

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, OCTOBER 29, 1990,
COMMENCING AT 7:00 P.M.

* * * * *

- (1) Confirmation of the Minutes of the Meeting of October 15, 1990.

PAGE

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- 1) Red Deer Regional Planning Commission - Re: Land Use Bylaw Amendment 2672/DD-90/ Oak Furniture Gallery/ Permitted Use/Bldg. D, Lot 4, Blk. A, Plan 977 RS .. 1

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- 2) City Clerk - Re: Land Use Bylaw Amendment 2672/AA-90 Redesignation of portion of municipal reserve to R1/Sale to Rod McWilliam/retaining wall .. 4
- 3) City Clerk - Re: Land Use Bylaw Amendment 2672/BB-90 Replacing Reference to "Group Homes" with "Social Care Residences" .. 6

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Construction Site - 3 readings .. 62
- 9) 3022/90 - Road Closure Bylaw/Howlett Avenue/Condominium
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.. 2
- 10) 3025/90 - Railway Crossing of 64 Avenue - 3 readings
.. 60

Cancel Dec 24/90 Council Meeting

Committee of the Whole

- 1) Land Matter
- 2) Legal Matter



**RED DEER
REGIONAL PLANNING COMMISSION**

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

DIRECTOR: W. G. A. Shaw, ACP, MCIP

Telephone: (403) 343-3394
Fax: (403) 346-1570

October 22, 1990

Mr. C. Sevcik
City Clerk
City Hall
RED DEER, ALBERTA

Dear Sir:

Re: Proposed Land Use Amendment
Bylaw 2672/DD-90

At the City Council meeting of October 15, 1990, the administration were instructed to bring forward a land use amendment to permit Oak Furniture Gallery to remain in its present location as an exception to the land use by-law.

The required amendment is attached for City Council's consideration.

Yours truly,

D. Rouhi, MCIP
Senior Planner

DR/kjc

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTLETT No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINTEARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION • TOWN OF DIDSBURY • TOWN OF ECKVILLE • TOWN OF INNISFAIL • TOWN OF LACOMBE • TOWN OF OLDS • TOWN OF PENHOLD • TOWN OF ROCKY MOUNTAIN HOUSE • TOWN OF STETTLETT • TOWN OF SUNDRE • TOWN OF SYLVAN LAKE • VILLAGE OF ALIX • VILLAGE OF BENTLEY • VILLAGE OF BIG VALLEY • VILLAGE OF BOTHA • VILLAGE OF CAROLINE • VILLAGE OF CLIVE • VILLAGE OF CREMONA • VILLAGE OF DELBURN • VILLAGE OF DONALDA • VILLAGE OF ELNORA • VILLAGE OF GADSBY • VILLAGE OF HALKIRK • VILLAGE OF MIRROR • SUMMER VILLAGE OF BIRCHCLIFF • SUMMER VILLAGE OF GULL LAKE • SUMMER VILLAGE OF HALF MOON BAY • SUMMER VILLAGE OF JARVIS BAY • SUMMER VILLAGE OF NORGLLENWOLD • SUMMER VILLAGE OF ROCHON SANDS • SUMMER VILLAGE OF WHITE SANDS



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-8195

City Clerk's Department 342-8132

October 16, 1990

Oak Furniture Gallery
Building D
2310 Gaetz Avenue
RED DEER, Alberta
T4R 1W5

Attention: Mr. Gerard Parent

Dear Sir:

RE: OAK FURNITURE GALLERY/LAND USE BYLAW AMENDMENT

Your application for a land use bylaw amendment to allow Oak Furniture Gallery to operate from Building D, 2310 Gaetz Avenue received consideration at the council meeting of October 15, 1990.

At the afore-mentioned meeting, the following motion was introduced however the said motion was defeated:

"RESOLVED that Council of The City of Red Deer having considered request for a Land Use Bylaw Amendment to enable Oak Furniture Gallery to locate at 2310 Gaetz Avenue, Building "D", Lot 4, Block A, Plan 977 R.S., hereby agrees that said application be denied and as recommended to Council October 15, 1990."

MOTION DEFEATED

As a result of the above decision the administration will be bringing forward to council at the next meeting for council's consideration, a bylaw amendment which would allow Oak Furniture Gallery to remain in this location, if the bylaw is finally passed.

The intent would be to give the bylaw first reading at the October 29 meeting following which said bylaw would then have to be advertised for a public hearing to be held in four weeks time following first reading. If council gives the bylaw first reading on October 29, we will be requesting a deposit in the amount of \$400.00 to cover the cost of advertising. Once the actual costs are known you would be either invoiced for or refunded the balance.

...2



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to discover!*

October 16, 1990
Oak Furniture Gallery
Page 2

The decision of council in this instance is submitted for your information. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Sevcik". The signature is written in a cursive style with a large initial "C".

C. Sevcik
City Clerk
CS/blm

cc Bylaws and Inspections Manager
Fire Marshall
Principal Planner

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6196

City Clerk's Department 342-8132

October 31, 1990

Oak Furniture Gallery
Bldg. D 2310 Gaetz Avenue
RED DEER, Alberta
T4R 1W5

Attention: Mr. Gerard Parent

Dear Sir:

RE: OAK FURNITURE GALLERY/LAND USE BYLAW AMENDMENT

Further to our letter of October 16, 1990 concerning a land use bylaw amendment to allow Oak Furniture Gallery to operate from Building D 2310 Gaetz Avenue I wish to advise as follows.

At the Council meeting of October 29, 1990 amending Bylaw 2672/DD-90, which would allow a "Specialty Furniture Store" as a permitted use in Building D Lot 4 Block A Plan 977RS, received consideration. The majority of Council members however voted against first reading of the bylaw and accordingly it was defeated.

As a result of Council's decision Oak Furniture Gallery will not be allowed to remain in this particular building. There are suitably designated areas in the City to accommodate your store and in this regard we would suggest that you contact the Bylaws and Inspections Department and/or the Economic Development Department for assistance.

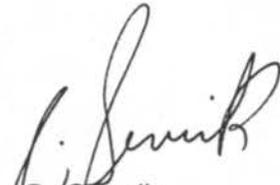
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*a delight
to discover!*

Oak Furniture Gallery
Page 2
October 31, 1990

The decision of Council in this instance is submitted for your information and if you have any questions or require further assistance please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik
City Clerk

CS/blm

cc City Commissioners
Bylaws and Inspections Manager
Economic Development Manager
City Assessor
Principal Planner

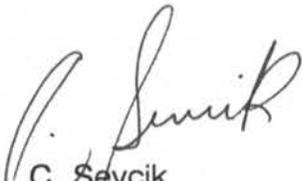
PUBLIC HEARINGSNO. 1

DATE: October 18, 1990
TO: City Council
FROM: City Clerk
RE: PUBLIC HEARING ROAD CLOSURE BYLAW 3022/90

A public hearing has been advertised in regard to the above noted road closure bylaw to be held on Monday October 29, 1990 commencing at 7:00 p.m. or as soon thereafter as Council may determine.

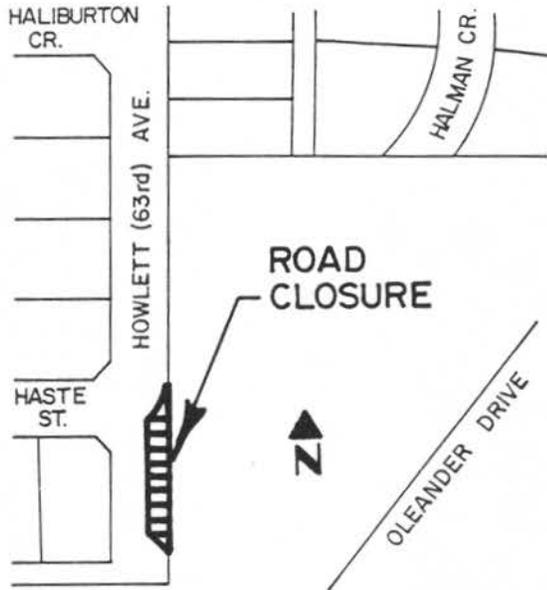
Bylaw 3022/90 pertains to the closure of "All that portion of Howlett Avenue as shown on Plan 792-0555 lying within Plan _____, containing 0.021 ha. (0.05 acres) more or less. Reserving thereout all mines and minerals."

Enclosed hereafter is a plan showing the road closure which is necessary to accommodate the proposed condominium development by Canavest Properties Inc.



C. Ševčík
City Clerk

CS/blm
Encl.





THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

50097 9/09/28/10/05

PUBLIC NOTICE

"PLAN"

Pursuant to the provisions of Section 180 of the Municipal Government Act, the Council of The City of Red Deer intend to pass Bylaw No. 3022/90 which, if finally passed, will provide for the closure of road in The City of Red Deer as described below:

All that portion of Howlett Avenue as shown on Plan 792-0555 lying within Plan _____, containing 0.021 ha. (0.05 acres) more or less.

RESERVING THEREOUT ALL MINES AND MINERALS."

Any person who claims that he or she will be affected prejudicially by the passing of the above mentioned bylaw shall be afforded an opportunity to be heard by Council either by himself/herself or by his or her agent.

The Council proposes to pass the aforementioned bylaw at its regular meeting scheduled to commence at 7:00 p.m., or as soon thereafter as Council may determine, on Monday, OCTOBER 29, 1990, at which time all persons claiming to be prejudiced shall be heard.

DATE of the first publication of this Notice: September 28, 1990

DATE of last publication of this Notice: October 5, 1990.

C. SEVCIK
CITY CLERK



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DATE: October 30, 1990
TO: City Assessor
FROM: City Clerk
RE: ROAD CLOSURE BYLAW 3022/90

At the Council meeting of October 29, 1990 the above noted road closure bylaw was given second reading. This bylaw pertains to the closure of a portion of Howlett Avenue on the west side of Schmidt's property to accommodate the Canavest proposed condominium development.

Third reading of the bylaw was deferred pending receipt of the advertising deposit.

Submitted for your information,



C. Sevcik
City Clerk

CS/blm

cc Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager
E.L. & P. Manager
Fire Chief
Principal Planner

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 31, 1990

Canavest Properties Inc.
837 2nd Avenue SW
CALGARY, Alberta
T2P 0E6

Attention: Mr. Rick Hanson, President

Dear Sir:

RE: ROAD CLOSURE BYLAW NO. 3022/90

This is to advise that Council of The City of Red Deer at its meeting held on October 29, 1990 gave second reading to Road Closure Bylaw No. 3022/90 following the public hearing. Bylaw 3022/90 pertains to the closure of a portion of Howlett Avenue which is necessary to accommodate the condominium development proposed by Canavest Properties Inc. Third reading of the bylaw has been tabled pending receipt of the advertising deposit (\$400.00).

I would further advise that advertising pertaining to Land Use Bylaw Amendment 2672/Z-90 and the municipal reserve disposal south of Schmidt's property has been withheld pending receipt of the advertising deposits. (\$500.00 plus \$200.00 respectively) In addition it is necessary for me to advise that issuance of the building permit to Canavest Properties Inc. for the first phase of development will be withheld pending receipt of the said deposits.

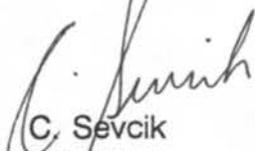
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Canavest Properties Inc.
Page 2
October 31, 1990

If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik
City Clerk

CS/blm

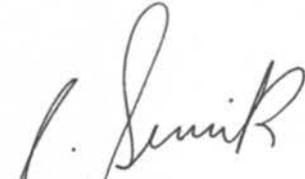
cc Bylaws and Inspections Manager
City Commissioner
Director of Engineering Services
Director of Community Services
Principal Planner
City Assessor
E.L. & P. Manager
Fire Chief

NO. 2

DATE: October 18, 1990
TO: City Council
FROM: City Clerk
RE: PUBLIC HEARING LAND USE BYLAW AMENDMENT 2672/AA-90

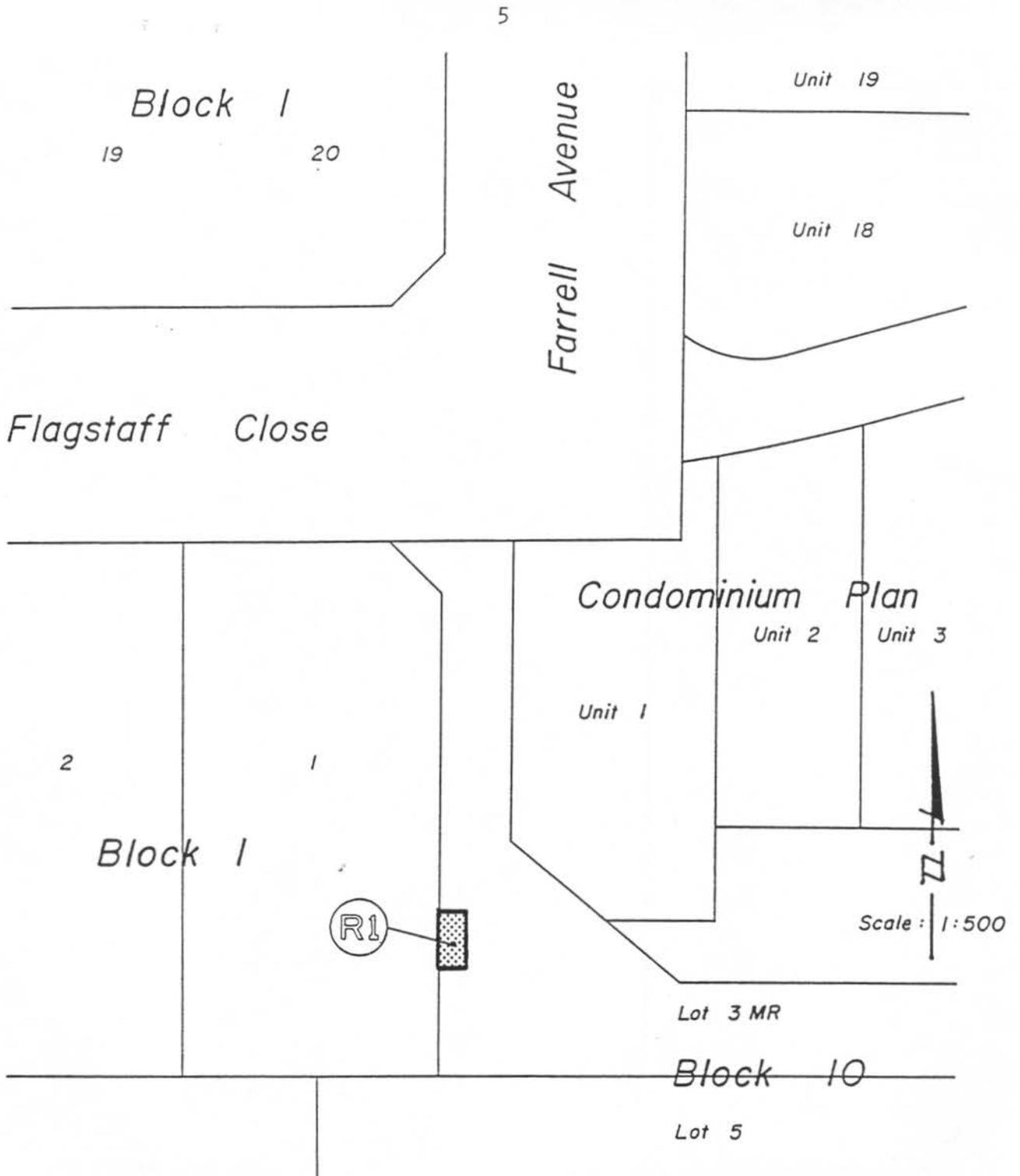
A public hearing has been advertised pertaining to the above noted land use bylaw amendment to be held on Monday October 29, 1990 commencing at 7:00 p.m. or as soon thereafter as Council may determine.

Bylaw 2672/AA-90 pertains to the redesignation of a portion of municipal reserve to R1 which is intended for sale to Mr. Rod McWilliam, 78 Flagstaff Close to accommodate a retaining wall which was built on the said reserve.



C. Sevcik
City Clerk

CS/blm



MAP NO. 18/90
 (BYLAW NO. 2672/AA-90)

Change from P1 to R1  .

LAND USE BYLAW AMENDMENT

"PLAN"

1. The Council of The City of Red Deer propose to pass Bylaw 2672/AA-90 being an amendment to the Land Use Bylaw of The City of Red Deer.

2. The purpose of the proposed amending Bylaw No. 2672/AA-90 is to amend the land use classification of the property referred to in the above plan.

3. A copy of the proposed amending Bylaw may be inspected by the public at the office of the City Clerk, City Hall, Red Deer, between the hours of 8:00 o'clock in the forenoon and 4:30 o'clock in the afternoon Mondays to Fridays inclusive.

4. The Council of The City of Red Deer will hold a Public Hearing in the Council Chambers of City Hall, Red Deer, on Monday, the 29th day of **OCTOBER 1990** at 7:00 p.m., or as soon thereafter as Council may determine, for the purpose of hearing presentations for or against the proposed amending Bylaw.

5. Any person claiming to be affected by the proposed bylaw shall be heard. Any other interested party may be heard if Council agrees.

6. To ensure the Public Hearing is conducted in an orderly manner, each speaker shall be limited to a maximum of 10 minutes, exclusive of questions put to the speaker by Council. Speakers must direct their remarks to the advisability of the bylaw under consideration and should not repeat at length points made by other speakers.

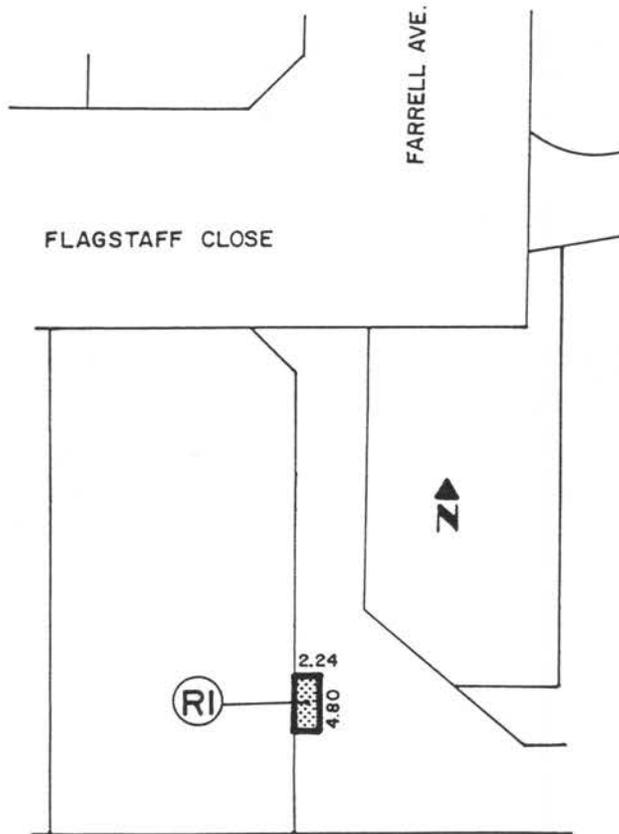
7. No written representation or petition shall be heard by Council of The City of Red Deer unless:-

- (a) such representation or petition is filed with the City Clerk no later than 4:30 p.m. on the Monday prior to the date of the Public Hearing;
- (b) it contains the names and addresses of all persons making the representation, and
- (c) it states the names and addresses of all persons authorized to represent a group of persons or the public at large.

DATE OF FIRST PUBLICATION of this Notice: October 12, 1990.

DATE OF LAST PUBLICATION of this Notice: October 19, 1990.

C. SEVCIK, CITY CLERK



CHANGE FROM PI TO RI 
 PI - Parks and Recreation District
 RI - Residential (Low Density) District



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132
October 2, 1990

Mr. Rod McWilliam
78 Flagstaff Close
RED DEER, Alberta
T4N 6V1

Dear Mr. McWilliam:

**RE: DISPOSAL OF PART OF LOT 3 MR, BLOCK 10, PLAN 892-2209
AND LAND USE BYLAW AMENDMENT 2672/AA-90**

I would advise that Council of The City of Red Deer at its meeting held on Monday, October 1, 1990 passed the following motion agreeing to dispose of a portion of Lot 3 MR, Block 10, Plan 892-2209 which you intend to purchase to accommodate the retaining wall which you built on said reserve.

"RESOLVED that Council of The City of Red Deer, having considered report from the City Assessor dated September 24, 1990 re: Retaining Wall - Pt. Lot 3 M.R., Block 10, Plan 892-2209, hereby approves removal of the Municipal Reserve designation for all that portion of Lot 3 M.R., Block 10, Plan 892-2209 lying within the limits of Lot 1A, Block 1, Plan _____, 0.001 ha more or less, excepting thereout all mines and minerals, and as recommended to Council October 1, 1990, subject to compliance with the provisions of the Planning Act."

In addition, Council gave first reading to Land Use Bylaw Amendment 2672/AA-90 which, when finally passed by Council, will redesignate the lands in question to R1 to correspond with the designation on your lot.

This office will now proceed with preparation of advertising for a public hearing to be held on Monday, October 29, 1990. You are required to deposit with the City Clerk prior to public advertising an amount equal to the estimated cost of said advertising, which in this instance is \$400 for the Land Use Bylaw Amendment and \$200 for the Municipal Reserve Disposal, for a total of \$600. We will require this deposit by no later than Tuesday, October 9, 1990 in order to proceed with the public hearing scheduled for October 29th. Once the actual costs are known, you will be either invoiced for or refunded the balance.



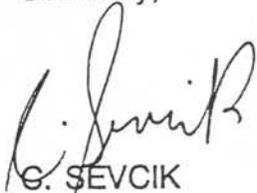
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to discover!*

...2

Mr. Rod McWilliam
October 2, 1990
Page 2

I trust you will find this satisfactory, however, if you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in cursive, appearing to read "G. Sevcik".

G. SEVCIK
City Clerk

CS/jt

c.c. City Assessor
Principal Planner
Council & Committee Secretary - Wilma

ACKNOWLEDGEMENT OF RECEIPT
OF A REGISTERED ITEM

AVIS DE RÉCEPTION D'UN
ENVOI RECOMMANDÉ

Date: Oct 29/90
after page 5
letter to
Mc William
Reg. mty.

To be filled in by Sender

À remplir par l'expéditeur

Name of addressee

Nom du destinataire

Rod Mc William

Street and No., Apt. No., P.O. Box or R.R. No. N° et rue, n° d'app., n° de C.P. ou de R.R.

City

Ville

Province

Country

Pays

Postal CODE postal

To be completed at destination

As a matter of priority this advice must be signed by the addressee or, if this is not possible, by another person authorized to do so under the regulations of the country of destination, or, if these regulations so provide, by the official of the office of destination and returned by the first mail direct to the sender.

À compléter à destination

Cet avis doit être signé en priorité par le destinataire et, si cela n'est pas possible, par une autre personne y autorisée en vertu des règlements du pays de destination, ou, si ces règlements le prévoient, par l'agent du bureau de destination et renvoyé par le premier courrier directement à l'expéditeur.

The registered item referred to was delivered on:

L'item recommandé décrit a été livré le:

October 30 1990

Signature of Official at Office of Delivery

Signature de l'agent du bureau de destination

Signature of Addressee or Authorized Representative

Signature du destinataire ou de son représentant

Jamp Witt

Rod Mc William

Date Stamp of Office of Delivery

Timbre à date du bureau de destination

581844
R.P.O. #
30 OCT 1990
RED DEER, ALTA
33-086-230 (9-85)



Canada Post Société canadienne
Corporation des postes

C 5

To be filled in by the Office of Origin	À remplir par le bureau d'origine
Office of Posting	Bureau de dépôt
Item N ^o d'envoi	Date of Posting Date de dépôt

AR

RECEIVED
OCT 31 1990
On Postal Service / Service des postes

To be filled in by Sender
Please Print Clearly

À remplir par l'expéditeur
En lettres moulées S.V.P.

RED DEER

RETURN TO:
RETOURNER À:

Name Nom # 76015260419

City of RED DEER n^o de C.P. ou de R.R.

Address Adresse BOX 5008

City RED DEER, ALBERTA

Postal CODE postal T4N 3T4

City Clerk (S.P.)

Postal CODE postal



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 30, 1990

Mr. Rod McWilliam
78 Flagstaff Close
RED DEER, Alberta
T4N 6V1

Dear Mr. McWilliam

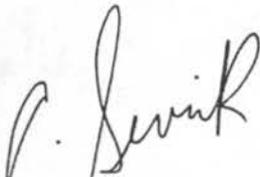
RE: LAND USE BYLAW AMENDMENT 2672/AA-90

Further to our letter of October 2, 1990 wherein we advised of a public hearing in regard to the aforementioned Land Use Bylaw Amendment I wish to advise as follows.

At the Council meeting of October 29, 1990 Land Use Bylaw Amendment 2672/AA-90 was given second and third reading by Council following the public hearing. Enclosed herewith is a copy of the aforementioned bylaw amendment as finally passed by Council.

The decision of Council in this instance is submitted for your information and I trust that you will find same satisfactory. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik
City Clerk

CS/blm

Encl.

cc City Assessor
Bylaw and Inspections Manager
Principal Planner



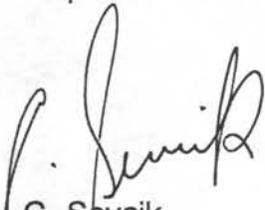
*a delight
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DATE: October 30, 1990
TO: Red Deer Regional Planning Commission
FROM: City Clerk
RE: LAND USE BYLAW AMENDMENT 2672/AA-90

Council of The City of Red Deer gave second and third reading to the above noted Land Use Bylaw Amendment at its meeting held on October 29, 1990.

Bylaw 2672/AA-90 pertains to the redesignation of a portion of municipal reserve to R1 which is intended for sale to Rod McWilliam, 78 Flagstaff Close, to accommodate a retaining wall which he built on the said reserve. Enclosed herewith is a copy of the amending bylaw as finally passed by Council.

Trusting you will find this satisfactory and that you will be sending us the revised district map for inclusion in the office consolidation copy at your earliest convenience.



C. Sevcik
City Clerk

CS/blm
Encl.

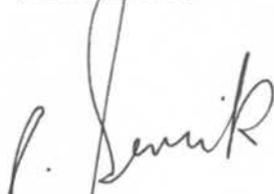
cc Director of Engineering Services
Director of Community Services
Bylaws and Inspections Manager
City Assessor
Parks Manager

NO. 3

DATE: October 18, 1990
TO: City Council
FROM: City Clerk
RE: PUBLIC HEARING LAND USE BYLAW AMENDMENT 2672/BB-90

A public hearing has been advertised pertaining to the above noted land use bylaw amendment to be held on Monday October 29, 1990 commencing at 7:00 p.m. or as soon thereafter as Council may determine.

Bylaw 2672/BB-90 provides for amendments to land use bylaw by deleting references to "group homes" and by substituting in its place and stead reference to "social care residences".



C. Sevcik
City Clerk

CS/blm

DATE: October 3, 1990
TO: Red Deer Regional Planning Commission
FROM: City Clerk
RE: LAND USE BYLAW AMENDMENT 2672/BB-90

Would advise that council of the City of Red Deer at its meeting held on Monday October 1, 1990 gave first reading to the above noted bylaw a copy of which is enclosed herewith.

Bylaw 2672/BB-90 provides for amendments to the land use bylaw as it relates to "Social Care Residences".

This office will now proceed with advertising for a public hearing to be held on Monday October 29, 1990.

Trusting you will find this satisfactory.



C. Sevcik
City Clerk

CS/blm

cc Bylaws and Inspections Manager
Council and Committee Secretary - Wilma

Enc.

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-8195

City Clerk's Department 342-8132

October 3, 1990

Red Deer Association for the Mentally Handicapped
6010 - 45 Avenue
RED DEER, Alberta
T4N 3M4

Attention: Mr. Philip M. Steven, Executive Director

Dear Sir:

RE: LAND USE BYLAW AMENDMENT 2672/BB-90

Your letter of June 13, 1990 expressing concerns over the application of the City's existing land use bylaw as it relates to home placements for the mentally handicapped received consideration at the council meeting of October 1, 1990. At the above noted meeting council gave first reading to land use bylaw amendment 2672/BB-90 a copy of which is enclosed herewith for your information. This office will now proceed with preparation of advertising for a public hearing to be held in accordance with the requirements of the planning act. A public hearing will be held on Monday October 29, 1990 commencing at 7 p.m. or soon thereafter as council may determine. Subsequent to the public hearing council may choose to give the bylaw second and third reading.

The decision of council in this instance is submitted for your information. If you have any question please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Sevcik'.

C. Sevcik
City Clerk
CS/blm

cc Bylaws and Inspections Manager
Council and Committee Secretary - Wilma

Enc.

LAND USE BYLAW AMENDMENT

1. The Council of The City of Red Deer propose to pass Bylaw 2672/BB-90 being an amendment to the Land Use Bylaw of The City of Red Deer.

2. The purpose of the proposed amending Bylaw No. 2672/BB-90 is to amend the Land Use Bylaw as follows:

1) By deleting the definition of "Group Home" as contained in Section 1.2.2 of the Bylaw.

2) That Section 1.2.2 of the Bylaw be amended by adding the following:

"Social Care Residence" means a dwelling in which not more than six unrelated persons live together on a temporary or short term basis under specialized care."

"Specialized Care" means the provision of supervisory, nursing and medical or counselling services, and home making care or services related thereto by one or more persons".

3) That Section 6.6.1.3(5) be amended by deleting from the Discretionary Uses table therein "Group Homes" and substituting in its place and stead the words "Social Care Residence".

4) That Section 6.6.2.3(7) be amended by deleting from the Discretionary Uses therein listed the words "Group Home" and substituting in its place and stead the words "Social Care Residence".

5) That Section 6.6.3.2(6) be amended by deleting the words "Group Homes" from the Permitted Uses table and substituting in its place and stead the words "Social Care Residence".

3. A copy of the proposed amending Bylaw may be inspected by the public at the office of the City Clerk, City Hall, Red Deer, between the hours of 8:00 o'clock in the forenoon and 4:30 o'clock in the afternoon Mondays to Fridays inclusive.

4. The Council of The City of Red Deer will hold a Public Hearing in the Council Chambers of City Hall, Red Deer, on Monday, the 29th day of **OCTOBER 1990** at 7:00 p.m., or as soon thereafter as Council may determine, for the purpose of hearing presentations for or against the proposed amending Bylaw.

5. Any person claiming to be affected by the proposed bylaw shall be heard. Any other interested party may be heard if Council agrees.

6. To ensure the Public Hearing is conducted in an orderly manner, each speaker shall be limited to a maximum of 10 minutes, exclusive of questions put to the speaker by Council. Speakers must direct their remarks to the advisability of the bylaw under consideration and should not repeat at length points made by other speakers.

(2)

7. No written representation or petition shall be heard by Council of The City of Red Deer unless:-

- (a) such representation or petition is filed with the City Clerk no later than 4:30 p.m. on the Monday prior to the date of the Public Hearing;
- (b) it contains the names and addresses of all persons making the representation, and
- (c) it states the names and addresses of all persons authorized to represent a group of persons or the public at large.

DATE OF FIRST PUBLICATION of this Notice: October 12, 1990.

DATE OF LAST PUBLICATION of this Notice: October 19, 1990.



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 348-6195

City Clerk's Department 342-8132

October 30, 1990

Red Deer Association for the Mentally Handicapped
6010 - 45 Avenue
RED DEER, Alberta
T4N 3M4

Attention: Mr. Philip M. Steven, Executive Director

Dear Sir:

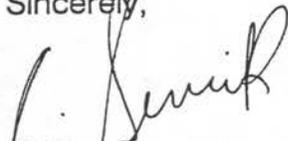
RE: LAND USE BYLAW AMENDMENT 2672/BB-90

Further to our letter of October 3, 1990 wherein we advised of a public hearing in regard to the aforementioned land use bylaw amendment I wish to advise as follows.

At the Council meeting of October 29, 1990 Land Use Bylaw Amendment 2672/BB-90 was given second and third reading by Council following the public hearing. Enclosed herewith is a copy of the aforementioned bylaw amendment as finally approved by Council.

The decision of Council in this instance is submitted for your information and I trust you will find same satisfactory. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik
City Clerk

CS/blm

Encl.

cc Bylaws and Inspections Manager
Principal Planner
Director of Community Services
Social Planning Manager



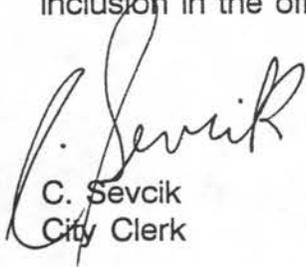
*a delight
to discover!*

DATE: October 30, 1990
TO: Red Deer Regional Planning Commission
FROM: City Clerk
RE: LAND USE BYLAW AMENDMENT 2672/BB-90

Council of The City of Red Deer at its meeting held on October 29, 1990 gave second and third reading to the above noted land use bylaw amendment a copy of which is enclosed herewith.

Bylaw 2672/BB-90 pertains to amendments to the land use bylaw with regard to references to "Social Care Residences" as opposed to "Group Homes".

Trusting you will find this satisfactory and that you will be sending us revised pages for inclusion in the office consolidation copy at your earliest convenience,



C. Sevcik
City Clerk

CS/blm
Encl.

cc Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager
City Assessor
Fire Chief
Social Planning Manager

REPORTSNO. 1

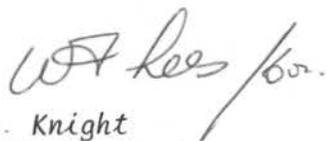
DATE: October 18, 1990
TO: City Clerk
FROM: City Assessor
RE: LOT 1, BLOCK 7, PLAN 902-1466 - CITY DEER PARK PHASE IIIA
195 DOUGLAS AVENUE (SEE ATTACHED PLAN)

We respectfully submit the attached request from the Central Alberta Islamic Cultural Association to purchase Lot 1 for the development of a Church.

We advise that this application to develop has been reviewed by the Municipal Planning Commission and the Development Appeal Board, and the proposal has been approved by both of these agencies.

We have attached these approval documents for Councils perusal.

We recommend the sale of this lot to the Church group subject to all standard Land Sale Policies and the conditions indicated by The City of Red Deer Development Permit Bylaw No. 2672/80 (attached).


A. Knight
City Assessor
AK/WFL/dm

cc Director of Engineering
Manager of Bylaws & Inspections

Commissioners' Comments

We would concur with the recommendations of the City Assessor.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

CENTRAL ALBERTA ISLAMIC CULTURAL ASSOCIATION

64 Dawson Street, Red Deer Alberta Canada T4R 1V9

8 Mr. Al. Knight
City Assessor
City Hall
Red Deer, Alberta

July 24th, 1990

Dear Sir

On behalf of Central Alberta Islamic Cultural Association we offer to purchase Lot No. 1, Block No. 7, Plan No. 902-1466 Deer Park (Phase III A) for the purpose of erecting MOSQUE (a place of worship for Muslims), similar to a CHURCH. The size and orientation of this facility would be somewhat similar to the small church recently built in Glendale Subdivision.

The main pupose of this Mosque is to offer our prayers, conduct classes in arabic language, and maintain a library of Islamic books and literatures.

In the past fifteen years we have been meeting in private homes, Cronquist House and Red Deer College to offer our prayers. Since our group is growing in number, we felt the necessity to establish a small mosque to meet our needs.

Being a non-profit charitable organization with a limited financial resources available, we respectfully request that commencement of construction time be extended from twelve months to eighteen months and completion date from eighteen to thirty months.

We sincerely hope and trust that the City of Red Deer grant us all the necessary approval before we can finalize the land sales agreement.

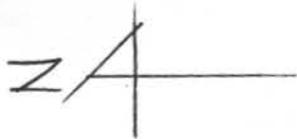
Our detail construction plan is not finalized at this time. However, we are providing a rough sketch plan for your information. (attached)

We trust the information provided here is satisfactory. If you require any further information please do not hesitate to contact us at 340-5750 (Mr. M. Taher) or 340-5631 (Mr. M. Khan).

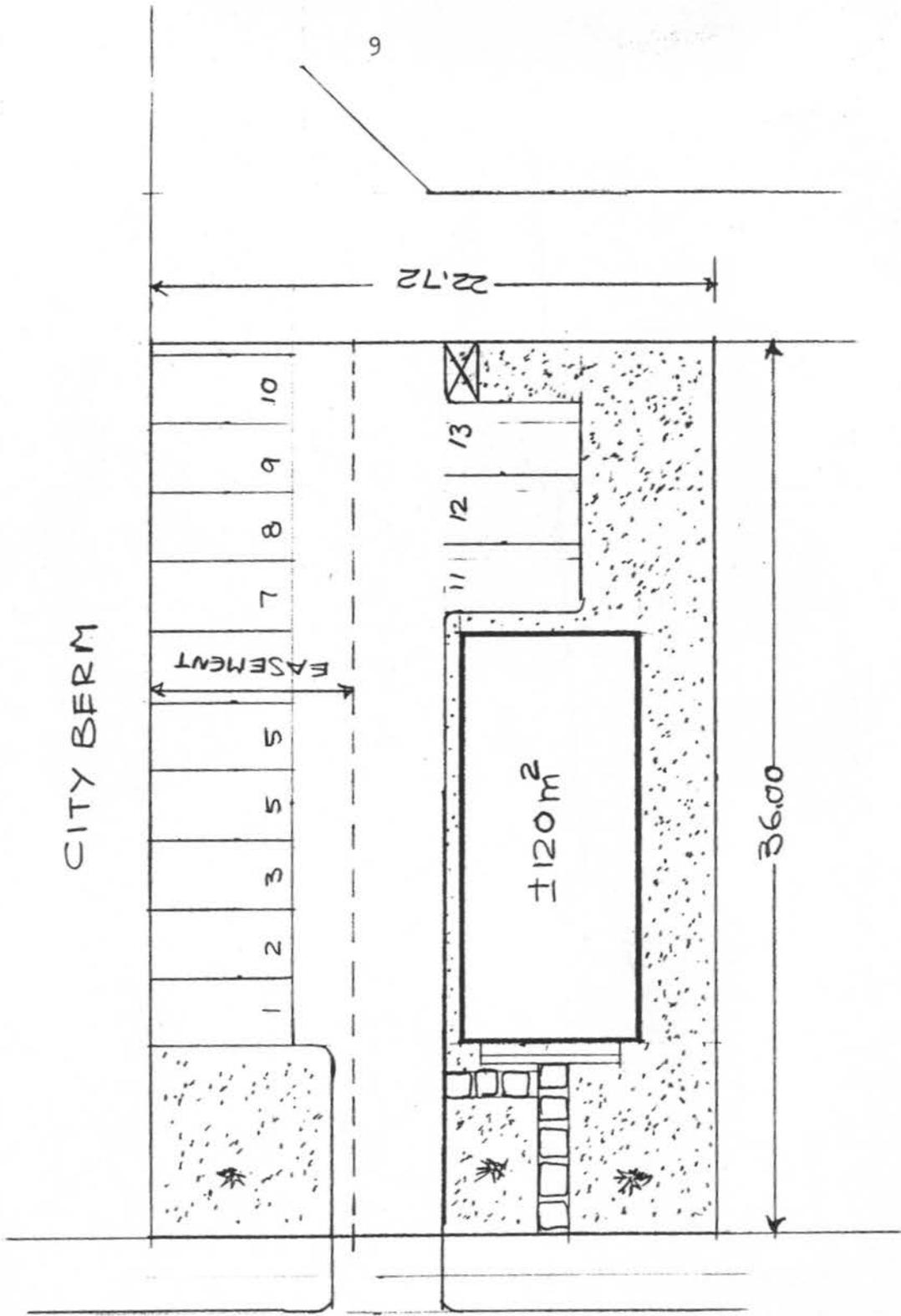
Thank you,

Sincerely,


Chairman
Building Committee.



DOUGLAS AVE.



Johnathan
July 24, 1990

LOT 1 BLOCK 7 PLAN 902-1456

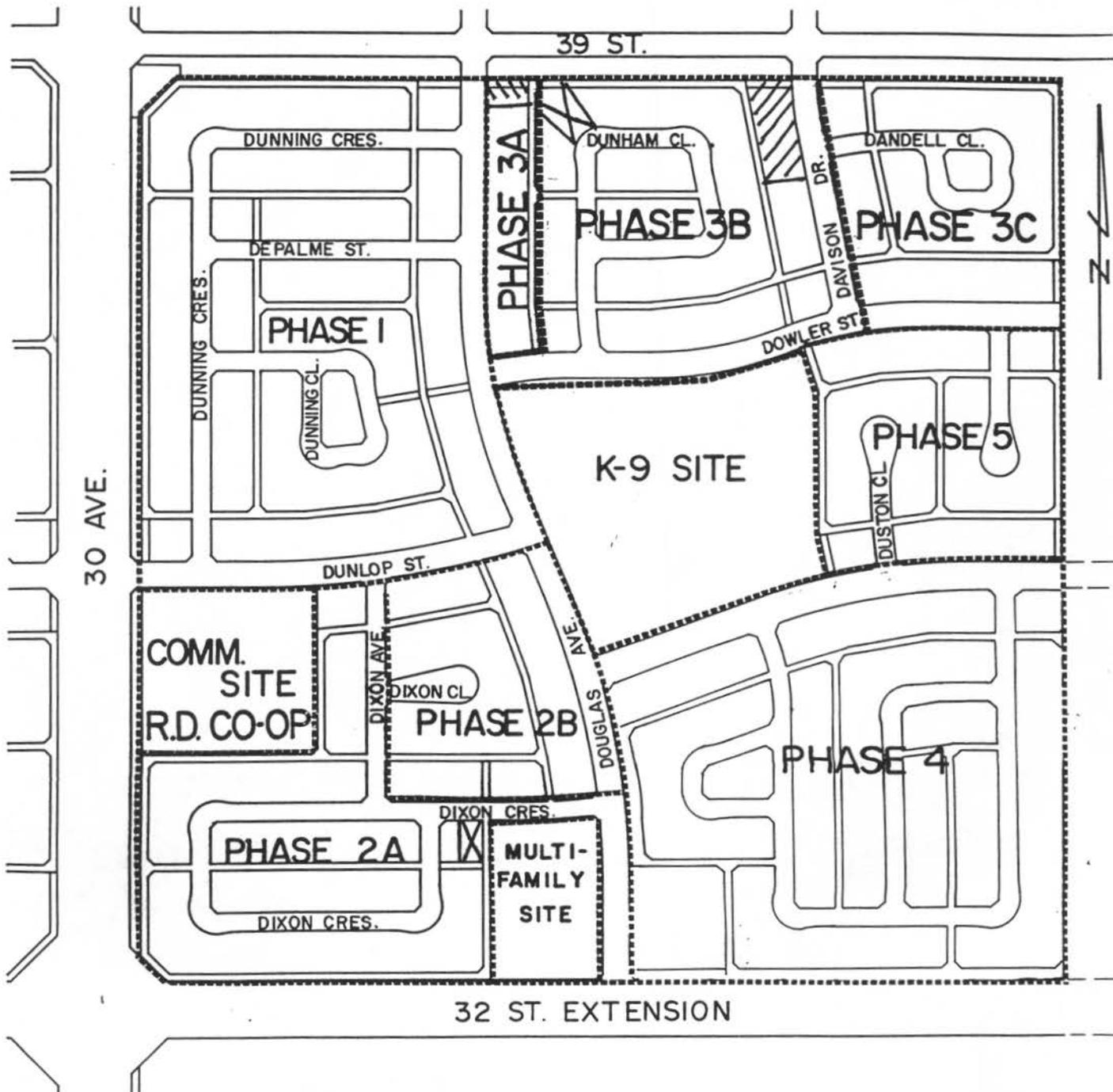
SCALE 1:250

DEER PARK - CITY

N.W. 1/4 SEC. 11-38-27 W. 4th

NOTE:

- X - GROUP HOME
- //// - TEMPORARY FIRE HALL SITE
- |||| - CHURCH SITE



CITY OF RED DEER
DEVELOPMENT PERMIT
BY-LAW NO. 2672/80

Page 1
NO. 6815

OWNER/AGENT The City of Red Deer/
The Central Alberta Islamic Cultural Association

ADDRESS c/o The Land Department PHONE -

ADDRESS OF PROPOSED DEVELOPMENT 195 Douglas Avenue

LEGAL DESCRIPTION: LOT 1 BLOCK 7 PLAN 902-1466

PROPOSED DEVELOPMENT Church

NOTICE OF DECISION

The above proposed development has been approved subject to the following condition:

"That the Municipal Planning Commission approve the proposed use for a small Church with a maximum seating capacity of 40 persons at 195 Douglas Avenue (Lot 1, Block 7, Plan 902-1466) zoned R1, on behalf of the Central Alberta Islamic Cultural Association.

Said approval being subject to the decision of the Commission being advertised in a local newspaper and no appeal against said decision being successful."

"That the Red Deer Development Appeal Board uphold the decision of the Municipal Planning Commission to approve the proposed use for a small church with a maximum seating capacity of 40 persons at 195 Douglas Avenue (Lot 1, Bloc, 7, Plan 902-1466) zoned R1, on behalf of the Central Alberta Islamic Cultural Association, based on the following criteria:

1. The location of the site was isolated, as such, that it would not duly interfere with the amenities of the neighbourhood.

CITY OF RED DEER
DEVELOPMENT PERMIT
BY-LAW NO. 2672/80

PAGE 2
NO. 6815

2. The size of the church is comparatively small, with a seating capacity of 40 persons (120 square metres/1300 square feet)
3. More than adequate on-site parking being provided, with the preliminary plan indicating more than two times the required parking spaces, (13 parking spaces proposed).

Subject to the following conditions being added to the development permit:

1. A detailed landscaping plan satisfactory to the Parks Department to be provided which adequately provides screening of the parking areas from Douglas Avenue.
2. Quality fencing which provides a solid visual screen to be provided along the north, east and south boundaries of the property.
3. The parking lot to be paved."

DATE OF DECISION: October 11, 1990

DATE OF ISSUANCE OF THIS NOTICE
AND PERMIT

October 12, 1990



R. STRADER
DEVELOPMENT OFFICER
CITY OF RED DEER

IMPORTANT - See Notes Over

RED DEER DEVELOPMENT APPEAL BOARD
NOTICE OF DECISION

Pursuant to Section 2.18.2 of the Development Appeal Board Bylaw 2589/78

TO: JOSEPH & MARY VARGA
190 DOUGLAS AVENUE
RED DEER, ALBERTA
T4R 2G2

DATE: OCTOBER 12, 1990

COPY OF APPEAL BOARD MINUTE STATING
SUBJECT OF APPEAL, DATE OF HEARING,
THE DECISION, AND REASONS THEREFORE

Re: APPEAL NO. 38/90

DATE OF HEARING: OCTOBER 11, 1990

*IN THE MATTER of The Planning Act, R. S. A. 1980, Ch. p. 9;
AND IN THE MATTER of City of Red Deer General Municipal Plan (Bylaw 2663/80);
AND IN THE MATTER of The City of Red Deer Land Use Bylaw (No. 2672/80);
AND IN THE MATTER of the Development Appeal Board Bylaw 2589/78;
AND IN THE MATTER of a decision of the Municipal Planning Commission of August 27, 1990, which approved the proposed use for a small Church with a maximum seating capacity of 40 persons at 195 Douglas Avenue (Lot 1, Block 7, Plan 902-1466) zoned R1;
AND IN THE MATTER of an Appeal by Joseph and Mary Varga from the decision of the Commission;
THIS APPEAL HAVING COME ON to be heard before the Red Deer Development Appeal Board on the 11th day of October, 1990, in the presence of Mr. and Mrs. Joseph Varga, the Appellants herein, the Assistant Bylaws & Inspections Manager, P. Holloway, and the Associate Planner, G. Klassen;
AND UPON HEARING the verbal submissions of Mr. and Mrs. Joseph Varga, the Appellants herein, the Assistant Bylaws & Inspections Manager, P. Holloway and the Associate Planner, G. Klassen;
AND UPON HAVING REGARD to The Planning Act 1980, The City of Red Deer General Municipal Plan, The City of Red Deer Land Use Bylaw and other relevant planning policies;
AND UPON CONSIDERING the relevant planning evidence adduced at this Hearing and the circumstances and merits of this application;

IT IS ORDERED:

*THAT the Red Deer Development Appeal Board uphold the decision of the Municipal Planning Commission to approve the proposed use for a small church with a maximum seating capacity of 40 persons at 195 Douglas Avenue (Lot 1, Block 7, Plan 902-1466) zoned R1, on behalf of the Central Alberta Islamic Cultural Association, based on the following criteria:

- 1) The location of the site was isolated, as such, that it would not duly interfere with the amenities of the surrounding neighbourhood.
- 2) The size of the church is comparatively small, with a seating capacity of 40 persons (120 sq. metres/1300 sq. ft.)
- 3) More than adequate on-site parking being provided, with the preliminary plan indicating more than two times the required parking spaces, (13 parking spaces proposed).

SUBJECT TO THE FOLLOWING CONDITIONS BEING ADDED TO THE DEVELOPMENT PERMIT:

- 1) A detailed landscaping plan satisfactory to the Parks Department to be provided which adequately provides screening of the parking areas from Douglas Avenue.
- 2) Quality fencing which provides a solid visual screen to be provided along the north, east and south boundaries of the property.
- 3) The parking lot is to be paved.*

NOTE: (Excerpt from The Planning Act, 1980)

*152. (1) Subject to subsection (2), on a question of law or on a question of jurisdiction, an appeal lies to the Court of Appeal from the Board or a development appeal board.

(2) An application for leave to appeal pursuant to subsection (1) shall be made

- (a) to a judge of the Court of Appeal, and
- (b) within 30 days after the issue of the order, decision, permit or approval sought to be appealed,

and notice of the application shall be given to the Board or the development appeal board, as the case may be, and such other persons as the judge may direct.*

A decision of the Development Appeal Board is not a Development or Building Permit. Such permits may be obtained separately from City Hall after the expiration of the 30 day appeal period above stated has expired and if leave to appeal has not been granted.

RED DEER DEVELOPMENT APPEAL BOARD

PER: 
Chairman

c.c. Building Inspection
Planning Director

TO: JOSEPH & MARY VARGA
190 DOUGLAS AVENUE
RED DEER, ALBERTA
T4R 2G2

DATE: OCTOBER 12, 1990

COPY OF APPEAL BOARD MINUTE STATING
SUBJECT OF APPEAL, DATE OF HEARING,
THE DECISION, AND REASONS THEREFORE

Re: APPEAL NO. 38/90

DATE OF HEARING: OCTOBER 11, 1990

*IN THE MATTER of The Planning Act, R. S. A. 1980, Ch. p. 9;
AND IN THE MATTER of City of Red Deer General Municipal Plan (Bylaw 2663/80);
AND IN THE MATTER of The City of Red Deer Land Use Bylaw (No. 2672/80);
AND IN THE MATTER of the Development Appeal Board Bylaw 2589/78;
AND IN THE MATTER of a decision of the Municipal Planning Commission of August 27, 1990, which approved the proposed use for a small Church with a maximum seating capacity of 40 persons at 195 Douglas Avenue (Lot 1, Block 7, Plan 902-1466) zoned R1;
AND IN THE MATTER of an Appeal by Joseph and Mary Varga from the decision of the Commission;
THIS APPEAL HAVING COME ON to be heard before the Red Deer Development Appeal Board on the 11th day of October, 1990, in the presence of Mr. and Mrs. Joseph Varga, the Appellants herein, the Assistant Bylaws & Inspections Manager, P. Holloway, and the Associate Planner, G. Klassen;
AND UPON HEARING the verbal submissions of Mr. and Mrs. Joseph Varga, the Appellants herein, the Assistant Bylaws & Inspections Manager, P. Holloway and the Associate Planner, G. Klassen;
AND UPON HAVING REGARD to The Planning Act 1980, The City of Red Deer General Municipal Plan, The City of Red Deer Land Use Bylaw and other relevant planning policies;
AND UPON CONSIDERING the relevant planning evidence adduced at this Hearing and the circumstances and merits of this application;

IT IS ORDERED:

*THAT the Red Deer Development Appeal Board uphold the decision of the Municipal Planning Commission to approve the proposed use for a small church with a maximum seating capacity of 40 persons at 195 Douglas Avenue (Lot 1, Block 7, Plan 902-1466) zoned R1, on behalf of the Central Alberta Islamic Cultural Association, based on the following criteria:

- 1) The location of the site was isolated, as such, that it would not duly interfere with the amenities of the surrounding neighbourhood.
- 2) The size of the church is comparatively small, with a seating capacity of 40 persons (120 sq. metres/1300 sq. ft.)
- 3) More than adequate on-site parking being provided, with the preliminary plan indicating more than two times the required parking spaces, (13 parking spaces proposed).

SUBJECT TO THE FOLLOWING CONDITIONS BEING ADDED TO THE DEVELOPMENT PERMIT:

- 1) A detailed landscaping plan satisfactory to the Parks Department to be provided which adequately provides screening of the parking areas from Douglas Avenue.
- 2) Quality fencing which provides a solid visual screen to be provided along the north, east and south boundaries of the property.
- 3) The parking lot is to be paved.*

NOTE: (Excerpt from The Planning Act, 1980)

*152. (1) Subject to subsection (2), on a question of law or on a question of jurisdiction, an appeal lies to the Court of Appeal from the Board or a development appeal board.

(2) An application for leave to appeal pursuant to subsection (1) shall be made

- (a) to a judge of the Court of Appeal, and
- (b) within 30 days after the issue of the order, decision, permit or approval sought to be appealed,

and notice of the application shall be given to the Board or the development appeal board, as the case may be, and such other persons as the judge may direct.*

A decision of the Development Appeal Board is not a Development or Building Permit. Such permits may be obtained separately from City Hall after the expiration of the 30 day appeal period above stated has expired and if leave to appeal has not been granted.

DATE: October 30, 1990
TO: City Assessor
FROM: City Clerk
RE: CENTRAL ALBERTA ISLAMIC CULTURAL ASSOCIATION
195 DOUGLAS AVENUE LOT 1 BLOCK 7 PLAN 902-1466

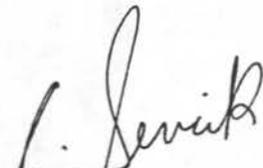
Your report dated October 18, 1990 pertaining to a request from the Central Alberta Islamic Cultural Association to purchase the aforementioned property received consideration at the Council meeting of October 29, 1990.

Following is the motion which was passed by Council in regard to the above matter.

"RESOLVED that Council of City of Red Deer hereby agrees to the sale of Lot 1 Block 7 Plan 902-1466, 195 Douglas Avenue to the Central Alberta Islamic Cultural Association subject to all standard land sale policies and the conditions of City of Red Deer Development Permit No. 6815."

The decision of Council in this instance is submitted for your information and I trust that you will convey Council's decision to the Association. I also trust that you will insure appropriate legal documentation is prepared and executed by both parties.

Trusting you will find this satisfactory,


C. Sevcik
City Clerk

CS/blm

cc Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager
E.L. & P. Manager
Fire Chief
Principal Planner

NO. 2

DATE: October 17, 1990 **CS-2.902**

TO: CITY COUNCIL

FROM: CRAIG CURTIS
Director of Community Services

RE: ADMINISTRATION OF:

- PRINCESS MARGARET SCHOLARSHIP
- CHARLES HENRY SNELL SCHOLARSHIP
- RED DEER HERITAGE FUND

1. Administration of the Red Deer Heritage Fund and the Princess Margaret and Charles Henry Snell Scholarships was considered by City Council at its meeting on January 8, 1990, when the following resolution was adopted:

"RESOLVED that Council of The City of Red Deer hereby agrees that the Red Deer Community Foundation administer the following funds:

1. Princess Margaret Scholarship
2. Charles Henry Snell Scholarship
3. Red Deer Heritage Fund

subject to an agreement satisfactory to the City Solicitor and the administration and as recommended to Council January 8, 1990."

2. Following Council's direction, I enclose three agreements which have been prepared to facilitate the transfer of funds to the Red Deer Community Foundation. The agreements have been reviewed by the City Solicitor and amended to his satisfaction. This matter is again presented to City Council for the following reasons:
 - The agreements outline that the ownership of all contributions shall "vest in the Foundation". The original recommendations were based on the premise that the funds would only be managed by the Foundation.
 - The agreement regarding the Red Deer Heritage Fund only contemplates \$50,000 being transferred to the Foundation. The balance of the funds will remain with the City to give flexibility to the Waskasoo Museum Foundation in awarding grants.

.../2

City Council
Page 2
October 17, 1990
CS-2.902

- The transfer of a portion of the Red Deer Heritage Fund to the Red Deer Community Foundation requires an amendment to the present agreement between the City and the Waskasoo Museum Foundation, dated September 26, 1983 (copy attached). I also enclose a copy of the updated agreement for Council's consideration.
- The administrative guidelines for the two scholarships have been updated based on a number of changes over the years, and are attached for Council's consideration and approval.

3. **RECOMMENDATION**

I support the content of the agreements and guidelines as presented, and recommend that City Council:

- approve the agreements between the City and the Red Deer Community Foundation regarding the future administration and ownership of funds for the Red Deer Heritage Fund and the Princess Margaret and Charles Henry Snell Scholarships;
- approve the revised agreement between the City and the Waskasoo Museum Foundation regarding the Red Deer Heritage Fund;
- approve the revised and updated administrative guidelines for The Princess Margaret Scholarship in the Fine and Performing Arts, and The Charles Henry Snell Scholarship in Surveying Engineering.



CRAIG CURTIS

CC:dmg
Attachments

- c. Don Batchelor, Parks Manager
Lowell Hodgson, Recreation & Culture Manager
Morris Flewwelling, Museums Director
Tom Chapman, City Solicitor
Margaret Hicks, Red Deer Community Foundation
Pat Shaw, E.A. to the Mayor & Commissioner

The attachments to the report are as follows:

1. a proposed agreement between the City and the Red Deer Community Foundation, for the establishment of a designated fund known as "The Princess Margaret Scholarship Fund";
2. a proposed agreement between the City and the Red Deer Community Foundation, for the establishment of a designated fund known as "The Charles Snell Scholarship Fund";
3. a proposed agreement between the City and the Red Deer Community Foundation, to establish a designated fund known as the "Red Deer Heritage Fund";
4. the existing agreement, dated September 26, 1983, between the City and the Waskasoo Museum Foundation, for the management of the "Red Deer 75th Anniversary Heritage Fund Trust", now named the "Red Deer Heritage Fund";
5. a proposed revised agreement between the City and the Waskasoo Museum Foundation, for the management of the "Red Deer Heritage Fund";
6. revised and updated administrative guidelines for both "The Princess Margaret Scholarship in the Fine and Performing Arts" and "The Charles Henry Snell Scholarship in Surveying and Engineering".

THIS AGREEMENT made in duplicate as of the ___ day of _____, 199__,
BETWEEN:

THE RED DEER COMMUNITY FOUNDATION
(herein called the "Foundation")

OF THE FIRST PART,

- and -

THE CITY OF RED DEER
(herein called the "City")

OF THE SECOND PART.

WHEREAS the Foundation is a society incorporated under the laws of the Province of Alberta for the purpose of receiving, investing and disbursing funds to charitable donees as defined under the provisions of the Income Tax Act (Canada);

AND WHEREAS the City is the holder of certain funds which it desires to place with the Foundation;

AND WHEREAS the City desires to establish with the Foundation a designated fund known as "**THE PRINCESS MARGARET SCHOLARSHIP FUND**" (herein called the "Fund") made up of monies from the City together with such other donations as from time to time may be made to the Fund;

AND WHEREAS the money deposited to the Fund shall become an endowment to the Foundation in the name of the City;

AND WHEREAS ownership of all contributions of money now or hereafter deposited to the Fund shall vest in the Foundation;

AND WHEREAS the City desires that the Foundation invest the capital of the Fund on account of the City upon the terms and conditions herein set out;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of these premises and One Dollar (\$1.00) and other good and valuable consideration, the sufficiency of which is acknowledged, the parties covenant and agree as follows:

1. The parties agree that the recitals herein shall form an integral part of this agreement.
2. The City hereby appoints the Foundation to have custody and management of the contributions which the City shall deposit with the Foundation from time to time. The Foundation shall exercise its best judgement in managing the capital funds and securities of the Fund and it is agreed that the Foundation shall incur no responsibility or liability for losses suffered nor shall it have any claim on profits realized.

3. The Foundation shall establish the Fund on its books to be known as the **"PRINCESS MARGARET SCHOLARSHIP FUND"** to which it shall credit the capital funds and capital securities received from the City and all further donations, bequests, contributions and legacies which are directed to the Fund for the express purpose of paying the net income derived therefrom to the City.

4. The Foundation shall invest and reinvest all capital funds and securities and all monies deposited with it as part of its Consolidated Trust Fund and shall issue appropriate units therefore.

5. The Consolidated Trust Fund shall be invested in investments authorized for by law and by the by-laws of the Foundation.

6. (a) The Foundation may deduct from the gross income of the Fund any direct costs or expenses attributable entirely to the Fund or to the City;

(b) The Foundation may also allocate to the Fund the City's share of the general and administrative expenses of the Foundation and any fee or other costs paid to a trust company or bank as custodian and/or manager of the investments of the Foundation. Unless otherwise agreed, the share of administrative and general expenses that shall be allocated to the Fund shall be proportionate to the share that the gross income of the Fund for the year bears to the gross income of all the designated and general funds managed by the Foundation.

7. The net annual income from the Fund's portion of the Consolidated Trust Fund shall be paid to the City by the Foundation.

8. Each year and as soon as may be reasonably convenient after the close of the Foundation's fiscal year, the Foundation shall furnish to the City a statement showing:

- a) particulars of the value of the units held by the Fund as at the close of the last fiscal year of the Foundation;
- b) particulars of the income earned by the units in the Consolidated Trust Fund held by the Fund during the last fiscal year of the Foundation;
- c) particulars of income paid and capital received during the Foundation's last fiscal year.

IN WITNESS WHEREOF the parties have executed this agreement the day and year above written.

THE RED DEER COMMUNITY FOUNDATION

THE CITY OF RED DEER

Per _____

Per _____

Per _____

Per _____

THIS AGREEMENT made in duplicate as of the ___ day of _____, 199__,
BETWEEN:

THE RED DEER COMMUNITY FOUNDATION
(herein called the "Foundation")

OF THE FIRST PART,

- and -

THE CITY OF RED DEER
(herein called the "City")

OF THE SECOND PART.

WHEREAS the Foundation is a society incorporated under the laws of the Province of Alberta for the purpose of receiving, investing and disbursing funds to charitable donees as defined under the provisions of the Income Tax Act (Canada);

AND WHEREAS the City is the holder of certain funds which it desires to place with the Foundation;

AND WHEREAS the City desires to establish with the Foundation a designated fund known as "**THE CHARLES HENRY SNELL SCHOLARSHIP FUND**" (herein called the "Fund") made up of monies from the City together with such other donations as from time to time may be made to the Fund;

AND WHEREAS the money deposited to the Fund shall become an endowment to the Foundation in the name of the City;

AND WHEREAS ownership of all contributions of money now or hereafter deposited to the Fund shall vest in the Foundation;

AND WHEREAS the City desires that the Foundation invest the capital of the Fund on account of the City upon the terms and conditions herein set out;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of these premises and One Dollar (\$1.00) and other good and valuable consideration, the sufficiency of which is acknowledged, the parties covenant and agree as follows;

1. The parties agree that the recitals herein shall form an integral part of this agreement.

2. The City hereby appoints the Foundation to have custody and management of the contributions which the City shall deposit with the Foundation from time to time. The Foundation shall exercise its best judgement in managing the capital funds and securities of the Fund and it is agreed that the Foundation shall incur no responsibility or liability for losses suffered nor shall it have any claim on profits realized.

3. The Foundation shall establish the Fund on its books to be known as "**THE CHARLES HENRY SNELL SCHOLARSHIP FUND**" to which it shall credit the capital funds and capital securities received from the City and all further donations, bequests, contributions and legacies which are directed to the Fund for the express purpose of paying the net income derived therefrom to the City.

4. The Foundation shall invest and reinvest all capital funds and securities and all monies deposited with it as part of its Consolidated Trust Fund and shall issue appropriate units therefore.

5. The Consolidated Trust Fund shall be invested in investments authorized for by law and by the by-laws of the Foundation.

6, (a) The Foundation may deduct from the gross income of the Fund any direct costs or expenses attributable entirely to the Fund or to the City;

(b) The Foundation may also allocate to the Fund the City's share of the general and administrative expenses of the Foundation and any fee or other costs paid to a trust company or bank as custodian and/or manager of the investments of the Foundation. Unless otherwise agreed, the share of administrative and general expenses that shall be allocated to the Fund shall be proportionate to the share that the gross income of the Fund for the year bears to the gross income of all the designated and general funds managed by the Foundation.

7. The net annual income from the Fund's portion of the Consolidated Trust Fund shall be paid to the City by the Foundation.

8. Each year and as soon as may be reasonably convenient after the close of the Foundation's fiscal year, the Foundation shall furnish to the City a statement showing:

a) particulars of the value of the units held by the Fund as at the close of the last fiscal year of the Foundation;

b) particulars of the income earned by the units in the Consolidated Trust Fund held by the Fund during the last fiscal year of the Foundation;

c) particulars of income paid and capital received during the Foundation's last fiscal year.

IN WITNESS WHEREOF the parties have executed this agreement the day and year above written.

THE RED DEER COMMUNITY FOUNDATION

THE CITY OF RED DEER

Per _____

Per _____

Per _____

Per _____

THIS AGREEMENT made in duplicate as of the ___ day of _____, 199__,
BETWEEN:

THE RED DEER COMMUNITY FOUNDATION
(herein called the "Foundation")

OF THE FIRST PART,

and

THE CITY OF RED DEER
(herein called the "City")

OF THE SECOND PART.

WHEREAS the Foundation is a society incorporated under the laws of the Province of Alberta for the purpose of receiving, investing and disbursing funds to charitable donees as defined under the provisions of the Income Tax Act (Canada);

AND WHEREAS the City is the holder of certain funds which it desires to place with the Foundation;

AND WHEREAS the City desires to establish with the Foundation a designated fund known as "**THE RED DEER HERITAGE FUND**" (herein called the "Fund") made up of \$50,000.00 from the City together with such other donations as from time to time may be made to the Fund;

AND WHEREAS the money deposited to the Fund shall become an endowment to the Foundation in the name of the City;

AND WHEREAS ownership of all contributions of money now or hereafter deposited to the Fund shall vest in the Foundation;

AND WHEREAS the City desires that the Foundation invest the capital of the Fund on account of the City upon the terms and conditions herein set out;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of these premises and One Dollar (\$1.00) and other good and valuable consideration, the sufficiency of which is acknowledged, the parties covenant and agree as follows:

1. The parties agree that the recitals hereto shall form an integral part of this Agreement.
2. The City hereby appoints the Foundation to have custody and management of the contributions which the City shall deposit with the Foundation from time to time. The Foundation shall exercise its best judgement in managing the capital funds and securities of the Fund and it is agreed that the Foundation shall incur no responsibility or liability for losses suffered nor shall it have any claim on *profits realized*.

3. The Foundation shall establish the Fund on its books to be known as "THE RED DEER HERITAGE FUND" to which it shall credit the capital funds and capital securities received from the City and all further donations, bequests, contributions and legacies which are directed to the Fund for the express purpose of paying the net income derived therefrom to the City.

4. The Foundation shall invest and reinvest all capital funds and securities and all monies deposited with it as part of its Consolidated Trust Fund and shall issue appropriate units therefore.

5. The Consolidated Trust Fund shall be invested in investments authorized for by law and by the by-laws of the Foundation.

6. (a) The Foundation may deduct from the gross income of the Fund any direct costs or expenses attributable entirely to the Fund or to the City;

(b) The Foundation may also allocate to the Fund the City's share of the general and administrative expenses of the Foundation and any fee or other costs paid to a trust company or bank as custodian and/or manager of the investments of the Foundation. Unless otherwise agreed, the share of administrative and general expenses that shall be allocated to the Fund shall be proportionate to the share that the gross income of the fund for the year bears to the gross income of all the designated and general funds managed by the Foundation.

7. The net annual income from the Fund's portion of the Consolidated Trust Fund shall be paid to the City by the Foundation.

8. Each year and as soon as may be reasonably convenient after the close of the Foundation's fiscal year, the Foundation shall furnish to the City a statement showing:

a) particulars of the value of the units held by the Fund as at the close of the last fiscal year of the Foundation;

b) particulars of the income earned by the units in the Consolidated Trust Fund held by the Fund during the last fiscal year of the Foundation;

c) particulars of income paid and capital received during the Foundation's last fiscal year.

IN WITNESS WHEREOF the parties have executed this agreement the day and year above written.

THE RED DEER COMMUNITY FOUNDATION

THE CITY OF RED DEER

Per _____

Per _____

Per _____

Per _____

WASKASOO MUSEUM FDN file
[Signature]

= 1205.

TRUST AGREEMENT made this 24th day of September, A.D. 1983.

B E T W E E N:

THE CITY OF RED DEER
(herein called "the City")

OF THE FIRST PART

- and -

WASKASOO MUSEUM FOUNDATION
(herein called "the Foundation")

OF THE SECOND PART

WHEREAS the City established the Red Deer 75th Anniversary Committee to administer Anniversary Projects to celebrate the City's 75th Anniversary;

AND WHEREAS all the Anniversary Projects have been completed and the Red Deer 75th Anniversary Committee has excess funds remaining;

AND WHEREAS the City desires to finalize the business of the Red Deer 75th Anniversary Committee to hold the surplus funds in trust and to expend such funds and any interest earned thereon for historic purposes;

NOW THEREFORE IN CONSIDERATION of the covenants herein contained, it is mutually agreed between the parties hereto that:

1. The City shall hold in trust and keep invested the sum of \$ 267,404.35 as of December 31/82 and such interest as may accumulate from time to time, being the excess funds presently held by the Red Deer 75th Anniversary Committee (which funds are hereinafter referred to as the 'Heritage Fund').

2. The City shall solicit or may receive the recommendation of the Foundation from time to time and shall not expend the Heritage Fund in any manner other than

as may be recommended by the Foundation for the purpose of preservation, interpretation and restoration of historical buildings, structures and sites in the City of Red Deer and immediate area including necessary research and studies relative to the above.

3. This agreement may be terminated by either of the parties hereto upon 60 days notice to the other party.

4. This trust shall be known as the "Red Deer 75th Anniversary Heritage Fund Trust".

IN WITNESS WHEREOF the City and the Trustee have hereunto set their hands and seals.

THE CITY OF RED DEER

Per: [Signature]

Per: [Signature]

WASKASOO MUSEUM FOUNDATION

Per: [Signature]

Per: [Signature]

CHAPMAN RIEBEEK SIMPSON CHAPMAN WANLESS
Barristers & Solicitors

THOMAS H. CHAPMAN, Q.C.*
NICK P. W. RIEBEEK*
DONALD J. SIMPSON
T. KENT CHAPMAN
GARY W. WANLESS*
GERI M. CHRISTMAN
ROBERT M. BLAIN**

208 Professional Building
4808 Ross Street
Red Deer, Alberta T4N 1X5
TELEPHONE(403)346-6603
TELECOPIER (403) 340-1280

* Denotes Professional Corporation
**Denotes Student-at-Law

Your file:
Our file: 17,264 THC

October 11, 1990

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

ATTENTION: Craig Curtis
Director of Community Services

Dear Sir:

Re: Waskasoo Museum Foundation and The Red Deer Heritage Fund

As requested, I enclose replacement agreement for execution between the City and the Foundation for your review. Kindly advise of any amendments you require.

Yours truly,



THOMAS H. CHAPMAN, Q.C.
THC/vjh
Enclosure

THIS AGREEMENT made this _____ day of _____, 1990,

BETWEEN:

THE CITY OF RED DEER
(herein called "the City")

OF THE FIRST PART

-and-

WASKASOO MUSEUM FOUNDATION
(herein called "the Foundation")

OF THE SECOND PART

WHEREAS the City established the Red Deer 75th Anniversary Committee to administer anniversary projects to celebrate the City's 75th anniversary;

AND WHEREAS upon completion of the anniversary projects, the City elected to hold the surplus funds in trust and to expend such funds and any interest earned thereon for historic purposes;

AND WHEREAS the City, by agreement dated the 26th day of September, 1983, entered into between the City and the Foundation, agreed to solicit and receive the recommendation of the Foundation from time to time with respect to the expenditure of such surplus funds;

AND WHEREAS the Council of the City approved a change of the name of "Red Deer 75th Anniversary Heritage Trust Fund" to the "Red Deer Heritage Fund" on the 22nd day of August, 1988;

AND WHEREAS the City has elected to deposit a portion of the Heritage Fund with the Red Deer Community Foundation;

NOW THEREFORE WITNESSETH THAT the parties hereto mutually agree together as follows:

1. The City shall continue to hold in trust and keep invested all funds which are deposited in

the Heritage Fund account, together with such interest as may accumulate from time to time, (which funds are hereinafter referred to as "Heritage Fund").

- 2. Notwithstanding the foregoing, the City may, from time to time, transfer to or deposit with the Red Deer Community Foundation, all or any portion of the Heritage fund.
- 3. The City shall solicit, or may receive the recommendation of the Foundation from time to time and shall not expend the Heritage fund and any interest earned thereon in any manner other than as may be recommended by the Foundation for the purposes of preservation, interpretation and restoration of historical buildings, structures and sites in the City of Red Deer and the immediately area surrounding the City, including necessary research and studies related to the above.
- 4. This agreement may be terminated by either of the parties upon sixty (60) days notice to the other party.
- 5. The agreement between the parties hereto dated the 26th day of September, 1983 is hereby terminated.

IN WITNESS WHEREOF the parties have executed this agreement the day and year above dated.

CITY OF RED DEER

Per: _____
(Mayor)

Per: _____
(City Clerk)

WASKASOO MUSEUM FOUNDATION

Per: _____

Per: _____

DATED: 1990

BETWEEN:

THE CITY OF RED DEER
(herein called "the City")
OF THE FIRST PART
-and-

WASKASOO MUSEUM FOUNDATION
(herein called "the Foundation")
OF THE SECOND PART

A G R E E M E N T

Chapman Riebeek Simpson Chapman Wanless
Barristers & Solicitors
#208, 4808 Ross Street
Red Deer, Alberta
T4N 1X5

File No. 17,264 THC

**THE PRINCESS MARGARET SCHOLARSHIP
IN THE FINE AND PERFORMING ARTS**

**IN COMMEMORATION OF
THE VISIT OF HER ROYAL HIGHNESS
THE PRINCESS MARGARET
TO RED DEER**

JULY 26, 1980

CITATION

The Princess Margaret Scholarship in the Fine and Performing Arts is awarded annually to recognize achievement of excellence in the arts, to assist recipients with further study in the arts, and to commemorate the visit of Her Royal Highness The Princess Margaret, Countess of Snowdon, to Red Deer, July 26, 1980, on the occasion of the 75th Anniversary of the Province of Alberta.

The Princess Margaret Scholarship in the Fine and Performing Arts has been made possible from an endowment fund established through generous financial contributions from the 75th Anniversary Committee for Red Deer, The City of Red Deer and many private donors.

ADMINISTRATIVE GUIDELINES

1. The Scholarship(s) shall be awarded to candidates in the fields of the fine and performing arts.
2. The Scholarship(s) shall be awarded to amateur status candidates at the post-secondary education level.
3. The Scholarship(s) may be awarded annually; however, if there are no candidates judged by the Selection Committee to be worthy recipients, the Scholarship may be withheld, in any one year.
4. The Scholarship Selection Committee appointed by Council of The City of Red Deer by resolution dated February 02, 1981, is a Committee of the Red Deer Allied Arts Council.
5. The Selection Committee shall be responsible for selecting a recipient or recipients.
6. Criteria for selection of recipients shall reflect the aims and purposes of the Scholarship.
7. Criteria for selection of recipients shall be set by the Selection Committee.
8. The value of the Scholarship(s) shall be not less than \$500.00.
9. A Scholarship Trust Fund shall be administered by the Red Deer Community Foundation.
10. Cost of administration, promotion and advertising, if necessary, shall be borne by the Red Deer Allied Arts Council.
11. In the event that the capital should become depleted, or interest generated be insufficient for payment of the Scholarship, The City of Red Deer shall provide the necessary financial assistance.

**CHARLES HENRY SNELL SCHOLARSHIP IN
SURVEYING ENGINEERING**

**IN COMMEMORATION OF
THE OCCASION OF THE 100TH BIRTHDAY OF
CHARLES HENRY SNELL, A.L.S., D.L.S., P.ENG**

1980

The Charles Henry Snell Scholarship in Surveying Engineering is an award for academic excellence presented annually to honour the contributions to his community and profession, and to commemorate the occasion of the 100th birthday of Mr. Charles Henry Snell, A.L.S., D.L.S., P.Eng.

The Charles Henry Snell Scholarship in Surveying Engineering has been made possible from an endowment fund established through generous contributions.

ADMINISTRATIVE GUIDELINES

1. The Scholarship(s) shall be awarded to candidates in the fields of Surveying Engineering and Engineering.
2. The Scholarship(s) shall be awarded to candidates at the post-secondary education level.
3. The Scholarship(s) may be awarded annually; however, if there are no candidates judged by the Selection Committee to be worthy recipients, the Scholarship may be withheld, in any one year.
4. The Scholarship Selection Committee appointed by Council of The City of Red Deer by resolution dated December 10, 1984, is the Red Deer Community College.
5. The Selection Committee shall be responsible for selecting a recipient or recipients.
6. Criteria for selection of recipients shall reflect the aims and purposes of the Scholarship.
7. Criteria for selection of recipients shall be set by the Selection Committee.
8. The value of the Scholarship(s) shall be not less than \$500.00.
9. A Scholarship Trust Fund shall be administered by the Red Deer Community Foundation.
10. Cost of administration, promotion and advertising, if necessary, shall be borne by The City of Red Deer.
11. In the event that the capital should become depleted, or interest generated be insufficient for payment of the Scholarship, The City of Red Deer shall provide the necessary financial assistance.

CRITERIA

1. To be awarded to a student entering Engineering at Red Deer College who has demonstrated outstanding ability in high school courses.
2. Must be a student entering First Year.
3. Must have a high average in Matriculation courses.
4. Must be a Canadian Citizen or a Landed Immigrant.

Commissioners' Comments

We would recommend Council approve the agreements as presented which is in accordance with Council's resolution of January 8, 1990.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

DATE: October 30, 1990
TO: Director of Community Services
FROM: City Clerk
RE: AGREEMENTS PERTAINING TO: PRINCESS MARGARET SCHOLARSHIP;
CHARLES HENRY SNELL SCHOLARSHIP; RED DEER HERITAGE FUND

Your report dated October 17, 1990 pertaining to the above topic was considered at the Council meeting of October 29, 1990 and at which meeting Council passed the following motion:

"RESOLVED that Council of the City of Red Deer having considered report dated October 17, 1990 from the Director of Community Services re administration of: Princess Margaret Scholarship; Charles Henry Snell Scholarship; Red Deer Heritage Fund; hereby agrees as follows:

To approve the agreements between the City and the Red Deer Community Foundation regarding the future administration and ownership of funds for the Red Deer Heritage Fund and the Princess Margaret and Charles Henry Snell Scholarships;

To approve the revised agreement between the City and the Waskasoo Museum Foundation regarding the Red Deer Heritage Fund;

To approve the revised and updated administrative guidelines for the Princess Margaret Scholarship in the Fine and Performing Arts, and the Charles Henry Snell Scholarship in Surveying Engineering."

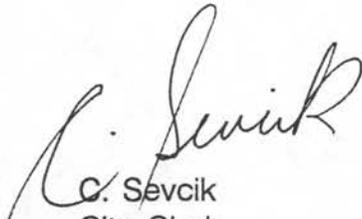
The decision of Council in this instance is submitted for your information and appropriate action.

I am enclosing herewith three copies of each agreement with the request that you secure the signatures of all parties to the agreement and subsequently return same for execution by The City.

Director of Community Services
Page 2
October 30, 1990

Also enclosed herewith are the revised and updated administrative guidelines for the Princess Margaret Scholarship in the Fine and Performing Arts and the Charles Henry Snell Scholarship in Surveying Engineering as approved by Council.

Trusting you will find this satisfactory,



C. Sevcik
City Clerk

CS/blm

cc Executive Assistant to the Mayor and Commissioner
Director of Financial Services
Museums Director
City Solicitor

THIS AGREEMENT made this _____ day of _____, 1990,
BETWEEN:

THE CITY OF RED DEER
(herein called "the City")

OF THE FIRST PART

- and -

WASKASOO MUSEUM FOUNDATION
(herein called "the Foundation")

OF THE SECOND PART

WHEREAS the City established the Red Deer 75th Anniversary Committee to administer anniversary projects to celebrate the City's 75th anniversary;

AND WHEREAS upon completion of the anniversary projects, the City elected to hold the surplus funds in trust and to expend such funds and any interest earned thereon for historic purposes;

AND WHEREAS the City, by agreement dated the 26th day of September, 1983, entered into between the City and the Foundation, agreed to solicit and receive the recommendation of the Foundation from time to time with respect to the expenditure of such surplus funds;

AND WHEREAS the Council of the City approved a change of the name of "Red Deer 75th Anniversary Heritage Trust Fund" to the "Red Deer Heritage Fund" on the 22nd day of August, 1988;

AND WHEREAS the City has elected to deposit a portion of the Heritage Fund with the Red Deer Community Foundation;

NOW THEREFORE WITNESSETH THAT the parties hereto mutually agree together as follows:

1. The City shall continue to hold in trust and keep invested all funds which are deposited in

the Heritage Fund account, together with such interest as may accumulate from time to time, (which funds are hereinafter referred to as "Heritage Fund").

2. Notwithstanding the foregoing, the City may, from time to time, transfer to or deposit with the Red Deer Community Foundation, all or any portion of the Heritage fund.
3. The City shall solicit, or may receive the recommendation of the Foundation from time to time and shall not expend the Heritage fund and any interest earned thereon in any manner other than as may be recommended by the Foundation for the purposes of preservation, interpretation and restoration of historical buildings, structures and sites in the City of Red Deer and the immediately area surrounding the City, including necessary research and studies related to the above.
4. This agreement may be terminated by either of the parties upon sixty (60) days notice to the other party.
5. The agreement between the parties hereto dated the 26th day of September, 1983 is hereby terminated.

IN WITNESS WHEREOF the parties have executed this agreement the day and year above dated.

CITY OF RED DEER

Per: _____
(Mayor)

Per: _____
(City Clerk)

WASKASOO MUSEUM FOUNDATION

Per: _____

Per: _____

DATED:

1990

BETWEEN:

THE CITY OF RED DEER

(herein called "the City")

OF THE FIRST PART

-and-

WASKASOO MUSEUM FOUNDATION

(herein called "the Foundation")

OF THE SECOND PART

A G R E E M E N T

Chapman Riebeek Simpson Chapman Wanless

Barristers & Solicitors

#208, 4808 Ross Street

Red Deer, Alberta

T4N 1X5

File No. 17,264 THC

THIS AGREEMENT made in duplicate as of the ___ day of _____, 199___,
BETWEEN:

THE RED DEER COMMUNITY FOUNDATION
(herein called the "Foundation")

OF THE FIRST PART,

and

THE CITY OF RED DEER
(herein called the "City")

OF THE SECOND PART.

WHEREAS the Foundation is a society incorporated under the laws of the Province of Alberta for the purpose of receiving, investing and disbursing funds to charitable donees as defined under the provisions of the Income Tax Act (Canada);

AND WHEREAS the City is the holder of certain funds which it desires to place with the Foundation;

AND WHEREAS the City desires to establish with the Foundation a designated fund known as "**THE RED DEER HERITAGE FUND**" (herein called the "Fund") made up of \$50,000.00 from the City together with such other donations as from time to time may be made to the Fund;

AND WHEREAS the money deposited to the Fund shall become an endowment to the Foundation in the name of the City;

AND WHEREAS ownership of all contributions of money now or hereafter deposited to the Fund shall vest in the Foundation;

AND WHEREAS the City desires that the Foundation invest the capital of the Fund on account of the City upon the terms and conditions herein set out;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of these premises and One Dollar (\$1.00) and other good and valuable consideration, the sufficiency of which is acknowledged, the parties covenant and agree as follows:

1. The parties agree that the recitals hereto shall form an integral part of this Agreement.

2. The City hereby appoints the Foundation to have custody and management of the contributions which the City shall deposit with the Foundation from time to time. The Foundation shall exercise its best judgement in managing the capital funds and securities of the Fund and it is agreed that the Foundation shall incur no responsibility or liability for losses suffered nor shall it have any claim on profits realized.

3. The Foundation shall establish the Fund on its books to be known as **"THE RED DEER HERITAGE FUND"** to which it shall credit the capital funds and capital securities received from the City and all further donations, bequests, contributions and legacies which are directed to the Fund for the express purpose of paying the net income derived therefrom to the City.

4. The Foundation shall invest and reinvest all capital funds and securities and all monies deposited with it as part of its Consolidated Trust Fund and shall issue appropriate units therefore.

5. The Consolidated Trust Fund shall be invested in investments authorized for by law and by the by-laws of the Foundation.

6. (a) The Foundation may deduct from the gross income of the Fund any direct costs or expenses attributable entirely to the Fund or to the City;

(b) The Foundation may also allocate to the Fund the City's share of the general and administrative expenses of the Foundation and any fee or other costs paid to a trust company or bank as custodian and/or manager of the investments of the Foundation. Unless otherwise agreed, the share of administrative and general expenses that shall be allocated to the Fund shall be proportionate to the share that the gross income of the fund for the year bears to the gross income of all the designated and general funds managed by the Foundation.

7. The net annual income from the Fund's portion of the Consolidated Trust Fund shall be paid to the City by the Foundation.

8. Each year and as soon as may be reasonably convenient after the close of the Foundation's fiscal year, the Foundation shall furnish to the City a statement showing:

a) particulars of the value of the units held by the Fund as at the close of the last fiscal year of the Foundation;

b) particulars of the income earned by the units in the Consolidated Trust Fund held by the Fund during the last fiscal year of the Foundation;

c) particulars of income paid and capital received during the Foundation's last fiscal year.

IN WITNESS WHEREOF the parties have executed this agreement the day and year above written.

THE RED DEER COMMUNITY FOUNDATION

THE CITY OF RED DEER

Per _____

Per _____

Per _____

Per _____

THIS AGREEMENT made in duplicate as of the ___ day of _____, 199__,
BETWEEN:

THE RED DEER COMMUNITY FOUNDATION
(herein called the "Foundation")

OF THE FIRST PART,

- and -

THE CITY OF RED DEER
(herein called the "City")

OF THE SECOND PART.

WHEREAS the Foundation is a society incorporated under the laws of the Province of Alberta for the purpose of receiving, investing and disbursing funds to charitable donees as defined under the provisions of the Income Tax Act (Canada);

AND WHEREAS the City is the holder of certain funds which it desires to place with the Foundation;

AND WHEREAS the City desires to establish with the Foundation a designated fund known as "**THE PRINCESS MARGARET SCHOLARSHIP FUND**" (herein called the "Fund") made up of monies from the City together with such other donations as from time to time may be made to the Fund;

AND WHEREAS the money deposited to the Fund shall become an endowment to the Foundation in the name of the City;

AND WHEREAS ownership of all contributions of money now or hereafter deposited to the Fund shall vest in the Foundation;

AND WHEREAS the City desires that the Foundation invest the capital of the Fund on account of the City upon the terms and conditions herein set out;

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3. The Foundation shall establish the Fund on its books to be known as the **"PRINCESS MARGARET SCHOLARSHIP FUND"** to which it shall credit the capital funds and capital securities received from the City and all further donations, bequests, contributions and legacies which are directed to the Fund for the express purpose of paying the net income derived therefrom to the City.

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c) particulars of income paid and capital received during the Foundation's last fiscal year.

IN WITNESS WHEREOF the parties have executed this agreement the day and year above written.

THE RED DEER COMMUNITY FOUNDATION

Per _____

Per _____

THE CITY OF RED DEER

Per _____

Per _____

THIS AGREEMENT made in duplicate as of the ___ day of _____, 199___,
BETWEEN:

THE RED DEER COMMUNITY FOUNDATION
(herein called the "Foundation")

OF THE FIRST PART,

- and -

THE CITY OF RED DEER
(herein called the "City")

OF THE SECOND PART.

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AND WHEREAS the City is the holder of certain funds which it desires to place with the Foundation;

AND WHEREAS the City desires to establish with the Foundation a designated fund known as "**THE CHARLES HENRY SNELL SCHOLARSHIP FUND**" (herein called the "Fund") made up of monies from the City together with such other donations as from time to time may be made to the Fund;

AND WHEREAS the money deposited to the Fund shall become an endowment to the Foundation in the name of the City;

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2. The City hereby appoints the Foundation to have custody and management of the contributions which the City shall deposit with the Foundation from time to time. The Foundation shall exercise its best judgement in managing the capital funds and securities of the Fund and it is agreed that the Foundation shall incur no responsibility or liability for losses suffered nor shall it have any claim on profits realized.

3. The Foundation shall establish the Fund on its books to be known as "**THE CHARLES HENRY SNELL SCHOLARSHIP FUND**" to which it shall credit the capital funds and capital securities received from the City and all further donations, bequests, contributions and legacies which are directed to the Fund for the express purpose of paying the net income derived therefrom to the City.

4. The Foundation shall invest and reinvest all capital funds and securities and all monies deposited with it as part of its Consolidated Trust Fund and shall issue appropriate units therefore.

5. The Consolidated Trust Fund shall be invested in investments authorized for by law and by the by-laws of the Foundation.

6, (a) The Foundation may deduct from the gross income of the Fund any direct costs or expenses attributable entirely to the Fund or to the City;

(b) The Foundation may also allocate to the Fund the City's share of the general and administrative expenses of the Foundation and any fee or other costs paid to a trust company or bank as custodian and/or manager of the investments of the Foundation. Unless otherwise agreed, the share of administrative and general expenses that shall be allocated to the Fund shall be proportionate to the share that the gross income of the Fund for the year bears to the gross income of all the designated and general funds managed by the Foundation.

7. The net annual income from the Fund's portion of the Consolidated Trust Fund shall be paid to the City by the Foundation.

8. Each year and as soon as may be reasonably convenient after the close of the Foundation's fiscal year, the Foundation shall furnish to the City a statement showing:

a) particulars of the value of the units held by the Fund as at the close of the last fiscal year of the Foundation;

b) particulars of the income earned by the units in the Consolidated Trust Fund held by the Fund during the last fiscal year of the Foundation;

c) particulars of income paid and capital received during the Foundation's last fiscal year.

IN WITNESS WHEREOF the parties have executed this agreement the day and year above written.

THE RED DEER COMMUNITY FOUNDATION

THE CITY OF RED DEER

Per _____

Per _____

Per _____

Per _____

November 27, 1989

TO: Morris Flewelling, Museum Director
FROM: Kelly Kloss, Assistant City Clerk
RE: Waskasoo Museum Foundation - Amending Agreement

On September 26, 1983, the City and the Waskasoo Museum Foundation entered into a Trust Agreement for the purpose of administering Anniversary Projects to celebrate the City's 75th Anniversary.

On August 22 1988, Council passed a resolution to approve the name change of "The Red Deer 75th Anniversary Heritage Fund Trust" to "The Red Deer Heritage Fund".

Attached are three copies of the appropriate amending agreement which reflects the above change. Please have representatives from the Waskasoo Museum Foundation sign the copies then return same to the undersigned for final execution. One copy will be returned for your file.

If you have any questions, please call.



K. Kloss
Assistant City Clerk

AMENDING TRUST AGREEMENT made this day of , A. D. 19

BETWEEN:

THE CITY OF RED DEER
(herein called "the City")

OF THE FIRST PART

- and -

WASKASOO MUSEUM FOUNDATION
(herein called "the Foundation")

OF THE SECOND PART

WHEREAS the City and the Waskasoo Museum Foundation have entered into a Trust Agreement dated the 26th day of September, A. D. 1983, to administer Anniversary Projects to celebrate the City's 75th Anniversary;

AND WHEREAS the parties hereto have agreed to amend the name of the trust fund;

WITNESSETH that in consideration of the mutual agreements herein made, IT IS AGREED BY AND BETWEEN THE PARTIES HERETO that the Trust Agreement shall be amended as follows, namely:

The existing name of the Trust Fund, "Red Deer 75th Anniversary Heritage Fund Trust" be deleted in full and replaced by the following: "THE RED DEER HERITAGE FUND".

The terms of the Trust Agreement dated the 26th day of September, A. D. 1983, are in all other respects confirmed.

IT IS HEREBY DECLARED AND AGREED by the parties hereto that this Amending Trust Agreement shall, from the date hereof, be read and construed and be treated as a part of the Trust Agreement made the 26th day of September, A. D. 1983, which Agreement, together with all of its covenants and provisions shall remain in full force and effect.

THIS AGREEMENT shall enure to the benefit of and be binding upon the parties hereto.

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the day and in the year first above written.

THE CITY OF RED DEER

PER: _____

WASKASOO MUSEUM FOUNDATION

PER; _____

TOWING CONTRACT AMENDMENT

THIS AGREEMENT made this 9 day of May, A.D. 1986.

BETWEEN:

THE CITY OF RED DEER
(hereinafter called "the City")

OF THE FIRST PART

- and -

KEY TOWING & STORAGE (1983) LTD.
(hereinafter called "the Contractor")

OF THE SECOND PART

WHEREAS the City and the Contractor have entered into a Towing-
Contract and dated the 13th day of August, A.D. 1985;
Trust Agreement to administer Anniversary Projects to celebrate the City's 75th Ann.

AND WHEREAS the parties hereto have agreed to amend ~~certain of~~
the name of the trust fund;
~~the terms of the said Contract;~~

WITNESSETH that in consideration of the ~~premises and~~ mutual agree-
ments herein made, IT IS AGREED by and between the parties hereto that the
Waskasoo Trust Agreement
Towing Contract shall be amended ~~and varied~~ as follows, namely:

The existing Paragraph 20 of the said Towing Contract is deleted
in full and replaced by the following Paragraph 20:

20. "The Contractor agrees that any vehicle which may be disposed of
pursuant to the provisions of The Motor Vehicle Administration Act and The
Alberta Vehicle Disposal Program shall be so disposed of."

*The existing name of the Trust Fund be
deleted in full and replaced by the following:
"THE RED DEER HERITAGE FUND"*

*dated the 26th day of
September, A.D. 1983*

*Waskasoo Museum
Foundation*

The existing Paragraph 21 is hereby deleted in full and replaced by the following Paragraph 21:

21. "The Contractor agrees that any vehicle which cannot be disposed of pursuant to the provisions of The Motor Vehicle Administration Act and The Alberta Vehicle Disposal Program shall be brought to the immediate attention of the Development Officer for the City of Red Deer or a member of the By-Law Department of the City of Red Deer in order that the vehicle shall be disposed of in accordance with procedures established by the City of Red Deer Development Officer. The Contractor agrees to comply with such procedures as may be established from time to time."

¹⁹⁸³
~~1985~~ The terms of the Towing Contract dated the ²⁶ ~~13th~~ day of ^{Sept} ~~August~~, are in all other respects confirmed.

IT IS HEREBY DECLARED AND AGREED by the parties hereto that this Amending Agreement shall, from the date hereof, be read and construed and be treated as a part of the ^{Just Agreement} ~~Towing Contract~~ Agreement made the ²⁶ ~~13th~~ day of ^{Sept} ~~August~~, A.D. ⁸³ ~~1985~~, which Agreement, together with all of its covenants and provisions, shall remain in full force and effect.

THIS AGREEMENT shall enure to the benefit of and be binding upon the parties hereto.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

THE CITY OF RED DEER
PER: [Signature]
PER: [Signature]
CONTRACTOR
PER: [Signature]



THE CITY OF RED DEER

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

*Waskasoo Museum
Foundation*

FILE No.

City Clerk's Department 342-8132

August 23, 1988

Waskasoo Museum Foundation
Box 800
Red Deer, Alberta

Attention: F. Morris Flewelling

Dear Sir:

RE: AMENDMENT TO AGREEMENT/NAME CHANGE/RED DEER HERITAGE FUND

Your letter of August 10, 1988, was presented to Red Deer City Council at their meeting on August 22, 1988, at which time the following resolution was passed:

"RESOLVED that Council of The City of Red Deer having considered correspondence from the Waskasoo Museum Foundation re: Red Deer 75th Anniversary Heritage Fund Trust hereby approve the name change of "The Red Deer 75th Anniversary Heritage Fund Trust" to "The Red Deer Heritage Fund" and that the Mayor and City Clerk be directed to sign on behalf of the City the appropriate amending agreement, and as recommended to Council August 22, 1988."

The above is submitted for your information. By way of a copy of this letter, we are requesting the Dir. of Community Services to ensure the appropriate amendment is prepared and executed by the parties involved.

Trusting you will find this satisfactory.

Sincerely,

K. Kloss
Assistant City Clerk
/ds
c.c. Dir. of Community Services
Mr. A. Armstrong

Charlie Sevak
Please arrange for the
Small name change in
the agreement
(You already done)
Thank.
[Signature]

RECEIVED
AUG 26 1988
REGISTRY

file

DATE: June 14, 1988 CS-1.697
TO: MORRIS FLEWELLING
Museums Director
FROM: CRAIG CURTIS
Director of Community Services
RE: WASKASOO MUSEUM FOUNDATION and
THE RED DEER HERITAGE FUND
Your memo dated June 9, 1988 refers.

Thank you for your memorandum outlining previous expenditures from the Red Deer 75th Anniversary Heritage Trust Fund. I certainly believe that the name should be changed to remove reference to the 75th Anniversary. This fund, as it grows from interest and private donations, may then be "legitimately" used to match other provincial funds.



CRAIG CURTIS

CC:dmg

c. Lowell Hodgson, Recreation Manager



WASKASOO MUSEUM FOUNDATION

Waskasoo Museum Foundation
↗

August 10, 1988

Mayor R. McGhee
The City of Red Deer
Box 5008
Red Deer, Alberta
T4N 3T4

Your Worship;

Re: Red Deer 75th Anniversary
Heritage Fund Trust

It has come to our attention that the official title of the fund is seldom used and that it is a constant reminder that the funds originated from the Province of Alberta. It has been proposed that the name be changed to the more commonly used Red Deer Heritage Fund. The members of the Board of Directors of the Waskasoo Museum Foundation considered this matter at their August 9th Board meeting and on motion of Moore/McDermott have approved the name change from the Red Deer 75th Anniversary Heritage Fund Trust to the Red Deer Heritage Fund.

If the City of Red Deer as the alternate party in the agreement has no objection, would you please arrange for the appropriate amendment to the agreement. The original agreement is dated September 26, 1983.

If you require further information, please do not hesitate to call at 343-6844.

FMF/mdf

c.c. Armstrong
Curtis

Yours truly

F. Morris Flewelling
F. Morris Flewelling
Secretary

WASKASOO MUSEUM Fdn file
= 1005.

TRUST AGREEMENT made this 26th day of September....., A.D. 1983.

B E T W E E N:

THE CITY OF RED DEER
(herein called "the City")

OF THE FIRST PART

- and -

WASKASOO MUSEUM FOUNDATION
(herein called "the Foundation")

OF THE SECOND PART

WHEREAS the City established the Red Deer 75th Anniversary Committee to administer Anniversary Projects to celebrate the City's 75th Anniversary;

AND WHEREAS all the Anniversary Projects have been completed and the Red Deer 75th Anniversary Committee has excess funds remaining;

AND WHEREAS the City desires to finalize the business of the Red Deer 75th Anniversary Committee to hold the surplus funds in trust and to expend such funds and any interest earned thereon for historic purposes;

NOW THEREFORE IN CONSIDERATION of the covenants herein contained, it is mutually agreed between the parties hereto that:

1. The City shall hold in trust and keep invested the sum of \$ 267,404.35 as of December 31/82 and such interest as may accumulate from time to time, being the excess funds presently held by the Red Deer 75th Anniversary Committee (which funds are hereinafter referred to as the "Heritage Fund").

2. The City shall solicit or may receive the recommendation of the Foundation from time to time and shall not expend the Heritage Fund in any manner other than

as may be recommended by the Foundation for the purpose of preservation, interpretation and restoration of historical buildings, structures and sites in the City of Red Deer and immediate area including necessary research and studies relative to the above.

3. This agreement may be terminated by either of the parties hereto upon 60 days notice to the other party.

4. This trust shall be known as the "Red Deer 75th Anniversary Heritage Fund Trust".

IN WITNESS WHEREOF the City and the Trustee have hereunto set their hands and seals.

THE CITY OF RED DEER

Per: _____

Per: _____

WASKASOO MUSEUM FOUNDATION

Per: _____

Per: _____

NOV 14 1989

TO Tom Chapman
City Solicitor

FROM Cheryl Adams
DEPT. City Clerk's
DATE Nov. 14 1989

RE Amending Trust Agreement

MESSAGE

Could your office please review the attached as noted above regarding legalities. Also attached is a copy of the original agreement

This item is required by no later than Nov. 20/89.

Thank You

REPLY

DATE _____ 19 _____

Cheryl.
Nov 20/89.

The above is OK.

Atkinson

NO. 3

135-059

DATE: October 19, 1990

TO: City Clerk

FROM: Engineering Department Manager

RE: **DEVELOPMENT AGREEMENT FOR AVALON HOMES LTD.
KENTWOOD PHASE 3A**

This proposed development is located in the Kentwood Subdivision, and consists of 12 duplex lots.

The off-site, recreation, oversize, boundary, and various administrative charges for this development are \$204,378.26.

As a condition of the Land Exchange Agreement between The City of Red Deer and Avalon Homes Ltd., the City agreed to pay Avalon Homes for utility mains and a gravel lane which would be utilized by Kentwood Phase 2. The total amount payable by the City is \$119,825.80.

Therefore, the net amount payable by Avalon Homes is \$84,552.46.

Performance Assurance in the form of a Letter of Credit in the amount of \$32,075 will be required to cover the cost of deferred construction (lane) and subdivision maintenance.

Attached are Part Four - Summary of Costs and Part Ten - Schedule G, Security Requirements for this Development Agreement, itemizing the various costs.

Authorization of Council for the Administration to execute this Agreement is respectfully requested.


Ken G. Haslop, P. Eng.
Engineering Department Manager

SS/emg
Att.

c.c. UMA Engineering Ltd.

Commissioners' Comments

We would recommend Council approve the Development Agreement as presented and authorize the Administration to execute said agreement.

"R.J. MCGHEE"

Mayor

"M.C. DAY"

City Commissioner

PART FOUR - SUMMARY OF COSTS

4.1 DEVELOPER'S COSTS

4.1.1 The Developer shall pay in full to the City on or before the execution date of this Agreement, unless otherwise provided herein, the following sums. Calculations for these amounts are included in Schedule D, made part hereof:

Item	Charges	Total Cost	Payments to be Made on Execution of Agreement	Deferred Payments
a.	Off-site	\$ 18,416.16	\$ 18,416.16	\$ 0
b.	Interest on Deferred Off-site Levy Payment	\$ 0	\$ 0	\$ 0
c.	Recreation	\$ 3,823.55	\$ 3,823.55	\$ 0
d.	Boundary Improvement	\$ 150,479.64	\$ 119,954.64	\$ 30,525.00
e.	Area Improvement	\$ 14,711.91	\$ 14,711.91	\$ 0
f.	E. L. & P.	\$ 14,800.00	\$ 14,800.00	\$ 0
g.	Administration	\$ 2,000.00	\$ 2,000.00	\$ 0
h.	Survey Network	\$ 147.00	\$ 147.00	\$ 0
i.	City Connection(s)	\$ 0	\$ 0	\$ 0
j.	GST (item d) (Deferred payment)	\$ 0	\$ 0	\$ 1,550.00
k.	Money in lieu of Reserve Dedication	\$ 0	\$ 0	\$ 0
TOTAL PAYMENTS BY DEVELOPER		<u>\$ 204,378.26</u>	<u>\$ 173,853.26</u>	<u>\$ 32,075.00</u>

4.1.2 In the case where City facilities are not constructed prior to the date of signing of the Development Agreement, the Developer may elect to pay 50% of the costs referred to in Items 4.1 e and 4.1 h on or before the date of execution of this Agreement and the remaining 50% upon completion of the work (with the exception of the streetlight work which may not be completed). The completion date(s) will be established by the City.

4.1.3 If the Net Area of the Development is greater than 2.0 ha, the Developer may elect to pay to the City 25% of the cost referred to in Item 4.1.1 a on or before the execution of this Agreement and the remaining 75% before the expiry of 1 year from the date of execution of this Agreement. Where this payment option is applied, the Developer agrees to pay interest (at a rate determined by the City's Director of Financial Services) on the outstanding balance.

4.1.4 DEVELOPER'S PAYMENT SCHEDULE

a.	Amount payable upon Agreement execution	\$ 173,853.26
b.	Balance payable upon completion of City Power (reference Clause 4.1.2)	\$ 0
c.	Approximate balance payable upon completion of gravel lanes, G.S.T., and subdivision maintenance (To be based on final costs)	\$ 32,075.00

4.1.5 The Developer shall provide to the City an Irrevocable Letter of Credit in a form satisfactory to the City and in the full amount of the unpaid balance under Clause 4.1.4 b, c, d, and e. Said Letter of Credit shall be effective for a period of one year and shall automatically renew for additional, successive, one year periods until the City authorizes its lapse in writing. The City may draw on the Letter of Credit should the Developer default in making payments stipulated under Clause 4.1.4. The Letter of Credit may be reduced as payments are made but must, at all times, cover the full unpaid balance previously referred to.

4.1.6 The outstanding costs referred to in Clause 4.1.4 are subject to, and the Developer agrees to pay, a 1½% per month interest penalty if not paid to the City within 30 days of the date they become due.

4.1.7 Where, as a result of a delay by the Developer, the City is required to construct services at a time other than the time for which work was originally scheduled, and such work is done, or expected to be done, under frozen ground conditions, or the delay is longer than three months, then the City, with prior notice to and approval of the Developer, shall be entitled to charge, and the Developer agrees to pay to the City, on demand, any increased costs incurred or estimated to be incurred by the City, to complete such construction.

When dealing with the City E. L. & P. Department, the increased cost will be based on an estimate basis only. If the Developer does not approve the cost increase, the City will not be obliged to proceed with construction until this matter is resolved to the satisfaction of both parties.

4.1.8 The City and the Developer agree that once the legal subdivision plan has been released for registration in the Land Titles Office, there will be no refund of monies paid to the City by the Developer, should the Developer fail to proceed with the approved Development, and such funds retained by the City shall be deemed to be liquidated damages, and not as penalty or forfeiture.

4.2 CITY'S COSTS

4.2.1 The City shall pay to the Developer the following amounts as outlined in Clause 4.2.2. Calculations for these amounts are included in Schedule E, made part hereof:

a.	Trunk Utilities	\$ 0
b.	Oversize Utilities	\$ 0
c.	Oversize Roadways	\$ 0
d.	Boundary Improvement Charge	\$ 104,446.88
e.	Area Contribution Charge	\$ <u>15,378.92</u>

TOTAL PAYABLE BY THE CITY \$ 119,825.80

4.2.2

The City shall pay to the Developer, 50% of the costs referred to in Clause 4.2.1 upon the execution date of this Agreement, and the remaining 50% of the costs upon issuance by the City of the applicable Construction Completion Certificate. The City's payment schedule is illustrated in the following table:

CITY'S PAYMENT SCHEDULE

Amount payable upon Agreement execution \$ 119,825.80

Balance payable upon issuance of
Construction Completion Certificate(s) \$ 0

SCHEDULE GSECURITY REQUIREMENTS1.0 SECURITY REQUIREMENTS FOR MUNICIPAL IMPROVEMENTS
CONSTRUCTED BY DEVELOPEREstimated Cost of Construction Pursuant to Clause 2.12 e.:

	<u>ESTIMATED COST</u>
Water	\$ 0
Sanitary	\$ 0
Storm	\$ 0
Services	\$ 0
Roadways	\$ 0
Sidewalks	\$ 0
Lanes	\$ 0
Landscaping	<u>\$ 0</u>
TOTAL	<u>\$ 0</u>

Security Requirements Pursuant to Clauses 5.1.1 and 5.1.2:

25% of Total Cost noted above (minimum \$30,000)	\$ 0
---	------

2.0 SECURITY REQUIREMENTS FOR UNPAID DEVELOPMENT COSTS

Unpaid portion of Lighting and Power Charge	\$ 0
Unpaid portion of City Connection Charge	\$ 0
Unpaid portion of Boundary Improvement, including G.S.T. and Maintenance Allowance	<u>\$32,075.00</u>
Total Security Requirement Pursuant to Clause 4.1.6	<u>\$32,075.00</u>

3.0 <u>TOTAL SECURITY REQUIRED</u>	<u>\$ 32,075.00</u>
------------------------------------	---------------------

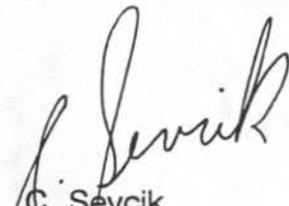
DATE: October 30, 1990
TO: Engineering Department Manager
FROM: City Clerk
RE: DEVELOPMENT AGREEMENT FOR AVALON HOMES LTD
KENTWOOD PHASE IIIA

Your report pertaining to the above topic was considered at the Council meeting of October 29, 1990 and at which meeting Council passed the following motion approving the said development agreement:

"RESOLVED that Council of the City of Red Deer hereby approves the development agreement between Avalon Homes Ltd. and the City of Red Deer pertaining to Kentwood Phase IIIA as presented to Council October 29, 1990 and hereby authorizes the Administration to execute said agreement on behalf of the City."

The decision of Council in this instance is submitted for your information and appropriate action.

I trust that you will insure appropriate documents are prepared and executed by both parties. Trusting you will find this satisfactory,



C. Sevcik
City Clerk

CS/blm

cc Director of Financial Services
Director of Community Services
City Assessor
Principal Planner
Bylaws and Inspections Manager

NO. 4

DATE: October 10, 1990
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: NOISE BYLAW

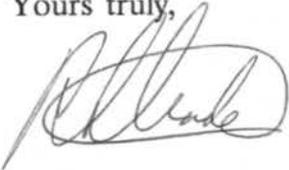
FILE NO.

The R.C.M.P. have advised us that there have been some problems determining ownership of property when dealing with the above bylaw.

Mr. Chapman has prepared the attached amendment, which will deal with this problem.

We recommend that Council amend the Noise Bylaw, as proposed.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs

Commissioners' Comments

We would recommend Council give the amending bylaw three readings at this meeting.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

DATE: October 30, 1990
TO: Bylaws and Inspections Manager
FROM: City Clerk
RE: NOISE BYLAW AMENDMENT NO. 2626/A-90

Your report dated October 10, 1990 advising that the R.C.M.P. have had some problems determining ownership of property when dealing with the noise bylaw, received consideration at the Council meeting of October 29, 1990.

At the aforementioned meeting Council gave three readings to Amending Bylaw 2626/A-90 a copy of which is enclosed herewith. This bylaw amendment comes into effect immediately.

Trusting you will find this satisfactory,



C. Sevcik
City Clerk

CS/blm
Encl.

cc Inspector Beaton

NO. 5

DATE: October 11, 1990
 TO: City Clerk
 FROM: Bylaws and Inspections Manager
 RE: LICENSING BYLAW

FILE NO.

Could you arrange to have the following matter placed before Council, for their consideration?

When the 1991 licenses were being prepared, we noted several errors in the Schedule of Fees.

Item 3	Amusement Arcade	Non-resident - Should read N/A.
Item 13	Cleaner Dryers	Resident - Should read N/A.
Item 30	Westerner Exposition	- #2 - last line should read \$330 per day

Yours truly,



R. Strader
 Bylaws and Inspections Manager
 BUILDING INSPECTION DEPARTMENT

RS/vs

Commissioners' Comments

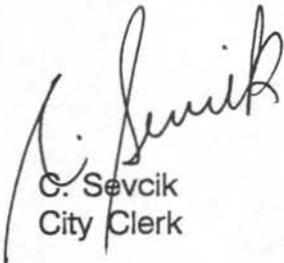
We would recommend Council give three readings to the amending bylaw which in effect is of a housekeeping nature.

"R. J. MCGHEE"
 Mayor

"M. C. DAY"
 City Commissioner

DATE: October 30, 1990
TO: Bylaws and Inspections Manager
FROM: City Clerk
RE: LICENSING BYLAW AMENDMENT NO. 2846/D-90

Your report dated October 11, 1990 pertaining to the above noted Amending Bylaw received consideration at the Council meeting of October 29, 1990 and at which meeting said bylaw was given three readings. I am enclosing herewith a copy of the bylaw as finally passed by Council. Revised pages for your office consolidation copy will be sent to you under separate cover. Trusting you will find this satisfactory,



C. Sevcik
City Clerk

CS/blm
Encl.

cc Inspector Beaton
City Solicitor

NO. 6

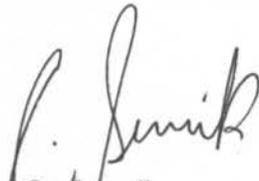
DATE: October 23, 1990
TO: City Council
FROM: City Clerk
RE: PROPOSED DISPOSAL OF PUBLIC RESERVE
ADJACENT 78 FLAGSTAFF CLOSE

At the Council meeting of June 11, 1990, a resolution was passed indicating Council's intention to dispose of public reserve adjacent to 78 Flagstaff Close as outlined in the attached plan and described as follows:

"All that portion of Lot 3MR Block 10 Plan 892-2209, lying within the limits of Lot 1A Block 1 Plan containing 0.001 ha., more or less. Excepting thereout all mines and minerals."

The proposed disposal has been advertised and posted on the site in accordance with the requirements of the Planning Act. No objection to the proposed disposal were received by the deadline Monday October 22, 1990, and therefore a public hearing is not required.

This is submitted for Council's information only.



C. Sevcik
City Clerk

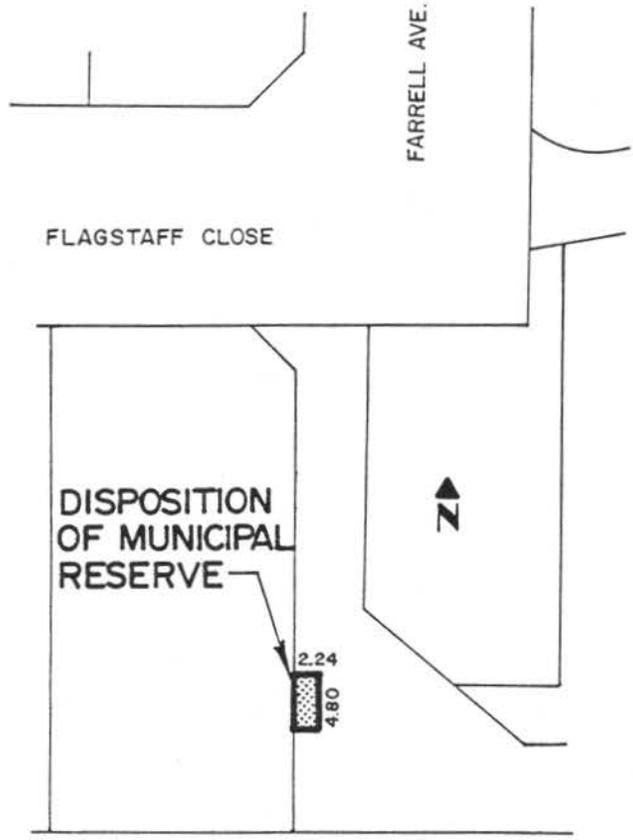
CS/blm

Commissioners' Comments

Submitted for Council's information only.

"R. J. MCGHEE"
Mayor

"M. C. DAY"
City Commissioner



"PLAN"

Pursuant to the provisions of The Planning Act, Chapter P-9, R.S.A. 1980 of the Province of Alberta, the Council of The City of Red Deer, at its meeting of June 11, 1990, passed a resolution indicating its intention to dispose of the public reserve as outlined in the above noted plan and described as follows:-

"All that portion of Lot 3 M.R., Block 10, Plan 892-2209, lying within the limits of Lot 1A, Block 1, Plan 0.001 ha, more or less."

Excepting thereout all Mines and Minerals."

If no objection to the proposed disposal of public reserve, as noted above, is received by MONDAY, October 22nd, 1990, the Council of The City of Red Deer will proceed without further notice.

However, if any objection to the proposed disposal of public reserve, as noted above, is received by the City Clerk no later than MONDAY, October 22nd, 1990, a Public Hearing will be held in the Council Chambers, City Hall, Red Deer, on MONDAY, October 29th, 1990 commencing at 7:00 p.m. or as soon thereafter as Council may determine.

C. SEVCIK
CITY CLERK

POSTED on site this day of October A. D. 1990

Signature



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

August 30, 1990

Mr. Rod McWilliam
78 Flagstaff Close
Red Deer, Alberta
T4N 6V1

Dear Mr. McWilliam:

RE: SUBDIVISION OF PART OF LOT 3, BLOCK 10, PLAN 892-2209

Further to City correspondence with you on July 24, 1990 and City Council Resolution of July 23, 1990.

Please be advised that if you wish to purchase the land that your retaining wall is situated on, your costs will be as follows:

Subdivision survey & Prepare Sub'd Plan	\$ 900.00
Application Fee to Red Deer Reg. Planning	60.00
Approval Fee to Red Deer Reg. Planning	60.00
Land Titles - registration fee for Plan and Transfer	190.00
Advertising & Zoning Fees (estimated)	600.00
Land Price 118.4 Sq. Ft. X \$1,80	<u>213.12</u>
TOTAL	\$2,023.12

Please advise if you wish to proceed with this Subdivision and purchase. We would appreciate your decision before September 10, 1990.

Thank You.

Yours truly,

William F. Lees
Land Supervisor

WFL/dm

✓ cc City Clerk



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6196

City Clerk's Department 342-8132

July 24, 1990

Mr. Rod McWilliam
78 Flagstaff Close
RED DEER, Alberta
T4N 6V1

Dear Mr. McWilliam:

RE: RETAINING WALL - LICENSE TO OCCUPY

Further consideration was given to the above matter at the Council meeting of July 23, 1990 and at which meeting Council passed the following motion.

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Rod McWilliam dated June 1, 1990 re: License to Occupy - Retaining Wall/78 Flagstaff Close, hereby approves sale of a portion of Municipal Reserve adjacent to 78 Flagstaff Close to Mr. Rod McWilliam subject to the terms and conditions as outlined by the administration, as submitted on the Council Agenda of July 23, 1990;

Council further agrees that should Mr. McWilliam not wish to proceed with the purchase of these lands, Mr. McWilliam be directed that the portion of his retaining wall which is constructed on Municipal Reserve be removed by September 1, 1990;

and as presented to Council July 23, 1990."

As noted in the above resolution, the approval to sell a portion of the Municipal Reserve adjacent to 78 Flagstaff Close is subject to the terms and conditions outlined by the administration. In this regard, I am enclosing herewith all administrative comments which appeared on the Council agenda of July 23, 1990 (pages 1-16).

....2



*a delight
to discover!*

*I phoned Bill Lees Aug 22 he will
contact Rod McWilliam immediately
as no response has been received
to date.*

Mr. Rod McWilliam
July 24, 1990
Page 2

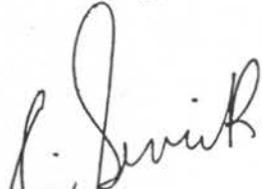
If you wish to proceed with the purchase of these lands, we would request that you acknowledge acceptance of the terms and conditions by signing the enclosed copy of this letter and return same to this office at your earliest convenience. As further noted in the resolution, should you not wish to proceed with the purchase of the lands, the retaining wall is to be removed by no later than September 1, 1990.

*follow up
if no reply*

If you have any questions, please do not hesitate to contact the undersigned, and we await your response as to whether or not you wish to proceed with the purchase of said lands.

Trusting you will find this satisfactory.

Sincerely,


C. SEVCIK
City Clerk

*If he agrees to
purchase:*

- ① - Reserve Disposal
- ② - Redesignation

CS/jt

Enc.

c.c. Director of Community Services
Parks Manager
Engineering Department Manager
City Assessor
Recreation, Parks & Culture Board
Red Deer Regional Planning Commission, Principal Planner

City Clerk

September 20, 1990

Mr. R. McWilliam
78 Flagstaff Close
RED DEER, Alberta
T4N 6V1

COPY

Dear Mr. McWilliam:

RE: SUBDIVISION OF PT. LOT 3, BLOCK 10, PLAN 892-2209

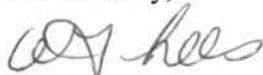
Further to our conversation of September 19, 1990, we advise that we are proceeding to City Council's meeting scheduled for October 1, 1990, for Council's approval of a resolution to rezone (M.R. to R1) and to cancel the Municipal Reserve designation for that portion of the Municipal Reserve lot which is to be consolidated with your existing title by Plan of Survey.

The City Clerk's Department will advise you of the advertising and zoning fees.

We understand you will be dealing directly with Bemoco Survey with regards to the subdivision application, survey plan and the charges for these services.

Once the survey plan is ready to be sent for registration, we will prepare the necessary land transfer and request the land payment as indicated in our correspondence of August 30, 1990.

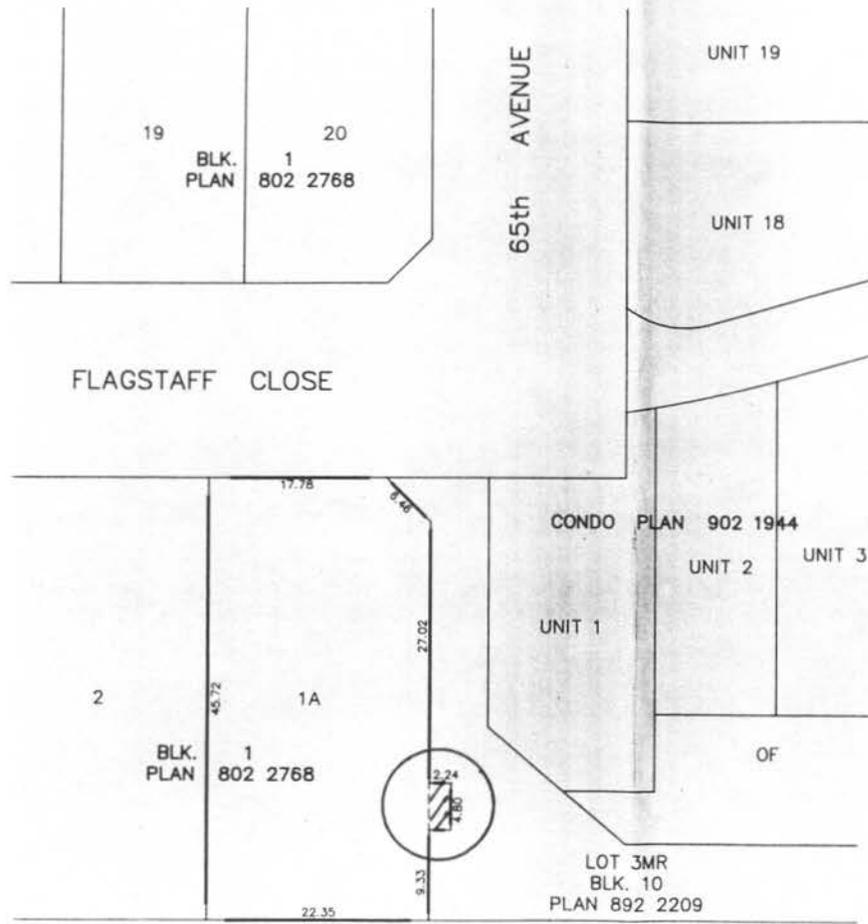
Yours truly,



W. F. Lees
Land Supervisor

WFL/ngl

c.c. City Clerk
Senior Planner
Bemoco Surveys - M. Young



CITY of RED DEER
 TENTATIVE PLAN
 OF
 PROPOSED SUBDIVISION
 OF PART OF
 LOT 3MR , BLK. 10 , PLAN 892 2209
 AND
 LOT 1 , BLK. 1 , PLAN 802 2768

SCALE = 1:500

NOTES:

- Distances shown are in metres.
 - Area dealt with is bounded thus 
 - and contains from :
- | | |
|-----------------------------------|-------------------|
| LOT 1 , BLK. 1 , PLAN 802 2768 | = 1011 SQ. |
| LOT 3MR , BLK. 10 , PLAN 892 2209 | = 11 SQ. |
| TOTAL | = 1022 SQ. |



Bemoco Land Surveying
 21,7895-49th Avenue
 Red Deer, Alberta

1111 - M.R. SHOWN THUSLY.

DATE: October 2, 1990

TO: City Assessor

FROM: City Clerk

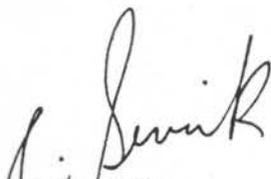
RE: DISPOSAL OF A PORTION OF LOT 3 M.R., BLOCK 10 , PLAN 892 2209
MR. ROD MCWILLIAM - RETAINING WALL

Your report dated September 24, 1990 pertaining to the above topic was considered at the council meeting of October 1, 1990 and at which meeting council passed the following motion.

"RESOLVED that Council of The City of Red Deer, having considered report from the City Assessor dated September 24, 1990 re: Retaining Wall - Pt. Lot 3 M.R., Block 10, Plan 892-2209, hereby approves removal of the Municipal Reserve designation for all that portion of Lot 3 M.R., Block 10, Plan 892-2209 lying within the limits of Lot 1A, Block 1, Plan _____, 0.001 ha more or less, excepting thereout all mines and minerals, and as recommended to Council October 1, 1990, subject to compliance with the provisions of the Planning Act."

The decision of council in this instance is submitted for your information and I would advise that this office will now proceed with advertising for a public hearing to be held on October 29, 1990 if in fact the public hearing is required.

Trusting you will find this satisfactory.



C. SEVCIK
City Clerk

CS/blm

cc Council and Committee Secretary - Wilma
Principal Planner

C A N A D A)
PROVINCE OF ALBERTA)
TO WIT:)

IN THE MATTER OF SECTION 117
OF THE PLANNING ACT 1980 R.S.

I, C. SEVCIK, of The City of Red Deer, in the Province of Alberta,
DO SOLEMNLY DECLARE:

- 1. THAT I am the duly appointed City Clerk of the City of Red Deer and its proper officer in this behalf.
- 2. THAT the Council of the City of Red Deer wishes to dispose of a municipal reserve.
- 3. THAT the City of Red Deer has complied with the provisions of Sections 115 and 116 of The Planning Act, 1980.
- 4. THAT the City of Red Deer, in accordance with Section 117(1) of The Planning Act, 1980, requests the removal of the designation of municipal reserve from the lands described as follows:

ALL THAT PORTION OF LOT 2 MR BLOCK 9, PLAN 812-1608
AS SHOWN ON A PLAN PREPARED BY GILLIS OSLUND, A.L.S.
AND CONTAINING 0.089 HECTARES MORE OR LESS.
EXCEPTING THEREOUT ALL MINES AND MINERALS.

see attached Description

AND I MAKE THIS SOLEMN DECLARATION conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

DECLARED before me at the City of)
Red Deer, in the Province of Alberta,))
this day of ~~February~~,)
A. D. 1987.)
)
)
)
)
)
)
)

C. SEVCIK
CITY CLERK

A COMMISSIONER FOR OATHS in and for
the Province of Alberta.

NO. 6

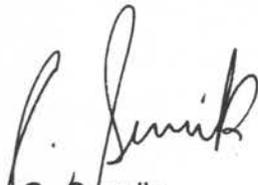
DATE: October 23, 1990
 TO: City Council
 FROM: City Clerk
 RE: PROPOSED DISPOSAL OF PUBLIC RESERVE
 ADJACENT 78 FLAGSTAFF CLOSE

At the Council meeting of June 11, 1990, a resolution was passed indicating Council's intention to dispose of public reserve adjacent to 78 Flagstaff Close as outlined in the attached plan and described as follows:

"All that portion of Lot 3MR Block 10 Plan 892-2209, lying within the limits of Lot 1A Block 1 Plan containing 0.001 ha., more or less. Excepting thereout all mines and minerals."

The proposed disposal has been advertised and posted on the site in accordance with the requirements of the Planning Act. No objection to the proposed disposal were received by the deadline Monday October 22, 1990, and therefore a public hearing is not required.

This is submitted for Council's information only.


 C. Sevcik
 City Clerk

CS/blm

Commissioners' Comments

Submitted for Council's information only.

"R. J. MCGHEE"
 Mayor

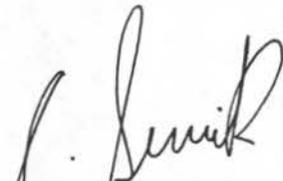
"M. C. DAY"
 City Commissioner

DATE: October 30, 1990
TO: City Assessor
FROM: City Clerk
RE: PROPOSED DISPOSAL OF PUBLIC RESERVE ADJACENT TO
78 FLAGSTAFF CLOSE (ROD MCWILLIAM)

At the Council meeting of June 11, 1990 a resolution was passed indicating Council's intention to dispose of a portion of public reserve adjacent to 78 Flagstaff Close to accommodate a retaining wall which was constructed by Mr. Rod McWilliam on the public reserve.

The proposed disposal has been advertised and posted on the site in accordance with the requirements of the Planning Act and no objections to the disposal were received by the deadline Monday October 22, 1990 and therefore a public hearing was not required. I am enclosing herewith the statutory declaration required for submission to Land Titles along with the plan of survey.

Trusting you will find this satisfactory,



C. Sevcik
City Clerk

CS/blm
Encl.

cc Director of Community Services
Parks Manager
Bylaws and Inspections Manager
Director of Engineering Services
Principal Planner

NO. 7

DATE: OCTOBER 17, 1990
TO: CITY COUNCIL
FROM: CHAIRMAN, PARKING COMMISSION, D. SIM
RE: CHAMBER OF COMMERCE AND TOWNE CENTRE ASSOCIATION -
ALTERNATES ON RED DEER PARKING COMMISSION

At the October 17, 1990 meeting of the Red Deer Parking Commission, consideration was given to a request to amend the Parking Commission Bylaw for the purpose of appointing Alternate Members from the Chamber of Commerce and Towne Centre Association, and the following motion was subsequently passed.

"THAT the Red Deer Parking Commission recommend to City Council that the Parking Commission Bylaw 2882/85 be amended to include an Alternate Member from the Chamber of Commerce and Towne Centre Association."

Council's consideration of this matter is appreciated.



Respectfully submitted,

D. SIM
Chairman
RED DEER PARKING COMMISSION
WV/sp

Commissioners' Comments

We would concur with the recommendations.

"R.J. MCGHEE", Mayor

"M.C. DAY", City Commissioner

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 31, 1990

Red Deer Chamber of Commerce
3017 - 50 Avenue
RED DEER, Alberta
T4N 5Y6

Attention: Pat Henry

Dear Pat:

At The City of Red Deer Council meeting on October 29, 1990 Council passed an amendment to the Parking Commission Bylaw which would include an alternate member on the Parking Commission for the Chamber of Commerce and Towne Centre Association.

The purpose of an alternate member is to attend the meeting only when the regular member is unable to attend.

In this regard I would request the Chamber of Commerce to submit an alternate's name for the Parking Commission to be considered by Council.

If you have any questions please do not hesitate to call.

Sincerely,

K. Kloss
Assistant City Clerk

KK/blm

*a delight
to discover!*



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 31, 1990

Towne Centre Association
#300 4929 Ross Street
RED DEER, Alberta
T4N 1X9

Attention: John Ferguson

Dear John:

At The City of Red Deer Council meeting on October 29, 1990 Council passed an amendment to the Parking Commission Bylaw which would include an alternate member on the Parking Commission for the Chamber of Commerce and Towne Centre Association.

The purpose of an alternate member is to attend the meeting only when the regular member is unable to attend.

In this regard I would request the Towne Centre Association to submit an alternate's name for the Parking Commission to be considered by Council.

If you have any questions please do not hesitate to call.

Sincerely,

K. Kloss
Assistant City Clerk

KK/blm



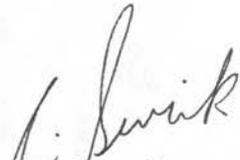
*a delight
to discover!*

DATE: October 31, 1990
TO: Parking Commission
FROM: City Clerk
RE: CHAMBER OF COMMERCE AND TOWNE CENTRE ASSOCIATION
ALTERNATES ON PARKING COMMISSION

Your report dated October 17, 1990 pertaining to the above topic was considered at the Council meeting of October 29, 1990. At the above noted meeting Council gave three readings to an amending bylaw to include an alternate member from the Chamber of Commerce and the Towne Centre Association on the Parking Commission.

The decision of Council in this instance is submitted for your information and I would advise that this office will be contacting the Chamber of Commerce and Towne Centre Association for them to name an alternate member at their earliest convenience.

Trusting you will find this satisfactory,


C. Sevcik
City Clerk

CS/blm

cc Parking Administrator
Assistant City Clerk

NO. 8

FILE: COUNPOLFAX

DATE: October 19, 1990
TO: City Clerk
FROM: Director of Financial Services
RE: PROPOSED COUNCIL POLICY ON ACCEPTANCE OF
FAX DOCUMENTS

Attached for Council's consideration is a policy that determines when FAX documents will be accepted as originals by the City.

Council's consideration of the proposed policy is respectfully requested.



A. Wilcock, B. Comm., C.A.
Director of Financial Services

AW/jt

Att.

Commissioners' Comments

We would recommend Council approve the proposed policy.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

THE CITY OF RED DEER

COUNCIL POLICY MANUAL

Policy Section:
General Administration

Page:
1 of 1

Policy Subject
Acceptance of FAX Documents

Policy Reference:
310

Lead Role:
City Treasurer

Resolution/Bylaw:

PURPOSE

To determine when faxed documents will be accepted as originals.

POLICY STATEMENT

Faxed documents and faxed signatures will be accepted as legally valid subject to the original copy being subsequently received by mail or courier. The following circumstances will be excluded from this policy and only original documents will be considered as legally valid.

- a) When payment is required along with the notice, e.g. accepting an option or right of first refusal.
- b) Service of any court documents such as notices of motion, orders, affidavits and injunctions.
- c) Payments.
- d) Execution of contracts and agreements.
- e) Requests for sealed quotations, or tenders to be publicly opened at 2:00 p.m.

Cross Reference

Remarks

Date of Approval:

Effective Date:

Date of Revision:

Policy Section:

Page:

General Administration

Policy Subject:

Policy Reference:

Acceptance of FAX Documents

310

Lead Role:

Resolution/Bylaw:

City Treasurer

PURPOSE

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- b) Service of any court documents such as Notices of Motion, orders, affidavits and injunctions.
- c) Payments.
- d) Execution of contracts and agreements.
- e) Requests for sealed quotations, or tenders (~~except for tender openings scheduled for Noon~~).
to be publicly opened at 2:00 p.m.

Cross Reference

Remarks

Date of Approval:

Effective Date:

Date of Revision:

DATE October 30, 1990

TO: All Council Members
All Department Heads & Directors
Assistant City Clerk
City Solicitor
Engineering Services Clerk
Library Director
Museum Director
Regional Planning Commission
Purchasing Agent
Cheryl Adams
Parking Administrator
Associate Personnel Manager

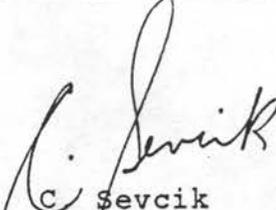
FROM: City Clerk

RE: COUNCIL POLICY MANUAL

In order to keep your Manual up-to-date, please refer to the following:

- Replace existing Policy Reference 814
with the attached new Policy Reference 814
- Insert the enclosed, additional Policy Reference 310

- Delete Policy Reference _____


C. Sevcik
City Clerk

Introduction

1. Introduction to the Policy Manual
2. Instructions for Use
3. Administration of the Policy Manual

Policy Direction

- | | |
|---------------------------------|-----------|
| 1. Council | 101 - 114 |
| - Council Operations | |
| - Legislative Policy | |
| 2. External Organizations | 201 - 202 |
| - Provincial Government | |
| - Federal Government | |
| - Associations | |
| 3. General Administration | 301 - 310 |
| - City Management | |
| - City Clerk | |
| - Personnel Management | |
| - Public Relations | |
| - Collective Bargaining | |
| 4. Finance | 401 - 423 |
| - Purchasing & Tendering | |
| - Treasurer | |
| - Assessment and Taxation | |
| 5. Engineering | 501 - 550 |
| - Public Works | |
| - Transportation | |
| - Parking | |
| - Transit | |
| - Airport | |
| 6. Electricity, Light and Power | 601 - 604 |
| 7. Protective Services | 701 - 706 |
| - Fire | |
| - Police | |
| 8. Planning Services | 801 - 822 |
| - Economic Development | |
| - Land Management | |
| - Planning and Development | |
| - Building Inspection | |
| - Bylaw Enforcement | |
| - Tourism Policy | |
| 9. Community Services | 902 - 922 |
| - Parks | |
| - Recreation | |
| - Museum/Archives | |
| - Library | |
| - Family and Community Support | |

Appendices

1. The Policy Formulation Process in the City of Red Deer
2. Policy Monitoring, Review and Updating
3. Policy Amendment Procedures
4. Glossary

Council:

- D 03/03/86
- 101 Agendas
 - 102 Written Inquiries
 - 103 Agenda Topics: Committee of the Whole
 - 104 Review of Annual Budget
 - 105 Taping Council Meetings
 - 106 Council Representation on Committees, Boards, Commissions
 - 107 Remuneration/Salary
 - 108 Spousal Expenses
 - 109 Civic Recognition for Council Members
 - 110 Civic Recognition for Committees, Boards and Commissions
 - 111 Member Expenses on Committees, Boards and Commissions
 - 112 Ethical Guidelines of Conduct
 - 113 Use of Crest and Coat of Arms
 - 114 Employee Eligibility on Council Committees, Commissions & Boards

External Organizations:

- D 18/02/85
- 201 Response to White Paper on Economic Strategy
 - 202 Grant Structures Review

General Administration:

- 301 Personnel Management
- 302 Collective Bargaining
- 303 Recruitment and Promotion of Employees
- 304 Training and Development
- 305 Employee Recognition
- 306 Property Vandalism
- 307 Civic Hospitality
- 308 City Employees' Job Descriptions
- 309 Collective Bargaining
- 310 Acceptance of FAX Documents

Finance:

- D 28/05/90
- 401 Purchasing and Tendering
 - 402 Insurance Brokers
 - 403 Banking Services-Tendering
 - 404 Budget Administration: General
 - 405 Budget Administration: Operating
 - 406 Budget Administration: Capital
 - 407 Budget Variances
 - 408 Tax Notice Altered
 - 409 Business Tax Levy Rate
 - 410 Payment of Taxes at Bank
 - 411 Survey Firms
 - 412 Investment Policy
 - 413 Signing of Cheques
 - 414 Reimbursement of Course Expenses
 - 415 Receiving Cheques
 - 416 Invoicing for Third Party Services
 - 417 Lease of City Owned Farm lands
 - 418 Delinquent Land Sales Agreements

Policy Section:
General Administration

Page:
1 of 1

Policy Subject
Acceptance of FAX Documents

Policy Reference:
310

Lead Role:
City Treasurer

Resolution/Bylaw:
Oct. 29, 1990

PURPOSE

To determine when faxed documents will be accepted as originals.

POLICY STATEMENT

Faxed documents and faxed signatures will be accepted as legally valid subject to the original copy being subsequently received by mail or courier. The following circumstances will be excluded from this policy and only original documents will be considered as legally valid.

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- c) Payments.
- d) Execution of contracts and agreements.
- e) Requests for sealed quotations, or tenders to be publicly opened at 2:00 p.m.

Cross Reference

Remarks

Date of Approval:
October 29, 1990

Effective Date:
October 29, 1990

Date of Revision:

Policy Section:
Planning Services

Page:
1 of 1

Policy Subject
Social Care Residences

Policy Reference:
814

Lead Role:
Land Dept./Licensing

Resolution/Bylaw:
April 13, 1981

PURPOSE

To provide for the development of Social Care Residences in new subdivisions.

POLICY STATEMENT

The City shall reserve 4 lots per quarter section in new residential developments and offer them to any agency or government department for the construction of a Social Care Residence. The designated lots would be available for pre-sale for a period of 6 weeks prior to public sale and become available in the usual manner by the time of public sale.

Cross Reference
FCSS Department report on group homes

Remarks

Date of Approval:

Effective Date:

Date of Revision:

October 29, 1990



**RED DEER
REGIONAL PLANNING COMMISSION**

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

Telephone: (403) 343-3394
Fax: (403) 346-1570

DIRECTOR: W. G. A. Shaw, ACP, MCIP

To: C. Sevcik, City Clerk

DATE: October 19, 1990

FROM: Gary Klassen, Associate Planner

RE: Royal Commission on National Transportation

Pursuant to Council's directions of July 9th and September 17th, 1990, the attached draft submission has been prepared for presentation to the Royal Commission.

The submission was completed under the direction of a steering committee comprised of Alderman Tim Guilbault, Bryon Jeffers - Director of Engineering Services, Al Scott - Manager of Economic Development and myself.

The services of TMD Consulting, with the assistance of the Red Deer Regional Planning Commission and the Red Deer Economic Development Board, were utilized in preparing the submission.

For the October 29th Council meeting, Alderman Guilbault has prepared a short presentation and Terry Dew, from TMD Consulting, will be available to answer any technical questions. We would require approximately 20 minutes on the Council agenda.



R. Gary Klassen, ACP, MCIP
Associate Planner

RK/kjc

CC: Tim Guilbault, Alderman
Bryon Jeffers, Director of Engineering
Al Scott, Manager of Economic Development

Commissioners' Comments

Alderman Guilbault will be making a brief presentation. If Council concurs it is recommended the brief be endorsed.

"R.J. MCGHEE", Mayor
"M.C. DAY", City Commissioner

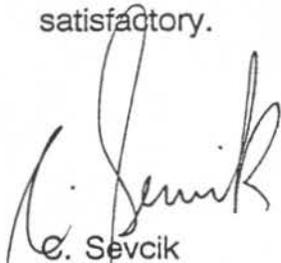
MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTLER No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINT EARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION • TOWN OF DIDSBURY • TOWN OF ECKVILLE • TOWN OF INNISFAIL • TOWN OF LACOMBE • TOWN OF OLDS • TOWN OF PENHOLD • TOWN OF ROCKY MOUNTAIN HOUSE • TOWN OF STETTLER • TOWN OF SUNDRE • TOWN OF SYLVAN LAKE • VILLAGE OF ALIX • VILLAGE OF BENTLEY • VILLAGE OF BIG VALLEY • VILLAGE OF BOTHA • VILLAGE OF CAROLINE • VILLAGE OF CLIVE • VILLAGE OF CREMONA • VILLAGE OF DELBURNE • VILLAGE OF DONALDA • VILLAGE OF ELNORA • VILLAGE OF GADSBY • VILLAGE OF HALKIRK • VILLAGE OF MIRROR • SUMMER VILLAGE OF BIRCHCLIFF • SUMMER VILLAGE OF GULL LAKE • SUMMER VILLAGE OF HALF MOON BAY • SUMMER VILLAGE OF JARVIS BAY • SUMMER VILLAGE OF NORGLÉNWOLD • SUMMER VILLAGE OF ROCHON SANDS • SUMMER VILLAGE OF WHITE SANDS

DATE: October 4, 1990
TO: Principal Planner
FROM: City Clerk
RE: ROYAL COMMISSION ON NATIONAL TRANSPORTATION STRATEGY

At the council meeting of October 1, 1990 Alderman Guilbault agreed to be the political representative to present the city's brief to the Royal Commission on National Transportation Strategy. It is my understanding that the presentation is to be made on Thursday November 1, 1990 in Edmonton.

It is my further understanding that you will advise Alderman Guilbault closer to the date as to the exact place and time for the presentation. Trusting you will find this satisfactory.



C. Sevcik
City Clerk

CS/blm

cc City Commissioners
Alderman Guilbault

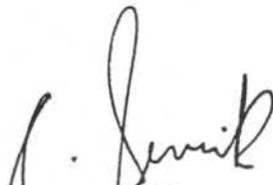
DATE: September 18, 1990
TO: Principal Planner
FROM: City Clerk
RE: ROYAL COMMISSION ON NATIONAL TRANSPORTATION STRATEGY

Your report dated September 13, 1990, pertaining to the above topic was considered at the Council meeting of September 17, 1990, and at which meeting, Council passed the following motion:

"RESOLVED that Council of The City of Red Deer having considered report dated September 13, 1990, from the Principal Planner, re: Royal Commission on National Transportation Strategy hereby agrees to engage a consultant to prepare a brief for the City, that an upset figure of \$5,000.00 be approved as an overexpenditure to the 1990 budget, that terms of reference be drawn up and the project tendered to three different consultants for proposals, and as recommended to Council September 17, 1990."

The decision of Council in this instance is submitted for your information and I trust that you will in conjunction with the Economic Development Manager take appropriate action and as per the resolution of Council.

Trusting you will find this satisfactory.


C. Sevcik
City Clerk

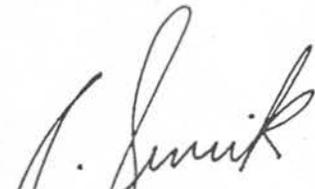
CS/ds

c.c. City Commissioners
Economic Development Manager
Economic Development Board

DATE: September 6, 1990
TO: Principal Planner
FROM: City Clerk
RE: ROYAL COMMISSION ON NATIONAL PASSENGER TRANSPORTATION

At the Council meeting of July 9, 1990, Council of The City of Red Deer passed a motion agreeing with the recommendations outlined in the report from the Economic Development Board pertaining to the above topic and directed that the Economic Development Department forward said views to the said Commission on National Passenger Transportation. Enclosed herewith is a copy of the report referred to above.

It was drawn to Council's attention at the September 4, 1990 meeting that the Economic Development Department did not have the time nor the resources to complete a brief to the Commission. It was further pointed out that the Planning Commission would be able to assist, however, funding would be required. Accordingly, we would request that you prepare a report back to Council with budget estimates for consideration at the next meeting, September 17th. If possible, we would appreciate your report by September 10th or 11th.



C. SEVCIK
City Clerk

CS/jt

Att.

c.c. Economic Development Manager

NO. 3

DATE: June 18, 1990

TO: Mayor Robert McGhee

FROM: M. Dandurand, Chairman
Economic Development Board

RE: ROYAL COMMISSION ON NATIONAL
PASSENGER TRANSPORTATION

*Bring up C of W
Verbally*

The letter from Lou Hyndman, Chairman of the Royal Commission on National Passenger Transportation which was referred to the Economic Development Board, was discussed at our regular meeting of June 12, 1990. While a quorum was not present it was agreed, by those in attendance, that The City of Red Deer should take whatever steps are necessary to advise the Royal Commission on the deficiencies which presently exist in public passenger transportation servicing The City of Red Deer.

Specifically, the lack of public transportation to and from the Edmonton and Calgary International Airports, was sighted as a serious deficiency. Those present agreed that the economics associated with air service on a regularly scheduled basis to the Red Deer Industrial Airport, presumably do not exist. However, the Board feels that The City of Red Deer should encourage the Commission to examine more extensively the feasibility of expanding bus service to include stops at the Edmonton and Calgary airports. At present, Greyhound provides one stop daily at the Calgary Airport, with one pickup daily at the same airport. No stops are provided to the Edmonton Airport. It was the feeling of the Board members that the Government of the Province of Alberta, which regulates bus service, could review the present schedules with the idea of improving the service to the two airports.

Bus companies have on several occasions, indicated that the demand is low for such a service. But it was the feeling of the Board members that the bus companies have made no efforts to market such a service. With the number of people from Red Deer and the surrounding area utilizing air service from the Calgary and Edmonton airports, it is difficult to understand why properly scheduled service by bus would not be economically viable.

It was a further recommendation of members of the Economic Development Board that The City of Red Deer made the Royal Commission on National Passenger Transportation aware of the City's wish to be part of any transportation network, established coast to coast, which would integrate all forms of public transportation, i.e. air, rapid rail, bus, etc.

Respectfully submitted,



Michael Dandurand, Chairman
Economic Development Board

AVS/mm

The Royal Commission on National Passenger Transportation was established last fall and given a clear mandate. The principal instruction is to "inquire into and report upon a national integrated inter-city passenger transportation system to meet the needs of Canada and Canadians in the 21st century and to ensure that transportation links among Canada's regions and communities are maintained and improved".

My colleagues on the Commission and I believe that the success of our inquiry depends on the willingness of Canadians in all walks of life to speak freely about the kind of passenger transportation system they want in the future and on the means to attain it.

Next autumn, the Commission will begin public hearings coast to coast. We would like to invite you to submit a brief so that we may have the benefit of the knowledge and perspective of your particular organization.

While we cannot promise that authors of every brief will be called to appear before the Commission, I can assure you that each and every submission will be studied attentively by the Commissioners.

For information on how to get your ideas to us and for details of our hearings schedule, please return the enclosed reply card or write to us at P.O. Box 1665, Station "B", Ottawa, Canada K1P 6P8.

I hope you will give serious consideration to getting involved in the work of the Commission and I look forward to hearing from you.

Yours sincerely,



Lou Hyndman
Chairman

Commissioners' Comments

We would concur with the recommendation of the Economic Development Board Chairman and if Council supports this position, these views would be expressed to the Royal Commission by the Economic Development Department.

"R.J. MCGHEE", Mayor
"M.C. DAY", City Commissioner

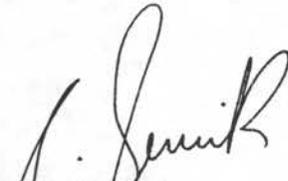
DATE: October 30, 1990
TO: Alderman Guilbault
FROM: City Clerk
RE: ROYAL COMMISSION ON NATIONAL TRANSPORTATION

At the Council meeting of October 29, 1990 following your presentation pertaining to the brief to the Royal Commission on National Transportation, the following was unanimously passed:

"RESOLVED that Council of the City of Red Deer hereby endorses the proposed brief to the Royal Commission on National Transportation and as presented to Council October 29, 1990."

The decision of Council in this instance is submitted for your information. We thank you for your presentation and on behalf of Council wish to commend the Committee comprised of yourself; Bryan Jeffers, Director of Engineering Services; Al Scott, Manager of Economic Development; and Gary Klassen, Associate Planner including Terry Dew from TMD Consulting on the excellent brief prepared in this instance.

We wish you every success in your presentation before the Royal Commission.



C. Sevcik
City Clerk

CS/blm

cc City Commissioners
Director of Engineering Services
Economic Development Manager
Associate Planner

TRANSPORTATION FOR THE FUTURE

**AN INTEGRATED
PUBLIC TRANSPORTATION SYSTEM**

A SUBMISSION BY THE CITY OF RED DEER
TO THE ROYAL COMMISSION
ON NATIONAL PASSENGER TRANSPORTATION

DRAFT

October 22, 1990

Acknowledgement

This submission was completed under the direction of a Steering Committee comprised of Alderman Tim Guilbault; Bryon Jeffers, Director of Engineering Services; Al Scott, Manager of Economic Development; and Gary Klassen, Associate Planner, City Planning Services.

The services of TMD Consulting, with the assistance of the Red Deer Regional Planning Commission and the Red Deer Economic Development Board were utilized in preparing this submission.

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*Date - Oct. 29/90. Reg. Mtg.
after page 49*

TRANSPORTATION FOR THE FUTURE

AN INTEGRATED PUBLIC TRANSPORTATION SYSTEM



A SUBMISSION BY THE CITY OF RED DEER
TO THE ROYAL COMMISSION
ON NATIONAL PASSENGER TRANSPORTATION

DRAFT

October 22, 1990

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Executive Summary

INTRODUCTION

The City of Red Deer is pleased to have the opportunity to present this submission to the Royal Commission on National Passenger Transportation. Given our unique geographic situation, we believe that we can provide some valuable insights into the inter-city passenger transportation needs of urban areas that are adjacent to one or more of Canada's largest metropolitan areas. The submission focuses on two themes: the need for modal integration, and the need for transport options.

I. A DELIGHT TO DISCOVER

Red Deer, the fourth largest City in Alberta, is a modern thriving community with a current population of 56,922. An additional population of 19,017 resides in towns within a radius of 30 kilometres. Current projections are for a population between 102,000 and 146,000 by 2021. ***Red Deer is the only city on the prairies to have access to a potential market of over 1.75 million people within a 160 km radius.***

During the past six years the Red Deer economy has grown by an average of 4.7% per annum. As the hub of Central Alberta it is a major service centre, the oil servicing capital of Canada, and it has a very strong agricultural processing industry. The emergence of a manufacturing industry with strong exports outside of the province has been a more recent development. Its geographic location, excellent facilities, and the presence of several convention hotels, has made Red Deer a preferred location for provincial meetings and conventions. Recent studies have identified excellent potential for attracting more visitors to Red Deer.

A variety of good affordable housing, excellent educational facilities, impressive health care services, an abundance of parks and recreational facilities, and a variety of cultural opportunities all contribute to the excellent quality of life.

II. RED DEER - A PROVINCIAL CROSSROADS

Red Deer is located at a natural north/south and east/west transportation crossing in Alberta. For this

reason transportation has played a key role in its development.

A. Transport Infrastructure and Services

Red Deer is situated on Highway 2, the main north/south highway in Alberta and the second or third busiest inter-city transportation corridor in Canada. From Red Deer it is 145 km. to Calgary, and 150 km. to Edmonton. Highway 2 also provides access to both the Calgary and Edmonton International airports. Highway 11 provides an alternate access to the Rocky Mountains. There is also a full complement of regional paved highways serving the communities within Red Deer's trading area.

Bus service to and from Red Deer can be grouped into two categories: corridor service between Edmonton and Calgary, and regional service. Corridor service is provided by Greyhound Canada and Red Arrow Express, while regional bus service to and from Red Deer is provided by Greyhound to small communities in the corridor, west along Highway 11, and east along Highway 12.

Red Deer no longer has scheduled passenger rail service.

The Red Deer Industrial Airport, operated by the City of Red Deer, is located 10 kilometres south of Red Deer at Penhold. Scheduled service is not provided from this airport. The lack of scheduled air service at Red Deer is in stark contrast to the situation in other Alberta communities. Residents of Red Deer and visitors to the City rely on the private auto to access the air services available at the Calgary and Edmonton International airports.

B. Transportation Demand

A lack of data makes it difficult to compile a detailed assessment of current inter-city transportation demand to and from Red Deer. The estimates that follow were compiled utilizing the available data and comparisons to other small communities.

The most obvious feature of demand is the fact that inter-city travel to and from Red Deer is completely dominated by the private automobile, approximately 94%, reflecting the fact that the bus is the only available public transportation option.

Through comparison with eleven smaller cities in Alberta and B.C., we estimate annual passenger movements between Red Deer and the Calgary and Edmonton International airports to be 43,000 - 63,000 one way passengers.

C. Transportation Concerns/Opportunities

In broad terms we believe that Red Deer would be better off if it had inter-city passenger transportation options, rather than being almost totally dependent on the private automobile. More specifically, the lack of scheduled air service to and from Red Deer is currently perceived as being the most significant inter-city transport problem. The lack of scheduled air service makes Red Deer a less attractive location for business, especially for those with markets outside of Alberta; it reduces the attractiveness of Red Deer as a national and regional convention market; and it decreases the quality of life enjoyed by residents of the City. However, due to economic obstacles, we do not expect such a service to be introduced. Other specific concerns includes the non inclusion of Red Deer in the airline computerized reservation systems; the lack of peak hour bus departures in the morning to Calgary and Edmonton; the susceptibility to gasoline price shocks; the dependence of regional bus routes on cross-subsidization; and the need for Red Deer to be included as a stop when high speed rail is built between Edmonton and Calgary.

III. FUTURE VISION - INTEGRATED PUBLIC TRANSPORTATION

The City of Red Deer very much believes that the future direction for inter-city public transportation in Canada must be towards an integrated network which effectively links all modes together.

A. Features of an Integrated Network

Competition within and between modes will continue to be encouraged, but **cooperation** between the modes must be fostered in order to make public transportation more competitive with the private automobile by placing an emphasis on expanding the public transportation share of the passenger transportation market.

Public transportation companies must provide service between the passenger's actual origin and destination.

This will be made possible through the inclusion of the services of all modes in computerized reservation systems, through the use of common ticket stock, joint fares, service interlining, and coordinated scheduling, and by developing joint use terminals, or providing public transportation connections between the terminals. It will also require that inter-city and intra-city services are integrated.

An integrated system must account for the differences in the travel requirements of short and long haul passengers by providing flexibility that allows the traveller to select and only pay for needed services.

B. System Evolution

We see a four step approach occurring over a number of years and built on the computerized reservation and information technology that is being pioneered by the airlines. The four steps are:

1. Effectively integrate those ground transport systems that are now connecting hinterland communities to an airport.
2. Integrate inter-city bus services and the remaining inter-city rail services.
3. Integrate inter-city and intra-city modes of transport.
4. Introduce and integrate new technology such as high speed rail.

C. Potential Obstacles

The most difficult obstacles to overcome are likely to be the entrenched "ways of thinking". This includes modal disinterest in multi-modal terminals, the lack of coordinated scheduling between modes, and the practice of using interlining as a "market share" tactic rather than as a "market expansion" tactic.

IV. THE NEED FOR AN INTEGRATED PUBLIC TRANSPORTATION SYSTEM

We are a country whose inter-city passenger transportation is currently dominated by the private automobile.

Fifty-one percent of Canada's gross domestic product comes from trade. No industrialized western country is as dependent on trade. Canada therefore requires exceptional transportation and communication networks to provide the domestic and international links necessary to be competitive in the global marketplace.

The pace of change in the world is at an all time high, and is accelerating. Moreover, change is occurring simultaneously in all arenas: social, political, economic, technological and environmental. From a transportation standpoint we believe that there must emerge a way of thinking that promotes the need for flexibility as a means of coping with accelerating change.

Canada has experienced a rural to urban shift in population. We believe that it would be a positive development for Canada, if in the future, more of this rural to urban shift was directed at the smaller cities located within the rural areas. This would keep former rural dwellers closer to family and friends. To achieve this will require good transportation links between the smaller cities and the large urban areas. These links are needed to enhance the "quality of life" in the smaller cities thus making them a desirable alternative to the large cities.

V. INTEGRATED PUBLIC TRANSPORTATION FOR RED DEER

Red Deer epitomizes the need for an integrated public transportation system.

A. Short Term Evolution - The Air Coach

The most immediate need is the development of a surface transport service to the Calgary airport. This service would be targeted at the previously estimated 43,000 to 63,000 annual one-way passengers. The **Air Coach** would use a combination of small and high capacity vehicles; scheduling would be coordinated with the airlines; and on-board service would be comparable to that available on an aircraft. The **Air Coach** would be listed in the airlines' reservation systems, and passengers utilizing the service will use but one ticket and pay a single fare for the entire journey. At Red Deer the **Air Coach** will operate from a terminal that is part of a retail or tourist development and is also served by the intra-city and inter-city bus networks. At the Calgary airport the **Air Coach** will have its own gate for embarking and disembarking the passengers. Baggage will be automatically transferred between it and an aircraft. In summary, the **Air Coach** will be an aircraft on wheels.

B. Medium Term Evolution - Integration of Inter-City and Intra-City Bus Service

In order to capture a greater share of the substantial daily movement of travellers between Red Deer and both Calgary and Edmonton, bus services will need to provide more frequent service, with direct access to the intra-city services in Red Deer, Calgary and Edmonton.

C. Long Term Evolution - Introduction of High Speed Rail

A properly designed high speed rail system between Edmonton and Calgary will provide for stops at both the Calgary and Edmonton International airports and at Red Deer. This, combined with effective integration with other modes of travel, will enable the high speed rail service to effectively serve multiple markets, therefore the economics of the service would be greatly improved and its introduction hastened.

D. Making It Happen

The Air Coach will only come about through a cooperative effort involving all levels of government, the operators of the transport services, and the business community. We would like to see a program developed which would provide joint public and private risk sharing, not risk elimination, for a time period agreed upon in advance. This program would also include community involvement, good communication, and the removal of regulatory obstacles. Funding for the program would be provided jointly by the Provincial and Federal government and administered by a joint undertaking of the local, Provincial and Federal governments. Any financial assistance would be awarded by way of a competitive bid system. In order to qualify for funds under this program the community would have to demonstrate a commitment on the part of local business to utilize the service.

The steps outlined above for the development of the Air Coach service could be readily modified in order to assist bus operators to increase the frequency of their service and integrate it with others.

In order to encourage the development of high speed rail we believe that the public sector should own and operate the trackbed, and lease it out to private sector operators. However, as traffic volumes grew and the high speed rail reached a profitable level, the public sector should divest itself of its interest, just as it is now proposing to do with airports.

E. Benefits To Red Deer

The current and probably future lack of scheduled air service, places Red Deer at a competitive disadvantage compared to cities that have air service. However, an integrated Air Coach, as previously described, would provide Red Deer with comparable service to that of scheduled air service. This would enhance Red Deer's ability to attract new development; provide greater confidence that existing businesses would remain competitive and would thus not have to consider relocation; expand our opportunity to attract our fair share of longer haul tourism traffic; and provide a better quality of life for Red Deer residents.

An integrated system would also benefit Red Deer by providing the opportunity to improve public transportation options between Red Deer and both Calgary and Edmonton. We believe that a significant proportion of the automobile traffic between Red Deer and both Calgary and Edmonton would find public transportation to be a more convenient means of travel if there was higher frequency and effective integration with the intra-city networks, thereby eliminating the need to have an automobile at the other end.

VI. A POLICY FRAMEWORK FOR THE VISION

In this section we offer some general principles and ideas that we believe could form the framework for a detailed assessment by the Royal Commission in the work plan that will follow these hearings.

A. A Change in Attitude

A change in attitude by governments and by industry is fundamental if there is to be any hope of creating an integrated public transportation network. We should think less about the airline industry, the train industry, and the bus industry, and more about the **public transport industry**. Collectively the modes need to aggressively strive for a larger share of the transportation market.

B. Service is the Priority

The public transportation industry must recognize that what passengers seek, and the automobile delivers, is the mobility to travel easily from one's origin to the final destination. Therefore, through integration, the industry must strive to transport passengers between their actual origin and destination. It must also utilize computer technology to better coordinate connections between the modes and thereby minimize total elapsed travel time. The public transport industry must provide more comfortable and friendly passenger service. It must also recognize that while user needs are not homogeneous, each traveller is important. Finally, the public transport industry must improve its communication with users; engaging in effective dialogue with users before a decision is made, rather than after, and carefully explaining controversial decisions.

C. Bigger Is Not Always Better

We believe that public policy should encourage competition as the primary means of providing flexibility and responsiveness. Mergers which reduce competition should not be allowed, even if that means the business may fail. Policies should not restrict companies from operating integrated multi-modal companies, but there should be strong support for and encouragement of smaller public transport companies with geographically concentrated route networks.

D. Information Is Key

All transport companies must have equitable access to transport information systems. The owners of these systems will have to be convinced that the best potential to expand the market, and therefore to increase profitability will come from expanding public transportation's share of the passenger market.

E. Focus on Safety

Government has a very significant role to ensure that the public transportation system is safe. However, there is really no firm appreciation for just how safe a transportation service must be. This is an issue that needs to be discussed. There should also be a dialogue on the means for achieving safety.

F. Government Financial Support

Government financial support to the public transportation industry should be based on the following principles.

1. Government has a legitimate role to play in funding transport development.
2. Forcing a carrier to provide service, even if the provision of the service is compensated through financial support, is not an effective means of providing service. Therefore, if subsidies are provided, they should be tied to the carrier maintaining specified service standards.
3. All levels of government will have to learn to work together so taxpayer dollars are efficiently spent on transportation.
4. Governments must become more proficient in reallocating expenditures as opposed to increasing expenditures.
5. Governments must refrain from compounding decisions that turn out to be incorrect by throwing good money after bad.
6. Whenever possible government should restrict itself to short term undertakings in order that it has flexibility to respond to changing developments.
7. Government revenues and expenses from transportation need to be directly linked together.

VII. CONCLUSIONS - A CALL TO ACTION

We have but one question for the Commission, what happens now?

We hope that the Commission will do whatever is necessary to maintain and expand the dialogue that has begun with these hearings. The City of Red Deer wants to hear from the Commission in the future. We want to receive a copy of your interim report, review it, respond to it and *engage in continuous meaningful dialogue*. We want to create a climate that will allow public transportation to build upon its past successes and to march confidently into the future. Collectively we must use the transport industry as a competitive advantage for Canada and one that enhances our quality of life.

INTRODUCTION

The City of Red Deer is pleased to have the opportunity to present this submission to the Royal Commission on National Passenger Transportation. The mandate of the Commission, to report on the role, structure, potential and funding of an integrated inter-city passenger system, is both complex and very important.

In an address to a June symposium in Calgary, the Commission's Chairman, Mr. Lou Hyndman, posed the following question: "Is public inter-city transportation dead?" This question is uniquely relevant to Red Deer which is situated in the shadow of two of Canada's larger urban areas: Calgary and Edmonton. While Red Deer's geographic location is the source of much opportunity, it also impedes the development of inter-city transport alternatives to the private automobile. The end result is that inter-city transport to and from Red Deer is currently dominated by the private automobile to a degree that exceeds the national average.

In light of our geographic situation we believe that we can provide some valuable insights to the Commission. These insights, while based on observations of Red Deer's position, should not be unique to Red Deer. Every larger urban area that is geographically adjacent to one or more of Canada's major metropolitan areas is likely to experience inter-city transportation problems similar to ours.

Two themes are prominent in this submission. The first of these deals with the need for modal integration. We believe that modal integration, especially for communities in a position similar to that of Red Deer, is the desired direction for the future. We believe that modal integration is necessary if public transportation is to provide service that will make it attractive in comparison to the private automobile. Without modal integration we do not believe that public transportation will be well positioned to capture a larger share of inter-city public transportation in the future.

The second theme is the need for transport options, and is very much related to the first theme. This theme addresses our reasoning as to why it is important that the Canadian inter-city transportation of the future be able to provide users with alternatives to the private automobile. This theme relates to the role of transportation in the development of this country and in sustaining our quality of life. It also relates to the need for flexibility in the face of accelerating social, economic, technological, and environmental change.

These themes are addressed in the following seven sections. In Section I we present the geographic, demographic, economic and social make-up of Red Deer. Section II focuses on Red Deer's inter-city transportation system. The historical role of transportation in the development of Red Deer is briefly

traced and an inventory of supply and demand is presented. Section II concludes with an identification of the opportunities for improving the transportation system. In Section III we provide our vision of an integrated inter-city transportation system. Thereafter, in Section IV, we take a step back and clarify our perception of the need for an integrated public transportation system. In Section V we describe an integrated public transportation system for Red Deer. In Section VI we propose a framework for achieving our vision, and in Section VII we offer some brief conclusions.

I. A DELIGHT TO DISCOVER

A. Geography

Red Deer is a modern thriving community situated in the fertile parkland of Central Alberta. It is midway between, and within 150 km of the cities of Edmonton and Calgary. This location is most significant given that the corridor between Edmonton and Calgary has the highest traffic volumes of any transportation corridor in western Canada, and is the second or third busiest transportation corridor in Canada.

Just to the west of Red Deer the foothills begin their slow climb to the Rocky Mountains, and to the south are the wide open spaces of the prairie.

B. Population

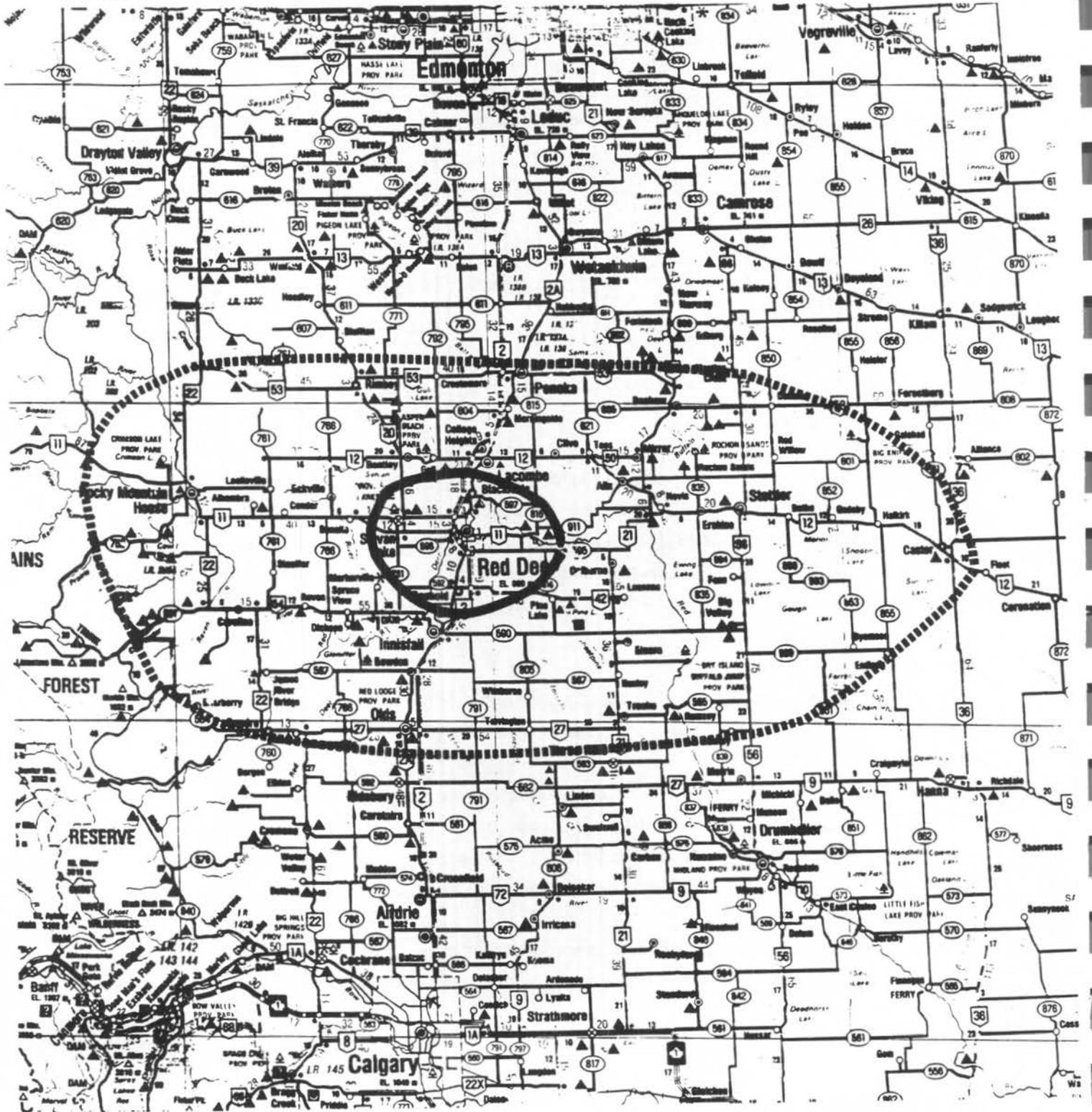
The current population of 56,922 makes Red Deer the fourth largest city in Alberta. Within a thirty kilometre radius the towns of Lacombe, Blackfalds, Sylvan Lake, Penhold, and Innisfail have a combined population of an additional 19,107. The total population of Red Deer's trade area is in excess of 203,000. At the present time the City of Red Deer accounts for 27.5% of the population of the trading area, other larger urban areas account for 23.2%, the smaller urban areas of the region account for 15.7%, and rural residents account for 33.6%. As can be seen, the trading area for Red Deer still has a very significant rural component.

One very interesting aspect relating to population is the fact that ***Red Deer is the only city on the prairies to have access to a potential market of over 1.75 million people within a 160 km radius.***

For the period 1981 - 1990 the population of Red Deer grew by 24.9%, the third highest rate of growth in Canada for communities with populations between 30,000 and 100,000. Recent projections are for a population between 68,000 and 81,000 by 2001, and between 102,000 and 146,000 by 2021. The total population of Red Deer's trading area is expected to reach 240,000 by the turn of the century.

Figure I-1 shows Red Deer's geographic location, and that of its trading area, in respect to Edmonton and Calgary, as well as the location and population of the larger urban areas within its trading area.

Figure I.1
Red Deer's Trading Area



C. Income

According to statistics collected by The Financial Post - Canadian Markets, Red Deer's income rating was above the national average. Personal income in 1988 was \$15,400 per capita while retail sales per capita were \$7000. Expenditures on transportation represented 13.4% of total household expenditures. A recent Business Survey by Red Deer's Economic Development Department shows a continuing increase in annual sales by area manufacturers and retail outlets.

D. Industry

The economy of Red Deer has exhibited excellent growth in the last decade. Over the last six years growth has averaged 4.7%, a remarkable achievement given the long recession in Alberta. This performance reflects the fact that Red Deer has a diversified economy. As the hub of Central Alberta it is a major service centre with 72% of the labour force employed in tertiary activities. Construction, trade, manufacturing and other related industries employ 16% of the labour force, and 12% are employed in resource extraction or other primary industries.

For many years Red Deer has been the oil servicing capital of Canada and has had a very strong agricultural processing industry. The emergence of a strong manufacturing industry has been a more recent development. Ethylene, polyethylene resins, ethylene glycol, emergency vehicles and related equipment, recreation vehicles and trailers, wood doors, window frames, kitchen cabinets, steel pipe and fertilizer are all being manufactured. The aforementioned survey by the Red Deer Economic Development Department indicates that the total value of manufacturing sales were just under 3 billion dollars in 1989. Of real interest is the fact that based on value, 58% of the manufactured goods were for Alberta use, 18% were for export to other parts of Canada, and 24% were for international export. Clearly, the developing manufacturing industry in Red Deer is in need of good inter-city transport links.

Overall, the growth prospects for Red Deer are excellent. As the cities of Edmonton and Calgary grow, new opportunities will emerge for Red Deer both as a central point of supply for businesses serving both of those cities, and as an attractive new home for businesses that are seeking a quieter place than either of those cities, but offering excellent amenities.

E. Tourism

Because of its geographic location, excellent facilities, and the presence of several convention hotels (1500 hotel/motel rooms and 10 meeting/banquet facilities), Red Deer has become a preferred location for provincial meetings and conventions. The Red Deer Chamber of Commerce estimates the total

convention and meetings business to be 60,000 to 70,000 visitors annually.

Recent studies have identified excellent potential for attracting more visitors to Red Deer. The target markets include the Edmonton and Calgary resident markets, regional sport tournaments, visitors to Edmonton and Calgary, en-route travellers, major conventions and corporate meetings. Additional facilities and attractions are under development or in the planning stage to encourage these tourists to visit Red Deer. They include the Centrum, a 6000 seat coliseum/multi-purpose facility, expandable to 10,000 seats, now under construction and slated for completion in the fall of 1991; and "The Crossing", a major tourist attraction for a location adjacent to Highway 2. The Crossing is currently in the design stage with construction tentatively scheduled for 1993.

Another study recently completed as a joint undertaking of five municipalities in West Central Alberta, including Red Deer, identified excellent potential for developing increased tourist visits along the western corridor from Red Deer to the Rocky Mountains. This corridor will be developed to serve the provincial, national and international markets by building on themes that encourage travellers to explore the nature, history, lakes and mountains of the region.

For all of these reasons, the tourism potential of Red Deer is exceptional.

F. Quality of Life

Red Deer is large enough to support big city facilities and services, but small enough to make you feel comfortable. Single detached housing makes up the majority of housing in the city, but semi-detached, duplex, tri/fourplex, row housing, apartments and condominiums are available at reasonable prices.

Educational facilities are second to none, anchored by the Red Deer College which offers university transfer programs, a large number of certificate and diploma courses, and apprenticeship training in most trades. The College boasts a staff of more than 700 and over 4500 full time equivalent students.

Health care facilities include the 349 bed Red Deer Regional Hospital which provides active treatment facilities including a special pediatric ward. Extended care facilities include the Dr. Parsons Auxiliary Hospital and three nursing hospitals. The Michener Centre is a provincial facility providing residential care and training for over 1100 mentally handicapped persons.

The quality of life is very much enhanced by the abundance of parks and recreational facilities to be found in the City. Waskasoo Park, the jewel of the parks system, offers activities ranging from nature walks to golf to horseback riding, boating and biking. It includes the Kerry Wood Nature Centre and

Gaetz Lake Sanctuary which provide naturally protected areas. Other facilities include arenas, indoor pools and the Canyon Ski area, the largest non-mountain ski resort in Alberta.

Cultural facilities include the Red Deer College Arts Centre, a 500 seat theatre, and a variety of museums, archives, and art galleries. Special events include Westerner Days - the largest agricultural fair in Alberta - the International Folk Festival, Red Deer International Air Show, Aviation Film Festival, and New Year's Eve at Bower Ponds.

Improved public transportation links would further enhance the quality of life at Red Deer.

II. RED DEER - A PROVINCIAL CROSSROADS

Red Deer is situated at a natural north/south and east/west transportation crossing in Alberta. For this reason transportation has played a key role in its development. The first settlement began as a natural crossing of the Red Deer River on the 10 to 15 day wagon trip between Fort Calgary and Fort Edmonton. After the Calgary to Edmonton railway came through in 1891, the early settlers relocated adjacent to the railway crossing of the Red Deer River. Thus began the village of Red Deer. Following the railway's construction there came an influx of settlers, and Red Deer soon became a major service centre for the new farms, and a rail head for farm products. The presence of the railway connected Red Deer to the rest of the country.

The railway was soon followed by a network of roads. The main north/south highway in the province passed through the City and Red Deer became a natural stop off and service point because of its location midway between Edmonton and Calgary. It also became an east/west crossing with the construction of the David Thompson highway, an alternate access to the Rockies which shows real promise to become a significant tourist corridor.

In the following subsections we provide an inventory of passenger transportation facilities available at Red Deer, document travel patterns, and identify the primary transportation concerns.

A. Transport Infrastructure and Services

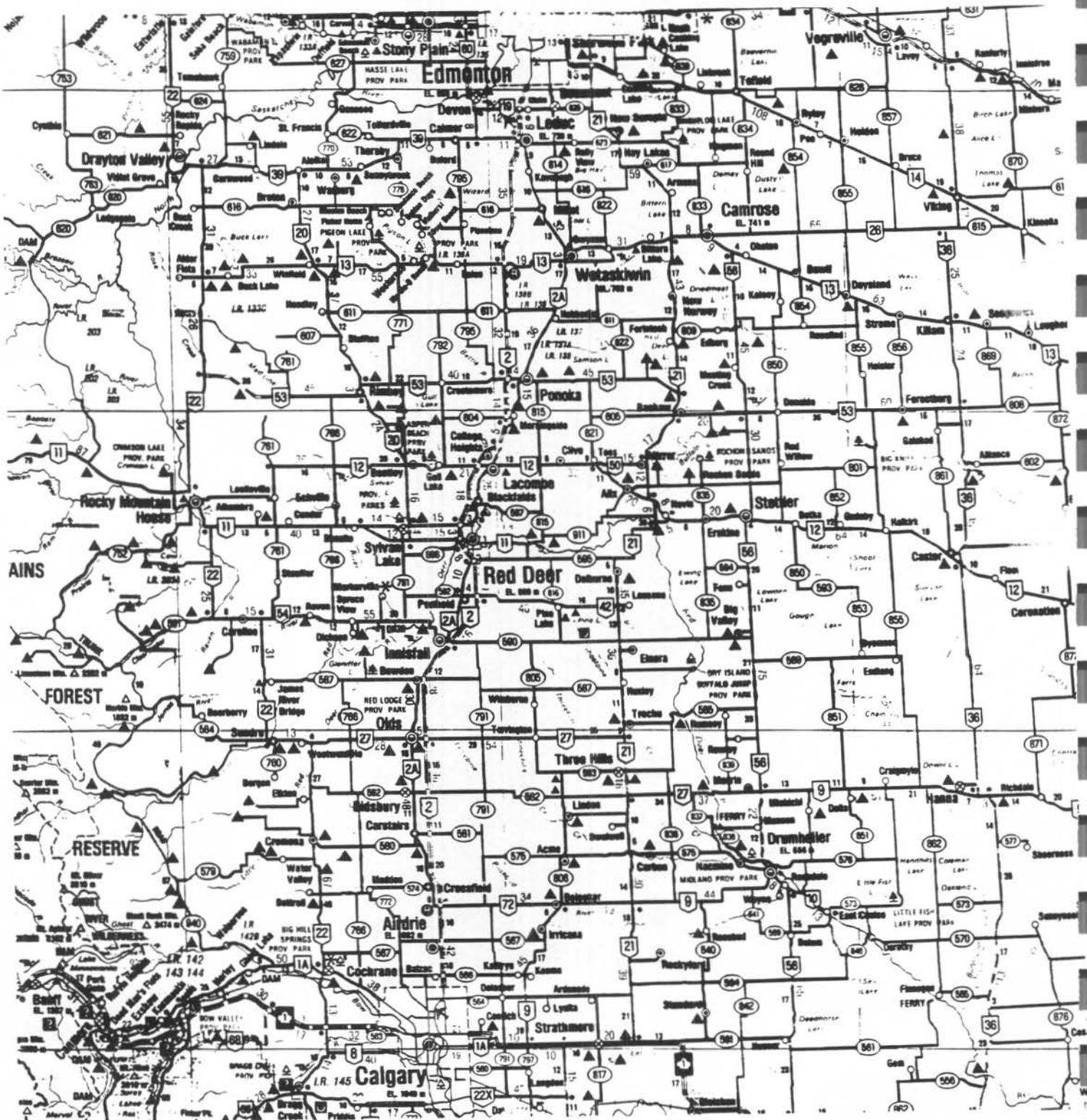
1. Highway Infrastructure

Red Deer is situated on Highway 2, the main north/south highway in Alberta. As traffic volumes have increased (the average annual increase since 1966 has been 3.1% per year) it has been constantly upgraded. It is now a four lane, high speed, limited access divided highway that actually bypasses Red Deer just to the west of the City boundary. Using Highway 2 it is 145 km. from Red Deer to Calgary and 150 km. from Red Deer to Edmonton. Highway 2 also provides access to the Edmonton International Airport (137 km.) and the Calgary International Airport (140 km.). In 1989 the average daily traffic flow along the entire length of the Edmonton - Calgary corridor was approximately 17,500 vehicles.

West from Red Deer is Highway 11, also known as the David Thompson Highway. This two lane highway provides an alternate access to the Rocky Mountains, intersecting the Icefields Parkway at approximately the mid-point between Banff and Jasper. It is approximately 246 km. from Red Deer to the Icefields Parkway. Eastbound from Red Deer, Highway 595 connects with Highway 12 which is the

major eastbound route through Central Alberta to Saskatchewan. In addition to these major highways there are a full complement of regional paved highways serving the communities within Red Deer's trading area. Figure II.1 details the primary and secondary highways between Edmonton and Calgary within Red Deer's trading area.

Figure II.1
Primary and Secondary Highways



2. Bus Service

Bus service to and from Red Deer can be grouped into two categories: corridor service between Edmonton and Calgary, and regional service. Corridor service is provided by Greyhound Canada and by Red Arrow Express. There have been only minor changes in the corridor service during the past five years. Current corridor service is summarized in Table II.1 below.

Table II.1
Daily Corridor Bus Service

Routing	Carrier	Number of Daily Departures	
		Nonstop	One-stop
Red Deer - Edmonton	Red Arrow	3	0
	Greyhound	7	0
Edmonton - Red Deer	Red Arrow	3	0
	Greyhound	7	0
Red Deer - Calgary	Red Arrow	3	0
	Greyhound	5	1
Calgary - Red Deer	Red Arrow	3	0
	Greyhound	6	1
Edmonton - Calgary	Greyhound	6	
Calgary - Edmonton	Greyhound	6	

Source: Greyhound and Red Arrow schedules.

The corridor service provided by Red Arrow is a deluxe motorcoach service with on-board refreshments, executive seating providing more leg room, and video entertainment. The Red Arrow one-way fare of \$16.00 between Red Deer and either Edmonton or Calgary represents a premium of \$2.00 over the fare

charged by Greyhound. The Red Arrow service uses hotels in Edmonton, Red Deer, and Calgary as its pick up and drop off points, whereas Greyhound operates from its own terminals in each of the cities. Red Arrow indicates that it chose to use hotels as its terminals in order to provide differentiation in the minds of users between its service and that provided by Greyhound.

Greyhound serves the Calgary International Airport on one daily run in each direction between Red Deer and Calgary. One additional nonstop Red Deer to Calgary run will make a stop at the Calgary International Airport if requested to do so.

Regional bus service to and from Red Deer is provided by Greyhound to small communities in the corridor, west along Highway 11 to Rocky Mountain House and east on Highway 12 to Consort. This latter service is operated by Ferguson Bus Lines Ltd. on behalf of Greyhound. These regional runs provide at least daily service to almost all of the larger urban centres in the Red Deer trading area. The schedule for these regional services is shown in Tables II.2 and II.3

3. Rail Service

Red Deer currently has no scheduled passenger rail service. Previously the service was provided by CP Rail and then by VIA Rail. After numerous regulatory reviews of the service, beginning in 1971, the Canadian Transport Commission permitted VIA Rail to terminate the service in 1985. The CPR rail yards in downtown Red Deer have been recently relocated to the northwest area of the City. Consequently, any resumption in rail service over existing tracks would be compelled to construct and operate from a new terminal distant from the downtown.

4. Air Service

The Red Deer Industrial Airport is located at Penhold, some 10 kilometres south of Red Deer. A former Canadian Forces Base, the airport is now operated by the City of Red Deer. The airport has a terminal constructed by the Province of Alberta under a Heritage Savings Fund program. The airport runway is 5,800 feet and consequently it is not licensed for regular operations with aircraft such as the B737. In addition, emergency equipment is not provided at the airport. The absence of this equipment restricts the type of commercial activity that can be carried out. The airport is currently used for recreational flying, flying training, and for some corporate operations.

In the past, scheduled service has been provided by Time Air. This service was discontinued in 1983 shortly after restrictions on Time Air's operating authority between Edmonton and Calgary were eliminated. In the fall of 1985 Alberta Aircorp Airlines Inc. introduced service to Calgary and the

Table II.2
Regional Corridor Bus Service

EDMONTON RED DEER CALGARY

SCHEDULE NUMBER	1111	1115	1195	1105	1189	2001	1181	1113	1191	1107	1177	1185	1179	1103	1193	2003	1187	READ DOWN
Folder No. 2	704		9-5-90				X7				57							
FREQUENCY																		
EDMONTON, AB	Lv	12 01	7 00	8 00	9 00	10 00	11 00	12 01	1 00	2 00	3 00	4 00	5 00	6 30	8 00	9 00	8 00	
South Edmonton		12 13	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 45	8 12	9 12	8 12	
Nisku																		
Leduc		12 40			9 45									6 30				
Millet		12 55			10 02									6 30				
Wetaskwin		1 20			10 30									6 40				
Hobbema					10 45									7 10				
Ponoka		1 50			11 01									7 25				
Morningside Jct.																		
Lacombe		2 15			11 25									7 50				
Blackfalds					11 32									8 00				
Red Deer	Ar	2 35	8 45	9 45	11 55	12 48		2 48		4 00	4 45			8 15		8 00	10 00	
Red Deer	Lv	2 40	8 55	9 55	12 18	12 48		2 55		5 15	5 10			8 30		8 00	10 00	
Penhold			9 10							5 29								
Innisfail		3 35	9 24		12 48					5 48				8 50				
Bowden			9 35		12 58					5 58								
Oids		4 00	9 50		1 18					6 19								
Didsbury Jct.		4 15	10 11						1	6 35								
Carstairs		4 30	10 27							6 52								
Crossfield		4 45	10 42							7 00								
Airdrie Jct. S/W		1 5 00	10 55		1 2 00				1	7 20								
Calgary Airport			11 15															
CALGARY, AB	Ar	5 35	11 35	11 40	2 30	1 18	2 30	3 18	4 48	5 30	7 58	6 50	7 30	8 30	9 30	8 45	11 45	

- ① - Schedule goes into town.
- ② - Coffee stop enroute.
- ③ - No passengers carried whose entire ride is between Calgary and Calgary Int'l Airport.
- c - Connections for Stettler and Consort daily - See Table 733.
- ⊕ - Runs 1115 and 1116 serve Calgary Int'l Airport.
- ⊗ - Run 1195 will discharge at Calgary Int'l Airport on request.

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CALGARY RED DEER EDMONTON

SCHEDULE NUMBER	1112	148	1118	1120	1114	1194	1106	1188	1116	1108	1190	1178	1182	1180	1104	1192	1196	1186	READ DOWN	
Folder No. 2	704		9-5-90				X7				57									
FREQUENCY																				
CALGARY, AB	Lv	1 00		6 30	7 00	9 00	10 00	11 00	12 01	1 00	1 45	2 00	3 00	4 00	5 00	5 45	6 00	7 00	8 00	
Calgary Airport																				
Airdrie Jct. S/W			1	7 00							1	2 10			1	6 25				
Crossfield		1		7 20							2	2 41			1	6 40				
Carstairs		1		7 40							2	2 57			1	7 00				
Didsbury Jct.		1		7 55							1	3 11			1	7 15				
Oids		2		8 20							1	3 30			1	7 30				
Bowden		2		8 35							1	3 48			1	7 50				
Innisfail		2		8 55							1	4 03			1	8 10				
Penhold		D		9 05							1	4 18			1	8 10				
Red Deer	Ar	3 15	Commuter	9 25	8 35	10 40		1 05		2 58	4 38		4 45	6 45	8 40		8 30			
Red Deer	Lv	3 20	See Table 732	9 45	8 40	10 45		1 20		3 05	5 00		5 00	6 45	8 55		8 50			
Blackfalds				10 00				1 35		5 15										
Lacombe		4 00		10 15				1 50		5 27					9 20					
Morningside Jct.																				
Ponoka		4 25		10 40				2 15		5 50					9 50					
Hobbema				10 55						6 10										
Wetaskwin		4 55	10 22	11 15				2 48		6 23					10 20					
Millet		5 12	10 35	11 30				3 03		6 50										
Leduc		5 30	10 55	11 45				3 25		7 12										
Nisku																				
South Edmonton		6 05	11 22	12 18	10 25	12 30	1 00	3 53	3 03	4 42	7 40	5 18	6 47	7 18	8 33	11 10	8 10	10 33	11 13	
EDMONTON, AB	Ar	6 15	11 35	12 30	10 40	12 48	1 18	4 05	3 18	4 56	7 55	5 30	7 00	7 30	8 45	11 25	9 30	10 45	11 25	

Table II.3
Regional East - West Bus Service

ROCKY MT. HOUSE—RED DEER—CONSORT

READ DOWN		SCHEDULE NUMBER		READ UP	
162	164			161	163
		Folder No. 3	733	4-1-80	
X7		FREQUENCY		X8	
7 18	8 08	Lv	ROCKY MT. HOUSE, AB CS	Ar	10 28 4 28
7 27	8 16		Alhambra Jct. CS 3-1/2/N.		10 37 4 37
7 33	8 20		Condor Jct. 4/S.N.		8 57 4 57
			Hespero Jct. 4/S.N.		f f
7 48	8 40		Echville		9 42 3 52
8 00			Bonello Jct. 1-1/2/S.		9 25 3 49
8 10	7 00		Sylvan Lake		9 35 3 59
8 30	7 25	Ar	RED DEER CS	Lv	9 50 3 50
8 40	8 50	Lv	Red Deer (704)	Ar	9 00 12 45
10 40	10 45	Ar	Edmonton	Lv	9 00 11 00
8 55	8 00	Lv	Red Deer (704)	Ar	8 30 2 55
7 35	8 45	Ar	Calgary	Lv	7 00 1 00
			SCHEDULE NUMBERS		
	157		FREQUENCY		
	7 30	Lv	RED DEER CS	Ar	9 40 2 00
	7 40		Blackfalds		9 27 1 47
	7 50		Lacombe		9 17 1 37
Ⓛ	8 12		Chive 3-1/2/N.		9 00 01 20
			Tees Jct. 4/S.N.		f 1 13
	8 27		Alta		8 45 1 05
	8 35		Neve		8 37 12 57
	8 45		Erskine		8 27 12 47
as	8 55	Ar	Stettler CS	Lv	8 15 12 25
	9 05	Lv	Stettler CS	Ar	as 8 00 as 12 25
Ⓛ	9 15		Bothe Jct. 2/S.N.		f 112 57
	9 30		Wetkirk		7 30 11 53
	9 40		Castor		7 15 11 35
			Fleet Jct. 2/S.N.		f 111 23
			Federal Jct. 2/S.N.		f 111 13
	10 20		Coronation		6 50 11 05
			Throne Jct. 2/S.N.		f f
	10 30		Veteran		6 35 10 40
			Laybitt Jct. 1-3/4/S.		f f
	11 30	Ar	CONSORT, AB	Lv	6 15 10 20

Ⓛ — Schedule goes into town and stops to discharge only. ⓁA733-8219us
 B or HS — Highway stop.
 PBL — Runs 157 and 158 operated by Ferguson Bus Lines Ltd.

Edmonton Municipal Airport. This service was terminated the following spring.

Not including Calgary and Edmonton, the lack of scheduled air service at Red Deer is in stark contrast to the situation in other Alberta communities. Lethbridge, Medicine Hat, Grande Prairie, Peace River, High Level, Rainbow Lake, Ft. McMurray, Fort Chipewyan, Cold Lake, and Lloydminster all receive regularly scheduled air services. Of these cities, only Lethbridge is larger than Red Deer, by about 3400 residents.

Given the lack of air service available at the Red Deer Industrial Airport, residents of Red Deer and visitors to our City rely on the private auto to access the air services available at the Calgary and Edmonton International airports.

B. Transportation Demand

It is difficult to compile a detailed assessment of current inter-city transportation demand to and from Red Deer. There are a variety of reasons for this, including the following. First, the lack of scheduled air service means all air passengers boarding an aircraft at either Edmonton or Calgary are counted as having begun their journey at one of those points. Second, data pertaining to scheduled bus services is confidential. Third, detailed highway traffic data for Red Deer was last obtained through a 1982 survey by Alberta Transportation and Utilities. Notwithstanding these problems, it is still possible to make some demand estimates by utilizing the data that is available, and by comparing Red Deer's situation to that for other small communities.

1. Dominated By The Automobile

The most obvious feature of demand is the fact that inter-city travel to and from Red Deer is completely dominated by the private automobile. This reflects the fact that the only available public transportation is bus service. In a recent study, Transport Canada estimated that buses account for approximately 6% of inter-city passenger transportation. Since buses represent the only alternative to the automobile at Red Deer, this suggests that 94% of Red Deer's inter-city passenger transportation demand is accounted for by the automobile. It may in fact be more given that most bus routes to and from Red Deer are designed to first meet the needs of travellers between Edmonton and Calgary. Given that orientation it would not be surprising that these services capture a smaller share of the traffic than the average for the country. Whatever the case, one thing is absolutely certain, **inter-city passenger demand to and from Red Deer is currently captive to the car.**

A survey undertaken by Alberta Transportation and Utilities in 1982 further illustrates the significance of car travel between Red Deer and Calgary. That survey found that the occupants of 15.5% of the vehicles headed south from Red Deer on Highway 2, and having given Red Deer as the starting point of their journey, were destined for Calgary. Based on the occupancy rate of the vehicles, approximately 700 travellers were making the trip between Red Deer and Calgary on the day of the survey. Residents of Calgary and Red Deer accounted for approximately 87% of this traffic, in almost equal numbers. We were unable to obtain similar numbers for traffic from Red Deer to Edmonton.

2. Surface Travel To The Airports

Passengers destined to or from Red Deer and utilizing the Calgary or Edmonton airports has been estimated using comparative techniques. As the first step in this process, scheduled passenger traffic to and from eleven smaller cities in Alberta and B.C., ranging in population (using 1986 figures) from 15,890 for Cranbrook to 89,730 for Kelowna was obtained from Statistics Canada publications.

This traffic was then categorized into four groups. Hub traffic represented all travel between the hinterland city and its next highest order centre, as measured by the number of passengers. If the number of passengers to the two largest higher order centres were within 10% of each other, the passenger traffic to both centres was counted as hub traffic. Regional traffic represented all traffic to and from communities either within the same province as the hinterland city, or to cities in an adjacent province. Beyond traffic represented all traffic to other communities in Canada or to communities in the United States. Other traffic represented all traffic so identified in the Statistics Canada publications because the traffic volumes are too small to produce statistically valid estimates of travel to specific cities.

Traffic was categorized in this fashion in order to ensure that the estimates of Red Deer traffic utilizing the Calgary and Edmonton airports were not inflated by the inclusion of hub traffic. It would be inappropriate to include this traffic in estimates for Red Deer since this traffic is not part of the traffic utilizing the two airports. Table II.4 displays the number of passengers in 1988 for each of the selected cities by traffic category. It also identifies the population of these communities in 1986.

Table II.4 shows a great variation in traffic volumes. To provide more useful information the traffic volumes were divided by the population to obtain trips per capita. This data is displayed in Table II.5. The average Non Hub trips per capita for all eleven cities was 1.1 trips.

It can be seen from this table that both Hub traffic and Non Hub traffic exhibit a great deal of variability from city to city. This would be accounted for by many different factors. For Hub traffic, proximity to the hub centre would be one significant factor. The demographic and economic characteristics of the city

Table II.4

**Scheduled One - Way Passengers At Selected Cities
With Scheduled Air Service**

City	1988				Total Passengers	Population 1986
	Other	Traffic Categories Hub	Region	Beyond		
Cranbrook	2290	42400	25980	6470	77140	15890
Ft. McMurray	1800	41760	30480	6160	80200	48500
Grande Prairie	1870	46380	33880	6300	88430	26470
Kamloops	1760	48590	40820	16490	107660	61775
Kelowna	3240	152620	108460	50880	315200	89730
Lethbridge	2490	41000	32000	9970	85460	58840
Medicine Hat	1650	16240	16540	5490	39920	50730
Penticton	2550	35260	20390	6600	64800	33965
Prince George	1980	129710	50370	17740	199800	67620
Prince Rupert	1380	59590	6670	9090	76730	17580
Terrace	1450	59440	10850	4420	76160	17390

Source: Statistics Canada Catalogues 51-204 and 51-205 for one-way passenger data, and Statistics Canada, Census Metropolitan Areas and Census Agglomerations: Part 2 for population data.

Table II.5

**Scheduled One-Way Passenger Trips Per Capita
For Selected Cities With Scheduled Air Service**

City	1988	
	Hub	Non-Hub
Cranbrook	2.67	2.19
Ft. McMurray	0.86	0.79
Grande Prairie	1.75	1.59
Kamloops	0.79	0.96
Kelowna	1.7	1.81
Lethbridge	0.7	0.76
Medicine Hat	0.32	0.47
Penticton	1.04	0.87
Prince George	1.92	1.04
Prince Rupert	3.39	0.97
Terrace	3.42	0.96

Source: Derived from Table II.4.

also account for some of the difference, and no doubt the level of air service received at each community also has a bearing.

Given the variation in Non Hub trips per capita, we can only make an educated guess as to the likely range in ground trips between Red Deer and the two International airports. From a demographic, economic, and locational perspective, Red Deer exhibits very similar characteristics to Lethbridge. On the other hand, a survey undertaken by Alberta Economic Development and Trade in August 1985 found that approximately 50% more passengers with an origin or destination at Red Deer caught a flight at Edmonton or Calgary for a non hub destination, than was the case for Lethbridge. This strongly suggests that the non hub per capita trip generation at Red Deer is greater than at Lethbridge. We thus believe that it is reasonable to estimate the non hub traffic at Red Deer as being between 0.76 trips per capita, the ratio for Lethbridge, and 1.1 trips per capita, the average for all of the communities included in Table II.4. This translates into a traffic volume of between **43,000** and **62,700** one way passengers.

We consider this to be a conservative estimate because the survey techniques used by Statistics Canada will result in some non hub traffic being counted as hub traffic. For example, interlining is not readily available for passengers taking charter flights. Thus, a passenger travelling to or from one of the cities listed in Table II.4 and utilizing a charter flight from the hinterland city's hub and scheduled air service to travel between the hinterland city and the hub, will have been counted as a hub passenger because the origin-destination survey of Statistics Canada is based on the travel itinerary shown on the scheduled airline ticket.

The aforementioned survey also provides some interesting insights into the characteristics of travellers to and from Red Deer that are utilizing the airports. Some of the key findings were as follows:

- a. 75% of the traffic used the Calgary International Airport, and only 25% used the Edmonton International Airport,
- b. approximately 32% of the passengers were business travellers, and
- c. approximately half of the travellers were residents of Red Deer.

C. Transportation Concerns/Opportunities

In an overall sense, transportation has played a very positive role in the development of Red Deer and has contributed immensely to the quality of life enjoyed by its residents and to its ability to attract visitors to the City for business or pleasure reasons. The proximity to both Calgary and Edmonton, and the constant upgrading of Highway 2 which has facilitated auto travel to those two cities, has meant that residents and visitors to the Red Deer have enjoyed opportunities that many comparably sized cities would envy.

We appreciate the mobility that we enjoy, but at the same time we believe there is room for improvement, especially with regards to public transportation. In very broad terms we believe that Red Deer would be better off if it had inter-city passenger transportation options available, rather than being almost totally dependent on the private automobile. This general concern is reflected in the specific concerns that follow.

1. Lack of Scheduled Air Service

Without a doubt the lack of scheduled air service to and from Red Deer is currently perceived as being the most significant inter-city transport problem for Red Deer. The degree to which this concern is shared by the entire community is revealed by recent work undertaken as part of the provincial government's Vision 2020 initiative. As part of that initiative the Red Deer Regional Planning Commission asked the general public, high school students, and representatives from community groups (which groups collectively represented virtually the entire population) to identify Red Deer's strengths and weaknesses. The community groups identified the lack of scheduled air services as the second largest shortcoming in the City, as identified by the number of responses. It was also the biggest weakness of the inter-city transportation issues identified by the general public and the high school students.

The lack of scheduled air services has a negative impact in three ways. First, it makes Red Deer a less attractive location for business, especially for those businesses that export product or services beyond provincial borders. As was indicated earlier in this submission, exports outside of the province are significant for the business community in Red Deer. Second, the lack of air service reduces the attractiveness of Red Deer as a national and regional convention market. Third, it decreases the quality of life enjoyed by residents of the City.

While the lack of scheduled air service and the resulting negative impacts are our biggest concern, we do not expect such a service to be introduced. There are simply too many economic obstacles to this service. The first obstacle is the inability to attract local traffic on flights between Red Deer and the airports at Calgary and Edmonton. Such flights would only save 10 to 15 minutes over driving. This is simply not enough to overcome the reduced cost and added convenience of having a car at the destination if one drives. For this reason an air service between Red Deer and the Calgary and Edmonton airports would have to rely solely on the connecting traffic. This is the second obstacle. From an airlines perspective connecting traffic is lower yield traffic. This would be especially true for Red Deer as very attractive interline fares would have to be offered in order to persuade a significant portion of the potential traffic to utilize the service rather than drive to the airport. The lower yield necessitates that load factors be very high which in turn requires substantial demand. This is difficult to achieve at Red Deer because the carrier would only have access to about half of the traffic that is normally available to a commuter air carrier (because of the absence of local traffic). The smaller traffic volumes produce

a third problem. It mitigates against providing high frequency, but without this it is not possible to provide connections which provide a total travel time advantage for the air service as compared to driving. Finally, we recognize that short haul air services are extremely expensive on a per kilometre basis because of higher rates of fuel burn during take-off and landing and because of the high fixed cost associated with enplaning and deplaning a passenger.

2. Non-inclusion In Reservation Systems

The computerized reservation systems developed by the airlines over the past 15 years have become the primary means of disseminating travel information. Travel agents, who have become the principal travel arrangers, rely on these computerized systems to make the arrangements for travellers. Non-inclusion of a city in these reservation systems hampers the ability to attract both business and leisure traffic because the travel agent in distant locations will be unaware of the means available to transport the passenger to Red Deer. This creates a problem for a city like Red Deer which lacks the air service which is the basis for listings in these reservation systems.

3. Better Bus Service

The need for more frequent bus service was also identified as a concern in the Vision 2020 work. It is especially needed to Calgary and Edmonton in order to fill in service gaps in the current service. At the present time the schedules are built around the needs of Edmonton and Calgary. As a consequence the schedules do not provide for early morning departures from Red Deer to either Edmonton or Calgary. The availability of such departures would facilitate both business travel and personal travel by Red Deer residents.

4. Increasing Fuel Costs

The dependence on the automobile coupled with the fact that Red Deer residents are likely to travel greater inter-city distances in a year than are their counterparts in the large cities, makes the Red Deer economy very susceptible to gasoline price shocks. Rapid increases in these prices can not be readily avoided by residents of Red Deer or visitors to the city. Thus, in a scenario of rapidly increasing fuel prices the attractiveness of Red Deer as a city in which to live and do business is diminished.

5. Sustainability of Bus Service To Trading Area

As described in an earlier section, Greyhound currently provides regional bus service to many of the larger urban communities within the trading area of Red Deer. These services are valuable, especially to those individuals residing within Red Deer and its trading area that do not own cars. While the

financial viability of these particular services is not known, we do understand that the majority of these regional services owe their continued existence to cross-subsidization by the profitable sectors of Greyhound's network. This precarious financial existence makes these routes certain targets for elimination if Greyhound decides to focus its efforts on its profitable routes. While we are not aware of current plans by Greyhound to do this, it is a realistic possibility if a change in marketing strategy were to occur, or increased competition on its profitable routes eliminated the profit that can be used to cross-subsidize the unprofitable regional routes. Should such a situation occur in the future, are there any other practical alternatives for sustaining the service?

6. Inclusion In High-Speed Rail

In recent years there has been a fair amount of discussion regarding the feasibility of high speed rail. In Canada, the corridor between Calgary and Edmonton appears to represent a realistic opportunity for developing such a service. If such a service is developed we are concerned that Red Deer be included as a stop, not by-passed. This would enable Red Deer to effectively capitalize on its geographic location midway between Edmonton and Calgary. Failure to include Red Deer would very much leave Red Deer in the shadow of those two cities in respect to attracting future economic development.

III. FUTURE VISION - INTEGRATED PUBLIC TRANSPORTATION

As indicated by the title of this section and of this submission itself, the City of Red Deer very much believes that the future direction for inter-city public transportation in Canada must be towards an integrated network which effectively links all modes together. In the following section we describe the major features of an integrated system, look at the evolution of the system, the obstacles that must be overcome, and the benefits to Red Deer.

A. Features of an Integrated Network

Competition within and between modes will continue to be encouraged, but **cooperation** between the modes must be fostered in order to make public transportation more competitive with the private automobile. As we see it, public transportation modes must place less emphasis on expanding market share within the relatively fixed pie that they now have, and instead focus their efforts on first expanding the public transportation share of the passenger transportation market. This will provide the best growth opportunity, and thus the best opportunity for increased profits.

In order to wrest a larger share of the transportation market away from the automobile, we see public transportation companies providing service between the passenger's actual origin and destination, not just between the modal terminal nearest to the passenger's origin and destination. Only by doing this do we believe that public transportation can develop into a viable option to the private automobile.

This end to end transportation will be made possible through the inclusion of the services of all modes in computerized reservation systems; through the use of common ticket stock, thereby allowing a single ticket to be used from the beginning to the end of the journey; through the use of joint fares which make fares more equitable and easier to calculate; through service interlining which eliminates the passenger's requirement to physically carry baggage when transferring between modes or carriers; through coordinated scheduling that seeks to minimize time lost waiting to make connections; and by developing joint use terminals, or where this is not practical, providing public transportation connections between the terminals. It will also require that inter-city and intra-city services are similarly integrated.

There is one final component that we see as being essential in order to provide a truly effective integrated public transportation network. This is a public transportation system that is **flexible** in its execution. Flexibility is required because travel needs are not homogenous. The majority of inter-city passenger transportation takes place over rather short distances. Because of the short distance, such

trips are made frequently by the traveller. In this situation the traveller does not require a third party to plan the trip, nor will the traveller require many of the services that are now being provided for longer trips. An integrated system must account for these differences by providing flexibility that allows the traveller to select and only pay for those services that he or she requires. An integrated system that fails to do this will be hard pressed to provide cost effective transportation.

B. System Evolution

We do not see an integrated system evolving overnight. Rather we see a four step approach occurring over a number of years, and built on the computerized reservation and information technology that is being pioneered by the airlines. The four steps are as follows.

1. Integrate Ground Transport To Hinterland Communities

The natural first step for the process would be to effectively integrate those ground transport systems that are now connecting hinterland communities to an airport. This should be the easiest starting point because the passengers using these services are in the most part already making use of the airlines' computer reservation technology. Thus there would be little increase in the volume of reservations, and only an incremental increase in the reservation's systems capability to display information and store passenger records would be required. This should make this step quite manageable, an important consideration during the initial phases of developing the components of an integrated system.

2. Integrate Inter-city Bus and Rail Service

Following the integration of ground services to airports, we see the integration of inter-city bus services and the remaining inter-city rail services as the next step in the evolution of the system. This step could itself take place in one or more steps as there may be advantages to integrating rail services, long haul bus services, and regional bus services at different times. This step will substantially increase the number of inquiries and reservations that must be processed by the computerized reservation system.

3. Integrate Inter-City and Intra-City Transport

Some time after all of the inter-city services have been integrated we would see the integration of inter-city and intra-city modes of transport. This is likely to be the most difficult step as the travel demands of passengers are quite different. In recognition of this fact, we believe that it may prove desirable in this step to focus on satisfying the intra-city needs of inter-city passengers.

4. Introduce New Technology

Our vision of an integrated public transport network does not end with the integration of existing modes of transport. We also see the potential for new transport technology to play a significant role in an integrated system. For example, in Alberta discussion has recently resurfaced regarding the desirability of constructing a high speed rail service between Edmonton and Calgary. We believe that in time this system will be built. When it is constructed we strongly believe that it must be fully integrated into the public transportation system. We believe that by actively working towards the development of an integrated inter-city market utilizing existing technology, we will provide the building blocks to enable new technology to be introduced sooner and with less risk.

C. Potential Obstacles

There are many potential obstacles. Some are technical, but we believe that these are likely to be the easiest to overcome. The most difficult obstacles to overcome are likely to be the entrenched "ways of thinking". To illustrate this point, the following paragraphs address some potential obstacles relating to "ways of thinking".

1. Multi-modal terminals

A necessary ingredient to make the integrated concept work will be multi-modal transport terminals. Where market size and/or previous infrastructure development makes it prohibitive to physically utilize one facility for all modes, there will be a need to efficiently link the different modal terminals together. We must eliminate the situation whereby the traveller loaded down with baggage or rushing to a meeting must scramble to find the means to travel between an airport and the bus station, between the rail station and the bus station.

To make multi-modal terminals work we also believe that they should be multi-use facilities. Why should a terminal have to be a stand alone facility where the users have nothing of interest to do during the inevitable waiting periods, and which must rely on the users to support all the costs of operation? Is it not time to emulate successful airport terminals which have developed retail operations to provide both a pleasing environment and a diversified revenue base? Development of this type of terminal is perhaps more difficult where the airport is somewhat removed from the main activity of an urban community, but for a city like Red Deer there is no reason why a public transport terminal could not be readily integrated into some other type of commercial development.

The concepts which we have just described are not new, but so far they have not been practically applied. The reason why these concepts have not been applied appear to most relate to attitude. Take for example, our own experience in Red Deer. Several years ago, when VIA was still providing rail service to Red Deer, we saw the need for the development of a centralized terminal for Red Deer's public transit system. We broached the idea of developing a joint use inter-city and intra-city terminal in proximity to the existing rail station in downtown Red Deer. The concept was rejected by the bus lines in operation at the time who wished to be distant from VIA Rail. The end result is that today we have no VIA Rail service, a rail station that sits on property no longer being used by the railways, inter-city bus service being provided from two different locations in the City and no intra-city bus terminal in the downtown core.

2. Frequency and Scheduling

In order for an integrated system to provide a competitive alternative to the private automobile it must approximate the flexible mobility provided by the automobile. This means that there must be adequate frequency and appropriate scheduling to minimize the time spent waiting for connections. Moreover, the shorter the journey the more critical "connect" time becomes because it can quickly become the major component of the total elapsed travel time, which is the passenger's major concern.

However, competition between carriers most often results in overlapping scheduling where departures to the same destination by different carriers leave within minutes of each other. The end result of this is that a market can have high frequency but still have scheduling gaps that diminish the attractiveness of the service in respect to the private automobile. This problem will generally be more acute in smaller markets where the demand is not sufficient to support a high frequency of service. In such markets splitting the market between operators resulting in overlapping scheduling can result in significant scheduling gaps.

Recognizing the potential for this, one of the real challenges in developing an effective integrated system to smaller communities will be to find means of controlling competition between carriers such that it does not destroy the objective of providing a public transportation alternative to the private automobile.

3. Interlining

Just a few short years ago Canada's commuter airlines encountered real difficulties in arranging interline agreements with larger airlines. The principal problem was that the large airlines could see no benefit to themselves in interlining. This situation changed only after the larger airlines implemented hub and spoke route networks. At this point they recognized the value in the feed traffic that could be provided

by the commuter carriers. However, they viewed it as being to their advantage to ensure that the commuter carrier would only provide feed traffic to themselves and not to their competitors. To ensure this the large carriers used several techniques. The most common were to acquire an equity interest in the commuter carriers, and to create marketing agreements that would bind the commuter carrier to its larger partner.

Where a market is sufficiently large to support more than one commuter carrier, the passenger will generally have interline access to most markets, but in the smaller markets there is a real danger that the practice of restricted interlining eliminates the advantages of system integration. Recognizing this, there will have to be a change in thinking if inter-modal integration is to be successful. Interlining must come to be viewed not as a "market share" tactic, but rather as a "market expansion" tactic.

IV. THE NEED FOR AN INTEGRATED PUBLIC TRANSPORTATION SYSTEM

Having set forth our vision of an integrated public transportation system, it is useful to now take a step back and clarify our perception of the need for an integrated public transportation network.

A. The Need For Options

We are a country whose inter-city passenger transportation is currently dominated by the private automobile. The extent of this domination is revealed by a recent Transport Canada study which estimated that the automobile now accounts for approximately 85% of inter-city trips, defined as all trips over 50 kilometres in length. Other studies have suggested that the automobile's dominance is not so pronounced for trips over 500 kilometres in length where the airplane becomes equally significant. Overall, the situation in Canada today is one in which almost all of our eggs are in one basket. This fact compromises our ability to effectively cope with unexpected changes.

Having said this we do not believe that within the time frame being examined by this Commission that the automobile will disappear. Indeed it is likely to continue to be the dominant means of inter-city transport. This will be so because of the investment both by the public and private sectors in infrastructure to support the automobile. Were it not to be so, there is no doubt that public transport would be hard pressed to keep pace. Consider for a moment that a decline in the automobile share from 85% to 70% would effectively double the demands on the public transport system that, in the case of the air mode, is already confronting congestion in many areas. Clearly, if the automobile were to fall from its dominant position over the next thirty years the mobility now enjoyed by residents and visitors to this country would be diminished without massive expansion of the public transport network.

B. Canada Is A Trading Nation

Canada is very much a trading nation. Fifty-one percent of Canada's gross domestic product comes from trade. No industrialized western country is as dependent on trade. Canada is different than countries such as the United States, Germany and Japan all of which have large domestic markets to support their economies. Because of this dependence on trade, Canada is also more dependent on transportation and communication systems both to move the people around that negotiate the business deals or provide the service, and to move the actual goods. We need exceptional transportation and communication networks to provide the domestic and international links necessary to be competitive

in the global marketplace. As pointed out earlier, this is important even for smaller communities such as Red Deer. The long term health of the Canadian economy therefore depends on there being a healthy transport and communications industry.

C. Coping With Accelerating Change

The pace of change in the world is at an all time high, and is accelerating. Take for example the very rapid and unpredictable political, economic and social changes occurring in the Eastern Bloc. Moreover, change is occurring simultaneously in all arenas: social, political, economic, technological and environmental. In this highly charged environment not only is it virtually impossible to predict the future with any sense of accuracy, but our traditional practice of looking at events, ideas and practices by breaking them into their various components increasingly appears flawed.

To cope with this change it appears that a change in approach is needed to one that focuses on the interaction between systems, and relies less on forecasts based on past trends. This approach allows for greater flexibility, and the ability to adjust as we go along.

From a transportation standpoint we believe that there must emerge a way of thinking that promotes the need for flexibility as a means of coping with accelerating change. Two practical ways of accomplishing this would be to promote the development of transport options, rather than relying on the automobile, and to develop many small initiatives, and not just the mega projects. Concepts such as the integration of airport bus services with airline service should be pursued with equal vigour to the addition of runways at Toronto and Vancouver.

D. Strengthening Smaller Communities

Over the years Canada has experienced a rural to urban shift in population, with most of the former rural dwellers moving to the largest cities. This shift has both increased the need to provide more services in the largest urban areas, and decreased the rural population base to support the provision of services. We believe that it would be a positive development for Canada, if in the future, more of this rural to urban shift was directed at the smaller cities located within the rural areas, in keeping with the likely future trends for the 21st Century. This would keep former rural dwellers closer to family and friends.

To achieve this will require good transportation links between the smaller cities and the large urban areas. These links are needed to enhance the "quality of life" in the smaller cities thus making them a desirable alternative to the large cities. Transportation links enhance the quality of life by providing

access on an as needed basis to the services that are to be found in the largest cities, but not in the smaller cities. Furthermore, good transport links can make these smaller cities a more attractive location for business as the improved access provides the opportunity to move people and goods as needed. While the transport costs associated with locating in a smaller city may be higher than in the large cities, these costs will be somewhat compensated by lower costs for inputs such as real estate and labour.

We believe that an integrated public transport system will provide the best opportunity for providing enhanced transport links needed to fully develop the potential of central Alberta.

V. *INTEGRATED PUBLIC TRANSPORTATION FOR RED DEER*

Red Deer epitomizes the need for an integrated public transportation system. In this section we describe the short and long term evolution of an integrated public transport system for Red Deer, the necessary steps to achieve the integrated system are proposed, and the benefits to Red Deer are identified.

A. **Short Term Evolution - The Air Coach**

The most immediate need is the development of a surface transport service to the Calgary airport. While service to Edmonton is also desirable, the 75% market share now enjoyed by the Calgary airport makes it imperative that the first service be provided to it. This service will be targeted at the estimated 43,000 to 63,000 passengers that now travel by car to make air connections at Calgary or Edmonton.

The **Air Coach** will use a combination of smaller capacity vehicles (10 - 20 seats) in order to maintain high frequency, and higher capacity vehicles to handle the peak periods. Scheduling will be coordinated with the airlines in order to minimize the connect time. Seating will be comparable to that available on an aircraft, music will be available at each seat, and cellular phones will be available for the businessman that wishes to do work en-route. The **Air Coach** will be listed in the airlines' reservation systems, and passengers utilizing the service will use but one ticket and pay a single fare for the entire journey. Each **Air Coach** will have direct communications with a dispatcher in order that arrangements can be made to accommodate unforeseen delays.

At Red Deer the **Air Coach** will operate from a terminal that is part of a retail or tourist development that offers passengers pleasant diversions while awaiting their departures. This terminal will also be served by the intra-city bus network, and hopefully the regional buses. The **Air Coach** operator may also have negotiated a special deal with local taxi firms to provide service between the terminal and one's home or office.

At the Calgary airport the **Air Coach** will have its own gate for embarking and disembarking the passengers. Baggage will be automatically transferred between it and an aircraft. Passengers will transfer between the **Air Coach** and an airplane in the same manner as for transfers between airplanes.

In summary, the **Air Coach** will be an aircraft on wheels.

We strongly believe that an **Air Coach** with the characteristics described above and offering a competitive fare (determined by the cost of parking plus the vehicle operating costs, or the cost of a car rental) could, over a period of time, attract the majority of the connecting air market. It could succeed because it would provide a combination of service and frequency that would make it competitive with driving a car.

B. Medium Term Evolution - Integration of Inter-City and Intra-City Bus Service

There is currently a very substantial daily movement of travellers between Red Deer and both Calgary and Edmonton. While the existing bus services attract a portion of this traffic, the majority of travellers utilize automobiles. Indeed many large firms in Red Deer operate a fleet of passenger vehicles that are utilized for travel by personnel between the Red Deer office and the office in Calgary. In order to capture a greater share of this traffic the bus services will need to provide more frequent service, with direct access to the intra-city services in Red Deer, Calgary and Edmonton. To achieve higher frequency of service, a mix of different capacity vehicles will probably be needed. We also believe that inclusion in the computerized reservation systems would make the service more attractive by facilitating reservations, important to a traveller that has a deadline to meet.

C. Long Term Evolution - Introduction of High Speed Rail

As previously mentioned, there has been renewed interest in recent weeks in high speed rail service between Edmonton and Calgary. It is our view that the real question is not, will the service be built, but when will it be built?

A properly designed system will provide for stops at both the Calgary and Edmonton International airports and at Red Deer. This, combined with effective integration with other modes of travel, will enable the high speed rail service to effectively serve multiple markets: the local markets between Calgary and Edmonton, between Red Deer and each of Calgary and Edmonton, and the air connecting markets out of all three centres. By serving all of these markets the economics of the service are greatly improved and its introduction is hastened.

The date of the high speed rail construction and the technology employed will depend on many factors that are difficult to predict. However, we firmly believe that a systems approach by the public sector will also hasten its construction. Why? Under a systems approach decisions regarding the expansion of roads or the building of new airport runways would not be made in isolation from decisions regarding the construction of high speed rail. Obviously, if high speed rail could reduce the need to make those

types of expenditures, its economic viability improves. It is also reasonable to expect that a systems approach that expedited the introduction of high speed rail would produce additional economic benefits for Canada, by better positioning Canadian business to capitalize on the high technology manufacturing and development opportunities that are likely to emerge as this technology is introduced in transportation corridors throughout North America.

D. Making It Happen

1. Short Term

The Air Coach will only come about through a cooperative effort involving all levels of government, the operators of the transport services, and the business community. Specific actions that we would like to see taken are as follows:

- a. Given the unique nature of the service, we would like to see the Federal Government and Provincial governments jointly establish a short term financial program that would provide an Air Coach operator with seed funds for three years. The purpose of these funds would be to enable the operator to maintain a high frequency of service and a very visible marketing campaign in order to change well established travel patterns. The philosophy of such a program would not be to eliminate the risk to the entrepreneur, but to share that risk. This recognizes the fact that the community shares in the benefit from the service. These funds would be administered by a joint undertaking of the Local, Provincial and Federal governments, and would be awarded by way of a competitive bid system. The successful operator would have to provide satisfactory proof of financial, operational, and business capability to provide the service.
- b. In order for this to work the airlines would have to agree to interline with the Air Coach. They may be reluctant to do this if they do not perceive any additional financial benefits. This is a real possibility given that airline traffic volumes would be unlikely to increase in the short run since this traffic now uses the private automobile to reach the airports. Dialogue should first be used in order to secure the cooperation of the airlines, but if this fails, the Federal Government should be prepared to use regulations to achieve interlining.
- c. All levels of government would review their regulations in order to remove regulatory impediments to the introduction of Air Coach service.

- d. The airports would undertake to develop gate facilities for use by the Air Coach.
- e. The local community would undertake to develop a strong working relationship with the Air Coach operator to ensure that there is continuous feedback that will improve the quality of service, and adequately explain difficulties that are being encountered.
- f. In order to qualify for funds under this program the community would have to demonstrate a commitment on the part of local business to utilize the service.

2. Medium Term

The steps outlined above for the development of the Air Coach service could be readily modified in order to assist bus operators to increase the frequency of their service and integrate it with others. The operative principles would be risk sharing, not elimination, for a time period agreed upon in advance; community involvement, good communication, and the removal of regulatory obstacles. Both the Air Coach concept and the integration of inter-city bus service would benefit from research programs to improve the comfort and performance of both small and large capacity surface vehicles.

3. Long Term

It must be recognized that while it runs on a track, high speed rail service is a different technology. For this reason we believe that it should not be treated in the same manner as is traditional rail service. This is most significant in respect to the cost of developing the trackbed needed for the service. Traditionally rail service has been the owner and operator of the trackbed and thus has had the responsibility of underwriting the costs of developing the trackbed. From what we know of the costs of developing high speed rail, we understand that they would make it prohibitive for the private sector to develop an economically viable operation if ownership of the trackbed is included. However, we are of the opinion that the same funding principles that have applied in respect to the construction of roads and airports should be applied to high speed rail. In summary, we believe that the public sector would own and operate the trackbed and lease it out to private sector operators. However, as traffic volumes grew and the high speed rail reached a profitable level the public sector should divest itself of its interest, just as it is now proposing to do with airports.

E. Benefits To Red Deer

1. Inclusion In The Global Air Network

As described earlier, the high cost of providing short haul commuter aircraft service, combined with Red Deer's proximity to the major airports at Calgary and Edmonton, represent significant obstacles to the establishment of scheduled air service to and from Red Deer. In light of these obstacles and previous airline service failures at Red Deer, we have little confidence that economically viable scheduled air service will be provided to and from Red Deer, at least during the next ten to fifteen years.

The current and probably future lack of scheduled air service, places Red Deer at a competitive disadvantage compared to cities that have air service. This disadvantage cannot be overcome by traditional surface transport systems to airports, such as limousines and airport buses. The reason for this is that these services would not offer Red Deer the service benefits that would be provided by scheduled air service. For example, passengers that now utilize these surface transport systems must still transfer their baggage between the bus and check-in counter. In addition they would most likely lose their money if a delay in the surface transport system resulted in them missing a flight on which they held a non refundable ticket.

However, an integrated system that provided for connections between surface and air modes of transport could overcome this problem. In fact, with surface connections to both the Calgary and Edmonton International Airports, Red Deer would have better service than any other point in Alberta.

The overall benefits to Red Deer would be an enhanced ability to attract new development; greater confidence that existing businesses will remain competitive and will thus not have to consider relocation; expanded opportunity to attract our fair share of longer haul tourism traffic; and the provision of a better quality of life for Red Deer residents.

2. Recognition In Computerized Reservation Systems

In recent years travel agents have become the principal travel arrangers for most airline travel. This trend is in large part due to the increased complexity in arranging all but the simplest of air trips. Today there are a greater variety of fares incorporating different restrictions; marketing agreements between carriers are increasing in number; there has been a proliferation in the number of frequent flyer programs; and the emergence of hub and spoke route networks has resulted in airport congestion which further complicates trip planning. To cope with this complexity the role of the travel agent has evolved to that of a travel counsellor. To fulfil this role, travel agents have become increasingly reliant on computerized systems that provide online and real time access to travel information. This technology enables them to sort through the myriad of details in a timely and therefore economic fashion.

The major vendors of this information are the airlines through their computerized information systems. These computerized reservation systems have become the "electronic bible" for travel agents. The

growing dependence on the computerized reservation systems makes it imperative that a community be listed. If not listed, it creates the perception that the city is difficult to get to. Even if this is not the case, the travel agent in a more distant location that is not familiar with the local situation is likely to make a decision based on the perception provided by the reservation system, and not on reality.

At the present time these systems are based on airline services. Thus, if a community lacks airline service it is unlikely to be included in the system. The implication for Red Deer is that it will not be included unless an integrated system emerges in which the connections provided by surface modes of travel are also shown in the reservation systems. Moreover, if in the future these computerized systems become readily accessible through home computers, as is being predicted, the importance to a city of being included in the reservation systems will further increase in stature because the home users will be even more reliant on the information in the reservation system.

3. Enhanced Public Transportation To Major Cities

An integrated system would also benefit Red Deer by providing the opportunity to improve public transportation options between Red Deer and both Calgary and Edmonton. We believe that a significant proportion of the automobile traffic between Red Deer and both Calgary and Edmonton would find public transportation to be a more convenient means of travel if there was higher frequency and effective integration with the intra-city networks, thereby eliminating the need to have an automobile at the other end.

Red Deer's location midway between Edmonton and Calgary provides the opportunity to augment the local demand between Red Deer and Edmonton/Calgary with the local demand between Edmonton and Calgary. This produces potential demand that is sufficiently large to support the high frequency of service that is needed to compete with the flexibility offered by the private automobile. This would provide Red Deer with an attractive option to the private automobile. Not only would this make Red Deer a more attractive locale to live and do business, it would also provide increased flexibility to cope with unexpected change.

VI. A POLICY FRAMEWORK FOR THE VISION

How do we bring about modal integration? What steps should be taken first? How much will it cost? Who pays? These are but some of the questions that come to mind when we think about the concept of modal integration. In the previous section we offered some specific suggestions as to needed steps to bring about modal integration at Red Deer. In this section we offer some general principles and ideas that we believe could form the framework for a detailed assessment by the Royal Commission in the work plan that will follow these hearings. These principles are enunciated in the following subsections.

A. A Change in Attitude

A change in attitude by governments and by industry is fundamental if there is to be any hope of creating an integrated public transportation network. The current attitude whereby each mode seeks to maintain its own limited share of the public transportation market must be replaced by one that recognizes the complementarity of the modes and seeks to expand public transportation's share of the total transportation market. Impossible you say, because business doesn't work this way. We don't agree! Many businesses that compete also cooperate. Take for instance a professional sports league. The individual clubs compete amongst themselves but work together to attract a share of the entertainment market. The same must happen in transportation. We should think less about the airline industry, the train industry, and the bus industry, and more about the **public transport industry**. That is the industry unit that matters. This approach is consistent with the futurist concept of "collective entrepreneurialism" in which corporations will collaborate for the benefit of all.

Government at all levels can make a significant contribution in changing the way of thinking to the public transport industry. For example, the Federal Government should reorganize its departments to blur the modal divisions of responsibility. The organizational structures adopted by the National Transportation Agency and the Transportation Safety Board are steps in the right direction. Dialogue between levels of government should be enhanced to ensure that the jurisdictional splits in responsibility for transportation do not interfere with decision making that treats public transportation as a system rather than as individual and separate modes. Governments should also work with the private sector to develop programs that emphasize the complementary nature of the modes. Current initiatives aimed at the Alberta tourism industry would be an appropriate model. These initiatives include the development of educational programs to standardize training in the hospitality industry, and encouragement and support for the development of cooperative marketing consortiums among businesses that heretofore regarded themselves more as competitors. These are but a few practical things that government could do. The real beauty of them is that they are inexpensive! In some cases

there would be no real costs attached to the initiative, and in others it would involve a re-alignment of existing expenditures.

What can industry do? As a first step it could look at creating a strong **Public Transportation Association** to replace or at least complement the modal associations that now exist. The objective of such an Association would be to foster the development of common approaches to issues that are common to all modes, and to provide a mechanism to share ideas and developments among all members of the public transportation industry. In so doing the Public Transportation Association would enable government to do a more effective job by reducing the infighting and conflicting lobbying that serves to paralyse government.

The above are by no means meant to represent all or even the best of actions that could be taken to change the attitude towards cooperation rather than competition among the modes. They are, however, illustrative of action that could be taken.

B. Service is the Priority

Public transportation will only attract a greater share of the inter-city passenger market if it recognizes and internalizes within its operating policies the position that the user needs are of paramount importance. This requires that public transportation becomes more competitive with the private automobile which now dominates inter-city passenger transportation. How does it do this?

1. Recognize Passenger Needs

The necessary first step is to recognize that what passengers seek, and the automobile delivers, is the mobility to travel easily from one's origin to the final destination. Airports, bus and train stations are not the origins and destinations of trips. Therefore public transportation through the integration of the modes must strive to transport the passenger between the actual origin and destination.

2. Maximize Flexibility Through Scheduling

The second step is to recognize that the automobile provides maximum flexibility regarding the time of departure. While public transportation modes will never be able to duplicate that aspect of the automobile, they can minimize the impact through careful scheduling of departures. There is nothing more frustrating than schedules that do not mesh, necessitating long waits between connections. With computers it should now be possible to better coordinate connections between different modes. Furthermore, the public transport industry must come to better recognize that high frequency does not

provide flexibility if there are gaps in the departure times.

3. Improve Passenger Service

The third step is for the public transport industry to provide better passenger service. Over the years the auto manufacturers have made auto travel increasingly more comfortable. The public transport industry must keep pace with these trends both through the equipment that it operates and through the human element. Friendly, efficient service from the public transport industry employees can mitigate many other problems. Thus, these employees should be treated as the vital asset that in fact they are. Unfortunately, until recently only the air industry has kept pace, and even in that mode there is room for improvement. Bus service is showing signs of improvements, but the rail industry has been a dismal failure in respect of the service that it provides.

4. Accept Lack of Homogeneous User Needs

The fourth step is for the public transport industry to embrace the position that the user needs are not homogeneous. The reasons for travel and the ability to pay vary greatly, but each traveller is important. However, too often the various modes leave the impression that only the high yield passenger is important. Other passengers are courted not because they are wanted but because they are a necessary evil. This attitude only drives travellers to use the private automobile.

5. Share Market Intelligence

Having said the above, we do recognize that there will still be many situations in which the public transport industry will not be able to effectively compete with the private automobile. In such cases we suggest that rather than ignoring the situation or being defensive, the industry must focus on improving its communication with users. It must be prepared to carefully explain its decisions and to provide supporting documentation. Refusing to provide explanations because the information is considered to be confidential only leads to mistrust. In addition, the public transport industry must make an effort to effectively dialogue with users before the decision is made rather than after. It is much easier to accept a negative decision if you have been part of the process that assessed the alternatives.

6. Public Education

Public policy must support the industry's drive towards service delivery. One way it can do this is through the development and provision of education programs, in cooperation with the industry, which will develop the service skills necessary for industry employees. Public policy must also ensure that there are not arbitrary regulatory hurdles which inhibit the ability of public transportation companies to

provide the integrated services needed by the travelling public. For example, intra-provincial regulation of bus services by provincial governments must not be allowed to stifle the emergence of innovative concepts such as the aforementioned Air Coach.

C. Bigger Is Not Always Better

There has been a drift in the business world in recent years to the creation of larger and larger companies. The public transport industry has not been immune to this trend. Indeed in Canada in the past few years we have witnessed more and more consolidation within the airline industry. Several larger airlines were merged to form Canadian Airlines, and most of the so called commuter airlines are now either wholly owned by a major airline or effectively controlled by it. Philosophically, the driving force behind this consolidation appears to have been the belief that economies of scale in respect to marketing favour the survival of only the largest airlines. In reality, it appears that the driving force has actually been the fear that without the mergers, the airlines in question would have failed. Where will this trend towards consolidation end?

If the trend is allowed to continue it seems likely that at some point in the future we will have but one major airline in Canada. Furthermore, in an integrated public transportation environment, it also seems probable that this major airline would diversify into surface modes of transport. Will this provide us with an effective public transport industry capable of competing with the private automobile? We think not! The resulting monopoly is unlikely to be innovative and responsive to changing situations. At the same time, the transport monopoly will be pulled in many different directions because of its attempt to be all things to all people. This will work against integration that meets user needs.

We believe that public policy should encourage competition as the primary means of providing flexibility and responsiveness. Mergers which reduce competition should not be allowed, even if that means the business may fail. While this may seem callous, the failure of these businesses would create opportunities for new carriers to enter the marketplace, whereas the approval of mergers can easily inhibit the emergence of new carriers. Policies should not restrict companies from operating integrated multi-modal companies, but there should be strong support for and encouragement of smaller public transport companies with geographically concentrated route networks. This is especially true for smaller communities. These smaller locally based and focused companies should have greater flexibility to respond to the changing needs within the short haul markets which would account for the largest volumes of passenger traffic.

D. Information is Key

In the previous subsection we suggested that bigger is not always better and therefore we proposed that public policy should favour competition, control mergers between transport undertakings - even at the risk of business failure, and promote and facilitate the creation of smaller transport undertakings with geographically concentrated route networks. We believe that such policies can lead to the creation of an effective integrated public transportation network provided that all transport companies have equitable access to transport information systems.

These computerized information systems are the key to integrating the modes. They provide the capability to create multi-modal schedules that minimize connect time; to provide one stop ticket purchasing for complete trips; and to allow for complicated or simple journeys to be planned from the passenger's true origin to the true destination. These benefits can only be realized if all public transport modes are included and the information is displayed in an unbiased fashion.

To achieve this will require a significant change in the way in which these systems evolve in the future. Up until now the airlines have been the driving forces behind these systems, and the strategic purpose has been to provide a competitive advantage. Because of this strategic purpose the systems have been subject to frequent complaints of bias in favour of the owner airline. These complaints have spawned efforts in Europe, the United States and Canada to regulate the systems to eliminate the bias. It appears that these efforts have not been overly successful as complaints continue. A likely reason for the failure of the regulatory approach is the fact that the systems are evolving so quickly that new ways of introducing bias are found to circumvent regulatory rules. Moreover, there is a fear that very tight regulation of these systems would stifle the creativity that is fuelling the rapid advances.

In this environment we question the effectiveness of regulation as a means of ensuring that all public transportation systems have unbiased access to the system. In our opinion the only real hope again lies in changing attitude. The owners of these systems will have to be convinced that the best potential to expand the market, and therefore profitability, will not be from developing a competitive edge with respect to other public transportation undertakings, but rather by expanding public transportation's share of the passenger market. It is recognized that this will be more difficult to achieve since Canadian carriers are not a world leader in the information technology that is at the core of these systems.

At the same time, recognizing that the current wave in development of the *reservation systems* is the ability to inter-connect the systems of different vendors, and further recognizing that right now these systems are in their infancy with respect to the inclusion of all modes within the system, we question whether there may not be an opportunity for the private and public sectors to jointly develop a

Canadian made multi-modal system that would meet the unique Canadian needs, could be interconnected to the other systems, and could perhaps create a niche for Canada within this developing market.

E. Focus on Safety

In developing an integrated public transportation network we believe that government has a very significant role to ensure that the network is safe. While this is generally accepted by all, there is really no firm appreciation for just how safe a transportation service must be. This is an issue that needs to be discussed because clearly there are economic limits as to how safe any transport service can be. Taken to the logical end of the argument, the only truly safe transport service is the one that does not operate.

In addition to a dialogue on the appropriate level of safety, we believe there should also be a dialogue on the means for achieving safety. Is regulation adequate, or does regulation have to be backed up with enforcement that has teeth to punish those operators that violate the safety rules? Are there other alternatives? Would incentives, research and education be more effective tools in developing safe transport systems?

In our opinion this is an essential debate because differences in the way in which safety is developed within each mode can have a major impact on the ability of each mode to play an effective and appropriate role in an integrated public transportation system

F. Government Financial Support

In respect to our ideas on developing an appropriate policy framework to achieve an integrated public transportation network, we have purposely left government's role in providing financial support to the end. Mr. Hyndman, in his address to the June symposium in Calgary, emphasized the importance of this part of the Commission's mandate. Even without this emphasis, it would be foolhardy to ignore the importance of this issue given the current economic situation within Canada.

Given this interest, we would very much like to be able to put before the Commission insightful solutions to the problems. Unfortunately, we do not have the expertise to provide solutions to the overall government financial role in respect to such a major industry. What we can provide are some principles that we believe need to be considered by the Commission as it develops its future recommendations. These principles are as follows.

1. Government has a legitimate role to play in funding transport development. This country was built on transportation, much of which was developed ahead of demand. In developing an integrated public transportation network there will be situations where the requirement exceeds the current ability of the user market to pay. Governments must be prepared to shoulder some of the burden in such cases.
2. Past experience in this country provides ample evidence that forcing a carrier to provide service, even if the provision of the service is compensated through financial support, is not an effective means of providing service. This is not surprising given that transport is a service. Within any service industry there must be a strong commitment to customer service if the service itself is to succeed. This needs to be borne in mind whenever government considers providing a direct subsidy. We believe that in such cases the subsidy must be tied to a regular appraisal of the carrier's commitment to providing the service. If that commitment is found wanting in the eyes of the users, then another carrier should be given the opportunity to provide the service through some type of tender process.
3. All levels of government will have to learn to work together so taxpayer dollars are efficiently spent on transportation. For example, we need to be extremely sure that there are not other ways of overcoming congestion before government commits to spending more dollars on expensive infrastructure developments.
4. Governments must become more proficient in reallocating expenditures as opposed to increasing expenditures. This implies continual review of activities to ensure that the reasons behind the government's initial involvement are still valid.
5. Not all decisions will be correct. Governments must refrain from compounding decisions that turn out to be incorrect by throwing good money after bad.
6. Whenever possible government should restrict itself to short term undertakings in order that it has flexibility to respond to changing developments.
7. Government revenues and expenses from transportation need to be directly linked together. This recognizes that transportation is an industry that impacts on many other industries. Failure to link the revenues and expenses can have unanticipated impacts, both on the transport industry and on other industries, from seemingly straight forward decisions.

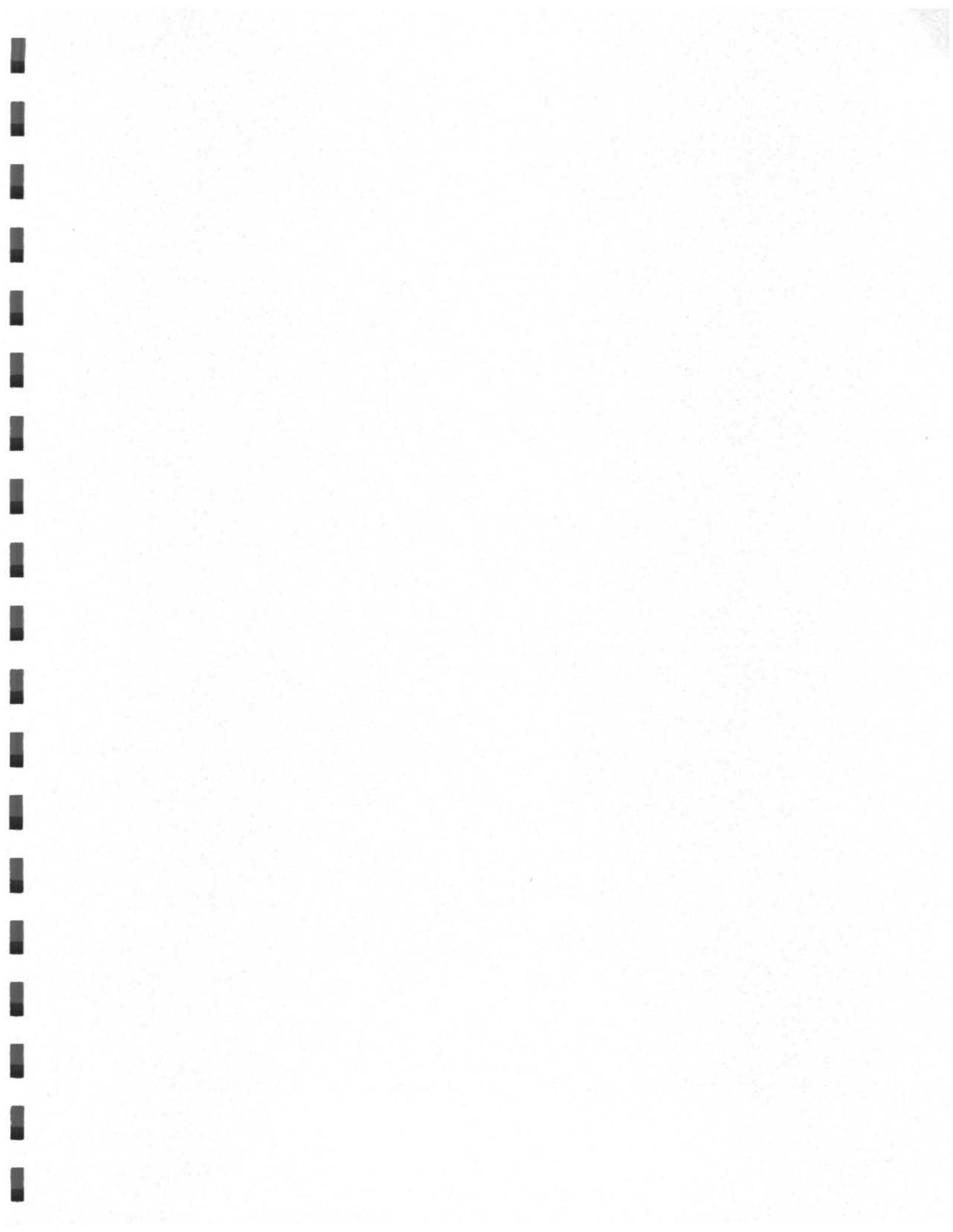
We believe that principles such as these will ultimately have to be adopted and practised if our vision of an integrated public transportation network is to materialize in Canada over the next thirty years.

VII. CONCLUSIONS - A CALL TO ACTION

In this submission we have described the transportation system that now exists in Red Deer, we have put forward our vision for an integrated inter-city passenger network, our reasons for believing that vision to be the correct one, and we have outlined a policy framework for achieving this vision. We hope that the Commission finds these views to be useful in its deliberations.

Having taken the time and money to prepare this submission, we have but one question for the Commission, what happens now? We would like to take this opportunity to suggest the answer to that question.

Transportation is such an important industry for Canada, but it is often taken for granted. Only when problems occur does it truly become topical. Recognizing this reality, and the need for a really significant change in attitude in order for transportation to become a competitive weapon for Canada rather than a drag on the economy, we believe that the Commission must lead by example. We hope that the Commission will do whatever is necessary to maintain and expand the dialogue that has begun with these hearings. The City of Red Deer wants to hear from the Commission in the future. We want to receive a copy of your interim report, which we understand will be submitted sometime during 1991. After reviewing that, we want the opportunity to respond to that interim report and engage in meaningful dialogue. Only if this dialogue is continually nurtured can we be confident of our ability to create the climate that will allow public transportation to build upon its past successes and march confidently into the future. Collectively we must use the transport industry as a competitive advantage for Canada and one that enhances our quality of life.



**RED DEER
REGIONAL PLANNING COMMISSION**2830 BREMNER AVENUE, RED DEER,
ALBERTA, CANADA T4R 1M9Telephone: (403) 343-3394
Fax: (403) 346-1570

DIRECTOR: W. G. A. Shaw, ACP, MCIP

October 15, 1990

Mr. C. Sevcik
City Clerk
City Hall
Red Deer, Alberta
T4N 3T4

Dear Sir:

Re: Proposed Land Use Amendment
Bylaw 2672/CC-90

The site of the proposed land use amendment is located south of National Supply and west of Edgar Industrial Drive. The City Council agreed to sell 8 hectares (20 acres) to Nowasco to be used for their operation.

The proposed land use amendment designates the site from A1 (Future Urban Development) to I1 or Industrial Use.

It is recommended that City Council proceed with the proposed land use amendment.

Yours truly

D. ROUHI, ACP, MCIP
SENIOR PLANNER

DR/pim

Enc.

Commissioners' Comments

We would recommend Council give the bylaw first reading following which it will be necessary to advertise for a Public Hearing.

"R.J. MCGHEE", Mayor

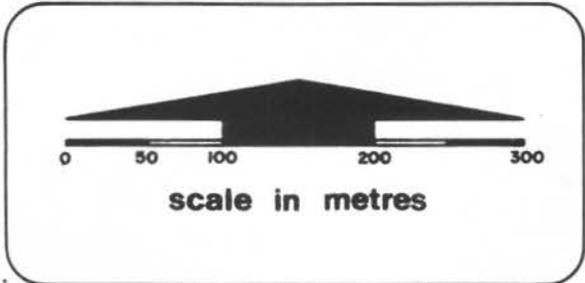
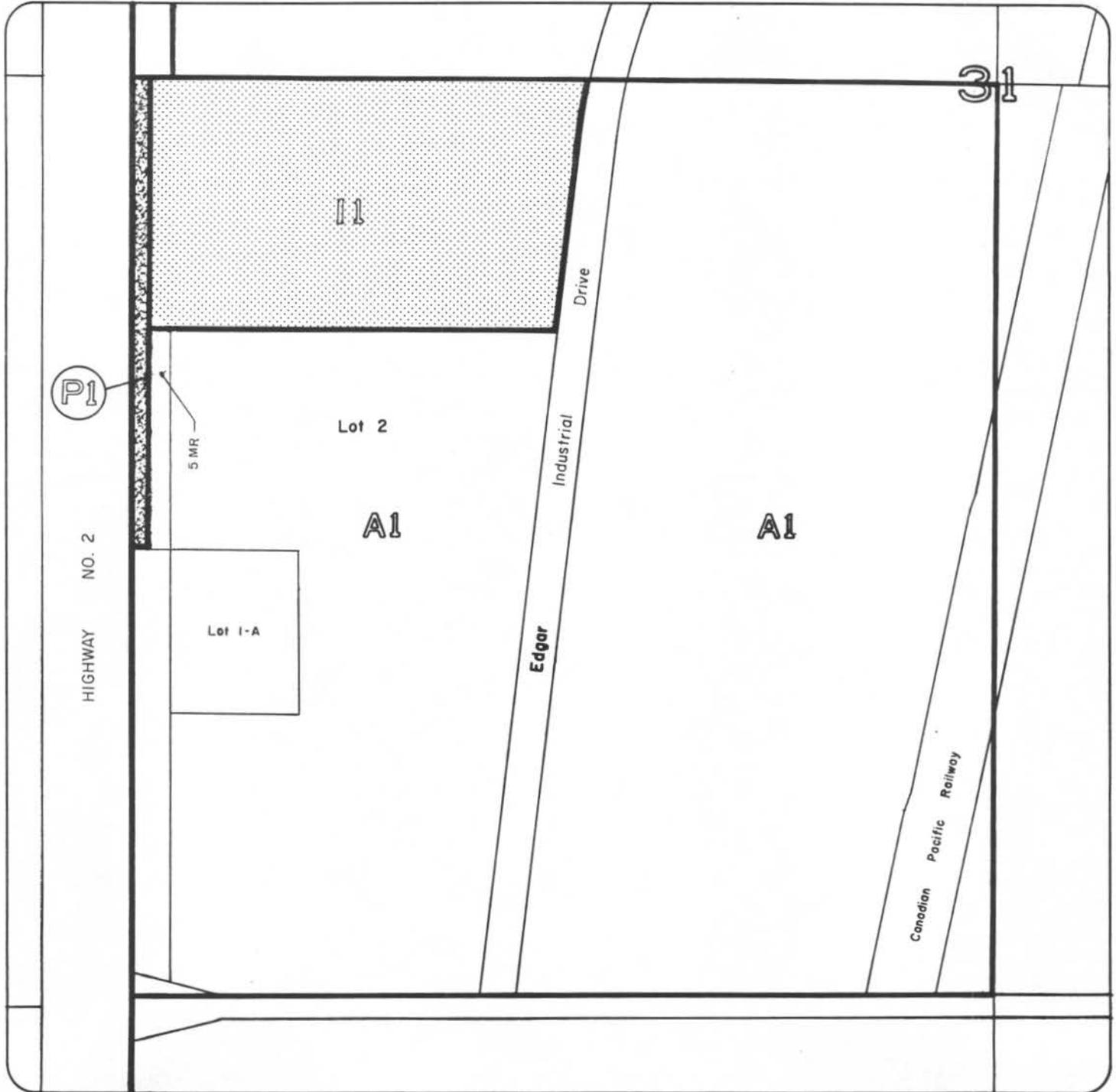
"M.C. DAY", City Commissioner

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTLER No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINTEARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION • TOWN OF DIDSBURY • TOWN OF ECKVILLE • TOWN OF INNISFAIL • TOWN OF LACOMBE • TOWN OF OLDS • TOWN OF PENHOLD • TOWN OF ROCKY MOUNTAIN HOUSE • TOWN OF STETTLER • TOWN OF SUNDRE • TOWN OF SYLVAN LAKE • VILLAGE OF ALIX • VILLAGE OF BENTLEY • VILLAGE OF BIG VALLEY • VILLAGE OF BOTHA • VILLAGE OF CAROLINE • VILLAGE OF CLIVE • VILLAGE OF CREMONA • VILLAGE OF DELBURN • VILLAGE OF DONALDA • VILLAGE OF ELNORA • VILLAGE OF GADSBY • VILLAGE OF HALKIRK • VILLAGE OF MIRROR • SUMMER VILLAGE OF BIRCHCLIFF • SUMMER VILLAGE OF GULL LAKE • SUMMER VILLAGE OF HALF MOON BAY • SUMMER VILLAGE OF JARVIS BAY • SUMMER VILLAGE OF NORGLIWOLD • SUMMER VILLAGE OF ROCHON SANDS • SUMMER VILLAGE OF WHITE SANDS

City of Red Deer --- Land Use Bylaw⁵¹
Land Use Districts

C14



Revisions : MAP NO. 19/90
 (BYLAW No. 2672/CC-90)

Change from A1 to I1  & P1 .



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

November 2, 1990

Newsco Well Servicing Ltd.
1300 801 - 6th Avenue SW
CALGARY, Alberta
T2P 4E1

Attention: Mr. R.G. Wells, Vice-President and General Manager Canada

Dear Sir:

RE: LAND USE BYLAW AMENDMENT 2672/CC-90

Further to my letter of October 30, 1990 and telephone conversation with Mr. Ken Bagan, Corporate Counsel November 1, I wish to advise as follows.

The City of Red Deer will be proceeding with the redesignation of the lands in question at the City's costs. Please disregard our request for a deposit to cover the cost of advertising as we incorrectly assumed that these costs would be the responsibility of Newsco.

Trusting you will find this satisfactory and I hope that we have not caused you any inconvenience.

Sincerely,

C. Sevcik
City Clerk

CS/blm

cc Economic Development Manager
Principal Planner
Council and Committee Secretary Wilma



*a delight
to discover!*

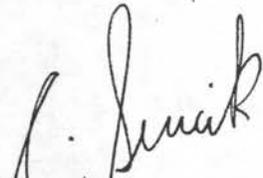
DATE: October 30, 1990
TO: Red Deer Regional Planning Commission
FROM: City Clerk
RE: LAND USE BYLAW AMENDMENT 2672/CC-90

Council of The City of Red Deer at its meeting held on October 29, 1990 gave first reading to the above noted bylaw.

Bylaw 2672/CC-90 pertains to the redesignation of lands from A1 to I1 in the Edgar Industrial Subdivision consisting of 8 ha.(20 acres) to accommodate Nowsco. Enclosed herewith is a copy of the aforementioned bylaw.

This office will now proceed with advertising for a public hearing to be held at the earliest possible convenience.

Trusting you will find this satisfactory,



C. Sevcik
City Clerk

CS/blm
Encl.

cc Director of Engineering Services
Director of Community Services
Bylaws and Inspections Manager
City Assessor
E.L. & P. Manager
Economic Development Manager

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 30, 1990

Newsco Well Servicing Ltd.
1300 801 - 6th Avenue SW
CALGARY, Alberta
T2P 4E1

Attention Mr. R. G. Wells, Vice President and General Manager, Canada

Dear Sir:

RE: LAND USE BYLAW AMENDMENT 2672/CC-90

At the Council meeting of October 29, 1990, first reading was given by Council to the above noted land use bylaw amendment a copy of which is enclosed herewith. Bylaw 2672/CC-90 pertains to the redesignation of 8 ha. (20 acres) in the Edgar Industrial Subdivision from A1 to I1 designation to accommodate Newsco Well Servicing Ltd.

This office will now proceed with preparation of advertising for a Public Hearing to be held on Monday November 26, 1990 commencing at 7:00 p.m. or as soon thereafter as Council may determine. The advertising is scheduled to appear November 9 and 16. In accordance with the Land Use Bylaw you are required to deposit with the City Clerk prior to public advertising an amount equal to the estimated cost of public advertising. The estimated cost in this instance is \$ 450.00 and we will require this deposit by no later than Tuesday November 6, 1990 in order to proceed with the advertising as scheduled above. Once the actual costs are known you will be either invoiced for or refunded the balance.

...2

*a delight
to discover!*

Newsco Well Servicing Ltd.

Page 2

October 30, 1990

I trust you will find this satisfactory, however if you have any questions please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in cursive script, appearing to read "C. Sevcik".

C. Sevcik
City Clerk

CS/blm

Encl.

cc Economic Development Manager
Principal Planner
Council and Committee Secretary Wilma

NO. 11

DATE: October 23, 1990
TO: City Council
FROM: City Clerk
RE: LAND USE BYLAW AMENDMENT 2672/BB-90
(SOCIAL CARE RESIDENCES)
AND COUNCIL POLICY 814

In the event Council gives second and third reading to Land Use Bylaw amendment 2672/BB-90 which provides for "Social Care Residences", it will be necessary for Council to amend Policy 814.

Enclosed hereafter is a copy of the existing policy and the proposed policy as amended.

If Council agrees it is requested that Council approve the amended policy.

Respectfully submitted,



G. Sevcik
City Clerk

CS/blm
Encl.

Commissioners' Comments

Upon passage of Bylaw 2672/BB-90, we would recommend Council approve the amended policy.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

Policy Section:

Planning Services

Page:

1 of 1

Policy Subject:

Group Homes

Policy Reference:

814

Lead Role:

Land Dept./Licensing

Resolution/Bylaw:

April 13, 1981

PURPOSE

To encourage the development of group homes in new subdivisions and to assure that those locating in established neighborhoods do so only after full consultation with the community.

POLICY STATEMENT

The City shall reserve 4 lots per quarter section in new residential developments and offer them to any agency or government department for the construction of a group home. The designated lots would be available for pre-sale for a period of 6 weeks prior to public sale and become available in the usual manner by the time of public sale.

The City shall require that organizations proposing the establishment of a group home in an existing neighborhood discuss their proposal with nearby residents prior to receiving their license.

Cross Reference

FCSS Department report on group homes.

Remarks

Date of Approval:

Effective Date:

Date of Revision:

PROPOSED POLICY

THE CITY OF RED DEER

COUNCIL POLICY MANUAL

Policy Section:
 Planning Services

Page:
 1 of 1

Policy Subject
 Social Care Residences

Policy Reference:
 814

Lead Role:
 Land Dept./Licensing

Resolution/Bylaw:
 April 13, 1981

PURPOSE

To provide for the development of Social Care Residences in new subdivisions.

POLICY STATEMENT

The City shall reserve 4 lots per quarter section in new residential developments and offer them to any agency or government department for the construction of a Social Care Residence. The designated lots would be available for pre-sale for a period of 6 weeks prior to public sale and become available in the usual manner by the time of public sale.

Cross Reference

FCSS Department report on group homes

Remarks

Date of Approval:

Effective Date:

Date of Revision:

" PROPOSED POLICY "

THE CITY OF RED DEER

COUNCIL POLICY MANUAL

Policy Section:

Planning Services

Page:

1 of 1

Policy Subject:

~~Group Homes~~ *Social Care Residences*

Policy Reference:

814

Lead Role:

Land Dept./Licensing

Resolution/Bylaw:

April 13, 1981

PURPOSE

Social Care Residences

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The City shall reserve 4 lots per quarter section in new residential developments and offer them to any agency or government department for the construction of a ~~group home~~. The designated lots would be available for pre-sale for a period of 6 weeks prior to public sale and become available in the usual manner by the time of public sale.

The City shall require that organizations proposing the establishment of a ~~group home~~ in an existing neighborhood discuss their proposal with nearby residents prior to receiving their license.

Cross Reference

FCSS Department report on group homes.

Remarks

Date of Approval:

Effective Date:

Date of Revision:

NO. 12

DATE: October 24, 1990 FILE NO.
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: 5612-42 STREET
LOTS 4-5, BLOCK D, PLAN K11

At the July 23, 1990 meeting of City Council, the following resolution was passed:

"Resolved that Council of The City of Red Deer, having considered correspondence from Michael Kahanyshyn dated July 9, 1990 re: Retaining Wall at 5616-42 Street, and having now received an engineering report on the structural stability of said retaining wall located at 5616-42 Street (Lots 4-5, Block D, Plan K11) which outlines that said retaining wall is not safe, hereby agrees as follows:

That Mr. Michael Kahanyshyn, 21 Payne Close, Red Deer, Alberta, being the owner of 5616-42 Street (Lots 4-5, Block D, Plan K11) be directed to repair said retaining wall, following which a report from a structural engineer is to be submitted to the Bylaws & Inspections Manager of The City of Red Deer by October 15, 1990, verifying that said retaining wall is considered safe and structurally sound;

and as presented to Council July 23, 1990.

Council further agrees that any construction alterations be confined to private property."

Council gave further consideration to the matter on October 3, 1990, when the following resolution was passed:

"Resolved that Council of The City of Red Deer, having considered correspondence from Michael J. Kahanyshyn dated September 24, 1990 re: Retaining Wall at 5616-42 Street, Lots 4-5, Block D, Plan K11, hereby agrees that no encroachment onto City property be allowed and that Council reaffirms that all construction alterations be confined totally to private property, and as recommended to Council October 1, 1990."

At this time, there has not been any work commence on the site. We have spoken to Mr. Kahanyshyn several times about the urgency of this matter; however, we have not even received a building permit application.

5612-42 STREET
October 19, 1990
Page 2

We, therefore, recommend that the owner of the property, Mr. Michael Kahanyshyn, 21 Payne Close, Red Deer, Alberta, T4P 1T6, being notified that Council will consider a Resolution that:

"Resolved that Council, being of the opinion that the site hereinafter described as dangerous, Mr. Michael Kahanyshyn, 21 Payne Close, Red Deer, Alberta, being the owner of 5616 - 42 Street (Lots 4-5, Block D, Plan K11), be and is hereby ordered and directed, within fourteen (30) days of a copy of this Resolution being mailed to the owner by registered mail, to have the necessary steps taken to provide a report from a Structural Engineer that will either indicate that the retaining wall located on the property is safe, or to recommend a course of action to make it safe, failing which the Bylaws & Inspections Manager of The City of Red Deer is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to Mr. Michael Kahanyshyn, and in default of payment, shall be charged against the premises as taxes due and owing in respect thereof, and shall be recovered as such."

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs

Commissioner's Comments

Council's direction in this matter is requested, as no action has been taken since the Council meeting of October 1/90, at which time this matter was discussed. It would be our recommendation that Council pass the resolution as outlined in the Bylaws & Inspections Manager's report.

"R. J. MCGHEE"
Mayor

NO. 17

DATE: July 16, 1990
TO: City Council
FROM: Assistant City Clerk
RE: STRUCTURAL STABILITY OF RETAINING WALL /
5616 - 42 STREET, RED DEER
LOTS 4-5, BLOCK D, PLAN K11

At the Council meeting on June 25, 1990, consideration was given to the above topic and at which meeting the following motion was passed.

"RESOLVED that Council of The City of Red Deer hereby agrees that notice be given to Mr. Michael Kahanyshyn, 21 Payne Close, Red Deer, Alberta, being the owner of 5616 - 42 Street (Lots 4-5, Block D, Plan K11) that on Monday, July 23, 1990, commencing at 4:30 p.m. or as soon thereafter as Council may determine, Council will consider the making of the following Order and that the said owner will be given an opportunity of appearing and being heard by the Council at the meeting ~~for~~ ^{before} the making of the Order:

"RESOLVED that Council, being of the opinion that the site hereinafter described as dangerous, Mr. Michael Kahanyshyn, 21 Payne Close, Red Deer, Alberta, being the owner of 5616 - 42 Street (Lots 4-5, Block D, Plan K11) be and is hereby ordered and directed, within thirty (30) days of a copy of this Resolution being mailed to the owner by registered mail, to have the necessary steps taken to provide a report from a Structural Engineer that will either indicate that the retaining wall located on the property is safe, or to recommend a course of action to make it safe, failing which the Bylaws & Inspections Manager of The City of Red Deer is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to Mr. Michael Kahanyshyn, and in default of payment, shall be charged against the premises as taxes due and owing in respect thereof, and shall be recovered as such."

As a result of the above motion being sent to Mike Kahanyshyn, he has submitted to this office an engineering report indicating that the structural stability of said retaining wall is questionable and recommending certain solutions.

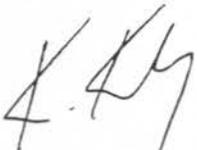
City Council
July 16, 1990
Page 2

Mr. Kahanyshyn indicated to this office that he is unable to be at the July 23, 1990 Council meeting as he will be away on holidays, however, it is his intention to proceed with the repair of the wall as soon as possible. In this regard, he requested he be given until late September to have these repairs completed.

As Mr. Kahanyshyn has taken the necessary steps as noted in the above motion to provide the City with a report from a structural engineer on the stability of the retaining wall, passing of the above order may be redundant. Council may wish, however, to pass a resolution which would require Mr. Kahanyshyn to provide the City with another report from a structural engineer once the repairs to the retaining wall have been done to ensure that the wall is now structurally sound.

This is submitted for Council's consideration.

Respectfully submitted,



K. KLOSS
Assistant City Clerk

KK/jt



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6198

City Clerk's Department 342-8132

DOUBLE REGISTERED

July 25, 1990

Mr. Michael Kahanyshyn
21 Payne Close
RED DEER, Alberta
T4P 1T6

Dear Mr. Kahanyshyn:

RE: RETAINING WALL - 5716 - 42 STREET, LOTS 4 & 5, BLOCK D, PLAN K11

I would advise that further consideration was given to the above matter at the Council meeting of July 23, 1990, and in this regard I am enclosing herewith the material which appeared on the agenda of July 23rd (pages 29-34).

At the aforementioned Council meeting, the following motion was passed.

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Michael Kahanyshyn dated July 9, 1990 re: Retaining Wall at 5616 - 42 Street, and having now received an engineering report on the structural stability of said retaining wall located at 5616 - 42 Street (Lots 4-5, Block D, Plan K11) which outlines that said retaining wall is not safe, hereby agrees as follows:

That Mr. Michael Kahanyshyn, 21 Payne Close, Red Deer, Alberta, being the owner of 5616 - 42 Street (Lots 4-5, Block D, Plan K11) be directed to repair said retaining wall, following which a report from a structural engineer is to be submitted to the Bylaws & Inspections Manager of The City of Red Deer by October 15, 1990, verifying that said retaining wall is considered safe and structurally sound;

and as presented to Council July 23, 1990.

Council further agrees that any construction alterations be confined to private property."

....2



*a delight
to discover!*

Mr. Michael Kahanyshyn

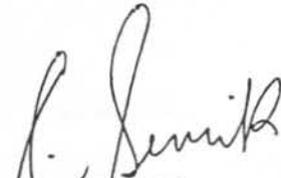
July 24, 1990

Page 2

The decision of Council in this instance is submitted for your information and appropriate action. Please note that any construction alterations such as the five proposed buttresses, etc. are to be confined to private property. Also, a further report from a structural engineer is to be received by the Bylaws & Inspections Manager of The City of Red Deer by no later than October 15, 1990.

Trusting you will find this satisfactory. If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



C. SEVCIK
City Clerk

CS/jt

Enc.

c.c. City Commissioners
Bylaws & Inspections Manager

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 348-6196

DOUBLE REGISTERED LETTER

City Clerk's Department 342-8132

October 3, 1990

Michael J. Kahanyshyn
21 Payne Close
RED DEER, Alberta
T4P 1T6

Dear Mr. Kahanyshyn:

RE: RETAINING WALL REPAIR ENCROACHMENTS 5616 - 42 STREET
LOTS 4 & 5 BLOCK D PLAN K-11

Your letter of September 24, 1990 requesting council to approve the repairs to the retaining wall at 5616 - 42 Street which encroach into the city boulevard, received consideration at the council meeting of October 1, 1990.

At the above noted meeting council passed the following motion reconfirming its decision of July 23, 1990.

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Michael J. Kahanyshyn dated September 24, 1990 re: Retaining Wall at 5616 - 42 Street, Lots 4-5, Block D, Plan K11, hereby agrees that no encroachment onto City property be allowed and that Council reaffirms that all construction alterations be confined totally to private property, and as recommended to Council October 1, 1990."

The decision of council in this instance is submitted for you information and once again would point out that all repairs to the retaining wall must be confined to private property.

Mr. Michael Kahanyshyn

October 3, 1990

Page 2

All repairs that currently encroach on city property must be removed and the city boulevard restored to its original condition. Also, please be reminded that in accordance with the council resolution of July 23, 1990, a report from a structural engineer is to be submitted to the Bylaws and Inspections manager of the City of Red Deer by October 15, 1990 verifying that the retaining wall is considered safe and structurally sound.

Your co-operation in this matter is greatly appreciated. If you have any questions do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik
City Clerk

CS/blm

cc City Commissioners
Bylaws and Inspections Manager

DATE: October 19, 1990
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: 5612-42 STREET
LOTS 4-5, BLOCK 9, PLAN K11

FILE NO.

At the July 23, 1990 meeting of City Council, the following resolution was passed:

"Resolved that Council of The City of Red Deer, having considered correspondence from Michael Kahanyshyn dated July 9, 1990 re: Retaining Wall at 5616042 Street, and having now received an engineering report on the structural stability of said retaining wall located at 5616-42 Street (Lots 4-5, Block D, Plan K11) which outlines that said retaining wall is not safe, hereby agrees as follows:

That Mr. Michael Kahanyshyn, 21 Payne Close, Red Deer, Alberta, being the owner of 5616-42 Street (Lots 4-5, Block D, Plan K11) be directed to repair said retaining wall, following which a report from a structural engineer is to be submitted to the Bylaws & Inspections Manager of The City of Red Deer by October 15, 1990, verifying that said retaining wall is considered safe and structurally sound;

and as presented to Council July 23, 1990.

Council further agrees that any construction alterations be confined to private property."

Council gave further consideration to the matter on October 3, 1990, when the following resolution was passed:

"Resolved that Council of The City of Red Deer, having considered correspondence from Michael J. Kahanyshyn dated September 24, 1990 re: Retaining Wall at 5616-42 Street, Lots 4-5, Block D, Plan K11, hereby agrees that no encroachment onto City property be allowed and that Council reaffirms that all construction alterations be confined totally to private property, and as recommended to Council October 1, 1990."

At this time, there has not been any work commence on the site. We have spoken to Mr. Kahanyshyn several times about the urgency of this matter; however, we have not even received a building permit application.

5612-42 STREET

October 19, 1990

Page 2

As the original resolution did not direct the administration to take any action if the conditions of the resolution were not met, we request direction from Council.

Yours truly,

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

R. Strader

Bylaws and Inspections Manager

BUILDING INSPECTION DEPARTMENT

RS/vs

Resolved that Council, being of the opinion
that the site ~~hereinafter~~ hereinafter described
is dangerous because of ^{a collapse} ~~the~~ retaining wall,
Mr Michael Kahanyshyn 21 Payne Close
Red Deer Alberta being the owner of
5616 - 42 St (lots 4 & - 5 Blk D Plan K11)
he and is hereby ordered and directed
within ~~10~~ days of a copy of this resolution
being mailed to the owner by registered mail, to
have the wall repaired or replaced ~~to~~
A structural engineers report ~~and~~ ^{and the necessary plans} ~~and~~
including the method of repair or replacement
shall be submitted to the Building Inspection Dept
prior to construction start. Upon completion
of construction an engineers report
indicating that the construction complies
to the engineers design and the Alberta Building
Code must be submitted to the Building
Inspection Dept

If this is not done the Bylaws-
Inspections Manager of the City of Red Deer
is hereby authorized and directed to cause
such work to be done in which case the

cost ~~therefor~~ thereof shall be charged
to Mr. ~~Richard~~ Michael ~~East #18~~

Kahanyshyr and in default of payment
shall be charged against the premises as
taxes due and owing in respect ~~thereof~~
thereof, and shall be recovered as such.

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 30, 1990

DOUBLE REGISTERED LETTER

Mr. Michael Kahanyshyn
21 Payne Close
RED DEER, Alberta
T4P 1T6

Dear Sir:

Take notice that Council of The City of Red Deer will, at its meeting to be held in the Council Chambers of City Hall Red Deer, Alberta the 26th day of November 1990, commencing at 4:30 p.m. or as soon thereafter as Council may determine, consider making the following order:

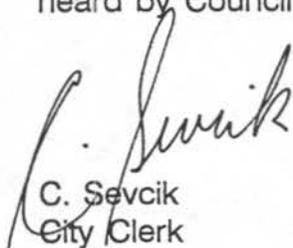
"RESOLVED that Council, being of the opinion that the site hereinafter described is dangerous by reason of a collapsing retaining wall, Mr. Michael Kahanyshyn, 21 Payne Close Red Deer Alberta being the owner of 5616 -42 Street (Lots 4-5 Block D Plan K11) be and is hereby ordered and directed, within 30 days of a copy of this resolution being mailed to him by registered mail, to have the wall repaired or replaced and that a structural Engineer's report and necessary plans including the method of repair or replacement be submitted to the Building Inspection Department prior to construction start, and upon completion of construction an engineer's report indicating that the construction complies to the engineer's design and the Alberta Building Code be submitted to the Building Inspection Department, failing which the Bylaws and Inspections Manager of The City of Red Deer is hereby authorized and directed to cause such work to be done in which case the cost thereof shall be charged to Mr. Michael Kahanyshyn, and in default of payment, shall be charged against the premises as taxes due and owing in respect thereof, and shall be recovered as such."

...2

*a delight
to discover!*

Mr. Michael Kahanyshyn
Page 2
October 30, 1990

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



C. Sevcik
City Clerk

CS/blm

cc Bylaws and Inspections Manager

NO. 13

FILE: IMPCOSTS.GST

DATE: October 23, 1990

TO: City Clerk

FROM: Director of Financial Services

RE: **ADDITIONAL IMPLEMENTATION COSTS OF
THE GOODS AND SERVICES TAX (GST)**

On May 29, 1990 Council approved an overexpenditure of \$23,500 for 1990 to hire a Goods and Services Tax Coordinator.

We were unable to find a suitable candidate for the GST Coordinator. It was decided to use existing staff and hire a temporary accounting clerk to assist the existing City staff with their additional workload until a suitable person could be found. It is projected to the end of 1990 only \$17,000 of the \$23,500 will have been spent.

Additional expenditures have now been identified to implement the GST.

<u>Description</u>	<u>Amount</u>
1. Additional disk storage space for the computer to provide for additional record storage needs.	\$ 6,900
2. Overtime for programming staff to provide for program changes.	34,000
3. Changes to the Utility Billing Computer System to be done by contract.	20,000
	<hr/>
	\$ 60,900
	<hr/>

The above estimates are approximate only. In addition to the above costs, there will be annual maintenance of \$9,744 on the disk.

We are trying to have as much calculation as possible regarding the GST being done by the computer to reduce the amount of additional manual work required. All of the accounting system programs will require extensive revisions, including

....2

City Clerk
 October 23, 1990
 Page 2 FILE: IMPCOSTS.GST

1. Accounts Receivable
2. Accounts Payable
3. Fleet System
4. Inventory System
5. Utility Billing System
6. Payroll System.

There will still be additional manual work involved in ensuring that input documents to the computer properly identify the GST portions. The amount of this work is difficult to accurately identify at this time. It could involve as many as two to three additional clerical positions for 1991.

The Federal Government is working on a simplified accounting alternative for municipalities. Based on the information available regarding this alternative, it does not appear it will be financially beneficial to the City.

Requested Action

It is respectfully requested that Council approve the additional expenditures outlined in this report. The following table summarizes the expected overexpenditure.

<u>Description</u>	(1) <u>Approved Overexpenditure</u>	(2) <u>Projected 1990 Expenditure</u>	<u>Additional Overexpenditure Approval Requested (1-2)</u>
1. Hiring of GST Coordinator	\$ 23,500	\$ 17,000	
2. Additional Expendi- tures as detailed in this report	-	60,900	
	<hr/>	<hr/>	<hr/>
	\$ 23,500	\$ 77,900	\$ 54,400
	<hr/>	<hr/>	<hr/>

City Clerk
October 23, 1990
Page 3 FILE: IMPCOSTS.GST

The additional overexpenditure approval requested for 1990 as a result of the GST is \$54,400.



A. Wilcock, B. Comm., C.A.
Director of Financial Services

AW/jt

c.c. Computer Services Manager

Commissioner's Comments

We would reluctantly concur with the recommendations of the Dir. of Financial Services.

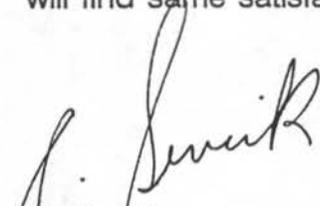
"R.J. MCGHEE"
Mayor

DATE: October 30, 1990
TO: Director of Financial Services
FROM: City Clerk
RE: GOODS AND SERVICES TAX/ADDITIONAL IMPLEMENTATION COSTS

Your report dated October 23, 1990 pertaining to the above topic was considered at the Council meeting of October 29, 1990 and at which meeting Council passed the following motion:

"RESOLVED that Council of The City of Red Deer having considered report dated October 23, 1990 from the Director of Financial Services re additional implementation costs of the Goods and Services Tax hereby regretfully approves an additional overexpenditure of \$ 54,400.00 and as recommended to Council October 29, 1990."

The decision of Council in this instance is submitted for you information and I trust you will find same satisfactory.



C. Sevcik
City Clerk

CS/blm

cc Computer Services Manager

NO. 14

CHAPMAN RIEBEEK SIMPSON CHAPMAN WANLESS
Barristers & Solicitors

THOMAS H. CHAPMAN, Q.C.*
NICK P. W. RIEBEEK*
DONALD J. SIMPSON
T. KENT CHAPMAN
GARY W. WANLESS*
GERI M. CHRISTMAN
ROBERT M. BLAIN**

208 Professional Building
4808 Ross Street
Red Deer, Alberta T4N 1X5
TELEPHONE (403) 346-6603
TELECOPIER (403) 340-1280

* Denotes Professional Corporation
** Denotes Student-at-Law

Your file:
Our file: 15,483(i) THC

October 24, 1990

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

**ATTENTION: Charles Sevcik,
City Clerk**

Dear Sir:

RE: Railway Crossing of 64th Avenue

I enclose By-law pursuant to section 165 of the Municipal Government Act and would request that Council give three readings to the same as soon as possible.

Yours truly,


THOMAS H. CHAPMAN, Q.C.
THC/vjh
Enclosure

Court. R.S., c. R-2, s. 194; R.S., c. 10(2nd Supp.), s. 64.

Safety
appliances at
rail level
crossings

199. The Commission may order the adoption and use at any crossing or junction at rail level of such interlocking switch, derailing device, signal system, equipment, appliances and materials, as in the opinion of the Commission renders it safe for engines and trains to pass over the crossing or junction without being brought to a stop. R.S., c. R-2, s. 195.

Highway Crossings, etc.

Railway on
highway

200. (1) The railway of the company may, if leave is first obtained from the Commission, but shall not without that leave, be carried on, along or across any existing highway and the compensation, if any, payable by the company to adjacent or abutting landowners shall be determined under the arbitration sections of this Act in so far as those sections are applicable.

Restriction

(2) The Commission shall not grant leave to any company to carry any street railway or tramway, or any railway operated or to be operated as a street railway or tramway, along any highway that is within the limits of any city or incorporated town until the company has first obtained the consent therefor by a by-law of the municipal authority of that city or incorporated town, and where leave is obtained to carry any railway along a highway, the Commission may require the company to make compensation to the municipality if the Commission deems proper, such compensation to be determined under the arbitration sections of this Act, in so far as those sections are applicable.

Highway to be
kept open

(3) The company shall, before obstructing any highway by its works, turn the highway so as to leave an open and good passage for carriages and, on completion of the works, restore the highway to as good a condition as nearly as possible as it originally had.

Rights saved

(4) Nothing in this section deprives any company of rights conferred on it by any Special Act of Parliament, or amendment thereof, passed prior to March 12, 1903. R.S., c. R-2, s. 196.

décret de ce tribunal. S.R., ch. R-2, art. 194; S.R., ch. 10(2^e suppl.), art. 64.

199. La Commission peut ordonner l'adoption et l'emploi, à ces croisements ou raccordements à niveau, d'un aiguillage enclenché, d'un appareil de déraillement, d'un système de signaux, d'un équipement, de dispositifs et de matériaux qu'elle juge nécessaires pour assurer la sécurité du passage des locomotives et des trains sur ces croisements ou raccordements sans arrêt préalable. S.R., ch. R-2, art. 195.

Croisements de voies publiques, etc.

200. (1) Le chemin de fer de la compagnie peut, mais seulement après autorisation préalable de la Commission, passer sur une voie publique existante et la longer ou la croiser; l'indemnité, le cas échéant, payable par la compagnie aux propriétaires des immeubles qui avoisinent ou touchent le chemin de fer est établie sous le régime des dispositions de la présente loi portant sur l'arbitrage, dans la mesure où ces dispositions sont applicables.

(2) La Commission ne peut autoriser une compagnie à mettre en opération un chemin de fer urbain ou un tramway, ou un chemin de fer exploité ou devant l'être à cette fin, sur le parcours d'une voie publique située dans les limites d'une ville dotée de la personnalité morale, sans consentement préalable à cet effet par règlement administratif de l'autorité municipale de cette ville; et lorsque autorisation a été obtenue de mettre en opération un chemin de fer sur le parcours d'une voie publique, la Commission, si elle le juge à propos, peut enjoindre à la compagnie d'indemniser la municipalité, cette indemnité devant être établie sous le régime des dispositions de la présente loi portant sur l'arbitrage, dans la mesure où ces dispositions sont applicables.

(3) La compagnie ne peut faire aucuns travaux de nature à obstruer une voie publique, sans la détourner de manière à ménager un bon passage pour les voitures. À l'achèvement des travaux, elle remet, dans la mesure du possible, la voie en aussi bon état qu'auparavant.

(4) Le présent article n'a pas pour effet de priver la compagnie de droits qui lui sont conférés par une loi spéciale du Parlement, ou par les modifications à cette loi, dont l'adoption a eu lieu avant le 12 mars 1903. S.R., ch. R-2, art. 196.

Appareils de
sûreté aux
passages à
niveau

Chemin de fer
sur la voie
publique

Restriction

La voie
publique ne doit
pas être
obstruée

Sauvegarde des
droits

Commissioner's Comments

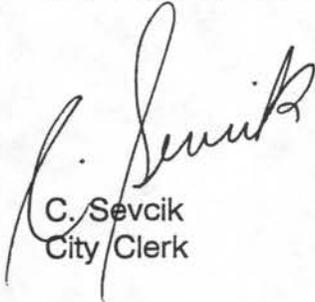
We would concur with the recommendations that the bylaw be given 3 readings at this meeting. The crossing is built and ready for use.

"R. J. MCGHEE"
Mayor

DATE: October 30, 1990
TO: MCC Project Manager
FROM: City Clerk
RE: BYLAW 3025/90 - RAILWAY CROSSING 64 AVENUE RED DEER

Council of The City of Red Deer gave three readings to the above noted Railway Crossing Bylaw at its meeting held October 29, 1990. I am enclosing herewith two certified copies of said bylaw with the request that you courier one to NTA in Saskatoon and the other to NTA in Ottawa at your earliest convenience and as requested by the City Solicitor.

Trusting you will find this satisfactory,



C. Sevcik
City Clerk

CS/blm
Encl.

cc City Commissioner
Director of Engineering Services
City Assessor
City Solicitor

NO. 15

DATE: October 22, 1990
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: **SIGN BYLAW**

FILE NO.

Could you have the following matter placed before Council, for their consideration?

We have become aware that the Sign Bylaw does not stipulate where on a site construction signs can be located. Consequently, there was a situation, this summer, where a sign (see attached) was located adjacent to a major City street, some distance from the project, but still on City property. The location prompted several complaints, which fell into two categories:

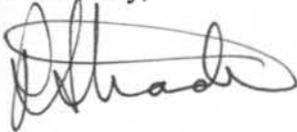
1. Those who were concerned about signs, and their locations.
2. Those who wanted to locate a sign advertising their business in similar locations.

We propose that the Sign Bylaw be amended, by adding a new section as follows:

- 3.31.(L) Construction signs, that are located within 50 feet of the main entrance of the construction site, and do not exceed 1.48 square metres (16 square feet) in size, per company.

This proposal has been discussed with the Red Deer Construction Association, who have sent the attached letter.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs



Red Deer Construction Association

205, 7803 50 AVENUE

Phone 346-4846

RED DEER, ALBERTA — T4P 1M8

W. G. WILLIAMS
MANAGER

October 22, 1990

Mr. R. Strader
Bylaws & Inspection Manager
City of Red Deer
P.O. Box 5008
Red Deer, Alberta
T4N 3T4

Dear Mr. Strader:

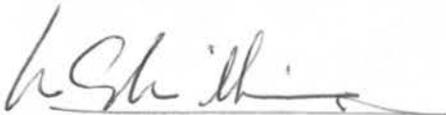
Regarding your letter of July 12, 1990.

The matter of the construction signs was placed before our October board meeting.

Our association as represented by our Board of Directors find no objection to the proposed amendment to the sign bylaw.

Yours truly,

RED DEER CONSTRUCTION ASSOCIATION


W. G. Williams,
Manager

WGW/ws

Commissioner's Comments

We would concur with the recommendations. Council may give the amending bylaw three readings at this meeting.

"R.J. MCGHEE"
Mayor

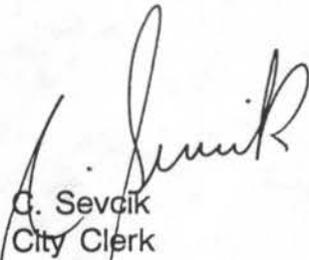


DATE: October 30, 1990
TO: Bylaws and Inspections Manager
FROM: City Clerk
RE: SIGN BYLAW AMENDMENT NO. 2996/A-90

Your memo of October 22, 1990 pertaining to the above received consideration at the Council meeting of October 29, 1990 and at which meeting Council gave three readings to Amending Bylaw 2996/A-90.

Enclosed herewith is a copy of the above noted amending bylaw which comes into force immediately. The revised page for inclusion in your office consolidation copy will be sent to you under separate cover.

Trusting you will find this satisfactory.



G. Sevcik
City Clerk

CS/blm
Encl.

cc Director of Engineering Services
Inspector Beaton
City Solicitor

CORRESPONDENCENO. 1

FILE NO.: R-34256

DATE: OCTOBER 19, 1990

TO: MAYOR & COUNCIL

FROM: LOWELL R. HODGSON
Recreation & Culture Manager

RE: ROTARY RECREATION PARK TENNIS COURT OPERATIONS 1990

Council will recall that we entered into an agreement with the Red Deer Tennis Club for the management and operation of the Central Tennis Courts for the 1990 season. The purpose of this agreement was to have the involvement of the Club in managing this facility, as we began charging for its use. Likewise, the Club was responsible for promotion and development of the sport of tennis. The purpose of this memo is to report to you on the experience of this contract and to seek your support for deviation from the contract.

The spring weather, as you know, was unusually wet. Since the courts were not completed in the fall of 1989, it was hoped that an early start this spring would complete them and give a full season of use. Our experience, however, was quite different, as continuous rain in May and June did not allow the final colour coat or line painting to be done until June 20. We had, thus, lost two full months of use, in fact, the two months that are traditionally the busiest for tennis courts.

As a result of this extremely late start, the Club had difficulty attracting their usual number of members. Since Club membership is the core of their finances, they were in considerable difficulty from the beginning. Staffing needs, however, could not be compromised as coverage was necessary seven days a week for long hours, and the result of all of this is that the Club suffered a significant financial loss as a result of this contract with us. Since we initiated this contract as a service to us, I am recommending that we share in this loss for 1990 and that we spend this fall and winter considering a more realistic agreement for the 1991 season.

The experience of the Club's operation to August 31, when they had to withdraw from the agreement, is as follows:

1990 revenue, including memberships, rental fees, and fundraising	\$20,621.87
1990 expenditures, including salaries, court fees payable to the City	\$26,652.11
Net loss	\$6,030.24

.../2

Mayor & Council
Page 2
October 19, 1990
File No.: R-34256

As can be seen from the above, this net loss consumes the bulk of the Club's accumulated resources and will place the Club in a most difficult position from which to start the 1991 season.

In meeting with the executive of the Club I proposed that we share in this loss equally with the Club. According to our contract and the use of the courts for this abbreviated season, they owe us \$7,219.01. If we accept 50 percent of their loss, we will receive \$4,203.89 (\$7,219.01 minus 50% of \$6,030.24), and the Club's loss is reduced from \$6,030.24 to \$3,015.12. The Club executive is willing to accept this change as they recognize some of this responsibility as being their's, as they had staff who were ineffective in promoting the courts and their program as should have been done.

This matter was considered by the Recreation, Parks & Culture Board in a Committee of the Whole meeting, and they accepted this compromise and recommend it to you.



LOWELL R. HODGSON

/cjm

c. Craig Curtis

DATE: October 22, 1990

TO: CITY COUNCIL

FROM: CRAIG CURTIS
Director of Community Services

RE: ROTARY RECREATION PARK:
1990 TENNIS COURT OPERATIONS
A memo from the Recreation & Culture Manager,
dated October 19, 1990, refers.

1. The operation of Rotary Recreation Park Tennis Courts by the Red Deer Tennis Club during 1990 was not very successful, and resulted in a net loss to the club of \$6,030.24. This would consume the bulk of the club's accumulated resources and place the club in a difficult position from which to start the 1991 season.
2. The Recreation & Culture Manager has noted that the 1990 operation of the courts was severely hampered by continuous rain during May and June, and the consequent postponement of the completion of the courts until June 20th.

In view of the late construction, the Recreation & Culture Manager considers that it would be reasonable for the City to share the tennis club's losses. These losses assume a payment to the City of \$7,219.01, in terms of the agreement, representing one-third of the court fees payable. The Recreation & Culture Manager is recommending that the City forgive 50% of the club's net loss, and reduce the tennis club's commitment by \$3,015.12. It is proposed that this loss in revenue be made up elsewhere in the Recreation & Culture Department budget.

3. This matter was considered by the Recreation, Parks & Culture Board at a Committee of the Whole Meeting on September 11th. The board endorsed the Recreation & Culture Manager's recommendation.

City Council
Page 2
October 22, 1990
Red Deer Tennis Courts

4. RECOMMENDATION

I support the comments of the Recreation & Culture Manager and the Recreation, Parks & Culture Board, and recommend that City Council authorize the administration to reduce the Red Deer Tennis Club's financial commitment in terms of the Rotary Recreation Park Tennis Courts operating agreement, by \$3,015.12 in 1990, representing 50% of its net loss.



CRAIG CURTIS

CC:dmg

- c. Lowell Hodgson, Recreation & Culture Manager
Don Batchelor, Parks Manager
Jack Engel, Recreation, Parks & Culture Board Chairman

Commissioners' Comments

We would concur with the recommendations of the Recreation & Culture Manager to share in the loss for 1990. As outlined there were a number of unforeseen problems associated with the Tennis Courts at the beginning of the year which had a detrimental effect on operations and further that the Tennis Club itself experienced some problems. It is inevitable that in a situation such as this, some problems occur in the formative years, but we are convinced that in the long run the Tennis Club can offer a better service to the public, and its members, than if this facility was managed entirely by the Recreation Department. Therefore, we believe the Tennis Club is worthy of support by the City until the problems are ironed out and we feel confident that a satisfactory agreement can be negotiated for the second year of operation.

"R. J. MCGHEE"
Mayor

"M. C. DAY"
City Commissioner

FILE NO.: R-34201

DATE: SEPTEMBER 12, 1990
TO: CHARLIE SEVCIK
City Clerks
FROM: LOWELL R. HODGSON
Recreation & Culture Manager
RE: ROTARY RECREATION PARK TENNIS COURT OPERATIONS

Would you please place the attached memo to Mayor & Council, from Jack Engel, on the closed agenda of City Council.



LOWELL R. HODGSON

/cjm

Attachment

c. Craig Curtis

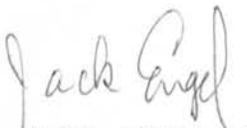
FILE NO.: R-33500

DATE: SEPTEMBER 12, 1990
TO: MAYOR & COUNCIL
FROM: JACK ENGEL, CHAIRMAN
Recreation, Parks & Culture Board
RE: ROTARY RECREATION PARK TENNIS COURT OPERATIONS

The Recreation, Parks & Culture Board, last evening, received a report from the Recreation & Culture Manager on the 1990 operations of the recently upgraded tennis courts. That report is attached for your information.

The Recreation, Parks & Culture Board, in recognition of the fact that this was a most unusual year, due to the very late start and the continuing inclement weather and in light of the fact that we initiated this contract with the Tennis Club, recommend to you that we share in the financial loss of this year's operation by accepting only a portion of the payment due us from the Club. With this acceptance we would generate \$1,772.79 revenue rather than the \$5,218.38 according to our agreement. With this, the Club's loss will be reduced from \$5,284.76 to \$1,839.17.

The Tennis Club is willing to accept this compromise, and we will attempt to negotiate a more realistic agreement for the 1991 operation. Of course, we will have courts ready to be used immediately in the spring; thus we can anticipate a much more successful operation in 1991.


JACK ENGEL

/cjm

Attachment

c. Craig Curtis

FILE NO.: R-31984

CONFIDENTIAL

DATE: SEPTEMBER 4, 1990
TO: RECREATION, PARKS & CULTURE BOARD
FROM: LOWELL R. HODGSON
Recreation & Culture Manager
RE: ROTARY RECREATION PARK TENNIS COURT OPERATIONS

Board members will recall that we entered into an agreement with the Red Deer Tennis Club for the management and operation of the Central Tennis Courts for the 1990 season. In late July I received a letter from the Red Deer Tennis Club, expressing their need to terminate the agreement, giving us 30 days notice. Thus, our agreement with the Tennis Club expired August 31.

This notice did not come to me as a surprise, as I had met on a couple of occasions with the Club executive to discuss the financial implications of this agreement and the loss that was accruing to the Club. In light of the circumstances we find ourselves in, I indicated to them that I would recommend to you and to City Council that we share in this financial loss with the City accepting one-third of the payment due us from the Tennis Club for 1990. I make this recommendation to you in light of the fact that we initiated this contract; thus, the Club to a large degree is providing a service to us. If the Club is to assume the full loss for 1990, they will have effectively eliminated their small bank surplus they began the season with, and if the Club is bankrupted, there is not likely to be a Club in 1991, and the interest of tennis is, of course, not well served by that. It is my my sincere hope that we can interest the Club in a new contract for 1991 with some significant changes to the terms and conditions we entered into this year, as we were both experimenting with an unknown. However, we do have some experience from this that should enable us to develop a more workable system for 1991.

Attached to this memo is a financial summary so that you might see the full implications for the City and the Club.

There is no doubt whatsoever that the very late start we had (June 20), due to construction delays caused by a very wet spring, and then the extreme wet weather in June and July, contributed extensively to this situation we find ourselves in now. Thus, I do not believe the difficulty we are now having is attributed to any one fact but a whole series of circumstances over which neither we nor the Club had control.

.../2

Recreation, Parks & Culture Board
Page 2
September 4, 1990
File No.: R-31984

The Tennis Club is cooperating with us in managing the courts for the month of September and early October in that they are providing a staff person for the hours which we have set. We are paying, to the Club, \$5.50 per hour, which they in turn are passing on to this employee. It is our hope that we can recover these costs through our \$4.00 per court rental fee.

RECOMMENDATION:

"THAT the Recreation, Parks & Culture Board support the acceptance of one-third of the fees due from the Red Deer Tennis Club and the general public use for the 1990 season. That the same be referred to City Council for their information and that we attempt to renegotiate a more acceptable and realistic agreement with the Tennis Club for the 1991 tennis season."



LOWELL R. HODGSON

/cjm

Attachment

- c. Harold Jeske, Recreation & Culture Facilities Superintendent
- Jerry Tennant, Athletics I Supervisor
- Craig Curtis, Director of Community Services

Tennis Club balance as of October 31, 1989 \$6,730.83

1990 Revenue	\$20,621.87	
1990 Expenditures	\$25,906.63	
	<u>\$ 5,284.76</u>	net loss
	This figure includes court rentals due to The City of Red Deer	

Net payable to The City of Red Deer for court rentals,
both public and Club time \$5,218.38

RECOMMENDATION:

Payable to The City of Red Deer, one-third (1/3)
of \$5,218.38 = \$1,772.79. The City loss would be
\$3,445.59.

The Club's net loss for 1990 would then be reduced
from \$5,284.76 to \$1,839.17.

FILE:

TENNIS.OP

DATE: September 24, 1990
TO: CITY CLERK
FROM: DIRECTOR OF FINANCIAL SERVICES
RE: TENNIS COURT OPERATIONS

The Recreation Parks and Culture Board is asking Council to approve reducing the payment due from the Tennis Club by \$3,445.59.

There is no indication in the reports whether these funds would be funded from underexpenditures elsewhere in the Recreation budget. If there are no underexpenditures, then an overexpenditure of \$3,445.59 will occur.



A. Wilcock, B. Comm., C.A.
Director of Financial Services

AW/mrk

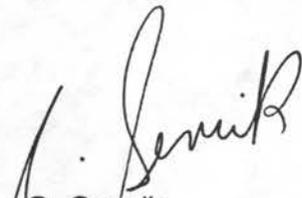
DATE: October 30, 1990
TO: Recreation and Culture Manager
FROM: City Clerk
RE: ROTARY RECREATION PARK TENNIS COURT OPERATIONS 1990

Your report concerning the above matter was considered at the Council meeting of October 29, 1990 and at which meeting Council passed the following motion as per your recommendations:

"RESOLVED that Council of The City of Red Deer hereby authorizes reducing the Red Deer Tennis Club's financial commitment pertaining to the Rotary Recreation Park Tennis Courts' operating agreement \$3015.12 in 1990 and as per recommendations submitted to Council October 29, 1990."

The decision of Council in this instance is submitted for you information and I trust that you will convey Council's decision to the Red Deer Tennis Club. I also trust that you will be in contact with the Red Deer Tennis Club to negotiate a new agreement for the 1991 season and that this agreement will be referred to Council for ratification.

Trusting you will find this satisfactory,



C. Seycik
City Clerk

CS/blm

cc City Commissioner
Director of Community Services
Director of Financial Services
Recreation and Culture Board

NO. 2

OFFICE OF THE PRESIDENT,
WASKASOO 112 CLUB,
501, 4810-54th. Street,
RED DEER,
Alberta. T4N 6R3.
October 3rd., 1990.

To the City Council of Red Deer,
P.O.Box 5008,
RED DEER,
T4N 3T4

Dear Sirs,

We, the seniors of Waskasoo Towers, request that a shelter urgently be placed at the bus stop at 49th. Avenue, 54th. Street.

There are 112 units in our building, with at least 120 residents, who frequently board the bus at this point. We feel that the shelter is most necessary for our convenience, comfort and safety; especially during the cold winter months.

We will be pleased to send two of our members to represent us at your meeting, if you so desire.

Thanking you in anticipation,

We are, yours truly,

WASKASOO SENIORS HOUSING SOCIETY OF RED DEER
Beith Selnes
President.



DATE: October 19, 1990
TO: City Clerk
FROM: Transit Manager
RE: WASKASOO TOWERS - BUS SHELTER REQUEST

The Transit Department has researched and investigated the area of 49 Avenue and 54 Street in order to determine if a bus shelter could be installed in this area as requested by the Waskasoo Seniors Housing Society.

As illustrated on the attached drawing, placing a shelter at this location under the existing conditions would result in a loss of 60% of the sidewalk width. Therefore, under the existing conditions, I could not recommend the placement of a shelter at this location.

There is, however, an alternative that would allow sufficient sidewalk width to accommodate a shelter. As shown by the shaded area of the attached drawing, the sidewalk could be widened in the vicinity of the shelter. The costs of extending the sidewalk width would be approximately \$600. The Transit Department does not have funds in the budget to absorb these costs.

As this bus stop is extensively used, I would agree that a bus shelter would be warranted. I would, therefore, respectfully recommend that a shelter be placed in this area and that the costs associated with the sidewalk widening be charge as an over-expenditure to the Transit budget.

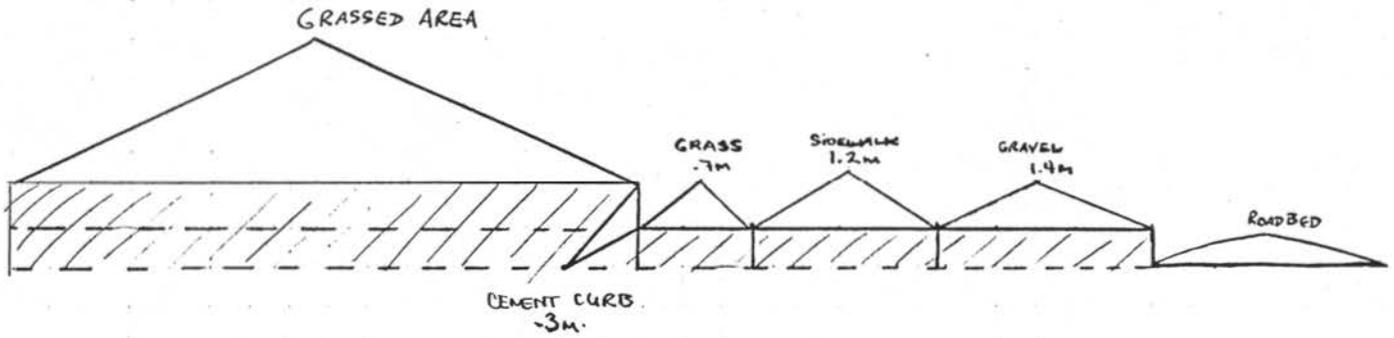


Grant Beattie
Transit Manager

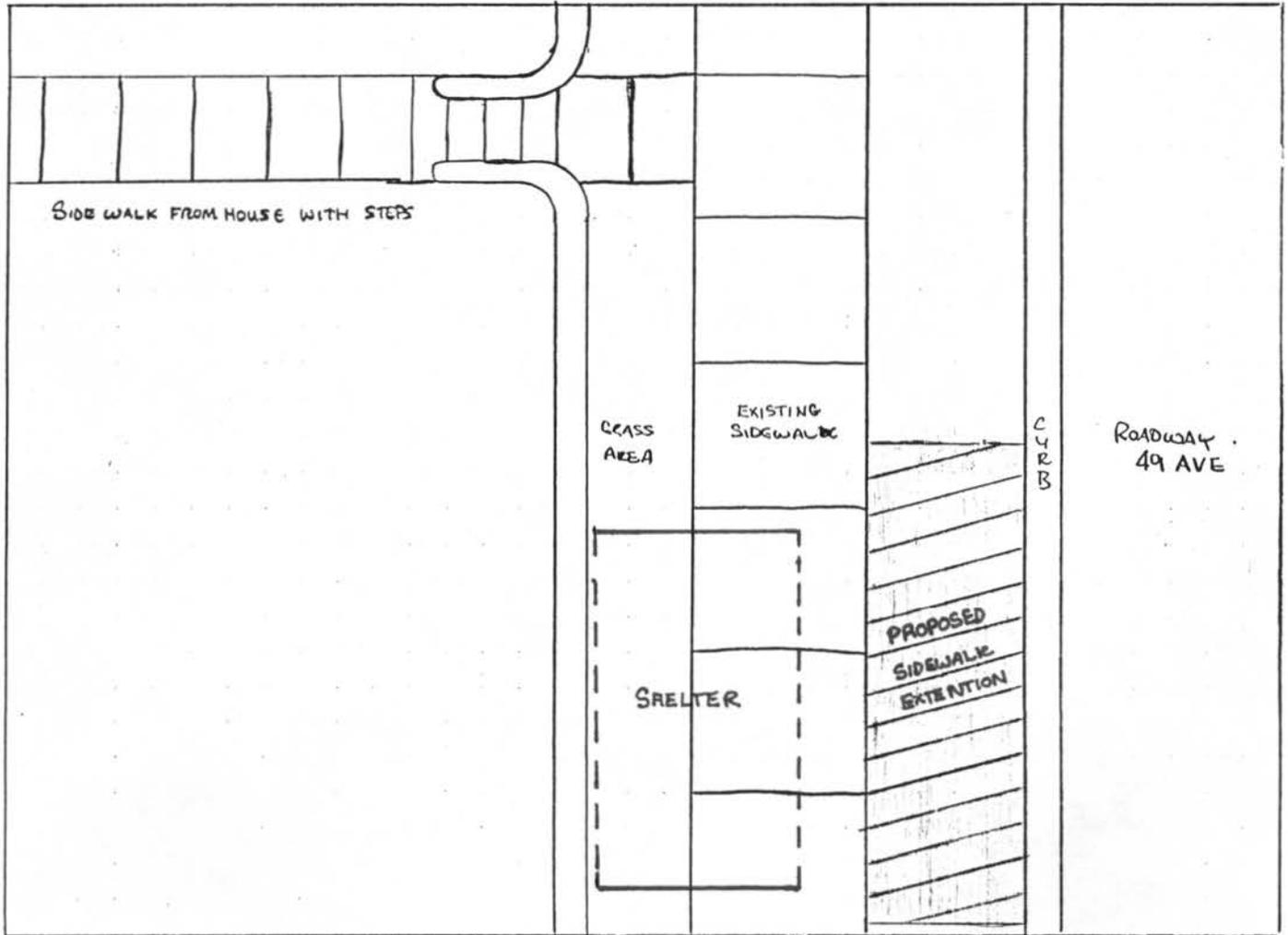
GB/mlj

cc Bryon Jeffers

1. CROSS SECTION OF SIDEWALK AREA AT BUS ZONE 49 AVE 55 ST



2. OVERHEAD VIEW OF BUS ZONE AT 49 AVE 55 ST.



Commissioners' Comments

We would concur with the recommendations of the Transit Manager.

"R.J. MCGHEE", Mayor

"M.C. DAY", City Commissioner

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 4, 1990

Ms. Beth Telnes, President
Waskasoo 112 Club
501, 4810 - 54 Street
Red Deer, Alberta
T4N 6R3

Dear Ms. Telnes:

RE: REQUEST FOR SHELTER AT BUS STOP/49 AVE., 54 STREET

Thank you for your letter in regard to the above, and we would advise that this matter will be presented to Red Deer City Council at its meeting on October 29, 1990.

Please call this office on Friday prior to the said meeting to determine a suitable time, in the event you wish to be present.

Trust you will find this satisfactory.

Sincerely,

C. Sevcik
City Clerk

/ds



*a delight
to discover!*

DATE October 4, 1990

TO: DIRECTOR OF COMMUNITY SERVICES
 DIRECTOR OF ENGINEERING SERVICES
 DIRECTOR OF FINANCIAL SERVICES
 BYLAWS & INSPECTIONS MANAGER
 CITY ASSESSOR
 COMPUTER SERVICES MANAGER
 ECONOMIC DEVELOPMENT MANAGER
 E.L. & P. MANAGER
 ENGINEERING DEPARTMENT MANAGER
 FIRE CHIEF
 PARKS MANAGER
 PERSONNEL MANAGER
 PUBLIC WORKS MANAGER
 R.C.M.P. INSPECTOR
 RECREATION & CULTURE MANAGER
 SOCIAL PLANNING MANAGER
 TRANSIT MANAGER
 TREASURY SERVICES MANAGER
 URBAN PLANNING SECTION MANAGER

FROM: CITY CLERK

RE: WASKASOO TOWERS - BUS SHELTER REQUEST AT 49 AVE. & 54 ST.

Please submit comments on the attached to this office by Oct. 22
_____ for the Council Agenda of Oct. 29/90.


C. SEVCIK
City Clerk

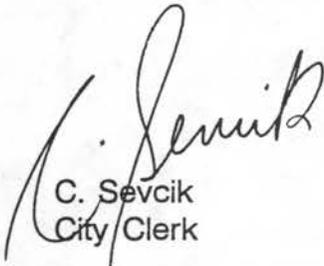
DATE: October 30, 1990
TO: Transit Manager
FROM: City Clerk
RE: BUS SHELTER REQUEST/49 AVENUE AND 54 STREET

At the Council meeting of October 29, 1990 the following motion was passed as a result of a request from the seniors of Waskasoo Towers:

"RESOLVED that Council of The City of Red Deer hereby agrees that a bus shelter be placed at the bus stop at 49 Avenue and 54 Street and that the costs associated with the sidewalk widening be charged as an overexpenditure to the Transit Budget and as recommended to Council October 29, 1990."

The decision of Council in this instance is submitted for your information and appropriate action. I trust that you will have the bus shelter located at the above noted bus stop at your earliest possible convenience to accommodate the seniors.

Trusting you will find this satisfactory,



C. Sevcik
City Clerk

CS/blm

cc City Commissioner
Director of Engineering Services
Director of Financial Services

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 30, 1990

Ms. Beth Telnes, President
Waskasoo 112 Club
501 4810 - 54 Street
RED DEER, Alberta
T4N 6R3

Dear Mr. Telnes:

RE: BUS STOP SHELTER REQUEST/49 AVENUE AND 54 STREET

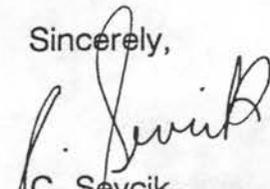
Your request that a bus shelter be placed at the bus stop at 49 Avenue and 54 Street received consideration at the Council meeting of October 29, 1990 and at which meeting Council passed the following motion:

"RESOLVED that Council of The City of Red Deer hereby agrees that a bus shelter be placed at the bus stop at 49 Avenue and 54 Street and that the costs associated with the sidewalk widening be charged as an overexpenditure to the Transit Budget and as recommended to Council October 29, 1990."

The decision of Council in this instance is submitted for your information and we thank you for bringing this matter to our attention.

Trusting you will find this satisfactory.

Sincerely,

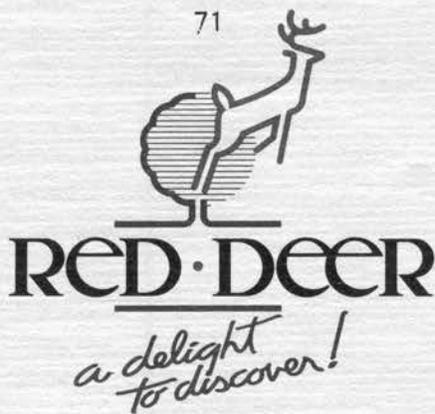


C. Sevcik
City Clerk

CS/blm
cc Transit Manager



*a delight
to discover!*



October 9, 1990

Mayor and Members of Council
The City of Red Deer
Red Deer, Alberta

THE CITY OF RED DEER
CLERK'S DEPARTMENT

RECEIVED	
TIME	
DATE	October 17/90
BY	C. Sewick

Dear Mayor McGhee and Members of Council:

Some time ago, the Red Deer Tourist and Convention Board was approached by representatives of the Big Valley Jamboree, with a request for the Tourist Board's and the City of Red Deer's endorsement of their plans to hold a major country music jamboree in Big Valley. The Tourist Board was also invited to name a representative to be appointed to the Jamboree's volunteer Board of Directors.

The proposed Big Valley Jamboree would be modelled after the event held annually in Craven, Saskatchewan. A site has been selected at Big Valley and a feasibility study completed. The study suggests that significant economic benefit would result from the proposed event. The consultants project a loss in each of the first two years and indicate that attendance could reach 50,000 by the fifth year of operation of the event. It is our understanding that funds are not yet in place to develop the site or stage the event.

At the Tourist Board's September meeting, the following resolution was passed:

That the Red Deer Tourist and Convention Board support in principle the concept of the Big Valley Jamboree, subject to an acceptable feasibility study which indicates that the Jamboree will have a net economic benefit to Red Deer, and providing that the dates do not conflict with major events in Red Deer.

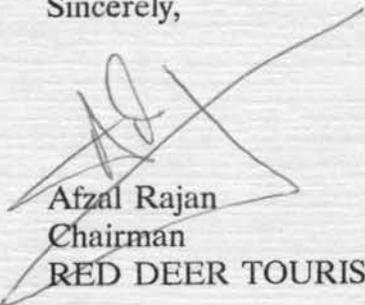
Further, the Board concurred with a recommendation of its executive that no financial or staff resources were available to commit to the project.

2/...

Mayor and Members of Council
Page 2
October 9, 1990

The Big Valley Jamboree representatives have also requested the City's support of their project. We therefore pass on these comments and advise Council of the position taken by the Red Deer Tourist and Convention Board.

Sincerely,



Afzal Rajan
Chairman

RED DEER TOURIST AND CONVENTION BOARD

WM/mm

Commissioners' Comments

We would support it in principle subject to the resolution and additional comments of the Red Deer Tourist & Convention Board and await the feasibility study.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

DATE: October 30, 1990
TO: Red Deer and Tourist Convention Board
FROM: City Clerk
RE: BIG VALLEY JAMBOREE

Your letter of October 9, 1990 pertaining to the above matter was considered at the Council meeting of October 29, 1990 and at which meeting Council passed the following motion:

"RESOLVED that Council of The City of Red Deer hereby supports in principal the concept of the Big Valley Jamboree subject to the following conditions:

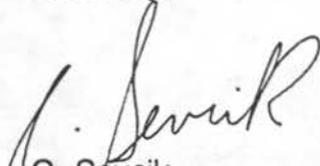
1. An acceptable feasibility study which indicates that the Jamboree will have a net economic benefit to Red Deer.
2. The dates do not conflict with major events in Red Deer.
3. No City financial or staff resources being committed to the project.

and as recommended to Council October 29, 1990."

The decision of Council in this instance is submitted for your information and I trust that you will convey Council's decision to the representatives of the Big Vally Jamboree.

Your assistance in this matter is appreciated.

Sincerely,



C. Sevcik
City Clerk

CS/blm

cc City Commissioners
Economic Development Manager
Director of Financial Services



4924-52 Street
10027 - 63 Ave.

Red Deer, Alberta
Edmonton, Alberta

T4N 2C8
T6E 4Z2

346-0700
438-4680

EXPERIENCED SPORTS EQUIPMENT

NO. 4

October 11, 1990

Your Worship Mayor McGhee and Council
City of Red Deer
P.O. Box 5008
Red Deer, Alberta

THE CITY OF RED DEER
CLERK'S DEPARTMENT

RECEIVED	
TIME	10:45
DATE	Oct. 16/90
BY	SP

Dear Mayor McGhee and Council

Allsports Replay Ltd. is a Red Deer Company involved in Repair, Storage, Distribution, Rental and Sales of Used Sports Equipment.

Steady growth has forced us to move from our existing premises at 4924 - 52 Street.

We have found the ideal location to expand our business and remain in the downtown area at 5237 - 54 Ave., Lot 13, Block 4, Plan 842-0286. (Under Direct Control)

With a facelift to the proposed building we feel that this would be a very positive step towards incorporating the newly freed lands into the increasingly vital downtown area.

We respectfully request that the above mentioned building be approved for use as described.

Sincerely,

A handwritten signature in cursive script, appearing to read "Roy Ellithorpe".

Roy Ellithorpe
Sec/Treas.



**RED DEER
REGIONAL PLANNING COMMISSION**

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

Telephone: (403) 343-3394
Fax: (403) 346-1570

DIRECTOR: W. G. A. Shaw, ACP, MCIP

October 22, 1990

Mr. C. Sevcik
City Clerk
City Hall
Red Deer, Alberta
T4N 3T4

Dear Sir:

Re: Allsports Replay Approval Request
to locate at 5237 - 54 Avenue

The site under consideration is located on the east side of 54th Avenue opposite the Red Deer Water Treatment Plant. The proposal by Allsports Replay is to renovate the existing building and use it for storage, distribution, rental and sales of used sports equipment. Allsports presently operates from a building at 4924 - 52nd Street in the C-1 District.

In 1988, the City Council established a district known as Direct Control Area (DC-3) in the area occupied by C.P. rail in the downtown area. The areas included in the DC-3 District are the lands expected to be vacated as a result of the railway relocation and a number of adjacent lots to the west, to ensure the area can be developed in a comprehensive manner.

At that time, the site of the proposed sports shop was designated as I-1 or Light Industrial and the proposed use was neither permitted nor discretionary in the I-1 District. In passing the DC-3 District, the bylaw protected all existing and proposed uses which complied with the previous designation in this area (I-1 District in this case).

We feel the proposed sport shop which includes retail sales of sports equipment does not comply with the uses listed for industrial area. Furthermore, one of the intentions of direct control is not to allow new uses into an area which is subject to comprehensive development before the area is fully planned.

We feel permitting new uses in DC-3 is premature before planning of the area is complete and recommend the request be denied.

Yours truly

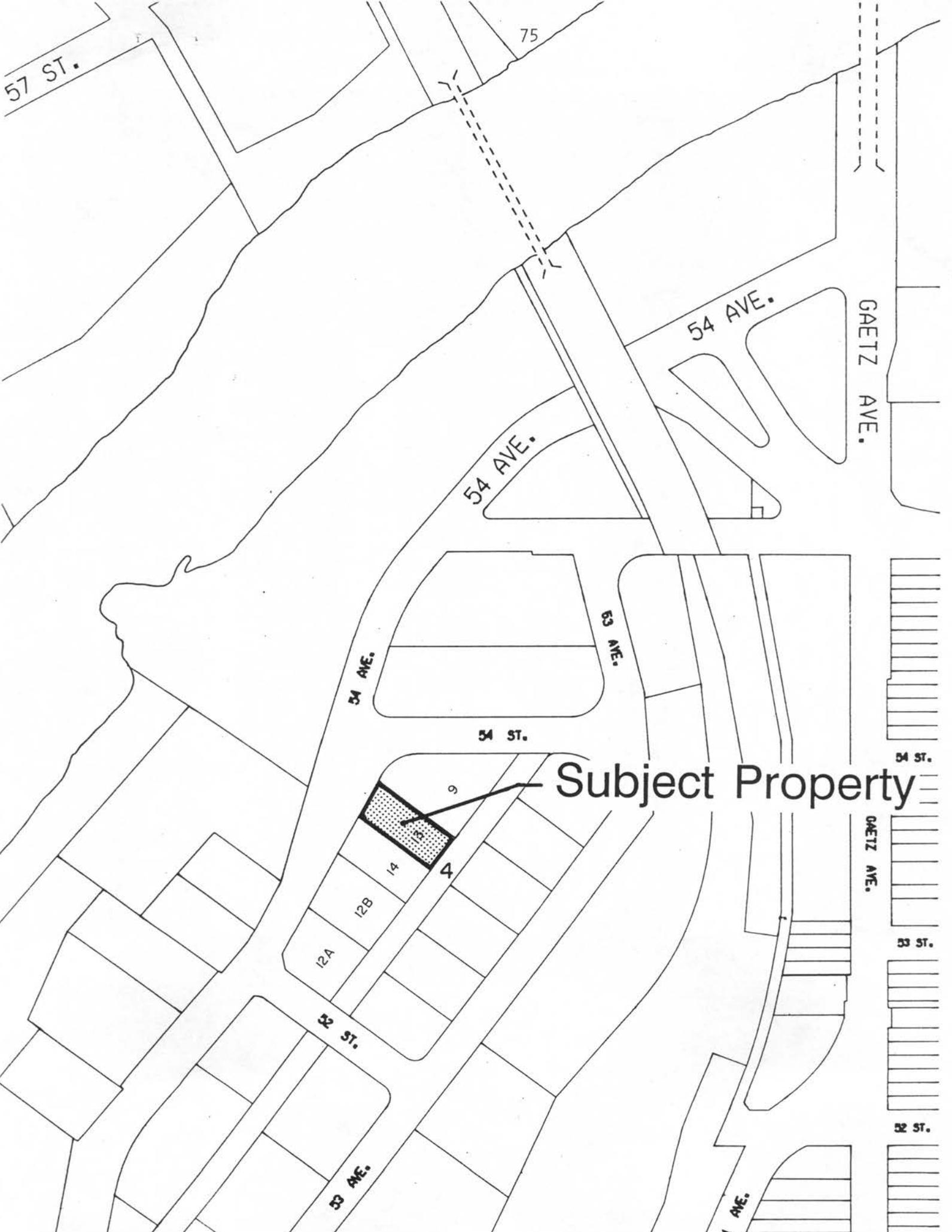
D. ROUHI, ACP, MCIP
SENIOR PLANNER

DR/pim

c/c Director of Community Services
Director of Engineering Services
Bylaws & Inspection Manager
City Assessor
Economic Development Manager

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTTLER No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINTEARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION • TOWN OF DIDSBURY • TOWN OF ECKVILLE • TOWN OF INNISFAIL • TOWN OF LACOMBE • TOWN OF OLDS • TOWN OF PENHOLD • TOWN OF ROCKY MOUNTAIN HOUSE • TOWN OF STETTLER • TOWN OF SUNDRE • TOWN OF SYLVAN LAKE • VILLAGE OF ALIX • VILLAGE OF BENTLEY • VILLAGE OF BIG VALLEY • VILLAGE OF BOTHA • VILLAGE OF CAROLINE • VILLAGE OF CLIVE • VILLAGE OF CREMONA • VILLAGE OF DELBURNE • VILLAGE OF DONALDA • VILLAGE OF ELNORA • VILLAGE OF GADSBY • VILLAGE OF HALKIRK • VILLAGE OF MIRROR • SUMMER VILLAGE OF BIRCHCLIFF • SUMMER VILLAGE OF GULL LAKE • SUMMER VILLAGE OF HALF MOON BAY • SUMMER VILLAGE OF JARVIS BAY • SUMMER VILLAGE OF NORGLNWOLD • SUMMER VILLAGE OF ROCHON SANDS • SUMMER VILLAGE OF WHITE SANDS



57 ST.

75

54 AVE.

GAETZ AVE.

54 AVE.

54 AVE.

53 AVE.

54 ST.

54 ST.

Subject Property

9

14

14

12B

12A

52 ST.

GAETZ AVE.

53 ST.

52 ST.

53 AVE.

AVE.

DATE: October 17, 1990 FILE NO.
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: ALL SPORTS REPLAY - APPROVAL TO LOCATE AT 5237-54
AVENUE

In response to your memo of October 16, 1990, regarding the above referenced subject, we have the following comments for Council's consideration.

The site in question is designated as DC(3) by the City of Red Deer Land Use Bylaw which states:

"Existing uses and a change of use within an existing building shall be dealt with by the Development Officer and are subject to the requirements and the regulations of the C1 or I1 district, whichever was previously applicable."

The site was previously zoned I1, in which the sale of sporting goods and associated activities is neither permitted nor discretionary. With the removal of the rail line and redevelopment of the land, it is intended to encourage commercial development in this area. We have no objections to the proposed use, other than a concern that this is one more use being allowed to leave the existing C1 area, in which there is available space and, in which there is a considerable amount of undeveloped land.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs

DATE: October 18, 1990
TO: City Clerk
FROM: Fire Prevention
RE: ALL SPORTS REPLAY - 5237 - 54 AVENUE

This building will require modification to accommodate the change from F-2 to Group E occupancy. All Building and Fire Code requirements shall be complied with and obtaining an Occupancy Permit prior to use.

If any further information is required please contact this office.



Cliff Robson
Fire Marshal

CR/dd

Commissioners' Comments

We would concur with the comments of the Bylaws & Inspections Manager. As the area is beginning to change character, we do not see a problem with this use in an existing building, though our views may be different if a new development was proposed.

"R. J. MCGHEE"
Mayor

"M. C. DAY"
City Commissioner



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-8195

City Clerk's Department 342-8132

October 16, 1990

All Sports Replay
4924 - 52 Street
Red Deer, Alberta
T4N 2C8

Attention: Roy Ellithorpe

Dear Sirs:

RE: APPROVAL REQUEST TO LOCATE AT 5237 - 54 AVENUE

Thank you for your letter in regard to the above, and we would advise that this matter will be presented to Red Deer City Council at its meeting on October 29, 1990.

Please call this office on Friday prior to the said meeting to determine a suitable time, in the event you wish to be present.

Trust you will find this satisfactory.

Sincerely,

C. Sevcik
City Clerk

/ds



*a delight
to discover!*

DATE October 16, 1990

TO: DIRECTOR OF COMMUNITY SERVICES
 DIRECTOR OF ENGINEERING SERVICES
 DIRECTOR OF FINANCIAL SERVICES
 BYLAWS & INSPECTIONS MANAGER
 CITY ASSESSOR
 COMPUTER SERVICES MANAGER
 ECONOMIC DEVELOPMENT MANAGER
 E.L. & P. MANAGER
 ENGINEERING DEPARTMENT MANAGER
 FIRE CHIEF
 PARKS MANAGER
 PERSONNEL MANAGER
 PUBLIC WORKS MANAGER
 R.C.M.P. INSPECTOR
 RECREATION & CULTURE MANAGER
 SOCIAL PLANNING MANAGER
 TRANSIT MANAGER
 TREASURY SERVICES MANAGER
 URBAN PLANNING SECTION MANAGER

FROM: CITY CLERK

RE: ALL SPORTS REPLAY - APPROVAL REQUEST TO LOCATE AT 5237 - 54 AVE.

Please submit comments on the attached to this office by OCT. 22

 for the Council Agenda of OCT. 29/90


C. SEVCIK
City Clerk

DATE: 18 October 1990

TO: City Clerk

FROM: E. L. & P. Dept.

RE: ALL SPORTS REPLAY - APPROVAL REQUEST TO LOCATE AT 5237 -
54 AVENUE

E. L. & P. Department have no objections to this proposed relocation.

If you have further questions or comments, please advise.



A. Roth,
Manager

/jjd

DATE: October 18, 1990
TO: City Clerk
FROM: City Assessor
RE: ALL SPORTS REPLAY
APPROVAL REQUEST TO LOCATE AT 5237-54 AVE.

The Assessment, Tax and Land Department has no objection to this request.

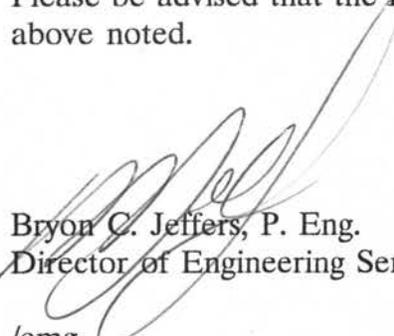


Al Knight, A.M.A.A.
City Assessor

WFL/AK/ngl

DATE: October 18, 1990
TO: City Clerk
FROM: Director of Engineering Services
RE: ALL SPORTS REPLAY
5237-54 AVENUE
LOT 13, BLOCK 4, PLAN 842-0286

Please be advised that the Engineering Department has no comments with respect to the above noted.


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

/emg

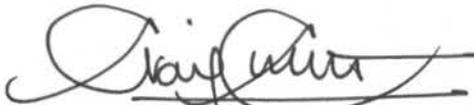
DATE: October 18, 1990

TO: CHARLIE SEVCIK
City Clerk

FROM: CRAIG CURTIS
Director of Community Services

RE: ALLSPORTS REPLAY:
APPROVAL REQUEST TO LOCATE AT 5237 - 54 AVENUE
Your memo dated October 16, 1990 refers.

I have discussed this request with the Parks and Recreation & Culture Managers, and we have no objections from a Community Services perspective.


CRAIG CURTIS

CC:dmg

- c. Don Batchelor, Parks Manager
Lowell Hodgson, Recreation & Culture Manager

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 30, 1990

All Sports Replay
4924 - 52 Street
RED DEER, Alberta
T4N 2C8

Attention: Mr. Roy Ellithorpe, Secretary/Treasurer

Dear Sir:

RE: ALL SPORTS REPLAY RELOCATION 5237 - 54 AVENUE
LOT 13 BLOCK 4 PLAN 842-0286

Your request to relocate from 4924 - 52 Street to 5237 - 54 Avenue received consideration at the Council meeting of October 29, 1990 and at which meeting Council passed the following motion agreeing to your request:

"RESOLVED that Council of The City of Red Deer hereby approves the relocation of All Sports Replay Ltd. from 4924 - 52 Street to the existing building at 5237 - 54 Avenue Lot 13 Block 4 Plan 842-0286 (direct control district) and as recommended to Council October 29, 1990 by the Commissioners."

The decision of Council in this instance is submitted for your information. Prior to actual relocation, it will be necessary for you to apply for an occupancy permit from the Bylaws and Inspections Department.

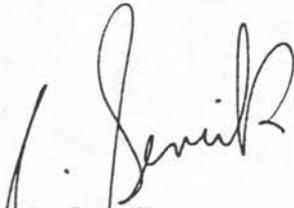
...2

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to discover!*

All Sports Replay
Page 2
October 30, 1990

Trusting you will find this satisfactory however if you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik
City Clerk

CS/blm

cc City Assessor
Economic Development Manager
E.L. & P. Manager
Fire Chief
Senior Planner

NO. 5

October 15, 1990

The Municipal Council
 THE CITY OF RED DEER
 P.O. Box 5008
 RED DEER, Alberta.
 T4N 3T4

THE CITY OF RED DEER
 CLERK'S DEPARTMENT

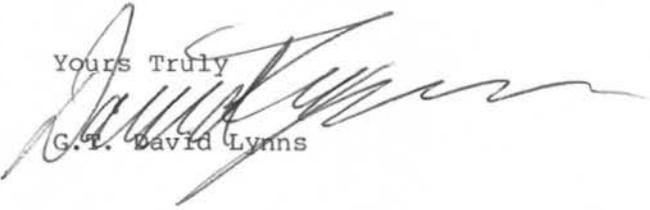
RECEIVED	
TIME	9:15 a.m.
DATE	90/10/16
BY	Z. Moore

Honorable Councillors;

Attached is a copy of a refusal, by the City of Red Deer, to issue me a Taxi Driver's Permit, using his/her authority in Section 7.1(e)(ii) of the Taxi Bylaw #2742/81.

As advised in this letter of refusal I do wish to appeal this decision to the Red Deer Municipal Council in accordance with Section 7.4 of the Taxi Bylaw.

Yours Truly


 G.L. David Lynns

**THE CITY OF RED DEER**

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

September 26, 1990

Mr. David Lynns
519 Terrace Park 346-0670
Red Deer, Alberta 343-7055
T4N 1V8

Dear Sir:

RE: TAXI DRIVER'S LICENSE APPLICATION

You are hereby notified that your application for a City of Red Deer Taxi Driver's License has been refused by the City License Inspector, under the authority of Section 7.1.(e)(ii) of the Taxi Bylaw #2742/81, which states:

"...refuse to issue a taxi-cab driver's license to any person pursuant to this bylaw, where, the character, conduct or state of health of that person is such that he is, in the opinion of the License Inspector, unfit to drive a public conveyance;"

We would advise you that you may appeal the decision of the License Inspector, as in accordance with Section 7.4. of the said Taxi Bylaw, which states:

"Any decision of the License Inspector under the provisions of this Bylaw may be appealed by a person affected thereby to the Municipal Council of the City by notice in writing delivered by the person affected to the City Clerk of the City."

Yours truly,

Joyce Boon
Licensing Inspector
LICENSING DEPARTMENT

PH/vs

*E. Frank Murphy, Q.C.
Barrister, Solicitor, Notary Public*

2nd Floor - Woodward Place

5008 - 50th Street

RED DEER, ALBERTA T4N 1Y3

PHONE (403) 343-8824

FAX (403) 346-5825

YOUR FILE

OUR FILE

October 19th, 1990

THE CITY OF RED DEER
CLERK'S DEPARTMENT

RECEIVED	
TIME	2:10
DATE	Oct. 22/90
BY	SP

TO WHOM IT MAY CONCERN:

RE: David Lynns

I welcome an opportunity to give a letter of reference and recommendation for David Lynns.

I have known Mr. Lynns personally for several years and am well aware of the problems that have plagued him both prior to coming to Red Deer and since he took up residence in this City.

It is my view that David Lynns at the present time is a hard-working, honest citizen, is completely rehabilitated, and would do well at anything he might undertake.

If any further information is required from the writer, it will be provided without hesitation.

Yours truly,

E. Frank Murphy
E. FRANK MURPHY, Q.C.

EFM:br



SOLICITOR GENERAL
Correctional Services Division

1st Floor, Provincial Building, 4920 - 51 Street, Red Deer, Alberta, Canada T4N 6K8 403/340-5180

1990 October 04

TO WHOM IT MAY CONCERN:

I am supplying this letter at the request of Mr. David Lynns.

Mr. Lynns was on Full Parole supervision from 1989 March 23 to 1990 October 04. He successfully completed his period of supervision without incident. He reported to his supervisor as instructed in a responsible manner. There was no information received by the Correctional Services Department which would indicate that Mr. Lynns was violating the conditions of his release nor that he was engaging in behaviours which would lead to criminal charges.

If I can be of further assistance, please contact me.

Yours truly,


Debbie M. Anderson
Parole Officer

DMA/sh

cc: file

To whom it may concern:

I am pleased to be able to give a letter of recommendation concerning David Lynns.

I have known Mr Lynns for eleven years and have found him to an honest and forthright individual.

I am well aware of his situation and firmly believe that he has left the past behind and made a new start and a firm commitment to his life.

Should you require further information I will be pleased to provide what I am able.

Yours truly,

Alan E Krause

owner - McMaster Photographers

5612 - 47 Ave.

Red Deer.

DATE: October 23, 1990
 TO: City Clerk
 FROM: Bylaws and Inspections Manager
 RE: DAVID LYNNNS

FILE NO.

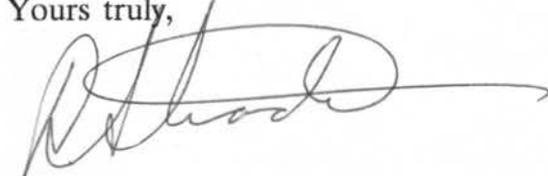
In response to your memo, concerning the above, we have the following comments for Council's consideration.

The Licensing Department's first involvement was in 1982, when Mr. Lynns was found driving a taxi without the required City License. Mr. Lynns was unable to obtain a taxi driver's license because of a prior conviction for selling narcotics from a taxi cab. In 1987, he was again convicted of selling narcotics.

Given Mr. Lynns' record of narcotics convictions, we recommend that he not receive a taxi driver's license.

We are concerned that Mr. Lynns was able to receive a letter of employment from Red Deer Cab Ltd. While the company cannot completely check an applicant's history, the most recent conviction was well known in the taxi industry. The cab companies in Red Deer have often stated that they are constantly improving their industry with newer vehicles, uniformed drivers, etc. We agree that the industry has made substantial improvements; however, it seems to us that screening potential employees is the employers responsibility.

Yours truly,



R. Strader
 Bylaws and Inspections Manager
 BUILDING INSPECTION DEPARTMENT

RS/vs

Commissioners' Comments

We would recommend that Council uphold the decision of the Licensing Department.

"R.J. MCGHEE", Mayor

"M.C. DAY", City Commissioner



THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 16, 1990

Mr. David Lynns
519 Terrace Park
Red Deer, Alberta
T4N 1V8

Dear Sirs:

RE: TAXI DRIVER'S LICENSE APPEAL

Thank you for your letter in regard to the above, and we would advise that this matter will be presented to Red Deer City Council at its meeting on October 29, 1990.

Please call this office on Friday prior to the said meeting to determine a suitable time, in the event you wish to be present.

Trust you will find this satisfactory.

Sincerely,

C. Sevcik
City Clerk

/ds



*a delight
to discover!*

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 30, 1990

Mr. G.T. David Lynns
519 Terrace Park
RED DEER, Alberta
T4N 1V8

Dear Sir:

RE: TAXI DRIVER'S LICENSE APPLICATION

Your appeal pertaining to the decision of the Licensing Department to deny you a Red Deer Taxi Driver's License was considered at the Council meeting of October 29, 1990.

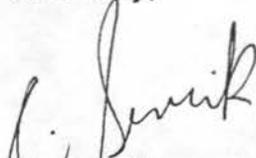
At the above noted meeting Council passed the following motion denying your request:

"RESOLVED that Council of The City Red Deer hereby upholds the September 26, 1990 decision of the Licensing Department to deny G.T. David Lynns a City of Red Deer Taxi Driver's License."

The decision of Council in this instance is submitted for your information.

If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik
City Clerk

CS/blm

cc Bylaws and Inspections Manager
Inspector Beaton

*a delight
to discover!*

NO. 6

October 1, 1990

To Whom This May Concern:

On or about March 28, 1989 I became interested in a property at 3517 - 49 Avenue, Red Deer. At that time I went to a friend of mine who is an appraiser in town to get some information on this property. I received from him at that time a copy (Item A) of an area map. This copy of the area map showed dimensions of 100' frontage 150' side, cut to a triangle. At that time we got a copy from land titles of what I thought was the legal land location.

I spent the next year finding out who owned the property and talking to him with regard to a purchase. In March of 1990 the owner agreed to sell the property to myself. At that time, before actually making the deal I went to engineering on two or three occasions to get information on the property. They gave me set backs, easements, there were none, the approximate taxes and a quote to renew the underground services. I looked at all of these factors and made a decision to purchase the property.

I took the property over June 1990 and had decided to wait to build a house because of the uncertain interest rates. I began to upgrade the house so that it could be rented for a year or two until I was ready to build. I also decided at that time to put a garage on the property to use as storage for the up and coming house construction. In July, I had some site earth work done by a contractor. The neighbors in the area were excited to see the premises being worked on as the place had been a rat trap for years.

In August, I had a concrete finisher place and finish a garage pad for me and I began construction of the walls and roof. In Mid-September I had the building wired by a contractor and EL&P came by to hook up the power. Days after I received notice to stop construction as I did not have a building permit. I went down to City Hall the next day to do as requested with no hesitation. At that time I was unaware that a building permit was required when no underground services were required and where no services would run under the actual building.

When this was done the nightmare began. Suddenly the Building Inspections Department was telling me that my garage was on City Parks Department land. Then they were telling me that the lot I bought was 20' narrower and 20' shorter than I thought it was. It was kind of a good dream gone bad.

Page 2

At this point, I have been instructed by your people to request to allow to have the garage stay as is until such time as something can possibly be worked out. That is the intent of this letter, to brief you on the happenings and request that the garage stay as is until such time that we can resolve the tragedy.

I have enclosed a follow-up letter pointing out some possible solutions. I look forward to hearing from the city in this matter.

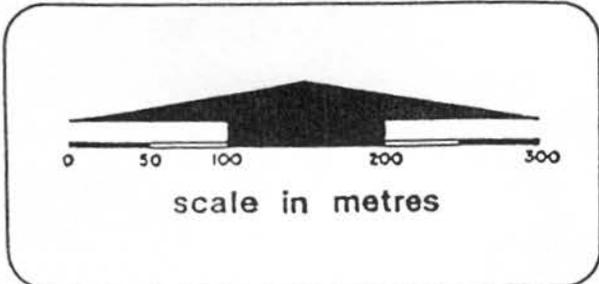
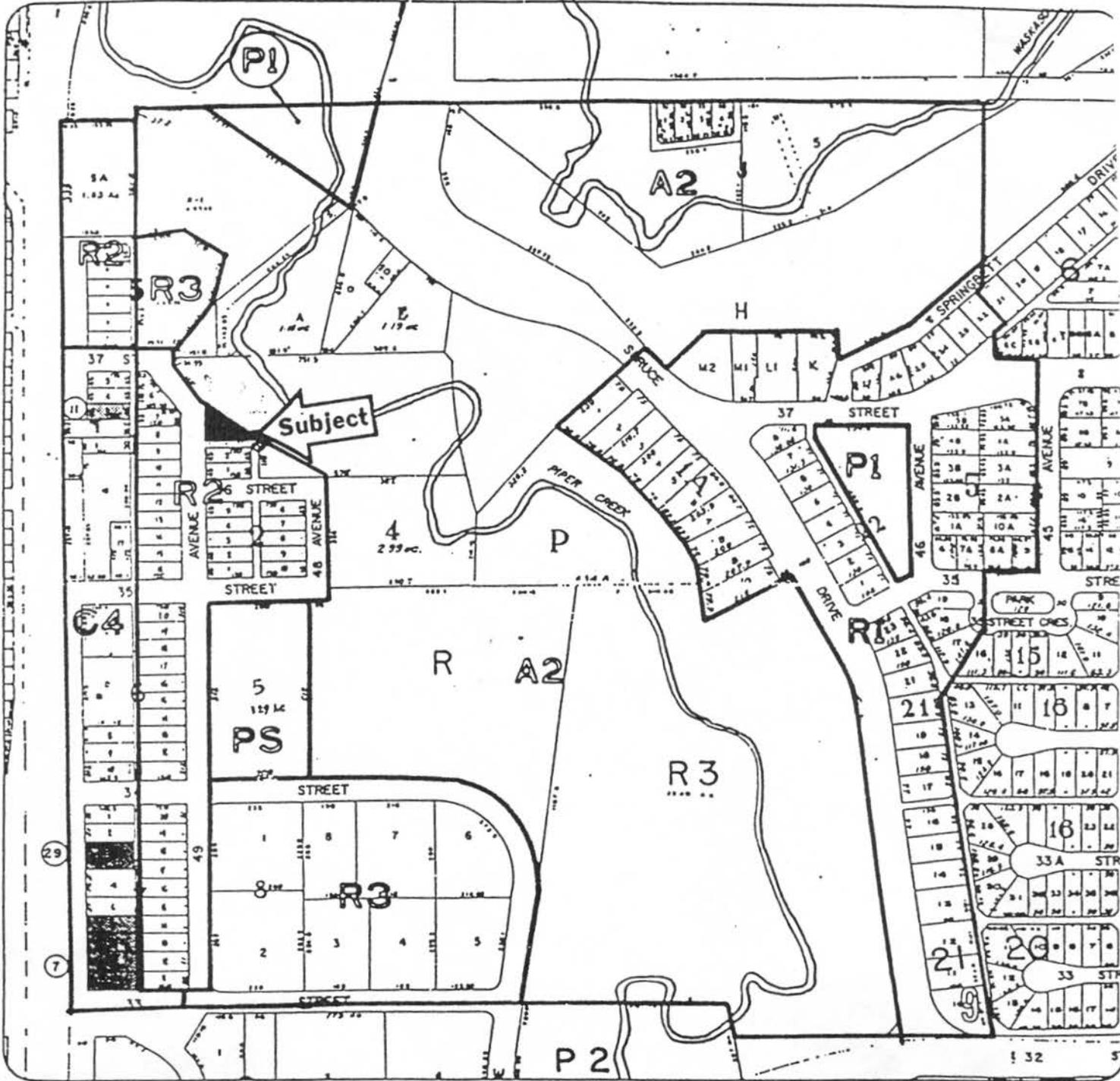
Yours truly,

A handwritten signature in black ink, appearing to read 'Cameron Scheelar', with a large, sweeping flourish at the end.

Cameron Scheelar

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

G7



Revisions :
2672/A-90 (08/01/90)

October 1, 1990

To Whom This May Concern:

As you may already be aware, I have purchased a piece of property at 3517 - 49 Avenue on the premise that it was of certain dimensions when indeed it was not. I wish to clarify this matter with The City of Red Deer as soon as possible.

After talking to several people at The City of Red Deer and doing some measurements, I have come up with the following possible proposal.

As the lot sits at this time it would be impossible to build any sort of a realistic home on it. The house that is on it now is tiny and it stands within inches of the property line, so building any kind of a modern home just would not work. I believe it is time to do something with this lot if only for the sake of the beauty of the City of Red Deer.

I have enclosed one possible proposal and would hope that you would look at it objectively as this pretty piece of property is going nowhere without some changes to its' dimensions. I am willing to purchase the darkened area for a fair price and promise to build a home that would enhance this area and Red Deer as a whole.

Please make a decision on this as quickly and smoothly as is possible for everyones' sake. I wish the best use of this property for the City of Red Deer as we do have one of the most perfectly beautiful cities I have seen anywhere. I understand, I along with some help from my professional people have made a major mistake on this property and that it will cost some money to get things to where they should be, but, such is life.

Yours truly,



Cameron Scheelar

October 3, 1990

To Whom It May Concern:

After receiving City Engineerings survey of September 29, 1990 I had a large question mark hanging in my mind. I got myself a 100' tape and measured from the 80' pin 80 feet south and found that my property line is one third of the way into the gravelled alley way.

I believe there is a better solution to this dilemma than I previously proposed. We could move my south lot line north ~~4~~ to ~~6~~ feet and run the line down the natural line made by 30' spruce trees. We could then make the lot 60-65' wide at front and trade the areas as indicated by the shaded and lined areas. This would leave me with enough room to build my house and the garage could stay intact.

Looking forward to our meeting with council October 15, 1990.

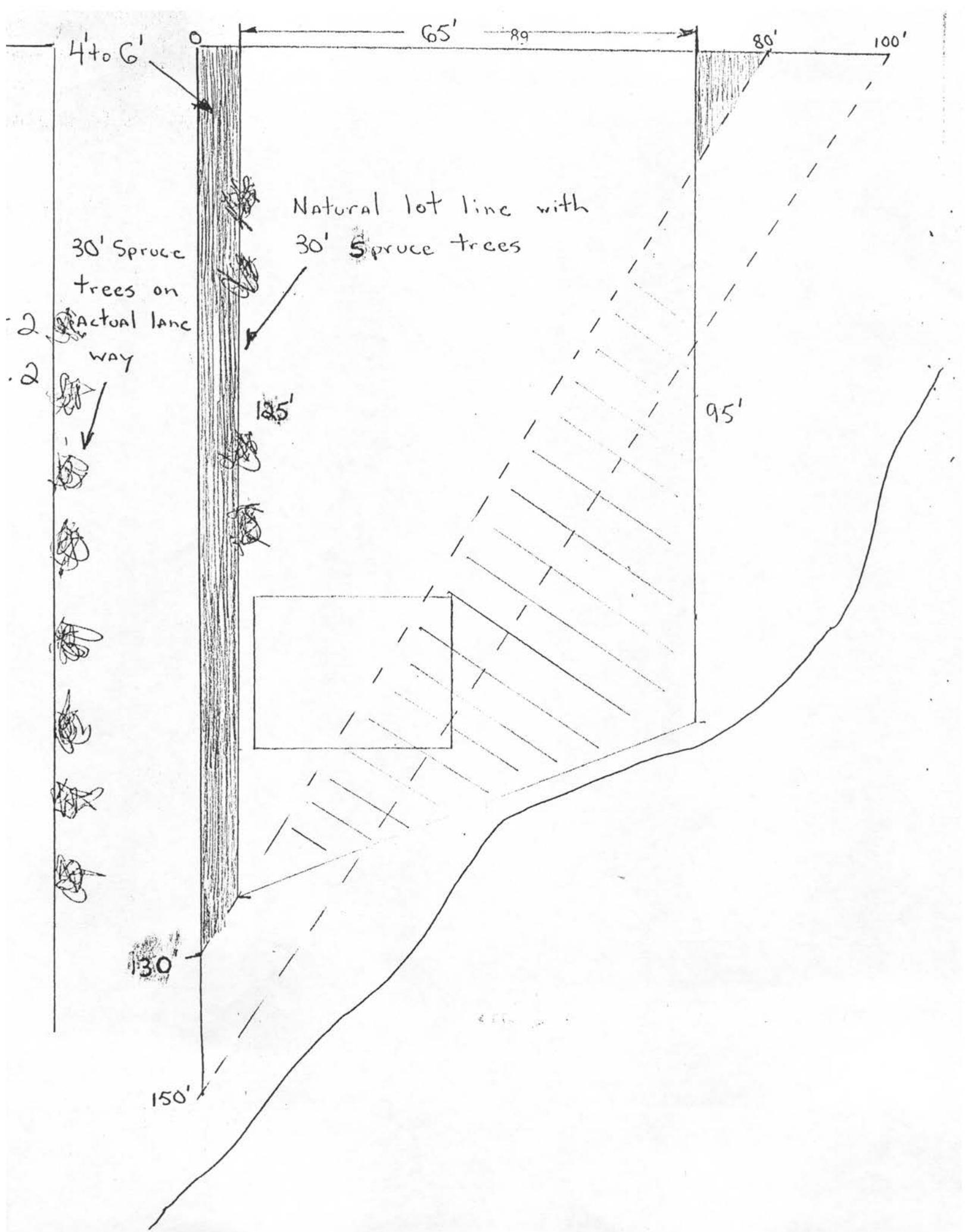
Yours truly,



Cameron Scheelar

THE CITY OF RED DEER
CLERK'S DEPARTMENT

RECEIVED	
TIME	4:25 PM
DATE	10/30/09
BY	CK



DATE: October 22, 1990
TO: City Clerk
FROM: City Assessor
RE: CAMERON SCHEELAR - GARAGE ENCROACHMENT
3517 - 49 AVENUE (SEE ATTACHED)

We submit the following with reference to Cameron Scheelar's request for approval to allow the recently built garage to encroach onto City lands.

For Council's information, this property was sold by the City to a private individual on July 26, 1948, for the sum of \$110.00 on the understanding that a dwelling having a minimum area of 600 sq. ft. be erected during 1948.

On September 26, 1949, Bylaw No. 1465 authorized the transfer of the triangular lot (80' along 49 Ave. x 130" along lane) to the purchaser.

We note that the copy of the title attached to Mr. Scheelar's request does not pertain to the property transferred and that the garage is partially situated on.

We have completed a title search at Land Titles, and a copy of the correct title is attached.

As noted on the title, the land purchased is 80' along 49 Avenue and 130' along the north boundary of the lane.

In view of the proximity of this property to the hillside escarpment, we cannot recommend the sale, lease or encroachment to allow this garage to exist in its present location.

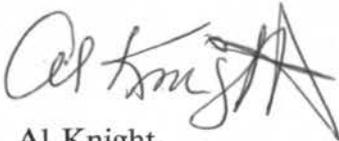
In reference to Mr. Cameron's additional information, where he suggests an exchange of lands, we suggest that the boundaries be established by a legal land surveyor to determine

City Clerk
Page 2
October 22, 1990

the location of the constructed lane and if there is any land to exchange, our recommendation would still remain that the garage be relocated to conform to property boundaries, and the total areas of the exchange be reviewed once areas are known.

We understand that the Parks and Recreation Board has indicated that they may consider the purchase of the whole property, subject to Council approval.

We will proceed with further action when direction is available on funding if a purchase of the property should be considered.



Al Knight,
City Assessor

WF/AK/ngl

Enc.

c.c. Senior Planner
Parks Manager
Director of Engineering
Manager of Licensing and Bylaws



**RED DEER
REGIONAL PLANNING COMMISSION**

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

Telephone: (403) 343-3394
Fax: (403) 346-1570

DIRECTOR: W. G. A. Shaw, ACP, MCIP

TO: C. Sevcik
City Clerk

DATE: October 17, 1990

FROM: Paul Meyette
Principal Planner

RE: Cameron Scheelar - Garage Encroachment

Mr. Scheelar is seeking to acquire Municipal Reserve land from the City for the purposes of extending his property boundary.

Mr. Scheelar is in the process of constructing a garage - a significant portion of this garage is on the City's Municipal Reserve. Mr. Scheelar seeks to acquire sufficient Municipal Reserve to encompass this garage site as well as sufficient land for an intended building site for a proposed new dwelling. The property Mr. Scheelar proposes to acquire extends to the Waskasoo Creek escarpment, it is treed with some grassed areas. Mr. Scheelar seeks to acquire the property through a land exchange or through purchase.

The land exchange proposed by Mr. Scheelar in his October 11, 1990 letter involves trading a six foot wide strip along the south boundary and a small triangle shaped piece of land within the north boundary of Mr. Scheelar's property (containing approximately 832 square feet) for an area of City owned land on the north side of Mr. Scheelar's property (approximately 2826 square feet). It is our opinion that the land offered by Mr. Scheelar is not required by the City and therefore Planning Staff cannot support the proposed land exchange.

Planning Staff also do not support the purchase of land as outlined in Mr. Scheelar's October 1, 1990 letter. The site proposed for purchase extends to the Waskasoo Creek escarpment. Planning Staff contend that this land should be protected from any development encroachment as it is a distinct natural area within the park system. Sale of the area above the escarpment,

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTLER No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINT EARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION • TOWN OF DIDSBURY • TOWN OF ECKVILLE • TOWN OF INNISFAIL • TOWN OF LACOMBE • TOWN OF OLDS • TOWN OF PENHOLD • TOWN OF ROCKY MOUNTAIN HOUSE • TOWN OF STETTLER • TOWN OF SUNDRE • TOWN OF SYLVAN LAKE • VILLAGE OF ALIX • VILLAGE OF BENTLEY • VILLAGE OF BIG VALLEY • VILLAGE OF BOTHA • VILLAGE OF CAROLINE • VILLAGE OF CLIVE • VILLAGE OF CREMONA • VILLAGE OF DELBURNE • VILLAGE OF DONALDA • VILLAGE OF ELNORA • VILLAGE OF GADSBY • VILLAGE OF HALKIRK • VILLAGE OF MIRROR • SUMMER VILLAGE OF BIRCHCLIFF • SUMMER VILLAGE OF GULL LAKE • SUMMER VILLAGE OF HALF MOON BAY • SUMMER VILLAGE OF JARVIS BAY • SUMMER VILLAGE OF NORGLINWOLD • SUMMER VILLAGE OF ROCHON SANDS • SUMMER VILLAGE OF WHITE SANDS

C. Sevcik

October 17, 1990

as proposed by Mr. Scheelar, would make it difficult to preserve this area in its natural state and could set a precedent in terms of the sale of sensitive parkland to correct errors in development. Planning Staff do not support the sale or exchange of City property as proposed by Mr. Scheelar; it is recommended that the garage which is under construction be removed from City property.

Yours truly



PAUL MEYETTE
PRINCIPAL PLANNER, CITY SECTION

PM/pim

c/c Director of Community Services
Director of Engineering Services
Bylaws & Inspections Manager
City Assessor
E. L. & P. Manager
Fire Chief
Parks Manager

DATE: October 16, 1990

FILE NO.

TO: City Clerk

FROM: Bylaws and Inspections Manager

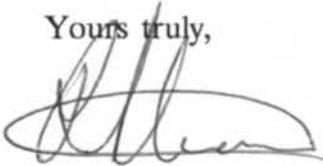
RE: **GARAGE ENCROACHMENT - 3517-49 AVENUE**

In response to your memo, dated October 11, 1990, regarding the above referenced subject, we have the following comments for Council's consideration.

The latest proposal from Mr. Scheelar does not change our original comments. We have, since those comments were written, met with some of the departments involved, and it is our understanding that they do not support the sale of any of the land owned by the City.

We recommend that the application be denied.

Yours truly,



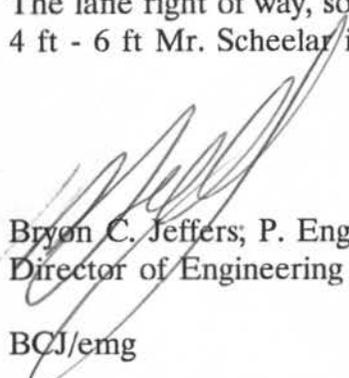
R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs

DATE: October 23, 1990
TO: City Clerk
FROM: Director of Engineering Services
RE: CAMERON SCHEELAR - 3517-49 AVENUE
SW PART OF LOT 3, BLOCK 3, PLAN 8324 E.T.
GARAGE ENCROACHMENT

We would assume that the Parks Department will comment on this issue as it relates to the property Mr. Scheelar wishes to acquire.

The lane right of way, south of Mr. Scheelar's property, is an unconstructed laneway. The 4 ft - 6 ft Mr. Scheelar is proposing is not required for laneway construction.



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

BCJ/emg

c.c. Director of Community Services
c.c. By-laws and Inspections Manager
c.c. City Assessor
c.c. E. L. & P. Manager
c.c. Fire Chief
c.c. Parks Manager
c.c. Urban Planning Sections Manager

DATE: October 4, 1990
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: CAMERON SCHEELAR
3517-49 AVENUE
LOT 3, BLOCK 3, PLAN 8324 E.T.

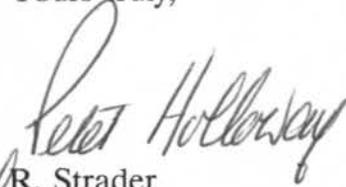
FILE NO.

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

While we are sympathetic to Mr. Scheelar's problem, unless the proposal to acquire additional property is acceptable to Council, we would not support an encroachment of the garage onto City property.

Our information is that the garage is located approximately 24 feet onto City property, and with the 20 foot strip of land being requested, would still encroach almost 6 feet onto City land (see attached sketch).

Yours truly,



R. Strader
for Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs

DATE: October 4, 1990

TO: City Clerk

FROM: E. L. & P. Manager

RE: Cameron Scheelar - Garage Encroachment
3517 - 49 Avenue

The E. L. & P. Department has no reason to object to either the garage encroachment on the park reserve or the sale of City land as requested.

The owner of the property has requested an estimate from the E. L. & P. Department for providing an underground service to the subject property and this has been provided.



A. Roth,
Manager

AR/jjd

DATE: October 18, 1990
TO: CITY COUNCIL
FROM: JACK ENGEL, Chairman
Recreation, Parks & Culture Board
RE: C. SCHEELAR - GARAGE ENCROACHMENT
3517 - 49 Avenue

The Recreation, Parks & Culture Board considered a report from the Parks Manager (attached), outlining a request from Mr. Scheelar to purchase a portion of parkland adjacent to the Piper Creek embankment, at the regular meeting of October 9, 1990.

The Board passed the following resolutions in opposition to Mr. Scheelar's request:

"THAT the Recreation, Parks & Culture Board recommend to City Council that the request from Mr. C. Scheelar to purchase a portion of parkland adjacent to Piper Creek at 3517 - 49 Avenue be denied."

"THAT the Recreation, Parks & Culture Board request the City Administration to prepare a recommendation to Council regarding the City Acquisition of the property at 3517 - 49 Avenue."

K. Lefebvre
for: JACK ENGEL

/kl

Att.

DATE: October 22, 1990

TO: CITY COUNCIL

FROM: DON BATCHELOR
Parks Manager

RE: CAMERON SCHEELAR - GARAGE ENCROACHMENT
3517 - 49 AVENUE

Mr. C. Scheelar has submitted a request to the City to purchase a portion of parkland adjacent to the escarpment on Piper Creek (see Attachment I). The purpose of the land request is to consolidate existing parkland with Mr. Scheelar's residential property to resolve the encroachment problem of a newly constructed garage on City property and to assemble additional area for a future house.

The land Mr. Scheelar wishes to purchase is zoned A-2 Environmental Protection District and is part of Waskasoo Park. The new garage was under construction until the Building Inspections Department put a "Stop Order" on the building because no development or building permits were applied for or issued and $\pm 40\%$ of the garage is encroaching onto City parkland.

The parkland adjacent to Mr. Scheelar's property is representative of the escarpment area along Piper Creek; it contains native spruce, aspen poplar, dogwood, and chokecherry trees/shrubs along a very steep embankment of one horizontal and two vertical. Mr. Scheelar has filled a portion of the parkland to construct a retaining wall and to flatten or extend the yard area adjacent to the bank. Although the fill is minimal, it is clearly contrary to the intent of an Environmental Preservation District to protect the integrity of the escarpment.

Mr. Scheelar's second submission to the City dated October 3, 1990 wherein he has requested a land exchange and a shift of his south property lines to the north by approximately 1.5 m, does not affect the land acquisition proposal to any significant degree. The amount of existing parkland requested is still significant and an exchange of unnecessary lane widening for natural park area does not seem reasonable. Under both of Mr. Scheelar's proposals the new garage would be within 3.5 meters of the top bank.

In view of the very steep nature of the escarpment in this area, I cannot support the sale of a portion of parkland immediately adjacent to the top of the bank. The area in question should remain as parkland and a buffer area to protect the existing trees and slope. This buffer area would also provide a corridor for pedestrian and/or wildlife movement along the top of the escarpment should that be desirable.

City Council
Page 2
October 22, 1990
File No. P-2.476

In accordance with the Recreation, Parks & Culture Board resolution of October 9, 1990 I have discussed this proposal with Mr. C. Scheelar and I indicated my opposition to the sale of City parkland. Mr. Scheelar was appreciative of my concerns and rationale for opposition. Furthermore, Mr. Scheelar indicated that should he be unsuccessful in purchasing a portion of the City parkland he may consider negotiating with the City for the sale of his property to the City, such that the land can be incorporated into Waskasoo Park.

Recommendation

- 1) That City Council deny the request of Mr. Scheelar to purchase a portion of the City parkland adjacent to 3517 - 49 Avenue and further require Mr. Scheelar to remove the garage and retaining wall encroaching on City parkland.
- 2) That City Council instruct the administration to negotiate with Mr. Scheelar for the purchase of his property and report back to Council with a recommendation including a funding source.

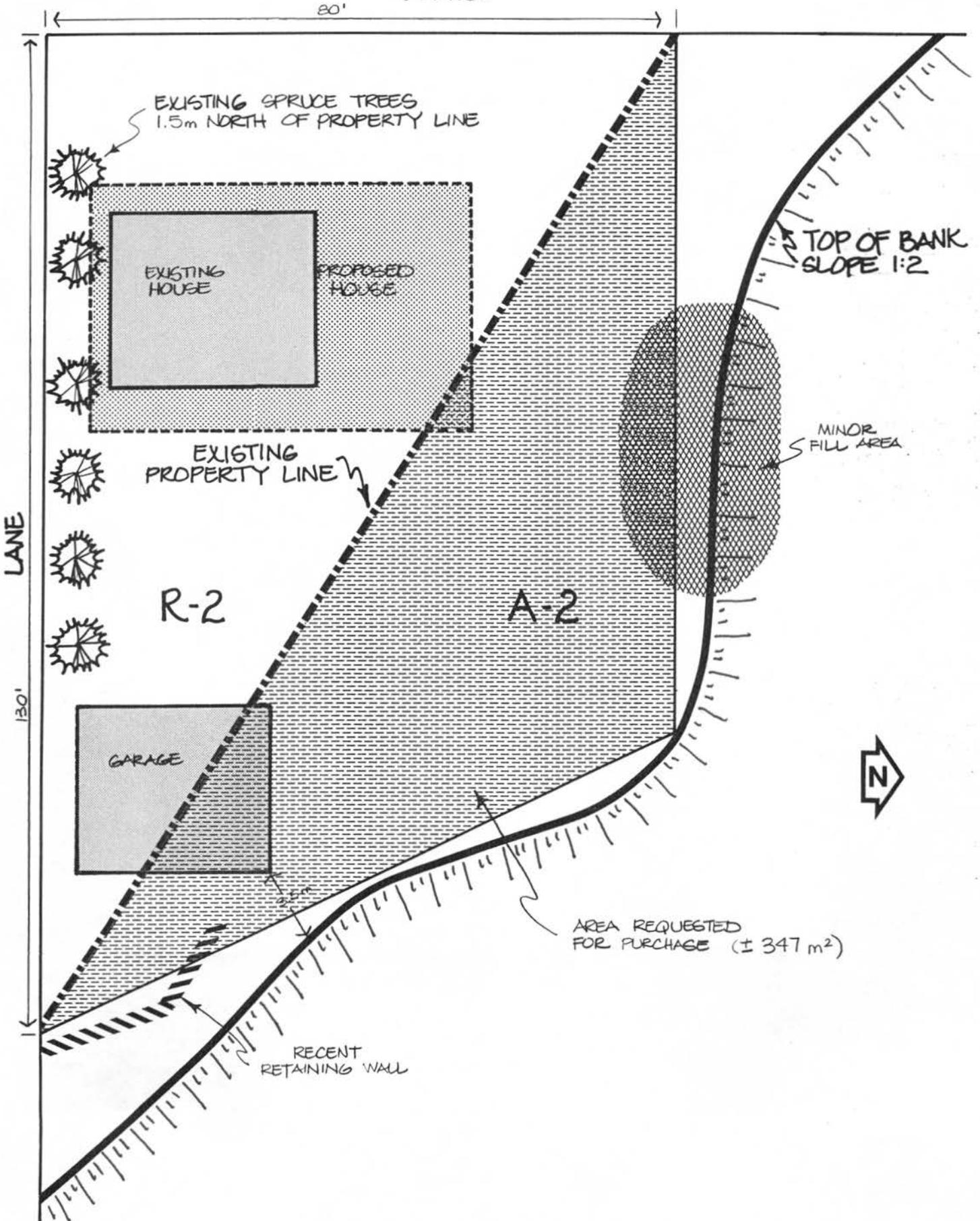


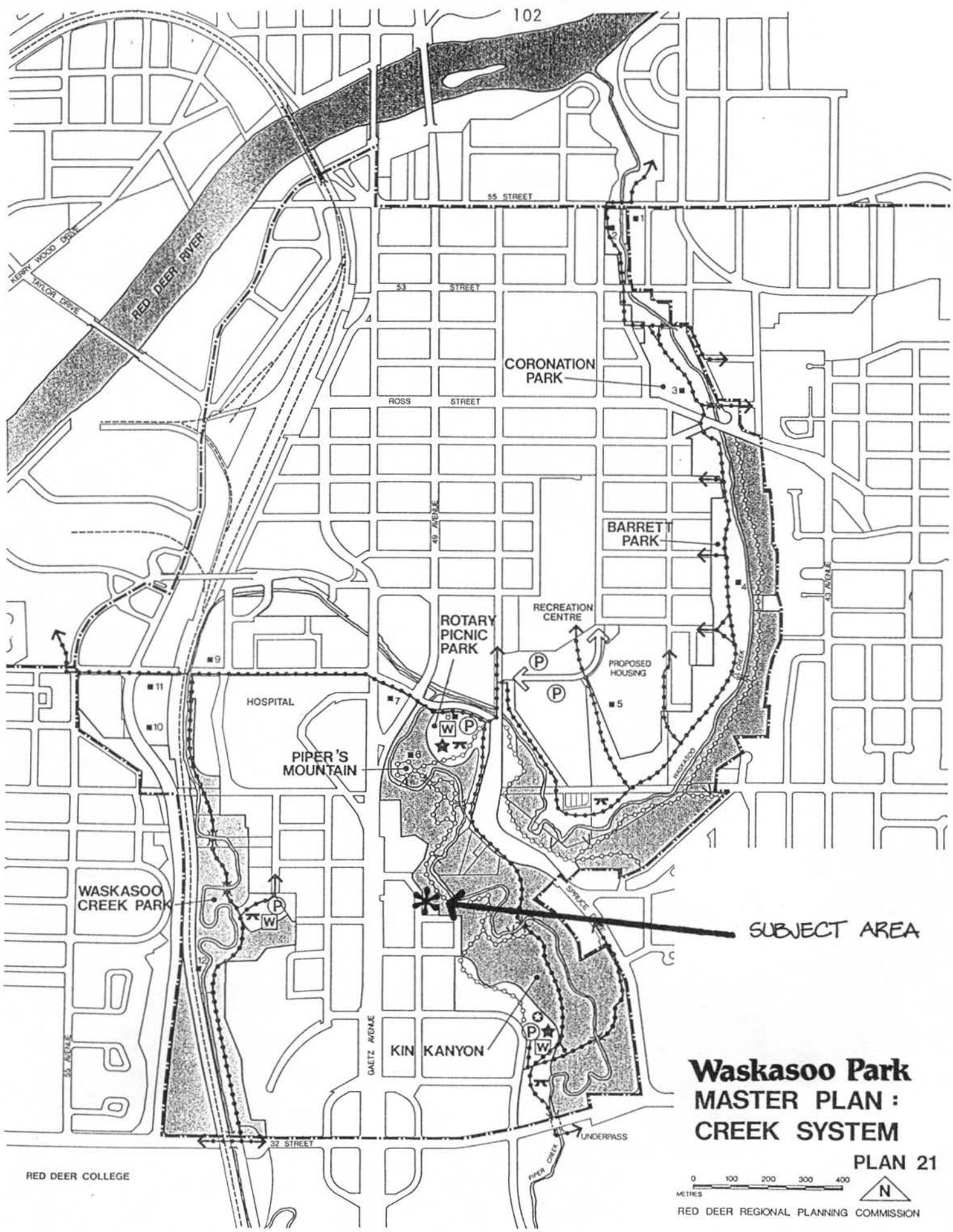
DON BATCHELOR

DB/kl

- c. Craig Curtis, Community Services Director
Lowell Hodgson, Recreation & Culture Manager
Ryan Strader, Bylaws/Inspections Manager
Paul Meyette, Principal Planner, R.D.R.P.C.
Al Knight, City Assessor

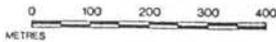
49 AVE.





**Waskasoo Park
MASTER PLAN :
CREEK SYSTEM**

PLAN 21



CS-2.949

DATE: October 22, 1990

TO: CHARLIE SEVCIK
City Clerk

FROM: CRAIG CURTIS
Director of Community Services

RE: CAMERON SCHEELAR:
GARAGE ENCROACHMENT - 3517 - 49 AVENUE
Your memo dated October 2, 1990 refers.

1. Cameron Scheelar is the registered owner of a small triangular lot along 49 Avenue. The lot is registered by description, and not by plan of subdivision, and was sold by the City in the 1940's. The lack of a subdivision plan has led to some confusion in the past regarding the boundary, designation and ownership of the property. The 1980 Land Use By-Law designated the lot A2-ENVIRONMENTAL PRESERVATION, and it was included within the final boundaries of Waskasoo Park, as outlined in the Waskasoo Park Master Plan. This error was corrected in January this year, and the property was designated R2-RESIDENTIAL.
2. In June 1990, Mr. Scheelar purchased the property, which included a very small house in urgent need of renovation. He leased the house and began construction of a large double garage and workshop with a substantial loft above. Work was almost complete when the City discovered that Mr. Scheelar had proceeded without a building permit, and a notice to stop construction was issued. At this time, it was discovered that half the building, the driveway and a wooden retaining wall had been constructed in the park area beyond the property boundary. Minor fill and landscaping had also been undertaken in this area.
3. In October, Mr. Scheelar wrote to the City to explain his actions. To resolve the problem, he is proposing to acquire additional land above the escarpment, which would allow him to retain the garage and build a more substantial house. It should be noted that this proposal would almost double the size of his property.

.../2

Charlie Sevcik

Page 2

October 22, 1990

C. Scheelar - Garage Encroachment

4. Mr. Scheelar's request was considered by the Parks Manager, who is recommending denial in view of the precedent this would set in the sale of park area. He is also recommending that City Council negotiate the acquisition of Mr. Scheelar's property as an extension of the park system. However, he does not identify a specific use for the property or a potential funding source.

This issue was considered by the Recreation, Parks & Culture Board at its meeting on October 9, 1990, when the following resolution was adopted:

"THAT the Recreation, Parks & Culture Board recommend to City Council that the request from Mr. C. Scheelar to purchase a portion of park land adjacent to Piper Creek at 3517 - 49 Avenue be denied."

"THAT the Recreation, Parks & Culture Board request the City administration to prepare a recommendation to Council regarding the acquisition of the property at 3517 - 49 Avenue."

5. I have reviewed the recommendations of the Parks Manager and the Recreation, Parks & Culture Board with the Recreation & Culture Manager, and our comments are as follows:

- It is difficult to sympathize with Mr. Scheelar's dilemma, as he constructed a substantial building without identifying his property boundary or obtaining a building permit. Nevertheless, there has been confusion regarding the ownership, designation and boundary of this property in the past.
- We cannot see any logical reason for acquiring Mr. Scheelar's property as an extension of the park system. It is largely flat land above the escarpment, and a prime location for residential development. We, consequently, do not support the Recreation, Parks & Culture Board's recommendation in this regard. It should also be noted that Waskasoo Park funds (other than the operating trust) have been fully expended, and the Public Reserve Trust Fund for the area south of the river was fully utilized for the acquisition of the East Hill District Recreation Site.

.../3

Charlie Sevcik

Page 3

October 22, 1990

C. Scheelar - Garage Encroachment

- The denial of Mr. Scheelar's request is, undoubtedly, an easy solution which would protect the escarpment and not set a precedent. It must be acknowledged, however, that the property is too small for the development of a medium-size house and the redevelopment of the property would enhance the neighbourhood. We, consequently, propose a solution as outlined on the attached plan, in which sufficient land would be sold to Mr. Scheelar to accommodate the garage and a larger house. This sale should, however, be subject to the following conditions:
 - That the land be sold at market value, with all costs of subdivision and consolidation borne by the applicant and the funds being credited to the Public Reserve Trust Fund.
 - That the newly-consolidated property be redesignated from R2-RESIDENTIAL and A2-ENVIRONMENTAL PRESERVATION, to R1-RESIDENTIAL, to ensure that the property is only developed for single-family purposes. All costs of redesignation should be borne by the applicant.
 - That the garage doors be relocated to the south or west wall of the garage, and that the existing driveway and retaining wall directly adjacent to the escarpment be removed.
 - That the owner install a fence along the new property line to clearly demarcate the boundary between public and private land.
 - That the owner be required to clean up and re-landscape all remaining park land to the satisfaction of the Parks Manager.

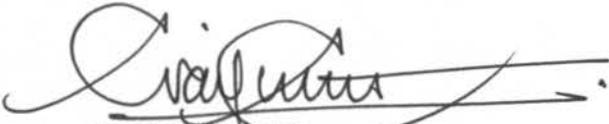
6. **RECOMMENDATION**

I do not support the comments of the Parks Manager and the Recreation, Parks & Culture Board. It is recommended that City Council approve the sale of land to Mr. Scheelar, as outlined on the attached plan, subject to the following conditions:

- That the land be sold at market value with the funds credited to the Public Reserve Trust Fund, and that all costs of subdivision and consolidation be borne by the applicant.

Charlie Sevcik
Page 4
October 22, 1990
C. Scheelar - Garage Encroachment

- That the new consolidated property be redesignated R1-RESIDENTIAL in the Land Use By-Law, and that all costs be borne by the applicant.
- That the garage doors and driveway be relocated as outlined.
- That the owner be required to install a fence along the new property line.
- That the owner be required to clean up and re-landscape the balance of the property, to the satisfaction of the Parks Manager.



CRAIG CURTIS

CC:dmg

Attachment

- c. Don Batchelor, Parks Manager
Lowell Hodgson, Recreation & Culture Manager
Paul Meyette, Principal Planner, R.D.R.P.C.

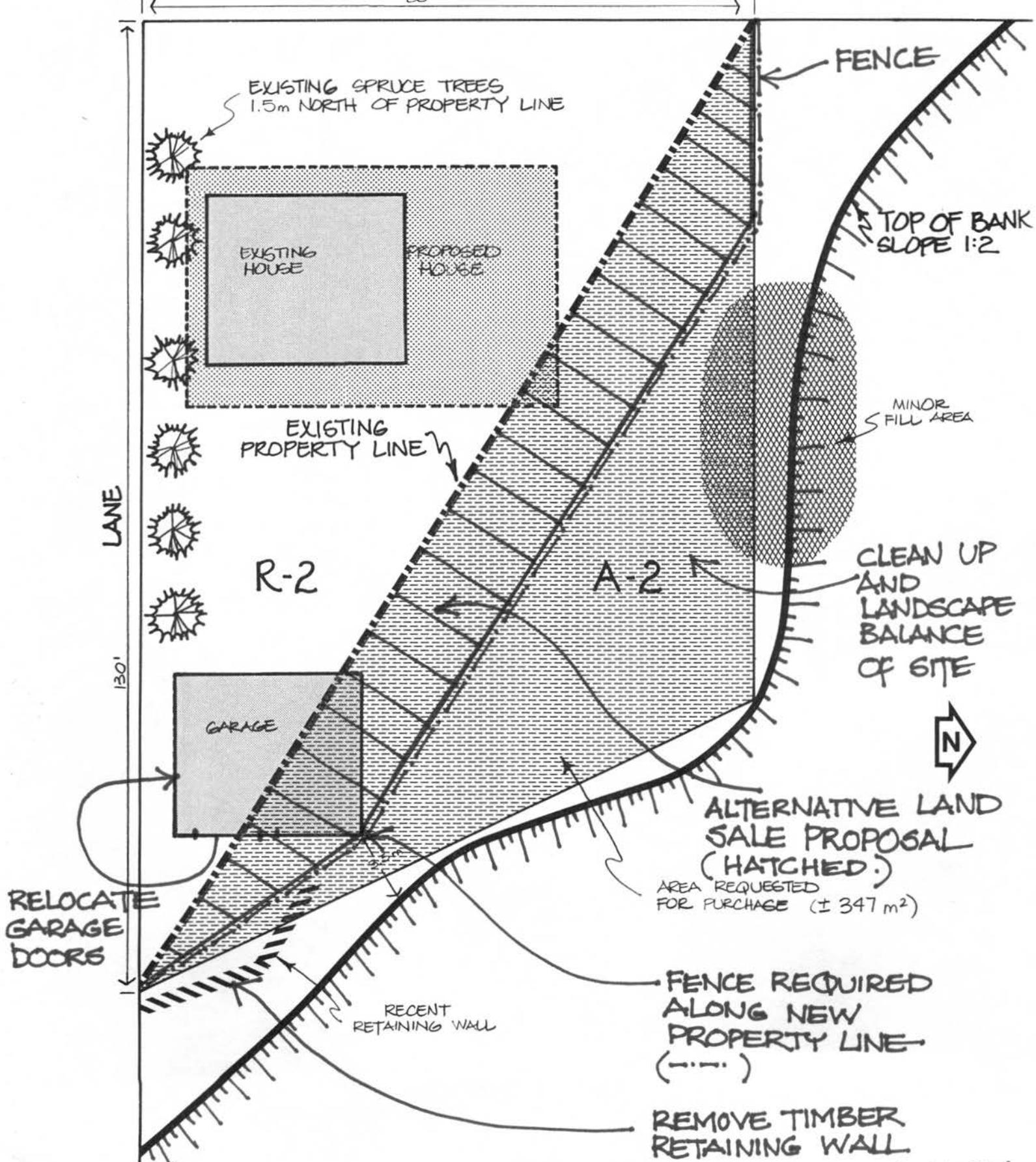
Commissioner's Comments

We support the recommendations of the Dir. of Community Services. It should also be noted that contrary to the claims of the applicant, the lane to the south does not encroach onto his property.

"R.J. MCGHEE"
Mayor

49 AVE.

20'



EXISTING SPRUCE TREES
1.5m NORTH OF PROPERTY LINE

EXISTING HOUSE PROPOSED HOUSE

EXISTING PROPERTY LINE

R-2

A-2

LANE

130'

GARAGE

FENCE

TOP OF BANK
SLOPE 1:2

MINOR
FILL AREA

CLEAN UP
AND
LANDSCAPE
BALANCE
OF SITE



ALTERNATIVE LAND
SALE PROPOSAL
(HATCHED.)

AREA REQUESTED
FOR PURCHASE (± 347 m²)

RELOCATE
GARAGE
DOORS

RECENT
RETAINING WALL

FENCE REQUIRED
ALONG NEW
PROPERTY LINE
(- - - -)

REMOVE TIMBER
RETAINING WALL

• SCHEELAR PROPERTY : PROPOSED SOLUTION

DATE October 11, 1990

- TO:
- DIRECTOR OF COMMUNITY SERVICES
 - DIRECTOR OF ENGINEERING SERVICES
 - DIRECTOR OF FINANCIAL SERVICES
 - BYLAWS & INSPECTIONS MANAGER
 - CITY ASSESSOR
 - COMPUTER SERVICES MANAGER
 - ECONOMIC DEVELOPMENT MANAGER
 - E.L. & P. MANAGER
 - ENGINEERING DEPARTMENT MANAGER
 - FIRE CHIEF
 - PARKS MANAGER
 - PERSONNEL MANAGER
 - PUBLIC WORKS MANAGER
 - R.C.M.P. INSPECTOR
 - RECREATION & CULTURE MANAGER
 - SOCIAL PLANNING MANAGER
 - TRANSIT MANAGER
 - TREASURY SERVICES MANAGER
 - URBAN PLANNING SECTION MANAGER
 -

*The E.L. & P. will have
no further comments
& those already
submitted
after
Oct 12/90*

FROM: CITY CLERK

347-2692

RE: CAMERON SCHEELAR - GARAGE ENCROACHMENT/3517 - 49 AVE. -

ADDITIONAL INFORMATION

Please submit comments on the attached to this office by Oct. 22

 for the Council Agenda of Oct. 29/90

C. Sevcik
C. SEVCIK
City Clerk

October 3, 1990

To Whom It May Concern:

After receiving City Engineerings survey of September 29, 1990 I had a large question mark hanging in my mind. I got myself a 100' tape and measured from the 80' pin 80 feet south and found that my property line is one third of the way into the gravelled alley way.

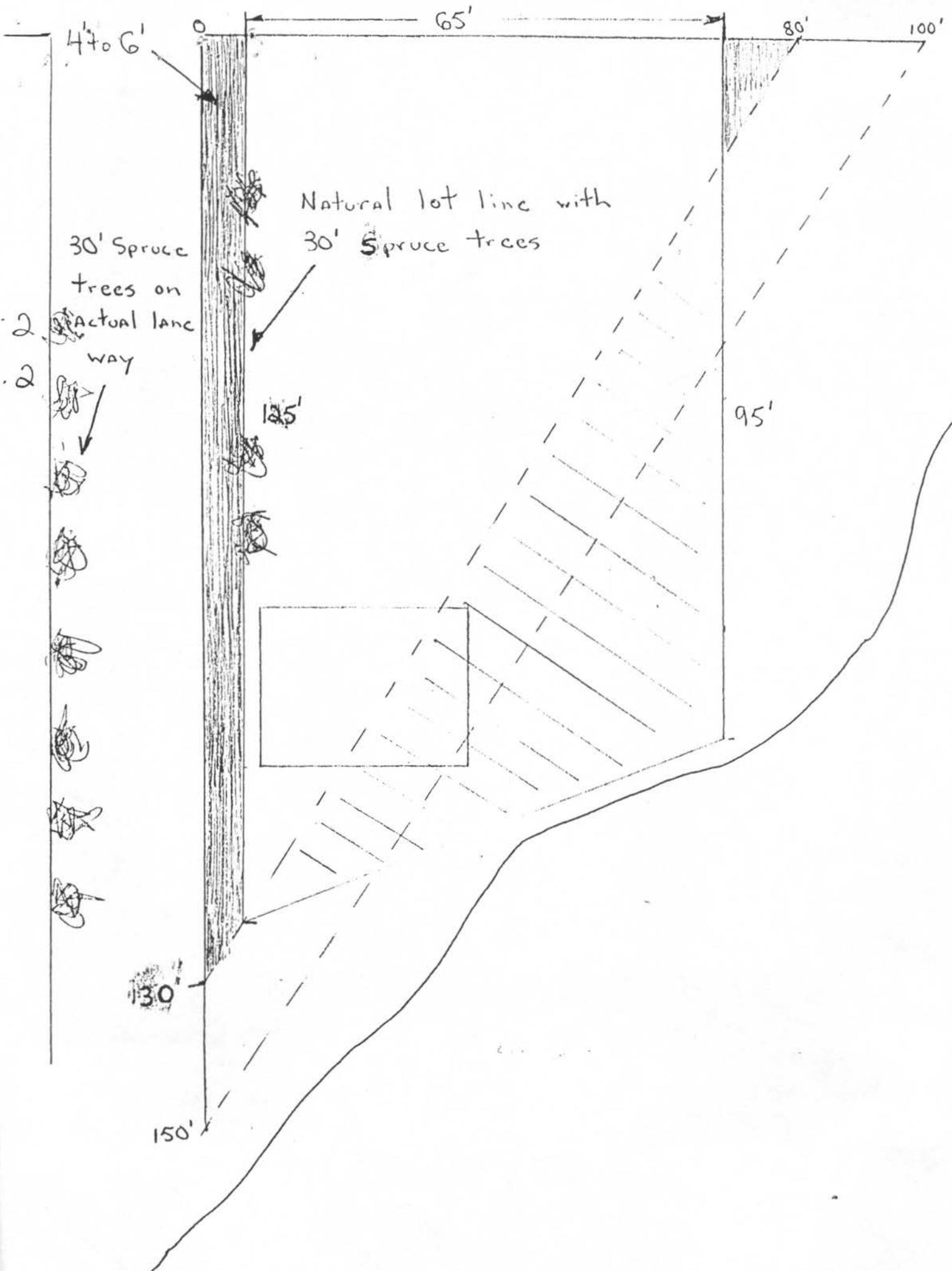
I believe there is a better solution to this dilemma than I previously proposed. We could move my south lot line north ~~4~~ to **6** feet and run the line down the natural line made by 30' spruce trees. We could then make the lot 60-65' wide at front and trade the areas as indicated by the shaded and lined areas. This would leave me with enough room to build my house and the garage could stay intact.

Looking forward to our meeting with council October 15, 1990.

Yours truly,

A handwritten signature in black ink, appearing to read 'C. Scheelar', with a large, stylized initial 'C' and a long, sweeping underline.

Cameron Scheelar



470.6'

65'

80'

100'

Natural lot line with
30' Spruce trees

30' Spruce
trees on
Actual lane
way

125'

95'

130'

150'

DATE October 11, 1990

TO: DIRECTOR OF COMMUNITY SERVICES
 DIRECTOR OF ENGINEERING SERVICES
 DIRECTOR OF FINANCIAL SERVICES
 BYLAWS & INSPECTIONS MANAGER
 CITY ASSESSOR
 COMPUTER SERVICES MANAGER
 ECONOMIC DEVELOPMENT MANAGER
 E.L. & P. MANAGER
 ENGINEERING DEPARTMENT MANAGER
 FIRE CHIEF
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 R.C.M.P. INSPECTOR
 RECREATION & CULTURE MANAGER
 SOCIAL PLANNING MANAGER
 TRANSIT MANAGER
 TREASURY SERVICES MANAGER
 URBAN PLANNING SECTION MANAGER

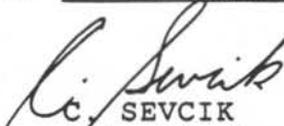
FROM: CITY CLERK

RE: CAMERON SCHEELAR - GARAGE ENCROACHMENT/3517 - 49 AVE. -

ADDITIONAL INFORMATION

Please submit comments on the attached to this office by Oct. 22

 for the Council Agenda of Oct. 29/90


SEVCIK
City Clerk

DATE October 2/90

TO: DIRECTOR OF COMMUNITY SERVICES
 DIRECTOR OF ENGINEERING SERVICES
 DIRECTOR OF FINANCIAL SERVICES
 BYLAWS & INSPECTIONS MANAGER
 CITY ASSESSOR
 COMPUTER SERVICES MANAGER
 ECONOMIC DEVELOPMENT MANAGER
 E.L. & P. MANAGER
 ENGINEERING DEPARTMENT MANAGER
 FIRE CHIEF
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 PERSONNEL MANAGER
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 R.C.M.P. INSPECTOR
 RECREATION & CULTURE MANAGER
 SOCIAL PLANNING MANAGER
 TRANSIT MANAGER
 TREASURY SERVICES MANAGER
 URBAN PLANNING SECTION MANAGER

FROM: CITY CLERK

RE: CAMERON SCHEELAR - GARAGE ENCROACHMENT/3517 - 49 AVE.

Please submit comments on the attached to this office by Oct. 8/90

_____ for the Council Agenda of Oct. 15/90 Oct 29.

C. Sevcik
C. SEVCIK
City Clerk

*at request of
D. Batchelor.
to obtain comments
of Rec, Pks & Culture
Board.*

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 2, 1990

Mr. Cameron Scheelar
Box 857
Red Deer, Alberta
T4N 5H3

Dear Sir:

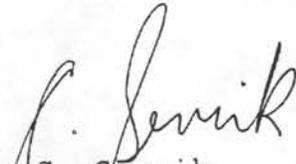
RE: GARAGE ENCROACHMENT/3517 - 49 AVENUE

Thank you for your letter in regard to the above, and we would advise that this matter will be presented to Red Deer City Council at its meeting on October 15, 1990.

Please call this office on Friday prior to the said meeting to determine a suitable time, in the event you wish to be present.

Trust you will find this satisfactory.

Sincerely,



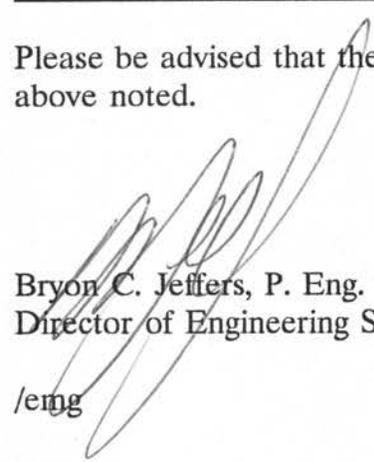
C. Sevcik
City Clerk

/ds

*a delight
to discover!*

DATE: October 9, 1990
TO: City Clerk
FROM: Director of Engineering Services
RE: CAMERON SCHEELAR - 3517-49 AVENUE
SW PART OF LOT 3, BLOCK 3, PLAN 8324 E.T.
GARAGE ENCROACHMENT

Please be advised that the Engineering Department has no comments with respect to the above noted.



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

/eng

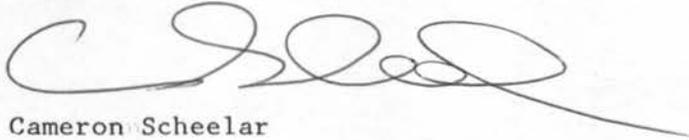
October 19, 1990

To Whom It May Concern:

On Thursday October 18, 1990 I received a call from Mr. Don Bachelor from The City Parks Dept. Mr. Bachelor indicated to me that he would be unable to accept my request as it involved the purchase of parks land. As a result I am resubmitting a proposal which would involve trading of property. This proposal would also have me dismantle the building now on site and I would go with a rear entry attached garage. This proposal would leave parks with a strip of land minimum sixteen feet wide between my property and the ravine.

I will trade the triangle of property on the northwest corner of my lot and the strip of alley formed by the natural line of the trees on the south side of the property. This trade would narrow my lot to 60' and shorten it to 110' which is still a nice sized lot. The square footages involved would be in my favor by about 200 square feet, but the land which I am trading is frontage and has a beautiful grove of trees on the northwest corner. Also this would reflect a trade using the most natural lot lines as layed out by the mature trees.

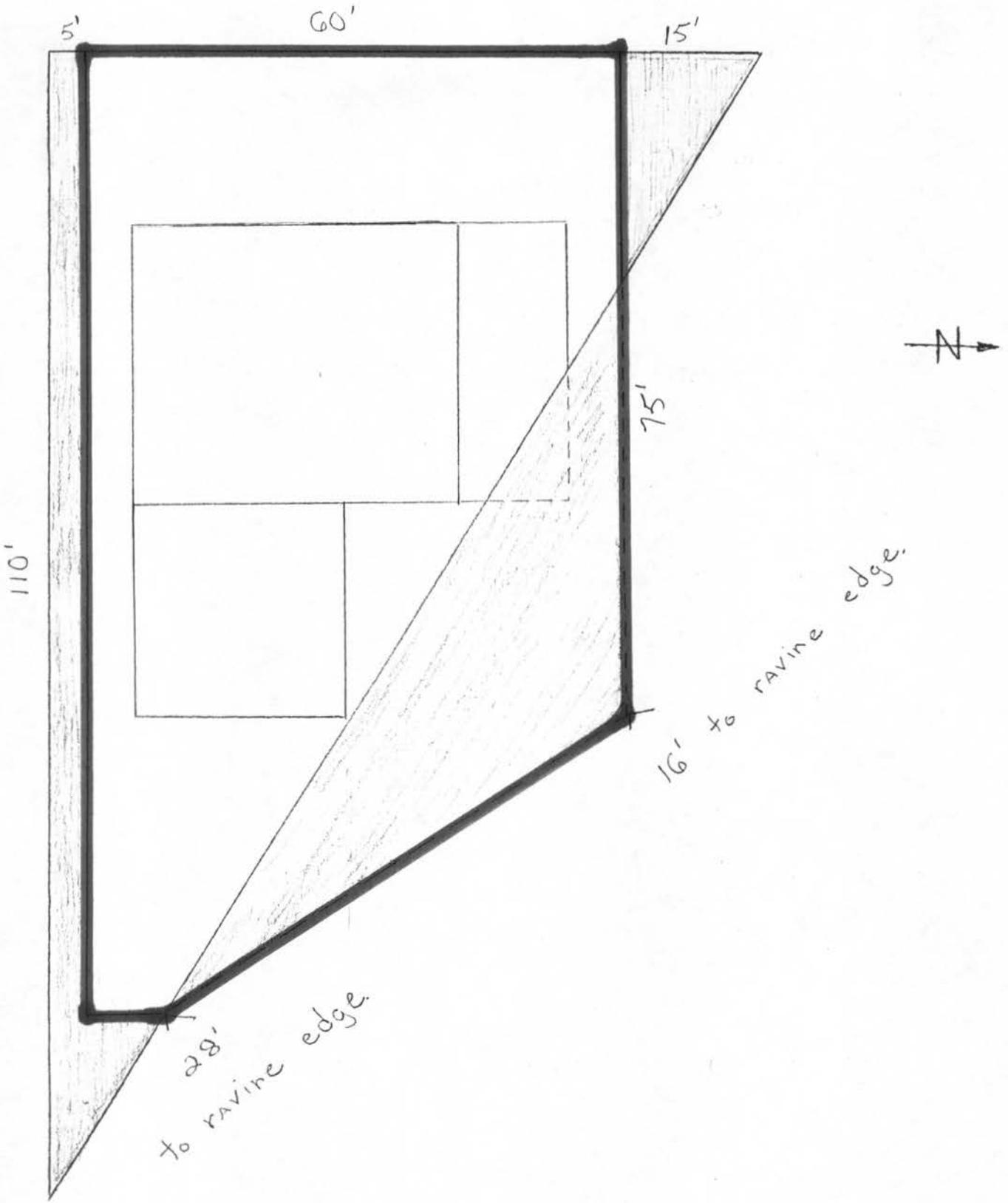
Sincerely,



Cameron Scheelar

THE CITY OF RED DEER
CLERK'S DEPARTMENT

RECEIVED	
TIME	9:10 am
DATE	October 19 1990
BY	C. Smith



DATE: October 9, 1990
TO: RECREATION, PARKS & CULTURE BOARD
FROM: DON BATCHELOR
Parks Manager
RE: PROPOSED LAND ACQUISITION 3517 - 49 AVENUE -
PIPER CREEK

The City has received an application from a Mr. C. Scheelar to purchase a portion of parkland adjacent to Piper Creek (see attached maps) for the purposes of allowing a new garage (under construction) and a proposed house to be built on the consolidated land.

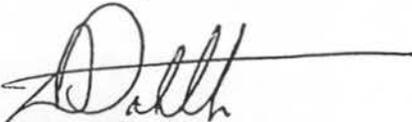
The land Mr. Scheelar wishes to purchase is zoned A-2 Environmental Protection District and is part of Waskasoo Park. At present, a garage is on a Stop Work Order as it is located 60% on his property and 40% on parkland. Mr. Scheelar did not obtain the necessary building or development permits and proceeded with construction on the assumption he owned the land. The land owned by Mr. Scheelar is zoned R2 - Residential District.

The land in question is located immediately adjacent to Piper Creek and the top of the escarpment is relatively close to property line (see attached). The portion of land requested by Mr. Scheelar has been partially levelled, with a small amount of material dumped over the escarpment. Mature spruce, aspen, poplar, dogwood and chokecherry exist along the escarpment.

Although I can appreciate Mr. Scheelar's predicament, I cannot support the request as submitted.

RECOMMENDATION:

That the Recreation, Parks & Culture Board not support the request of Mr. Scheelar as submitted and request the Administration to meet with Mr. Scheelar to determine if a compromise is possible in view of the unique circumstances of this property.



DON BATCHELOR

DB/ad

Atts.

LINC
0010 745 025

SHORT LEGAL
8324ET;3;3

TITLE NUMBER
902 154 418

LEGAL DESCRIPTION

PLAN 8324ET
BLOCK THREE (3)
ALL THAT PORTION OF LOT THREE (3)
DESCRIBED AS FOLLOWS: COMMENCING AT THE CORNER OF THE SAID
LOT THREE (3) LOCATED ON THE EAST BOUNDARY OF FORTY NINTH (49TH)
AVENUE, TWENTY (20) FEET NORTH OF THE NORTH WEST CORNER OF LOT
TWO (2) IN THE SAID BLOCK, THENCE NORTHERLY ALONG THE EAST
BOUNDARY OF FORTY NINTH (49TH) AVENUE A DISTANCE OF EIGHTY (80)
FEET, THENCE SOUTH EASTERLY TO A POINT ON THE NORTH BOUNDARY OF
THE LANE NORTH OF LOT TWO (2) AND DISTANT EASTERLY ONE HUNDRED
AND THIRTY (130) FEET FROM THE POINT OF COMMENCEMENT, THENCE
WESTERLY ALONG THE SAID BOUNDARY OF THE SAID LANE A DISTANCE
OF ONE HUNDRED AND THIRTY (130) FEET TO THE POINT OF COMMENCEMENT,
CONTAINING 0.049 HECTARES MORE OR LESS.
EXCEPTING THEREOUT ALL MINES AND MINERALS

ESTATE: FEE SIMPLE
ATS REFERENCE: 4;27;38;9;NW

MUNICIPALITY: CITY OF RED DEER

D.C.T. ISSUED: NO

REFERENCE NUMBER: 892 150 440

REGISTRATION	DATE(DMY)	REGISTERED OWNER(S) DOCUMENT TYPE	VALUE	CONSIDERATION
902 154 418	29/05/90	TRANSFER OF LAND	\$45,000	\$45,000

OWNERS

CAMERON SCHEELAR

AND
KAREN SCHEELAR
BOTH OF:
BOX 857
RED DEER
ALBERTA T4N 5H3
AS JOINT TENANTS

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
902 154 419	29/05/90	MORTGAGE MORTGAGEE - 310117 ALBERTA LTD.. 4917-46 ST RED DEER ALBERTA T4N1N2 AMOUNT: \$12,750

END OF SEARCH 15/10/90

DATE: October 4, 1990
TO: City Clerk
FROM: Fire Marshal
RE: 3517 - 49 AVENUE

This department has no objection to the encroachment of a garage or the purchase of additional property at this site.

If any further information is required please contact this office.

A handwritten signature in cursive script that reads "Cliff Robson". The signature is written in dark ink and has a long horizontal flourish extending to the right.

Cliff Robson
Fire Marshal

CR/po

143

(Item A)



No Easements

PIPER CREEK

3517.49 Ave R.O.R. Planner

Commissioner

3

36m set back
1.5m from alley

25 acre
(10890A+2)

Dog from
ELP getting price
on running power

35 ST. R-2

49

P-S

N.W. 1/4 Sec. 9 TP38 R27 W4

Taxes \$1500 year

HOPPER
STAIRS
WINDS
ONLY
POWER OFF



130'

24.25

HOUSE

26.25'

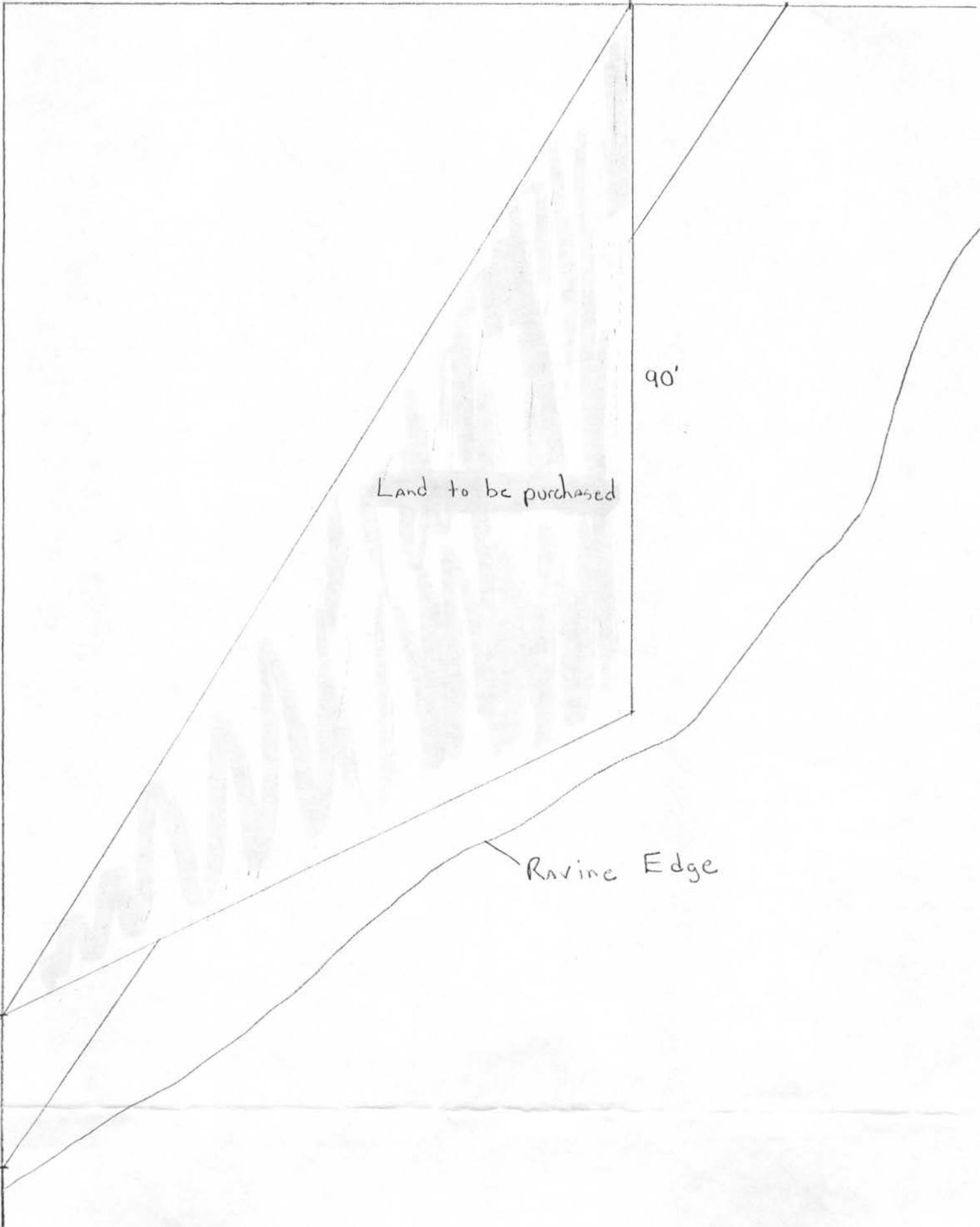
25'

0

3517 49 Ave

80'

100'



Land to be purchased

90'

Ravine Edge

130'

50'



PLAN				BLK.	LOT	PT.		
2	8	3	2	4	E T	3	3	-

North Alberta Land Registration District

THIS IS TO CERTIFY that **GLENDON J. VINCENT AND MARJORIE ROSE VINCENT, BOTH**
OF RED DEER, IN THE PROVINCE OF ALBERTA

ARE now the owners of an estate in fee simple **AS JOINT TENANTS**

of and in **PLAN 8324 E.T.**

BLOCK THREE (3)

ALL THAT PORTION OF LOT THREE (3) DESCRIBED AS FOLLOWS:-

COMMENCING AT THE NORTH WEST CORNER OF BLOCK FOUR (4)
 PLAN 8324 E.T., THENCE WESTERLY ALONG THE SOUTH BOUNDARY
 OF SAID LOT THREE (3) TO ITS INTERSECTION WITH THE EAST
 LIMIT OF THE LANE IN SAID BLOCK THREE (3), THENCE
 NORTHERLY ALONG THE SAID EAST LIMIT OF THE LANE ONE
 HUNDRED AND TEN (110) FEET MORE OR LESS, TO THE NORTHEAST
 CORNER OF THE LANE, THENCE SOUTH EASTERLY, IN A STRAIGHT
 LINE TO THE POINT OF COMMENCEMENT, CONTAINING TWENTY FIVE
 HUNDREDTHS (0.25) OF AN ACRE, MORE OR LESS.

RED DEER

(N.W. 9 - 38 - 27 - W.4TH)

RESERVING THEREOUT ALL MINES AND MINERALS.

*Land titles info on wrong lot.
 Done Mar 28/89*

SUBJECT TO THE ENCUMBRANCES, LIENS, ESTATES OR INTERESTS NOTIFIED BY MEMORANDUM UNDERWRITTEN OR
 ENDORSED HEREON, OR WHICH MAY HEREAFTER BE MADE IN THE REGISTER.

IN WITNESS WHEREOF I have hereunto subscribed my name and affixed my official seal

this TWENTY FIRST day of NOVEMBER, A.D. 1967.

Post Office Address 4806 - 36TH STREET

RED DEER, ALBERTA



G. Lake A.D. Registrar

AN APPRAISAL REPORT
OF
A SINGLE FAMILY DWELLING

LOCATED AT
3517 - 49 AVENUE
RED DEER, ALBERTA

FOR
PARKLAND SAVINGS & CREDIT UNION LTD.

BY

ANDERSON, PREECE APPRAISALS

Photograph Views

FRONT - OLD HOUSE



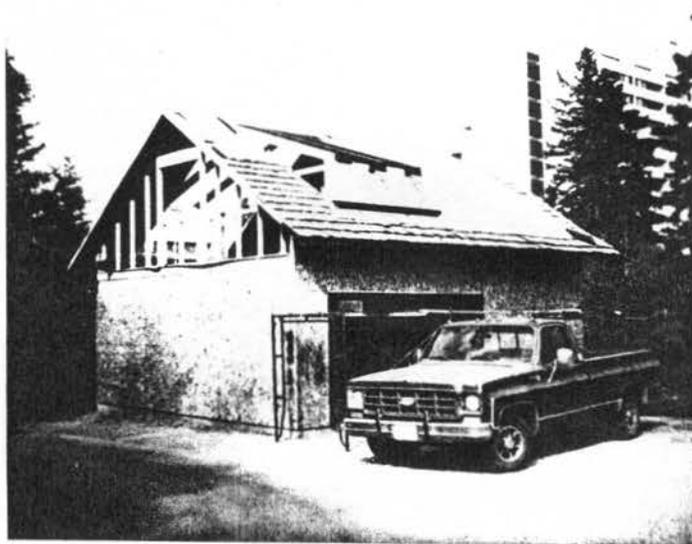
REAR - OLD HOUSE



NEW GARAGE - FRONT



NEW GARAGE - REAR



LENDER/CLIENT Rod Boden
 Parkland Savings & Credit Union Ltd.
 ADDRESS: 6757 - 50 Avenue
 Red Deer, AB T4N 4C9
 TEL: () 343-8955

APPRaiser Randy Proenca
 Anderson Proenca Appraisals
 ADDRESS: #251, 4919 - 59 Street
 Red Deer, AB T4N 6C9
 TEL: () 343-7000

**APPRAISAL REPORT
 HOME OWNERSHIP UNITS**

ADDRESS OF PROPERTY
 3517 - 49 Avenue
 Red Deer, Alberta

ATTACHMENTS:
 PHOTOGRAPHS SUBJECT
 PHOTOGRAPHS NEIGHBOURHOOD
 BUILDING SKETCH
 NEIGHBOURHOOD MAP
 LIMITING CONDITIONS
 CERTIFICATION
 SCHEDULE A
 OTHER

EXISTING NEW BUILDER
 LEGAL DESCRIPTION Part of Lot 3, Block 3, Plan 8324 E.T.
 MUNICIPALITY OR DISTRICT City of Red Deer
 ASSESSMENT: LAND \$14,640 BLDG \$5,480 TOTAL \$20,120 TAXES \$ 509.29 YEAR 1990
 PURPOSE OF APPRAISAL: To estimate the market value or
 PROPERTY RIGHTS APPRAISED: Fee simple or
 DEFINITION OF VALUE: The most probable price at which property would sell at the date of appraisal, allowing a reasonable time to find a purchaser.
 HIGHEST & BEST USE: Present or

NEIGHBOURHOOD DESCRIPTION

NATURE OF DISTRICT RESIDENTIAL TREND OF DISTRICT IMPROVING CONFORMITY OF SUBJECT NEWER AVERAGE AGE OF PROPERTIES DISTRICT: GOOD DEMAND GOOD
 RURAL DEVELOPING OLDER new TO 70 YEARS FAIR FAIR
 COMMERCIAL STABLE LARGER IMMEDIATE AREA: POOR POOR POOR
 INDUSTRIAL DETERIORATING SMALLER new TO 70 YEARS
 DISTANCE ELEMENTARY SCHOOL 3 blks. PUBLIC TRANSPORTATION 2 blks. PRICE RANGE OF PROPERTIES IN DISTRICT
 TO: JUNIOR SECONDARY 6 km. SHOPPING FACILITIES 1 km. GENERAL: \$ 40,000 - 115,000
 HIGH SCHOOL 6 km. DOWNTOWN 1 km. IMMEDIATE AREA: \$ 40,000 - 115,000
 SUMMARY: Including ADVERSE INFLUENCES IN AREA, if any (e.g. railroad tracks, commercial/industrial properties, unkept properties, major traffic arteries, etc.)
 Heterogeneously developed residential and commercial area.

SITE DESCRIPTION

SITE SIZE: Irregular - See Site Plan PAVED ROAD UNDERGROUND WIRING STORM DRAINS
 GRAVEL ROAD HYDRO SEPTIC TANK
 TOPOGRAPHY: Level with severe slope on northeast side. SIDEWALK TELEPHONE MUNICIPAL WATER
 CURBS CABLEVISION COMMUNITY WELL
 ZONING: R-2 OPEN DITCH GAS PRIVATE WELL
 STREET LIGHTS SANITARY SEWER
 DOES PRESENT USE CONFORM: YES NO
 LANDSCAPING: EXCELLENT FAIR DRIVEWAY: PRIVATE CONCRETE PAVING STONE
 GOOD POOR MUTUAL BLACKTOP
 AVERAGE NONE NONE UNPAVED
 EASEMENTS IF KNOWN:
 COMMENT ON ANY POSITIVE/NEGATIVE FEATURES: Abutting Waskasoo Regional Park System.

DESCRIPTION OF IMPROVEMENTS

ESTIMATED AGE: ±65 yrs. ESTIMATED REMAINING ECONOMIC LIFE: ±15 yrs.
 FLOOR AREA TYPE OF BUILDING CONSTRUCTION ROOFING MATERIAL
 MAIN 58 m² DETACHED BUNGALOW WOOD FRAME ASPHALT SHINGLE
 2nd SEMI-DETACHED BRICK WOOD SHINGLE
 3rd ROWHOUSE 1 1/2 STOREY STONE TAR & GRAVEL
 APT. CONDOMINIUM 2-STOREY CONCRETE SLATE
 OTHER (attached) OTHER (attached) OTHER (attached) OTHER (attached)
 TOTAL EXCLUDING BASEMENT: 58 m²
 EXTERIOR FINISH FOUNDATION INSULATION HEATING SYSTEM FUEL
 BRICK VENEER WOOD SIDING POURED CONCRETE CEILING FORCED-AIR GAS
 SOLID BRICK ALUMINUM CONCRETE BLOCK WALLS GRAVITY OIL
 STONE VENEER VINYL CONCRETE SLAB BASEMENT HOT WATER ELECTRICITY
 SOLID STONE PLYWOOD POSTS ON PADS CRAWL RADIANT WOOD
 STUCCO OTHER (attached) OTHER (attached) OTHER (attached) OTHER (attached)
 APPROXIMATE AGE OF HEATING SYSTEM 20 yrs. APPROXIMATE AGE OF ROOF 20 yrs. ELECTRICAL 30 yrs. amps
 PLUMBING LINES: copper/cast WINDOW SASH & GLAZING: wood
 HOT WATER TANK SIZE: 30 gallons FUEL: natural gas U.F.F.I. YES NO

ROOM ALLOCATION

	ENTRANCE	LIVING	DINING	KITCHEN	BATHS	WASHROOMS	BEDROOMS	FAMILY	LAUNDRY	OTHER
BASEMENT	Dugout only									
MAIN	1	1		1	1-4 pce.		2			
SECOND										

SUPPLEMENTAL INFORMATION

NOTEWORTHY FEATURES AND COMMENTS

Features:

The double detached garage is presently under construction. When complete it will be completely finished on the exterior with cedar siding and shakes. The interior of the garage portion will be wired.

Comments:

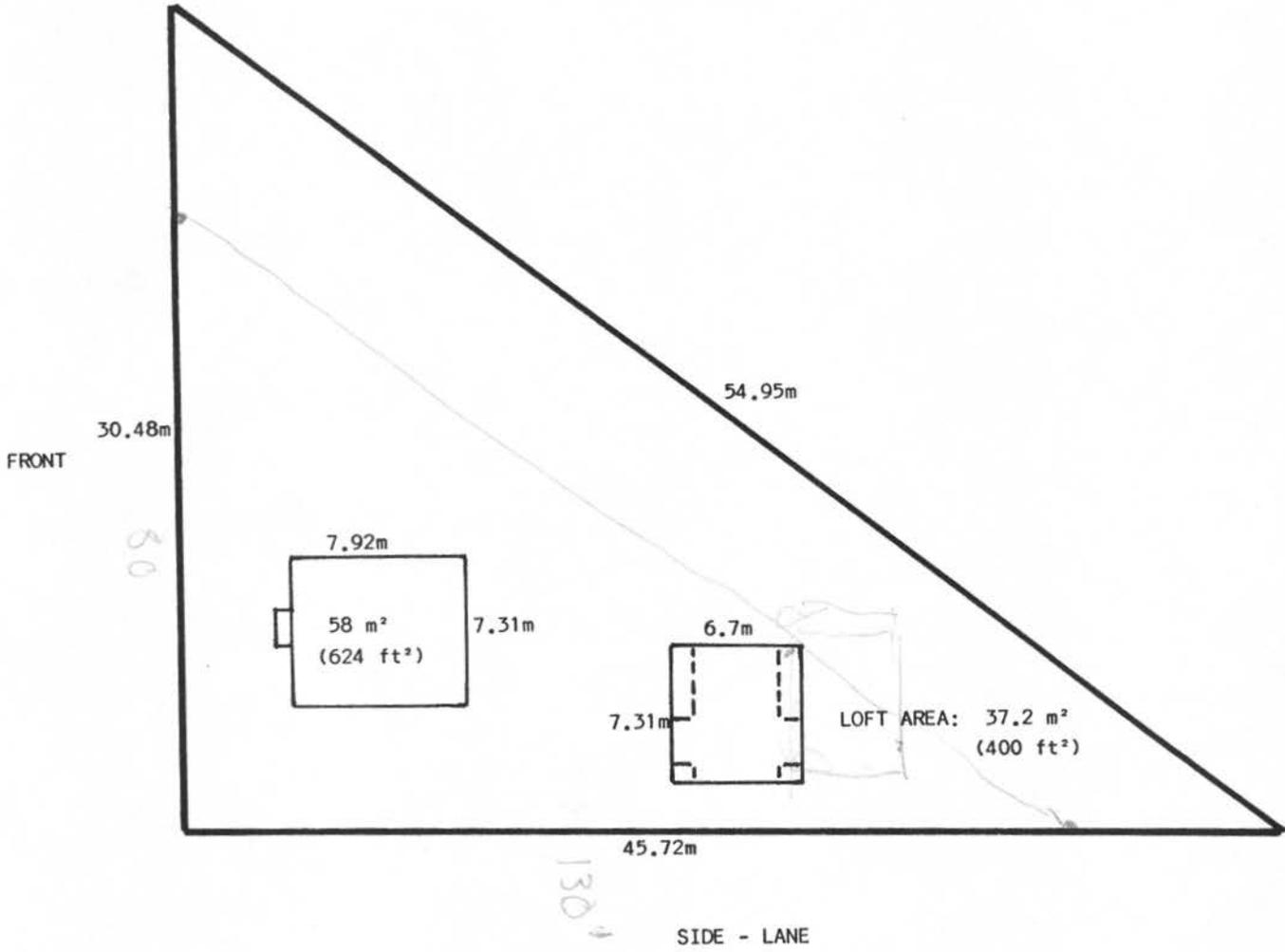
Very scenic view lot abutting the park system. Located very close to amenities and the downtown core area.

The value estimate contained herein is contingent upon the garage being complete to the stage indicated above.

Site Plan

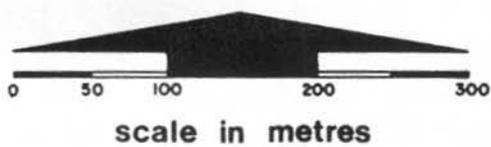
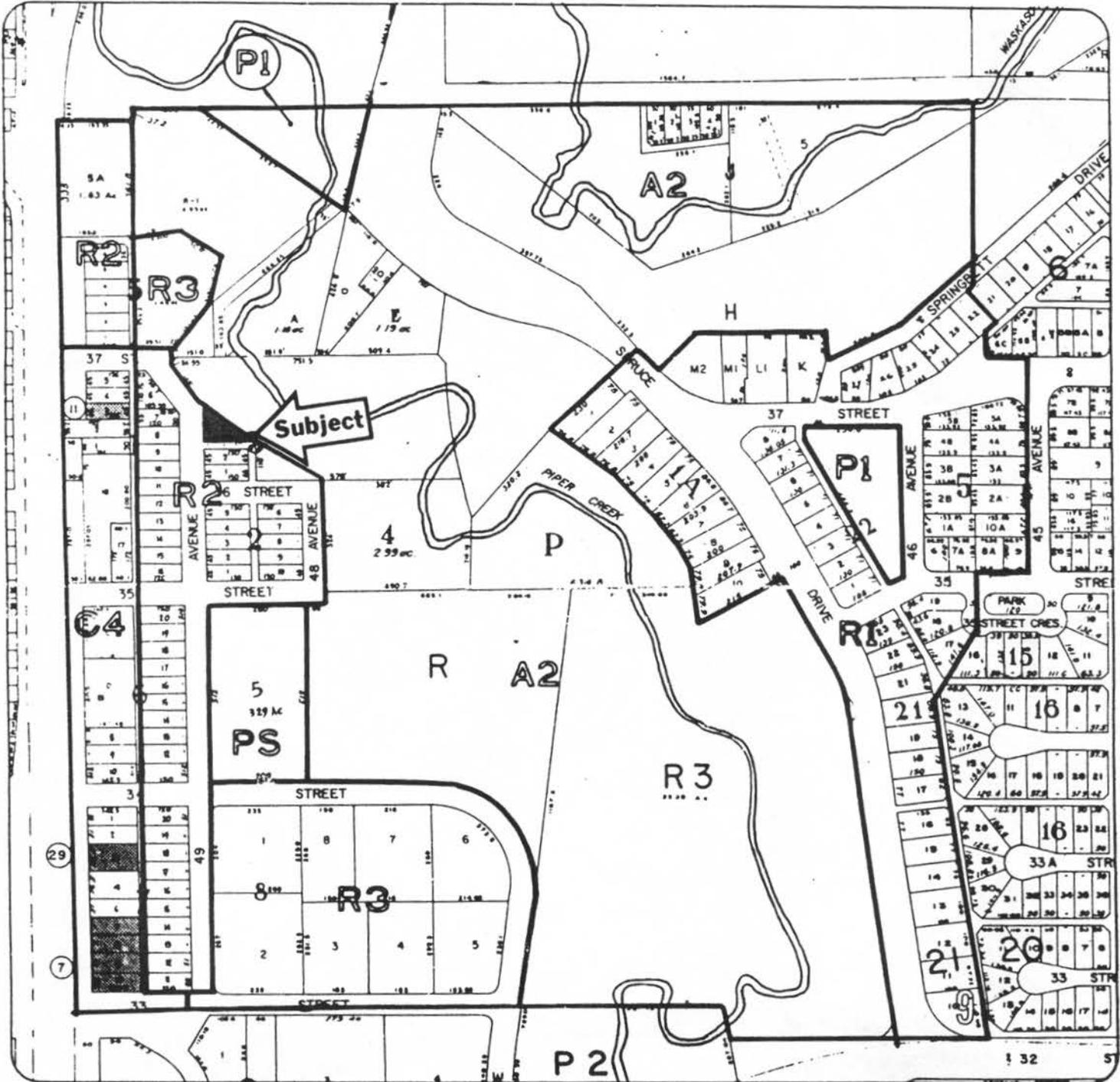
SCHEMATIC DRAWING
NOT TO SCALE

REAR - PARK SYSTEM



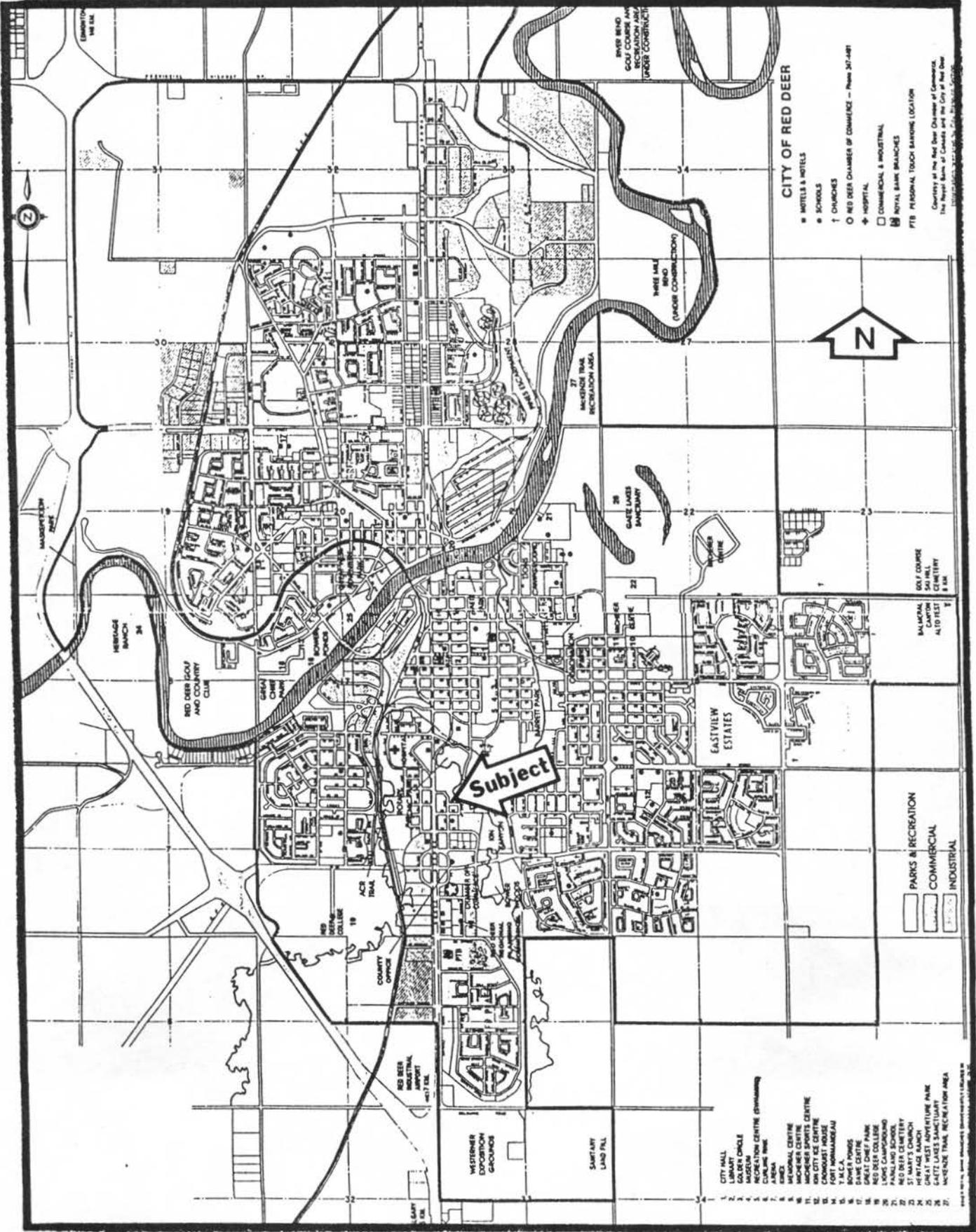
City of Red Deer --- Land Use Bylaw Land Use Districts

G7



Revisions :
2672/A-90 (08/01/90)

City Map



CITY OF RED DEER

- ◆ HOTELS & HOTELS
 - SCHOOLS
 - † CHURCHES
 - RED DEER CHAMBER OF COMMERCE - Phone 341-487
 - ⚡ HOSPITAL
 - COMMERCIAL & INDUSTRIAL
 - ⊞ ROYAL BANK BRANCHES
 - PTB PEASDAW TOUCH BARBQUE LOCATION
- Courtesy of the Red Deer Chamber of Commerce, The Royal Bank of Canada and the City of Red Deer. 1997/03/22/05/06/07/08/09/10/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100



ROYAL BANK
ALTO REST
8 KM

PARKS & RECREATION
COMMERCIAL
INDUSTRIAL

1. CITY HALL
2. LIBRARY
3. GOLDEN OCHRE
4. RECREATION CENTRE (COMMUNAL)
5. CUNLIFE HOME
6. AREA
7. MEDICAL CENTRE
8. MICKER CENTRE
9. MICKER SPORTS CENTRE
10. MICKER HOUSE
11. CROWDST HOUSE
12. FORT MONTANA/EAU
13. T.M.C.A.
14. BANK CENTRE
15. GREAT CHEF PARK
16. RED DEER COLLEGE
17. PANGLAND SCHOOL
18. RED DEER CHURCH
19. ST. MARY'S CHURCH
20. HERITAGE MARCH
21. GAITT LAKE SANCTUARY
22. MCNEZIE TRAIL RECREATION AREA
23. WESTERN EXPOSITION GROUNDS
24. SHERBORN LAND FILL
25. WESTERN EXPOSITION GROUNDS
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THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6196

City Clerk's Department 342-8132

October 30, 1990

Mr. Cameron Scheelar
Box 857
RED DEER, Alberta
T4N 5H3

Dear Sir:

RE: GARAGE ENCROACHMENT 3517 - 49 AVENUE

The above matter received consideration at the Council meeting of October 29, 1990 and at which meeting Council passed the following motion:

"RESOLVED that Council of The City of Red Deer hereby approves sale of land to Mr. Cameron Scheelar as outlined on the plan attached to the report from the Director of Community Services dated October 22, 1990 subject to the following conditions:

1. That the land be sold at market value with the funds credited to the Public Reserve Trust Fund and that all costs of subdivision and consolidation be borne by the applicant
2. That the newly consolidated property be redesignated R1 Residential in the Land Use Bylaw and that all costs be borne by the applicant
3. That the garage doors be relocated to the south or west wall of the garage and that the existing driveway and retaining wall directly adjacent to the escarpment be removed
4. That the owner be required to install a fence along the new property line
5. That the owner be required to clean up and relandscape the balance of the property to the satisfaction of the Parks Manager

and as recommended to Council October 29, 1990.

...2



*a delight
to discover!*

Mr. Cameron Scheelar
Page 2
October 30, 1990

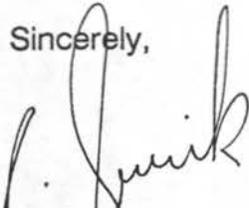
Council further agrees that in the event the applicant does not agree with the aforementioned conditions, that all improvements constructed by the applicant on City lands be removed in conformity with the Land Use Bylaw and that all City land be restored to its former condition and to the satisfaction of the Parks Manager."

The decision of Council in this instance is submitted for your information. If the conditions of the above resolution are acceptable we would request that you return a signed of this letter indicating your acceptance.

Assuming that you are agreeable to the conditions, it will be your responsibility to engage the services of a land surveyor. Please note that the existing driveway and retaining wall constructed on City lands adjacent to the escarpment must be removed. This office would prepare the necessary advertising for disposal and redesignation in accordance with requirements of the Planning Act and Land Use Bylaw.

If you have any questions please do not hesitate to contact the undersigned. We await your reply.

Sincerely,



C. Sevcik
City Clerk

CS/blm

cc City Commissioner
Director of Community Services
Director of Engineering Services
Bylaws and Inspections Manager
City Assessor
E.L. & P. Manager
Fire Chief
Parks Manager
Principal Planner

NOTICES OF MOTIONNO. 1

DATE: October 17, 1990

TO: City Council

FROM: City Clerk

RE: ALDERMAN GUILBAULT NOTICE OF MOTION
C4 ZONING REQUIREMENTS IN THE AREA OF
LOT 4 BLOCK A PLAN 977RS (2310 GAETZ AVENUE)

The following notice of motion was submitted by Alderman Guilbault at the Council meeting of October 15, 1990:

"WHEREAS the Council of the City of Red Deer has contemplated relaxing the C4 zoning requirements in the area of Lot 4, Block A, Plan 977RS including consideration of spot zoning.

BE IT RESOLVED that Council of City of Red Deer direct the Administration to review and make recommendations regarding amending the Land Use Bylaw to accommodate alternate uses in this area."

Respectfully submitted,



C. Sevcik
City Clerk

CS/blm



**RED DEER
REGIONAL PLANNING COMMISSION**

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

Telephone: (403) 343-3394
Fax: (403) 346-1570

DIRECTOR: W. G. A. Shaw, ACP, MCIP

TO: C. Sevcik
City Clerk

DATE: October 23, 1990

FROM: D. Rouhi
Senior Planner

RE: Alderman Guilbault Notice of Motion
C4 Zoning Requirements in the area of
Lot 4, Block A, Plan 977 R.S. (2310 Gaetz Avenue)

The following notice of motion was submitted by Alderman Guilbault at the Council meeting of October 15, 1990:

"WHEREAS the Council of the City of Red Deer has contemplated relaxing the C4 zoning requirements in the area of Lot 4, Block A, Plan 977 R.S. including consideration of spot zoning.

BE IT RESOLVED that Council of City of Red Deer direct the Administration to review and make recommendations regarding amending the Land Use Bylaw to accommodate alternate uses in this area."

ZONING HISTORY - C4 DISTRICT

The development along Gaetz Avenue occurred under the previous Land Use Bylaw No. 2011, adopted in 1960. In this bylaw the Gaetz Avenue area was zoned C5, except for the Pines Plaza which was zoned C5X allowing for some additional convenience uses.

Adoption of the new Land Use Bylaw No. 2672/80 in 1980 created a new C4 District which was intended to reflect the previous situation respecting commercial land use along major arterial routes. The general purpose of the C4 Commercial (Major Arterial) District is stated in the Bylaw as follows:

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

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTNER No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINEARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION • TOWN OF DIDSBURY • TOWN OF ECKVILLE • TOWN OF INNISFAIL • TOWN OF LACOMBE • TOWN OF OLDS • TOWN OF PENHOLD • TOWN OF ROCKY MOUNTAIN HOUSE • TOWN OF STETTNER • TOWN OF SUNDRE • TOWN OF SYLVAN LAKE • VILLAGE OF ALIX • VILLAGE OF BENTLEY • VILLAGE OF BIG VALLEY • VILLAGE OF BOTHA • VILLAGE OF CAROLINE • VILLAGE OF CLIVE • VILLAGE OF CREMONA • VILLAGE OF DELBURNE • VILLAGE OF DONALDA • VILLAGE OF ELNORA • VILLAGE OF GADSBY • VILLAGE OF HALKIRK • VILLAGE OF MIRROR • SUMMER VILLAGE OF BIRCHCLIFF • SUMMER VILLAGE OF GULL LAKE • SUMMER VILLAGE OF HALF MOON BAY • SUMMER VILLAGE OF JARVIS BAY • SUMMER VILLAGE OF NORGLIEWOLD • SUMMER VILLAGE OF ROCHON SANDS • SUMMER VILLAGE OF WHITE SANDS

Mr. C. Sevcik

October 23, 1990

Within a year of adopting the Land Use Bylaw, the R.D.R.P.C. was requested to do a study to determine whether some additional uses which had been requested should be allowed within the C4 District. On the basis of this report, Council added the following as discretionary in the C4 District:

Sporting Goods	(Amendment 2672/W-81)
Office Equipment	" "
Entertainment Establishments	" "

In 1983, the Red Deer Chamber of Commerce prepared its "Strategy For Downtown Action: which recommended that further retail decentralization be discouraged by allowing "no further amendments to the current Land Use Bylaw permitting retail activity in areas presently designated for highway commercial development". This report was approved in principle by Council on September 26, 1983.

Following a series of requests in 1984 to allow amusement arcades and bingo halls, the definition of commercial recreational facility was clarified to include bingo halls in the C4 District and the following were added as discretionary C4 uses:

Amusement Arcades	(Amendment 2672/D-84)
Drive-In Theatres	" "
Golf Driving Ranges	" "

Later in 1984 following a series of requests, video equipment rentals were allowed as another discretionary use.

Video Equipment Rental	(Amendment 2672/D-84)
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On November 25, 1985, City Council approved the Downtown Concept Plan as a working policy document for downtown planning and development. A key recommendation in this Plan is that the City support the concept of enhancing future opportunities for the downtown by minimizing further business and commercial decentralization and specifically "discourage further retail decentralization by not permitting additional retail uses in highway commercial areas" as stated in the Chamber's Strategy for Downtown Action.

In February 1989 a complete review of uses allowed along C4 districts was undertaken by the Red Deer Regional Planning Commission in co-operation with the real estate industry. City Council agreed with the report and the recommendations with some modification, and it was adopted by City Council on June 26, 1989 under Bylaw 2672/D-89. In that amendment the permitted uses were expanded from 4 to 15 with additional uses being added to both the permitted and discretionary use tables.

Mr. C. Sevcik

October 23, 1990

Over the past five years the range of uses allowed in the C4 District has incrementally expanded, in some cases beyond what is intended in the Land Use Bylaw. At this point the economic base has adjusted and the impact on the downtown has stabilized. Most of the "additional" C4 uses have been convenience or service facilities which offer a limited alternative as opposed to drawing business out of the downtown.

The consequences of further expanding the range of C4 uses is that expansion into the general retail and office categories would redirect investment away from the downtown because of lower land values, site options and parking potential. Such action would set an irreversible precedent and speed up the "nibbling process" described further on.

As is evident from the zoning process since 1980, the pressure for expansion of uses in the C4 District has resulted in a "nibbling process" that, if allowed to continue unabated, will erode the City's basic zoning principles. Some of the uses which have been allowed to locate in the C4 District have had a very detrimental effect on the economic health of the City's downtown. Over the past five years the "downtown" has been fighting back to regain and stabilize its economic base. To date the efforts are beginning to demonstrate the potential of the downtown and attract investment. However this process is just beginning and requires strong planning support to be successful. Any new retail development in the C4 District at this point could slow down the recent initiatives of the downtown business community.

It is evident from the above history and analysis that C4 District uses have been reviewed more than any other districts in the past years (copies of these reports are available from the City Clerk).

RECOMMENDATION

In view of the extensive review of the C4 District which occurred approximately one year ago, planning staff recommend that no further review of the C4 District be undertaken at this time. We are also concerned about a minor review of a section of the C4 District, as it would be difficult to deal with a portion of the C4 area in isolation.



D. ROUHI, ACP, MCIP
SENIOR PLANNER

Commissioners' Comments

DR/pim

The attached report is in response to a Notice of Motion from Ald. Guilbault and it clearly outlines the number of times Council has reviewed the C4 zoning in the last 10 years. It also outlines that each review has resulted in a "nibbling process" by allowing additional uses which is not consistent with Council's stated policy of support for the downtown. We do not believe that a further review, even of this one site, is warranted at this time and further we do not support any additional uses in the C4 area, including spot zoning, and would recommend that in view of the foregoing Council not support first reading of the amending bylaw on the agenda.

"R.J. MCGHEE", Mayor

"M.C. DAY", City Commissioner

DATE: October 30, 1990
TO: Red Deer Regional Planning Commission
FROM: City Clerk
RE: LAND USE BYLAW AMENDMENT 2672/DD-90 AND
NOTICE OF MOTION ALDERMAN GUILBAULT RE:
REVIEW C4 ZONING REQUIREMENTS

Council of The City of Red Deer at its meeting held on Monday October 29, 1990 gave consideration to the above noted matters. On first reading of Bylaw 2672/DD-90 the majority of Council voted against and accordingly the bylaw was defeated.

In addition I would also advise that the following motion was defeated by a majority vote.

"WHEREAS the Council of the City of Red Deer has contemplated relaxing the C4 zoning requirements in the area of Lot 4, Block A, Plan 977RS including consideration of spot zoning.

BE IT RESOLVED that Council of the City of Red Deer direct the Administration to review and make recommendations regarding amending the Land Use Bylaw to accommodate alternate uses in this area."

MOTION DEFEATED

The above is submitted for your information and no further action is required.



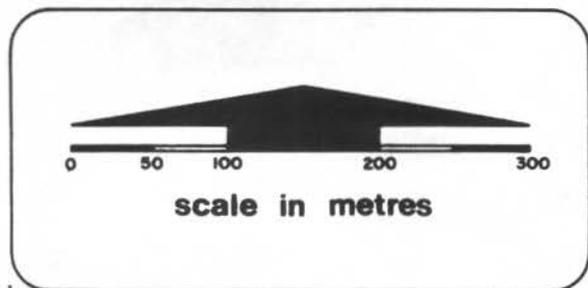
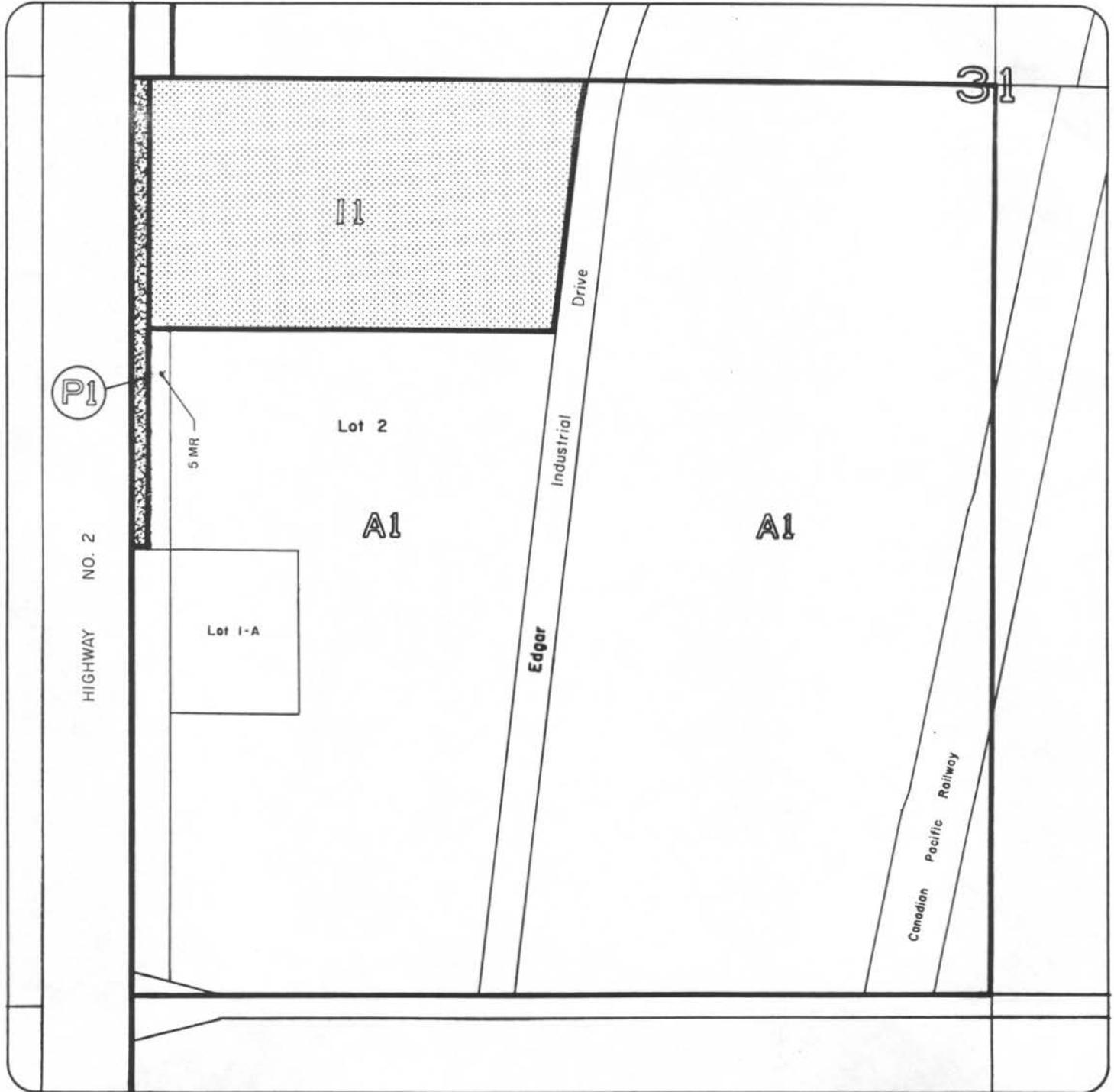
C. Sevcik
City Clerk

CS/blm

cc Director of Engineering Services
Director of Community Services
Bylaws and Inspections Manager
City Assessor
E.L. & P. Manager

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

C14



Revisions : MAP NO. 19/90
(BYLAW No. 2672/CC-90)

Change from A1 to 11  & P1 .

BYLAW NO. 2672/DD-90

Being a Bylaw to amend Bylaw No. 2672/80, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER IN THE PROVINCE OF ALBERTA ENACTS AS FOLLOWS:

- (1) Section 4.13.1 is amended by adding the following:
 - (37) On those sites, or portions thereof, hereinafter listed, "specialty furniture store" is a permitted use.
 - (a) Building D, Lot 4, Block A, Plan 977 R.S.
- (2) This Bylaw shall come into force upon the final passing thereof.

READ A FIRST TIME IN OPEN COUNCIL, this ___ day of _____ A.D., 1990

READ A SECOND TIME IN OPEN COUNCIL, this ___ day of _____ A.D., 1990

READ A THIRD TIME AND FINALLY PASSED IN OPEN COUNCIL, this ___ day of _____ A.D., 1990

MAYOR

CITY CLERK

BY-LAW #3025/90

Being a by-law of the City of Red Deer to permit the crossing of 64th Avenue in the City of Red Deer by the main railway line of Canadian Pacific Ltd.

WHEREAS by agreement dated the 13th day of June, 1988, and entered into between Canadian Pacific Ltd. and the City of Red Deer, the City of Red Deer requested Canadian Pacific Ltd. to relocate the main line of its railway from the downtown area of the City of Red Deer to an alternate alignment in the northwest sector of the City of Red Deer, and Canadian Pacific Ltd. agreed to such request.

AND WHEREAS as a result of such relocation, the main line of the railway operated by Canadian Pacific Ltd. will cross 64th Avenue in the City of Red Deer at a new location situate at mile 4.85 of the Leduc Subdivision of the said railway.

AND WHEREAS pursuant to section 165 of the Municipal Government Act of the Government of the Province of Alberta, the City may, by By-law, permit the track of any railway to be laid in, on or along any street, avenue or lane;

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1. This By-law may be cited as the Railway Crossing By-law.
2. The laying of track for the main line of the railway operated by Canadian Pacific Ltd. or its nominees in, on and along 64th Avenue in the City of Red Deer at mile 4.85 Leduc Subdivision and the operation of the railway upon the main line situate in the northwest sector of the City of Red Deer and across 64th Avenue aforesaid is hereby sanctioned and permitted.
3. This By-law shall come into full force and effect upon the 3rd reading thereof.

READ A FIRST TIME IN OPEN COUNCIL this _____ day of _____, A.D. 1990.

READ A SECOND TIME IN OPEN COUNCIL this _____ day of _____, A.D. 1990.

READ A THIRD TIME IN OPEN COUNCIL this _____ day of _____, A.D. 1990.

MAYOR

CITY CLERK