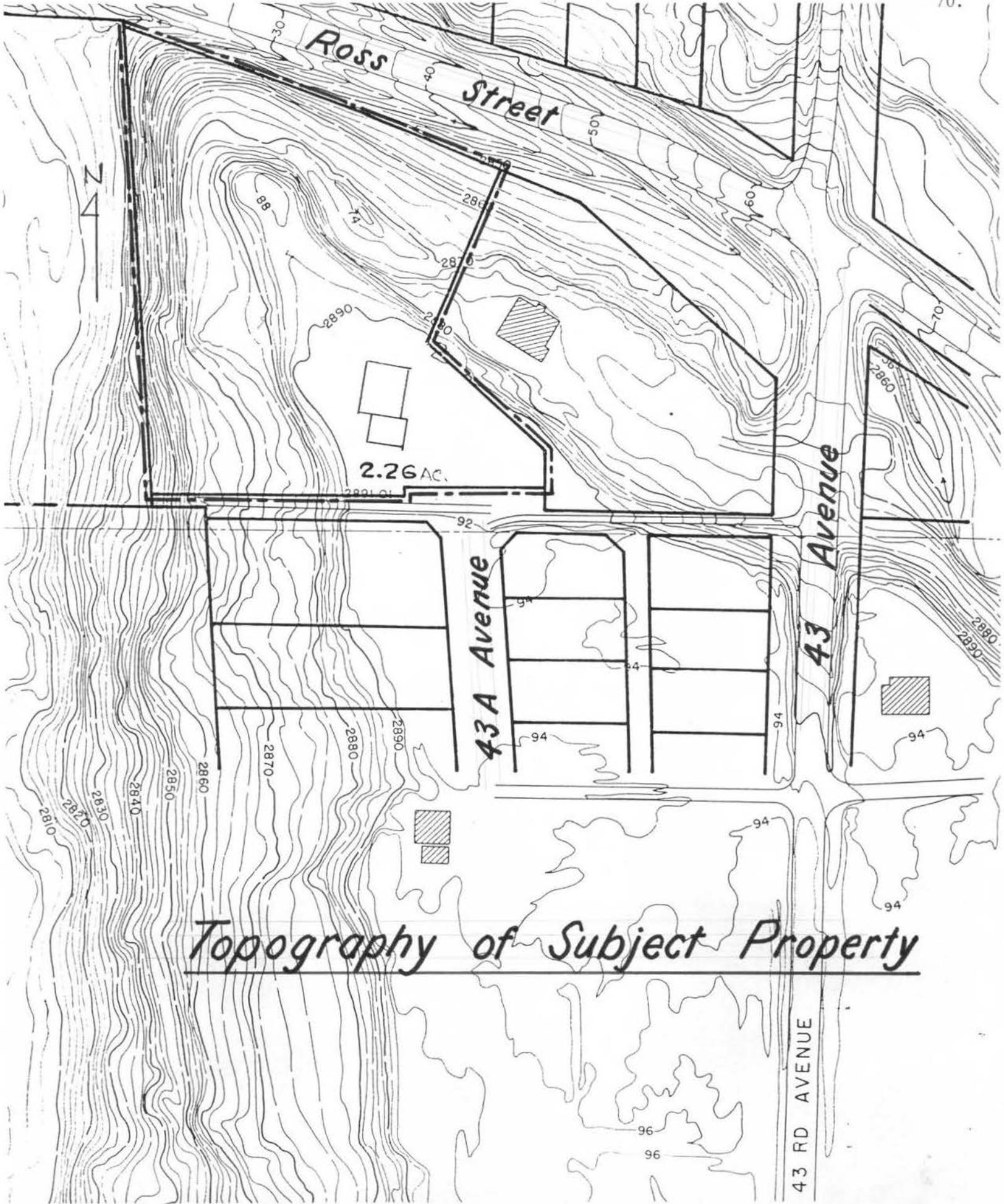
Yours truly,



D. Rouhi, MCIP
 SENIOR PLANNER
 CITY PLANNING SECTION
 DR/cc

- c.c. - Director of Community Services
 - Director of Engineering Services
 - Bylaw & Inspections Manager
 - City Assessor
 - Fire Chief
 - Parks Manager





Topography of Subject Property

43 RD AVENUE

120-050

DATE: January 25, 1989
TO: City Clerk
FROM: Director of Engineering Services
RE: PART OF LOT 1, ALL OF LOT 2, BLOCK 8A, PLAN 5752 K.S.

The Engineering Department has reviewed the plans submitted, and has the following comments:

1. Access to the site is from 43 A Avenue. Modifications to the north end of 43 A Avenue may be required to accommodate a vehicle turnaround. This cost would be the Developer's responsibility.

2. Utilities

The Developer will be required to extend the existing 150 mm water main north to a new fire hydrant near the south property line of the site.

The Developer will also be required to extend the sanitary main north to the south property line of the site, and to construct a manhole at that location.

Storm water is generally to be accommodated on-site. A plan detailing site drainage will be required.

3. Geotechnical Report

A detailed Geotechnical Report will be required prior to approval of any site plans.

The purpose of requesting this Report is two-fold.

a. To ensure that the builder/owner of the site has sufficient information to properly design building foundations.

b. To ensure that operations during construction, and any long-term loading caused by the new structures, will not cause any slope instability in the adjacent public reserve areas.

A report previously submitted by the owner did not adequately address these concerns; therefore, additional information is required.

City Clerk
Page 2
January 25, 1989
File: 120-050

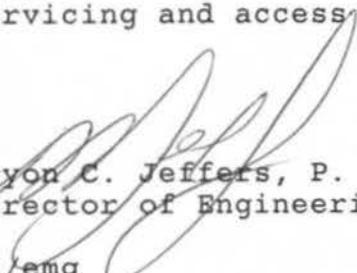
4. Development Charges

Charges for off-site levies, recreation levies, extension and/or modification of City facilities, etc. will be dealt with when the Developer proceeds with a Development Agreement.

5. Roads

Due to the potential road grades of up to 32%, and potential road slippage on the hill side, we cannot support the approval of the most northerly two dwelling units.

Based on the above, it is our recommendation that no approval be granted until a new Geotechnical Report and preliminary site servicing and access plans have been provided.



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

SS/emg

c.c. Director of Community Services
c.c. By-laws and Inspections Manager
c.c. City Assessor
c.c. E. L. & P. Manager
c.c. Fire Chief
c.c. Parks Manager
c.c. Urban Planning Section Manager

DATE: January 19, 1989
TO: City Clerk
FROM: Fire Marshal
RE: PART OF LOT 1 and LOT 2, BLOCK 8A, PLAN 5752 K.S.

The emergency access shall comply with Section 3.2.5.2(6) of the Alberta Building Code.

A fire hydrant shall be located within 90 meters of the principle entry of all buildings.



C. Robson
Fire Marshal

cc: Fire Chief

DATE: January 25, 1989
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: SNELL & OSLUND / RE-DESIGNATION OF LAND

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

The site in question is zoned R1, which permits single family dwellings. This property has, previously, been the subject of several requests for rezoning. none of these requests were approved because of concerns regarding the escarpment area, and the increase in traffic through a residential area. These previous projects have been much larger than presently proposed; however, the same concerns should be considered.

In our opinion, the site should not be rezoned because of its location.

Yours truly,

A handwritten signature in black ink, appearing to be 'R. Strader', written over a horizontal line.

R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/pr

DATE: January 27, 1989
TO: City Clerk
FROM: Fire Marshal
RE: REDESIGNATION OF LOT 3, BLOCK 8A, PLAN 882-1939

This department is opposed to the redesignation of a townhouse development. We feel that Section 3.2.5.2(6) of the Alberta Building Code cannot be complied with on this portion of land.

It is also felt that a dead end 150 mm water main will not supply water for fire fighting as recommended by Fire Underwriters Survey. (This water service now exists.)

If any further information is required, please contact this office.

A handwritten signature in cursive script, appearing to read "C. Robson", with a long horizontal flourish extending to the right.

C. Robson
Fire Marshal

CR/dd

cc: Fire Chief

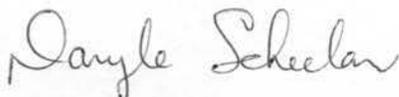
DATE: January 24, 1989
TO: C. Sevcik
City Clerk
FROM: D. Scheelar
E. L. & P.
RE: 11 Townhouses Proposed
North of 43 A Avenue
Snell & Oslund File # 526-001

E. L. & P. have no objection to this proposal. By copy of this letter the owner/developer is requested to contact our department regarding our alignment and easement requirements.

It would be E. L. & P.'s intention to service this site with primary power only. Secondary servicing within a private development and street lighting along private roadways are the owner/developers responsibility.

Once the above mentioned requirements have been fulfilled as well as our department receiving development plans and an expected construction schedule, we will be able to provide a cost estimate upon request for this project.

Should you have any questions or comments, please advise.



Daryle Scheelar,
Distribution Engineer

RL/jjd

c.c. Snell & Oslund Surveys
Project Engineer, City of Red Deer

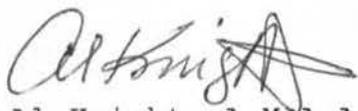
DATE: January 27, 1989

TO: City Clerk

FROM: City Assessor

RE: SNELL & OSLUND/REDESIGNATION OF LANDS

We have reviewed the comments of the Red Deer Regional Planning Commission regarding this request and concur with their position pertaining to the redesignation of this site from R1 to R3.



Al Knight, A.M.A.A.

AK/bw

cc Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager

Commissioners' Comments

We would concur with the comments of the Administration and strongly recommend against the application.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

DATE JANUARY 18, 1989

- TO: DIRECTOR OF COMMUNITY SERVICES
 DIRECTOR OF ENGINEERING SERVICES
 DIRECTOR OF FINANCE
 BYLAWS & INSPECTIONS MANAGER
 CITY ASSESSOR
 ECONOMIC DEVELOPMENT MANAGER
 E. L. & P. MANAGER
 F.C.S.S. MANAGER
 FIRE CHIEF
 PARKS MANAGER
 PERSONNEL MANAGER
 R.C.M.P. INSPECTOR
 RECREATION MANAGER
 TRANSIT MANAGER
 URBAN PLANNING SECTION MANAGER



FROM: CITY CLERK

RE: SNELL & OSKUND/REDESIGNATION OF LANDS

Please submit comments on the attached to this office by January 30
for the Council Agenda of February 6, 1989.

C. Sevcik
C. SEVCIK
City Clerk

Plans may be viewed in office of the City Clerk.

SNELL & OSKUND SURVEYS (1979) LTD.

SUBDIVISION, MUNICIPAL, OILFIELD
SURVEY AND REPORTS

SPECIAL ATTENTION TO URBAN,
RURAL AND OILFIELD SURVEYS

LAND SURVEYORS AND PROFESSIONAL ENGINEERS

GILLIS OSKUND, A.L.S., P. ENG.
RALPH BUNTING, A.L.S.
DICK VANDENBRINK, A.L.S., P. ENG.

OFFICE PHONE (403) 342-1255
G. OSKUND, RES. 346-6342
R. BUNTING, RES. 347-6731
D. VANDENBRINK, RES. 886-2474
P.O. BOX 610
4826 - 47 STREET
RED DEER, ALBERTA
T4N 5G6

January 17, 1989
Our File - 526-001

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

ATTENTION: City Clerk

Dear Sir:

Re: Lot 2 and Part of Lot 1,
Block 8A, Plan 5752 K.S.
N.E. 16-38-27 W4M



Please accept this as a request to redesignate the above noted lands from R-1 to R-3 (maximum 11 units) and P-1 Park Area. Six prints showing the proposed development are enclosed for your information.

The units proposed are of a townhouse type and would be restricted to an age group of fifty years and older. The majority of the hillside area is proposed to be dedicated as park and added to the existing Waskasoo park system.

We would appreciate having this presented to Council for their consideration at the earliest opportunity.

Yours truly,

SNELL & OSKUND SURVEYS (1979) LTD.

Gillis Oslund, A.L.S., P.Eng.

GO/lp
encs.



THE CITY OF RED DEER

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

City Clerk's Department 342-8132

January 18, 1989

SNELL & OSLUND SURVEYS (1979) LTD.
P.O. Box 610
4826 - 47 Street
RED DEER, Alberta
T4N 5G6

Attn: Gillis Oslund, A.L.S., P. Eng

Dear Mr. Oslund:

RE: Lot 2 and Part of Lot 1,
Block 8A, Plan 5752 K.S.
N.E. 16-38-27 W4M

We acknowledge with thanks your letter of January 17, 1989 requesting the redesignation of the above noted lands from R-1 to R-3 and P-1 Park Area.

Your application will be presented to City Council on their agenda of February 6, 1989 for consideration. Please call this office on the Friday prior to the said meeting to discuss the time this item is scheduled to be considered by Council, in the event you may wish to be present.

Trusting you will find this satisfactory.

Sincerely,


C. SEVCIK
City Clerk

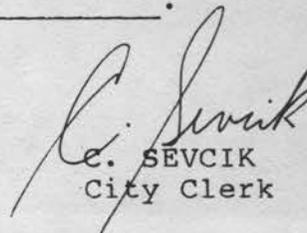
DATE JANUARY 18, 1989

- TO:
- DIRECTOR OF COMMUNITY SERVICES
 - DIRECTOR OF ENGINEERING SERVICES
 - DIRECTOR OF FINANCE
 - BYLAWS & INSPECTIONS MANAGER
 - CITY ASSESSOR
 - ECONOMIC DEVELOPMENT MANAGER
 - E. L. & P. MANAGER
 - F.C.S.S. MANAGER
 - FIRE CHIEF
 - PARKS MANAGER
 - PERSONNEL MANAGER
 - R.C.M.P. INSPECTOR
 - RECREATION MANAGER
 - TRANSIT MANAGER
 - URBAN PLANNING SECTION MANAGER
 - _____

FROM: CITY CLERK

RE: SNELL & OSKUND/REDESIGNATION OF LANDS

Please submit comments on the attached to this office by January 30
for the Council Agenda of February 6, 1989.


C. SEVCIK
City Clerk

Plans may be viewed in office of the City Clerk.

RED DEER

Site Plan Showing
Surface Features & Elevations

within
Block 2, Block BA, Plan 5758 K.S.
in the
N.E. 1/4 Sec. 16, Twp. 38, Rge. 27 W4M



LEGEND:
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DRAWING 31

REDESIGNATION

WILLIAMS ENGINEERING COMPANY, LTD.
100 WEST WASHINGTON
WILSON, CANADA



RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE; RED DEER, ALBERTA, CANADA T4R 1M9

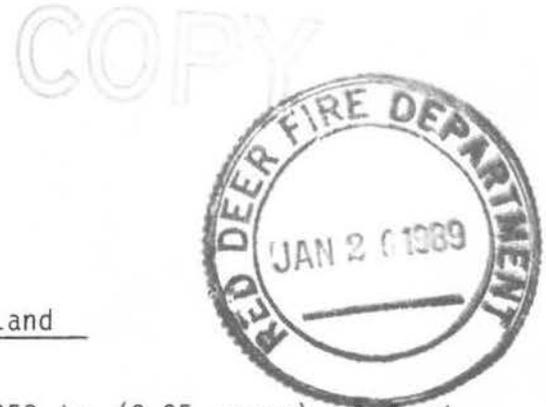
DIRECTOR: Robert R. Cundy M.C.I.P.

Telephone: (403) 343-3394

Fax: (403) 346-1570

January 25, 1989

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City Clerk
City of Red Deer
Box 5008
Red Deer, Alta.
T4N 3T4



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/2

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CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF BOWDEN—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBUARY—TOWN OF ECKVILLE—TOWN OF INNISFAIL—TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTTLER—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 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 NORGLIEWOLD—SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—SUMMER VILLAGE OF JARVIS BAY—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17—COUNTY OF PAINT EARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTTLER No. 6—MUNICIPAL DISTRICT OF CLEARWATER No. 99

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Yours truly,



D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION
DR/cc

- c.c. - Director of Community Services
- Director of Engineering Services
- Bylaw & Inspections Manager
- City Assessor
- Fire Chief
- Parks Manager

DATE: FEBRUARY 3, 1989

TO: CITY COUNCIL

FROM: CITY CLERK

RE: COUNCIL AGENDA FEBRUARY 6, 1989
SNELL & OSKUND SURVEYS (1979) LTD.
RE: REZONING REQUEST, LOT 2 AND PART OF LOT 1,
BLOCK 8A, PLAN 5752 K.S.

The attached reports from the Director of Community Services and the Parks Manager were inadvertently missed on the Council Agenda of February 6, 1989.

Said reports are being delivered to give members of Council ample opportunity to review same prior to the meeting. We apologize for any inconvenience as a result of this omission.


C. SEVCIK
CITY CLERK
CS/sp
Encl.

c.c. City Commissioner

DATE: January 30, 1989

CS-2.068

TO: CHARLIE SEVCIK
City Clerk

FROM: CRAIG CURTIS
Director of Community Services

RE: SNELL & OSLUND/REDESIGNATION OF LANDS
LOT 1, BLOCK 8A, PLAN 5752 K.S.
Your memo dated January 18, 1989 refers.

1. I have reviewed the proposed redesignation with the Parks and Recreation & Culture Managers.

The whole site is presently designated R1-RESIDENTIAL. However, it consists of an "upper plateau" surrounded on three sides by a heavily wooded escarpment. When the by-law was prepared, it was anticipated that the upper area would be subdivided into a number of single-family lots, with the balance of the area dedicated as Environmental Reserve.

2. The developer is now proposing to construct eleven condominium townhouse units, extending more than 10.0 metres beyond the top of the escarpment.

This proposal is contrary to the City's policy with respect to the preservation of escarpments and natural areas. In addition, when development is proposed adjacent to a hillside, the developer is required to first submit a detailed geotechnical report indicating that development is viable (Council Policy #523).

3. In view of the above, it is considered that the proposed housing development should be contained within the upper portion of the site above the escarpment. Consequently, the number of units would have to be significantly reduced, as outlined in the Parks Manager's report (copy attached).

4. RECOMMENDATIONS

It is strongly recommended that City Council:

- reject the proposed redesignation as submitted by Snell & Oslund Surveys (1979) Limited;

Charlie Sevcik
Page 2
January 30, 1989
CS-2.068

- reaffirm its policy of preserving escarpment lands within the city;
- require a detailed geo-technical report prior to any development of this site.



CRAIG CURTIS

CC:dmg

Attachment

- c. Don Batchelor, Parks Manager
Lowell Hodgson, Recreation & Culture Manager
Bryon Jeffers, Director of Engineering Services
Djamshid Rouhi, Sr. Planner, R.D.R.P.C.

DATE: January 30, 1989

TO: CHARLIE SEVCIK
City Clerk

FROM: DON BATCHELOR
Parks Manager

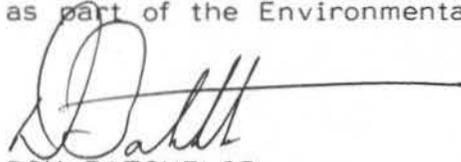
RE: SNELL & OSKUND/REDESIGNATION OF LANDS
Lot 1, Block 8A, Plan 5752 K.S.
(Ross Street and Waskasoo Creek)

I have reviewed the above proposal with the Director of Community Services and the Recreation & Culture Manager.

I am opposed to the proposal as submitted, but feel that a revised plan incorporating the following may be more appropriate for this area:

- The most northerly three (3) units should not be permitted due to the narrow upper plateau of land (area of escarpment above the top of bank) available for development purposes.
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- The bottom of bank (see attached plan) could be property line with the balance of the site zoned A-2 (Environmental Preservation District).
- A detailed geo-technical report should be submitted for the site indicating suitability of the site for development (i.e. building foundations and loading effects). The report should also address effects of tree loss on the upper plateau, as it pertains to significant changes in moisture retention and bank stability. I would suspect that this geo-technical report would recommend that a significant number of the existing natural tree cover be retained, especially on the slopes and along the top of bank.

In summary, I do not support the proposal as submitted, but feel that a revised plan incorporating the above comments may be more appropriate for this area. Although this application is for a redesignation of lands only, I would recommend that a subdivision take place such that the area to be zoned A-2 is dedicated as Environmental Reserve and transferred to the City. My concern is that development proceed only on this site in a manner that is compatible with the escarpment and that this natural area be preserved as part of the Environmental Protection Area.

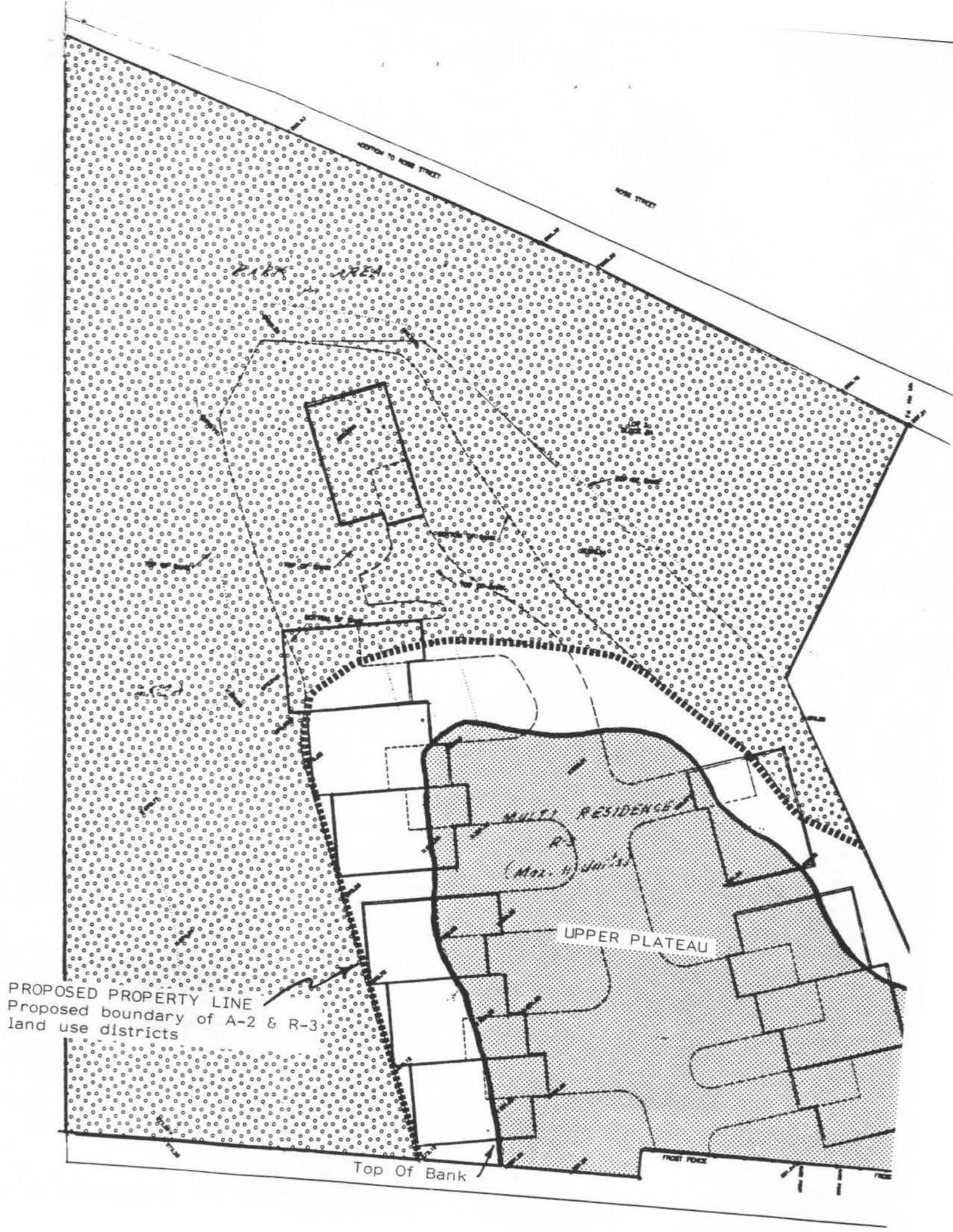


DON BATCHELOR

DB/ad

Att.

- c. Craig Curtis, Director of Community Services
- D. Rouhi, Senior Planner, R.D.R.P.C.
- Bryon Jeffers, Director of Engineering Services
- A. Knight, City Assessor



ADJOINING TO ROSE STREET

ROSE STREET

2187

MULTI RESIDENCES

(Mrs. H. Smith)

UPPER PLATEAU

PROPOSED PROPERTY LINE
Proposed boundary of A-2 & R-3
land use districts

Top Of Bank

FRONT PORCH

DATE: January 30, 1989

CS-2.068

TO: CHARLIE SEVCIK
City Clerk

FROM: CRAIG CURTIS
Director of Community Services

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Charlie Sevcik
Page 2
January 30, 1989
CS-2.068

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- require a detailed geo-technical report prior to any development of this site.



CRAIG CURTIS

CC:dmg

Attachment

- c. Don Batchelor, Parks Manager
Lowell Hodgson, Recreation & Culture Manager
Bryon Jeffers, Director of Engineering Services
Djamshid Rouhi, Sr. Planner, R.D.R.P.C.

DATE: January 30, 1989

TO: CHARLIE SEVCIK
City Clerk

FROM: DON BATCHELOR
Parks Manager

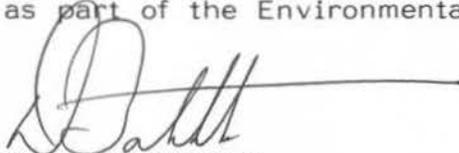
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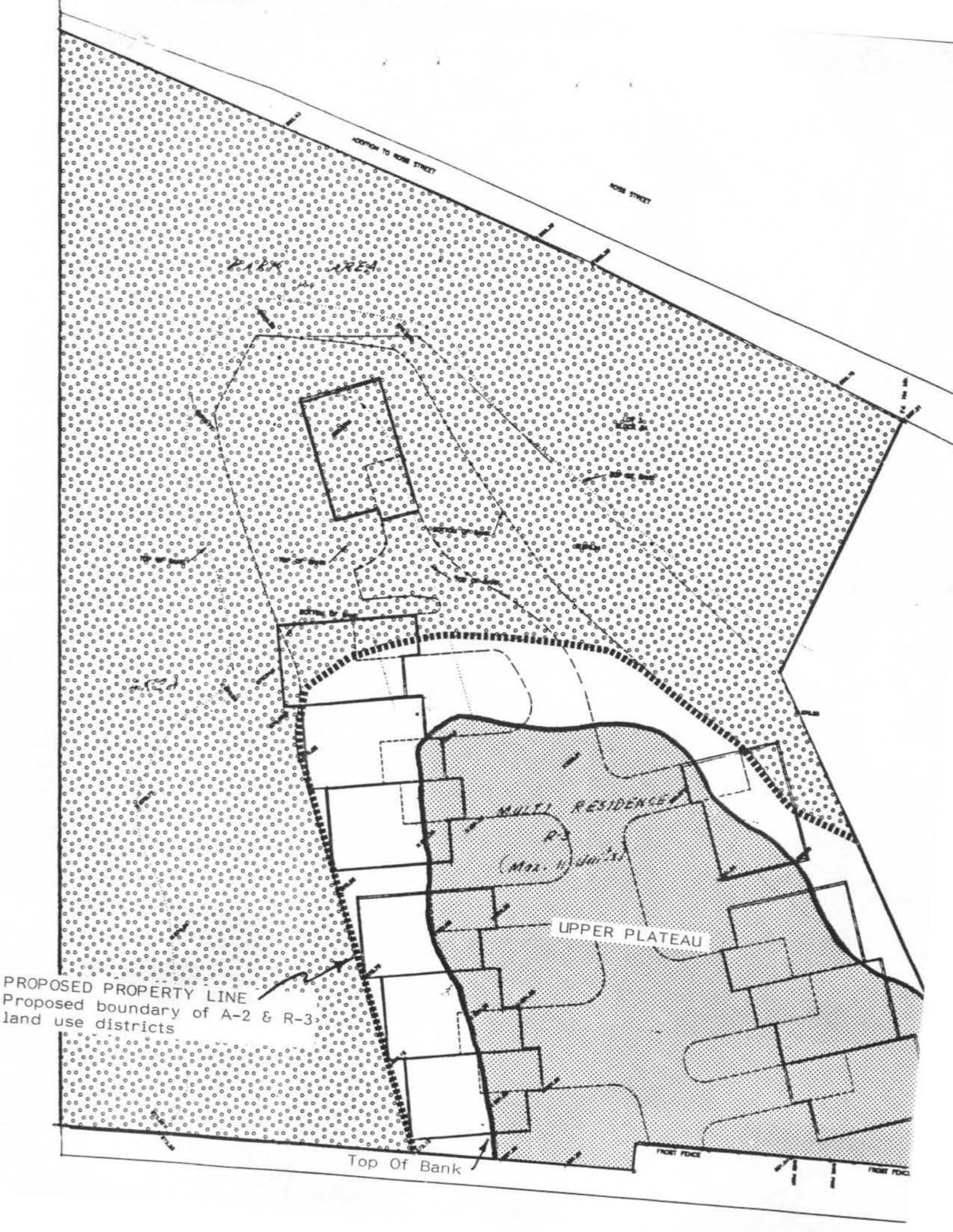


DON BATCHELOR

DB/ad

Att.

- c. Craig Curtis, Director of Community Services
- D. Rouhi, Senior Planner, R.D.R.P.C.
- Bryon Jeffers, Director of Engineering Services
- A. Knight, City Assessor



ADDITION TO ROSE STREET

ROSE STREET

PARK AREA

MULTI RESIDENCE

R-3
(Max. 4,500 sq. ft.)

UPPER PLATEAU

PROPOSED PROPERTY LINE
Proposed boundary of A-2 & R-3
land use districts

Top Of Bank

FRONT FENCE

FRONT FENCE

**THE CITY OF RED DEER**

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

City Clerk's Department 342-8132

February 7, 1989

Snell & Oslund Surveys (1979) Ltd.
P. O. Box 610
4826 - 47 Street
Red Deer, Alberta
T4N 5G6

Attention: Mr. G. Oslund, P. Eng.

Dear Sir:

RE: PROPOSED TOWNHOUSE TYPE DEVELOPMENT, LOT 2 AND PART OF LOT 1
BLOCK 8A, PLAN 5752 K.S., N.E. 16-38-27-4, YOUR FILE 526-001

Your application to redesignate the above-noted lands from R1 to R3 and P1 designation in connection with a proposed townhouse-type development, was presented to Council February 6, 1989, and at which meeting the following motion was introduced:

"RESOLVED that Council of The City of Red Deer having considered application by Snell & Oslund Surveys (1979) Ltd. for a Land Use Bylaw Amendment to redesignate Lot 2, and Part of Lot 1, Block 8A, Plan 5752 K.S. N.E. 1/4 of 16-38-27-4 from R1 to R3 and P1 designation to allow for a proposed townhouse type development (maximum 11 units) hereby agree that said application be approved in principle."

Prior to voting on the above motion, however, it was agreed by Council that said matter be referred to the administration for further study. It is my understanding that you will be in contact with the administration and that you will be submitting a further report back to Council in due course, addressing all of the concerns of the administration. In this regard I am enclosing herewith all of the administrative comment which appeared on the Council agenda, including comments from the Director of Community Services and the Parks Manager which were inadvertently omitted from the agenda.

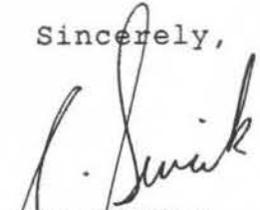
.....2

Page 2
February 7, 1989
Snell & Oslund Surveys (1979) Ltd.

During the discussion on this particular item, it was also suggested by some members of Council that you should contact the neighbours to explain your proposed development and obtain their reaction. You may wish to consider undertaking this after your meeting with the administration, as some changes may be necessitated in order to address the concerns expressed by the administration.

The decision of Council in this instance is submitted for your information and appropriate action. We look forward to receipt of your further submission at your earliest convenience. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. SEVCIK
CITY CLERK
CS/sp

- c.c. Director of Engineering Services
- Director of Community Services
- City Assessor
- Bylaws & Inspections Manager
- Fire Chief
- E. L. & P. Manager
- Urban Planner
- Parks Manager

DATE: FEBRUARY 3, 1989

TO: CITY COUNCIL

FROM: CITY CLERK

RE: COUNCIL AGENDA FEBRUARY 6, 1989
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C. SEVCIK
CITY CLERK
CS/sp
Encl.

c.c. City Commissioner

DATE: January 30, 1989

CS-2.068

TO: CHARLIE SEVCIK
City Clerk

FROM: CRAIG CURTIS
Director of Community Services

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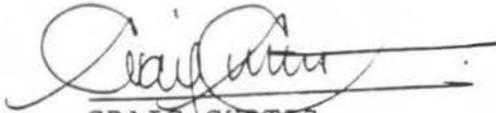
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Charlie Sevcik
Page 2
January 30, 1989
CS-2.068

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CRAIG CURTIS

CC:dmg

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Lowell Hodgson, Recreation & Culture Manager
Bryon Jeffers, Director of Engineering Services
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DATE: January 30, 1989

TO: CHARLIE SEVCIK
City Clerk

FROM: DON BATCHELOR
Parks Manager

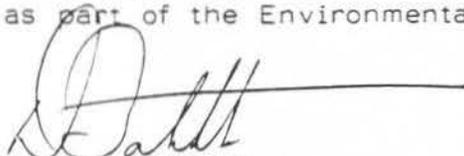
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DON BATCHELOR

DB/ad

Att.

- c. Craig Curtis, Director of Community Services
- D. Rouhi, Senior Planner, R.D.R.P.C.
- Bryon Jeffers, Director of Engineering Services
- A. Knight, City Assessor

ADJOINING TO HOME STREET

HOME STREET

PARK AREA

MULTI RESIDENCE

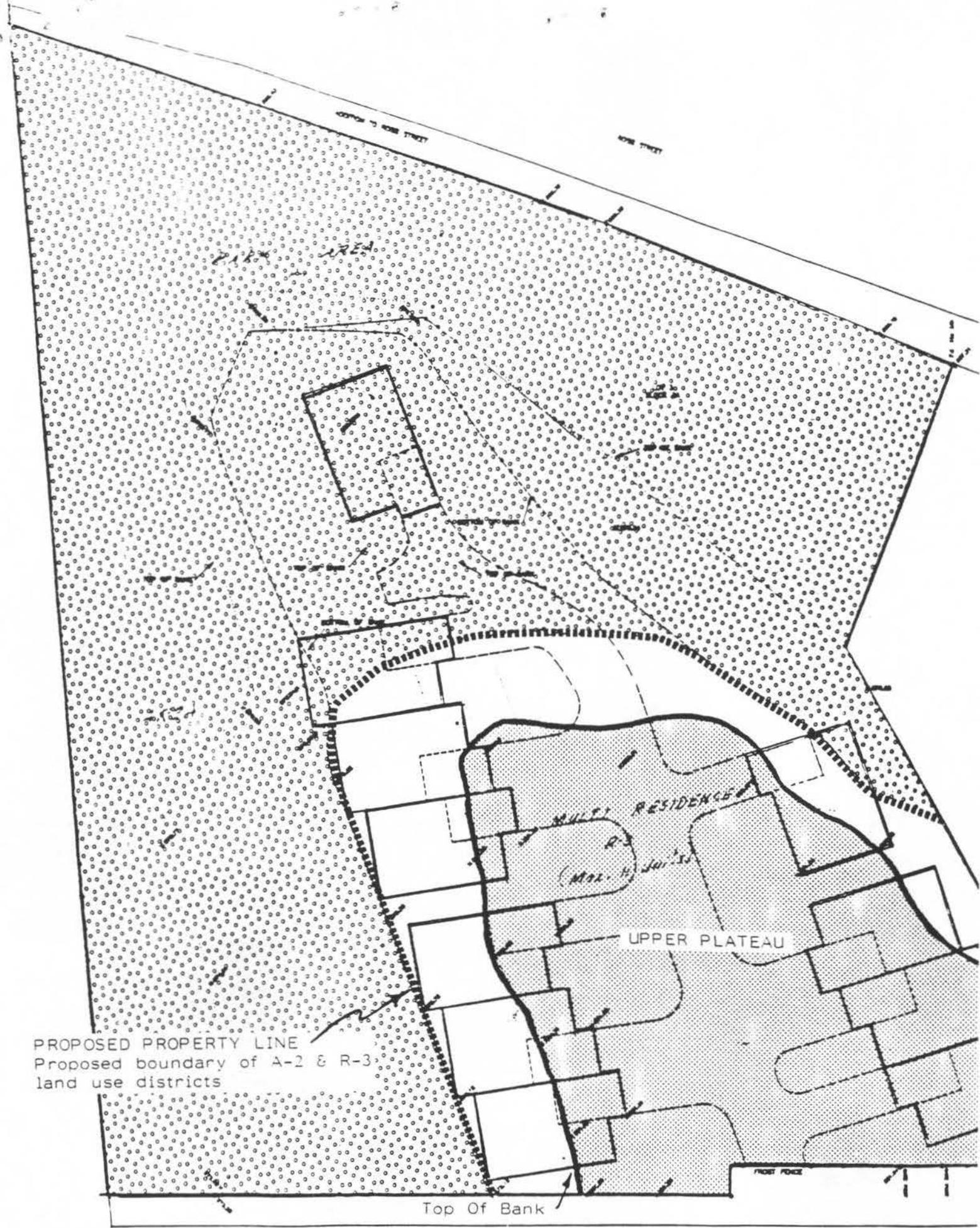
(MOZ. H. J. ...)

UPPER PLATEAU

PROPOSED PROPERTY LINE
Proposed boundary of A-2 & R-3
land use districts

Top Of Bank

PLANT POLE





THE CITY OF RED DEER

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

FILE No.

City Clerk's Department 342-8132

February 7, 1989

Neil Leyden property

Snell & Oslund Surveys (1979) Ltd.
P. O. Box 610
4826 - 47 Street
Red Deer, Alberta
T4N 5G6

Attention: Mr. G. Oslund, P. Eng.

Dear Sir:

RE: PROPOSED TOWNHOUSE TYPE DEVELOPMENT, LOT 2 AND PART OF LOT 1
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.....2

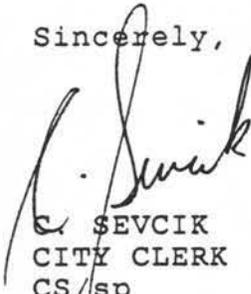
*Has received approval for
Single Family Development through M.R.C.
This proposal abandoned.*

Page 2
February 7, 1989
Snell & Oslund Surveys (1979) Ltd.

During the discussion on this particular item, it was also suggested by some members of Council that you should contact the neighbours to explain your proposed development and obtain their reaction. You may wish to consider undertaking this after your meeting with the administration, as some changes may be necessitated in order to address the concerns expressed by the administration.

The decision of Council in this instance is submitted for your information and appropriate action. We look forward to receipt of your further submission at your earliest convenience. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. SEVCIK
CITY CLERK
CS/sp

c.c. Director of Engineering Services
Director of Community Services
City Assessor
Bylaws & Inspections Manager
Fire Chief
E. L. & P. Manager
Urban Planner
Parks Manager

NOTICES OF MOTION

NO. 1

78.

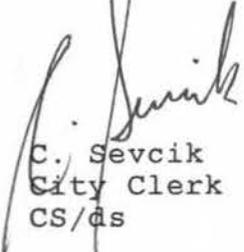
DATE: January 26, 1989
TO: City Council
FROM: City Clerk
RE: NOTICE OF MOTION/ALDERMAN CONNELLY/SAFE COMMUNITY
PROGRAM STICKERS

Alderman Connelly submitted the following Notice of Motion,
Tuesday, January 24.

"WHEREAS The City of Red Deer is involved in a Safe
Community Program

AND WHEREAS there are stickers available for promotion
of said program

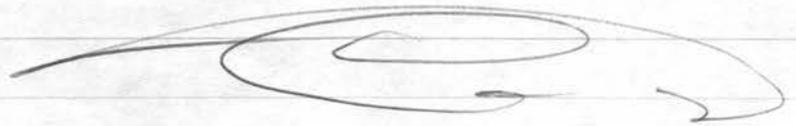
THEREFORE BE IT RESOLVED that Council of The City of Red
Deer authorize use of said stickers on all City
vehicles."


C. Sevcik
City Clerk
CS/ds

WHEREAS OUR CITY IS INVOLVED
IN A SAFE COMMUNITY PROGRAM

AND WHEREAS THERE IS TICKET AVAILABLE
FOR PROMOTION OF THE PROGRAM

THERE BEING A RESOLUTION C OF COUNCIL
AUTHORIZING USE OF SAID TICKETS
ON ALL CITY VEHICLES



89/01/24.

DATE: FEBRUARY 7, 1989
TO: SAFETY OFFICER
FROM: CITY CLERK
RE: NOTICE OF MOTION - ALDERMAN CONNELLY/ SAFE COMMUNITY
PROGRAM STICKERS

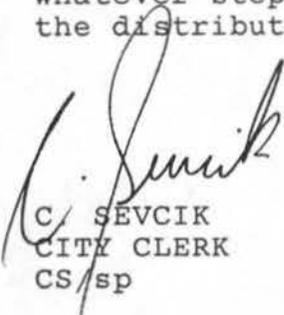
At the Council meeting of February 6, 1989 the following motion was passed authorizing the use of Safe Community Program stickers on all City vehicles.

"WHEREAS The City of Red Deer is involved in a Safe Community Program

AND WHEREAS there are stickers available for promotion of said program

THEREFORE BE IT RESOLVED that Council of The City of Red Deer authorize use of said stickers on all City vehicles."

The decision of Council in this instance is submitted for your information and appropriate action. I trust that you will take whatever steps are necessary on behalf of the City with regard to the distribution and placement of said stickers on City vehicles.


C. SEVCIK
CITY CLERK
CS/sp

c.c. City Commissioners
Director of Engineering Services
Public Works Manager
E. L. & P. Manager
Director of Community Services
Recreation & Culture Manager
Parks Manager
Transit Manager
Fire Chief

BYLAW NO. 2439/A-89

Being a Bylaw to amend Bylaw 2439/74, The Building Permit
Bylaw of The City of Red Deer

NOW, THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED
DEER IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1. Schedule "A" annexed to Bylaw 2439/74 is hereby repealed and the following new Schedule "A" annexed hereto is substituted in its place and stead.
2. This Bylaw shall come into effect upon the final passing hereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1989

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1989

READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this day
of A.D. 1989.

MAYOR

CITY CLERK

SCHEDULE OF BUILDING PERMIT AND MECHANICAL PERMIT FEES

When applying for a Building Permit, substantiating evidence or a letter from the Architect/Engineer stating the total construction costs including mechanical, electrical, etc., should accompany the application. In the absence of such evidence, the reported value shall not be less than the estimated cost of construction as outlined in the addendum at the rear of the Schedule.

FEES

- 1. Building Permit - \$5.00 for each \$1,000.00 or part thereof of construction cost. A minimum fee of \$20.00 shall be charged for issuance of any Building Permit.

Any work commenced without first obtaining a Building Permit shall be subject to double the amount set out as a fee for the proposed construction, in addition to any penalty which may be imposed in respect of the contravention, unless prior permission has been obtained from the authority having jurisdiction.

The fee for re-inspection of a building shall be \$21.00.

- 2. Plumbing Permits - The fees for all permits for plumbing shall be as follows:

For each plumbing fixture, discharge device, or weeping tile.....	\$ 4.50
For each house sewer.....	\$10.50
For each dry well.....	\$10.50
For each septic tank.....	\$10.50
For each storm sewer (commercial only).....	\$21.00
For each mobile home installation.....	\$13.00
Minimum fee for any plumbing permit requiring an inspection.....	\$15.00
Re-inspection of work not approved.....	\$21.00

Any work commenced without first obtaining a plumbing permit shall be subject to double the amount set out as a fee in the appropriate table, or a minimum fee of \$31.50, whichever is greater.

- 3. Gas Permits - Residences

- a) Minimum fee for any residential gas permit requiring inspection.....\$18.00

Re-inspection of gas installation not approved.....\$21.00

- b) All major occupancies other than single and two-family residences (fee to be determined by the total B.T.U. rating for all gas fixtures, furnaces, or other devices installed)

- b) Continued
- | | |
|---|----------|
| 65,000 BTU/HR input or less..... | \$ 23.00 |
| 65,001 - 200,000 BTU/HR input or less..... | \$ 29.00 |
| 200,001 - 400,000 BTU/HR input or less..... | \$ 35.00 |
| 400,001 - 500,000 BTU/HR input or less..... | \$ 58.00 |
| 500,001 - 1,000,000 BTU/HR input or less..... | \$ 75.00 |
| 1,000,001 - 5,000,000 BTU/HR input or less..... | \$133.00 |
| 5,000,001 BTU/HR input or over..... | \$201.00 |
- c) Temporary Gas Line.....\$ 21.00
- d) Maximum permit fees on any permit is \$201.00 except as provided hereunder for alterations not requiring an operational test. Alterations to an existing gas line not requiring an operational test of an appliance\$ 21.00
- e) Re-inspection of gas installation not approved.....\$ 21.00

Any work commenced without first obtaining a permit shall be subject to double the amount set out as a fee in the appropriate table, in addition to any penalty which may be imposed in respect of the contravention, unless prior permission has been obtained from the authority having jurisdiction.

INSPECTIONS

- a) All gas systems and rough piping shall be inspected by the Gas Inspector before the same is put in use.
- b) The Gas Inspector shall be notified by the gasfitter at such time as the Gas Inspector's Office is open, when gasfitting or rough piping is ready for inspection.
- c) All gas systems and rough piping shall be left uncovered and convenient for examination until it is inspected and approved and no inspection shall be called for until the gas system or rough piping is ready for inspection.
- d) The gasfitter shall provide safe, properly constructed access to the gas system which is to be inspected. Permanent inside access shall be provided for roof top installations.
- e) The Gas Inspector shall examine the gas system or rough piping within 48 hours (excluding all days during which the Gas Inspector's Office is closed) after the day upon which a notice in accordance with Section 6 (b) has been received and providing that Section 6 (d) has been adhered to.

4. Heating Permits

Fees for heating permits shall be as follows:

a) Residential

- Each heating unit or system installation.....\$23.00
- Each major alteration of an existing system.....\$23.00
- Each vent or metal chimney installed separately.....\$23.00
- Each replacement furnace.....\$23.00
- Each inspection of work started without a required permit.....\$46.00
- Re-inspection of job not approved.....\$21.00

b) Commercial

- Each heating unit or system installation.....\$35.00
- Each major alteration to any existing system.....\$35.00
- Each replacement furnace.....\$35.00
- Each inspection of work started without required heating permit.....\$70.00
- Re-inspection of job not approved.....\$21.00

5. Occupancy Permit Fees

Apartment Buildings (Three or More Suites or Apartments)
- \$6.00 per unit (maximum of \$60.00)

Commercial Buildings - Up to and including 500 square meters - \$22.00 per 100 square meters or portion thereof (maximum of \$110.00)

Industrial Buildings - Up to and including 500 square meters - \$22.00 per 100 square meters or portion thereof (maximum of \$110.00)

6. Demolition Permits - The fee for demolition of a building shall be a flat fee of \$25.00.

7. Moving Permits - The fee for moving permits shall be a flat fee of \$25.00.

8. The fee for a building inspection upon request other than when a Building Permit has been issued shall be a flat fee of \$21.00.

9. Fire Prevention Permits

- a) Sprinkler Systems - \$42.00 per installed system, plus \$15.75 per floor per system, including basements and sub-basements.
- b) Standpipe Systems - \$52.50 per system minimum to seven storeys, including basements and sub-basements, plus \$10.50 per additional floor.
- c) Fire Alarm and Smoke Control Systems - \$26.25 minimum to first three levels, including basements and sub-basements, plus \$11.00 per level thereafter.
- d) Underground Fuel Storage Tanks - \$31.50 minimum up to three inspections, plus \$21.00 per additional visit.

Any work commenced without first obtaining a permit shall be subject to double the amount set out as a fee in the appropriate table, in addition to any penalty which may be imposed in respect of the contravention, unless prior permission has been obtained from the authority having jurisdiction.

10. Additional Fees:

(a) Survey Certificate	-	\$23.00 per site
(b) Zoning Conformance Letters	-	\$22.00 per site
(c) Approval of Use	-	\$22.00 per application
(d) Zoning Information	-	\$ 7.00 per site

A D D E N D U M

For calculating the estimated cost of construction in order to assess the value to be charged for a Building Permit, the cost factor will be determined by an average assessment, as provided by (1) Alberta Mortgage and Housing Corporation "Lansdownes Construction Cost Handbook", and (2) Accredited Appraisers from the City of Red Deer.

The costs indicated shall be reviewed semi-annually (January 1st, and July 1st) in order to calculate an updated variance rate.

E X A M P L E

<u>Residential</u>	<u>Cost Per Square Meter</u>
Main Floor (Includes Unfinished Basement).....	\$ 488
Second Floor.....	\$ 360
Basement/Other Finished Area.....	\$ 115
Attached Garage.....	\$ 150
Detached Garage.....	\$ 115
Attached Carport.....	\$ 75
Apartment - Three storeys & under (e.g. 4-Plex).....	\$ 520
- Over three storeys and under ten storeys.....	\$ 650
Townhouses/Row Housing - Main Floor.....	\$ 485
- Second Floor.....	\$ 355
Fireplace - Masonry.....	\$3000 per unit
- Built In.....	\$2000 per unit
- Free Standing.....	\$2000 per unit
<u>Commercial</u>	
Single Storey Building - Store (Frame).....	\$ 365
- Office (Masonry).....	\$ 600
<u>Industrial</u>	
Warehouse - 929 square meters (Shell Only).....	\$ 245
- Over 4,645 square meters (Shell Only).....	\$ 205

Apartments and Hotels

Multi-Storey Reinforced Concrete Construction.....	\$380.00 per sq. meter
Masonry and Wood Framed Construction (Three Storeys or Under).....	\$310.00 per sq. meter
Basement Garage.....	\$170.00 per sq. meter
Above Ground Garage.....	\$140.00 per sq. meter

Hospitals

Multi-Storey Reinforced Concrete Construction.....	\$650.00 per sq. meter
Masonry and Wood Framed Construction (Three Storeys and Under).....	\$550.00 per sq. meter
Wood Framed Construction (Three Storeys and Under).....	\$440.00 per sq. meter

Schools and Churches

Reinforced Concrete Construction.....	\$440.00 per sq. meter
Masonry and Wood Framed or Steel Framed Construction (Three Storeys and Under).....	\$350.00 per sq. meter
Wood Framed Construction.....	\$300.00 per sq. meter

Warehouses

Reinforced Concrete Construction (Shell Only).....	\$220.00 per sq. meter
Masonry and Wood Framed or Steel Framed Construction (Three Storeys and Under) Shell Only.....	\$200.00 per sq. meter
Additional Interior Partition Including Small Offices.....	\$ 90.00 per sq. meter

Commercial Buildings and Offices

Multi-Storey Reinforced Concrete Construction.....	\$500.00 per sq. meter
Masonry and Wood Framed or Steel Construction.....	\$350.00 per sq. meter
Wood Framed Construction.....	\$300.00 per sq. meter

Restaurants

Masonry and Wood Framed Construction.....	\$340.00 per sq. meter
Wood Framed Construction.....	\$300.00 per sq. meter

Industrial Plants

Reinforced Concrete Construction.....\$275.00 per sq. meter
Masonry and Wood Framed or Steel Framed Construction...\$200.00 per sq. meter
Wood Framed Construction.....\$150.00 per sq. meter

Service Stations

Masonry and Wood Framed Construction.....\$350.00 per sq. meter
Steel Construction.....\$250.00 per sq. meter
Wood Framed Construction.....\$250.00 per sq. meter

Public Garages

Reinforced Concrete Construction.....\$250.00 per sq. meter
Masonry and Wood Framed or Steel Framed Construction...\$225.00 per sq. meter
Steel Construction.....\$200.00 per sq. meter
Wood Framed Construction.....\$180.00 per sq. meter

BYLAW NO. 2590/A-89

Being a Bylaw to amend Bylaw No. 2590/78, the Municipal Planning Commission Bylaw

NOW, THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, HEREBY ENACTS AS FOLLOWS:

1. Bylaw 2590/78, as amended, is hereby further amended as to Section 2.8.3 by deleting same and substituting therefor the following:

"2.8.3 where any decision of the Municipal Planning Commission is required, or directed by the Commission to be advertised, the applicant shall pay an additional fee of \$40.00. Any Caveat required will be provided at a cost of \$30.00."

2. This Bylaw shall come into force on the date of its passage.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1989

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1989

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day
of A.D. 1989.

MAYOR

CITY CLERK

BYLAW NO. 2800/A-89

Being a Bylaw to amend Bylaw No. 2800/82, the Traffic Bylaw of The City of Red Deer.

THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, HEREBY ENACTS AS FOLLOWS:

1. Bylaw 2800/82, as amended, is hereby further amended
 - a) as to Schedule G by deleting therefrom the figures "\$12.00" and substituting therefor the figures "\$15.00".
 - b) as to Schedule H by deleting therefrom the figures "\$13.00" and substituting therefor the figures "\$16.00".
 - c) as to Schedule I by deleting therefrom the figures "\$15.00" and substituting therefor the figures "\$18.00".
 - d) as to Section 110.(a) by deleting therefrom the figures "\$12.00" and substituting therefor the figures "\$15.00".
 - e) as to Section 110.(b) by deleting therefrom the figures "\$13.00" and substituting therefor the figures "\$16.00".
 - f) as to Section 110.(c) by deleting therefrom the figures "\$15.00" and substituting therefor the figures "\$18.00".
 - g) as to Section 28 by deleting same and substituting therefor the following:

"28. No person shall park any trailer unattached or camper top (whether trailer or camper top is designated for occupancy for persons or for the carrying of goods or equipment) upon a highway unless the said trailer or camper top is properly attached to a vehicle by which it may be carried, propelled or drawn and when so properly attached, the trailer or camper top shall be deemed part of the vehicle and subject to the regulations pertaining to vehicles."

h) as to Schedule K by deleting the following:

"Section 28 Park unattached Trailer on Highway"

and substituting therefor the following:

"Section 28 Park unattached Trailer or Camper Top on Highway"

i) as to Part 16 Index to Offence and Penalties, Part 4 Parking by deleting the following:

"28 Park Unattached Trailer on Highway K"

and substituting therefor the following:

"28 Park Unattached Trailer or Camper Top on Highway K"

j) as to Section 33.1 by deleting the words "issued by the City" and substituting therefor the words "issued by the Department of Motor Vehicles."

2. Sections 1.a), b), c), d), e), and f), of this Bylaw shall come into force on September 1, 1989.
3. Sections 1.g), h), i), and j), of this Bylaw shall come into force on the date of its passage.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1989

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1989

READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL this day of
A.D. 1989.

MAYOR

CITY CLERK

BYLAW NO. 2933/A-89

Being a Bylaw to amend Bylaw 2933/87, the Bylaw to provide for fees to be charged at the Red Deer Industrial Airport.

THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, HEREBY ENACTS AS FOLLOWS:

1. Bylaw 2933/87 is amended by deleting therefrom Schedule A-88 and by substituting therefor the attached Schedule A-89.
2. This Bylaw shall come into force upon the final passing thereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1989

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1989

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day
of A.D. 1989.

MAYOR

CITY CLERK

RED DEER INDUSTRIAL AIRPORT FEE BYLAW
SCHEDULE A-89

LANDING FEES

Local Aircraft	- No Charge
Government Aircraft	- No Charge
Itinerant Aircraft	- Charged at the following rates, based on gross take off weight as quoted in Transport Canada Air Traffic Designator Manual TP 143 :
	4,000 kg thru 21,000 kg \$0.85 per 1,000 kg
	21,001 kg thru 45,000 kg \$1.10 per 1,000 kg
	45,001 kg and above \$1.35 per 1,000 kg

AIRCRAFT PARKING AND TIE DOWN FEES

First 24 hours free for all aircraft

Single Engine Aircraft	- Each Additional Day \$1.25 to a maximum of \$10.00 per calendar month
Multi Engine Aircraft to 12,000 kg	- Each Additional Day \$2.50 to a maximum of \$20.00 per calendar month
Multi Engine Aircraft 12,001 kg to 18,000 kg	- Each Additional Day \$2.75 to a maximum of \$30.00 per calendar month
Multi Engine Aircraft 18,001 kg to 30,000 kg	- Each Additional Day \$3.50 to a maximum of \$40.00 per calendar month
Multi Engine Aircraft 30,001 kg and above	- Each Additional Day \$4.00 to a maximum of \$60.00 per calendar month

VEHICLE PARKING

With Electrical Plug In	- \$5.00 first 24 hours - \$2.50 each additional day
Without Electrical Plug In	- No Charge

Vehicles parked in excess of 7 days may be towed at the owners expense unless prior arrangements are made with the Airport Supervisor.

AVIATION FUEL TAXES

Aviation Fuel	- \$0.03 per gallon sold - \$0.0066 per litre sold
Turbo Fuel	- \$0.03 per gallon sold - \$0.0066 per litre sold

WATER & WASTEWATER

WATER	- \$10.65 per 1,000 cubic feet
WASTEWATER	- \$22.46 per 1,000 cubic feet based on 66% of the water used.

These rates are subject to change based on changes to the City of Red Deer by the Supplier.

SPECIAL EVENT FEES

The use of a designated portion of the airport grounds requires that a License to Occupy be obtained from the City of Red Deer a minimum of 30 days prior to any event being held. Events that require the use of hay lands are subject to special conditions and require the promoter to make application for a License to Occupy no later than April 1 of that year. Events that involve spectators will be charged the following rates:

STATIC DISPLAYS OF AIRCRAFT

Fly-ins or other aircraft related events that do not involve demonstrations of flight are billed at \$10.00, if no admission or collections are taken. If admission or collections are taken \$10.00 plus 15% of the daily gross gate receipts will be charged. These events are subject to prior approval by the Engineering Department. A maximum of 48 hours for any one event will be allowed.

AIRSHOWS, COMPETITIONS, OR OTHER SPECIAL EVENTS

No admission or collection taken

- minimum of \$100.00 per 24 hour period.

Admission or collection taken

- minimum of \$100.00 per 24 hour period
- 15% of the first \$1500.00 (both advance and gate sales) and 5% of the remainder.

CONCESSION, FOOD, AND NOVELTY SALES

- \$50.00 per event (holders of local business license)
- \$100.00 license plus \$50.00 per event (if no local business license is held).

All legal fees, insurance, crowd control, set up of grounds and clean up are the responsibility of the promoter. Any work required by City forces will be billed at cost plus 10%.

MINIMUM BILLINGS

Airport usage fees will be accumulated until the sum is greater than The City of Red Deer minimum billing. Fees less than the minimum billing as of December 31 of each year will be waived.

NON PAYMENT PENALTIES

Interest of 1.5% per month on the unpaid balance.

BY-LAW NO. 2960/A-89

Being a by-law to amend By-law No. 2960/88.

The Municipal Council of The City of Red Deer, in the Province of Alberta, duly assembled enacts as follows:

1. By-law No. 2960/88 is hereby amended by deleting therefrom Schedules "A", "B" and "D" and substituting in their place and stead the attached schedules "A", "B" and "D" to this By-Law.
2. This amendment will be effective for utility billings mailed after March 1, 1989 except for Section 4 of Schedule "D" which shall be effective for disposal ground users on May 1, 1989.

READ A FIRST TIME IN OPEN COUNCIL this day of February, A.D. 1989.

READ A SECOND TIME IN OPEN COUNCIL this day of February, A.D. 1989.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day
of February, A.D. 1989.

MAYOR

CITY CLERK

SCHEDULE "A"

PART 5

WATER RATES

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

1. A consumption charge of \$0.78 for each 100 cubic feet of water supplied.
2. A fixed monthly charge shall be determined by the size of the meter supplied to each consumer as follows:

<u>METER SIZE</u>	<u>FIXED MONTHLY CHARGE</u>
5/8" (16 mm)	\$ 7.30
3/4" (19 mm)	11.60
1" (25 mm)	21.30
1-1/2" (38 mm)	49.60
2" (50 mm)	119.90
3" (75 mm)	202.40
4" (100 mm)	428.40
6" (150 mm)	802.90
8" (200 mm)	1,418.90

MISCELLANEOUS RATES

1. New service connection

	<u>FROM MAIN IN STREET</u>	<u>FROM MAIN IN LANE</u>
(a) Basic charge for 1" (25 mm) water and 6" (150 mm) sanitary	\$ 2,845.00	\$ 2,230.00
(b) Basic charge for 1" (25 mm) water	2,730.00	2,035.00
(c) Basic charge for 6" (150 mm) sanitary sewer	2,730.00	2,035.00
(d) Basic charge for 4" (100 mm) storm sewer	2,730.00	2,035.00
(e) Basic charge for 1" (25 mm) water main, 150 mm sanitary and 6" (100 mm) storm sewer	3,785.00	3,010.00
(f) Dual service upon approval	4,260.00	3,345.00

Extra charge for

Larger water main:

1-1/2" (38 mm)	\$	220.00
2" (50 mm)		750.00
4" (100 mm)		2,035.00
6" (150 mm)		3,000.00
8" (200 mm)		3,640.00

Larger sanitary or storm sewer:

8" (200 mm)	\$	110.00
10" (250 mm)		160.00
12" (300 mm)		220.00
15" (375 mm)		320.00
18" (450 mm)		590.00

- | | | | |
|----|--|----|----------|
| 2. | Additional fee for winter construction of service
(November 15-May15) | \$ | 645.00 |
| 3. | Temporary water supply for construction purposes
(includes one water turn on)
Up to and including 1-1/2" (38 mm) service | \$ | 31.00 |
| | Over 1-1/2" (38 mm) service | \$ | 62.00 |
| 4. | Disconnection of service (water kill) | \$ | 830.00 |
| 5. | Turn water off or on for repairs or line testing
(a) during regular working hours | \$ | 26.60 |
| | (b) after regular working hours | \$ | 80.50 |
| 6. | Other Charges | | |
| | Construction of manhole | \$ | 2,230.00 |
| | Cutting and replacing pavement - | | |
| | (a) Single or double service 3" (75 mm) and under | \$ | 1,855.00 |
| | (b) Single or double service Over 3" (75 mm) | | 2,370.00 |
| | (c) Triple Service 3" (75 mm) and under | | 2,475.00 |
| | (d) Triple Service Over 3" (75 mm) | | 2,990.00 |
| | (e) For service kill 3" (75 mm) and under | | 335.00 |
| | (f) For service kill Over 3" (75 mm) | | 490.00 |
| | Replacing and/or tunnelling sidewalks - | | |
| | (a) Single or double service residential | \$ | 930.00 |
| | (b) Single or double service commercial | | 2,080.00 |
| | (c) Triple service residential | | 1,235.00 |
| | (d) Triple service commercial | | 2,390.00 |
| | Replacing curb only - | | |
| | (a) Single or double service | \$ | 670.00 |
| | (b) Triple or dual service | | 875.00 |
| 7. | Clearing plugged sewer | | |
| | (a) During regular working hours | \$ | 50.00 |
| | (b) After regular working hours | | 78.40 |
| | (c) Power auger | | 79.00 |

	(d) Sewer jet (regular hours only)	90.00
	(e) Foam (roots) (regular hours only)	100.00
8.	Repairs to water meters	At cost
9.	Thawing water service	At cost
10.	Repair to damaged stand pipe	At cost
11.	Meter Test	\$ 44.00
12.	Camera Sewer Lines	
	Service (regular hours only)	\$ 100.00
	Mains (regular hours only)	\$ 1.60/metre

SCHEDULE "B"

PART 6

WASTEWATER RATES

- | | | |
|----|--|------------|
| 1. | Volume rate for 100 cu. ft. (9.294 cu. metres)= | 82.7 cents |
| | Charge for treating one pound (454 grams)
of B.O.D. = | 11.4 cents |
| | Charge for treating one pound (454 grams) of
suspended solids = | 12.5 cents |
| | Charge for treating one pound (454 grams)
of grease = | 3.5 cents |
2. For the purpose of calculating the sewerage charge payable by a consumer, the volume of wastewater contributed by the consumer to the sewerage works shall be deemed to be equal to 80% of the water delivered to the consumer's premises, whether the water was received from the City or from sources other than the City. Where no meter or other exact means exist to determine the quantity of water consumed by any person, the Director shall make an estimate thereof for the purpose of determining the sewerage service charges. The consumer may, at his own expense, install and maintain a meter approved by the Director upon which the service charge shall thereafter be determined.
3. Notwithstanding clause 1 of Schedule "B", any consumer whose sewage has not been tested as hereinafter provided, shall pay \$1.31 per 100 cu. ft. (9.294 cu. metres) of wastewater calculated in the manner herein set forth with a minimum of \$11.40 per month.
4. Any person occupying a property used primarily as a dwelling unit or as a residence, or from which a business is being operated under a home occupation license, which is connected with the City sewerage system, shall pay the sum of \$11.40 per month.

SCHEDULE "D"

PART 8

SCHEDULE OF GARBAGE RATES

1. Rates to be applicable for premises when supplied with a container by the contractor engaged by the City. The rate charged includes providing the container.

Container Size	Special Pick-ups Per Pick-up	Monthly Rate Frequency of Pick-up Per Week (Month					
		1(5)	2(9)	3(13)	4(17)	5(22)	6(26)
2.294 cu.m. (3 cu. yds.)	13.07	59.37	96.51	133.56	170.68	207.78	244.90
3.058 cu. m. (4 cu. yds.)	14.89	74.20	118.71	163.26	207.78	252.30	296.84
4.587 cu. m. (6 cu. yds)	18.61	96.51	155.84	215.23	274.60	333.98	393.33

Charges for special container services in addition to the above rates will be as follows:

	<u>RATE PER CONTAINER</u>
Lids on Containers	\$5.23 per month
Chains or Locking Devices on Containers	\$8.73 (One time charge)
Castors on Containers	\$8.73 per month
Extra Cleaning (if more than one per year required)	\$69.76 each time
Fire Damage	\$139.52 each time

SCHEDULE "D"

PART 8

SCHEDULE OF GARBAGE RATES

2. Rates to be applicable for commercial premises where the owner or agent is charged and such owner or agent provides a hand pick-up container

Volume for Pick-up	Monthly Rate Frequency of Pick-up Per Week (Month)						Extra Pick-ups Per Pick-up
	1(5)	2(9)	3(13)	4(17)	5(22)	6(26)	
.383 cu. m. ($\frac{1}{2}$ cu. yd.)	10.21	20.35	30.54	40.72	50.88	61.03	\$112.87/hr
.765 cu. m. (1 cu. yd.)	20.35	40.72	60.78	81.38	101.73	122.06	\$112.87
1.5 cu. m. (2 cu. yds.)	40.72	81.38	121.96	162.74	203.51	244.12	\$112.87
2.294 cu. m. (3 cu. yds.)	61.03	122.06	183.09	244.12	305.16	366.08	\$112.87
3.058 cu. m. (4 cu. yds.)	81.38	162.74	244.12	325.52	406.89	488.26	\$112.87
3.823 cu. m. (5 cu. yds.)	101.73	203.51	305.16	406.89	508.60	610.30	\$112.87
4.587 cu. m. (6 cu. yds.)	122.06	244.12	366.08	488.26	610.30	732.37	\$112.87

Less than .383 cu. m. ($\frac{1}{2}$ cu. yd.) per month for one pick-up per week would be \$4.95.

3. For a single family dwelling unit, a semi-detached residential unit, a single family dwelling unit with a basement dwelling unit situate therein, or an occupant of a dwelling unit in a multiple family building where the owner or agent does not pay charges directly to the City, the charge shall be \$4.95 per month per dwelling unit for one pick-up per week.

4. DISPOSAL GROUNDS RATES FOR ACCEPTANCE OF GARBAGE AND REFUSE

<u>Description</u>	<u>Rate</u>
1. Residents hauling residential refuse from their own residence	Free
2. Private companies or commercial haulers with commercial or residential refuse	\$14.40 per metric tonne
3. Liquid waste contained in a water tight box or tank	\$11.90 per metric tonne
4. Demolition, concrete, asphalt and tree rubble	\$6.20 per metric tonne
5. Hazardous Waste - special waste	\$28.30 per metric tonne
6. When fractional metric tonnes are delivered the rate charged for the same shall be determined by pro-rating the above rates per tonne in the same ratio as the weight of such refuse, waste or rubble delivered bears to a metric tonne.	
7. Clean Fill	No Charge

Rec'd @ 4:13 p.m.
Thurs. Feb. 2/89.
SD.

February 2, 1989

Re: Baby Dylan Stark
Attention Mayor Bob McGhee and City Council Members:

We come to you on behalf of baby Dylan Stark and his family. This 19 day old baby desperately needs a new heart and we need any assistance we can get, whether it be with fundraising or making the people of Red Deer aware of this little boys plight.

Some monies have been raised, though at the present time we're not certain of the amount. The thing we urgently need help with is public awareness. The media is covering this story but we need a driving force behind it to inspire the people of our fair city to get involved in what ever way they can. What better way than through City Hall? Your anticipated assistance is greatly appreciated.

Thank-you,
Myna Skutzen (340-1334)
Edie Scarlett (347-3102)

Copied to Council 89/02/06 Ks.

DATE: FEBRUARY 7, 1989
TO: CITY COUNCIL
FROM: CITY CLERK
RE: ALDERMAN GUILBAULT - WRITTEN ENQUIRY/
CITY EMPLOYEES WINTER DRIVING SAFETY

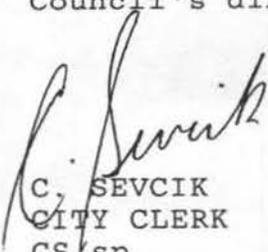
The following written enquiry was submitted by Alderman Guilbault at the Council meeting of February 6, 1989:

"Recently Central Alberta experienced some rather harsh weather conditions which resulted in many school closures and cancellations of activities. Occasionally poor weather conditions result in extremely hazardous driving conditions. In order to operate essential city services, some city employees may be required to travel in these less-than-desirable conditions to be available for work. The need for other non-essential employees may not be as critical. To continue to promote Red Deer as a "Safe Community" there may be a need, in the interest of employees' safety, to establish some guidelines regarding employee travel during winter snow storms.

Could the administration:-

- 1) briefly outline procedures now taken to reduce any potential safety risks to any essential city employees required to travel to work during hazardous road conditions;
- 2) outline any current criteria established to determine when non-essential city staff would NOT be required to travel to work;
- 3) note any allowances made for city employees living outside city boundaries travelling to work."

Council's direction is requested.


C. SEVCIK
CITY CLERK
CS/sp