

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, JUNE 25th, 1979 commencing at 4:30 p.m.

- (1) Confirmation of June 11th, 1979 Minutes.

PUBLIC HEARING

A public hearing will be held at 4:30 p.m., Monday, June 25th, 1979 regarding proposed road closure - Glendale Park Estates. p. 1

- (2) UNFINISHED BUSINESS

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Committee of the Whole

- (1) Personnel Committee Recommendations

UNFINISHED BUSINESSNO. 1

15 June 1979

TO: COUNCIL

FROM: CITY CLERK

RE: PROPOSED ROAD CLOSURE IN THE GLENDALE PARK
ESTATES, PART OF THE N.W. 1/4 29/38/27/4
BYLAW 2637/79

At the last meeting of Council, I brought forward a report concerning the above proposed closure and advised that a public hearing was scheduled for 4:30 p.m.

I erred in putting that particular report on the June 11th agenda, as the hearing had in fact been advertised and scheduled for 4:30 p.m. June 25th, 1979.

In view of this error on my part, it is necessary at the commencement of the June 25th Council meeting to repeal third reading of bylaw 2637/79 and following such repeal, to hold a public hearing on the proposed road closure.

In the event there are no objections to the closure, the bylaw could then receive third reading later in the meeting.

Respectfully submitted,

R. STOLLINGS,
City Clerk

NO. 2

15 June 1979

TO: COUNCIL

FROM: CITY CLERK

RE; PROPOSED MANDATORY USE OF SEAT BELTS

At the meeting of Council June 11th, 1979, the following resolution was passed in respect of recommendations brought forward by the Police Commission.

"RESOLVED that Council of the City of Red Deer having considered report dated April 27, 1979 from the Red Deer Police Commission and brief from the Calgary Police Force in respect to the Mandatory Use of Seat Belts, hereby agree to support the recommendation of the Police Commission and direct same be referred to the A.U.M.A. for consideration at a forthcoming convention."

A question has now arisen as to exactly how this particular resolution could be handled inasmuch as the initial question concerning seat belts was raised by the Chief of Police for the City of Calgary who was seeking the views of various municipalities. The Calgary correspondence was referred to the Police Commission here, who in turn recommended that Council endorse the suggestion that seat belts become mandatory in Alberta. The Police Commission did not, however, recommend that this matter be referred to the A.U.M.A. as stated in the resolution above.

In view of the above, I would seek Council's clarification as to whether or not they wish to amend the above resolution by striking out the reference to the A.U.M.A., or if in fact Council wish this matter to be again brought before the A.U.M.A., the form of the resolution should be changed considerably as the resolution in its present form is unsuitable for presentation on the floor of the A.U.M.A. Convention.

Respectfully submitted,

"R. TOLLINGS"
City Clerk

June 18, 1979.

NO. 3

TO: City Council
FROM: Parking Commission

RE: Parking in the vicinity of A.M.A.

As directed by City Council, further consideration was given to the problem of parking in the vicinity of the A.M.A.

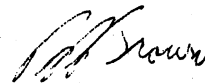
The attached report from the City Engineer was considered at the June 15, 1979, meeting of the Parking Commission with the A.M.A. represented at the aforesaid meeting by Mr. F. Horn and Mr. H. Bartlett.

The following resolution was passed by the Parking Commission.

"The Parking Commission recommend to Council of the City of Red Deer that 11 parallel parking stalls be provided along the south side of 59 Street between 49 Avenue and Gaetz Avenue and that one hour meters be installed."

While the 11 stalls proposed will not resolve the parking problem, the additional stalls will relieve the situation somewhat. Neither the Parking Commission or the representatives of the A.M.A. would favor further encroachment into the public reserve area to provide additional stalls. As for the suggestion to provide a parking lot on the west side of Gaetz Ave. it was indicated by the representatives present that this is not a workable solution.

Respectfully submitted



R. Brown, Chairman
Parking Commission

CS/ds
Encl.

June 8, 1979

TO: Parking Commission
FROM: City Engineer
RE: A. M. A. Parking Lot

4.

BACKGROUND

At the May 14, 1979 meeting of Red Deer City Council, consideration was given to the application from the Alberta Motor Association requesting approval to establish a facility in the Bower Place Special Use Area. Mr. Fred Horn, a Director of the Alberta Motor Association, was present and advised that contrary to the comments from the Senior Planner, it isn't necessary for the A.M.A. to have highway exposure. He further suggested that the reason for the A.M.A. request to relocate was brought about by the critical parking situation at the existing location and that a solution to this problem, if a solution is possible, would be more acceptable to the A.M.A.

Following a complete discussion concerning this issue, resolutions were passed as follows:-

"RESOLVED that Council of the City of Red Deer having considered application from the Alberta Motor Association requesting a letter of first refusal for the purpose of establishing a facility in the Bower Place Special Use Area, hereby agree that said application be denied and as recommended to Council May 14, 1979 by the City Commissioners."

"RESOLVED that Council agree that the matter of parking at the A.M.A. be referred to the Parking Commission for consideration at a meeting to be held for the purpose of resolving the parking difficulties."

THE A.M.A. PARKING REQUIREMENT

To determine the parking requirements and the exact nature of the parking problems of the Alberta Motor Association, Mr. Harry Bartlett, Manager of the Association was contacted. Mr. Bartlett felt that parking around the A.M.A. area is generally insufficient. It is also difficult to control the existing A.M.A. parking stalls to insure that these are being used by A.M.A. client and employees only. The A.M.A. is presently leasing 34 parking stalls from the City for the use of A.M.A. and their tenant offices. For relocation, A.M.A. would be looking for a place with 80 -

100 parking stalls. Mr. Bartlett said that these parking stalls are required for the different services A.M.A. is providing. These services include issuing licenses, offering driver training courses, insurance, travel consulting, etc.

LEVEL OF OCCUPANCY OF PARKING SPACES

The peak parking demand for commercial centres usually occurs around 2 P.M. and 3 P.M. To establish the parking occupancy during this peak period for the parking lot enclosed by 59th Street, 49th Avenue, 60th Street and Gaetz Avenue; a parking occupancy survey was conducted for each of the three sections of the Parking Lot (A.M.A, Triumph, City). The result of the survey was summarized in the following:-

NO & PERCENTAGE OF OCCUPIED PARKING STALLS

	No. of Parking Stalls provided	Monday May 28 2 P.M.		Monday May 28 2:30 P.M.		Monday May 28 3 P.M.		Friday June 1 3:30 P.M.	
A.M.A.	34	19	56%	25	74%	18	53%	25	74%
Triumph	64	59	92%	61	95%	61	95%	51	80%
City	34	34	100%	34	100%	33	97%	31	91%
TOTAL	132	112	85%	120	91%	112	85%	107	81%


It is evident that among the three sections of the Parking Lot, the occupancy rate is lowest at the A.M.A. section. Generally, when parking spaces are occupied to about 65% of their capacity, signs of parking congestion will appear. While the Parking Lot as a whole has surpassed the 65% occupancy rate, the A.M.A. section surpassed this value for only two half hour periods. It is apparent that while the Parking Lot as a whole might have reached its effective capacity, the A.M.A. section of the Parking Lot is still not fully utilized.

POTENTIAL FOR ADDITIONAL PARKING

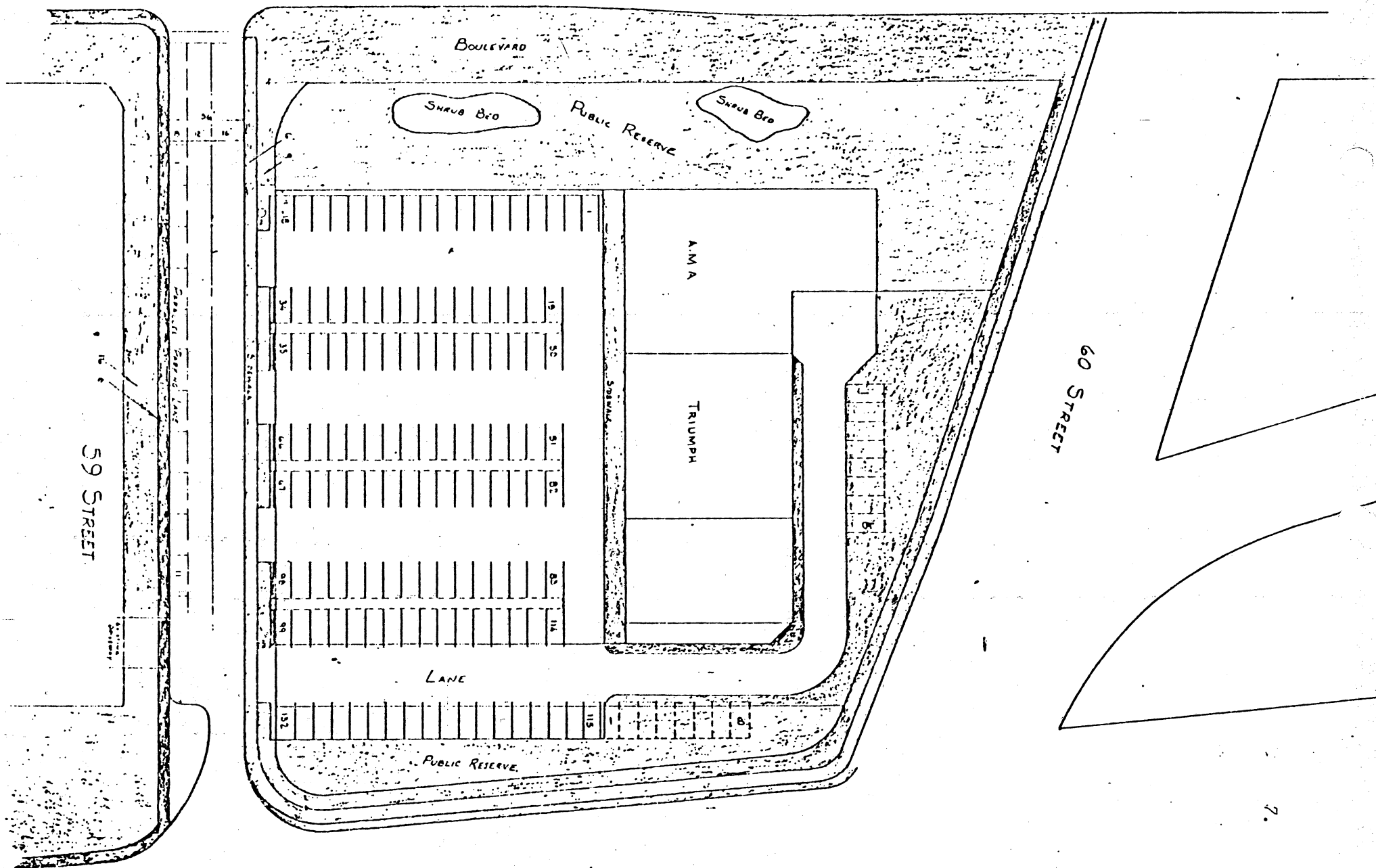
As shown on the attached drawing, a total of 27 stalls could be added to the existing parking lot. This includes an addition of 8 stalls by encroaching on the 60th Street right-of-way, an addition of 8 stalls by encroaching on the 49th Avenue public reserve, and an addition of 11 stalls by providing parallel parking on the south side of 59th Street between 49th Avenue and Gaetz Avenue. We would point out to the Commission that we are not recommending the construction of 16 additional stalls in either the Public Reserve area adjacent to 49th Avenue or encroaching into the 60th Street road right-of-way. The Parks Department is strongly opposed to any further encroachment into these areas and in fact have recently planted new shrubbery which would be lost. Construction costs of the additional stalls would be significant as all existing landscaping would have to be removed and replaced with granular base capped with asphalt.

A potential of 21 90-degree stalls instead of the 11 parallel stalls could be added to the south side of 59th Street. This will involve the relocation of the sidewalk at the south side and reducing the boulevard width to 5 feet from its present 16 feet. Through traffic on 59th Street would be in conflict with parking vehicles with either one of these two parking arrangements and costs of alteration will be significant with the 90-degree parking arrangement.

At the May 28, 1979 meeting of the Red Deer City Council, resolution was passed to authorize the acquisition of the land at the southwest corner of 60th Street and Gaetz Avenue (Block 29, Lots 17, 18, 19 and 20). The proposed land acquisition is for the future construction of a right turn ramp from 60th Street to Gaetz Avenue. While the ramp construction would be required within the next 4 to 5 years, temporary parking could be provided on this land in the meantime. Costs of converting the area to a parking lot have not been determined at this time.


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

CL/sp
attachment



NO. 4

8.

May 3, 1979.

TO: Council

FROM: City Clerk

RE: Proposed Subdivision Design Layout City Owned Land and Privately Owned
Land North Half of Section 14/38/27/4

A proposed subdivision design layout for the above described property was presented to City Council at their meeting April 30 at which time Council agreed this item be tabled for referral to a special committee of Alderman Oldring, Alderman Webb, Alderman Callahan and Mayor Curle for the purpose of bringing forth recommendations on the plan initially submitted to Council April 30 plus any alternative proposals which may be suitable.

The above matter has been reviewed by the Committee and by the Regional Planning Commission and their observations appear hereafter.

R. Stollings
City Clerk

RS/ds

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

June 19, 1979 Our File No. _____

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

Dear Sir:

Proposed Design Layout
NW 1/4 14-38-27-4
City Owned Land

I am forwarding herewith three alternative designs for the above City owned quarter section of land.

According to the City Council's instructions, we have prepared three alternative designs known as A, B and C. The Committee of City Council as well as the staff met and after thorough discussion the Committee agreed that design C was the best alternative design and should be presented to City Council for approval.

For City Council's information I am enclosing comparison sheets which include the three alternative designs.

Design C is expected to provide the following type of accommodation:

	Units	
Single Family	545	.71%
Semi-detached	33/66	8%
Multiple family	128	17%
Mobile Home Lots	34	4%
	773	100%
Public Reserve	17 acres or	10%

MEMBERS OF COMMISSION

CITY OF RED DEER — 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 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 BLACKFALDS — VILLAGE OF BOWDEN — VILLAGE OF CAROLINE — VILLAGE OF CREMONA — VILLAGE OF DELBURN — VILLAGE OF DONALDA
VILLAGE OF ELMORA — VILLAGE OF GADSBY — VILLAGE OF MIRROR — VILLAGE OF PENHOLD — SUMMER VILLAGE OF BIRCHCLIFF — SUMMER VILLAGE OF GULL LAKE
SUMMER VILLAGE OF HALF MOON BAY — SUMMER VILLAGE OF NORGLENWOLD — SUMMER VILLAGE OF ROCHON SANDS — COUNTY OF LACOMBE No. 14
COUNTY OF MOUNTAIN VIEW No. 17 — COUNTY OF PAINTEARTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLE No. 6 — IMPROVEMENT DISTRICT No. 10

These figures are for comparison purposes and the actual figures depend on the survey and lot frontages, etc.

We would recommend that City Council approve design "C" for NW ¼ 10-38-27-4.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'D. Rouhi', with a stylized flourish at the end.

D. Rouhi, MCIP
Senior Planner
City Planning Section

/mjl

cc: City Engineer
City Assessor

District	Single Family	Semi Detached Lots/Units	Fourplex Lots/Units	Multiple Family Units	Mobile Homes	Total Units	Areas of Subdivision	Units per acre	Persons per acre	Utility design allocation	Estimated population
Anders	381 71%	35/70 13%	---	88 16%	---	539	160 Ac's	3.36	11.5	15	1,840
Morrisroe	394 82%	11/22 5%	---	60 13%	---	476	160 Ac's	2.97	10.1	15	1,616
Sunnybrook	381 59%	9/18 3%	---	248 38%	---	647	160 Ac's	4.04	13.0	15	2,080
Pines	322 44%	17/34 5%	---	358 48%	24 3%	738	196 Ac's	3.76	11.8	15	2,312
Oriole Park	429 86%	35/70 14%	---	---	---	499	156 Ac's	3.19	10.9	15	1,700
Oriole Park Ext.	232 40%	65/130 23%	40/160 28%	54 9%	---	576	124 Ac's	4.60	15.6	18	1,934
Normandeau	247 43%	34/68 12%	13/52 9%	45 8%	163 28%	575	127 Ac's	4.53	15.2	18	1,932
Normandeau Ext.	299 51%	32/64 11%	6/24 4%	150 26%	46 8%	583	123 Ac's	4.74	15.5	18	1,907
Bower Place	444 48%	31/62 7%	---	414 45%	---	920	220 Ac's	4.18	13.3	15	2,919
Morrisroe Ext.	444 65%	38/76 11%	---	160 24%	---	680	160 Ac's	4.25	14	20	2,232
Design A	469 49%	30/60 6%		400 42%	31 3%	960	160 Ac's	6.00	19.1	20	3,063
Design B	559 63%	33/66 7%		230 26%	39 4%	894	160 Ac's	5.6	18.1	20	2,904
Design C	545 71%	33/66 8%		128 17%	34 4%	773	160 Ac's	4.8	17.7	20	2,835

May 3, 1979.

TO: Red Deer Regional Planning Commission

FROM: City Clerk

RE: Proposed Subdivision Design Layout City Owned Land and Privately Owned
Land North Half of 14/38/27/W4.

At the meeting of Red Deer City Council, April 30, consideration was given to the proposed subdivision design layout for the above property as prepared by your Department. However, prior to approving this particular design, Council agreed that same should be tabled to enable copies of the proposed plan to be made available to all members of Council and further that a Committee of Alderman Oldring, Alderman Webb, Alderman Callahan and Mayor Curle should bring forward for Council consideration recommendations on the plan which you initially prepared plus any alternate proposals which may be available.

In light of Council's action, I would suggest that several alternate sketch plans should be prepared as quickly as possible and arrangements should then be made to call together the Committee outlined above plus representatives from your office, the Engineering Department and the City Assessor's office to discuss the various alternatives and prepare formal recommendations for submission to Council as quickly as possible.

Will your office please prepare adequate copies for distribution to all members of Council.

P. Stollings
City Clerk

RS As

c.c. City Commissioner
City Assessor
City Engineer

Commissioners' comments

The above is the recommendations of the Committee established by Council. If Council approve this design layout, we would recommend the Planning Commission be instructed to review some alternatives to achieve a higher density in at least part of the single family area to more closely relate to our existing subdivisions i.e. approximately 20 persons per acre.

As a suggestion, they may wish to consider zero lot lines, narrower lots, etc.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

NO. 5

June 19, 1979

TO: City Clerk
FROM: City Engineer

RE: Report on Traffic Lights

Attached hereto is a copy of the report on traffic lights as per resolution of Council June 11, 1979.



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

BCJ/ab

attachment

Commissioners' comments

In view of the complexities of this report, Council may wish to table same for 2 weeks.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

NO. 6

21 June 1979

TO: COUNCIL

FROM: CITY CLERK

RE: SOUTH HILL COMMUNITY ASSOCIATION

We understand a further report concerning the South Hill Community Association will be available for Council's consideration on Monday, June 25th, 1979. This report was not available at the time of preparation of this agenda.

"R. STOLLINGS"
City Clerk

June 13, 1979

REPORTS

16.

NO. 1

TO: CITY COUNCIL
FROM: RECREATION BOARD
RE: DOWNTOWN PARKING COMMISSION'S PROPOSAL FOR EXTENDED PARKING NORTH OF
RECREATION CENTRE SITE

As Council may be aware, the proposed Parking recently approved will encroach on the Recreation Centre Park. The plan was brought to the attention of the Recreation Board at their May meeting, at which time, the Board requested that the Landscape Architect review the proposal to determine whether or not the Parking would seriously affect the Recreation plans. It was intended that this matter be dealt with at a meeting of the Board on May 30th, however, due to a lack of a quorum, the matter could not be dealt with until this meeting had been rescheduled, which took place on June 12th.

The Landscape Architect has recommended that the Recreation Board not object to the proposed Parking because it is considered to be beneficial to future Park development. The Landscape Architect, however, expressed concern over the loss of the fifteen feet which would be further complicated by the need for some physical separation such as berming between the Parking and the Park itself. She has recommended that a retaining wall be installed as a separation so that the distance required by the berm can be reduced by half and therefore preserve as much of the Park plan as possible. The Recreation Board wish to recommend to City Council that there be a physical separation at this point and the responsibility for this be undertaken as part of the development of the Parking area.

Representatives of the Board will be on hand to show Council the plans for the area and more clearly identify the concerns of the Board.

Respectfully,

M. Dugan
for DR. JOHN DUGAN
Chairman

DJD:mg

Commissioners' comments

The development of parking on this street has been approved by Council. We cannot support any additional parking fund expenditures on landscaping particularly as the Recreation Department has recently received a sizeable donation from the Rotary Club towards the cost of this landscaping.

"K. CURLE"

Mayor

"M.C. DAY"

City Commissioner

June 15, 1979

NO. 2

TO: MAYOR & MEMBERS OF CITY COUNCIL

FROM: DIRECTOR ECONOMIC DEVELOPMENT

RE: LOT 7A, PLAN 1142 N.Y.
CPR INDUSTRIAL PARK

We have a .56 acre parcel of land located on 54th Avenue in the CPR Industrial Park which we have had two parties express an interest in. The parcel of land adjoins the old Dowell site, which is now owned by Triple "A" Electric Ltd. A considerable time ago (in excess of six months ago) the principals of Triple "A" Electric Ltd. contacted Don Wilson, City Assessor, and asked verbally that they be considered when the .56 acre parcel of land was available for sale. Mr. Wilson's department indicated to them at that time that they make their interest known in writing so that we would have it on file. On May 2, 1979, we received a letter from D & R Welding (Red Deer) Ltd. who asked to be considered when the parcel was available. Two days later, on May 4th, a similar letter was received from Triple "A" Electric. In talking with the two companies, it would appear that both are interested in the site for development purposes. D & R Welding intends to re-locate their existing business onto the site. Triple "A" Electric, have long-range plans to re-develop the entire Dowell site, including this .56 acre parcel of land.

The Land & Tax Department has completed a survey of land prices in this area in order to assist us in determining price. A total of four parcels of land have been sold during the last twelve months in the CPR Industrial Park. They varied in price from a low of \$146, 797.00 per acre to a high of \$194,540.00 per acre. Average price was \$165,528.00 per acre. Using our standard discount of 25%, applied to industrial land, the average would be \$124,146.00 per acre or \$69,521.00 for the .56 acre parcel.

Not having been involved in the verbal discussions with Triple "A" Electric prior to the receipt of the two letters of interest, it is difficult to comment on who should be given first consideration on this parcel of land. Under normal conditions, we accept only written enquiries as official interest, and would therefore consider the requests in the order that the letters were received. However Council may wish to take into consideration the fact that Triple "A" Electric had several months prior to the receipt of the letters, indicated a verbal interest. As well, Council may also wish to consider the fact that D & R Welding would intend to develop the site immediately, as opposed to Triple "A" Electric's proposal to develop some time in the future.

- cont'd -

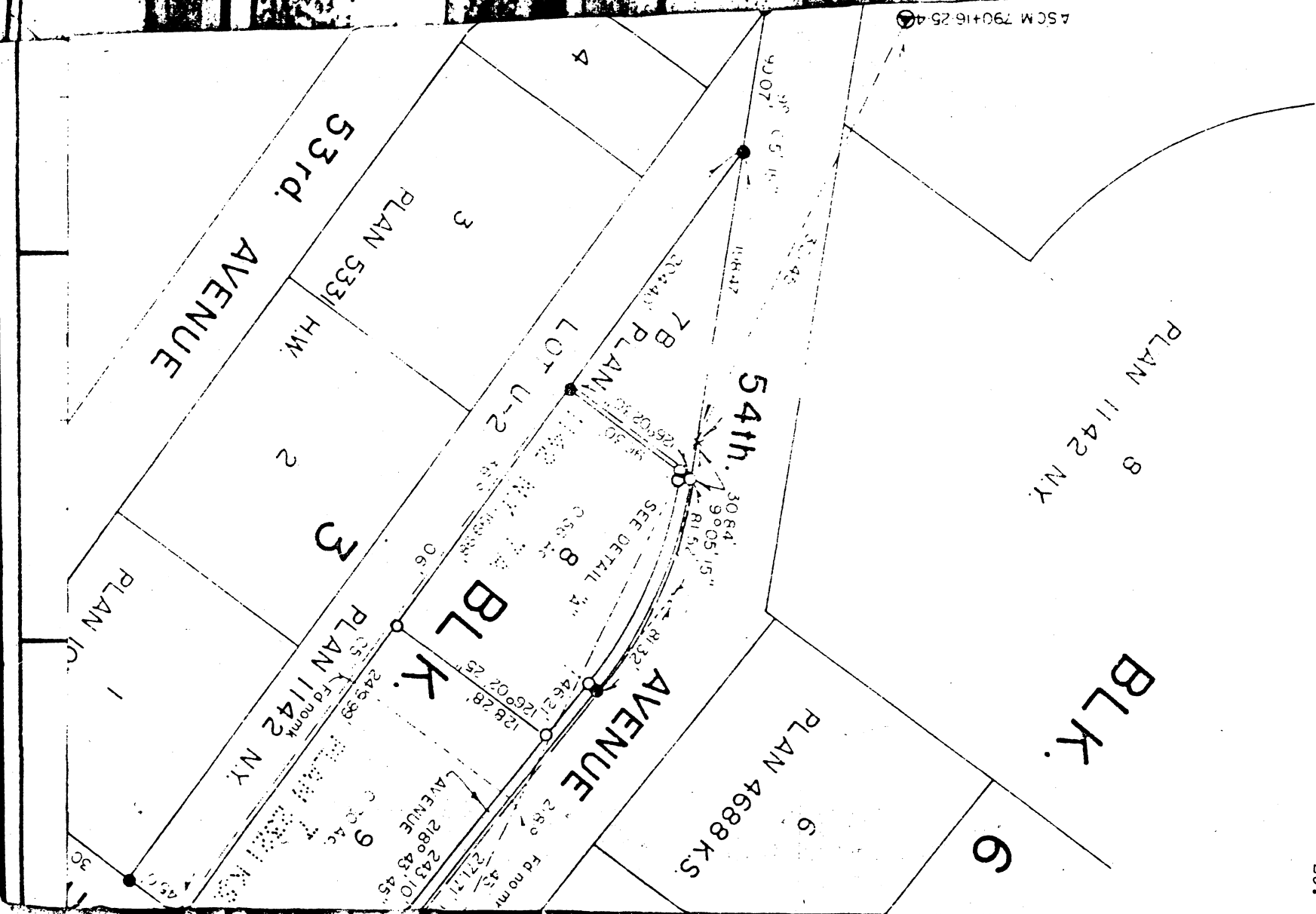
Both parties will be available for questioning during the Council meeting. Both are aware of the possible asking price on the land, and while I am sure they had hoped for something lower, they did not indicate a lack of interest at this price.

Respectfully submitted,



A.V. SCOTT, Director
Economic Development

AVS/gr



ASC M 790+16 25 40

Phone 346-6156



Triple "A" Electric Ltd

INDUSTRIAL — RESIDENTIAL — COMMERCIAL



A. M. HOUGH, Manager

4930 - 53 Ave. P.O. Box 783

RED DEER, Alberta

T4N 5H2

May 4th, 1979

City of Red Deer
Mr. Allan Scott
Economic Development Director,
Red Deer, Alberta.

Dear Sir:

Re: Lot 7A Plan 1142 N.Y.

The above lot is located on 54th Avenue and is directly south of Lot 7 which we own. I am interested in purchaing lot 7A and have been advised by Mr. Don Wilson to express these wishes to you. Would you please at your convenience look into this and advise me if we can purchase lot 7A, the price and the terms.

Thank you.

Yours truly,

A.M. Hough

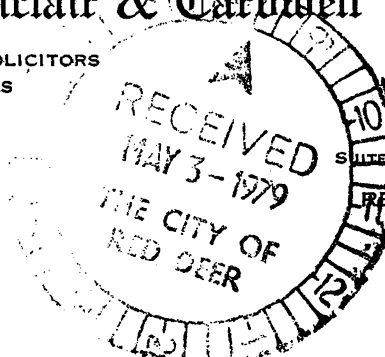
AMH/lh

Porkka, Fowler, Sinclair & Cardwell

BARRISTERS & SOLICITORS
NOTARIES

22.

*JOHN W. FOWLER, B.A., LL.B.
(ALSO OF THE NEW BRUNSWICK BAR)
DONALD J. SINCLAIR, LL.B.
FRED G. CARDWELL, B.SC., LL.B.
A. ROY PORKKA, B.A., LL.B.
GENERAL COUNSEL



SUITE 301, 4943 ROSS STREET
ROYAL BANK BLDG.
RED DEER, ALBERTA
T4N 1X7

May 2nd, 1979

City of Red Deer
City Hall
Red Deer, Alta.

ATTENTION: Mr. Al Scott

Dear Sir:

RE: D & R Welding (Red Deer) Ltd.
Proposed Purchase of Lot 7A, Block 3,
Plan 1142 N.Y. containing .56 acre more or less.
OUR FILE 19,430 DJS

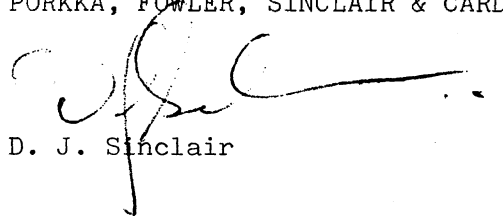
Please be advised that we represent the above captioned Company who have requested that we contact yourself concerning their interest in purchasing the above captioned property from the City of Red Deer.

D & R Welding Ltd. has carried on business in the City of Red Deer for approximately five years and has recently sold its land and shop located at 4938 - 54 Avenue, Red Deer, Alberta. Because of this factor D & R Welding Ltd. is presently in the market for approximately one-half an acre parcel of land in order to relocate their business. The above captioned described property would be ideal, and we would request that the City of Red Deer consider selling the same to D & R Welding Ltd. so that the relocation could be carried out at an early date without interruption of business.

We look forward to receiving your reply.

Yours truly,

PORKKA, FOWLER, SINCLAIR & CARDWELL


D. J. Sinclair

DJS/aw

Commissioners' comments

In the past the City have only sold industrial land to persons having plans for immediate development of same. To sell land for development at some time in the future would deviate from this policy.

Possibly Council would wish to hear both applicants before making a final decision.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

NO. 2A

19 June 1979

TO: CITY COUNCIL
FROM: ECONOMIC DEVELOPMENT COMMITTEE
RE: LAND PRICES - NORTHLAND INDUSTRIAL PARK

The Economic Development Committee had planned to meet on Friday, June 15, 1979, but due to the lack of a quorum, the members present did discuss in general items related to the Northland Occupancy Clause and Land Prices in the Northland Industrial Park. The committee understood that no resolutions could formerly be approved.

Those Committee members that were present generally were of the opinion that the following split pricing system be implemented in establishing sale prices for industrial land either in the Northland Industrial Park or other areas of the City.

In reviewing a market price of \$80,000. per acre, as referred to in the attached report from the Economic Development Officer, "Sales Prices - Northland Industrial Park" - June 5, 1979, 22 acres currently available for purchase by developers should be made available thusly:

- (a) assign 2/3 supply of industrial property with a non-occupancy clause. (site coverage, landscaping & parking requirements to remain as previously approved) at a 20% discount for a net price of \$64,000.
- (b) assign 1/3 of available property based on 100% occupancy at a 30% discount or \$56,000.
- (c) when an additional 48 acres becomes available in the Fall of 1979, the formula mentioned above in (a) and (b) can be moved forward.

Those members present stressed the importance that the formula should provide flexibility in the event industrial land has to be borrowed or exchanged to accommodate development proposals.

Respectfully submitted,

G.M. PECKNOLD, Secretary,
Economic Development Committee

June 5, 1979

TO: THE MAYOR & MEMBERS OF COUNCIL
FROM: DIRECTOR ECONOMIC DEVELOPMENT
RE: SALE PRICES IN NORTHLAND INDUSTRIAL PARK

Development of the next stage of the Northland Industrial Park Extension is nearing completion, and we would anticipate offering some 22 to 23 acres of land for sale within the next thirty days. The remainder of the park will be completed and offered for sale throughout the summer. All told, some 70 acres of land will be developed by the City in this park over the summer which we are currently estimating will be more than adequate for our needs during the remainder of this year and for 1980.

Our last review of sale prices in Northland Industrial Park, was in November 1978, at which time the sales price was increased from \$36,000 to \$45,000 per acre. At the time, we indicated to Council that we would again review the pricing in six months.

Evan McPhedran of the Land Department has now completed what I consider to be the most comprehensive examination of industrial land prices conducted recently by the City of Red Deer. Mr. McPhedran has examined every possible sale of 1.2 property during the past twelve months. And while there are not large numbers of industrial properties sold in Red Deer, he has managed to obtain information on a total of ten individual sales. In each sale examined, Mr. McPhedran has allowed for such things as unserviced vs. serviced land; rail vs. non-rail; and raw land vs. developed land. In each case he has either added to or subtracted from an individual sale to bring everything back to the same point for comparison purposes.

The three areas surveyed were: the Golden West Industrial Park, Riverside Light Industrial Park, and Northland Industrial Park.

GOLDEN WEST

The greatest number of properties - 6 - were sold in the Golden West Industrial Park. The smallest property was just under 2 acres, while the largest was 3 acres. After allowing for the fact Golden West lacks some of the services provided in Northland Industrial Park, and adjusting the sale prices to take this into account, the sales ranged from a low of \$70,400 per acre to a high of \$93,100 per acre, and an overall average for the area of \$80,900 per acre. The most recent sales, occurred in April of 1979, while the oldest was in August, 1978. In each case a time adjustment was made to the sales price to take into account the date on which the land was sold.

- cont'd -

RIVERSIDE INDUSTRIAL PARK

Two sales occurred in this area with the most recent being in February of 1979, and the oldest September of 1978. Prices ranged from a low of \$99,100/acre to a high of \$141,750/acre and an average price of \$120,425/acre. These prices are substantially higher than those in the other two industrial parks, but it is very difficult to obtain a representative figure when you are only able to survey two sales.

NORTHLAND INDUSTRIAL PARK

Again only two sales occurred in this area with the most recent being in March of 1979 and the oldest November of 1978. The prices varied from a low of \$48,500/acre to a high of \$83,350/acre, for an average of \$65,925/acre. This is the lowest price of the three parks surveyed, however again it is very difficult to establish a reasonable average price based on only two sales. It is interesting however, to carry the survey of Northland Industrial Park one step further and consider three properties which have been sold in the area, each of which is less than one acre in size. These three properties sold for a low of \$141,270/acre to a high of \$177,000/acre. If these properties were to be included, then the average for Northland Industrial Park, would increase to approximately \$115,000/acre. As we do not normally sell acreages under one acre in size, we felt that these smaller parcels should perhaps be eliminated from our overall survey, as they tend to inflate the prices substantially.

The overall average sales price for all ten sales surveyed was \$85,820/acre. This takes into account any adjustments which should be made to unserviced vs. serviced land, and raw vs. developed land.

In our examination of the survey, it would be reasonable to suggest that the Riverside Light Industrial property values for whatever reason, are perhaps higher than we would anticipate, while at least one of the Northland Industrial Park values is probably lower than we would have expected. In both cases, the averages in those two areas are difficult to justify on the basis of only two sales in each area. Certainly it is reassuring to note that since the Northland Industrial Park has been available for development, it would appear that only five properties have changed hands. Therefore, it seems that we are accomplishing our goal, which is to create an environment suitable for the establishment or re-establishment of industry-type businesses in Red Deer. The area which perhaps gives the best indication of industrial land prices would be Golden West Industrial Park, which averaged \$80,900/acre. This is after taking into account the lack of services provided, and adjusting the sales prices accordingly.

With the information available on industrial land sales, together with a request from Ron Sorenson (also contained in the agenda) to remove the 50% occupancy rule, perhaps it is an ideal time to consider changes in our entire policy respecting industrial land sales. And, in addition, provide some background on our Industrial Park.

NORTHLAND INDUSTRIAL PARK was first marketed in the fall of 1975. In the ensuing $3\frac{1}{2}$ years, about 113 acres have been sold, for an average of 32 acres per year. The bulk of this land was sold in the first $2\frac{1}{2}$ years, with only 11 acres being developed since this time a year ago. All told, 65 separate developments have been completed, or are under construction. Of these developments, 32.5 would be classified as rental buildings, commonly referred to as speculative warehousing. The remaining 32.5 buildings are owner-occupied, and consist largely of fabricating shops, trucking firms, headquarters for the service industry and a number of construction firms. A total of 1,037,785 square feet has been developed on these 65 properties, for an overall site coverage of 21.1%. Broken down in square footage, 693,010 square feet, or 67%, would be classified as speculative warehousing, while 341,775 square feet, or 33%, is owner occupied. Based on averages, we can assume that approximately 960 persons are employed within Northland Industrial Park, and that the total investment in development, exclusive of land, is \$19,717,915.00. Property taxes, paid on these developments, will fall just short of \$600,000 this year. The fact that industrial parks make a real contribution to the economy, is hard to dispute.

THE FUTURE

By the end of 1979, the Northland Industrial Park development will have been completed. Approximately 70 acres will have been serviced in the extension, bringing the total area of the park to about 185 acres. Based upon our past history, the Northland Extension should supply the demand for industrial land until the end of 1980. We are also working on a 30 acre addition to the Riverside Industrial Park which will provide us with land for specialized industries requiring rail. This should extend our supply period to some extent, however, the land does not appeal to all users because of the rail. As a result, we look on this park as an area where sales will be somewhat slower. There is at least one private developer expressing an interest in an industrial park, and hopefully, he will be in a marketing position within two years. The City has large land holdings in the north-west, designated for industry. Preliminary planning is now started, but it will be a considerable time before the land is ready for sale. We would expect, therefore, to again be in a "no serviced land" position from the beginning of 1981 until the north-west is developed.

STANDARDS

Presently, development standards are higher in Northland Industrial Park than in any other industrial area of the City. Landscaping standards have recently been upgraded and the costs to the developer will therefore increase. Driveways, parking, etc., in front of the buildings, must now be paved. We insist on fencing and adequate screening of outside storage, and architectural standards have been increased. In addition, we have minimum site coverage and parking standards which, in some cases, exceed the by-law requirements. The developer must commence and complete construction within a specified time period, and he may not re-sell unimproved land purchased from the City. And, of course, we presently require that all buildings be 50% owner-occupied for a period of at least one year from time of completion. These standards most definitely have a large effect on the value of the land to a developer.

Perhaps the most contentious regulation we currently impose is the 50% occupancy clause. Developers have opposed it since its inception in the summer of 1977. It was brought about for two reasons. There was a 25% vacancy rate in Northland warehousing, and we could see that we were facing a land shortage. It was therefore decided that some form of control which would assist in lowering the vacancy rate and preserve, to some extent, the small quantity of land we had available, would be appropriate. Certainly it has served the purpose, and now, with the land situation easing to some extent, it is perhaps time to reconsider this clause. While it has not been popular, it may be of interest to Council, that a clause of this type is by no means unique to Red Deer. Similar rules governing the development of speculative buildings have been, and are being utilized, in a number of industrial parks in Canada.

PRICING AND STANDARDS

I have two major concerns at this time: the almost incredible price increase in industrial land, which, according to the rules, must at least to some extent, be passed on to the consumer; and the time, in less than two years, when we will again face a period when we are without an adequate supply of serviced land. The attracting of industry is a difficult and sometimes frustrating job. And perhaps nothing is as frustrating as to have a client express interest, only to find that the industrial land he wants to buy, will not be available until some time in the future. To some, this is reason enough to look elsewhere. Price too, will no doubt continue to be of some concern to outsiders, especially when cities such as Lethbridge, Medicine Hat, Kamloops, Regina and Moose Jaw, to name only a few, have land which is priced well below our previous selling price of \$45,000. In fact, a few examples may be of interest:

<u>Per Acre - Serviced</u>		<u>Per Acre - Serviced</u>	
Sault Ste. Marie	\$20,500	Niagara Falls	\$15,500
Sherbrook	7,750	Chatham, Ont.	12,500
Medicine Hat	32,500	Swift Current	14,000
Kingston	25,000	Moncton	14,000
Calgary	80 - 120,000	Moose Jaw	12,000
Hamilton	40,000	Regina	36,000
Lethbridge	26,000	Grande Prairie	53,000

I would therefore request that Council consider several alternatives, which I feel may assist us in our campaign to attract industry, and, at the same time allow provision for the speculative developer.

We have maintained for some time that the restrictions we impose result in our land being of less value to the developer. In residential and commercial, we normally discount from market by 20%. In the case of Northland, the discount has been 25%, because of the 50% occupancy clause. Perhaps, in view of the resistance to the occupancy rule, the discount should have been larger. At any rate, the market seems to indicate this.

It therefore follows, that if the restrictions are relaxed, then the price should go up. This should not only apply to occupancy, but also to such things as site coverage. I would like to suggest that Council consider a policy which would take into consideration relaxations, etc. There are two methods of control, and perhaps even a combination of the two could be considered.

1. Allotment:

This would be similar to what we are presently imposing on our residential land sales. A percentage of the land could be reserved for non-occupants, while the remainder would be retained for occupier-owners. I think percentages could be debated, but something in the order of 35 - 40%, or about 25 of the 70 acres could be available for non-occupants.

2. Price:

If unrestricted land is worth some \$81,000 per acre, and fully restricted land worth 25% less, or \$60,000 per acre (I'm now satisfied that the discount with the occupancy clause should perhaps be higher), than land with partial restrictions should fall somewhere in between. Let's suppose that the 20% discount, used in our residential sales is realistic to cover everything except the occupancy clause, and that the occupancy should be worth an additional 10%. It is conceivable we could sell industrial land on this basis:

Meet all requirements but non-occupied -
 20% discount from market
 (market \$80,000 x 20% = \$16,000) Price \$64,000 per acre
 Site coverage relaxation add 5% Price \$68,000 " "

50% owner occupied
 30% discount from market
 (market 80,000 x 30% = \$24,000) Price \$56,000.00
 100% owner occupied subtract 5% Price \$52,000.00

Here again, per centages are open for discussion, and it may well be, that adjustments should be made. The alternative to a price scale is an increase of some 35 = 40% to \$60,000 plus per acre, which seems like a lot, especially when an increase of 25% was imposed last fall. Council's consideration of the preceding is appreciated.

Respectfully submitted,

A.V. SCOTT, Director
 Economic Development

AVS/gr

356 Willowridge Place S.E.
Calgary, Alta T2J 1N4

June 5th, 1979

31.

His Worship the Mayor and
Members of City Council
City of Red Deer
4914 - 48th Avenue
Red Deer, Alberta

Ladies and Gentlemen:

Re: Proposed City Industrial Land Sale
Northlands Park, Red Deer

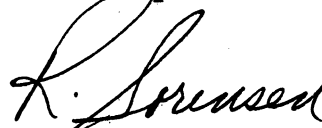
At City Council meeting of February 19th, 1979, our offer to purchase 1.66 acres of I-2 land in Northlands Industrial Park was refused, specifically due to the 50% owner occupancy resolution.

You will recall it was our intention to construct a condominium warehouse.

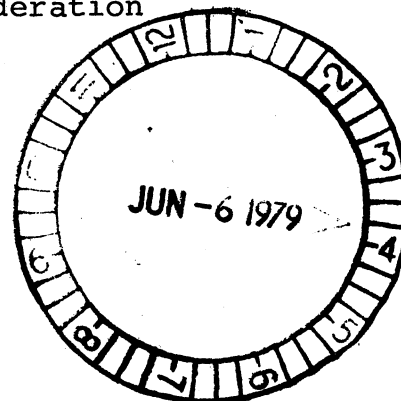
It is our understanding that a further 22 acres of City land will shortly be made available for sale in Northland Park. As we have been unsuccessful in purchasing serviced I-2 land in Red Deer, we would request that Council consider amending the resolution, so that we would be eligible to purchase land to do the condominium development.

- With 22 acres being available, Industrial land will not be in such tight supply.
- The smaller businessmen can own their premises for approximately the same costs as renting.
- There is virtually no high quality, small bay, Industrial premises for sale in the City.
- The development may attract new businesses to the City.
- The City would maximize its revenue potential by allowing this condominium development.

Respectfully submitted for your consideration


R. Sorensen

RS/se



Commissioners' comments

We concur with the recommendations that came forward from those members present at the meeting of the Economic Development Committee. If approved by Council, such action should answer the concerns of Mr. Sorenson.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

THOMAS H. CHAPMAN PROFESSIONAL CORPORATION

33.

Barrister, Solicitor, Notary Public

208 PROFESSIONAL BUILDING
4808 ROSS STREET
RED DEER, ALBERTA T4N 1X5

TELEPHONE (403) 346-6603
TWX 610-841-5684

T. H. CHAPMAN, B.A., L.L.B.

NO. 3

YOUR FILE
OUR FILE City General

June 19, 1979

City of Red Deer
4914 - 48th Ave.
RED DEER, Alberta

ATTENTION: City Clerk

Dear Sir:

RE: Amendment to By-Law

Enclosed is an amendment to the Land Use By-Law for
Councils attention.

Yours truly,

T. H. CHAPMAN

THC/gmh
Encl.

cc Red Deer Regional Planning Commission
ATTENTION: Mr. Christensen

Commissioners' comments

*The above mentioned bylaw amendment 2588/AA-79 was requested
by Council to make provision for additions to non-conforming residential
buildings where same are approved by the Municipal Planning Commission.*

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

June 18, 1979

TO: MAYOR & COUNCIL

FROM: ARCHITECTURAL SELECTION COMMITTEE PHASE 3 DAWE CENTRE

The joint Committee formed for the purpose of selecting an Architectural Firm for the Catholic Board of Education and Recreation additions to the Dawe Centre invited a total of fourteen Companies to submit proposals.

A meeting was held to review all proposals and subsequently five were selected for interview.

These five were interviewed on June 15, 1979 and following a check of references another meeting was held on Monday, June 18th at which time it was agreed to recommend to both City Council and the Catholic Board of Education that the firm of Bittorf Holland Christianson be retained. The Committee wish to recommend that Council endorse this decision and authorize the signing of an Agreement with this firm.

The proposed timetable for the Project is as follows:

September 4, 1979	Design Program complete
October 1, 1979	Final Design Concept ready for Council and School Board approval
December 17, 1979	Final Drawings complete - LAB and School Buildings Branch approval
January 23, 1980	Tenders close
February 4, 1980	Approvals obtained
February 20, 1980	Contract signed
March 3, 1980	Construction commences

Respectfully,

MIKE DAY
For Selection Committee

mg

THE CITY OF RED DEER



35.

NO. 5

June 19, 1979
RED DEER, ALBERTA
T4N 3T4

TO: City Clerk

FROM: Development Officer/Building Inspector

Our department has been in touch with several property owners regarding certain conditions existing on their properties. Our requests to correct these situations has not resulted in any action being taken. We request that City Council be informed of these situations and our recommendations are as follows:

A. Tomac, #23 Forest Close, (Lot 9, Blk. 2, Plan 4175MC), (owner-occupant) property is untidy.

Recommend Council under Authority of the Nuisance Bylaw Section 3 declare this site as a nuisance to the public. Section 12 of the Bylaw indicates Council can direct that City Forces do the work necessary to remedy the situation if the owner fails to do so and charge the expenses as taxes due.

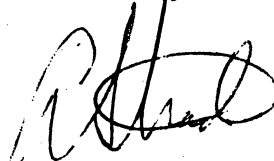
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Page 2...

In both cases the Municipal Government Act requires Council give the property owners 30 days notice of its intention to pass resolution to authorize the recommendation.

The above conditions were brought to our attention by requests from neighbours that we look into these situations.

Yours truly,

A handwritten signature in black ink, appearing to read 'R. Strader', written over a horizontal line.

R. Strader
Development Officer &
Building Inspector

Commissioners' comments

Concur with the recommendations of the Development Officer.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

NO. 6

21 June 1979

TO: COUNCIL

FROM: CITY CLERK

Mr. Bobby Pringle, Winner of the Junior Singles 1979
Canadian Youth Bowling Championship, held in Richmond/Delta, B.C.
May 4th to 6th, 1979, has been invited to attend Council at 7 p.m. at which
time a certificate of recognition will be presented to him.

"R. STOLLINGS"
City Clerk

NO. 7

21 June 1979

TO: CITY COUNCIL

FROM: CITY CLERK

RE: CLOSURE OF LANE EAST OF GAETZ AVENUE BETWEEN
67th STREET AND 71 STREET

Approximately 1½ years ago, a resolution was passed by Council directing that the lane east of Gaetz Avenue between 67th Street and 71st Street be closed and that same be registered as a utility lot.

We are now informed that Land Titles Office will not issue a title to this property unless a bylaw has been passed by Council formally authorizing the closure of the lane and, accordingly, a draft bylaw is enclosed herewith for Council's consideration.

"R. STOLLINGS"
City Clerk

21 June 1979

TO: COUNCIL

FROM: CITY COMMISSIONER

RE: TENDERS ON ROAD CONSTRUCTION

We are advised by the Engineering Department that tenders for (1) Paving Normandeau Extension and Hammond Crescent (2) Underground utilities, gravel road and lanes - Morrisroe Extension (3) Paving Bower Place Stage 1, will be received on Thursday and Friday, June 21st and 22nd, and as such it will not be possible to have reports on same prepared until Monday, June 25th. The Engineering Department will submit an additional agenda concerning this matter at Monday's meeting.

"M.C. DAY"
City Commissioner

June 20, 1979

NO. 9

TO: City Clerk
 FROM: City Engineer

RE: Tender for construction of Gaetz Avenue
 71 Street - 77 Street
 30 Street - South City Limits

Tenders closed for the above project on Wednesday, June 26, 1979
 at 2:00 P.M. Only one tender was received for the work:-

Border Paving Limited	\$1,580,707.20
- portion charged 100% to sub- division	\$ 76,086.00

Net Project Cost	\$1,504,621.20
	=====

The Consultants DeLCan DeLeuw Cather, Canada Limited have reviewed the tender documents and found them to be mathematically correct. They would recommend award to Border Paving Limited.

The above figure includes a \$100,000 contingency allowance which may or may not be utilized. Our estimate for the cost of construction was \$1,465,000. It would appear therefore that this project can be accomplished within or very close to the set budget. For Council's information the contract completion date is October 19, 1979.

We would recommend that Council approve award of this contract to Border Paving Limited subject to the same approval being obtained from the Province.


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

BCJ/ab

Commissioners' comments

Concur with the recommendations of the City Engineer.

"K. CURLE" Mayor

"M.C. DAY" City Commissioner

NO. 10

20 June 1979

TO: CITY CLERK

FROM: CITY TREASURER

RE: COMMUNITY VIDEO (RED DEER) LIMITED
FRANCHISE AGREEMENT

Alderman McMillan requested information on the above agreement and information on what franchise charge is collectible in other centres.

By agreement between the City of Red Deer and Community Video (Red Deer) Limited dated April 15, 1970 the following terms were agreed to:

- (1) Term of agreement January 1, 1970 to December 31, 1984.
- (2) Payment to City of 3% of gross revenues from cablevision system and services less all taxes levied upon the company for its co-axial cables and other equipment.
- (3) If the City wishes to increase payment in (2) notice must be given of the intention to increase for next five years before August 31, 1979.
- (4) Company authorized to install co-axial cables in land owned or controlled by the City.

Information was requested from other Alberta centres on franchise fees levied. The responses are summarized on an attached sheet.

The summarized information discloses that Lethbridge, St. Alberta, Medicine Hat and Grande Prairie do not presently collect a franchise fee from their cable T.V. companies. Calgary and Edmonton collect basically the same 3% franchise fee as Red Deer. Red Deer, however, calculates the 3% before deducting property taxes. This means in 1978 Red Deer received \$158.40 more than if the 3% had been calculated after deducting property taxes as is the case for Edmonton and Calgary.

For 1979, Red Deer received \$18,755.16 as a result of the 3% franchise fee. After deducting the property taxes, the net amount received was \$13,475.21.

As previously stated, the 3% franchise fee is calculated on "gross revenues from the cablevision system and services". Community Video has interpreted this to mean gross revenues after deducting microwave charges and local programming costs. The company justifies these deductions as follows:

To City Clerk
 RE: Community Video (Red Deer) Limited
 Franchise Agreement

(2)

- (a) the microwave charges are an extra cost over and above the rental revenue which is billed to the subscribers and then forwarded to Alberta Government Telephones. It is supposedly known in the cable television industry as a "pass through charge" and does not form part of the basic gross rental revenue.
- (b) the local programming costs are deducted because they are costs which cannot be related to the basic rental rate in as much as they are a separate levy on the operations for which there is no corresponding revenue (they are not permitted to advertise on the community channel, etc.). Also the community channel is provided for the use of the Red Deer citizens.
- (c) it is common for all cable television systems to isolate the two cost items from their gross revenues.

The treatment of Community Video Ltd. of the microwave charges and local programming costs is similar to the agreements the Cities of Calgary and Edmonton have with their cable companies. The agreement between Community Video and the City of Red Deer, as explained by the City Solicitor in an attached letter, does not provide for the reduction. If Red Deer received 3% of the 1978 revenue for microwave charges and local programming costs, an additional \$3,091.02 would have been recovered.

Required Action

- 1) Does Council wish to negotiate a change in the 3% franchise fee?
- 2) Does Council agree with the Community Video Ltd. interpretation of gross revenue (as used in Edmonton and Calgary), or should the City insist on the strict legal interpretation? If Council agrees with the Community Video Ltd. interpretation, the agreement should be amended.

A. WILCOCK,
 City Treasurer

ANALYSIS OF INQUIRY ON CABLEVISION FRANCHISE
IN ALBERTA CITIES

	<u>CITY</u>	<u>FRANCHISE FEE</u>
(1)	RED DEER	3% of net service revenue before deducting property taxes (see Note 1 below)
(2)	LETHBRIDGE	None
(3)	ST. ALBERT	None
(4)	GRANDE PRAIRIE	None (draft agreement being prepared, no percentage decided)
(5)	LLOYDMINSTER	Does not have cablevision
(6)	CALGARY	\$1.80 annually for each \$5.00 of net monthly service revenue (3% of net service revenue)
(7)	EDMONTON	As per Calgary
(8)	MEDICINE HAT	None

NOTE 1: Net service revenue is after deduction for:

- (1) Microwave charges
- (2) Community Programming Charges
- (3) Taxes levied on assessment pursuant to the Electric Power and Pipeline Assessment Act.

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR: NO. 11
 Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

June 20th, 1979

Mayor and City Council
 City of Red Deer
 City Hall
 RED DEER, Alberta

Dear Sirs:

Re: Northwest Sector - Overall Plan

Please find attached a report relating to the future land use patterns in respect of the North-west Sector of the City.

In considering proposals for this area, the matter has been complicated by the uncertainty relating to the proposals to relocate the C.P. Railway which at present crosses the area, and it was felt necessary at this time to prepare alternative proposals which take into account this major constraint.

In the circumstances therefore the report includes development proposals for both situations, with and without rail relocation.

At the present time considerable interest has been expressed by developers for guidance in developing the lands between the existing C.P. tracks and Gaetz Avenue up to Highway No. 11, and it was considered desirable that any development in this area should confirm to an overall plan, rather than permitting development occur on an ad hoc basis.

In view of recent sub-division approvals being given in the area, renewed interest and pressure from the development industry has made it essential that the future development pattern be established in this sector as a matter of urgency.

The proposals have been circulated and discussed with administration and the Public and Separate School Boards whose observations and requirements have been included in the report, with the exception of the City Engineer, who will present any observations at the Council Meeting.

It is recommended therefore that Council:

- 1) Approve in principle Alternative Land Use Proposal A.

MEMBERS OF COMMISSION

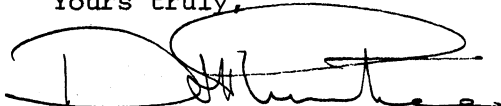
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CITY OF RED DEER — TOWN OF CARSTAIRS — TOWN OF CASTOR — TOWN OF CORONATION — TOWN OF DIDSBURY — TOWN OF ECKVILLE — TOWN OF INNISFAIR — TOWN OF LACOMBE
 TOWN OF OLDS — TOWN OF ROCKY MOUNTAIN HOUSE — TOWN OF STETTLER — TOWN OF SUNDRE — TOWN OF SYLVAN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

Mayor and City Council
June 20th, 1979
Page Two

- 2) That the land allocated for residential use in the north-east sector adjacent to Highway No. 11 and Gaetz Avenue be utilized for multi-family purposes.
- 3) That the development sequence be in accordance with the phasing plan indicated in Figure 9 of the report.

Yours truly,



David H. Plumtree
ASSOCIATE PLANNER
City Section

DHP/lt

Enclosures

Commissioners' comments

The attached report from the Red Deer Regional Planning Commission and the administration is quite factual and detailed to enable Council to select the appropriate land use pattern for the northwest sector. The essential difference between the alternatives is the land use on the corner of Gaetz Avenue and Highway 11, either commercial/industrial or high density high rise residential, the latter being recommended. There is some urgency in Council making a decision on this matter so that we may design and install services for more industrial land to replace the remaining 70 acres in Northland Industrial Park.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

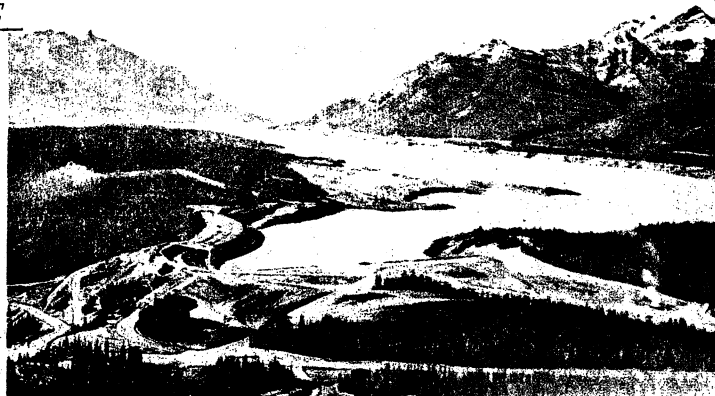
zone 4
Alberta

NO. 1

tourist council

Box 1793, Lacombe, Alberta, Canada T0C 1S0

Phone (403) 782-2933



CORRESPONDENCE

June 12th, 1979

Mr. A. Wilcock, B. Com., C.A.,
City Treasurer,
City of Red Deer,
Red Deer, Alberta.

Dear Mr. Wilcock,

On behalf of the Tourist Council I would like to thank the City of Red Deer for again supporting this Association.

As was mentioned in the President's Report at our Annual Meeting, over the past couple of years the Council has gradually re-established itself as a leader in the area of promotional and informational material. Also the Awareness Program has been an excellent tool in educating people as to the importance of tourism and the purpose of the Tourist Council. However, now that the groundwork has been laid, 2 major objectives face the Council in 1979. a) To effectively use all the material developed over the past couple of years and b) To improve people's awareness of tourism and the Tourist Council.

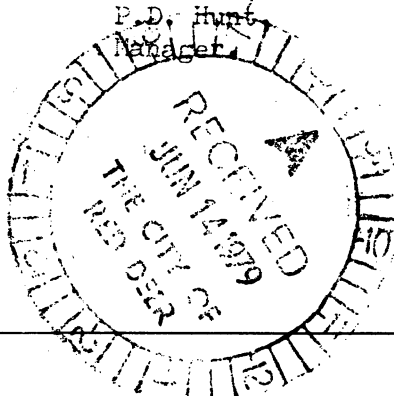
So it is with these objectives in mind that we look forward to another successful year and hope that our efforts receive your continued support.

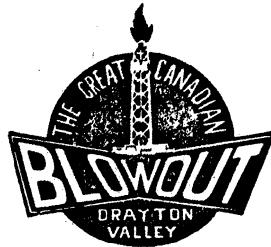
Yours truly,

P.D. Hunt
Manager

PDH/hp

c.c. Mayor K. Curle.
Mr. M. Day.



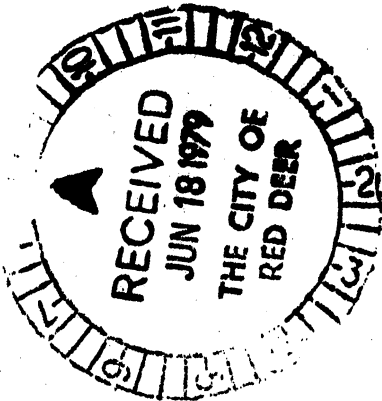


Great Canadian Blowout Exhibition Board Society

47.

P.O. Box 1260, Drayton Valley, Alberta. TOE OMO

NO. 2



June 12, 1979

Dear Sir or Madame:

The Second Annual "Great Canadian Blowout" Celebrations are staged to take place from June 27 to July 1, 1979, in the Town of Drayton Valley. The planned program is bigger and better than ever before, with the main themes being "Canada Week" and "The International Year of The Child".

Please find enclosed a Poster advertising the event, and we request that you display this prominently within the Lobby of your administration office. Also at this time, I would like to invite your Mayor, Council Members, Staff, and Citizens to attend our celebrations and join in the fun and excitement which is planned.

Yours truly,

Alex Salfi,
President

AS:rm
Enclosure

NO. 3

June 5, 1979

Office of the Mayor
Red Deer City Council
Red Deer, Alberta
T4N 3T4

Dear Mayor Curle and Council members:

Sincere thanks to the Red Deer City Council as individuals and as a body for their support of the Red Deer Allied Arts Council's endeavors.

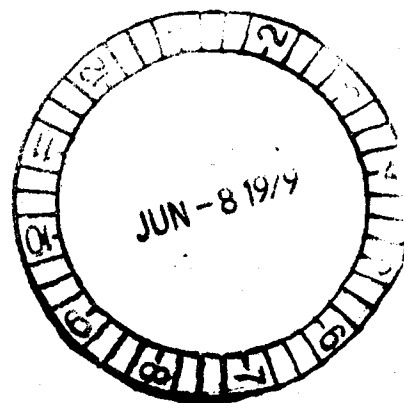
We would like to express our gratitude for the certificates presented to the 21 groups for their contributions and furtherance of the Arts in the area. Also for the special award of appreciation honoring Mrs. Margaret Seelye.

The Allied Arts Celebration of the Arts Committee was especially pleased to have Deputy Mayor O. Webb and her husband attend the awards night supper on May 25th. Thank you Mrs. Webb for your part in the presentation of the certificates to the receiving groups.

Yours truly,

RED DEER ALLIED ARTS COUNCIL

Lillian Krueger
Lillian Krueger
Cor. Secretary



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Mayor and Councillors
City of Red Deer
Red Deer AB

Your Worship, Ladies and Gentlemen:

Considering

--that 64th Ave is the equivalent of 40th Ave and has before the bridge opens almost the same amount of traffic,

--that even without the bridge it should have four lanes as it interconnects four major east-west arteries (Kerry Wood Drive, 60th, Horn, and 67th Street) and is used by an increasing number of Highland Green Shopping Centre patrons,

--that if the case of economies of scale can be made for two additional stories for City Hall, it can equally be made for two additional lanes for 64th Ave,

--that inflation and the positive effect of the economies of scale will offset any borrowing costs if necessary,

--that the 1.65 million dollar windfall should benefit to some degree the north approach to the Third River Bridge,

--that a higher capacity 64th Ave will decongest Gaetz Ave North, especially if 64th is extended to Highway 11

we question the wisdom of constructing only a two-lane 64th Ave at this time.

Yours truly,

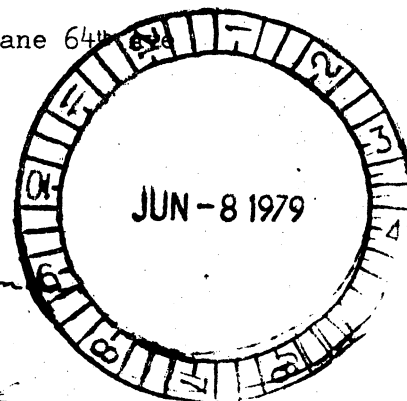
Harlan Hulleman

Vic Douglas

Norman Standish

Jim Wallace

H. Hulleman
V. Douglas
N. Standish
J. Wallace



DATE: 1979 06 13

50.

TO: City Clerk

FROM: City Treasurer

RE: 64th AVENUE

In regards to correspondence received on the above the following items are pertinent:

1. The \$1.65 million was provided by the Province conditional upon it being used for the bridge project.
2. The Engineering department has projected a \$7,572,300 expenditure on arterial roads for 1979 of which \$5,772,300 is for the bridge construction and roads from 67 Street to 54th Avenue.
3. The \$3.3 million to be provided by the Province in 1979 will not be sufficient to fund all the Province's share of (2). The \$1.65 million "windfall" is part of the \$3.3 million.

The City Engineer should comment further but I believe the two lane restriction on 64th Avenue is the result of the Province deciding that four lanes are not necessary at this time. The City had argued that it would be cheaper to build four lanes immediately. Without Provincial funding, however, the cost of the additional two lanes would have to be fully funded by the City until the Province made their share available.



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

AW:mw

June 19, 1979

TO: City Clerk
FROM: City Engineer

RE: 64 Avenue
Petition re: construction of two (2) lane facility
vs four (4) lane facility

The Engineering Department has reviewed the comments contained in the correspondence dated June 5, 1979 and would offer the following comments to the points raised:-

1. "That 64th Avenue is the equivalent of 40th Avenue and has before the bridge opens almost the same amount of traffic." It is true that 64 Avenue will be equivalent to 40 Avenue in terms of traffic flow. It should be noted, however, that 40 Avenue was built to a four (4) lane facility without staging because the provincial funding (two thirds of the cost) was available at that time for the total facility. This is not the case for 64 Avenue. This roadway forms a part of a much larger project than 40 Avenue and the Government funding is not available for a four (4) lane facility at this time. 40 Avenue could function at this time as a two (2) lane facility, as should 64 Avenue, however, as the funding was available, 40th Avenue was built to its ultimate design. The bridge, 64 th Avenue and the roadways connecting to 64 Avenue are all being constructed, initially, to a two (2) lane system.
2. "That even without the bridge it should have four lanes as it inter-connects four major east-west arteries (Kerry Wood Drive, 60th, Horn, and 67th Street) and is used by an increasing number of Highland Green Shopping Centre patrons." Of the four (4) roadways mentioned only one . 67 Street is a designated arterial. These streets are effective in dispersing traffic from 64 Avenue as well as providing a route to it. A large

June 19, 1979

52.

number of the people shopping at the Highland Green Shopping Center are from Highland Green, Oriole Park and Normandeau. In the case of the first, many patrons can reach the center without using 64 Avenue. Many Oriole Park residents will be crossing 64 Avenue as much as travelling along it. In the case of most roadways it is the intersections that fail first. The first phase of 64 Avenue has been designed as a two (2) lane roadway but has the ultimate four (4) lane design for the intersections at Oleander Drive, and 67 Street. This should assist considerably in easing any congestion.

3. "That if the case of economies of scale can be made for two additional stories for City Hall, it can equally be made for two additional lanes for 64th Avenue". Contrary to what is implied, the staging of 64 Avenue is very similar to the situation of City Hall. It is true that two floors are being constructed for City Hall. One floor is to be completed now and the fourth floor will only be a shell at this time until the need arises to complete it. In the case of 64 Avenue the four (4) lane subgrade for the ultimate design is being constructed now. Pavement will be restricted to two (2) lanes until such time as the need for the remaining roadway is required and/or the necessary funding is available.
4. "That inflation and the positive effect of the economies of scale will offset any borrowing costs if necessary". This statement would be accurate if the City was financing 100% of the project to a four (4) lane system. This road is, however eligible for two thirds funding from the Province when the funds are available. Therefore if we construct now we must borrow the Province's share and pay borrowing costs on this money plus our one third share. If we wait until Provincial funds are available we would not need to borrow anything. There would be a certain economy of scale in constructing the ultimate design. Exactly how much is uncertain.
5. "That the 1.65 million dollar windfall should benefit to some degree the north approach to the Third River Bridge". The 1.65 million dollar grant from the Province certainly does help. Even with this money, however, we are short of funds for the total "two lane" project from 54th to 67 Street. This windfall helps to reduce that deficit.
6. "That a higher capacity 64th Avenue will decongest Gaetz Avenue North, especially if 64 th is extended to Highway 11". 64 Avenue as a two (2) lane facility should help alleviate the congestion on Gaetz Avenue. It should be borne in mind that 64 Avenue, if constructed to four (4) lane will still direct traffic to a two (2) lane bridge and roadway system further south, thus setting the limitations.

June 19, 1979

53.

We are very concerned over the timing of this letter. It has been known for sometime that this project was to be a two (2) lane staged facility. The Council resolution of November 14, 1978 stated "RESOLVED that Council of the City of Red Deer hereby authorize the construction of 64th Avenue from Oleander Drive to 67th Street at an estimated cost of \$585,000. and that funds for said project be recovered as follows:

Province 2/3 of cost

City of Red Deer - City Subdivision Fund - 1/3 of cost"

Attached is also a copy of the report relating to same.

This project is presently being tendered and expansion to a four (4) lane facility would not be impossible but would be difficult and would delay completion of the project; probably until 1980.

In conclusion, the Engineering Department would like to emphasize that we would prefer very much to construct the entire Third River Bridge project (associated roadways included) to an ultimate four (4) lane facility. It is much simpler from a design and administrative point of view. This City is, however, faced with many expenditures as a result of the rapid growth. Provincial funding is not limitless, nor is the City's funds. The extra cost to construct to four (4) lane is approximately \$300,000. It was the opinion of the Province and the City administration that a staged project would solve the immediate problems in providing a Third River crossing.


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

BCJ/ab
attachment

DATE: October 31, 1978

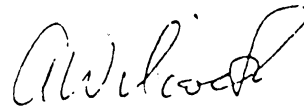
TO: City Clerk

FROM: City Treasurer

RE: THIRD RIVER BRIDGE

On October 16th, 1978 City Council agreed in principle to the construction of 64th Avenue from Oleander Drive to 67 Street. The resolution instructed me to bring forward appropriate debenture borrowing bylaws for the project.

The funds to finance the City share of the road construction costs are recovered from the development of subdivisions by a major thoroughfare charge. As a result, it will not be necessary to submit a debenture bylaw. A resolution of Council will be required, however, to authorize the project and the expenditure of funds.



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

AW:mw

CC: City Engineer

Commissioners' Comments:

Recommend Council pass a formal resolution as suggested by the Treasurer.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

October 13, 1978

TO: City Clerk
FROM: City Engineer

RE: Third River Bridge

To keep Council totally aware of the progress and status of the Third River Bridge project, this report has been prepared and submitted by the Engineering Department. A representative of Underwood, McLellan (1977) Limited (U.M.A.) (Mr. John Gill) will also be present at the October 16, 1978 meeting of Council to present a plan indicating the extent of construction proposed in the 1978-79 time frame. Mr. Gill will briefly describe the scope of the project and will answer any questions Council may have.

The total estimated cost of the project (the construction of a two lane bridge and associated roadways from 54 Avenue to Oleander Drive) is 4.286 million dollars. The Provincial share of this project would therefore be two-thirds or approximately 2,867 million dollars. The provincial funding consists of \$729,000 in the 1978-79 program and a minimum projected figure of 2.0 million dollars in the 1979-80 year. The remainder 1.429 million dollars is the City of Red Deer share.

The contract documents as they are presently prepared are tendering the bridge and associated roadways within the limits described and have a specified opening date of October 31, 1979. We are generally confident that this opening date can be met barring unforeseen problems e.g. extremely bad weather, strikes etc. The project may not be totally completed by that date but it is anticipated that it may be opened.

It must be noted that the project as described thus far does not include the construction of 64 Avenue from Oleander Drive to 67 Street. This section of roadway is an integral portion of the "total" project approved by Alberta Transportation and as such would be eligible for the same cost sharing program the remainder of the project benefits from. The Province however, have not confirmed that funds would be available for this portion of the project in the 1978-79 or 1979-80 funding picture.

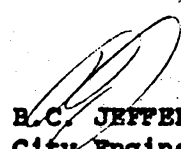
The Engineering Department would respectfully recommend to Council that this portion of road be scheduled for construction in 1979 coincident with the remainder of the project, so that a continuous and adequate route can be established from 67 Street to 54 Avenue and the downtown. The estimated cost to construct 64 Avenue to a two (2) lane facility (half of an ultimate four (4) lane facility) is \$585,000. The provincial share of this project would be \$390,000. At this point in time the Province have been unable to commit any funds toward this portion of the total project. It is however quite possible that funding for this project could be forthcoming in a number of ways:-

1. Alberta Transportation may have surplus funds at the end of the year which could be given to the City in trust for this project (as in the case of 67 Street).
2. The cash flow situation of the project may be such that interest gained from advances would help to pay some portion of the costs. Interest earned on advances from Alberta Transportation are additional to the actual grant.
3. If for any reason portions of the project are delayed, to the 1980-81 period further funds could be forthcoming.
4. Should any portion of the project come in under estimate funds may be available.

In the eventuality that no funds are forthcoming from these conditions the City may have to finance the project until such time as funds are forthcoming.

The Engineering Department would recommend tendering of this project this winter with the anticipation of 1979 completion. We feel strongly that this roadway is required to provide a proper transportation link between the north west area of the City and the downtown area.

A copy of recent correspondence between the City of Red Deer and Alberta Transportation is included for the information of Council.


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

BCJ/ab
enc.

Commissioners' comments

We believe the City Engineer's report succinctly responds to the inquiry before Council.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

NO. 9 (RED DEER) HEALTH UNIT
OCCUPATIONAL HEALTH SERVICES

58.

NO. 5

4749 - 32nd. Street,
RED DEER, ALBERTA
T4N 5V1
Tel. 346-8858

June 8, 1979

City Council
c/o City Hall
4914-48 Avenue
Red Deer, Alberta
T4N 3T4

ATTENTION:

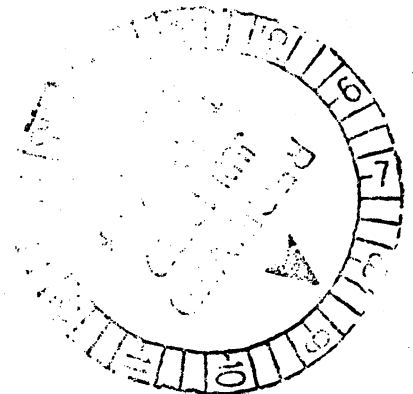
The Red Deer Health Unit, Occupational Health Service was established in June, 1974, to provide health services to workers of small industry in the Red Deer area. This project which is unique in Alberta and Canada currently serves over 80 small industries employing 2,400 workers.

In June and July, 1979, we will be reassessing the project to determine whether the service is meeting the needs of small industry. Owners/managers of small industry in the city of Red Deer will be randomly chosen to be interviewed as part of the survey. All individual information provided will remain confidential and the anonymity of the owner will be assured. The information obtained will be of great value to us in determining the future development of health services for workers of small industry in Alberta.

Your support of this survey would be greatly appreciated.

Yours truly,

C.G.R. More
Dr. C.G.R. More



June 13, 1979.

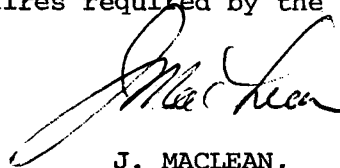
TO: R. STOLLINGS
FROM: J. MACLEAN
RE: LETTER FROM DR. C. G. R. MORE

This letter is for information of City Council to advise them that an analysis survey is to be conducted in Red Deer to determine the effectiveness of the Occupational Health Service.

The Occupational Health Service commenced in Red Deer in 1974 as a pilot project. The service provided local employers with a specialized and centralized occupational health analysis of both work places and employees working on, or required to work on them.

The City of Red Deer has benefitted from the service by having new employees tested to ensure they were physically fit for jobs they were assigned to.

I would recommend support for the survey. The support will, I believe, amount to co-operation by the Personnel Department in interviews and questionnaires required by the analysis of the Occupational Health Service.



J. MACLEAN,
Personnel Officer.

JM/jp

Commissioners' comments

We recommend the Personnel Department co-operate and assist the Health Unit wherever possible.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

SNELL & OSUND SURVEYS LTD.

SUBDIVISION, MUNICIPAL, OILFIELD
SURVEYS AND REPORTS

SPECIAL ATTENTION TO URBAN,
RURAL AND OILFIELD SURVEYS

LAND SURVEYORS AND PROFESSIONAL ENGINEERS

CHARLES H. SNELL, D.L.S., A.L.S., P. Eng.
GILLIS OSUND, A.L.S., P. Eng.

60.
OFFICE PHONE 346-2355

G. OSUND, RES. PHONE 346-6342
C. H. SNELL — CONSULTANT

4821 - 48 AVENUE,

RED DEER, ALBERTA
T4N 3T2

NO. 6

June 13, 1979

City of Red Deer
City Hall
RED DEER, Alberta
T4N 3T4

ATTENTION: City Clerk

Dear Sir:

Re: Proposed Subuivision
N.W. $\frac{1}{4}$ Sec. 29-38-27-4
Lot 1, Block G, Plan 59 K.S.
Our File No. 50/79

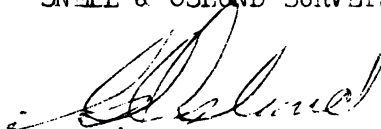
With reference to the above mentioned subdivision we would like to request the rezoning of Lot 1, Block G, Plan 59 K.S. to R1C. Please note that the minimum size single level house will be 1000 square feet.

Enclosed for your information please find four (4) prints of the proposed subdivision.

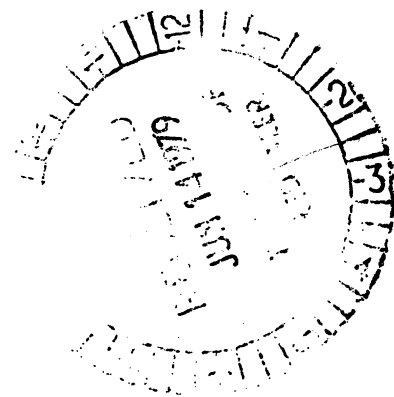
Thank you for your attention to this matter.

Yours truly,

SNELL & OSUND SURVEYS LTD.


G. Osund, A.L.S.

GO/jmn.



RED DEER REGIONAL PLANNING COMMISSION ⁶¹

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

June 18, 1979

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

Dear Sir:

Re: Proposed Subdivision
NW 29-38-27-4
Lot 1, Block G, Plan 59 K.S.

A plan of subdivision to create 16 single family lots was approved subject to certain conditions; among them was rezoning to single family use.

Please find enclosed the required land use amendments. It would be in order for City Council to give First Reading but we would recommend the deferment of final reading until such time as all conditions have been met.

Yours truly,



D. Rouhi, MCIP
Senior Planner
City Planning Section

/mjw

Encl.

Commissioners' comments

We concur with the comments of the Planners.

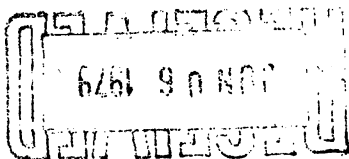
"K. CURLE"
Mayor

"M.C. DAY" City Commissioner

MEMBERS OF COMMISSION

CITY OF RED DEER — TOWN OF CARSTAIRS — TOWN OF CASTOR — TOWN OF CORONATION — TOWN OF DIDSBURO — TOWN OF ECKVILLE — TOWN OF INNISFAIR — TOWN OF LACOMBE
TOWN OF OLDS — 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 BLACKFALDS — VILLAGE OF BOWDEN — VILLAGE OF CAROLINE — VILLAGE OF CREMONA — VILLAGE OF DELBURN — VILLAGE OF DONALDA
VILLAGE OF ELMORA — VILLAGE OF GADSBY — VILLAGE OF MIRROR — VILLAGE OF PENHOLD — SUMMER VILLAGE OF BIRCHCLIFF — SUMMER VILLAGE OF GULL LAKE
SUMMER VILLAGE OF HALF MOON BAY — SUMMER VILLAGE OF NORGLINWOLD — SUMMER VILLAGE OF ROCHON SANDS — COUNTY OF LACOMBE No. 14
COUNTY OF MOUNTAIN VIEW No. 17 — COUNTY OF PAINTERTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLE No. 6 — IMPROVEMENT DISTRICT No. 10

NO. 7



Wayne Rudolph
6411-104 Street
Edmonton, Alberta.
T6H 2L1

City of Red Deer
City Hall
Red Deer, Alberta

June 5, 1979

Attn: Mr. R. Strader

Dear Sir,

Re: Lot 55, Blk. 5, Plan 772 0301

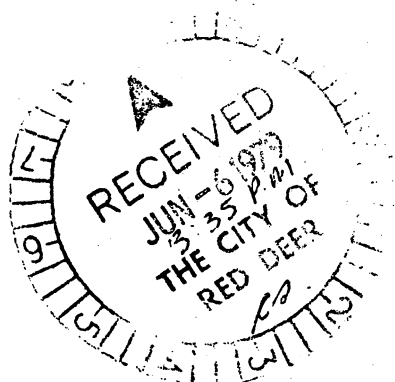
As indicated on our proposal drawings previously submitted to you, we wish to construct a multiple family high rise complex, encompassing complementary ground floor retail facilities, on the above noted property.

Since this proposed development does not comply with the present I-1 zoning classification, we hereby request consideration of a zoning change such that a development application may be submitted.

Thank you for your assistance in this matter.

Yours truly,

W.D. Rudolph



June 8th, 1979

TO : City Clerk
FROM : Building Inspector/Development Officer
RE ; Wayne Rudolph Lot55 / Blk.55 / Plan 772-0301

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

The proposed combination of apartments and commercial is presently allowed in C1, C2, or C3 districts only. In order to accommodate this request, Council would have to amend the City Land Use Bylaw. We assume the planners will be commenting on this aspect of the request.

In dealing with the technical part of this application, the project as submitted is for a 15 - story building, containing a commercial main floor, second floor amenity area, the rest of the building is used for apartments and mechanical areas. There are according to our calculations 82 two - and three - bedroom suites.

Using existing standards for parking, the apartment would require 123 stalls thus leaving 33 stalls for the commercial area, which is about 23,000 sq. feet in area, or a ratio of one stall for each 696 feet. Considering customer and employee requirements and existing highway commercial standards, this appears deficient.

Again, according to our calculations, the only substantial landscaping is 5400 sq. feet directly along side the Gaetz Avenue service road. In view of the residential use of the building, height of building, type of suites (2 - 3 bedroom) the landscaping should be substantially increased in our opinion.

There are other items which may require relaxation, depending on the type of zoning assigned to the site. (Total site area required, sideyards, parking layout). Should Council approve this application, the site standards should receive careful consideration.



RYAN STRADER

1979 06 14

TO: City Clerk
FROM: City Assessor

RE: Lot 55, Block 5, Plan 772-0301

With reference to the letter from W. D. Rudolph requesting a zoning change to allow joint residential and industrial uses I could not support the application without having substantial input as to possible ramifications of all uses from the planners.



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

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

June 18, 1979

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

Dear Sir:

Re: Wayne Rudolph,
lot 55, Block 5, Plan 772-0301
South Hill - Bower Place

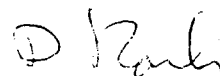
The area in question is located on the east side of Gaetz Avenue South, and is part of Bower Place subdivision. This is a 2.19 acre parcel and the last parcel before the proposed junction of the Delburne Road and Gaetz Avenue. The area is zoned I, or Highway Industrial use.

The applicant is proposing to use the ground floor for retail and other floors for multiple family high-rise use.

The Bower Place subdivision was designed for highway industrial use in front, and residential use in the back, and 45 ft. of buffer between the two uses.

The proposed residential use is not compatible with the overall plan as well as sound planning principle mixing industrial use with housing. We are also opposed to the proposed retail use, and therefore recommend that the request be denied.

Yours truly,



D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION

/cc

c.c. Development Officer,
City assessor
City Engineer

MEMBERS OF COMMISSION

CITY OF RED DEER — TOWN OF CARSTAIRS — TOWN OF CASTOR — TOWN OF CORONATION — TOWN OF DIDSBURY — TOWN OF ECKVILLE — TOWN OF INNISFAIR — TOWN OF LACOMBE
TOWN OF OLDS — 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 BLACKFALDS — VILLAGE OF BOWDEN — VILLAGE OF CAROLINE — VILLAGE OF CREMONA — VILLAGE OF DELBURNE — VILLAGE OF DONALDA
VILLAGE OF ELMORA — VILLAGE OF GADSBY — VILLAGE OF MIRROR — VILLAGE OF PENHOLD — SUMMER VILLAGE OF BIRCHCLIFF — SUMMER VILLAGE OF GULL LAKE
SUMMER VILLAGE OF HALF MOON BAY — SUMMER VILLAGE OF NORGLNWOLD — SUMMER VILLAGE OF ROCHON SANDS — COUNTY OF LACOMBE No. 14
COUNTY OF MOUNTAIN VIEW No. 17 — COUNTY OF PAINTERTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLER No. 6 — IMPROVEMENT DISTRICT No. 10

Commissioners comments

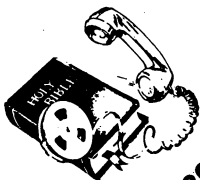
We concur fully with the observations of the Planners and recommend this application be denied. There is presently ample land available for apartment development which is correctly zoned and preplanned. In addition, we have consistently denied requests for retail developments on Gaetz Ave. The approval of this application would have serious effects on all properties currently developed all along Gaetz Avenue.

"K. CURLE"

Mayor

"M.C. DAY"

City Commissioner



343-8000
BIBLE CALL TELEPHONE TAPE LIBRARY

PHONE 347-3986

67.

Church of Christ

BOX 323, RED DEER, ALBERTA
T4N 5E9

NO. 8

To: Mayor & Council

Several years ago, the church of Christ in Red Deer purchased two lots at the corner of 58th Ave. and 60th St. in North Red Deer with the intent of one day building a meeting house for the congregation on that site. In the meantime the house on the site has served as a home for our minister.

As our congregation has grown it has become obvious that this site was not large enough and we therefore sold it in January of 1979 and purchased 1.5 acres on the East Hill for this purpose. At the time we began negotiating on this property we were encouraged by the Planning Commission that this site was properly zoned for this purpose. Since then we understand different zoning is being considered and the purpose of this letter is then to seek your approval for the construction of a church building on this site.

Attached for your perusal is a plot plan for the site showing ample accomodation for existing needs and for future growth. This subdivision is not served by a church site and we therefore believe it to be an ideal location if properly designed into the entire plan.

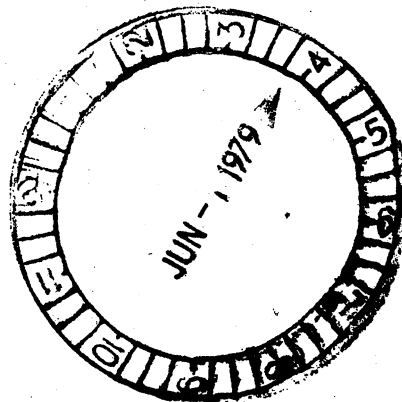
We do not anticipate building for two or three years but seek the necessary approval of the site now so we can advance planning and at the same time make the community aware of our intent.

Your consideration of this matter is greatly appreciated.

Sincerely,

Lowell R. Hodgson
for
Red Deer church of Christ

LRH:nw
encls.



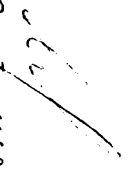
1979 06 12

TO: City Clerk
FROM: City Assessor

RE: Church of Christ
Lot 4, Plan 315 HW

With reference to the letter submitted by the Church of Christ, I am of the opinion that any church location within the proposed subdivision should be satisfactory to the planners.

I could not support the application as submitted as it does not conform with the overall design approved for this area.


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

RED DEER REGIONAL PLANNING COMMISSION⁶⁹

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

June 19, 1979

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

Dear Sir:

Church of Christ
Lot 4, Plan 315 H.W.

The applicant proposes to erect a church on the east side of the City north of Ross Street in the area known as Clearview Meadows.

Background

The first stage of development by Cairns Homes Ltd. was approved and they are in the process of submitting a plan for the second stage for a total of 120 acres of land. There are eight acreages concentrated on the southeast corner of the area. Two of them (the owner of Lot 2 and 3) have agreed to follow the Cairns Homes overall plan and they have submitted their plan for 13.7 acres. The owners of the remaining acreages are undecided as to the development of their sites at this time.

Ross Street as well as 30 Avenue has been designated as arterial roadways with centre median and quarter mile limited access. For this reason the Clearview Meadows would have one access to Ross Street and one to 30 Avenue. A church can be located in a subdivision provided its operation does not conflict with the approved road pattern and be located close to the entrance to the subdivision rather than deep into the area.

The proposed church site does not appear to fit into the area mainly because no access would be permitted onto Ross Street at that point and secondly it is a long way away from the entrance to the subdivision.

There seems to be three suitable areas in this subdivision which could be utilized for a church. Two of them are along 30 Avenue and the third is on Ross Street (see the sketch).

MEMBERS OF COMMISSION

CITY OF RED DEER — TOWN OF CARSTAIRS — TOWN OF CASTOR — TOWN OF CORONATION — TOWN OF DIDSBURY — TOWN OF ECKVILLE — TOWN OF INNISFAIR — TOWN OF LACOMBE
TOWN OF OLDS — 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 BLACKFALDS — VILLAGE OF BOWDEN — VILLAGE OF CAROLINE — VILLAGE OF CREMONA — VILLAGE OF DELBURNE — VILLAGE OF DONALDA
VILLAGE OF ELMORA — VILLAGE OF GADSBY — VILLAGE OF MIRROR — VILLAGE OF PENHOLD — SUMMER VILLAGE OF BIRCHCLIFF — SUMMER VILLAGE OF GULL LAKE
SUMMER VILLAGE OF HALF MOON BAY — SUMMER VILLAGE OF NORGLAND — SUMMER VILLAGE OF ROCHON SANDS — COUNTY OF LACOMBE No. 14
COUNTY OF MOUNTAIN VIEW No. 17 — COUNTY OF PAINTWATER No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLE No. 6 — IMPROVEMENT DISTRICT No. 10

If the applicant can exchange land with the owners of one of the mentioned sites, we would be pleased to work closely with the applicant and see how a church can fit into the subdivision design.

We recommend the request for the construction of a church on Lot 4 Plan 315 H.W. be denied.

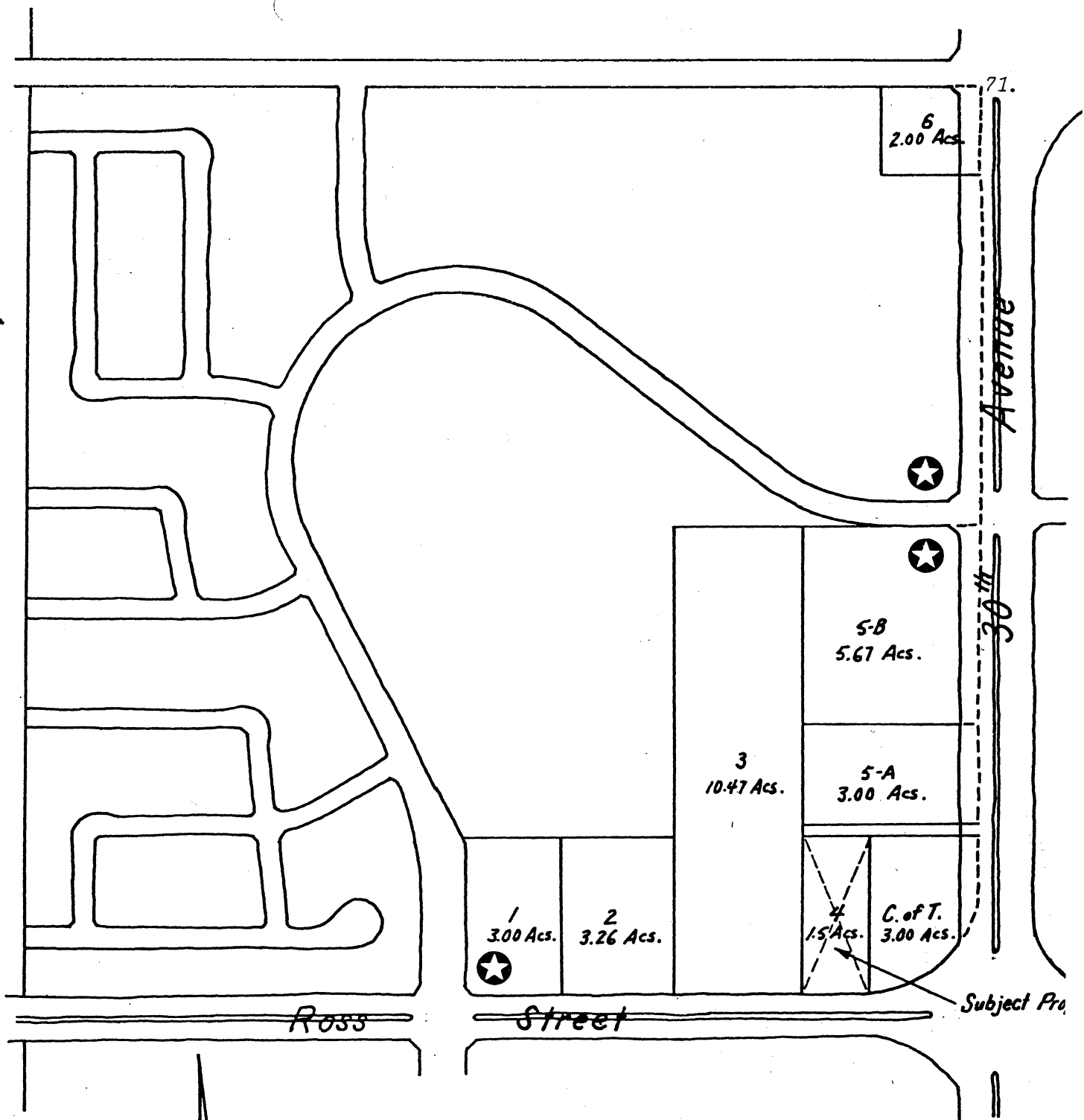
Yours sincerely,



D. Rouhi, MCIP
Senior Planner
City Planning Section

/mjw

cc: City Engineer
City Assessor
Development Officer



Prepared by : R.D.R.P.C.
Sc. : 1" = 400' June 19/79

Commissioners' comments

One of the difficulties of developing or redeveloping land where a number of small holdings are under different ownerships is that agreement must ultimately be reached between the owners on an overall plan. Until such agreement is reached, it is frequently impossible for orderly development to take place.

The application in question is such an example where the site proposed for a church just does not fit in with the overall subdivision design.

We concur with the Planners that the applicants should endeavor to exchange properties at this time in order to acquire a site which can be developed within their required time frame. Failing this action, we regret the applicants will have to wait until all the small holdings are ready for development.

"K. CURLE"
Mayor

"M. C. DAY"
City Commissioner

P.O. Box #1526,
Innisfail, Alta.,
TOM 1AO
June 1, 1979

Red Deer City Council,
City Hall,
Red Deer, Alta.

Dear Sirs: Re: Lots 34-35-36-37, Block 23, Plan K5
 4816 & 4820 - 45th St., Red Deer, Alta.

The above noted properties are at present zoned R3.

There appears to be an abundance of apartment space available at this time and I would like to erect a building consisting of two stories: the ground floor to be commercial and the second floor to consist of one (1) and two (2) bedroom apartments.

The size of the building would be 100 ft. by 75 ft. with parking available at the rear for approximately eighteen (18) cars.

The plan for this building has been drawn by Mr. M. Lee, Architect, and will be available at the time this request is considered.

In order to use this property to its best advantage a change of zoning from the present R3 to C1 is needed.

It would be appreciated if Council would kindly consider my request for a change in the present zoning.

Thanking you, I am,

Yours very truly,

Eric Antonellos

Eric Antonellos

EA:MW

*Recd
June 3/79.
ES*

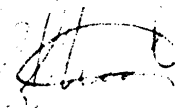
June 7th, 1979

TO : Bob Stollings
FROM : Ryan Strader
RE : Lots 34 - 37 Blk. 3 Plan K5

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

Under the City land use Bylaw the proposed use (Commercial and Residential) could be accommodated in a C1, C2 or C3 use district. At present the supply of Commercial land in the downtown core is greater than that properly zoned for apartments. The R3 land available in the downtown area seems to be in a steady demand; which while it has slowed in the last several months, does not seem to leave the City with a oversupply for future needs.

For this reason we suggest the proposal could be better accommodated in the existing commercial land.


RYAN STRADER
Building Inspector @
Development Officer


June 7, 1979

TO: City Clerk
FROM: City Engineer

RE: Lots 34, 35, 36 & 37, Block 23, Plan K5
4816 & 4820-45 Street, Red Deer, Alberta

The Engineering Department has no comments relating to the rezoning. Should Council consider approving the rezoning and hence the proposed building the Engineering Department would offer the following comments:-

1. The Developer should be required to provide adequate parking for all apartment units on the second floor at the recommended ratio of 1 1/2 stalls per unit and further would be preferable if additional parking be provided for the community venture.
2. The Engineering Department has not seen detailed plans for the building and so is unable to comment specifically on the layout. We would recommend that (a) all necessary setbacks be dedicated to the City; (b) that no direct access to 45 Street be allowed.


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

BCJ/ab
cc: City Assessor
Development Officer
Regional Planning

RED DEER REGIONAL PLANNING COMMISSION⁷⁶

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

June 18, 1979.

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

Dear Sir,

Re: Lots 34, 35, 36, 37; Block 23,
Plan K 5, 4816 and 4820 - 45th Street

The applicant is requesting a change of Land Use By-law from R3A (High density residential) to C1 or retail commercial zone for the above lots.

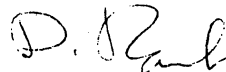
The applicant mentioned that because of a lack of interest in apartment building, he feels he should be permitted to use the ground floor for commercial use and the second floor for apartment use.

Few years ago the C1 zoning was expanded substantially and many blocks were added to the total supply. The recent building activities in C1 zone have used up only a small portion of the C1 zoned land. There is still an ample supply of C1 zoned land available for commercial use, and we feel that the City should not be expanding their commercial zone into residential zone.

Furthermore, we feel the demand for downtown and South Hill apartments is still strong and has not been affected by the over-supply of apartment units in other parts of the City.

We recommend the request be denied.

Yours truly,



D. Rouhi, MCIP,
Senior Planner
City Planning Section

/hp

c.c. City Engineer
c.c. Development Officer.

c.c. City Assessor.

MEMBERS OF COMMISSION

CITY OF RED DEER — TOWN OF CARSTAIRS — TOWN OF CASTOR — TOWN OF CORONATION — TOWN OF DIDSBURY — TOWN OF ECKVILLE — TOWN OF INNISFAIL — TOWN OF LACOMBE
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COUNTY OF MOUNTAIN VIEW No. 17 — COUNTY OF PAINTEARTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLE No. 6 — IMPROVEMENT DISTRICT No. 10

Commissioners' comments

We concur with the comments of the administration and recommend Council deny this application. There is a substantial supply of C.1 land available in the downtown are, but a very limited supply of R.3 land and while there is an oversupply of apartments at present this is a short run situation which will likely disapper in the next 1-2 years.

"K. CURLE"

Mayor

"M.C. DAY"

City Commissioner

9518 - 102A AVENUE, EDMONTON, ALBERTA T5H 0G1

TELEPHONE (403) 424-0651

NO. 10

June 14, 1979

Mr. Kenneth Curle, Mayor,
The City of Red Deer,
Red Deer, Alberta.

Your Worship:

On behalf of the Board of the Red Deer Catholic Family and Child Service, may I thank you and the other members of the City Council of Red Deer for your recent cheque in the amount of \$2,440. These monies are to be used as per our request to cover the operating deficit for the year 1979 in the Catholic Family & Child Service of Red Deer.

Your Worship, the action taken by the City Council of Red Deer on behalf of our request is indicative of the importance that you and other members of the Council place on the availability of family and individual counselling to the people of the Red Deer area. A number of the mildly retarded adults who live independently in the Red Deer area are also in need of supportive services which are provided by the staff person of our Agency. As a result of your grant, our staff person will be able to continue to offer supportive counselling to those people, thus improving and enhancing the quality of life in the Red Deer area.

On behalf of our clients served by Mrs. Bridget Fielding, may I thank you and the other members of your Council for your consideration and generosity.

Yours very sincerely,

Father William Irwin,
Executive Director
WI/jp

cc: Mr. R. Stollings



Member

Child Welfare League of America Family Service Association of America, Alberta Association of Child Care Centres,
United Way - Edmonton and Area and Red Deer and District



ALBERTA

80.

NO. 11

513 Legislature Building
Edmonton, Alberta
T5K 2B6

June 15, 1979

Mr. Robert Stollings
City Clerk
4914 - 48 Avenue
RED DEER, Alberta
T4N 3T4

Dear Mr. Stollings:

As a result of our telephone conversation last week, please find attached a copy of the form I sent in to the Honourable Mary LeMessurier, Minister of Culture, regarding her urgent request that all M.L.A.'s indicate possible 75th Anniversary celebration projects.

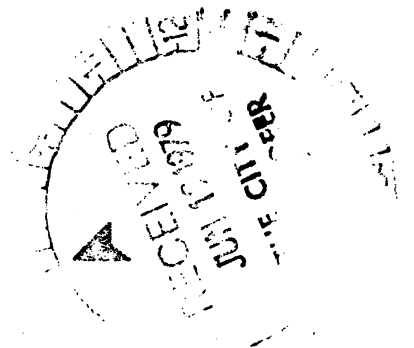
If City Council has additional recommendations, or wishes to add or change this listing, please feel free to make your submission.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'Norm F. Magee'.

Norm F. Magee, M.L.A.
Red Deer Constituency

NFM/mh
attachment



ALBERTA'S 75th ANNIVERSARY CELEBRATIONS

1. Fine Arts and Performing Arts Facility
REASON: A regional priority for Red Deer and surrounding constituencies overdue - for central Alberta. Now have only completely deficient, converted aircraft hangar for performing arts functions.
2. Water Fountain - on City Hall Park (approx. \$65,000.)
REASON: To complement a very beautiful shrub and floral display - a beautiful landmark - about which visitors from all over Canada and other countries send complimentary letters.
3. Completion of the north end of the downtown recreational park (approx. \$75,000)
REASON: To contour, tree and equip as a children's recreational area; to be compatible in use with other areas now in place, such as: swimming pools (indoor and outdoor); Museum, Golden Circle (senior citizens' drop-in centre); Lawn Bowling, and Speed Skating Oval.

Norm Magee, M.L.A.,
Red Deer Constituency

June 6, 1979

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

NO. 12

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

June 19, 1979

City Commissioners
City of Red Deer
City Hall
Red Deer, Alberta

Dear Sir:

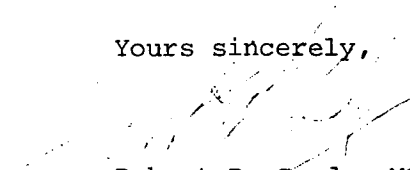
Re: Environmental Analysis of Soil Relocation

After some preliminary discussions with the Department of Agriculture, Alberta, the Commission at its May 28 meeting agreed to undertake a study to evaluate the feasibility and cost effectiveness of relocating soil from an urban development site to sub marginal rural agricultural land. The municipalities to be involved in the pilot study will be the City of Red Deer and the County of Red Deer.

The Environmental Committee of the Commission will be responsible for the study but a sub Committee composed of the City and County representatives on the Commission together with staff from the Commission, County and City, if required, will be used where possible to help guide the study.

This letter is to inform Council of the study to be undertaken through the Commission and to request your approval to the study involving your municipality. Any cost associated with the study will be looked after by the Commission and the Department of Agriculture with no direct cost associated with your municipality.

Yours sincerely,


Robert R. Cundy, MCIP
Director

/mjw

cc: County of Red Deer

MEMBERS OF COMMISSION

CITY OF RED DEER — TOWN OF CARSTAIRS — TOWN OF CASTOR — TOWN OF CORONATION — TOWN OF DIDSBURY — TOWN OF ECKVILLE — TOWN OF INNISFAIR — TOWN OF LACOMBE
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SUMMER VILLAGE OF HALF MOON BAY — SUMMER VILLAGE OF NORGLENWOLD — SUMMER VILLAGE OF ROCHON SANDS — COUNTY OF LACOMBE No. 14
COUNTY OF MOUNTAIN VIEW No. 17 — COUNTY OF PAINTERTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTNER No. 6 — IMPROVEMENT DISTRICT No. 10

Commissioners' comments

The above is submitted for the information of Council.

"K. CURLE"

Mayor

"M.C. DAY"

City Commissioner

PETITIONS & DELEGATIONSNO. 1

THE CITY OF RED DEER

TO THE MAYOR AND COUNCIL OF THE
CITY OF RED DEER

GENTLEMEN:

*We, the undersigned property owners, request that you will
construct four-way stop signs at the intersections of Ogden Avenue, Olsen
Street and Oyen Crescent.*

NOTE: - *Thirty Oriole Park residents signed the petition.*

"R. STOLLINGS"
City Clerk

June 18, 1979

TO: City Clerk
FROM: City Engineer

RE: Petition for 4 Way "Stop" signs
Olsen Street & Ogden Avenue

Regarding the request for a 4 way "Stop" sign installation, we comment as follows:-

1. The Engineering Department has a general policy of minimizing the use of regulatory signs at intersections within subdivisions so that their effectiveness is not destroyed by overuse and to keep maintenance costs down to a minimum. We consider it necessary to install regulatory signs whether they be "yield", 2 way "Stop", 4 way "Stop" etc.
 - a) where the application of the normal right hand rule is unduly hazardous such as at an intersection with approximate equal traffic volumes or where heavy vehicles on one leg are predominant etc
 - b) where the sight distance may be restricted
 - c) where there is a record of serious accidents
 - d) where we have minor streets intersecting with collector roadways where traffic volumes are higher and vehicle operating speeds are higher
2. The Traffic Advisory Committee received three requests for regulatory signs at the intersection in question; September 1978, October 1978, and January 1979. The Committee reviewed the accident record (reported only!) traffic volumes, and the closeness of playground zones and are still of the opinion that regulatory signs are not required at this time.

..... 2

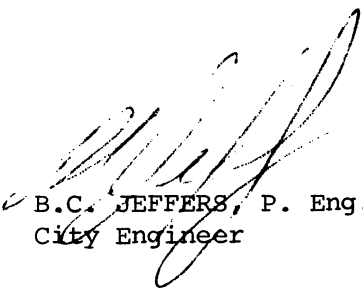
3. Four (4) Way "Stop" signs can be used as a safety measure at some locations where the traffic volumes on the intersecting roads are approximately equal and the following conditions have been established:-
- a. where traffic signals are warranted and urgently needed, the 4 way stop can be used to control traffic while arrangements are being made for the signal installation
 - b. where an accident problem exists as evidenced by 5 or more reportable accidents in any given 12 month period of a kind susceptible to correction by a 4 way stop installation
 - c. where traffic volumes are existing such that the total vehicular volume entering the intersection is averaging at least 500 vehicles per hour for any 8 hour period of an average day.
 - d. where the combined pedestrian and vehicular volume from the minor street is averaging at least 200 units per hour for any 8 hour period of an average day with the vehicle delay of at least 30 seconds per vehicle.

SUMMARY

Based on accident records supplied by the R.C.M.P., the intersection of Olsen Street and Ogden Avenue had one accident in 1977, one in 1978 and zero in 1979 (as of May). Traffic volumes are light and vehicular delays are considered minimal at this intersection.

In consideration of the above, it is evident that the normal right hand rule is sufficient in assigning the right of way at this intersection, and four way stop signs would not be required.

If Council feels that regulatory signs should be installed after considering the above, we would suggest that a 2 way "stop" system be installed such that Olsen Street is assigned the right of way. Olsen Street exists as a 40' carriageway and is serving as a minor collector.


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

KGH/ab

Commissioners' comments

We concur with the comments of the City Engineer that no stop signs be erected at this location. We are concerned that there has been a tendency of late to proliferation of stop signs and traffic lights and where there is no documented need these have the effect of increased costs to the taxpayers, irritation to motorists and no improvement in safety.

"K. CURLE"
Mayor

"M.C. DAY"
City Commissioner

BYLAW NO. 2588/Z-79

Being a Bylaw to amend Bylaw No. 2588/78, being the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

- (1) The "Use District Map" as referred to in Section 2.1 is hereby amended in accordance with Use District Map No. 15/79, attached hereto and forming part of this Bylaw.
- (2) This Bylaw shall come into force upon the final passing hereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1979.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1979.

A.D. 1979. READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day of

MAYOR

CITY CLERK

Being a Bylaw of The City of Red Deer to amend Land Use Bylaw No. 2588/78.

follows:

Council of the City of Red Deer duly assembled enacts as

- (1) Bylaw No. 2588/78 is hereby amended by deleting therefrom Subsection (c) of Section 22(1).
- (2) Bylaw No. 2588/78 is amended by adding thereto the following section, namely:

"23 A person who uses a site for any purpose shall not erect, or add to a building or other structure thereon nearer to the original registered boundary of the portion of a street or lane to which Table D applies than the setback distance established therefor by that Bylaw. The owner of a site may however, with the approval of the Municipal Planning Commission, and upon entering into an agreement satisfactory to the City, erect an advertising sign or signs upon, or extending into, the setback requirement of the site."
- (3) Table A of Bylaw No. 2588/78 is hereby amended by adding thereto the following section, namely:

"14 Notwithstanding any clause of this Land Use Bylaw any lawfully constructed single-family dwelling, semi-detached dwelling, or accessory residential building which does not fulfill the requirements of this table may upon application to the Municipal Planning Commission be granted such relaxations subject to such conditions as the Municipal Planning Commission may deem necessary or advisable respecting the proposed development thereof."
- (4) Table B of Bylaw No. 2588/78 is amended by adding thereto the following section, namely:

"3 Notwithstanding any clause of this Land Use Bylaw any lawfully constructed single-family dwelling, semi-detached dwelling, or accessory residential building which does not fulfill the requirements of this table may upon application to the Municipal Planning Commission be granted such relaxations subject to such conditions as the Municipal Planning Commission may deem necessary or advisable respecting the proposed development thereof."
- (5) Table C of Bylaw No. 2588/78 is amended by adding thereto the following section, namely:

"23 Notwithstanding any clause of this Land Use Bylaw any lawfully constructed single-family dwelling, semi-detached dwelling, or accessory residential building which does not fulfill the requirements of this table may upon application to the Municipal Planning Commission be granted such relaxations subject to such conditions as the Municipal Planning Commission may deem necessary or advisable respecting the proposed development thereof."

- (6) Table F of Bylaw No. 2588/78 is amended by adding thereto the following section, namely:

"11 (Notwithstanding any clause of this Land Use Bylaw any lawfully constructed single-family dwelling, semi-detached dwelling, or accessory residential building which does not fulfill the requirements of this table may upon application to the Municipal Planning Commission be granted such relaxations subject to such conditions as the Municipal Planning Commission may deem necessary or advisable respecting the proposed development thereof."

- (7) This Bylaw shall come into force upon the third reading thereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D., 1979.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D., 1979.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day of
A.D., 1979.

MAYOR

CITY CLERK

BYLAW NO. 2642/79

*Being a Bylaw to close a street in the City of Red
Deer as described herein*

COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

- (1) All of the lane in Block 1 & 2, Plan 3289 K.S. and Block 1,
Plan 633 N.Y. All in the S.W. ¼ Section 28, Township 38,
Range 27, W4M, is hereby closed and the same shall be
registered as a utility lot.*
- (2) This Bylaw shall come into force upon the final passing
thereof.*

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1979.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1979.

*READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day
of A.D. 1979.*

MAYOR

CITY CLERK

file

City of Red Deer

PROPOSED DEVELOPMENT

~~PATTERN~~

for the

N.W. SECTOR

Introduction

The purpose of this report is to provide guidance for the development of the North West Sector of the City and to enable both Council and Developers to be fully informed of the general development criteria and the growth potentials of the area, pending the completion of the General Municipal Plan. The report sets out the two major options available:

- a) No Railway Relocation Option
- b) With Railway Relocation Option with sub-options for each case relating to the Gaetz Avenue/Highway 11 frontage in the N.E. corner.

One of the major policies of the City is to maintain a balanced 'Urban Structure' with similar opportunities for residential and industrial developments to the north and south of the Red Deer River. Proposals for the S.E. sector of the City have already been approved in principle indicating the provision of both residential and industrial lands.

North West Sector - Structure Plan

PART I -

Location - The land referred to in this report is enclosed by 67th Street to the south, Gaetz Avenue (Highway 2A) to the east, Highway 11 to the north and Highway 2 to the west, and forms the total North West Sector of the City.

The area of the land amounts to ± 2,435 acres of which ± 430 acres are at present developed or have been approved for residential development purposes.

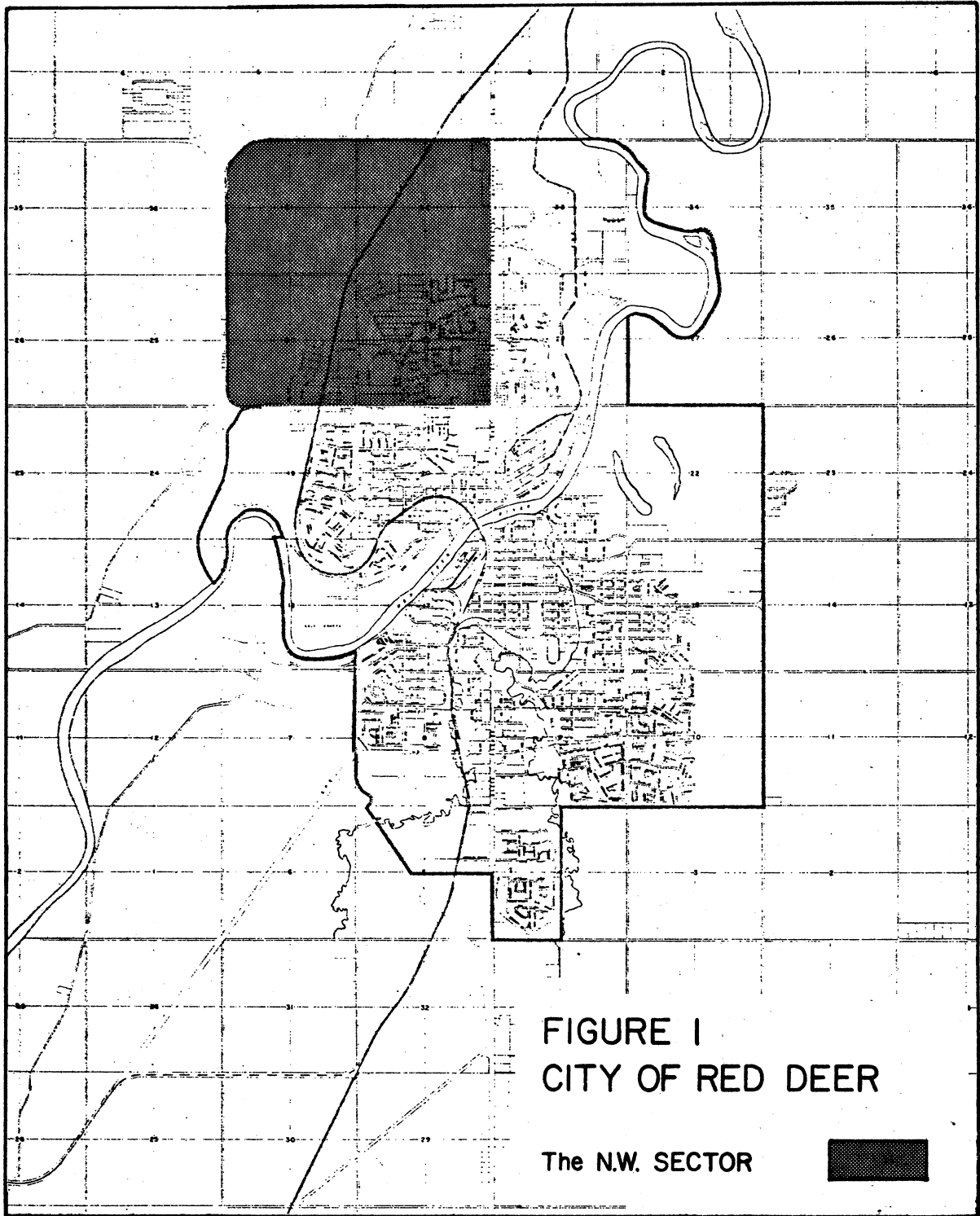
In addition to the above 140 acres are at present actively under consideration for development purposes.

The area location in relation to the City is indicated on Figure 1.

Physical and Administrative Characteristics

The area is divided into 6 zones at present:

- 1) The Commercial development frontage to Gaetz Avenue varying between 900 ft. in depth in the southern area to 400 ft. north of 71st Street.



- 2) The existing Residential developments consisting of the Normandeau, Mustang Acres, Parkside and Glendale, and the new mobile home park being developed just south of 77th Street.
- 3) The Golden West Industrial Area.
- 4) The land east of 59th Avenue (Sylvan Lake Trail, north of 71st Street at present being developed for residential use by Wimpey Western Ltd.
- 5) The area of land east of the existing railway, north of 76th/77th Street alignments, at present utilized primarily for agricultural purposes with some sporadic industrial and social uses.
- 6) The area west of the railway, containing primarily undeveloped lands utilized for agricultural purposes, but again containing some sporadic non-conforming industrial and social uses.

The above zones are indicated on Figure 2.

Land Uses

The primary land uses are indicated on Figure 3 and comprise of the following:

Residential	-	430.0	acres
Industry/Commercial	-	220.0	"
Open Space/Schools	-	49.7	"
Agricultural	-	1,682.3	"
Railway	-	30.0	"
Primary Roads *	-	23.0	"

Population

The population of the area at May 1979 was 3,714.

Topography

The land is relatively flat rising generally north to Highway 11, with local variations in contours providing some undulations, which would not prohibit development of the land.

The main contours are illustrated on Figure 4.

* Note - excludes peripheral road areas.

FIGURE 2
LAND USE ZONES

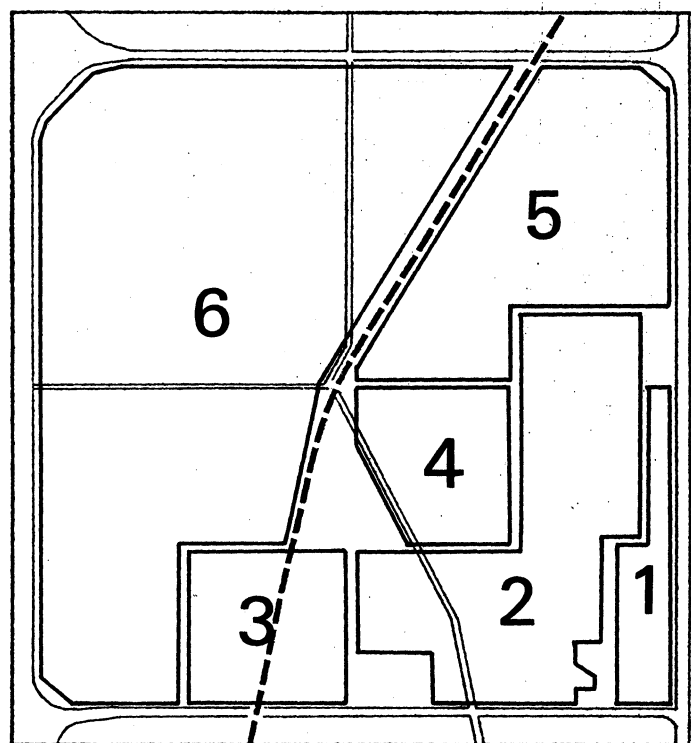


FIGURE 3
EXISTING LAND USE

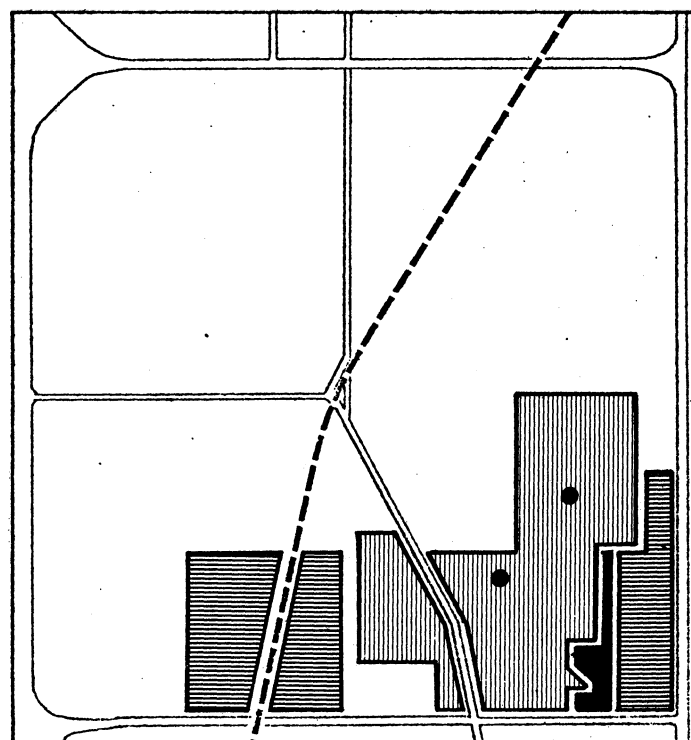
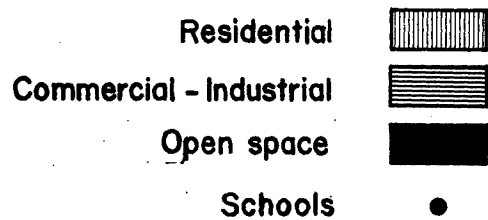


FIGURE 4
CONTOURS

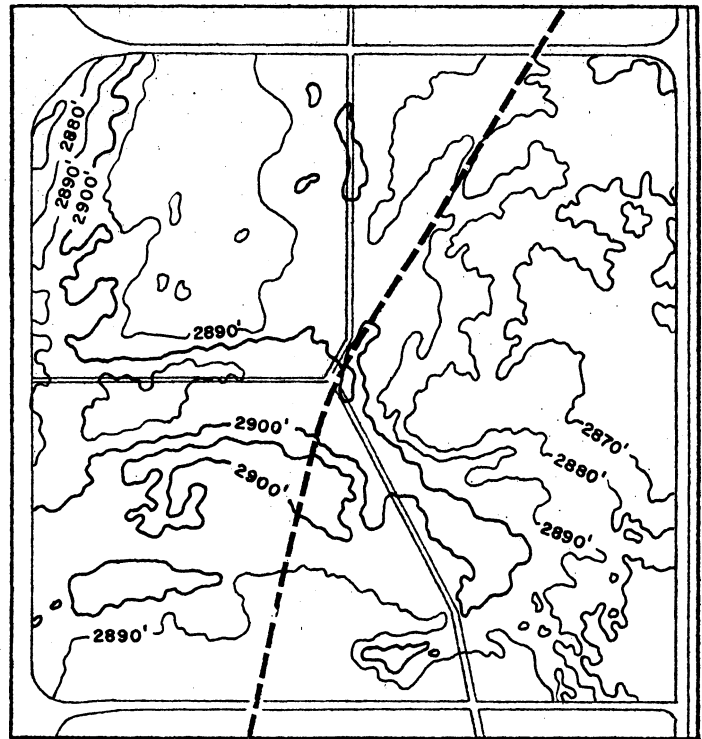
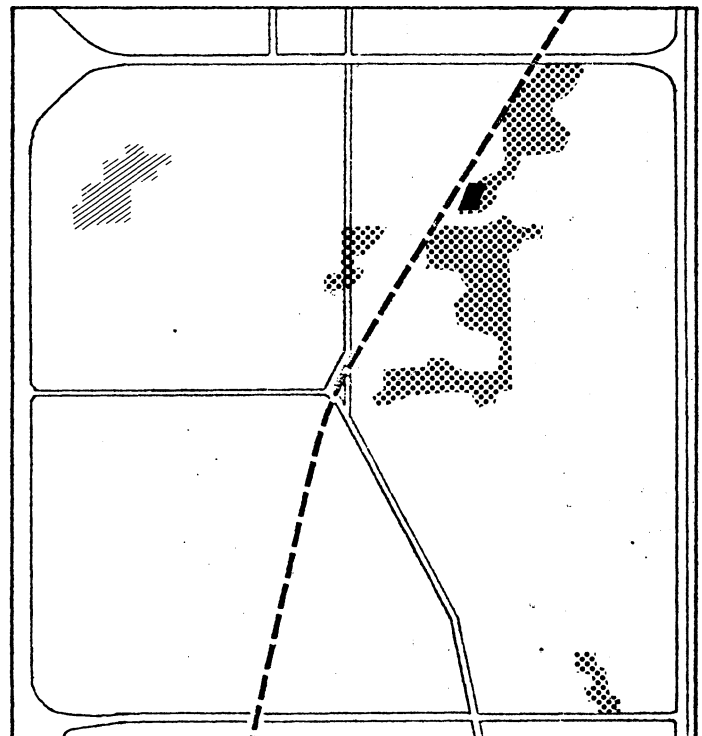


FIGURE 5
TREE COVER
AND WATER

Trees

Water

Water (seasonal)



Tree Cover

Two major areas of tree cover are located in the area, with sporadic wooded area and trees along section lines as indicated on Figure 5.

Water Cover

Numerous permanent and intermittent sloughs are found in the area and are illustrated on Figure 5.

Soils

The soils in the area are generally Class 2.

Administrative

The area was included within the City Boundary as the result of two annexations from the County of Red Deer. The first in 1957 which included the whole of Section 29 and the east half of Section 30. Section 31, 32 and the west half of Section 30 were annexed in 1977 as indicated on Figure 6.

Land Ownerships

Major land ownerships are indicated on Figure 6.

Other Major Factors




At the present time Council has approved in principle proposals to relocate the C.P. Railway in this area to an alignment paralleling Highway 2. The area at present under study would be substantially affected by these proposals, and would determine the future growth and development strategies which are applicable to this area. (The strategy plans prepared take into account both options, i.e. with or without railway relocation.)

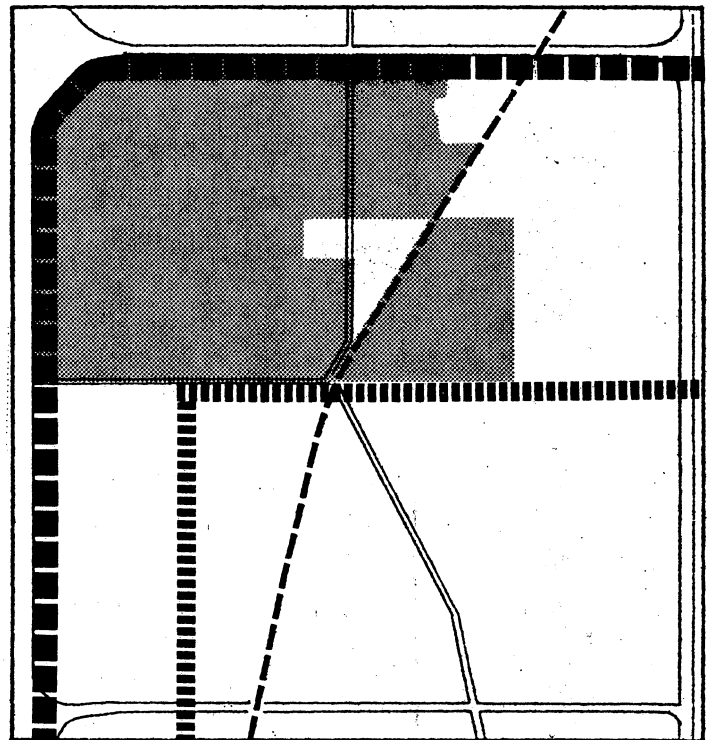
Figure 7 indicates the options for relocation.

Engineering Studies




In 1974 the City carried out engineering studies of the area to determine the drainage patterns for both sanitary and storm sewers, together with water supply system.

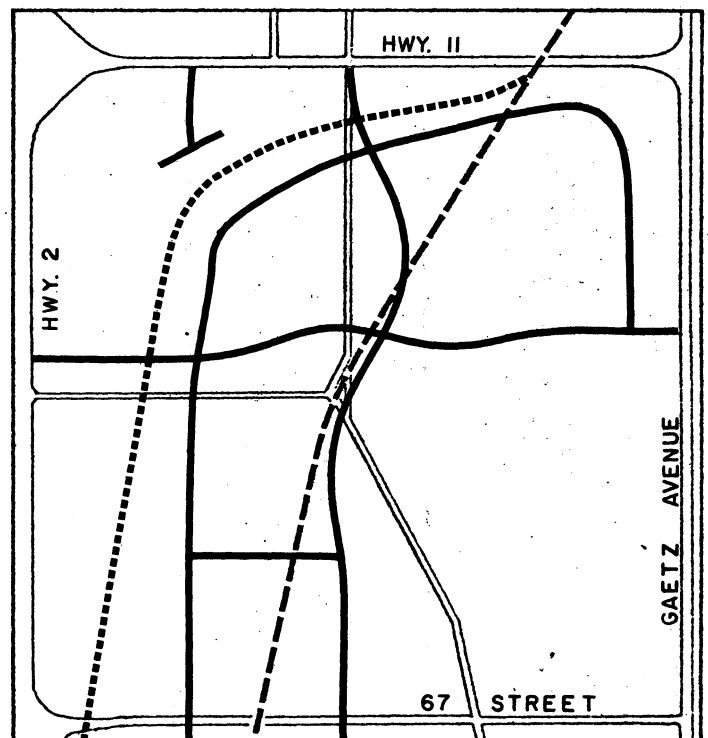
**FIGURE 6
ANNEXATION
AND
OWNERSHIP**

1957 annexation 
1977 annexation 
City-owned land 



**FIGURE 7
CONSTRAINTS AND
FUTURE
TRANSPORTATION
ROUTES**

Existing railway 
Proposed railway
 realignment 
Proposed roadways 



Initial work on the system has been completed with all three services being provided to a point north of 77th Street just west of Gaetz Avenue.

The southern part of the area comprising of Section 29, was provided initially in 1970 with further improvements as development in that area proceeded.

At the present time major electrical supply services are being provided and/or planned to cater for future development.

Major utilities routes are indicated on Figure 8.

Transportation

Transportation studies completed in 1976 examined the primary traffic movements required to service the area based on preliminary land use studies and the main proposals are indicated on Figure 7.

PART II - Outline Development Proposals

The development proposals for this area are divided into three parts:

- A) Proposals for the area with the railway relocated.
- B) Proposals for the area if railway relocation does not occur.

In examining the future development proposals for this sector, consultations were carried out with the City Administration, both the Public and Separate School Boards staff and with some of the owners of lands in the area, particularly in those locations where pressure for development is greatest, i.e. in the N.E. sector at the junction of Highway 11 and Gaetz Avenue (Highway 2A) north of 77th Street.

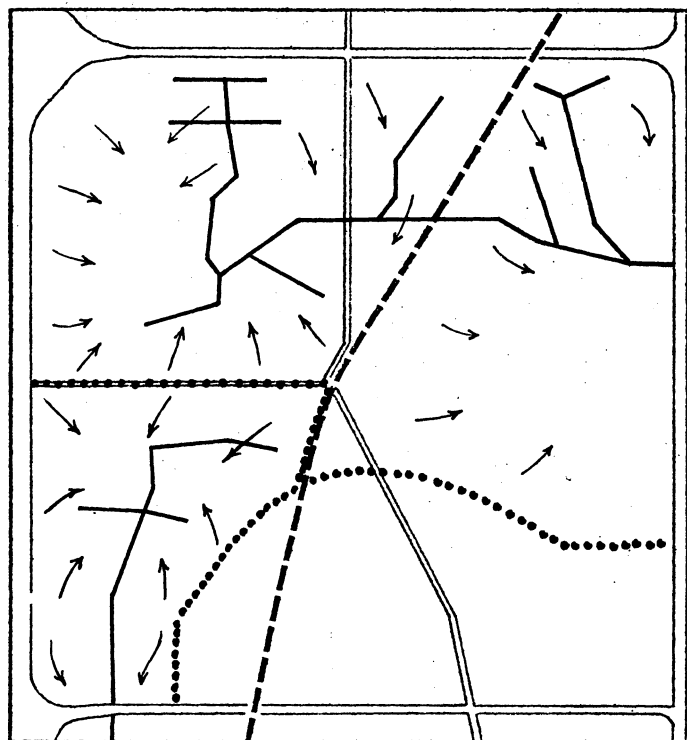
Development Analysis of the Area

In examining the future potential of the area, two major factors played an important part on the location of land uses:

- a) Location of Major Routes - The existing highway pattern and the proposed routes suggested in the Transportation plan, have a major effect on the land use pattern, not only from an accessibility aspect but from an environment impact aspect particularly on residential development.

FIGURE 8
MAJOR
UTILITY ROUTES
AND DRAINAGE AREAS

Major utility routes ———
Drainage areas
Drainage pattern ———>



- b) The future of the C.P. Railway - The location of the existing railway and the possible relocation and development of the new railway freight yards also dictated the land use patterns which could evolved.

As a result of these two controlling factors it was found desirable at this time to produce two alternative land use patterns to overcome the environmental problems which could be anticipated.

One of the major objectives in the whole North West Sector was to provide the maximum residential development possible to provide for a more balanced structure to the City as a whole.

However, if the existing trackage is retained it was felt that to provide residential lands to the west would be undesirable from an environmental and accessibility point of view, and could lead to a situation similar to that existing in the Fairview area with isolation due to railway movement, and to allocate land for residential purposes in these circumstances would be unrealistic.

The Alternatives

Four alternatives have been prepared, two being basic land use proposals which have been determined by the basic physical attributes of the site and which have been discussed above. (Alternatives A and C)

The other two alternatives are variations on the two basic patterns and refer specifically to the land use in the North East sector of the site. (Alternatives B and D)

Alternatives A and B - With Rail Relocation

Schools

In discussions with the two School Board to determine the educational requirements both the Public and Separate School Board made a specific request for land to be allocated for High Schools to serve students north of the river, utilizing a joint site together with a recreational playing field and parks to provide a total requirement of + 40 acres. In view of development commitments already made in the area the site selected at the centre of the area provided the only opportunity to achieve this provision and is ideally located on what will become a major transportation route (64th Avenue) through the North Red Deer area.

The Public School Board also requested that provision be made for three Elementary Schools, (Kindergarten to Grade 9) to be located strategically in the residential areas, and if residential development is provided in the N.E. sector provision will be required for any addition school (K-9).

The non-provision of this school would require students to cross major arterial roads to reach a school.

The Separate School Board, in addition to the High School, requested that provision be made for one elementary school (K-9) to be centrally located to service the total development area.

Recreation and Open Space

In consultation with the Recreation and Parks Departments, the location and use of the open space provision was determined.

Recreational playfields and parks will be developed in conjunction with the school sites, which should be linked by footpaths and bicycle paths to residential areas.

The integrated parks system would provide localized play spaces for small children.

Pedestrian and bicycle access would also be provided to the surrounding employment areas.

A site located in the Glendale Extension (Wimpey) which contains a heavy tree growth has been retained as an informal park area.

Community facilities will be developed in conjunction with the School/Playfield complexes.

Transportation

Major Arterial Roads Alignments were determined in the Approved Transportation Plan, and provision has been made to enable the development of berms and/or other noise attenuation devices within the rights of way where conflict would exist with residential developments.

Secondary Road Patterns within the residential areas while providing good access to the major arterial routes, have been designed to discourage extreme traffic movements.

The railway would be located as approved in principle, paralleling Highway 11 and 2.

Industry and Commercial

Industrial land has been allocated in close proximity to the relocated rail alignments, being mainly along the northern and western boundaries of the area. In view of its location in relation to the rest of the City and with a N.W. prevailing wind, it is suggested that only light industrial uses utilize this area to minimize the risk of environmental pollution.

A district shopping centre has been allocated within the area, and has been approved as part of the Glendale Subdivision (Wimpey).

Small convenience shopping sites will be allocated within each main residential district at the detail design stage.

Statistical Analysis of these two options and the suggested development plans are included in Appendix A.

Alternatives C and D - No Rail Relocation

Schools

These alternatives remain basically the same as for alternatives A and B, with the exception of the two schools located west of the tracks which would be redundant due to the area being allocated for industrial purposes. Again the N.E. Sector question will be applicable in this instance.

Recreation and Open Space

Similar concepts as for Alternatives A and B.

Transportation

The major arterial road pattern, with minor amendment to 64th Avenue alignment will be consistent with the proposals contained in the approved Transportation Plan.

Industry and Commercial

With the retention of the railway in its present location the area located between the railway and highway 2 would, for the reason discussed earlier in the report (page 6) be only suitable for industrial development. Shopping provision would be as in Alternative A and B.

Statistical Analysis of these two options and the development plans are included in Appendix B.

Conclusions

The two sets of alternatives result in a different emphasis on the types of land use which could be satisfactorily accommodated in the area. Alternatives A and B provides for a better overall living environment with a full range of social and recreational facilities than Alternatives C and D which in view of the restricted area available for residential development could suffer from social and environmental deficiencies.

Alternatives A and B also meet the primary objective of creating a balanced urban structure for the City.

North East Sector

The major difference between Alternative A and Alternative B and also between Alternatives C and D relate to the treatment of the area in the N.E. corner at the junction of Highway 2A (Gaetz Avenue) and Highway 11.

In alternatives A and C this land has been allocated for residential purposes and specifically for multi-family use.

The specific reasoning for this break in the traditionally commercial, industrial treatment of the major road frontage is defined below:

- 1) Restricted accessibility especially to Highway 11 could result in increased use of road system for industrial traffic in a predominately residential area if the frontage lands are utilized for industrial/commercial purposes.
- 2) The utilization of the area for industrial/commercial purposes restricts the amount of land available for residential use to a level which population wise does not economically enable the development of a full range of community facilities, particularly schools.
- 3) The development of a residential area would break the continuity of the industrial/commercial strip development with consequent aesthetic and visual improvement to this important entrance to the City.

- 4) The development for residential purposes removes the unsatisfactory situation from a marketing aspect of having residential development totally enclosed by industrial/commercial development.
- 5) The restriction of access to Highway 11 and to Gaetz Avenue makes it less attractive for prime commercial purposes.

Phasing of Development

The provision of services in the area at present dictates, to a large extent the direction and location of growth in this area in the initial stages, with the lands between Gaetz Avenue and the existing railway alignment being subject to considerable pressure for development.

The desire of the City to utilize its land holdings in the area also has an important impact, together with the timing on the future relocation of the railway.

Figure 9 indicates the suggested phasing of development in the area.

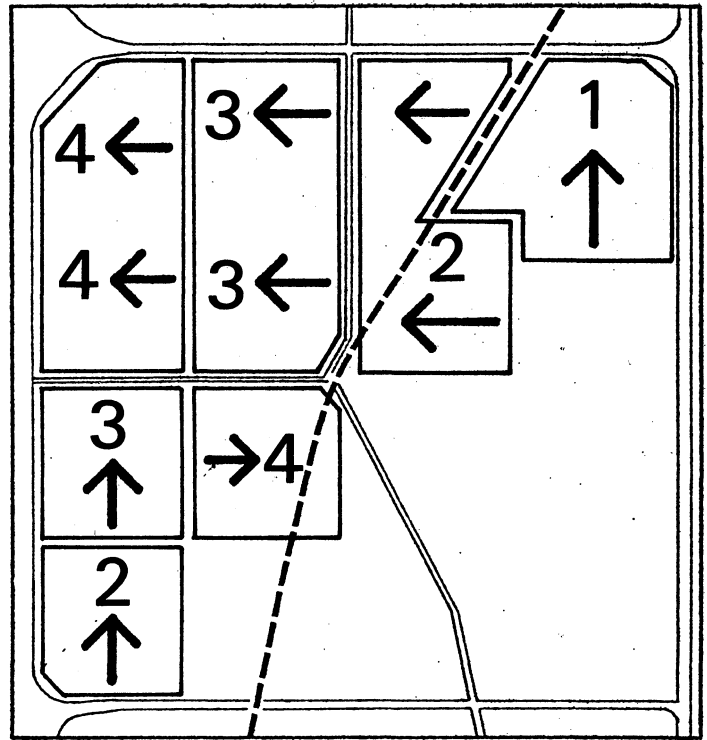


FIGURE 9
PHASING

Conclusion and Recommendations

Conclusion

While no firm decisions can be given in view of the present uncertainty regarding railway relocation, especially to those lands west of the existing C.P. railway, it is desirable at this time to examine the development potential to enable development to proceed once a final decision on railway relocation is arrived at, and to enable development to continue east of the tracks until that decision is available.

From a development and environmental aspect it is obvious that Alternative A and B give a better and more logical use of land bearing in mind the overall objective for the City of a more balanced structure.

The development of Alternative C or D, with large areas allocated for industrial/commercial uses, could have an impact on the proposal for development of industry in the S.E. Sector fronting Delburne Road, which cumulatively could result in industrial lands far in excess of demand.

In the circumstances therefore it would appear that Alternatives A or B which require relocation, of the railway would provide the optimum solution.

However, in view of the demands at present being made for development in the N.E. Sector (Highway 11/Gaetz Avenue) it is felt that some formal approval in principle is required to enable guidance to be given to potential developers in this area.

Recommendations







It is recommended therefore that:

- 1) In view of the general acceptance of the use of the lands in the N.E. Sector of the area for residential development (See Appendix C) that Council approve in principle Alternative A subject to formal approval being required for Railway Relocation.
- 2) That the residential lands in the N.E. Sector of the area adjacent to Highway 11 and Gaetz Avenue be utilized for multi-family purposes.

APPENDIX 'A'

DEVELOPMENT ALTERNATIVES

LEGEND

existing industrial-commercial	
proposed industrial-commercial	
existing residential	
proposed residential	
● ● ● ● school and open space	
proposed railway realignment	

Future Land Use Statistics

Alternative A - with railway relocation and N.E. Sector utilized for residential purposes.

		Acres	%
1) Primarily Residential Lands -	existing	430	17.7
	proposed	<u>570</u>	<u>23.4</u>
	Total	1,000	41.1
2) Primarily Industrial/Commercial Roads -	existing	220	9.0
	proposed	<u>730</u>	<u>30.0</u>
	Total	950	39.0
3) Open Space/Education Lands		230	9.5
4) Railway Lands		35	1.4
5) Primary Roads		220	9.0
6) Total Land Area		2,435	100.0
7) Population -	existing*	3,714	
	at 20 p.p.a. (a) proposed	11,400	
	at 25 p.p.a. (b) proposed	<u>14,250</u>	
	Total Density (a)	15,114	
	Density (b)	17,964	
8) Density (net residential and open space)	existing	8.6 p.p.a.	
	(a) proposed	9.30 p.p.a.	
	(b) proposed	11.70 p.p.a.	

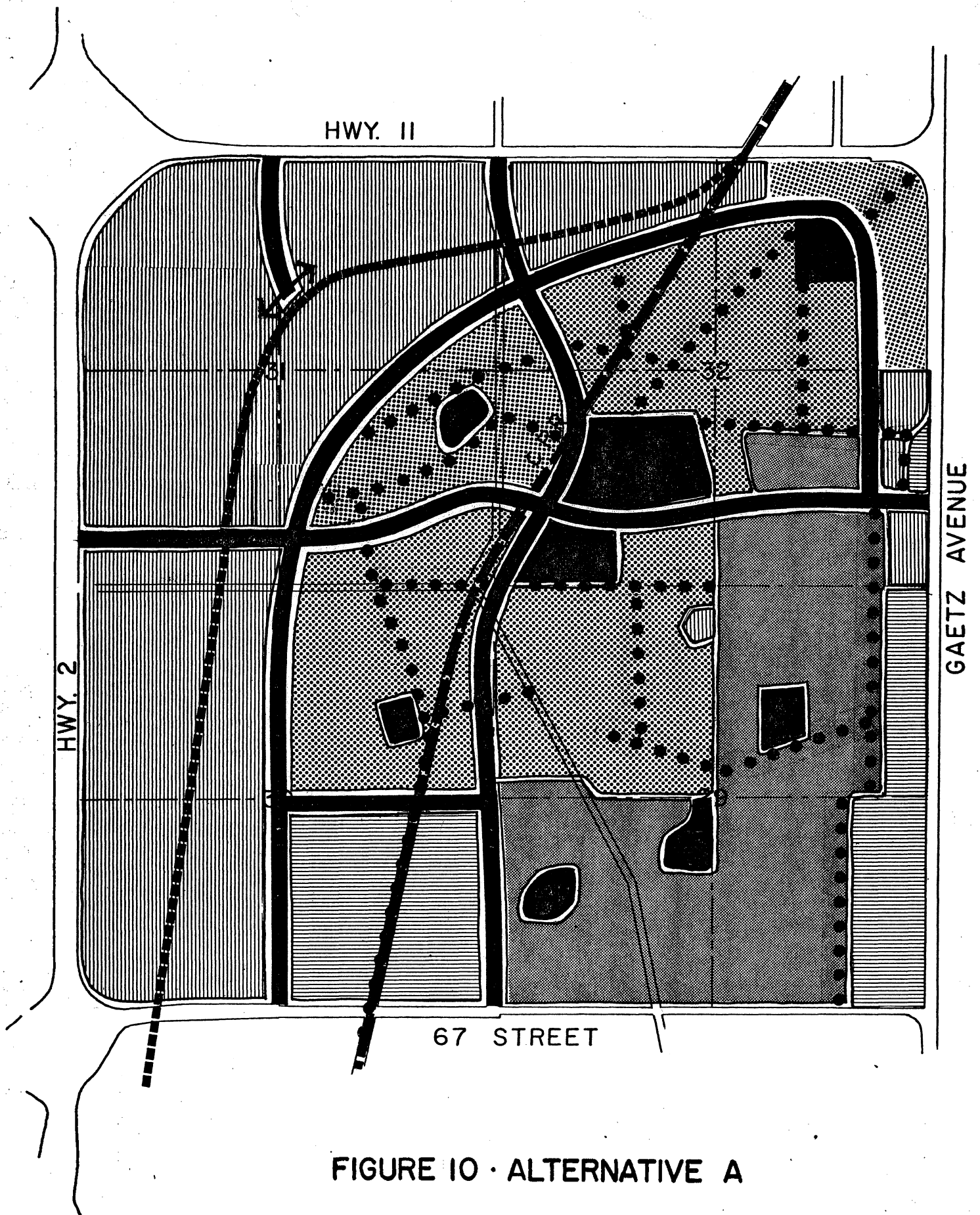


FIGURE 10 · ALTERNATIVE A

Future Land Use Statistics

Alternative B - with railway relocated and N.E. Sector utilized for industrial purposes.

		Acres	%
1) Primarily Residential Lands -	existing	430	17.7
	proposed	<u>520</u>	<u>21.4</u>
	Total	950	39.1
2) Primarily Industrial/Commercial Roads -	existing	220	9.0
	proposed	<u>790</u>	<u>32.4</u>
	Total	1,010	41.5
3) Open Space/Education Lands		220	9.0
4) Railway Lands		35	1.4
5) Primary Roads		220	9.0
6) Total Land Area		2,435	100.0
7) Population -	existing	3,714	
at 20 p.p.a. (a)	proposed	10,400	
at 25 p.p.a. (b)	proposed	<u>13,000</u>	
Total	Density (a)	14,114	
	Density (b)	16,714	
8) Density (net residential and open space)	existing	8.6 p.p.a.	
	(a) proposed	8.9 p.p.a.	
	(b) proposed	11.1 p.p.a.	

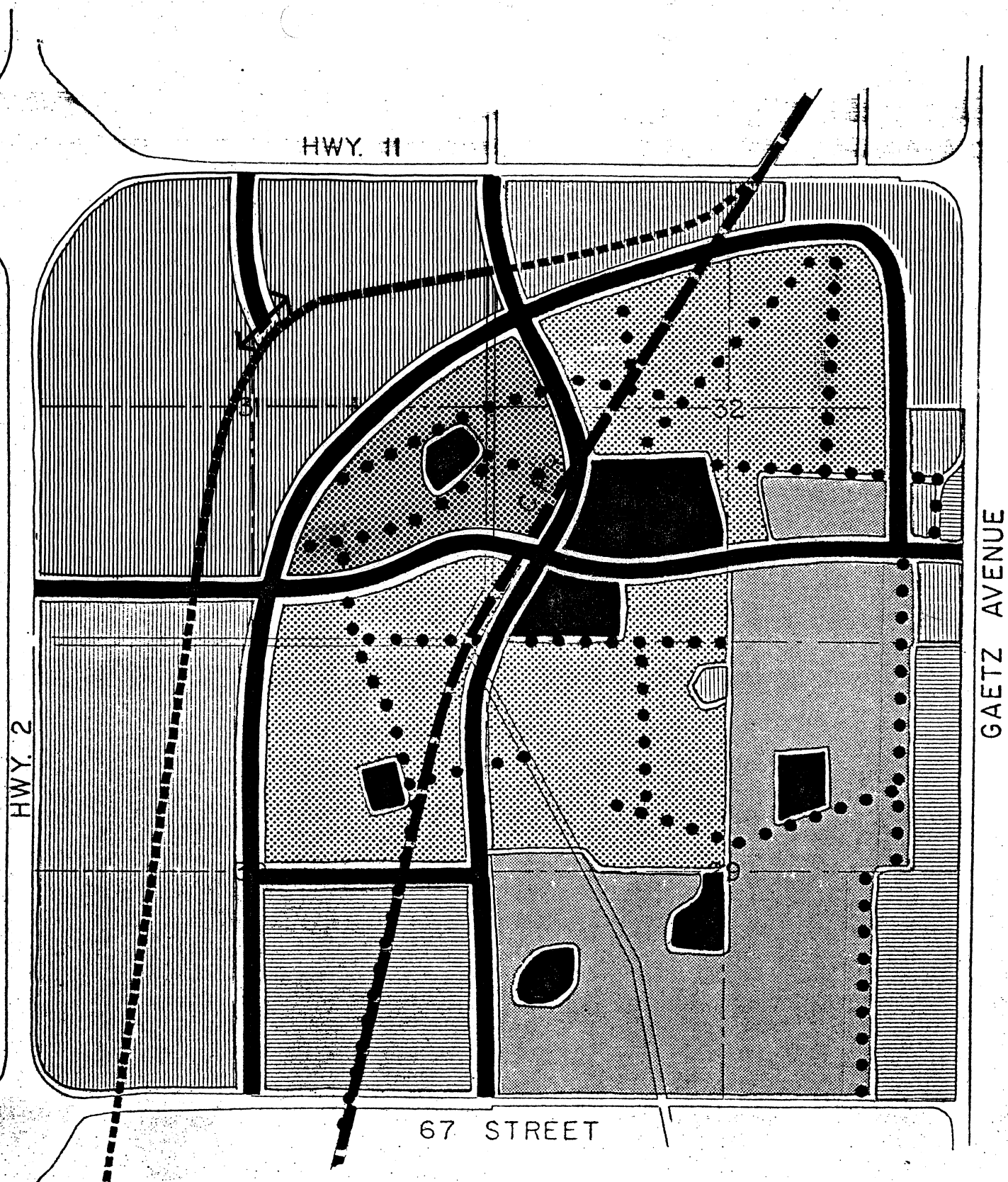


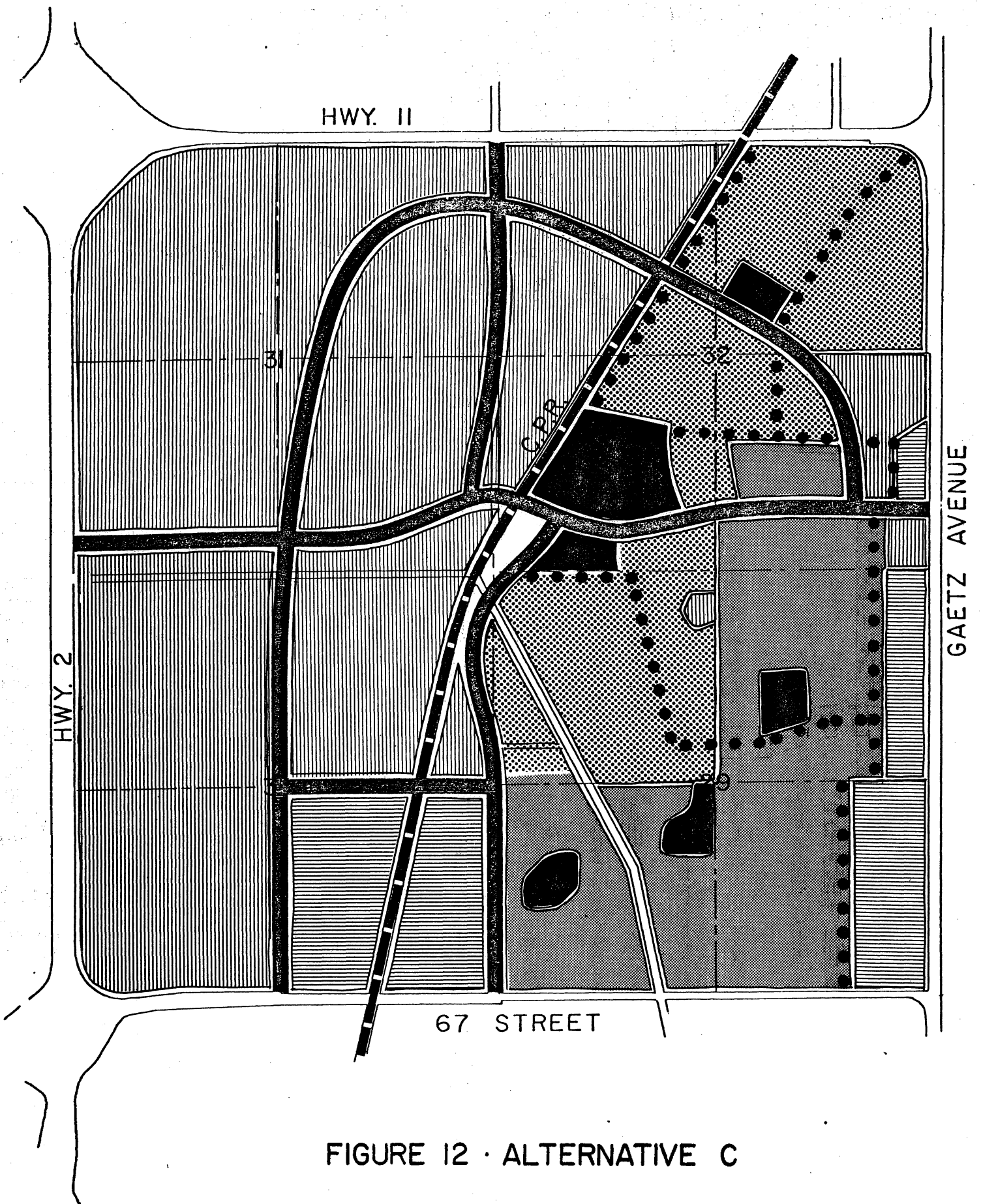
FIGURE II · ALTERNATIVE B

APPENDIX 'B'

Future Land Use Statistics

Alternative C - with railway not relocated and N.E. Sector utilized for residential purposes.

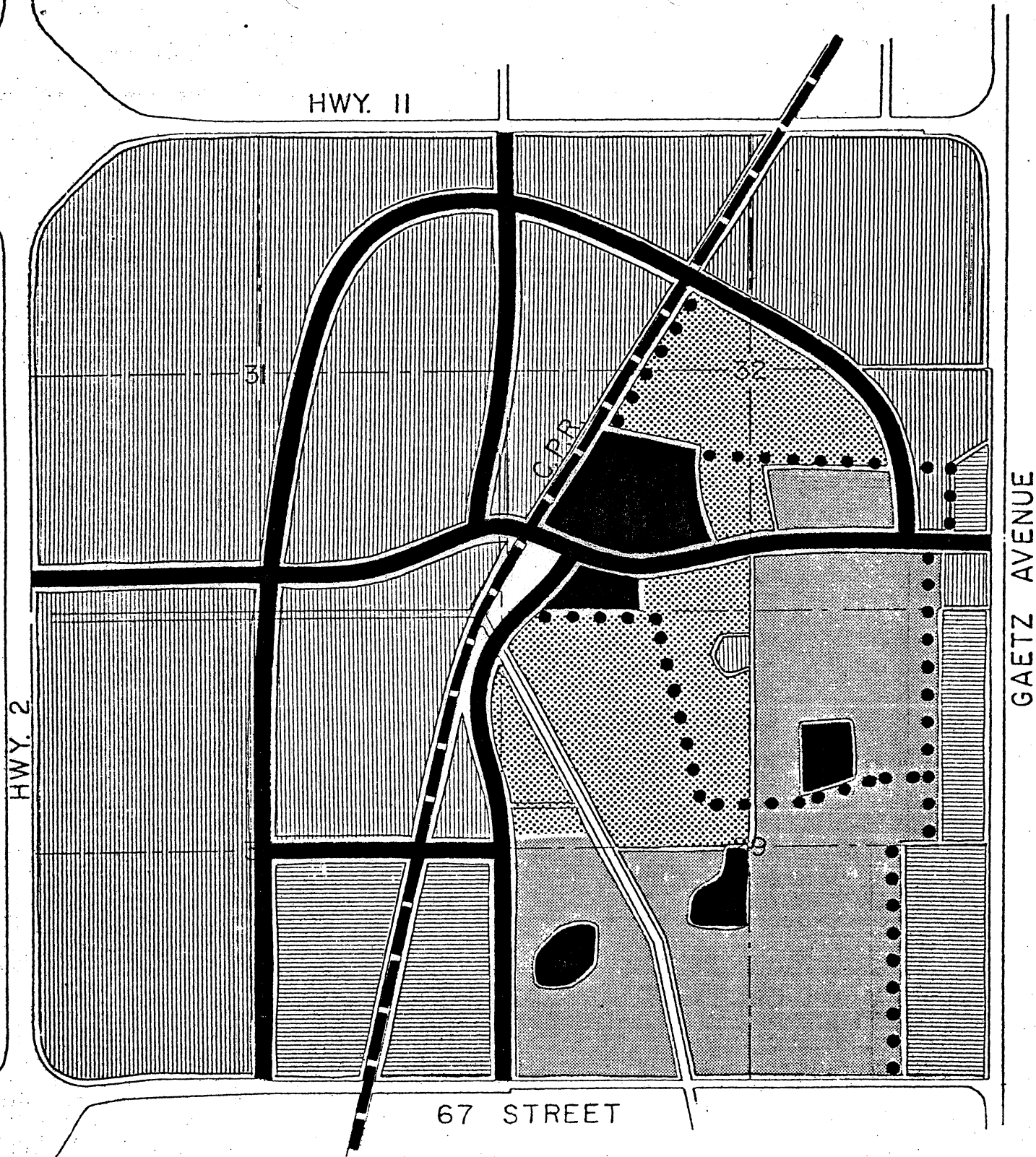
		Acres	%
1) Primarily Residential Lands -	existing	430	17.7
	proposed	<u>340</u>	<u>14.0</u>
	Total	770	31.7
2) Primarily Industrial/Commercial Roads -	existing	220	9.0
	proposed	<u>1,060</u>	<u>43.5</u>
	Total	1,280	52.5
3) Open Space/Education Lands		140	5.8
4) Railway Lands		30	1.2
5) Primary Roads		215	8.8
6) Total Land Area		2,435	100.0
7) Population -	existing	3,714	
at 20 p.p.a. (a)	proposed	6,800	
at 25 p.p.a. (b)	proposed	<u>8,500</u>	
Total	Density (a)	10,514	
	Density (b)	12,214	
8) Density (net residential and open space)	existing	8.6 p.p.a.	
	(a) proposed	11.55 p.p.a.	
	(b) proposed	13.42 p.p.a.	



Future Land Use Statistics

Alternative D - with railway not relocated and N.E. Sector utilized for industrial purposes.

		Acres	%
1) Primarily Residential Lands -	existing	430	17.7
	proposed	<u>230</u>	<u>9.5</u>
	Total	660	27.2
2) Primarily Industrial/Commercial Roads -	existing	220	9.0
	proposed	<u>1,190</u>	<u>43.5</u>
	Total	1,410	51.9
3) Open Space/Education Lands		120	4.9
4) Railway Lands		30	1.2
5) Primary Roads		215	8.8
6) Total Land Area		2,435	100.0
7) Population -	existing	3,714	
	at 20 p.p.a. (a) proposed	4,600	
	at 25 p.p.a. (b) proposed	<u>5,750</u>	
	Total Density (a)	8,314	
	Density (b)	9,464	
8) Density (net residential and open space)	existing	8.6 p.p.a.	
	(a) proposed	9.5 p.p.a.	
	(b) proposed	10.8 p.p.a.	



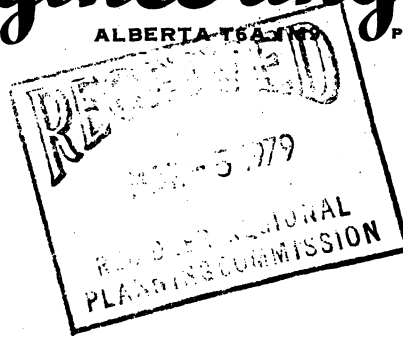
APPENDIX 'C' .

Samalta Engineering Ltd.

4611 - 107A AVENUE EDMONTON,

ALBERTA T6A 1T6

PHONE: 466-5733 • 465-3188



MARCH 1, 1979

RED DEER REGIONAL PLANNING COMMISSION
P.O. BOX 5002
4920 - 59 STREET
RED DEER, ALBERTA

ATTENTION: MR. D.H. PLUMTREE
ASSOCIATE PLANNER

RE: PROPOSED SITE LAYOUT
BLOCK 3, PLAN 2122 H.W.
CITY OF RED DEER, ALBERTA

Dear Sir:

We wish to thank you for the February 6, 1979 meeting minutes and copy of the sketch plan. We are in basic agreement with the proposed sketch plan.

However, we were envisioning a much higher density on Block 3. We are enclosing a preliminary site layout of Block 3 with an artist's sketch of the proposed high rise tower.

We would like to set up a meeting with you to discuss this proposal after you have had time to consider it.

Yours truly,

J. F. Samborsky
J.F. Samborsky, P.Eng.

Daw

ROCKWEST DEVELOPMENTS LTD.

604, 9809 - 110 STREET
EDMONTON, ALBERTA, CANADA
T5K 1J1

R

May 17, 1979

Red Deer Regional Planning Commission
4920 - 59th Street
Red Deer, Alberta
T4N 5Y5

Attention: Mr. David Plumtree,
Associate Planner

Dear Sir:

Re: Lot 2, Plan 800 H.W.

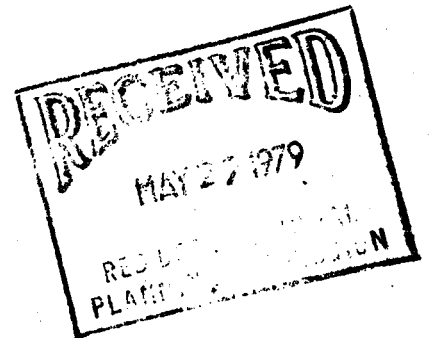
We wish to advise that we support your recommendation to
re-zone the above captioned property from A1 to R3B.

Yours truly,

ROCKWEST DEVELOPMENTS LTD.

BVB/bjd

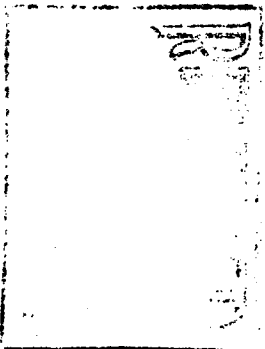
Per: 



March 27, 1978
RK

Redden Planning Commission
174. David Plumtree

In answer to your letter on
Feb 19, 1978. We object very strongly
to your land (lot 1, Block 800 NW in the
N.E. 32-38-27-4) being zoned for
multiple family



Ray Redden

Dms

MacKenzie Oslund Payne Corp. Ltd.
Engineering, Planning & Development

May 31, 1979

Mr. Dave Plumptree
Red Deer Regional Planning Commission
4920 - 59th Street
Red Deer, Alberta

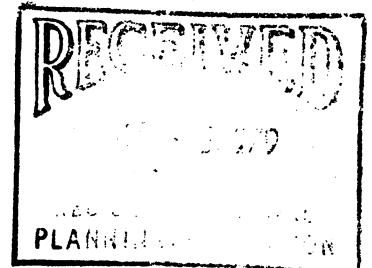
Dear Mr. Plumptree:

Re: Pt. NE1/4 32-38-27-W4

This letter is to advise you that the shareholders of MacKenzie Oslund Payne Corp. Ltd. are in unanimous agreement with your plans to date and have no objection to the tentative layout design of the above property owned by the Corporation in which the property is zoned for mixed single-family and multiple-family designation.

Yours very truly,

George W. Payne
George W. Payne
Secretary



☐ 4821 - 48th Avenue
Red Deer, Alberta, T4N 3T2
Telephone 346-5196

☒ 11611 - 46th Avenue
Edmonton, Alberta, T6H 0A6
Telephone 435-9403

☐ 441 - Law Centre
111 Street & 88 Avenue
Edmonton, Alberta T6G 2H5

Meeting Held at the Offices of the Red Deer Regional

Planning Commission February 6, 1977

Lands - North Red Deer - Highway 11 and 2A

Present

Dave Pluntree
Ken Haslop

Alex Rose
Gil Oslund
Gordon Mackenzie
Roy Robinson
Wayne and Erika Rudolph

Representing

- Red Deer Regional Planning Commission
- City Engineers Department - City of
 Red Deer
- Barry Tomalty, Cra kim Holdings
- Mackenzie, Oslund, Payne Corp.
- Mackenzie, Oslund, Payne Corp.
- Roy's 2-11 Service Ltd.
- Self

Dave Pluntree explained the reasons for calling the meeting to discuss the possible future land uses in this sector of the City where pressure for development is increasing, with particular reference to the development of a comprehensive plan for the area for low and high density residential use, in lieu of continuing the existing commercial strip along the west side of Gaetz Avenue and the south side of Highway 11.

The major reason for this proposed use being the restricted access to Gaetz Avenue, and no access to Highway 11 reducing the potential of the area for commercial use, the development of the future educational facilities, the future planning of utilities services and aesthetic reasons.

A sketch plan indicating the proposals suggested for the area was displayed.

In discussion on this, Ken Haslop explained the servicing pattern for area, indicating that although the design for services can be completed on agreement of the parties concerned, but timing of the provision will depend to a large extent on the approval of detailed proposals and the availability of resources to carry out the work. He estimated that this could occur by late 1980 or early 1981.

Gil Oslund asked if the industrial site indicated adjacent to the railway was firm or if it could also be used for residential purposes. It was felt that if adequate noise attenuation devices could be provided there would be no objection to residential use.

The road pattern indicated on the plan was not, with the exception of the main looped arterial, the final design but shown to indicate a possible solution.

Details on the improvement of Highway 11 at Gaetz would also require further investigation.

Reserve land requirements would also be finalized when more details are available.

With one or two minor reservations on detail it was felt that the general proposal was acceptable to those present, and the Commission will make available a copy of the sketch proposal to each party to consider and make formal comment.

Copies will be sent to all concerned including James Ming who was not represented at the meeting.

file

REPORT
ON
TRAFFIC LIGHTS
CITY OF RED DEER

Prepared by the
Engineering Department

June 1979

INTRODUCTION

Council of the City of Red Deer at its regular meeting of June 11, 1979 passed the following resolution:-

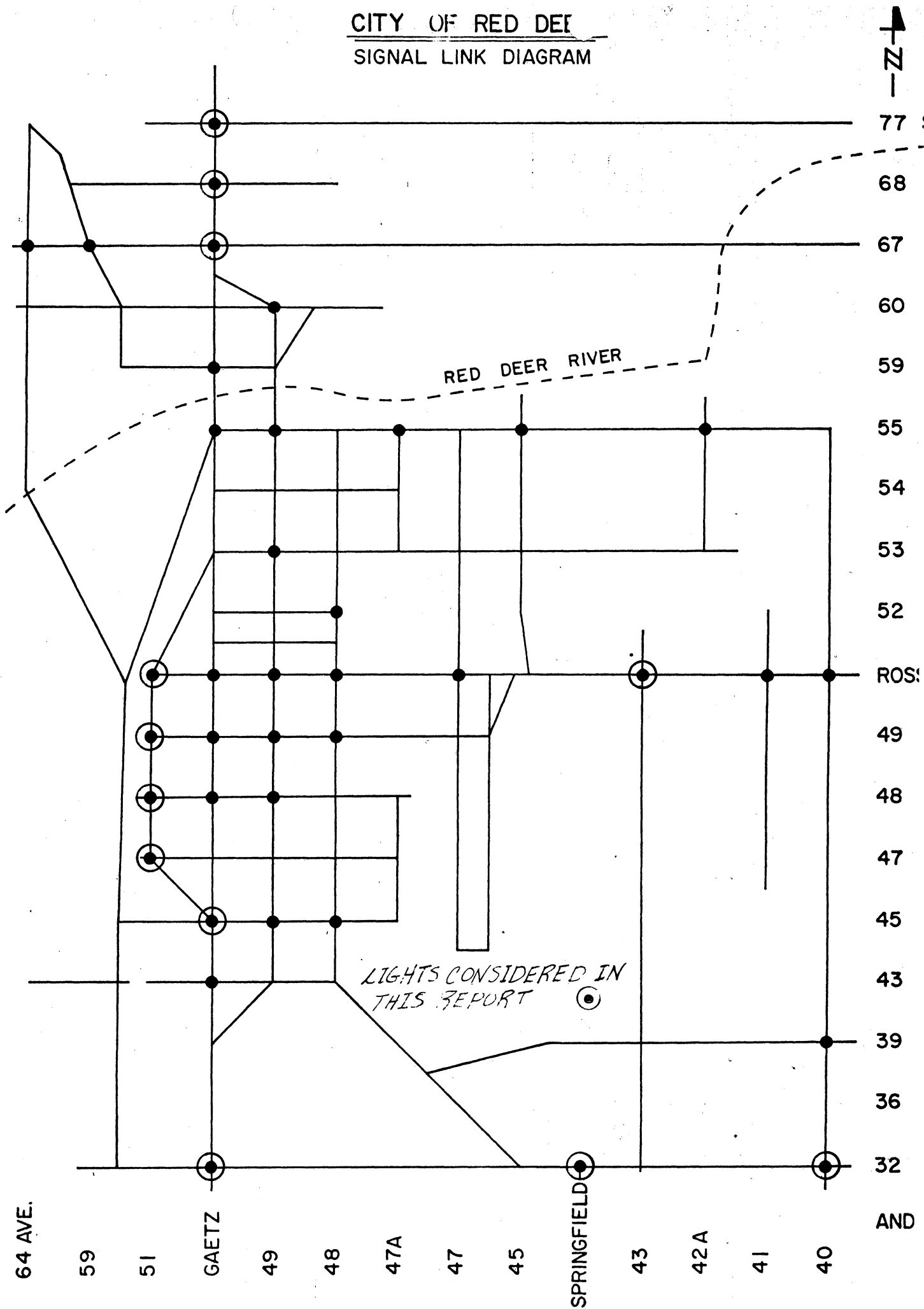
"RESOLVED that Council of the City of Red Deer having considered written enquiry submitted by Alderman Oldring requesting the City Traffic Engineer to bring Council up to date on the installation of lights on 51st re-alignment hereby agree that same be approved and further that Mr. Lee also review the 4 way light system we are using at intersections such as 40 Avenue and 32 Street."

At the risk of overstepping the instruction of Council we have extended the Terms of Reference on this report to encompass some twelve (12) intersections within the City of Red Deer. The efficient operation of each of these intersections is critical to smooth traffic control throughout the City. The following pages contain information relating to each of these intersections, including:-

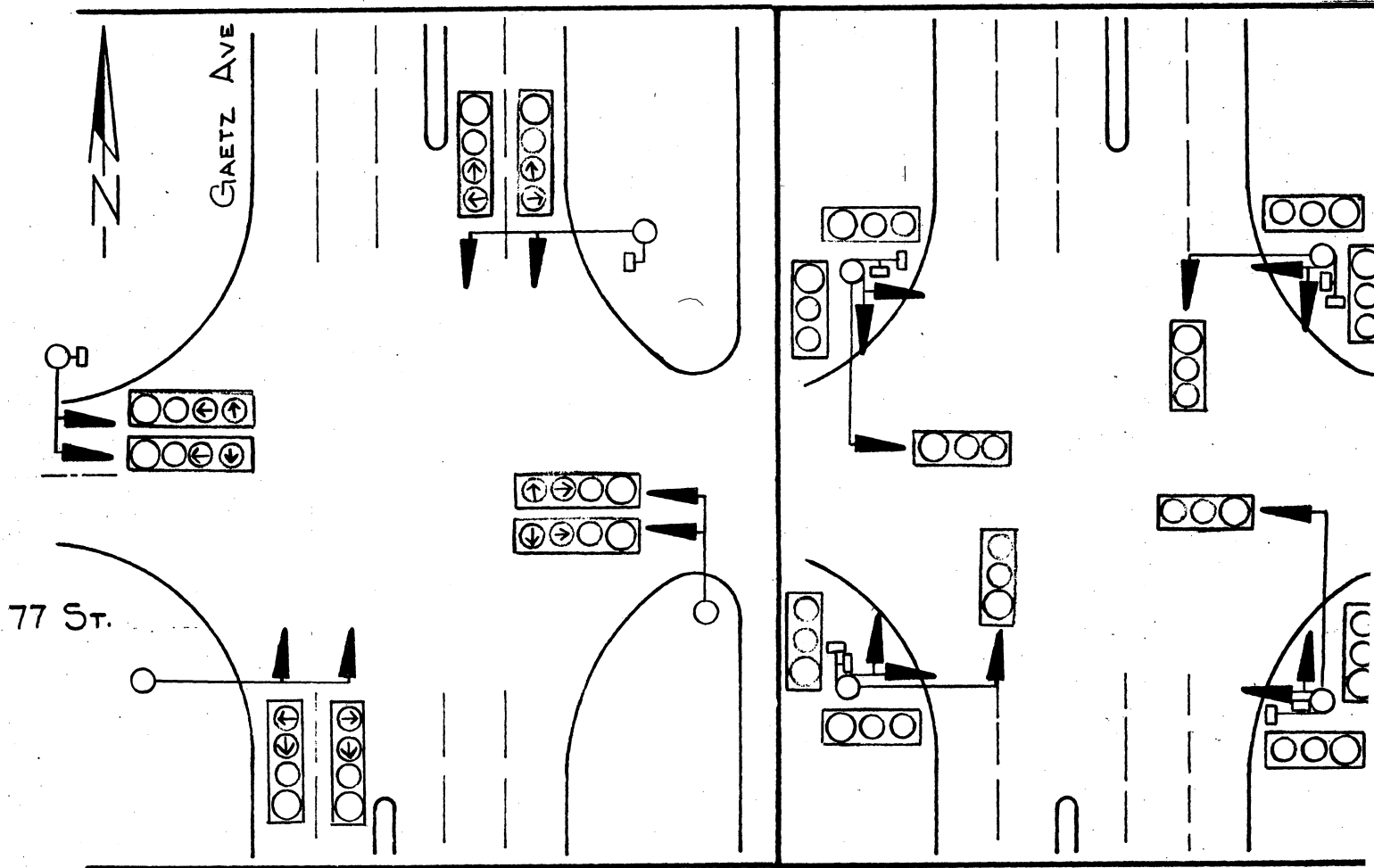
- a) present arrangement of lights and sequencing
- b) problems being encountered
- c) proposed arrangement of lights and sequencing
- d) comments re: intent of modifications

It is hoped that this form of presentation will outline the situation to Council in a clear and concise form. Should Council have any questions regarding any or all of the intersections discussed, or any intersections not contained within this report we will endeavour to answer all questions at the June 25, 1979 meeting of Council.

CITY OF RED DEER SIGNAL LINK DIAGRAM



INTERSECTION OF GAETZ AVE. AND 77 ST.

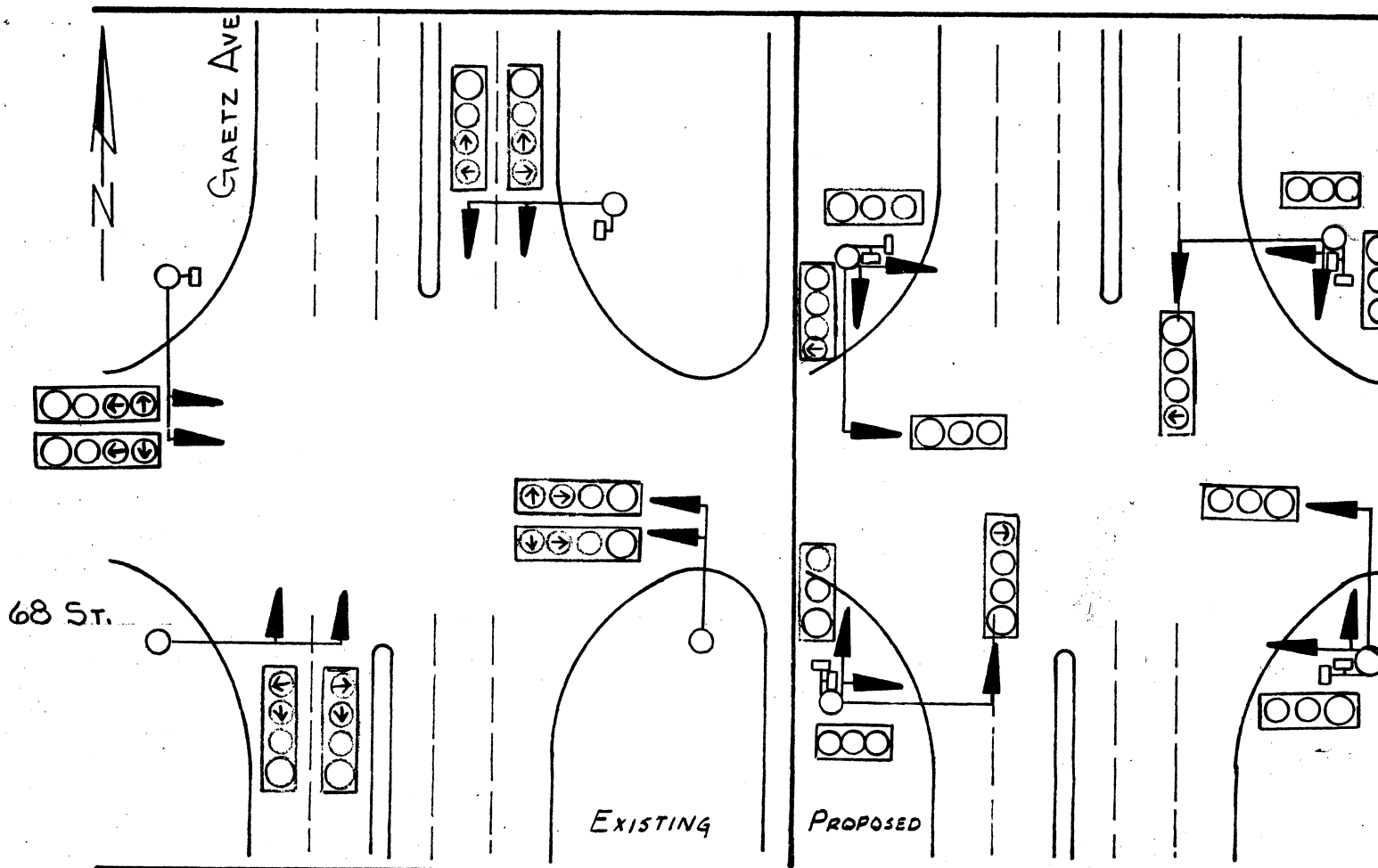


EXISTING - Signal Layout - North approach - two signal heads, one above each lane. South approach - two signal heads, one above each lane. East approach - two signal heads, both above the one lane. West approach - two signal heads, both above the one lane. Signal Indications - green arrow signals. Signal Phasing - three phases - (1) northbound (2) southbound (3) eastbound and westbound

PROPOSED-Signal Layout All approaches - three signal heads on the far side of the intersection approach. One directly above the centre of the approach lane(s). One on the far left side of the approach lane(s). One on the far right side of the approach lane(s). Signal Indications - regular green signals. Signal phasing - two phases - (1) northbound and southbound (no advance left turn) (2) eastbound and westbound.

COMMENTS - The proposed signal phasing will eliminate one phase and thereby decrease the available green time for northbound and southbound traffic.

INTE SECTION OF GAETZ AVE AND 68 ST.

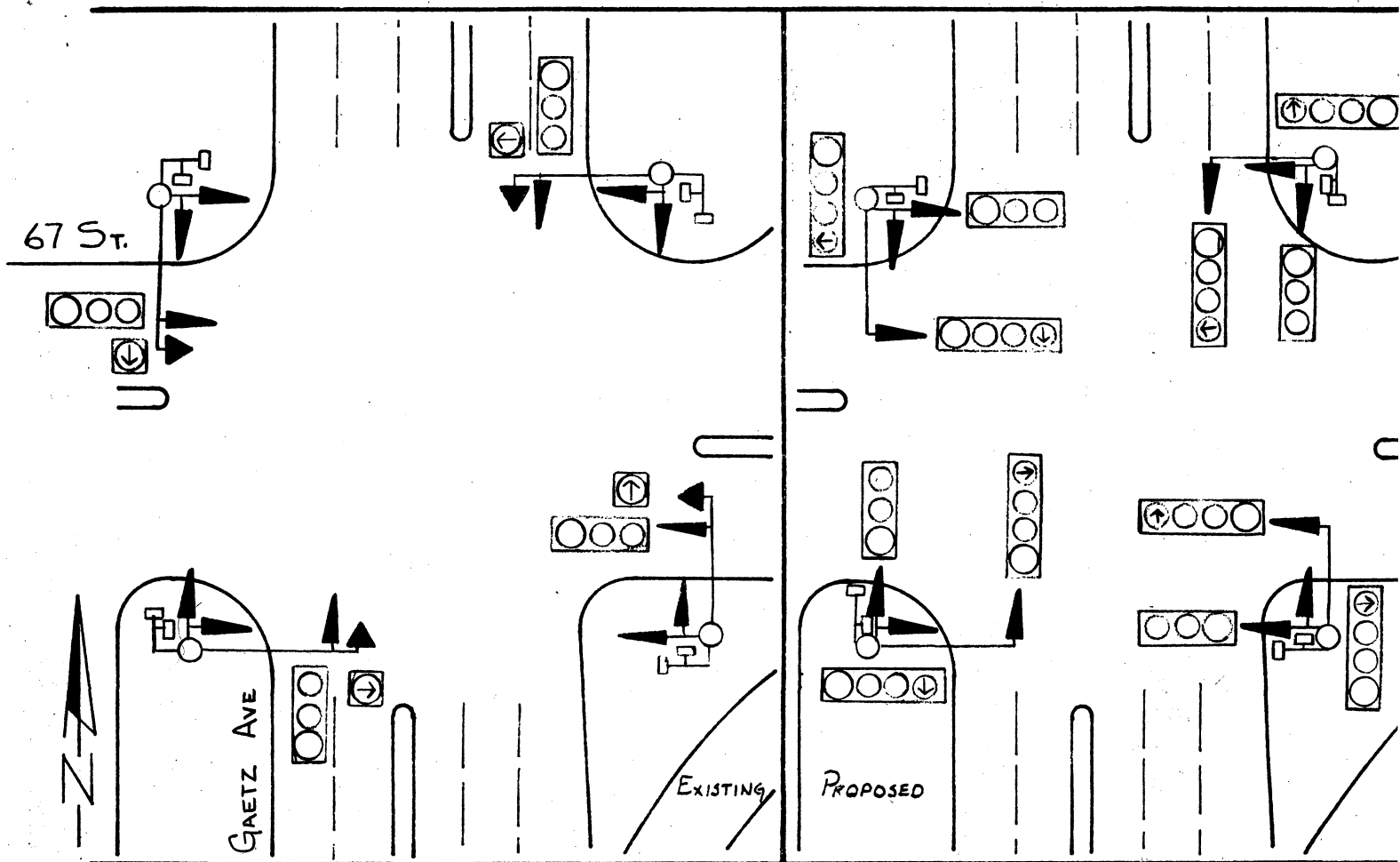


EXISTING - Signal Layout - North approach - two signal heads, one above each lane. South approach - two signal heads, one above each lane. East approach - two signal heads, both above the one lane. West approach - two signal heads, both above the one lane. **Signal Indications** - green arrow signals. **Signal phasing** - four phases - (1) northbound and southbound left turn. (2) northbound and southbound through movement (3) eastbound and westbound left turn (4) eastbound and westbound through movement.

PROPOSED - Signal layout - all approaches - three signal heads on the far side of the intersection approach. One directly above the centre of the approach lane(s). One on the far left side of the approach lane(s). One on the far right side of the approach lane(s). **Signal Indications** - for the overhead signal and far left signal of the north and south approaches, the signal indications should be arranged from top to bottom as follows:- red, amber, green, green left turn arrow. For the remaining signal heads, a regular red-amber-green signal head is recommended. **Signal Phasing** - three phases (1) northbound and southbound left turn (2) northbound and southbound all movements (3) eastbound and westbound all movements.

COMMENTS - The east and westbound left turn phase has been eliminated. This should provide more available green time for the other movements.

INTERSECTION OF GAETZ AVE. AND 67 ST.

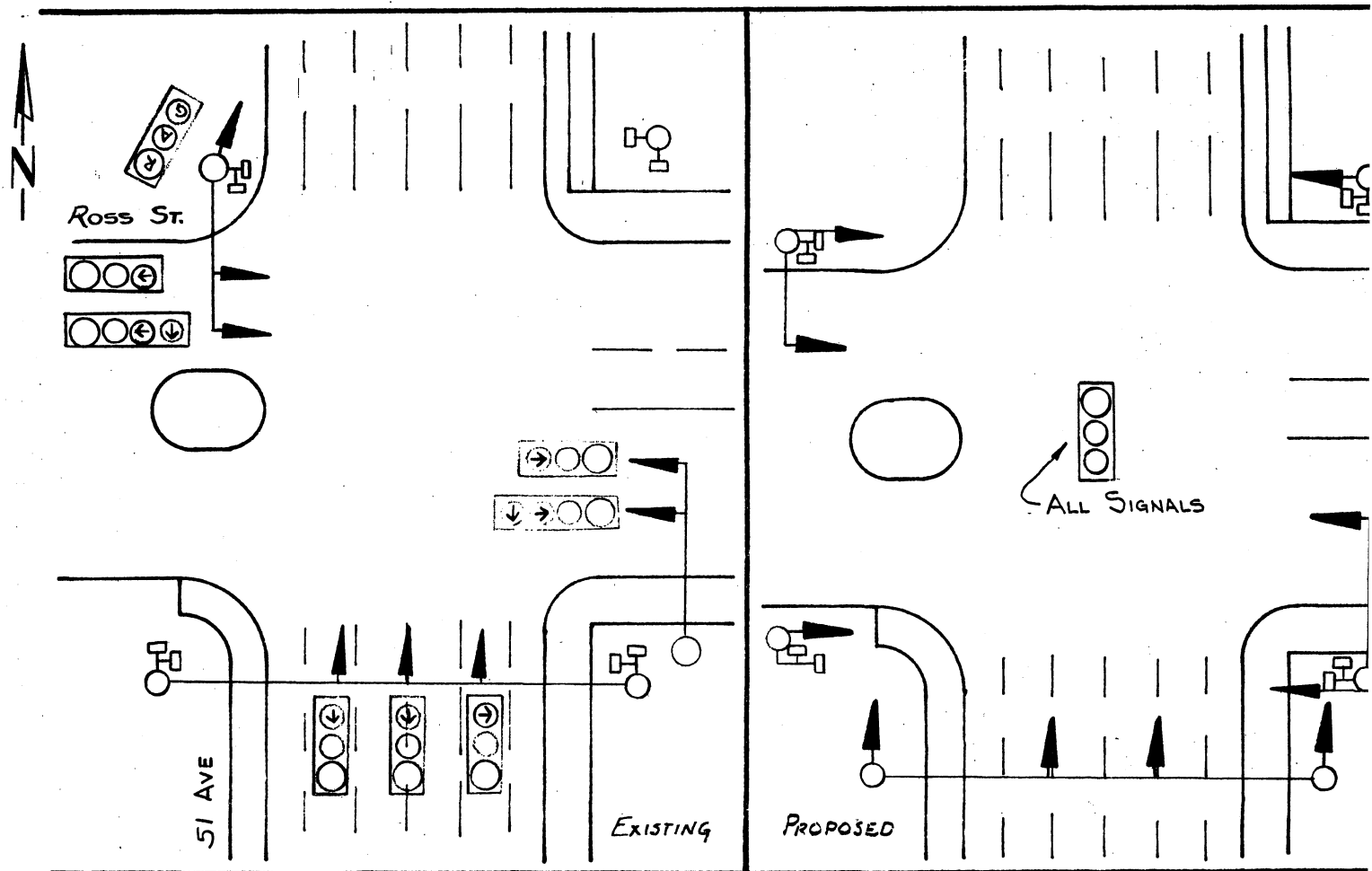


EXISTING - Signal Layout - All approaches: three signal heads on the far side of the intersection approach. One directly above the centre of the approach lane(s). One on the far left side of the approach lane(s). One on the far right side of the approach lane(s). **Signal Indications** - green arrow signals for all signal heads. For each of the four signal head directly above the travelling lanes, one small green left turn arrow signal was attached to its left. **Signal Phasing - Four Phases:** - (1) northbound and southbound left turns (2) northbound and southbound through movements (3) eastbound and westbound left turns (4) eastbound and westbound through movement

PROPOSED - Signal Indications - for each of the four signal heads heads directly above the approach lanes, and for each of the four signal heads at the far left side of the approach lanes. signal indications should be arranged from top to bottom as follows: red, amber, green, green left turn arrow. For the remaining signal heads, a regular red-amber-green signal head is recommended. **Signal Phasing - Four Phases:-** (1) northbound and southbound left turns. (2) northbound and southbound all movements (3) eastbound and westbound left turns (4) eastbound and westbound all movements.

COMMENTS - The intersection will remain as a four phase system, however elimination of arrows and replacement with solid green lenses will allow left hand turns during the through movements. This should allow more vehicles to make a left turn movement during any given cycle.

INTERSECTION OF 51 AVE. AND ROSS ST.

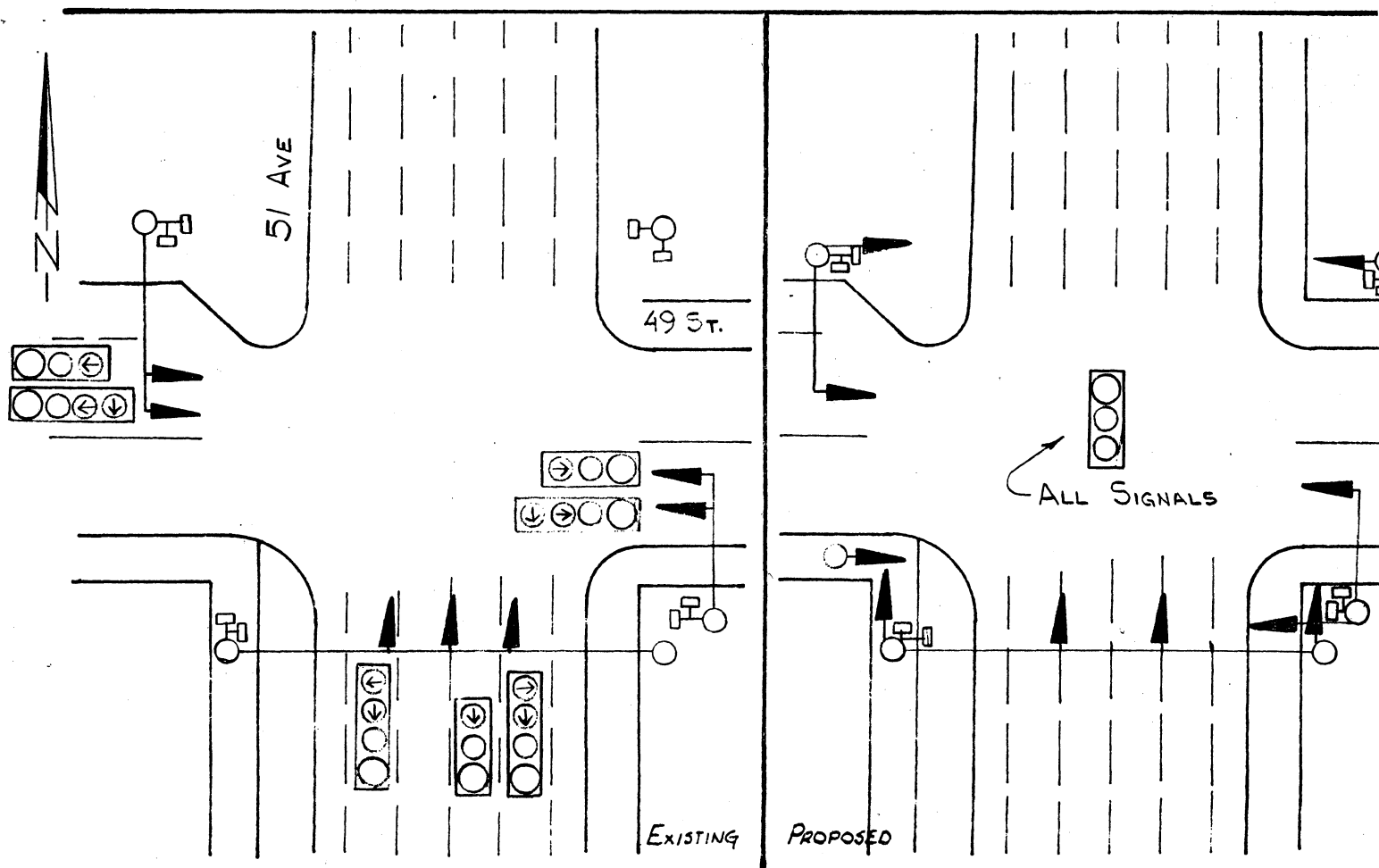


EXISTING - Signal Layout - South approach - three signal heads above four travelling lanes. East approach - two signal heads, at the far side of the intersection approach. One directly above the centre of the two approach lanes. One on the right edge of the two lanes. West approach - two signal heads at the far side of the intersection approach. One directly above the centre of the two approach lanes. One on the right edge of the two lanes. **Signal Indications** - green arrow signals. **Signal Phasing** - three phases - (1) southbound (2) westbound (3) eastbound all movements and westbound through movements.

PROPOSED - Signal Layout - South approach - four signal heads on the far side of the intersection approach. Two directly above the four travelling lanes. One on the far left side of the approach lanes. One on the far right side of the approach lanes. East approach - two signal heads on the far side of the intersection approach. One directly above the centre of the approach lane. One on the far left side of the approach lane. West approach - two signal heads on the far side of the intersection approach. One directly above the centre of the approach lane. One on the far left side of the approach lane. **Signal Indications** - regular green signals. **Signal Phasing** - (1) southbound (2) eastbound and westbound.

COMMENTS - At the present time there is a separate phase for eastbound and westbound movements. Also there is no legal provision at present for a right hand turn off 51 Avenue to the C.P.R. Station. Combining the east and west phases will provide more green time for southbound traffic movement. Replacement of arrows with solid green lenses will allow for legal turns to the CPR Station.

INTERSECTION OF 51 AVE. AND 49 ST.

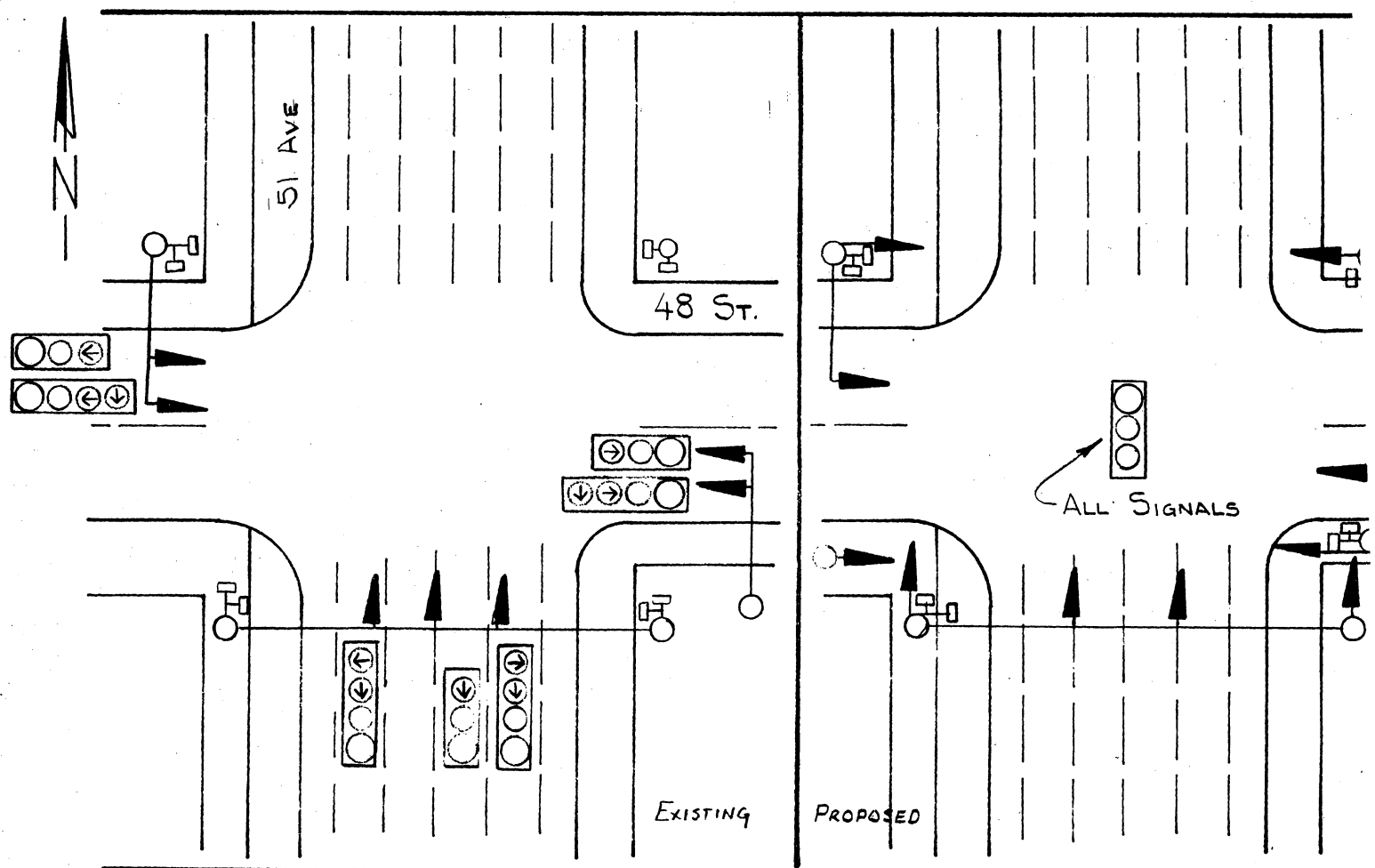


EXISTING - Signal Layout - South approach - three signal heads above four travelling lanes. East approach - two signal heads, both above the one lane. West approach - two signal heads, both above the one lane. Signal Indications - green arrow signals. Signal Phasing - three phases - (1) southbound (2) westbound (3) eastbound.

PROPOSED - Signal Layout - South approach - four signal heads on the far side of the intersection approach. Two directly above the four travelling lanes. One on the far left side of the approach lanes. One on the far right side of the approach lanes. East approach - two signal heads on the far side of the intersection approach. One directly above the centre of the approach lane. One on the far left side of the approach lane. West approach - two signal heads on the far side of the intersection approach. One directly above the centre of the approach lane. One on the far left side of the approach lane. Signal Indications - regular green signals. Signal Phasing - two phases - (1) southbound (2) eastbound and westbound.

COMMENTS - The situation here is very similar to 51 Avenue and Ross Street. We would recommend elimination of separate phasing for eastbound and westbound traffic.

(INTERSECTION OF 51 AVE AND 48 ST.

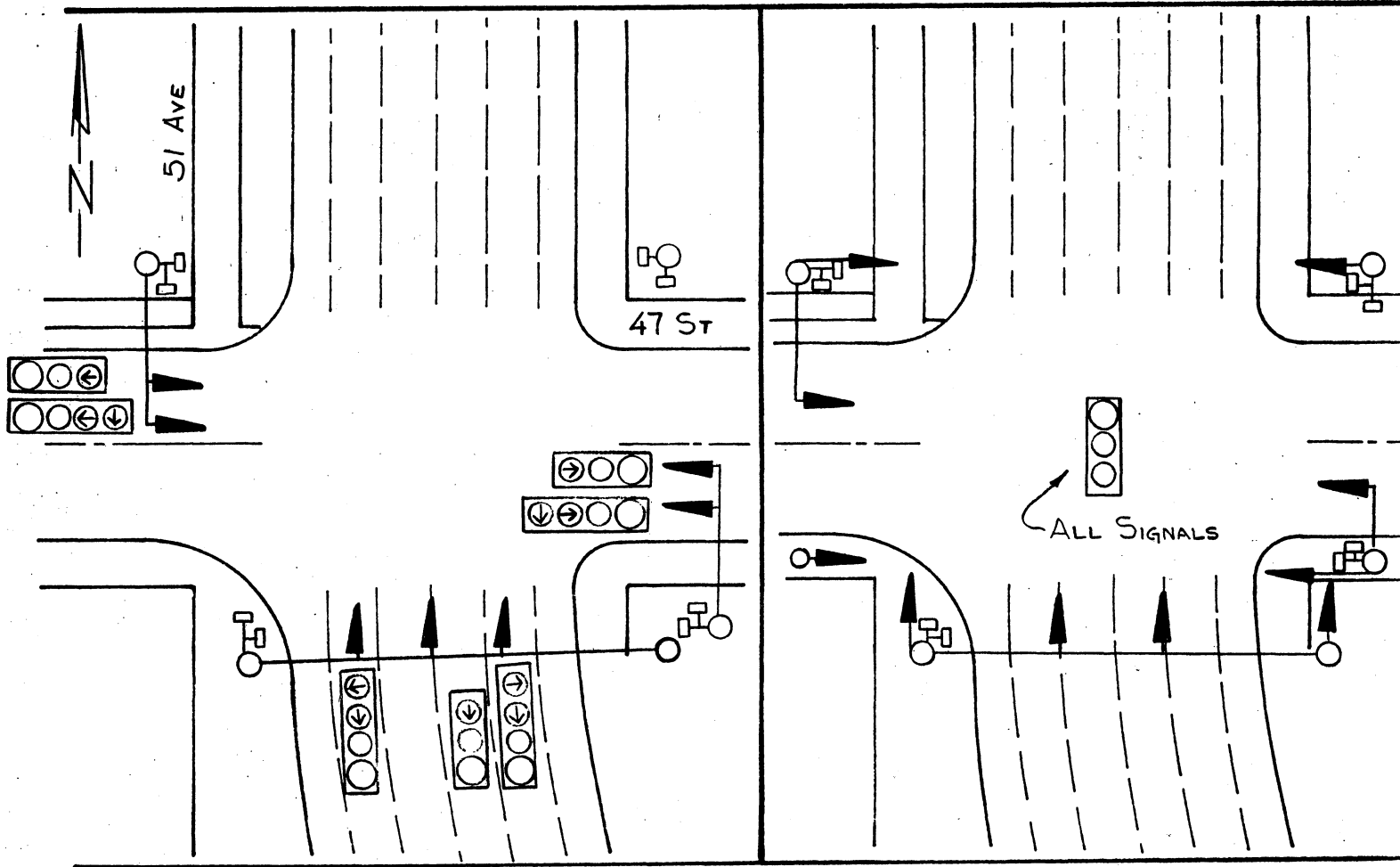


EXISTING - Signal Layout - south approach: three signal heads above four travelling lanes. East Approach - two signal heads, both above the one lane. West Approach - two signal heads both above the one lane. Signal Indications - green arrow signals. Signal Phasing - Three phases (1) southbound (2) westbound (3) eastbound.

PROPOSED - Signal Layout - South Approach - four signal heads on the far side of the intersection approach. Two directly above the four travelling lanes. One on the far left side of the approach lanes. One on the far right side of the approach lanes. East Approach - two signal heads on the far side of the intersection approach. One directly above the center of the approach lane. One on the far left side of the approach lane. West Approach - two signal heads on the far side of the intersection approach. One directly above the centre of the approach lane. One on the far left side of the approach lane. Signal Indications - regular green signals. Signal phasing - two phases (1) southbound (2) eastbound and westbound.

COMMENTS - Situation again, is similar to 51 Avenue and Ross Street.

INTERSECTION OF 51 AVE. AND 47 ST.

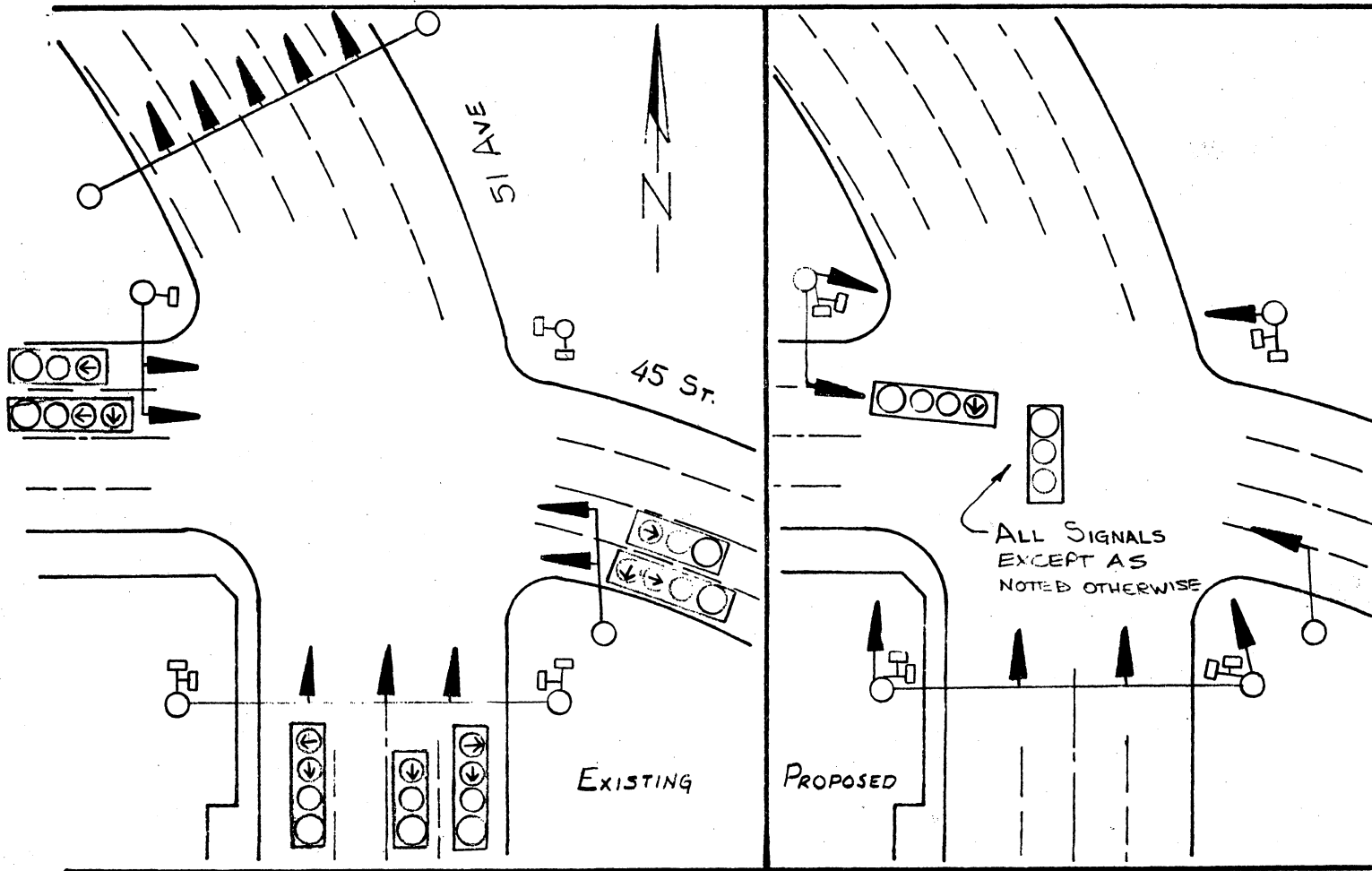


EXISTING - Signal Layout - South approach - three signal heads above four travelling lanes. East approach - two signal heads, both above the one lane. West approach - two signal heads, both above the one lane. Signal Indications - green arrow signals. Signal Phasing - three phases (1) southbound (2) westbound (3) eastbound.

PROPOSED - Signal Layout - South approach - four signal heads on the far side of the intersection approach. Two directly above the four travelling lanes. One on the far right side of the approach lanes. East approach - two signal heads on the far side of the intersection approach. One directly above the centre of the approach lane. One on the far left side of the approach lane. West approach - two signal heads on the far side of the intersection approach. One directly above the centre of the approach lane. One on the far left side of the approach lane. Signal Indications - regular green signals. Signal Phasing - two phases (1) southbound (2) westbound and eastbound.

COMMENTS - Same situation as 51 Avenue and Ross Street.

INTERSECTION OF 51 AVE. AND 45 ST.

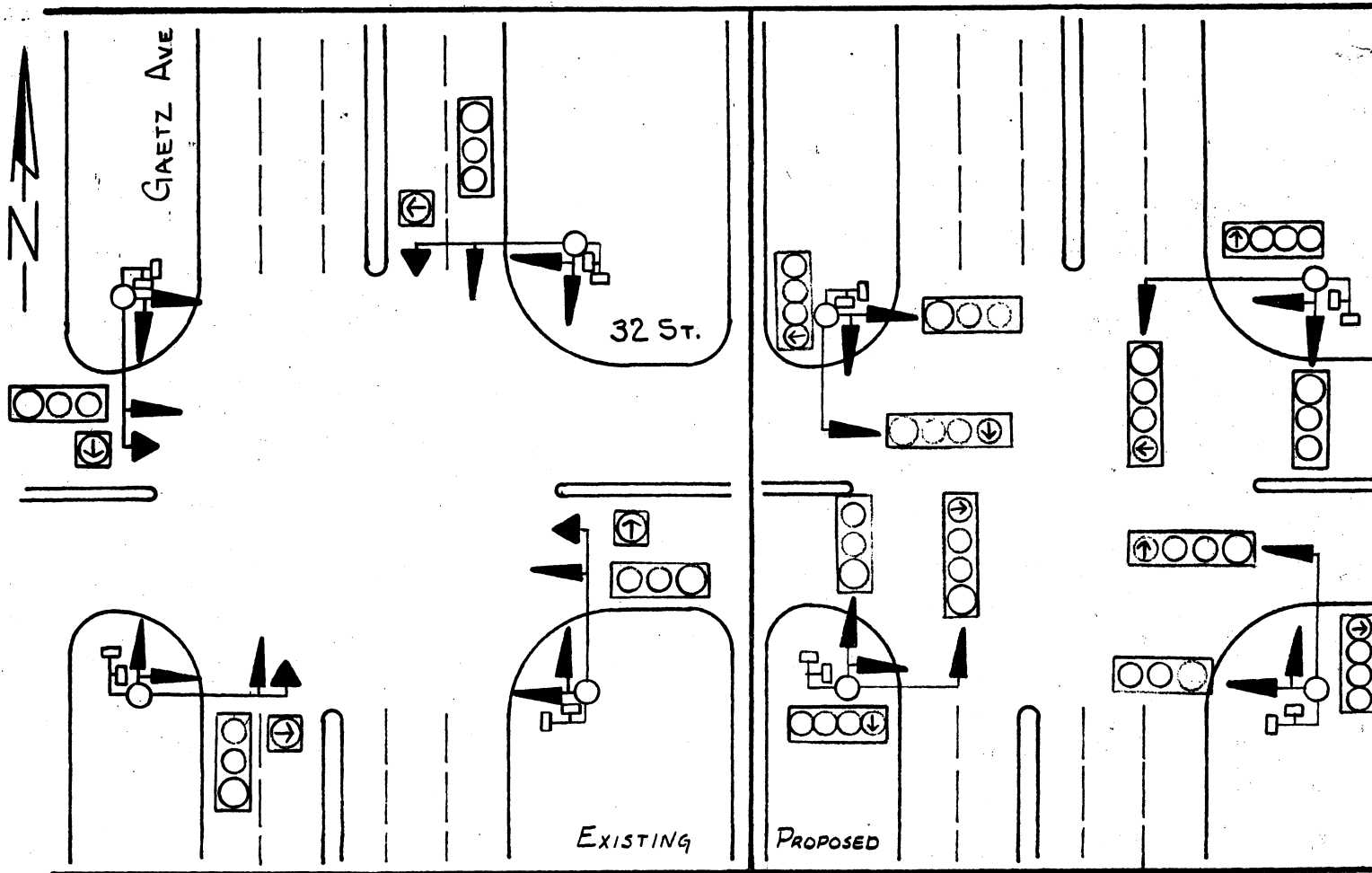


EXISTING - Signal Layout - South approach - three signal heads above four travelling lanes. East approach - two signal heads above the two lanes. West approach - two signal heads above the two lanes. Signal Indications - green arrow signals. Signal Phasing - three phases - (1) southbound (2) westbound (3) eastbound all movements and westbound through movements.

PROPOSED - Signal Layout - South approach - four signal heads on the far side of the intersection approach; two directly above the four travelling lanes, one on the far left side of the approach lanes, one on the far right side of the approach lanes. East approach - two signal heads on the far side of the intersection approach; one directly above the centre of the approach lane, one on the far right side of the approach lane. West approach - two signal heads on the far side of the intersection approach; one directly above the centre of the approach lane, one on the far left side of the approach lane. Signal Indications - regular green signals. Signal Phasing - three phase - (1) southbound (2) westbound left turn (3) eastbound and westbound all movements.

COMMENTS - The recommended installation will reduce signal cycle length and minimize the traffic delay.

INTERSECTION OF GAETZ AVE. AND 32 ST.

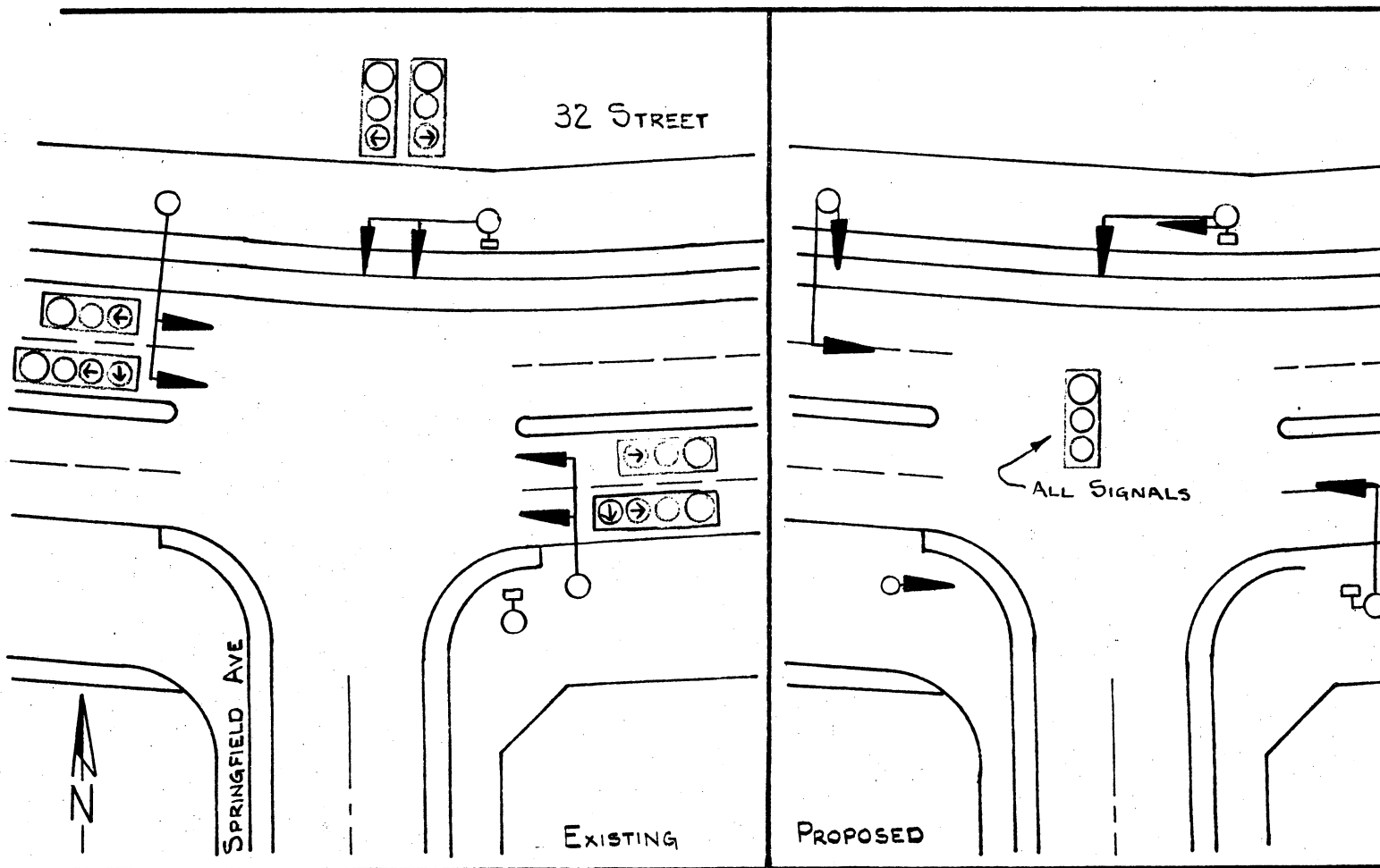


EXISTING - Signal Layout - all approaches - three signal heads on the far side of the intersection approach. One directly above the centre of the approach lane(s). One on the far left side of the approach lane(s). One on the far right side of the approach lane(s). **Signal Indications** - regular green signals for all signal heads. For each of the four signal heads directly above the travelling lanes, on a small green left turn arrow signal was attached to its left. **Signal Phasing** - four phases - (1) northbound (2) southbound (3) eastbound (4) westbound.

PROPOSED - Signal Indications - for each of the four signal heads directly above the approach lanes and for each of the four signal heads at the far left side of the approach lanes, the signal indications should be arranged from top to bottom as follows: - red, amber, green, green left turn arrow. For the remaining signal heads, a regular red-amber-green signal head is recommended. **Signal Phasing** - four phases - (1) northbound and southbound left turns (2) northbound and southbound all movements (3) eastbound and westbound left turns (4) eastbound and westbound all movements.

COMMENTS - This intersection is similar to Gaetz Avenue and 67 Street. The proposed modification would allow through movements and left turn movements during phases two and four rather than just through movements.

INTERSECTION OF SPRINGFIELD DR. AND 32 ST.

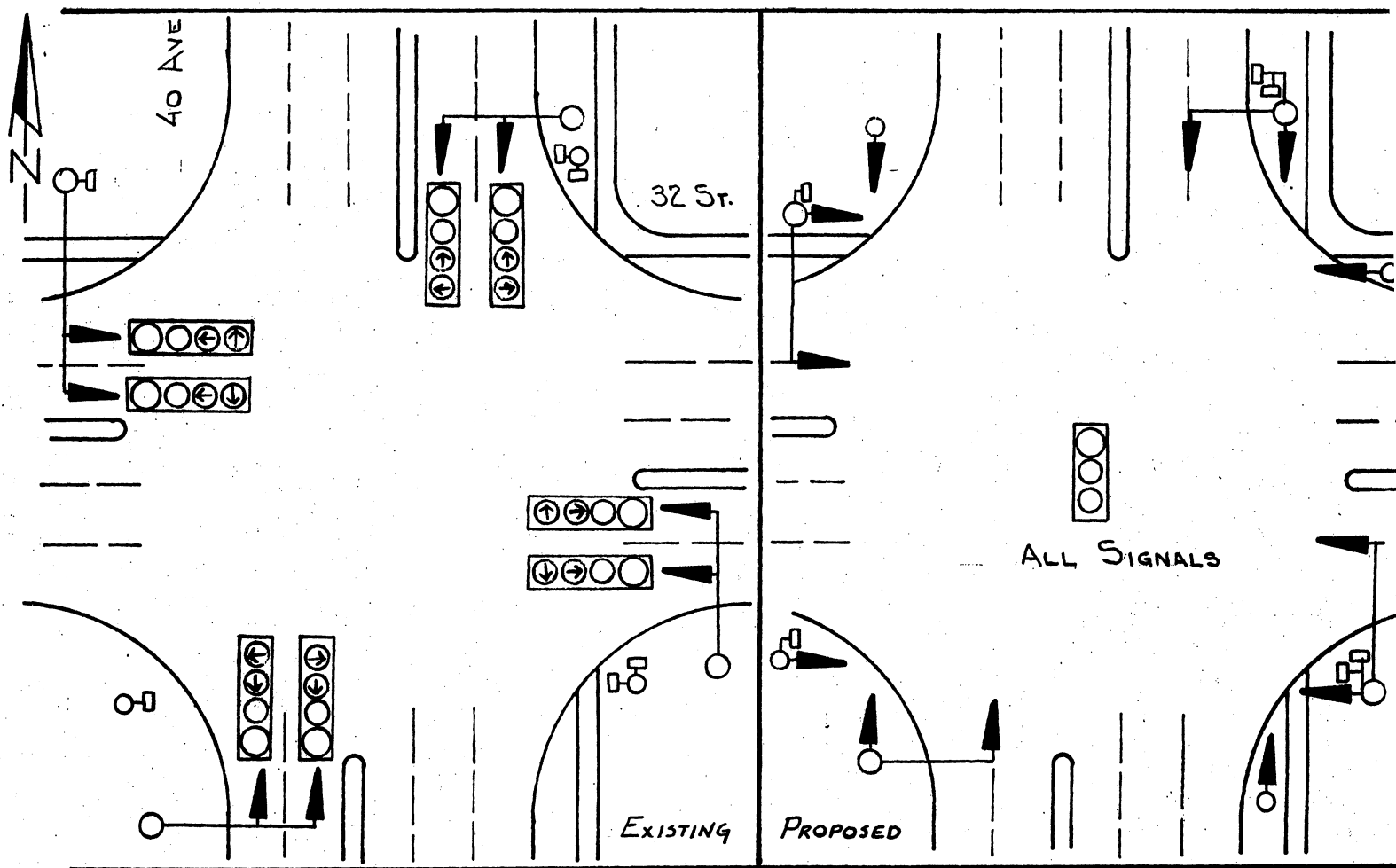


EXISTING - Signal Layout - all approaches - two signal heads, one above each lane. Signal Indications - green arrow signals. Signal Phasing - three phases - (1) northbound (2) westbound (3) eastbound - all movements and westbound through movements.

PROPOSED - Signal Layout - all approaches - two signal heads on the far side of the intersection approach. One directly above the centre of the approach lanes. One on the far left side of the approach lanes. Signal Indications - regular green signals. Signal Phasing - two phases - (1) eastbound and westbound (2) northbound.

COMMENTS - The eastbound and westbound traffic were handled in one phase. This will reduce the cycle length and minimize the delay.

INTERSECTION OF 40 AVE. AND 32 ST.



EXISTING - Signal Layout - all approaches - two signal heads, one above each lane.

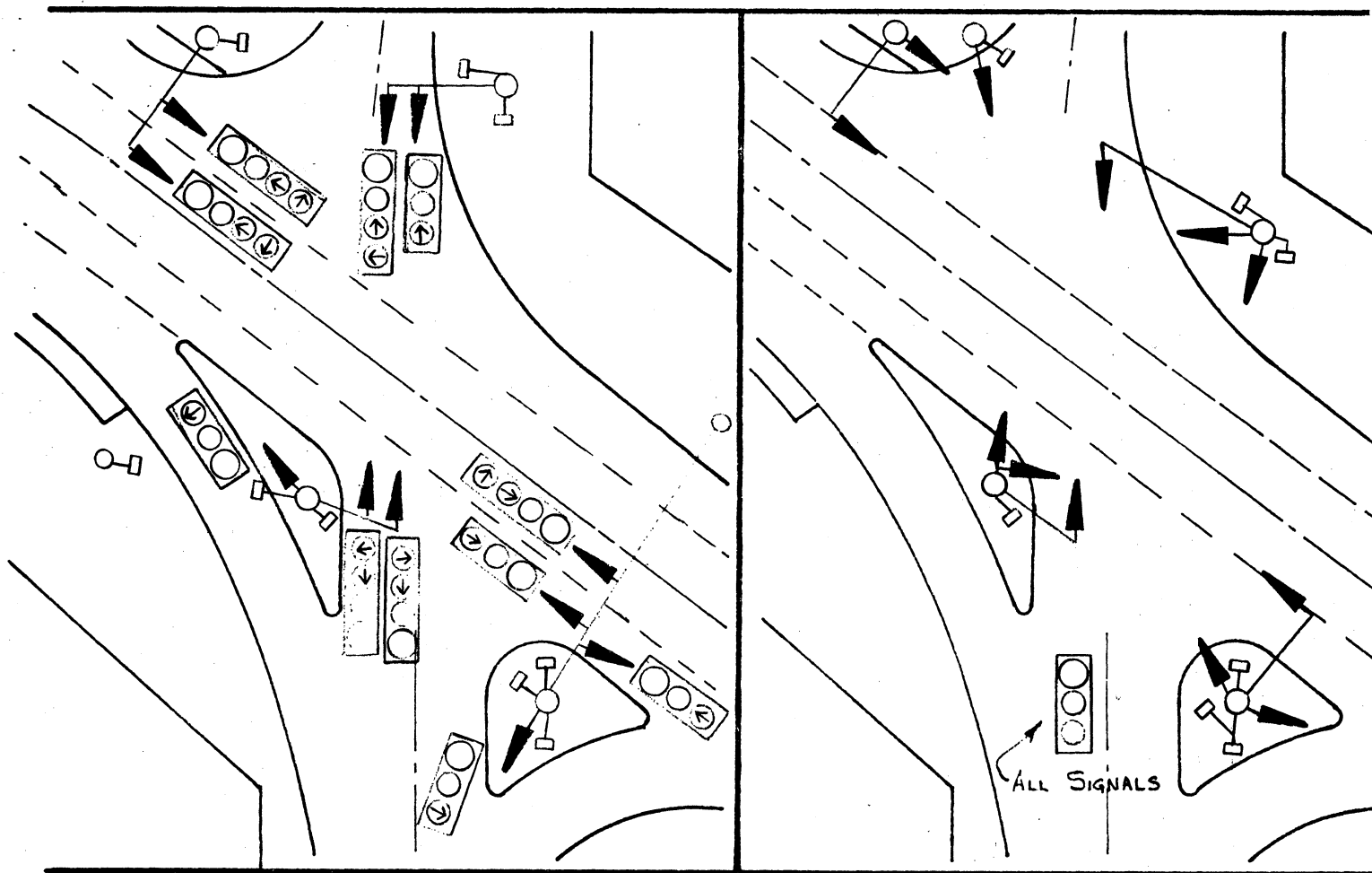
Signal Indications - green arrow signals. Signal Phasing - Four Phases - (1) eastbound and westbound left turns (2) eastbound and westbound through movements (3) northbound and southbound left turns (4) northbound and southbound through movements.

PROPOSED - Signal Layout - all approaches - three signal heads on the far side of the intersection approach. One directly above the centre of the approach lanes. One on the far left side of the approach lanes. One on the far right side of the approach lanes.

Signal Indications - regular green signals. Signal Phasing - two phases - (1) northbound and southbound (2) eastbound and westbound.

COMMENTS - The left turn phases were eliminated. This should reduce the cycle length and minimize delay for all the movements.

INTERSECTION OF 43 AVE. AND ROSS ST.



EXISTING - Signal Layout - see diagram. Signal Indications - green arrow signals. Signal Phasing - two phases - (1) eastbound and westbound (2) northbound and southbound.

PROPOSED - Signal Layout - see diagram. Signal Indications - regular green signals. Signal Phasing - two phases - (1) eastbound and westbound (2) northbound and southbound.

COMMENTS Left turn arrow from Ross Street onto 43 Avenue is confusing motorists as they feel they can safely make a left turn thinking oncoming traffic will yield right of way. Signal heads at the southeast corner and southwest corners of the intersection ^{are} confusing motorists as yield signs already exist at these locations. The gantry at the east leg of the intersection is hindering visibility of the signal heads at the west leg of the intersection, therefore the overhead gantry should be removed. The proposed signal layout and signal indications would eliminate the confusions. The proposed mast-arm in place of the gantry would also provide for better visibility for the signal heads at the west leg.

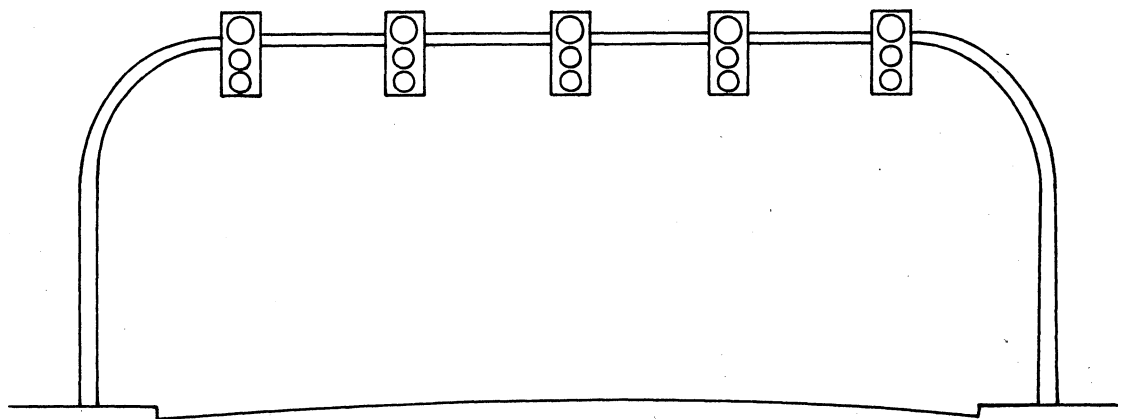
The existing auxiliary signal head serving as advance warning to westbound motorists on Ross Street, should be relocated from the overhead position to the left side vertical up-right as shown on the diagram.

TRAFFIC LIGHTS - 51 Avenue & 46 Street

On the following pages are two diagrams outlining the existing situation and the recommended modification to the lights. This modification is consistent with practises being utilized in the larger Cities.

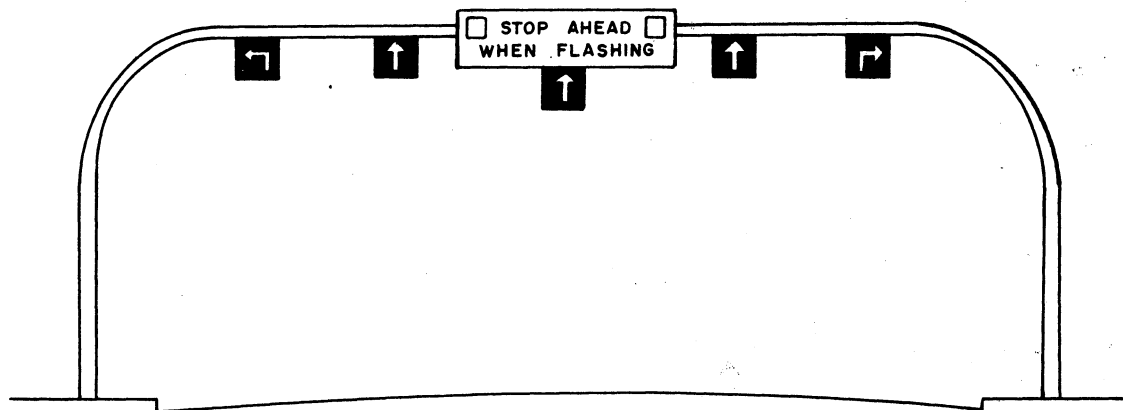
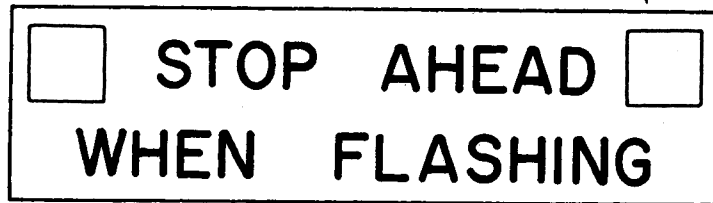
POSSIBLE REMOVAL OF TRAFFIC LIGHTS

The Engineering Department in this particular report has attempted to improve the efficiency of the lights that are erected at various intersections. In the case of 51 Avenue there is some question as to the need for lights at all at certain intersections eg. 51 Avenue and 48 Street, 51 Avenue and 47 Street. A preliminary examination would indicate that they are not required, however, we would like time to investigate this aspect further. In the interim we have made recommendations to improve the efficiency of the lights.



				CITY OF RED DEER	
				ENGINEERING DEPARTMENT	
				51 AVENUE & 46 STREET	
				EXISTING CONDITION	
				SCALE: N.T.S.	
				APPROVED BY	
				DRAWING NO.	
NO.	DATE	REVISION	APP BY	DRWN. BY	DATE

Hole For Mounting Flasher Unit



				CITY OF RED DEER	
				ENGINEERING DEPARTMENT	
				51 AVENUE & 46 STREET	
				RECOMMENDED MODIFICATION	
				SCALE: N.T.S.	APPROVED BY
				DATE:	DRAWING NO.
NO.	DATE	REVISION	APP. BY	DRWN. BY	3

CONCLUSION

The effectiveness of any traffic control signal installation will, to a great extent, depend on the ease with which the signal heads can be seen and recognized; and the simplicity of the messages conveyed by the signals. A driver should not be forced to search for the signals or to take his attention away from the road in order to read the indications, on the contrary, their presence should be immediately and easily noticeable. To enhance the attention getting quality of the traffic control signals, and to ensure that messages represented by the signals are readily understood; standard signal heads should be used and placed at standard locations. Uniformity and simplicity in design, position and application of traffic signals are of great importance in aiding driver recognition. A national standardization of these features of traffic signals are provided for in the Manual on Uniform Traffic Control Devices and should therefore be adhered to as much as possible.

The recommended modifications to the traffic lights discussed in this report are respectfully presented to Council for their consideration. It can be noted that all the recommended modifications centre around two (2) fundamental points

- (1) Elimination of green arrows wherever possible and replacement with solid green lights. This would provide for greater flexibility of traffic movement
- (2) Reduction, wherever possible of the number of separate phases at any given intersection. An accepted guideline is that where the number of left turning vehicles is equal to or less than 75 vehicles/hour a separate phase is not considered necessary.

The time given for preparation of this report was not sufficient to set the exact signal phasing for each intersection. What has been given in this report is a preliminary assessment of the situation and a general solution. The Engineering Department is presently utilizing the City's computer facilities to design the sequencing of the lights in an attempt to generate the smoothest traffic flow possible.

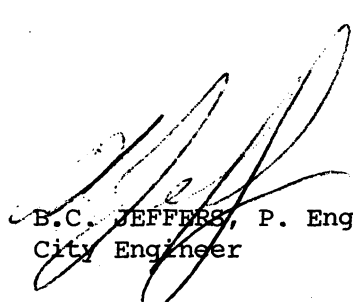
Other unknowns at this time include the time involved to implement changes if approved, and the cost of the changes. It is certain that the recommendations could not be implemented "over night".

Alberta Transportation in their letter of May 31, 1979 also expressed some concern about the setup of traffic lights in the City. This letter is attached for Council's information.

In concluding, I would like to emphasize that the recommendations placed before Council represent a fundamental difference in philosophy as it relates to the design and operation of traffic lights in the City of Red Deer. The lights presently are designed to minimize or eliminate completely any possible vehicle conflict, hence the number of phases per intersection. Prime examples are 51 Avenue and Ross Street, and Gaetz Avenue and 32 Street where separate phases are provided for each directional movement. The lights as they presently exist are very successful in achieving this goal.

The philosophy adopted in the modifications is to provide for maximum efficient traffic flows. This results in increased potential vehicle interaction. The aspect of safety has not been ignored but onus is placed on the driver to exercise judgement eg. left turn traffic yield to oncoming traffic. We do not feel that any unsafe or unusual situations are created by implementation of any of the modifications, rather, they would then be more similar to those existing in other Cities. Driver skill and judgement is, however, a greater factor in the smooth operation of these intersections as modified.

We trust this report provides the information required by Council.



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

BCJ/ab

Our file: ARC:28

T5K

1979-05-31

Mr. B. C. Jeffers, P. Eng.
City Engineer
City of Red Deer
4914 - 48 Avenue
Red Deer, Alberta
T4N 3T4

Dear Mr. Jeffers:

Re: Arterial Roadway Capital Assistance Projects

As part of the monitoring phase of the Urban Transportation Assistance Program, a cursory inspection of roadway facilities constructed (with the aid of provincial funds over the past few years) in Red Deer and other cities was recently made by Alberta Transportation staff.

Based upon their report, filed with this office, we wish to bring to your attention the following concerns which were noted:

1. Traffic Signals

(a) Green Arrows

Use of green arrows should be limited to exclusive turn movements and to protect these turn movements where supplemented with a red signal. A green arrow is not recommended for through movement on middle lanes. One of the fundamental rules is that signal heads are not to be used to designate lane usage or turn controls. This latter function is best handled employing the RD 11-15 and RD 41-48 series of signs indicated in the Manual of Uniform Traffic Control

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

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1979-05-31

Devices for Canada. Provided such procedure is followed, then the regular full green lens will serve the majority of needs for the green indication sequence. One of the inherent problems with the green arrow indication is its very limited visibility, due to a much smaller illumination surface area.

(b) Phasing

The decision to use more than two phases at a controlled intersection should be based on a proper engineering evaluation of the traffic movements and volumes. Where the warrants for traffic control signals are fully satisfied, approximately two left-turning vehicles per signal cycle can be accommodated without provision of a separate left-turn phase. When it has been determined that a separate left-turn phase is necessary, the operating efficiency of an intersection can often be improved by allowing left turns to continue after the leading left-turn phase has terminated and the through flow begun. This can be accomplished by shutting off the left-turn green arrow indicator and illuminating the full green lens. During this part of the operation, motorists turning left have to yield to through traffic in the opposing lanes, but this type of operation allows more vehicles to use the intersection per cycle and is a time saver for motorists. The traffic control signal at 40 Avenue and 32 Street would operate more efficiently if it was changed to the system described. Because the overall traffic volume does not appear to be very high at this intersection, the left-turn portion of the signal cycle could be shortened. This is based on the assumption that while the through movement is proceeding, sufficient gaps in its traffic flow will occur to accommodate a few left-turning vehicles during this phase of the signal operation.

(c) Detection

At the signalized intersections observed, it did not appear that vehicle detection equipment was being used. It is strongly recommended that every intersection be equipped with detectors and the controllers set to allow phase skipping where there is a demand for a particular movement. Operating multi-phase signals in a pre-set mode is extremely inefficient.

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

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1979-05-31

(d) Advance Warning Signals

The overhead sign structure in advance of the 51 Avenue and 45 Street intersection supports traffic signal heads, contrary to the drawings prepared by the Grimble Consulting Group, dated August 1977. These drawings show overhead lane designation signs. One of the major problems with using traffic control signals to designate lane usage, is that a motorist approaching the intersection on an amber or red signal has no knowledge of which movements may be prohibited until the green phase begins. At this time, it is then too late to change lanes and the motorist must either make an illegal movement or an undesired movement. Accordingly the installed traffic signals appear to be unnecessary and are confusing to motorists. Motorists are not obeying the red indication, which may not even be enforceable, and could lead to disrespect for the entire traffic signal system. In addition to the through traffic movement there is a serious question as to what action a motorist entering from 46 Street (at the stop sign) is required to take when the overhead advance signals are red. A possible improvement would be to alter the green arrow signal indication, at 45 Street, to a full green lens which would have greater visibility and may automatically solve the problem for approaching motorists. If this is insufficient then an advance warning signal, consisting of a flashing light with an appropriate sign message, should be installed on the signal bridge instead. Normally, these installations consist of flashing amber lights, which are actuated at the time the green indication at the main intersection is about to end. Such flashing lights are installed on signs which advise motorists to be prepared to stop or a similar message.

2. Pavement Markings

On 51 Avenue, in advance of the 46 Street intersection, a left-turn pavement arrow has been located in the left curb lane which implies that traffic must turn left onto 46 Street. Since the intent is to denote this lane for left-turn movement at 45 Street, suggest this pavement marking be removed and relocated to a point south of the intersection with 46 Street, or changed to show that both left and through movement are permitted.

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

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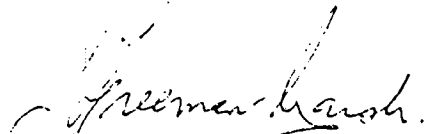
1979-05-31

3. Third River Bridge Project

Most of the aforementioned concerns appear to reflect the lack of information exchanged during the planning and detailed design stages. In this regard and in order to alleviate future occurrences of this type, a similar situation exists with regard to the Third River Bridge Project. While we have received and approved the majority of the work items involved, illumination and traffic signals are still outstanding. Based upon previous correspondence and review meetings held to date, it was our understanding that the City intends to seek reimbursement towards the supply and installation of the lighting and signal items from our Arterial Roadway Capital Assistance Program. Provided this is still the intent, such information should be made available, to this office, prior to tendering same.

Clarification on each of the concerns noted, together with a suggested course of action to rectify the situation, will be appreciated at your earliest convenience.

Yours truly,



J. Freeman-Marsh, P. Eng.

Manager, Urban Roadways Assistance

JF-M/klj

cc: Ms. M. M. Duncan, Assistant Deputy Minister
Urban Transportation

Mr. D. D. Kuchinski, Director
Transportation Safety