

FILE

DATE: October 12, 1994
TO: All Departments
FROM: City Clerk
RE: PLEASE POST FOR THE INFORMATION OF EMPLOYEES

S U M M A R Y O F D E C I S I O N S

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL
HELD IN THE COUNCIL CHAMBERS, CITY HALL,
TUESDAY, OCTOBER 11, 1994
COMMENCING AT 4:30 P.M.

- (1) Confirmation of the Minutes of the Regular Meeting of September 26, 1994

DECISION - CONFIRMED AS TRANSCRIBED

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(2) **UNFINISHED BUSINESS**

- 1) City Clerk - Re: Taxi-Business Bylaw Amendment 3076/B-94/Waiting Time Calculation Correction & Station Wagon Fare Correction

.. 1

DECISION - BYLAW GIVEN 3RD READING

- 2) City Clerk - Re: Nuisance Bylaw Amendment 3034/A-94 and Traffic Bylaw Amendment 2800/A-94/Tree Pruning

.. 4

DECISION - BYLAW GIVEN 3RD READING

- 3) City Clerk - Re: Disposal of Municipal Reserve/Lot 5MR, Plan 812-1748 (Northwood Estates) . . 8

DECISION - AGREED TO SALE OF PORTION OF MUNICIPAL RESERVE TO NORTHWOOD ESTATES AND FURTHER AGREED NOT TO LEASE PORTION OF MUNICIPAL RESERVE

- 4) Engineering Department Manager - Re: Road Widening Report . . 24

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(3) **PUBLIC HEARINGS**

(4) **REPORTS**

- 1) Public Works Manager - Re: 1994 Household Toxic Waste Round-up . . 30

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- 2) Land and Economic Development Manager - Re: Offer to Purchase by Patch H2S Services Ltd./Lot 8, Block 4, Plan 902-0499 (Edgar Industrial Park) . . 32

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- 3) Land and Economic Development Manager - Re: Offer to Purchase by Camdon Construction Management Ltd./Part of Lot 26, Block 4, Plan 942-1941 (0.64 AC.)/Northlands Industrial Park . . 36

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- 7) Public Works Manager - Re: Snow and Ice Control/Additional Budget Request . . 53

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- 8) Public Works Manager - Re: Snow and Ice Control/Amendment to Council Policy 504 . . 56

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- 9) Director of Community Services/Director of Financial Services/Amendment to Council Policy 420/Grants to Community Service Organizations/Extend Policy to include 1995 and 1996 City budgets . . 61

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- 10) Downtown Planning Advisory Committee - Re: Tenders for
Operation of the Off-Street Parking Lots . . 62

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- 11) Downtown Planning Advisory Committee - Re: Lease
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Council Policy 829 . . 75

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- 12) Public Works Manager - Re: No Parking Time Change . . 78

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- 13) Environmental Advisory Board - Re: Environmental Action
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- 16) Red Deer Regional Planning Commission - Re: New
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- 17) City Clerk - Re: Review of Home Occupations . .101A

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- 1) Home Inventory Specialists Ltd. - Re: Business
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- 2) Ken Arnold - Re: Downtown Electrical Grid/Charges . . 104

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(9) **BYLAWS**

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| | C1B District - 1st reading | .. 111 |

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|----|---|--------|
| 3) | 2800/B-94 - Traffic Bylaw Amendment/No Parking Time | .. 78 |
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DECISION - BYLAW GIVEN 3 READINGS

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| 4) | 3034/A-94 - Nuisance Bylaw Amendment/Tree Pruning -3rd | .. 4 |
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- | | | |
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DECISION - BYLAW GIVEN 3RD READING

A G E N D A

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL,

TUESDAY, OCTOBER 11, 1994,

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11)	Downtown Planning Advisory Committee - Re: Lease Rates/Conditions of Off-Street Parking Lots/Amendment to Council Policy 829	.. 75
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13)	Environmental Advisory Board - Re: Environmental Action Plan	.. 79

14)	Environmental Advisory Board - Re: Federation of Canadian Municipalities (F.C.M.)/Climate Protection Campaign	.. 82
15)	E.L. & P. Manager - Re: Downtown Electrical Grid Charge Policy/Amendment to Council Policy 603	.. 89
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4)	3034/A-94 - Nuisance Bylaw Amendment/Tree Pruning -3rd reading	.. 4 .. 118
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Committee of the Whole

- 1) Administrative Matter
- 2) Administrative Matter
- 3) Legal Opinion

U N F I N I S H E D B U S I N E S SNO. 1

DATE: OCTOBER 4, 1994
TO: CITY COUNCIL
FROM: CITY CLERK
RE: TAXI BUSINESS BYLAW AMENDMENT 3076/B-94
WAITING TIME CALCULATION CORRECTION &
STATION WAGON FARE CORRECTION

At the Council meeting of September 26, 1994, the above bylaw received first and second readings. Third reading was withheld as unanimous consent to hold third reading was not received.

RECOMMENDATION

That third reading be given to Bylaw 3076/B-94.



Kelly Kloss
City Clerk

DATE: SEPTEMBER 16, 1994

TO: CITY COUNCIL

FROM: TAXI COMMISSION

RE: **AMENDMENT TO SCHEDULE "B" -**

- 1. WAITING TIME CALCULATED AT \$0.10 PER 14 SECONDS.**
- 2. REQUEST FOR STATION WAGON - FARE FOR FIRST 100 METRES SHALL BE \$7.20.**

As Council will recall at the meeting of September 12, 1994, the Taxi Business Bylaw was amended. Due to an administrative oversight, the following amendments should have been included in the Bylaw, however, were overlooked.

Schedule "B":

1. Paragraph 1 (c) - At the end of the sentence add the words:
".....calculated at \$0.10 per 14 seconds."

to now read:

"(c) waiting time - no charge for the first 3 minutes; thereafter \$25.00 per hour based on the proportion of the time during which the Taxi waited, *calculated at \$0.10 per 14 seconds.*"

The original Bylaw had included the words "...calculated at \$0.10 per 18 seconds, however, when the waiting time changed to \$25.00 per hour, the last few words were deleted. The phrase "calculated at \$0.10 per 14 seconds" should have been amended, rather than the phrase deleted.

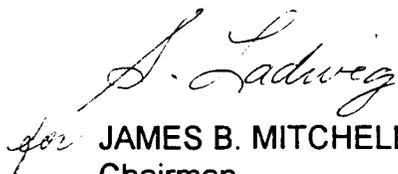
The Bylaw Officers inspect the taxis semi-annually, and the inclusion of this phrase gives them the authority to check the 14 second intervals at which the meter will change by \$0.10. Without this phrase, the Bylaw Officers have no authority to check the \$0.10 intervals for meter accuracy.

2. The fare was increased in paragraph 1 (a) to "\$2.20 for the first 100 metres or portion thereof for a regular taxi. Therefore in paragraph 6, the basic charge of \$5.00 for the station wagon or van should reflect the first 100 metres as \$5.00 + \$2.20 = \$7.20, which paragraph would then read:

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City Council
Amendments to Schedule "B"
Taxi Bylaw

"6. Where a person requesting Taxi services requests the use of a motor vehicle commonly known as a "station wagon", or a "van", then the fare charged for the first 100 metres shall be \$7.20. This provision shall not apply to a station wagon or a van when it is being used for the transportation of a physically handicapped passenger."

Recommendation: That Bylaw 3076/B-94 be given 3 readings.


for JAMES B. MITCHELL
Chairman
TAXI COMMISSION

Commissioners' Comments - *Sept. 26, 1994*

We concur with the recommendation of the Taxi Commission.

"G. SURKAN"
Mayor

"A. WILCOCK"
Acting City Commissioner

Commissioner's Comments

I concur with the recommendation of the City Clerk.

"M.C. DAY"
City Commissioner

CHAPMAN RIEBEEK

Barristers & Solicitors

THOMAS H. CHAPMAN, Q.C.*
NICK P. W. RIEBEEK*
DONALD J. SIMPSON
T. KENT CHAPMAN*
GARY W. WANLESS*
LORNE E. GODDARD
GERI M. CHRISTMAN
ROBERT J. MILLAR
NANCY BERGSTROM**

* Denotes Professional Corporation
** Student-At-Law

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

5020 - 50 A Street
Sylvan Lake, Alberta T0M 1Z0
TELEPHONE (403) 887-2024
TELECOPIER (403) 887-2036

PLEASE REPLY TO RED DEER

Your file:
Our file: CITY GENERAL DJS

October 4, 1994

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

Attn: Kelly Kloss, City Clerk

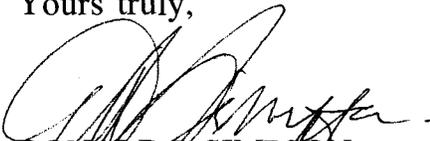
Dear Sir:

Re: FARES FOR WHEELCHAIR ACCESSIBLE VEHICLES

This letter is in response to your request for comments on the Notice of Motion submitted by Alderman Statnyk on the above matter. I think it is important that the references in the Bylaw to the different types of Taxi License plate should be consistent throughout the Bylaw. Rather than referring to an "additional" license plate, therefore, I suggest that the wording of the amendment to the Taxi Bylaw should read as follows:

" This provision shall not apply to a vehicle in respect of which a
Wheelchair Accessible Vehicle Taxi License Plate has been issued."

Yours truly,


DONALD J. SIMPSON

DATE: OCTOBER 12, 1994
TO: TAXI COMMISSION
FROM: CITY CLERK
RE: AMENDMENT TO SCHEDULE "B" OF THE TAXI BUSINESS BYLAW:

- 1. WAITING TIME**
- 2. STATION WAGON / VAN FARE**

At the Council Meeting of Tuesday, October 11, 1994, consideration was given to your report dated September 16, 1994 concerning the above topic and at which meeting three readings were given to Taxi Bylaw Amendment 3076/B-94, a copy of which is attached hereto.

This office will be updating the Consolidated Copy of the Taxi Business Bylaw and will inform the taxi companies of the change in this instance.



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Bylaws and Inspections Manager
Inspector R. Beaton



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

October 12, 1994

Alberta Gold Taxi Ltd.
7650A - 42 Avenue
Red Deer, Alberta
T4P 1Y5

Dear Sir/Madam:

RE: TAXI BUSINESS BYLAW AMENDMENT 3076/B-94
(WAITING TIME AND STATION WAGON OR VAN FARE)

At the City of Red Deer Council Meeting held Tuesday, October 11, 1994, Taxi Business Bylaw Amendment 3076/B-94 was passed, a copy of which is attached hereto.

Due to an administrative oversight, a number of minor housekeeping changes were not included when the bylaw was originally amended on September 12, 1994. These changes are summarized in the attached memo from the Taxi Commission.

Also enclosed is an updated copy of the Taxi Business Bylaw updated with the above noted changes.

In addition to the above, the following resolution was passed at the Council Meeting of October 11, 1994, asking the Taxi Commission to review an addition to paragraph 6 of Schedule "B":

"RESOLVED that Council of The City of Red Deer hereby agrees that the Taxi Commission review the inclusion of the following sentence at the end of paragraph 6 of Schedule "B" of the Taxi Business Bylaw:

'This provision shall not apply to a vehicle in respect of which a Wheelchair Accessible Vehicle Tax License Plate has been issued.'

... / 2



*a delight
to discover!*

Alberta Gold Taxi Ltd.
October 12, 1994
Page 2

For your information, paragraph 6 of Schedule "B" currently reads as follows:

"Where a person requesting Taxi services requests the use of a motor vehicle commonly known as a "station wagon", or a "van", then the fare charged for the first 102 meters shall be \$7.20."

This will now be referred to the Taxi Commission following which a report will be submitted back to Council. If you have any comments regarding the change, you can either direct them in writing to the Taxi Commission or to my attention.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written over the typed name.

KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Bylaws and Inspections Manager



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

October 12, 1994

Red Deer Cabs Ltd.
 Bay 6, 4845 - 79 Street
 Red Deer, Alberta
 T4P 2T4

Dear Sir/Madam:

RE: TAXI BUSINESS BYLAW AMENDMENT 3076/B-94
 (WAITING TIME AND STATION WAGON OR VAN FARE)

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Red Deer Cabs Ltd.
October 12, 1994
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Sincerely,



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Bylaws and Inspections Manager



THE CITY OF RED DEER

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

October 12, 1994

Associated Cabs, Chinook Cabs,
City Cabs
4733 - 60 Street
Red Deer, Alberta
T4N 2N8

Dear Sir/Madam:

RE: TAXI BUSINESS BYLAW AMENDMENT 3076/B-94
(WAITING TIME AND STATION WAGON OR VAN FARE)

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Associated Cabs, Chinook Cabs,
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Sincerely,



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Bylaws and Inspections Manager

BYLAW NO. 3076/B-94

Being a Bylaw to amend Bylaw No. 3076/92, the Taxi-Business Bylaw of The City of Red Deer.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 Schedule "B" of Bylaw No. 3076/92 is amended as follows:
 - a) Paragraph 1(c) is amended by adding the words, "calculated at \$0.10 per 14 seconds".
 - b) Paragraph 6 is amended by replacing the dollar figure \$7.00 with the dollar figure \$7.20.
- 2 This Bylaw shall come into full force and effect upon the passage of third reading.

READ A FIRST TIME IN OPEN COUNCIL this 26 day of September A.D. 1994.

READ A SECOND TIME IN OPEN COUNCIL this 26 day of September A.D. 1994.

READ A THIRD TIME IN OPEN COUNCIL this 11 day of October A.D. 1994.


MAYOR


CITY CLERK

NO. 4

DATE: SEPTEMBER 16, 1994

TO: CITY COUNCIL

FROM: TAXI COMMISSION

RE: AMENDMENT TO SCHEDULE "B" -

1. WAITING TIME CALCULATED AT \$0.10 PER 14 SECONDS.
2. REQUEST FOR STATION WAGON - FARE FOR FIRST 100 METRES SHALL BE \$7.20.

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The Bylaw Officers inspect the taxis semi-annually, and the inclusion of this phrase gives them the authority to check the 14 second intervals at which the meter will change by \$0.10. Without this phrase, the Bylaw Officers have no authority to check the \$0.10 intervals for meter accuracy.

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Recommendation: That Bylaw 3076/B-94 be given 3 readings.


for JAMES B. MITCHELL
Chairman
TAXI COMMISSION

Commissioners' Comments

We concur with the recommendation of the Taxi Commission.

"G. SURKAN"
Mayor

"A. WILCOCK"
Acting City Commissioner

NO. 2

DATE: OCTOBER 4, 1994
TO: CITY COUNCIL
FROM: CITY CLERK
RE: NUISANCE BYLAW AMENDMENT 3034/A-94 AND
TRAFFIC BYLAW AMENDMENT 2800/A-94

At the Council meeting of September 26, 1994, the above bylaws received first and second reading. Third reading was withheld as unanimous consent to hold third reading was not received.

RECOMMENDATION

That third reading be given to Bylaws 3034/A-94 and 2800/A-94.



Kelly Kloss
City Clerk

CS-P- 5.122

DATE: September 28, 1994

TO: MAYOR AND ALDERMEN
COMMISSIONER H. MICHAEL C. DAY

FROM: DON BATCHELOR
Parks Manager

RE: BOULEVARD TREES

With the considerable discussion at City Council in regard to the number of trees contained on City boulevards, I have checked with other staff to determine if a more exact number could be provided.

Unfortunately, there has never been a count or inventory taken. My estimate of 18,000 trees is based on a figure used by field staff over the past several years. This figure, however, does include approximately 5,000 trees located on boulevards which the City would continue to be responsible for.

Although my estimate of the number of trees may appear to be high, the number of hedges and shrubs that have been planted by homeowners within the boulevard areas are not included in this figure. These hedges often require pruning to provide clearance along a sidewalk, or to provide visibility for traffic signs and street corners.

An interesting statistic that is available related to this issue is that, in 1993, the City received 135 complaints from the public or staff that trees were encroaching onto sidewalks, roads or restricting visibility of signs and intersections. Of this total, 125 of the complaints were resolved by the adjacent property owner pruning the tree. The average annual number of complaints on boulevard trees that require pruning would be approximately one hundred.

I hope this further clarifies Council's inquiry.



DON BATCHELOR

:ad

CS-P- 5.075

DATE: September 5, 1994

TO: KELLY KLOSS
City Clerk

FROM: DON BATCHELOR, Parks Manager
CRAIG CURTIS, Director of Community Services

RE: PROPOSED BYLAW AMENDMENTS:
NO. 3034/A-94 NUISANCE BYLAW (Boulevard Tree Pruning)
NO. 2800/A-94 TRAFFIC BYLAW

The City of Red Deer Traffic Bylaw and Nuisance Bylaw presently contain general clauses that refer to the maintenance responsibilities of trees and grass contained on the boulevard area adjacent to private property. Differing interpretations of these clauses has raised some questions, especially in regard to what is the adjacent homeowner's responsibility in comparison to the City of Red Deer's responsibility.

It is my intent to resolve the interpretation question by redrafting the respective general clauses such that they are specific in relation to adjacent homeowner and City responsibilities.

Past practise in the city has been that the maintenance of trees on the boulevard is to be dealt with in the same manner as grass maintenance. Therefore, homeowners are responsible for maintaining the grass and trees on the boulevard located between their property line and the sidewalk or curb (see Enclosure I). For the most part, this boulevard area is incorporated in the front yard landscaping of property owners, and they mow the grass and maintain the trees as a logical extension of their landscaping. This is the intent of the proposed bylaw amendments.

The proposed bylaw amendments clarify the maintenance responsibilities as follows:

- Property Owner: Tree maintenance from ground level to 2.25 m above sidewalks and 4.12 m above street.
- City of Red Deer: All root pruning required as a result of sewer interference, and all tree pruning required for aerial utility clearance.

The amendments, as outlined above, will enable the Public Works and Parks Departments to continue to provide pruning and maintenance activities on boulevard trees within existing budget allocations.

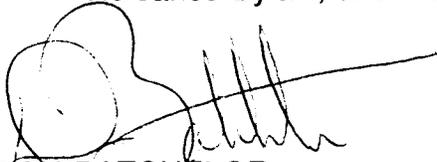
.../2

City Clerk
 Page 2
 September 5, 1994

The City Solicitor has reviewed and formatted the proposed bylaw amendments as required.

RECOMMENDATION

1. That City Council give three readings to Bylaw Amendments No. 3034/A-94 Nuisance Bylaw, and No. 2800/A-94 Traffic Bylaw.



DON BATCHELOR



CRAIG CURTIS

:ad
 Atts.

- c. Bryon Jeffers, Director of Engineering Services
 Craig Curtis, Director of Community Services
 Gord Stewart, Public Works Manager
 Ken Haslop, Engineering Services Manager
 Ryan Strader, Bylaws/Inspections Manager

Commissioners' Comments of Sept. 26, 1994

We concur with the recommendation of the Parks Manager and Director of Community Services.

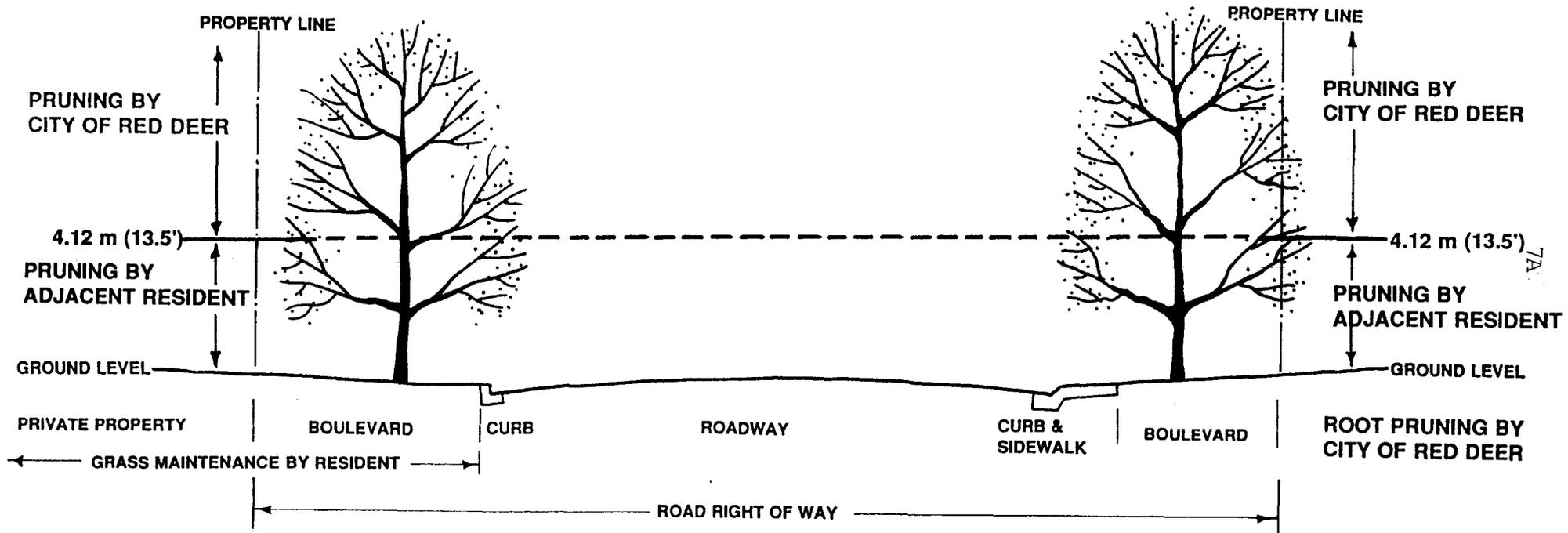
"G. SURKAN"
 Mayor

"A. WILCOCK"
 Acting City Commissioner

Commissioner's Comments

I concur with the recommendation of the City Clerk.

"M.C. DAY"
 City Commissioner



TYPICAL BOULEVARD TREE MAINTENANCE RESPONSIBILITIES

DATE: OCTOBER 12, 1994
TO: DIRECTOR OF COMMUNITY SERVICES
FROM: CITY CLERK
RE: BYLAW AMENDMENT 3034/A-94 - NUISANCE BYLAW AND
TRAFFIC BYLAW AMENDMENT 2800/A-94
(BOULEVARD TREE PRUNING)

At the Council Meeting of October 11, 1994, third and final readings were given to the above noted bylaws, copies of which are attached hereto.

This office will now be updating the Consolidated Copies of these bylaws and forwarding same in due course.



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Director of Engineering Services
Parks Manager
Public Works Manager
Bylaws and Inspections Manager

NO. 3

DATE: SEPTEMBER 19, 1994
TO: CITY COUNCIL
FROM: CITY CLERK
RE: DISPOSAL OF MUNICIPAL RESERVE
LOT 5MR, PLAN 812-1748 (NORTHWOOD ESTATES)

As Council will recall, the owners of Northwood Estates requested and received approval to purchase the above land for the purpose of expanding the mobile home park. As this land was municipal reserve Council passed the resolution below to dispose to the municipal reserve designation.

"RESOLVED that Council of The City of Red Deer having considered the report from the Land and Economic Development Manager dated February 14, 1994, re: Request To Purchase Part of Lot 5 MR, Plan 812-1748 (Northwood Estates), hereby approves the disposal of municipal reserve lands described as follows:

'All that portion of Lot 5 MR, Plan 812-1748 lying east of the northerly production of the most westerly boundary of Lot A, Plan 782-1023, containing .469 hectares more or less, excepting thereout all mines and minerals',

and as presented to Council February 28, 1994."

Following the passage of the above resolution, this office advertised the disposal and subsequently the reserve designation was removed.

At the Council meeting of August 15, 1994, Council was advised that the owners of Northwood Estates wished to purchase only a portion of Lot 5 MR and lease the remaining portion. At this point Council passed a further resolution as set out hereunder.

"RESOLVED that Council of The City of Red Deer having considered report dated August 8, 1994, from the Land & Economic Development Manager re: Disposal of Reserve Lands/Portion of Lot 5 MR, Plan 812-1748 (Northwood Estates) hereby agrees as follows:

1. To rescind the Disposal of Municipal Reserve Resolution passed by Council February 28, 1994
2. To approve the disposal of Municipal Reserve Lands described as follows:

City Council
Lot 5 MR, Plan 812-1748
September 19, 1994

All that portion of Lot 5 MR, Plan 812-1748 lying east of the production northerly of the most westerly boundary of Lot A, Plan 782-1023 and contained within the limits of subdivision plan 942 _____ and containing 0.278 ha more or less.
Excepting thereout all mines and minerals

and as presented to Council August 15, 1994."

Upon reviewing this matter further, it now appears that this second resolution was redundant as the intent is to still allow the use of the site for purposes other than just municipal reserve.

RECOMMENDATION

That the Council rescind its resolution of August 15, 1994 which rescinds the earlier Council resolution of February 28, 1994 dealing with the disposal of municipal reserve described as Lot 5 MR, Plan 812-1748.



Kelly Kloss
City Clerk

DATE: October 4, 1994
TO: Kelly Kloss, City Clerk
FROM: Alan Scott, Land and Economic Development Manager
RE: **DISPOSAL OF RESERVE LANDS
PORTION OF LOT 5 MR, PLAN 812-1748
(NORTHWOOD ESTATES)**

On February 28, 1994, Red Deer City Council passed a resolution agreeing to the disposal of Reserve lands in Northwood Estates for the purpose of expanding the mobile home park. A copy of the resolution is attached. The purchase price was market value of \$16,500 per acre and, among other things, the purchaser would be responsible for all on-site and off-site costs and charges.

A land sale agreement was subsequently entered into, and the purchaser made application for development. At that time, the purchaser was advised of the applicable off-site charges and, as a result, came to the conclusion that he could not proceed with the purchase.

The purchaser then submitted an alternative proposal for consideration by City Council. The request was they be permitted to purchase a portion of the Municipal Reserve - approximately 0.278 hectare (0.68 acre) and develop it as mobile home lots. In addition, the applicant requested they be permitted to lease the remainder of the M.R. area, consisting of approximately 0.192 hectare (0.47 acre), for One Dollar per year for 50 years. The leased area would be utilized for storage, and would be fenced at the applicant's expense. The applicant also agreed to pay all off-site levies on that portion of the property purchased.

The Administration presented the proposal to a Council meeting dated August 15, 1994, with a recommendation that Council support the purchase of 0.278 hectare at \$16,500 per acre, but that any lease agreement on the balance of the M.R. be at market value.

At the August 15 Council meeting, a resolution was introduced to rescind the original resolution and provide for an adjusted land sale agreement.

"RESOLVED that Council of The City of Red Deer having considered report dated August 8, 1994, from the Land & Economic Development Manager re: Disposal of Reserve Lands/Portion of Lot 5 MR, Plan 812-1748 (Northwood Estates) hereby agrees as follows:

1. to rescind the resolution to purchase part of Lot 5 MR, Plan 812-1748, S.E. corner 77 Street and Northey Ave. (Northwood Estates) passed by Council February 28, 1994.

2. to approve the request to purchase part of Lot 5 MR, Plan 812-1748, S.E. corner 77 Street and Northey Ave. (Northwood Estates) approximately 0.278 ha. (0.68 acre) be approved subject to the following conditions:
 - a) Sale price to be \$16,500 per acre, final price to be established based on registered plan of survey
 - b) The portion of Lot 5 MR purchased must be consolidated with Lot A, Plan 782-1023 by plan of survey at purchaser's cost
 - c) Approval of sale of municipal reserve by City Council
 - d) A minimum of 5.0 metres to be provided by cul de sac to storage area
 - e) Purchaser to confirm with City Electric, Light and Power re: engineering design, all costs to be paid by purchaser
 - f) Parks Manager to approve exact configuration of parcel to be sold, at time of subdivision
 - g) All costs related to the subdivision including advertising, posting, etc. shall be the responsibility of the purchaser
 - h) The area purchased to be fenced in a detail similar to existing on-site fencing, satisfactory to the Development Officer
 - i) Common area (3.05 m) at rear of properties within fenced area to be maintained by applicant
 - j) The applicant will be responsible for all on-site/off-site costs and charges as indicated by The City of Red Deer Engineering Department prior to commencement of development
 - k) The applicant will plant additional trees along 77 Street to provide higher level of screening and noise attenuation for the site
 - l) Subject to all approving authorities

City Clerk
Page 3
October 4, 1994

- m) Passage of the necessary Land Use Bylaw Amendment
 - n) Land Sale Agreement satisfactory to the City Solicitor,
- and as presented to Council August 15, 1994."

Council agreed to table the above motion to allow the Administration time to collect information and prepare the necessary report on the proposed development for Council's consideration at an appropriate future Council meeting.

Comments made by Council at the time the resolution was approved expressed concern over emergency vehicle access, design and condition of fencing, screening in relation to 77 Street, and access to the property from 77 Street. There was also some concern with respect to the condition of the proposed road to the additional lots.

Following the passage of this resolution, we received the attached letter from Canadian Heritage Homes. We have also met with representatives of the company to discuss the potential for a lease on that portion of the M.R. not required for the development of mobile home lots, but needed for storage. They have agreed they would pay market value for the lease, but in reviewing their needs, feel their storage needs could be accommodated through the lease of about 50% of the remaining Municipal Reserve.

Canadian Heritage Homes has indicated a willingness to properly fence and screen the area in an effort to keep the storage as tidy as possible.

At the August 15 meeting of Council, there was some concern expressed as to whether Municipal Reserve lands could in fact be leased. We have attached the pertinent section of the Municipal Government Act which deals with the sale, lease or disposal of Municipal Reserve, and it indicates that a lease is very little different than a sale. The advertising for the sale of the M.R. has already occurred, and perhaps other members of the Administration could comment as to whether additional advertising is needed should Council now decide to support a lease on a portion of the M.R. area.

In summation, Canadian Heritage Homes now wishes to proceed with the purchase of a portion of the M.R. as originally agreed to on August 15, and lease a portion of the remaining M.R. - approximately 5000 to 7000 square feet, at market value. The leased area would be utilized for storage, and would be properly fenced and screened at the expense of the lessee.

City Clerk
Page 4
October 4, 1994

RECOMMENDATION

The Land and Economic Development Department supports the sale of approximately 0.278 hectare (0.68 acre) to Canadian Heritage Homes at a rate of \$16,500 per acre, with the purchaser being responsible for all on-site and off-site costs and charges. Our department does, however, have some concerns with a lease at any price, on the balance of the property. We would continue to favour an outright sale at market value, with the purchaser being responsible for all on-site and off-site costs associated with the property.

In the event Council supports a lease, it should be at market value and it should be on the basis of the Municipal Reserve designation being cancelled - the property then being acquired by the Land Bank at market value, and subsequently leased by the Land Bank to the lessee at market value.

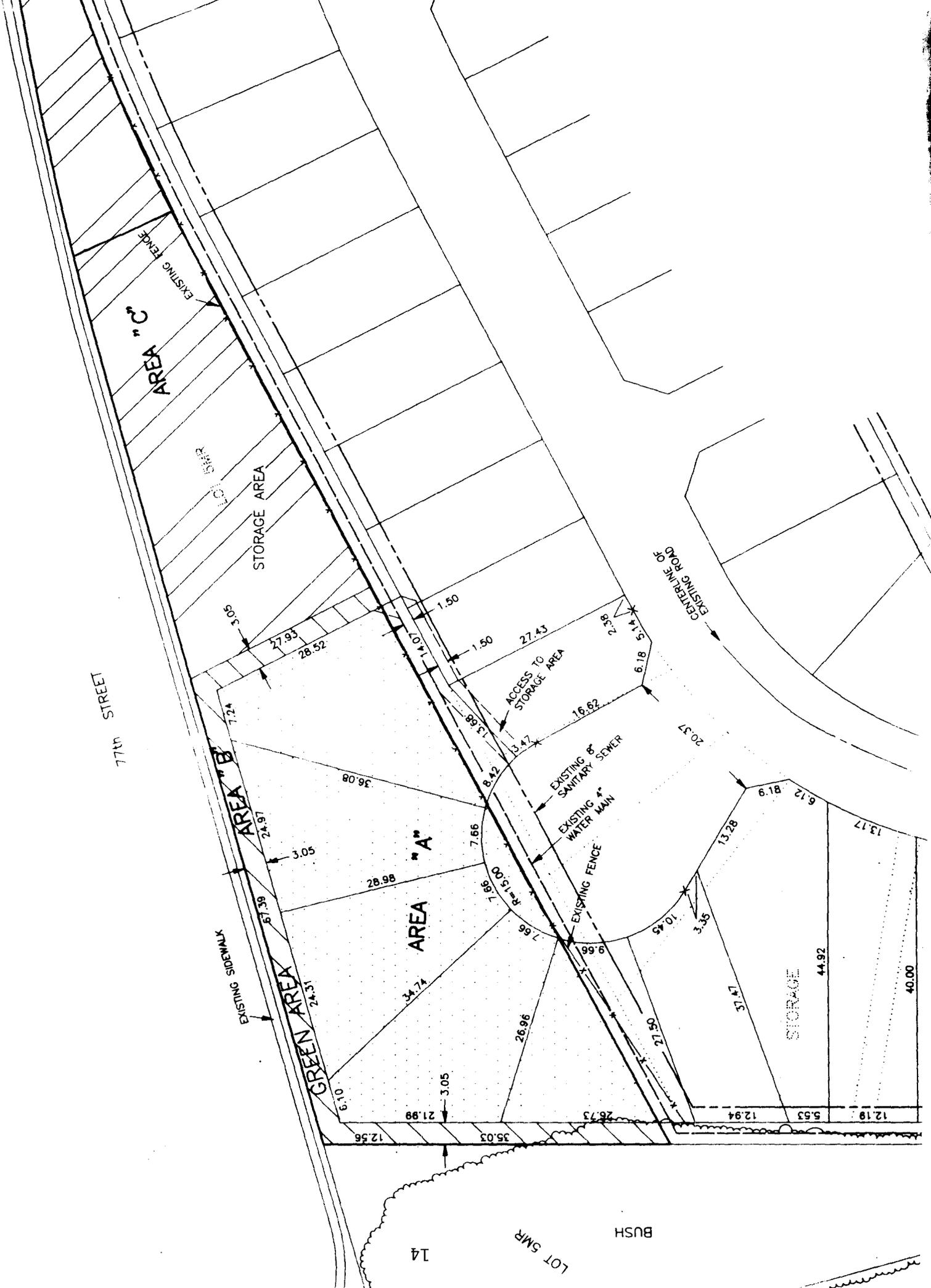
Respectfully submitted,



Alan V. Scott

AVS/mm

Att.



77th STREET

AREA "C"

EXISTING FENCE

STORAGE AREA

AREA "B"

EXISTING SIDEWALK

GREEN AREA

AREA "A"

ACCESS TO STORAGE AREA

EXISTING WATER MAIN
EXISTING SANITARY SEWER

EXISTING FENCE

GENERATING ROAD

STORAGE

14

LOT SMR

BUSH

"RESOLVED THAT Council of the City of Red Deer, having considered report from the Land and Economic Development Manager dated February 14, 1994, re: Request to Purchase Part of Lot 5 MR, Plan 812-1748, S.E. Corner 77 Street and Northey Avenue (Northwood Estates), hereby agrees that said request be approved subject to the following conditions:

1. Sale price to be \$16,500 per acre, final price to be established based on registered plan of survey.
2. The portion of Lot 5 MR purchased must be consolidated with Lot A, Plan 782-1023 by plan of survey at purchaser's cost.
3. Approval of sale of municipal reserve by City Council.
4. A minimum of 5.0 metres to be provided by cul de sac to storage area.
5. Purchaser to confirm with City Electric Light and Power re: engineering design, all costs to be paid by purchaser.
6. Parks Manger to approve exact configuration of parcel to be sold, at time of subdivision.
7. All costs relative to the subdivision including advertising, posting, etc. shall be the responsibility of the purchaser.
8. The area purchased to be fenced in a detail similar to existing on-site fencing, satisfactory to the Development Officer.
9. Common area (3.05 m) at rear of properties within fenced area to be maintained by applicant.
10. The applicant will be responsible for all on site/off site costs and charges as indicated by The City of Red Deer Engineering Department prior to commencement of development.
11. The applicant will plant additional trees along 77 Street to provide higher level of

screening and noise attenuation for the site.

12. Subject to all approving authorities.
13. Passage of the necessary Land Use Bylaw Amendment.
14. Land Sale Agreement satisfactory to the City Solicitor.

and as presenting to Council February 28, 1994."

"RESOLVED that Council of the City of Red Deer having considered the report from the Land and Economic Development Manager dated February 14, 1994, re: Request to Purchase Party of Lot 5 MR, Plan 812-1748 (Northwood Estates), hereby approves the disposal of municipal reserve lands described as follows:

'All that portion of Lot 5 MR, Plan 812-1748, lying east of the northerly production of the most westerly boundary of Lot A, Plan 782-1023, containing .469 hectares more or less, excepting thereout all mines and minerals',

as presented to Council February 18, 1994."

(3) If a transfer of land or an interest in land is effected pursuant to this section, the requirements of sections 115 to 117 do not apply.

RSA 1980 cP-9 s114

* Disposal of municipal and school reserve

115(1) If

- (a) a council wishes to sell, lease or otherwise dispose of municipal reserve, or
- (b) a council and a school authority wish to sell, lease or otherwise dispose of municipal and school reserve,

the intention to do so shall be published

- (c) by advertising in a newspaper circulating in the area a notice containing the information required under subsection (2), and
- (d) by posting notices on and in the vicinity of the municipal reserve or municipal and school reserve, as the case may be, containing the information required under subsection (2).

(2) The notices referred to in subsection (1) must

- (a) state the intention of the council or the council and the school authority, as the case may be, to sell, lease or otherwise dispose of the municipal reserve or the municipal and school reserve, as the case may be, and
- (b) contain a statement to the effect that
 - (i) if no objection to the sale, lease or other disposal is received within the time prescribed in the notice, then it will proceed without further notice, and
 - (ii) if an objection to the sale, lease or other disposal is received then a public hearing will be held on a date and at a time and place specified in the notice.

RSA 1980 cP-9 s115

Public hearing

116(1) If an objection to the sale, lease or other disposal of municipal reserve or municipal and school reserve is received by the council or the school authority, a public hearing must be held in accordance with the notice.

(2) At the public hearing the council or the council and the school authority, as the case may be, shall hear

- (a) any person or group of persons, or person acting on his or their behalf, wishing to be heard and who objected to the sale, lease or other disposal, and
- (b) any other person who wishes to make representations and whom the body conducting the hearing agrees to hear.

RSA 1980 cP-9 s116

Removal of designation as municipal reserve

117(1) A council or a council and a school authority, as the case may be, may

- (a) if no objection to the sale, lease or other disposal of municipal reserve or municipal and school reserve is received within the time prescribed in the notice, or

↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑
FEED DOCUMENT THIS DIRECTION

**IMPORTANT
FAX MESSAGE**

TO AL SCOTT

COMPANY _____

FAX NO. 396 6195

FROM P Meyer

NO. OF PAGES _____

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or other right
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Collection
of taxes

121 When a plan
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Canadian Heritage Homes

A Division of Lansdowne Equity Ventures Ltd.

#295, 2880 Glenmore Trail S.E.
Calgary, Alberta T2C 2E6
(403) 279-9702
Fax. (403) 236-1539

August 26, 1994

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

Attention: Alan V. Scott
Land & Economic Development Manager

Dear Sirs:

Re: Disposal of Reserve Lands Lot 5 MR, Plan 812-1748

Pursuant to your letter dated August 16, 1994, regarding the Council meeting of August 15, 1994, requesting further information on Northwood Estates Mobile Home Park, our response is as follows:

- 1) With regards to a more detailed design of the proposed development, Lansdowne Equity Ventures Ltd. has made application and obtained a Development Permit approval where all points were met, as requested by the City of Red Deer official.
- 2) Schedule for completion of repair - Should the Council mean "Roads", please be advised the roads were paved two months ago. Regular maintenance is handled by three steadily employed employees. The painting of the existing fence on the perimeter of the property is now in progress.
- 3) A review of the potential for additional access to the site is out of place at this time, as more people like it just the way it is with plenty of residual space and quietness.
- 4) Further improvements contemplated for the park is a continuous commitment of Lansdowne to further embellish our park within its economic possibilities.

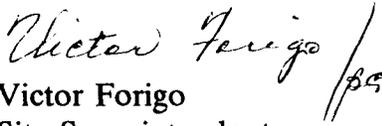
I will be in Red Deer next week and would be pleased to have you and your

representative take a tour of Northwood Estates Mobile Home Park for a personal inspection.

We trust the above explanations responds to the Council's concerns. Should you have any further queries, please do not hesitate to contact the undersigned.

Yours very truly,

LANSDOWNE EQUITY VENTURES LTD.


Victor Forigo
Site Superintendent

VF:bc



**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

MEMORANDUM

FAXED
94 09 20

TO: K. Kloss,
City Clerk

DATE: 94 09 19

FROM: P. Newman
Associate Planner

OUR FILE: 17.59

**RE: PROPOSED LAND PURCHASE (LOT 5MR, PLAN 812 1748)
NORTHWOOD ESTATES MOBILE HOME PARK**

We refer to the Land and Economic Development Manager's memorandum of September 12, 1994 regarding the proposal by the owners of this mobile home park to lease part of Lot 5MR, Plan 812 1748.

Canadian Heritage Homes has now revised its proposal to indicate a willingness to lease the proposed storage area at market value (Area C on the original site plan). As outlined in our memorandum of August 8, 1994, the purchase of this area would be more appropriate. However, Planning staff would not object to the proposed lease of Area C at market value.

Recommendation

The revised proposal by Canadian Heritage Homes regarding the lease of part of Lot 5MR Plan 812 1748 (Area C on the proposed site plan) at market value, be accepted subject to the remaining applicable conditions established by the Council in its resolution of February 28, 1994.

P. Newman
Associate Planner

cc A. Scott, Land and Economic Development Manager

CS- 4.454

DATE: September 16, 1994

TO: KELLY KLOSS
City Clerk

FROM: CRAIG CURTIS
Director of Community Services

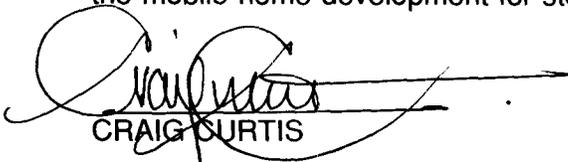
RE: PROPOSED LAND PURCHASE
NORTHWOOD ESTATES MOBILE HOME PARK
LOT 5 MR, PLAN 812-1748

City Council passed the following resolution in regard to the above at their August 30, 1994 meeting:

"RESOLVED that Council of The City of Red Deer, having considered report from the Assistant City Clerk dated August 24, 1994, re: Request to Purchase Part of Lot 5 MR, Plan 812-1748/Corner 77 Street and Northey Avenue (Northwood Estates), hereby agrees to table this motion to allow the Administration time to collect information and prepare the necessary report on the proposed development of the above mentioned Municipal Reserve for Council's consideration at an appropriate future Council Meeting."

Canadian Heritage Homes has subsequently indicated that they would like to lease a portion of the Lot 5 MR for the purposes of providing storage. Their existing storage area is adjacent to the MR parcel and is proposed to be converted into lots and an access road. In discussing this proposal with the Parks Manager, we feel the lease of a portion of the MR is inappropriate. In accordance with the Planning Act, recommendation for the lease of Municipal Reserve requires significant advertising in local newspapers, posting on site, a public hearing if opposition is received, and administrative time. There would be no advantage to using this portion of MR for storage purposes from a City perspective, especially in view of the fact that this storage area may be visible from 77 Street, and the arterial road sidewalk/bike trail because the MR area is at a much higher elevation than the existing storage area.

From a City of Red Deer perspective, it would be preferable to retain this portion of MR as a buffer area, especially when there is no financial incentive for the City to lease this area. Alternatively, the applicant should consider converting one or several of the empty lots in the development for storage purposes, or using a portion of the open common area in the middle of the mobile home development for storage purposes.


CRAIG CURTIS

:ad

- c. Paul Meyette, Principal Planner, R.D.R.P.C.
- Alan Scott, Land & Economic Development Manager

DATE: September 14, 1994
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: **NORTHWOOD ESTATES LAND PURCHASE**

A recent letter received from Mr. Forigo made reference to a development permit which has been issued for the proposed expansion to the above referenced mobile home park. However, Council can, as a condition of a land sales agreement, call for whatever information they feel is necessary.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/cp

DATE: August 2, 1994
TO: Land and Economic Development Manager
FROM: E.L. & P. Manager
RE: **Proposed Land Purchase - Northwood Estates Mobile Home Park
Lot A, Plan 782 - 1023**

The revised proposal of land purchase by Northland Estates Mobile Home Park still appears to require electrical servicing to some newly created lots in the areas which they have designated as "A" and "B".

The E.L. & P. Department will be required to make some changes to the primary power supply only, which will be at the cost of Northland Estates Mobile Home Park. A cost quotation can be provided once sufficient details are provided to E.L. & P.

Northland Estates Mobile Home Park will be totally responsible for all of the secondary servicing, street lighting and meter cabinets.

Subject to the above, the E.L. & P. Department has no objections to the proposal.



A. Roth
Manager

AR/ac

Commissioner's Comments

I concur with the recommendations of the Economic Development Manager and the City Clerk.

"M.C. DAY"
City Commissioner

DATE: September 14, 1994
TO: City Clerk
FROM: E. L. & P. Manager
RE: Proposed Land Purchase
Northwood Estates Mobile Home Park
Lot 5 MR, Plan 812 1748

The E. L. & P. Department has no further comments to make. Our original comments would still apply.



A. Roth,
Manager

AR/jjd

DATE: OCTOBER 12, 1994

TO: LAND AND ECONOMIC DEVELOPMENT MANAGER

FROM: CITY CLERK

RE: DISPOSAL OF RESERVE LANDS
PORTION OF LOT 5 MR, PLAN 812-1748 (NORTHWOOD ESTATES)

At the Council Meeting of October 11, 1994, consideration was given to the above topic and at which meeting the following motions were passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the City Clerk dated September 19, 1994, re: Disposal of Municipal Reserve Lot 5 MR, Plan 812-1748 (Northwood Estates), hereby agrees that the resolution passed by Council on August 15, 1994 relative to the Disposal of Municipal Reserve Lands, portion of Lot 5 MR, Plan 812-1748, be rescinded and as presented to Council October 11, 1994."

"RESOLVED that Council of The City of Red Deer having considered report dated August 8, 1994, from the Land & Economic Development Manager re: Disposal of Reserve Lands/Portion of Lot 5 MR, Plan 812-1748 (Northwood Estates) hereby agrees as follows:

1. to rescind the resolution to purchase part of Lot 5 MR, Plan 812-1748, S.E. corner 77 Street and Northey Ave. (Northwood Estates) passed by Council February 28, 1994.
2. to approve the request to purchase part of Lot 5 MR, Plan 812-1748, S.E. corner 77 Street and Northey Ave. (Northwood Estates) approximately 0.278 ha. (0.68 acre) be approved subject to the following conditions:
 - a) Sale price to be \$16,500 per acre, final price to be established based on registered plan of survey
 - b) The portion of Lot 5 MR purchased must be consolidated with Lot A, Plan 782-1023 by plan of survey at purchaser's cost
 - c) Approval of sale of municipal reserve by City Council
 - d) A minimum of 5.0 metres to be provided by cul de sac to storage area
 - e) Purchaser to confirm with City Electric, Light and Power re: engineering design, all costs to be paid by purchaser

- f) Parks Manager to approve exact configuration of parcel to be sold, at time of subdivision
- g) All costs related to the subdivision including advertising, posting, etc. shall be the responsibility of the purchaser
- h) The area purchased to be fenced in a detail similar to existing on-site fencing, satisfactory to the Development Officer
- i) Common area (3.05 m) at rear of properties within fenced area to be maintained by applicant
- j) The applicant will be responsible for all on-site/off-site costs and charges as indicated by The City of Red Deer Engineering Department prior to commencement of development
- k) The applicant will plant additional trees along 77 Street to provide higher level of screening and noise attenuation for the site
- l) Subject to all approving authorities
- m) Passage of the necessary Land Use Bylaw Amendment
- n) Land Sale Agreement satisfactory to the City Solicitor,

and as presented to Council August 15, 1994."

As indicated in the first resolution, the land in question no longer has municipal reserve designation. With regard to the second resolution, same does not contemplate the lease of any portion of Lot 5 MR. I trust you will be advising Landsdown Equity Ventures Ltd. of Council's decision in this instance.


KELLY KLOSS
City Clerk

KK/clr

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

NO. 4

DATE: October 5, 1994
TO: City Clerk
FROM: Engineering Department Manager
**RE: ROAD WIDENING REPORT
LAND USE BY-LAW #2672/80**

On behalf of the Committee comprised of representatives for the Red Deer Regional Planning Commission, By-laws & Inspections Department, Fire Department, and the Engineering Department, we are pleased to submit this report which is intended for the use of City Council in updating the current Land Use By-law.

Considerable time has been spent by the Engineering Department in comparing existing road capacity to the predicted capacity at the 115,000 population level, which is expected to occur about the year 2028. As a result, a number of existing roadways in the By-law are recommended for deletion from right of way widening, but there are key transportation arteries that are recommended to be retained for future widening.

We have prepared the recommendations based on a number of assumptions listed as follows:

1. The existing Downtown sidewalk width of 3.35 m (11 ft) remains the minimum standard to accommodate street furniture and a pedestrian passing a pedestrian. There will be areas where it may be desirable to increase the sidewalk width, but this depends on the amount of space or right of way that is available. This has been discussed and is acceptable to the Community Services Division.
2. The provision of on-street parking is an interim benefit, but when it becomes necessary to increase the capacity of the roadway, it will be done in the first instance by removing on street parking and in the second by relocating the sidewalks and widening the paved surface. This will undoubtedly meet with significant resistance from those businesses affected.
3. Where widening is necessary, the minimum road widening will be 2.13 m (7 ft) as currently required in the By-law. There are areas where, based on Engineering and Planning data, the calculated widening is a little less than the current By-law provision, but still more than the original right of way width. The majority of the Committee believed that the current By-law provision of 2.13 m should be retained to cover these instances for the following reasons:

City Clerk
 Page 2
 October 5, 1994

- a. To avoid introducing other width categories which would add to the complexity of interpreting the By-law.
 - b. To avoid creating a varying right of way width.
 - c. To avoid creating varying building setbacks.
 - d. To be unfair to those that have previously adhered to the 2.13 m setback.
 - e. To provide some flexibility to adjust the sidewalk width if necessary.
4. We assumed that the rationale for the creating road widenings in the By-law was to provide for more space for wider roads and walkways to accommodate increased traffic and pedestrian volumes corresponding to the growth of the Downtown and the general City.
 5. We did not have the information or the resources to look at the road widenings that will undoubtedly be required at major intersections such as 32 Street and Gaetz Avenue. The Committee assumed that this matter could be explored at the time of the General Transportation Plan Update, which is anticipated to occur in 1996 or 1997.
 6. We did not have the information, time, or budget to locate all buildings within the proposed widening area and determine the impact of the By-law requirement to each property. Similarly, we were unable to determine which buildings were already set back under the current By-law, but do not show on Drawings No. 1, 2, and 3, as the title to the land has not been transferred to the City.
 7. We assumed that before any surplus road widening is sold to the adjacent property owner, that a block-by-block analysis be done by the City Planners to determine whether the City may be able to utilize the land.

RECOMMENDATION

Based upon the Committee's work, we respectfully recommend that Council consider the following action:

1. Endorse the recommended road widening plan as indicated in Section 6.0 of the report.
2. Endorse the principle of disposing the surplus widenings as per Section 7.0 of the report.

City Clerk
Page 3
October 5, 1994

3. Endorse the establishment of a Right of Way Sales and Acquisition Reserve Fund similar to the Municipal Reserve Fund, such that funds are available to acquire miscellaneous right of way widenings as outlined in Section 7.0 of the report.
4. Endorse the recommendation that no sites be excluded from the road widening plan for reasons outlined in Section 8.0 of the report.



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

KGH/emg
Att.

DATE: October 5, 1994
TO: City Council
FROM: Downtown Planning Advisory Committee
RE: ROAD RIGHT OF WAY WIDENING

The above report, *Road Right of Way Widening*, was presented to the Downtown Planning Advisory Committee on Tuesday, October 4, 1994. The report contained input from the Bylaws & Inspections Department, Fire Department, Red Deer Regional Planning Commission, and the Community Services Division. The report supplied the Committee with information respecting future road and sidewalk widening needs based on estimated future population increases. Also noted was the land which has been acquired and what is required to accommodate those needs.

In considering of the report, concerns were voiced by members of the Committee including:

- assessment and taxation of setback areas
- compensation to owners
- traffic flow through the core (bypassing)
- turning lanes/turning bays
- interpretation of structural and non-structural changes to buildings
- need for community awareness
- sidewalk requirements
- need for drawings showing building location for each property covered by the proposed bylaw, to show impact on individual buildings
- establishment of priorities required; is road widening number one priority?
- what about historical building preservation?

With the concerns of the Committee as noted, the following motion was passed.

"That the Downtown Planning Advisory Committee, having considered report re: Road Right of Way Widening, hereby recommend same to Council of the City of Red Deer as information only at this time to allow this Committee time to review said report further."

The above is submitted for Council's information.


 ALDERMAN R.E. SCHNELL, Chairman
 Downtown Planning Advisory Committee



Vellner Group of Companies

7434 - 50 Avenue

Red Deer, Alberta T4P 1X7

(403) 343-1700

NO. 2

Fax no.: [403] 346-6195

Number of pages: 1 of 1

To: CITY CLERK.
name
CITY OF RED DEER
company

Date: AUG 25

From: BOB VELLNER
name
WAREHOUSE RENTALS (RED DEER) LTD
company

Subject: KAESGE Bldg.

[403] 340 8135

[403] 343 1700
phone number

Message: FURTHER TO MY LAST CONVERSATION WITH OUR
MAYOR, I WOULD LIKE TO HAVE COUNCIL
RECONSIDER REMOVING THE 49 AVE FROM THE ROAD
WIDENING BYLAW. FAILING THIS AMENDING THE
BYLAW TO EXEMPT BUILDINGS EXISTING PRIOR TO
THE BYLAW. THUS THE BYLAW WOULD ONLY PERTAIN TO
NEW CONSTRUCTION. THIS BYLAW IS MOST UNFAIR &
NOT ONLY DISCRIMINATES AGAINST THE PROPERTY OWNERS
BUT THE ENTIRE CITY CENTER BY CONTAINING
DEVELOPMENT.

Signed: [Signature]

If you encounter any difficulties in reading this FAXMEMO®, please contact:

[] 343 1700
phone number

If different than above

Commissioner's Comments

At the Council Meeting of September 12, 1994, Council considered a request from Mr. Vellner to amend the Land Use Bylaw to remove the setback requirements associated with his property. Following consideration, Council passed the resolution as set out hereunder:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from the Vellner Group of Companies dated August 25, 1994, re: Kresge Building Setbacks, agrees that said matter be tabled to the October 11, 1994 Council Meeting and further that the Administration be directed to present information at said meeting on the implications of exempting buildings existing prior to the bylaw from setback requirements."

In accordance with Council's direction the requested report is attached. Also attached is a resolution from the Downtown Planning Advisory Committee requesting Council receive this report as information only, to allow the Committee time to review said report.

We concur with the recommendation of the Committee. Following a review by the Committee, a further recommendation will be brought back for Council's consideration. With regard to Mr. Vellner's request, we recommend that this be specifically addressed by the Committee as part of their review and that Council's decision be deferred pending this review of the Committee's report.

"M.C. DAY"
City Commissioner

COUNCIL MEETING OF OCTOBER 11, 1994

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:

ROAD RIGHT OF WAY WIDENING

ROAD RIGHT OF WAY WIDENING

REPORT



REFERENCE:

THE CITY OF RED DEER
LAND USE BY-LAW NO: 2672/80

DATE:

SEPTEMBER 20, 1994

ORIGINATING DEPARTMENT:

ENGINEERING DEPARTMENT

PARTICIPATING DEPARTMENTS:

BY-LAWS & INSPECTIONS DEPARTMENT
FIRE DEPARTMENT
RED DEER REGIONAL PLANNING
COMMISSION

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1.0 EXECUTIVE SUMMARY

The provision for road widening in the Land Use By-law is necessary for the long-term, orderly, and cost-effective growth of the City. A recent article entitled "Roadways and Rights of Way Can Help Reduce Civic Sprawl", published in the Journal of Commerce, suggests that urban areas close to the downtown centre should have streets with varying right of way widths. The article goes on to state that downtown streets typically have the following right of way widths:

- 30 m right of way as a grand boulevard and the focal point of the community.
- 26 m right of way on main streets within the downtown area.
- 20 m right of way on downtown streets intended to provide access.

These dimensions are not much different from what is being considered in this report. The original right of way width established in the Province of Alberta is 20 m (66 ft). Recognizing the need to provide for growth in traffic volumes, the City has made considerable progress over the years toward obtaining wider rights of way to provide the opportunity for expansion. More space will permit future improvements to either the roadway or the sidewalk. The process of acquiring the wider rights of way is not complete; therefore, any change to the existing practise should be carefully considered.

During the course of this study, the Committee concluded that from the perspective of vehicle capacity, there are a number of roadways that could be deleted from the widening or "setback" provisions of the By-law. The Committee also concluded that there are certain roadways that are key to the development of the City, which should be protected so that the future growth can be accommodated.

These roadways have been identified as follows:

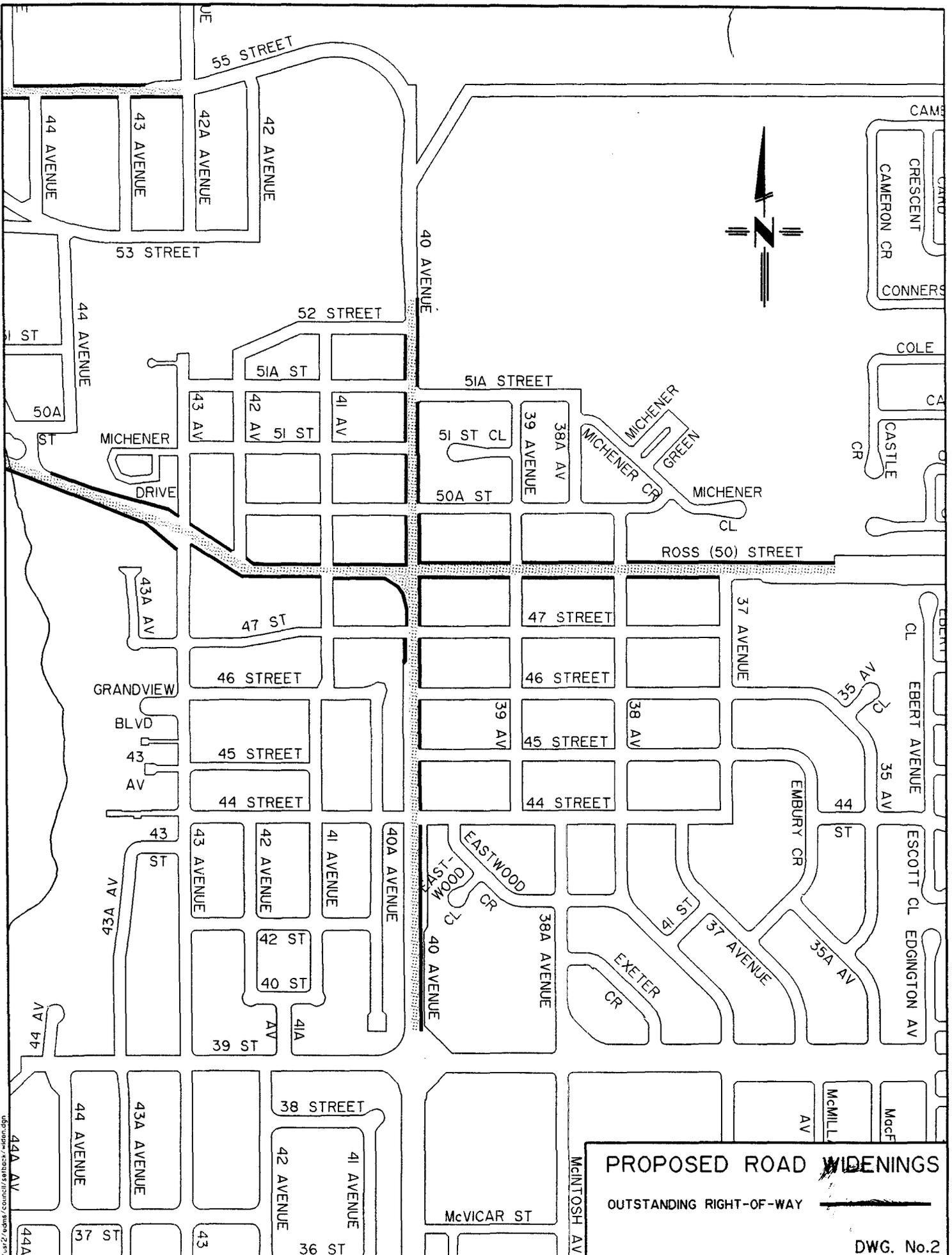
	<u>ROAD WIDENING REQUIREMENTS</u>	<u>ULTIMATE WIDTH</u>
1.	Ross/49 Street One-Way Couplet	30.48 m and 24.38 m
2.	Gaetz/51/49 Avenue One-Way Couplet	30.48 m and 24.38 m
3.	55 Street, from Gaetz Avenue to 42 A Avenue	24.38 m
4.	45 Street, from Taylor Drive to 48 Avenue	24.38 m
5.	43 Street, from Taylor Drive to 48 Avenue	24.38 m
6.	48 Avenue, from 55 Street to 43 Street	24.38 m
7.	Ross Street, from 45 Avenue to Michener Centre Access Road	30.48 m
8.	40 Avenue, from 52 Street to 39 Street	30.48 m

Drawings No. 1 and 2 illustrate the roadways described above. Council should be aware that there are locations within the outstanding road widening areas where buildings have been set back, but the ownership has not been transferred to the City. Although the City does not own the land, the ability exists to acquire the land without building demolition or great cost, when the need occurs.

Due to the hard conversion between Imperial and Metric Systems of Measurement rounded numbers have not been used. Previously acquired road widenings have been based on 7 ft. The exact conversion is 2.13 m. Similarly the 66 ft original right of way width converts to 20.12 m, which when added to 2.13 m of widening on each side of the roadway yields 24.38 m.

The Committee had a great deal of difficulty in deciding if the actual calculated widening (if less than 2.13 m) should be introduced or whether the existing 2.13 m widening under the current By-law should be retained. In order to maintain a constant right of way width and to be fair to other property owners who have previously provided the 2.13 m widening, the majority of the Committee members favoured keeping the existing 2.13 m widening in these instances.

The Land Use By-law should be amended by removing all references to "additional setbacks" as noted in Section 4.4 and a new section inserted that establishes the protected roadways and the ultimate right of way width as per Section 6.0 of the report. It should stipulate that the amount of road widening required to meet the ultimate width should be taken equally from each side and calculated from the base right of way width of 20 m (66 ft). It should also stipulate that any front, rear, or side yard building setbacks, as required elsewhere in the By-law, should be calculated from the ultimate road width.



PROPOSED ROAD WIDENINGS

OUTSTANDING RIGHT-OF-WAY



d:\p\user\resquest\100007\supra_2.rvt

2.0 INTRODUCTION

This report was initiated at the request of the Downtown Planning Committee and with the concurrence of City Council.

The purpose of the report is to complete a detailed review of the existing road widening setbacks as they relate to properties in the City of Red Deer, to provide clarification as to where and how the road widenings should be acquired, and to indicate the implications of exempting certain sites from the road widening requirement.

Laneways or back alleys in the Downtown area are not included in this review, as the basic 6.1 m (20 ft) lane right of way width is adequate for transportation purposes. There are other needs to be addressed; such as the requirements of the E. L. & P. Department, the Provincial Building Code, and the Alberta Fire Code; which will require wider lane widths for loading and above ground electrical installations. This is the subject of a separate report to Council.

In order to provide a mechanism for input from other concerned City Departments relative to the future road right of way widths, the Engineering Department sought and obtained input from the Fire Department, By-laws & Inspections Department, Planning Commission, and the Community Services Division. The E. L. & P. Department did not have concerns relative to road right of way width. Committee meetings occurred on August 11th, 18th, 25th, September 1st, 12th, and 22nd 1994, to complete the necessary work in order to put forth the recommendations included in the report.

The main philosophy adopted by the Committee was to provide sufficient space for the future construction of a safe and efficient transportation network that will serve the majority of Red Deer citizens at the least possible cost. It was acknowledged that all circumstances would not be covered and that there will be need for updates as the City grows and develops.

3.0 EXISTING LAND USE BY-LAW PROVISIONS

Provision for future road right of way widening has been in place in the current Land Use By-law since or even before the 1960's. Amendments to the By-law have been processed over the years, resulting in some duplication and ambiguity. In addition, through normal growth and development of the City, transportation patterns have changed and the original assumptions made years ago may not be valid.

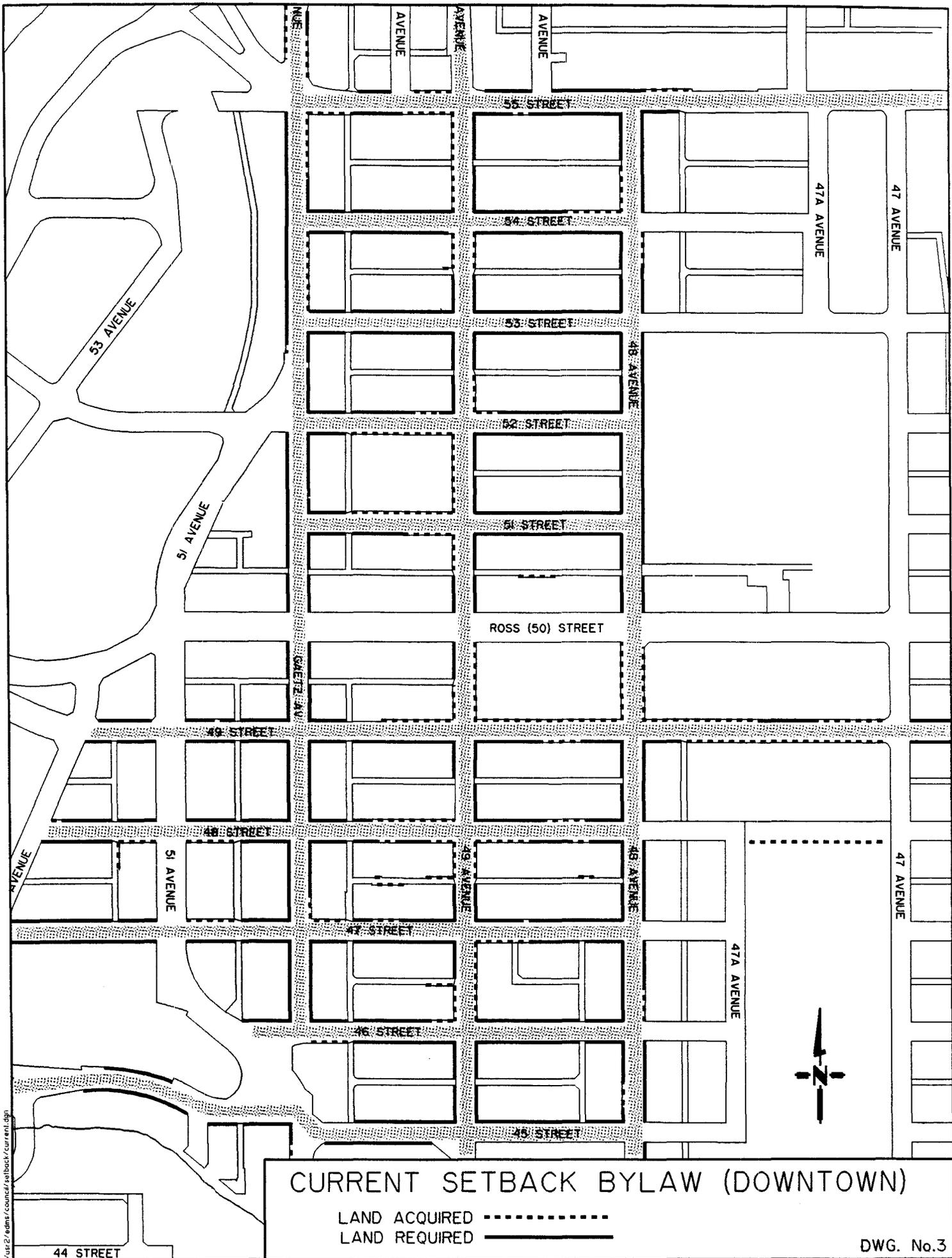
Although there does not appear to be any documentation on file, the Engineering Department believes that the original rationale for designating the current setbacks in the By-law were as follows:

1. To provide space for future road widening as the demand for through or turning movements increased, or a demand for on-street parking or cyclist areas materialized.
2. To provide space for future sidewalk widening to accommodate increasing pedestrian demands or additional streetscape items such as trees, bike storage racks, litter containers, benches, tables, bus shelters, or extension of sidewalk cafes.
3. To provide a more open appearance within the Downtown as the buildings become taller and more dense.

In order to provide for the above, it was determined years ago that the original 20.12 m (66 ft) right of way was inadequate in some areas. The result was the current road setbacks in the By-law which are meant to achieve a 24.38 m (80 ft) ultimate right of way width for the majority of Downtown roadways. This requires a 2.13 m (7 ft) setback to all properties on the affected streets. The derivation of this dimension was likely based upon four travel lanes at 11 ft, two on-street parking lanes at 7 ft, and two sidewalks at 11 ft.

The existing setback requirements have been extracted from the By-law (entitled Section 4.4 ADDITIONAL SETBACKS) and are included in the APPENDIX. Drawing No. 3 has been prepared to assist in determining the existing Downtown dedication status. This information was extracted from legal plans which indicates a title transfer to the City. There are buildings that have been set back in accordance with the current By-law, but the land has not been transferred to the City. (An example is the BAY property on the corner of 49 Avenue and 49 Street.)

We felt that planning criteria number 3 may not be an important issue to the Downtown at this point in the City's development history, and thought it could be ignored. The recommendations arising out of this study are entirely based upon an anticipated demand to accommodate pedestrians, cyclists, the physically challenged, property access, and vehicles with some consideration to standardizing on the amount of widening to avoid staggered right of way widths, inconsistent application, and minimize confusion.



CURRENT SETBACK BYLAW (DOWNTOWN)

LAND ACQUIRED - - - - -
 LAND REQUIRED —————

/usr/council/council/setback/current.dwg

4.0 TRAFFIC ANALYSIS

The table entitled ROADWAY WIDENING REQUIREMENTS, included in the APPENDIX, draws upon information from three areas; the General Transportation Study 1990 by IMC Consulting Ltd, the Engineering Department's "as-built" record plans, and the existing Land Use By-law.

The IMC Study was used to establish an average carrying capacity of a single travel lane during the peak traffic hour and to compare this capacity with the predicted traffic volumes at the 115,000 population level. The IMC study indicates that the carrying capacity of a roadway in an urban environment is governed by the capacity of the signalized intersections. Increased delays and long vehicle queues result from lack of roadway capacity. They state that the capacity of any road section becomes a function of the number of travel lanes and the percentage of green time that is available at intersections. In general, the capacity of an arterial roadway is 800 vehicles per lane per hour, while a collector roadway is typically 600 vehicles per lane per hour due to the lower percentage of green time at a signal that is assigned to the minor street.

There are exceptions, such as the Gaetz and 49 Avenue River Bridges. Due to no side friction, the actual capacity is closer to 1000 to 1200 vehicles per lane per hour. Side friction is a term used to describe the reduction in travel speed of a vehicle in an outside lane, that occurs when a motorist slows or stops to either manoeuvre into a parking stall or a private driveway. If there is congestion in the private driveway or parallel or angled parking exists, the capacity of the outside lane will drop significantly. They also state that the carrying capacity of a one-way road is higher than a two-way road due to less conflicting turn movements. They finally conclude that the above noted generalized capacity values of 800 vehicles per lane per hour and 600 vehicles per lane per hour are considered satisfactory for prediction purposes. The Engineering Department used the 800 vehicles per lane per hour on the two couplets as they are designated in the City Transportation By-law as part of the arterial roadway network.

The future traffic volumes were generated through the use of a computer program called TMODEL/2 Transportation Program. All the existing internal to internal traffic movements within the City were loaded into the model, as were the internal to external traffic movements from the adjacent Provincial Highways. The base transportation network assumed that the following transportation features were in place:

FEATURE	OPERATING BY	STATUS
1. Taylor Bridge twinned to four lanes	60,000	Existing
2. 43 Street reconnected to Taylor Drive	60,000	Existing
3. Taylor Drive complete from Ross Street to Delburne Road as four lanes	60,000	Existing
4. 45 Street Overpass dismantled and replaced with an at-grade intersection	60,000	Existing
5. Ross/49 Street One-Way Couplet	60,000	Existing
6. 32 Street upgraded to four lane divided	60,000	In Progress
7. 67 Street River Bridge twinned to four lanes	75,000	2000
8. 77 Street River Bridge and connecting arterials	90,000	2010

The Engineering Department's record plans were used to extract the existing road right of way, sidewalk and parking widths for inclusion in the table.

The Land Use By-law provided the current setback information for road widening purposes.

The Engineering Department used the direct recommendations extracted from the IMC General Transportation Study to identify the required number of through and turning lanes at the 115,000 population level. The one exception is relative to the Ross/49 Street Couplet. Page 6.14 of the IMC Study recommends three through travel lanes plus turning lanes at each major intersection. Based on the traffic projections contained elsewhere in the report, the Engineering Department feels that two travel lanes plus two turning lanes (first level widening) would be adequate to handle the 115,000 population traffic demand. This is reflected in the recommendations. In other areas where the Transportation Study was unclear or did not provide sufficient information, the Engineering Department used the simple method of dividing the projected traffic volume by the generally accepted capacity figure of 800 vehicles per lane per hour. Once the number of travel lanes was determined, the sidewalk widths were added to generate a new right of way width. The existing standard right of way width of 20.12 m (66 ft) was then subtracted from the new right of way width to yield the required road widening.

Drawing No. 4 indicates the current lane configuration on both the north/south and east/west Downtown couplets. This may be helpful in relating the recommendations in the table to the existing field conditions.

It should be noted that this review did not look at every intersection within the City and, therefore, there may be some additional requirements for road right of way widening surrounding major intersections such as Gaetz Avenue and 32 Street, Gaetz Avenue and Delburne Road, Gaetz Avenue and 77 Street, Gaetz Avenue and Highway 11A, Delburne Road and 40 Avenue, and Delburne Road and 30 Avenue. The Committee suggested that this should be the subject of a separate sub-study as part of the General Transportation Plan Update that is anticipated to occur in 1996 or 1997.

5.0 DESIGN CROSS SECTIONS

The design assumptions used in the analysis are summarized in this section. There are four roadway cross sections which were used to generate the proposed road widening plan.

1. Basic Cross Section (Drawing No. 5)

Is intended for use where the anticipated traffic volumes are low and where access to businesses is more important than motorist delay or congestion. **A typical application would be 48 Street, between 52 Avenue and 48 Avenue.** The section can be accommodated within the standard right of way width of 20.12 m (66 ft) and provides for one travel lane and one lane of on-street parking in each direction of travel. The sidewalk width of 3.35 m (11 ft) also forms part of this road section.

2. First Level Road Widening Cross Section (Drawing No. 6)

Is required where there is a mixture of both through and local access traffic. **A typical application would be the 49/Ross Street One-Way Couplet.** Truck traffic, City Transit buses, and emergency vehicles frequently use this roadway. This section may be used as a two directional or one-way; however, widening is required to provide the standard width travel lanes. This section is 2.98 m (9.8 ft) wider than the standard right of way and, therefore, requires a minimum 1.49 m (5 ft) right of way widening on each side. The Committee had a great deal of difficulty in deciding if the actual calculated widening (if less than 2.13 m) should be introduced or whether the existing 2.13 m widening under the current By-law should be retained. The majority of the Committee believed that the current By-law provision of 2.13 m should be retained to cover these instances for the following reasons:

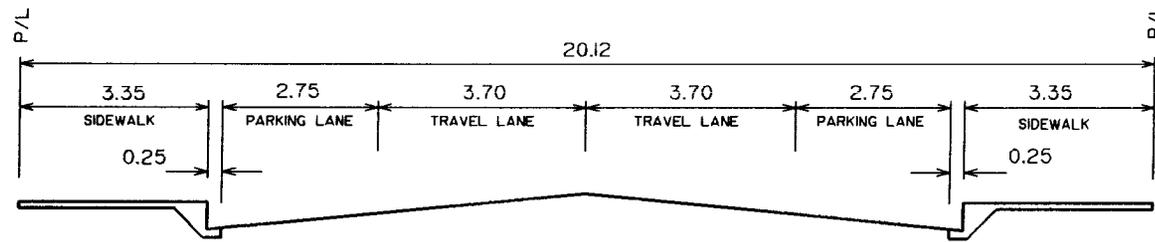
- a. To avoid introducing other width categories which would add to the complexity of interpreting the By-law.
- b. To avoid creating a varying right of way width.
- c. To avoid creating varying building setbacks. Staggered building fronts create corners where garbage and other debris gathers, presents a hazard to the visually impaired, and creates visual exposure problems that may be of concern to some businesses.
- d. To be unfair to those that have previously adhered to the 2.13 m setback.
- e. To provide some flexibility to adjust the sidewalk width if necessary.

3. Second Level Road Widening Cross Section (Drawing No. 7)

Is required on a one-way street system where the traffic use is similar to the first level widening, but the volumes are heavier requiring the one additional travel lane. **An application would be the Gaetz/51/49 Avenue Couplet.** Trucks, buses, and emergency vehicles are frequent users of this road section. This section is 4.26 m (14 ft) wider than the standard right of way and, therefore, 2.13 m (7 ft) is required as a road widening from each side. This widening is identical to the current By-law setback requirements. The travel lane widths have been reduced to 3.5 m, which although below the recommended width of 3.7 m, is acceptable where space is limited. The sidewalk widths have been reduced to 3.0 m in this instance to accommodate the extra lane within the current By-law setback. As can be seen by Drawings No. 9 and 10, the minimum space needed by a pedestrian passing a pedestrian is 1.80 m. This dimension, added to the 1.50 m area for fixed street furniture requires a minimum sidewalk width of 3.35 m (11 ft). The 3.0 m sidewalk width is, therefore, below standard. The Community Services Division has recognized this and confirmed that the 3.0 m width in this instance is adequate. They intend to reduce the fixed street furniture area of 1.50 m to 0.9 m by not planting large trees and are considering alternatives such as shrubs and planters.

4. Third Level Road widening Cross Section (Drawing No. 8)

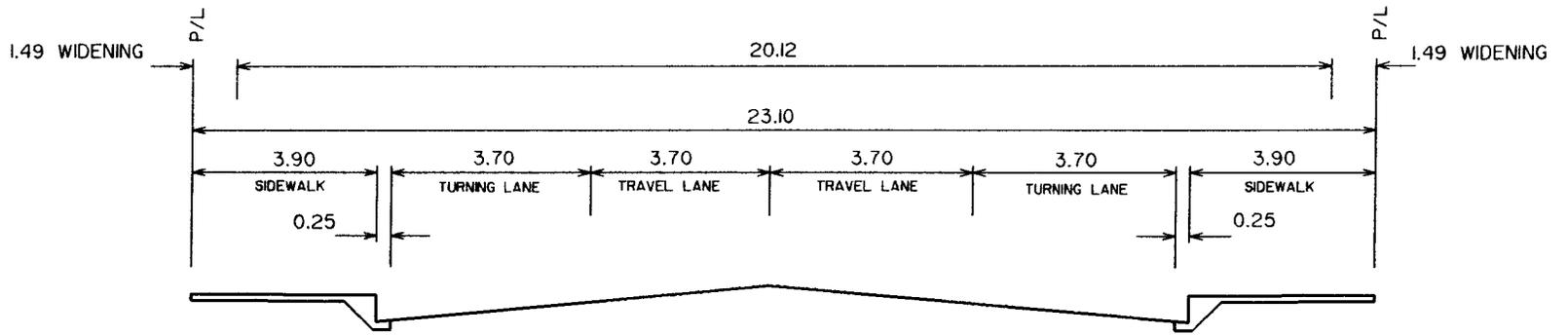
Is intended for use on an arterial roadway where the traffic volumes are anticipated to range up to 30,000 vehicles per day. **An application is 40 Avenue, between 39 Street and 52 Street.** Access to adjacent private properties is restricted; therefore, outside turning lanes are not required. A wider raised centre median is required, however, to separate the left turning vehicles from the straight through traffic. There is a allowance for a 2.5 m sidewalk on one side of the roadway, plus space to install a noise fence, if required. There would be no room to build earth berms as a noise attenuation device. This section is 10 m (33 ft) wider than the standard right of way; therefore, 5 m (16.5 ft) of road widening is required from each side. This arterial right of way is much smaller than the 60 m (200 ft) width used in new residential areas which permits the construction of earth berms as noise attenuating devices. The 30 m (100 ft) section is only intended for use in existing built up areas or in a retrofit situation.



NOTES:

- 1. STANDARD RIGHT-OF-WAY OF 20.12m
- 2. TYPICALLY USED ON MINOR DOWNTOWN ROADWAYS
- 3. NO PROVISION FOR FUTURE ROAD OR SIDEWALK WIDENING.
- 4. TYPICAL TWO-WAY OPERATION.
- 5. TYPICAL APPLICATION WOULD BE 48 ST. BETWEEN 52 AVE. AND 48 AVE.

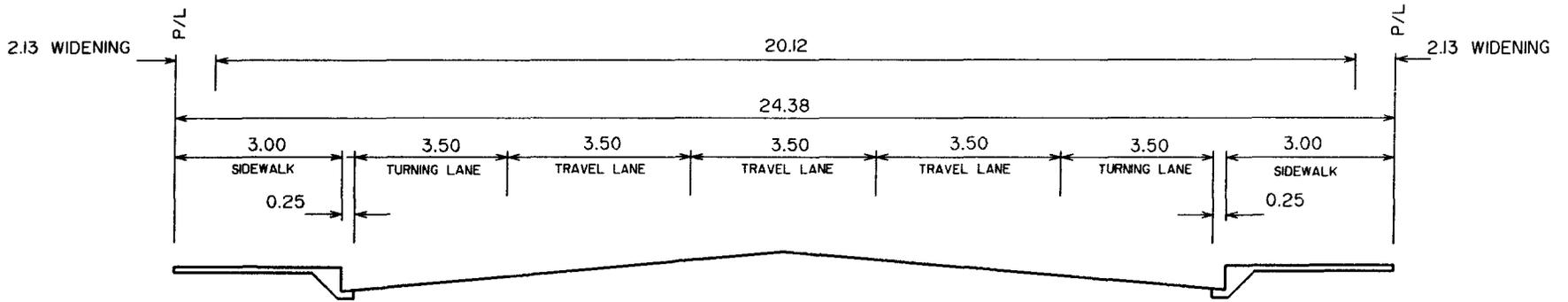
BASIC CROSS-SECTION
DRW. No.5



NOTES:

1. MINIMUM RIGHT-OF-WAY REQUIREMENT OF 23.10m
2. COMMITTEE RECOMMENDED REQUIREMENT OF 24.38m
3. NORMALLY NO PROVISION FOR ON-STREET PARKING UNLESS SPACE PERMITS.
4. COULD BE TWO-WAY OR ONE-WAY OPERATION.
5. TYPICAL APPLICATION WOULD BE 49/ROSS ST. ONE-WAY COUPLET.

1st LEVEL WIDENING
 CROSS-SECTION
 DRW. No.6



NOTES:

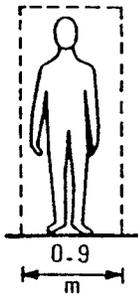
1. MINIMUM RIGHT-OF-WAY REQUIREMENT OF 24.38m
2. TYPICAL ONE-WAY OPERATION IN SPACE RESTRICTED AREA.
3. NORMALLY NO PROVISION FOR ON-STREET PARKING UNLESS SPACE PERMITS.
4. TYPICAL APPLICATION WOULD BE GAETZ/51/49 AVE. ONE-WAY COUPLET.

2nd LEVEL WIDENING
 CROSS-SECTION
 DRW. No.7

PEDESTRIAN



physically occupied space

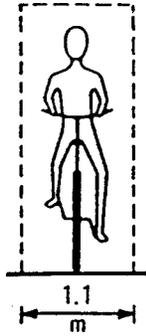


occupied space plus "no touch zone"

BICYCLE

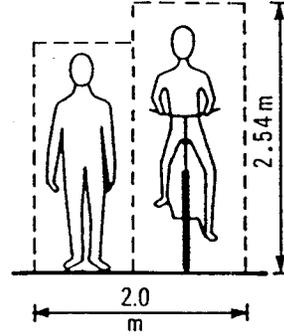


physically occupied space



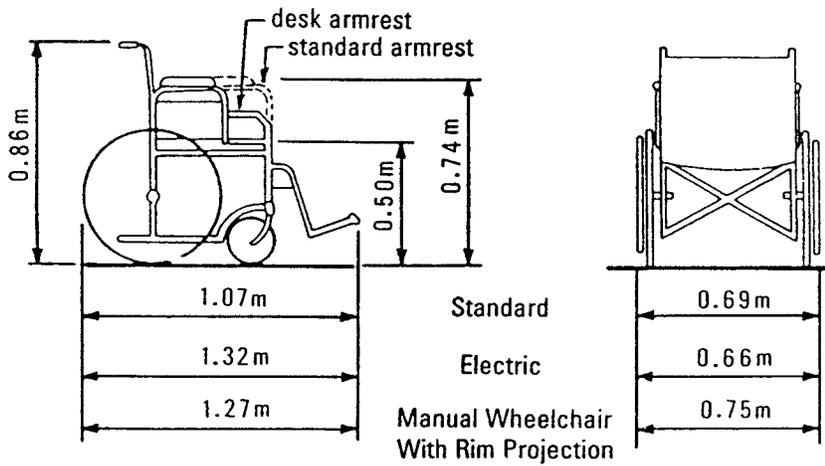
operating space minimum design

SHARED FACILITY

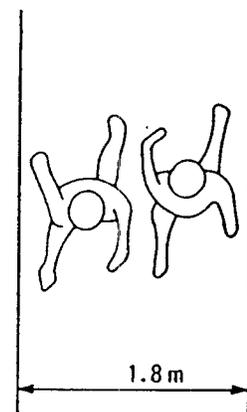
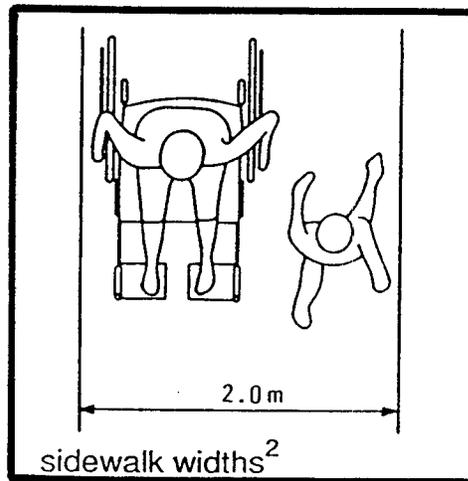
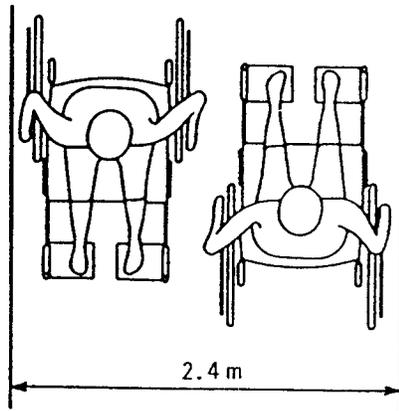


operating space minimum design

basic pedestrian and shared facility dimensions¹



wheelchair dimensions²



SIDEWALK REQUIREMENTS and WIDTH DIMENSIONS

Reprint of Figure 2-22¹ and Figure 2-30² from "A Guide to Urban Arterial Systems", ASCE, 1981.

P:\mupipib\ascefigs\figure2\dwg2.dwg

6.0 PROPOSED LAND USE BY-LAW CHANGES

The table included below summarizes the recommended roadways that should be protected and the amount of widening required. This table corresponds to Drawings No. 1 and 2.

ROADWAY	EXISTING RIGHT OF WAY WIDTH	WIDENING REQUIRED EACH SIDE	FUTURE RIGHT OF WAY WIDTH
1. 55 Street - 54 Avenue to 42 A Avenue	20.12 m plus roadway widenings already acquired. Also see following note.	2.13 m	24.38 m
NOTE: The north and south property lines of 55 Street, from Gaetz Avenue to 42 A Avenue, are not parallel. If widening is required, a detailed plan will be required showing the correct dimensions for each block.			
2. Ross Street - 45 Avenue to 1/4 line east of 35 Avenue (Michener Centre Access Road)	20.12 m plus widenings already acquired.	10.00 m	30.00 m
NOTE: Based on existing right of way widths, the widening required on each side of Ross Street will vary from 1 m to 5 m. A detailed widening requirement plan has been prepared by the Engineering Department.			
3. 49 Street - 52 Avenue to 47 Avenue	20.12 m plus 2.13 m widenings already acquired.	2.13 m	24.38 m
4. 45 Street - Taylor Drive to 48 Avenue	20.12 m plus 2.13 m widenings already acquired.	2.13 m	24.38 m
5. 43 Street - Taylor Drive to 48 Avenue	20.12 m plus 2.13 m widenings already acquired.	2.13 m	24.38 m
6. Gaetz Avenue - Red Deer River to 52 Street	20.12 m plus 2.13 m widenings already acquired.	2.13 m	24.38 m
7. Gaetz Avenue - 45 Street to 42 A Street	20.12 m plus 2.13 m widenings already acquired.	2.13 m	24.38 m
8. 49 Avenue - 55 Street to 43 Street	20.12 m plus 2.13 m widenings already acquired.	2.13 m	24.38 m
9. 48 Avenue - 55 Street to 43 Street	20.12 m plus 2.13 m widenings already acquired.	2.13 m	24.38 m
10. 40 Avenue - 39 Street to 52 Street	20.12 m plus widenings already acquired.	10.00 m	30.00 m
NOTE: Based on existing right of way widths, the widening required on each side of 40 Avenue will vary from 1 m to 6 m. A detailed widening requirement plan has been prepared by the Engineering Department.			

7.0 DISPOSAL AND ACQUISITION OF ROAD WIDENING AREAS

There is a need to note the difference between a building setback to provide a front yard area and a building setback to accommodate a future road widening. Similarly, there is a need to distinguish between setback areas that exist but remain under private ownership and the dedicated setback areas where the ownership has been transferred to the City, in most cases for a nominal sum or through process of a land exchange.

The Committee recommends that the term "setback" apply only where there is an intent to establish a front, side, or rear yard and that the term "road widening" be adopted where there is a need to provide for a wider road or public right of way. This same principle should be followed in the By-law where there is a need to provide for a wider lane right of way.

The City, unless otherwise directed by Council, must dispose of surplus City owned lands at fair market value. In cases where the City has paid market value for the road widening area and it becomes surplus to the needs of the City, the Committee believes that it could be disposed of at fair market value. Where the road widening area has been acquired by the City at a nominal sum and it becomes surplus to the needs of the City, the Committee believes it should be offered back to the original landowner for a nominal sum.

It was also the feeling of the Committee that there may be little interest by the adjacent landowner to acquire the surplus road widening due to the parcel shape and potential for increased property tax. There may be other effective uses for surplus road widening areas for streetscape items, such as pedestrian or Transit benches which should be fully researched prior to offering any land for sale.

The Committee recommends, with regard to the acquisition of the outstanding road widening areas, that a Right of Way Sales and Acquisition Reserve Fund be established wherein the revenue from the sale of any City owned utility lot, laneway, or roadway would be deposited, and this would provide the necessary funds throughout each year to purchase at market value, the odd pieces of road widening as they become available through development or redevelopment. This would include the legal and survey fees associated with registering a change of land title. There may be times where the developer chooses to dedicate the road widening to the City in return for relaxation of a development permit condition.

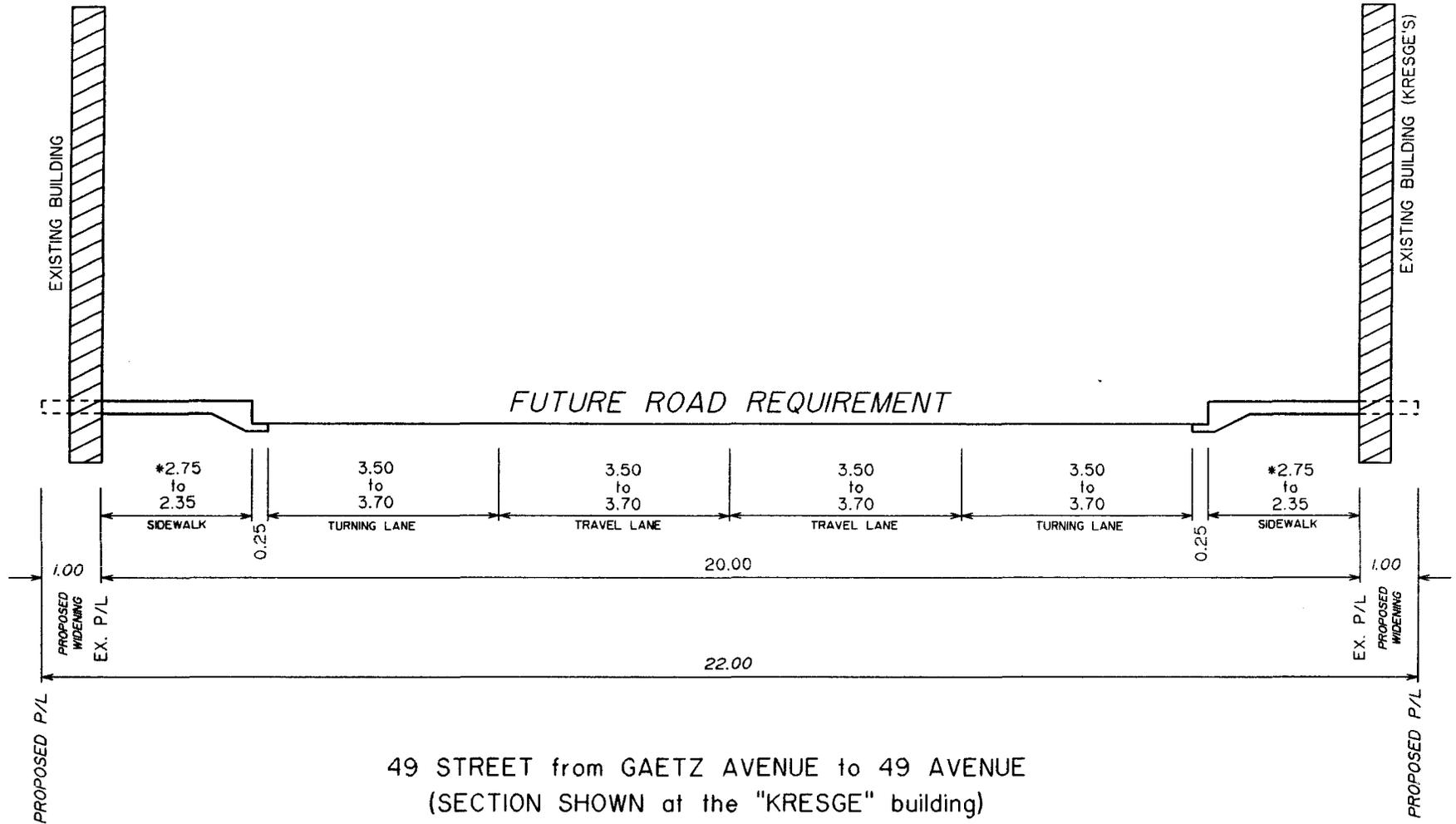
8.0 IMPLICATIONS OF ISOLATED SITE EXEMPTIONS

There has been considerable discussion relative to the By-law covering new construction only, and possibly exempting either renovation projects or those buildings that were built prior to the By-law amendment date. The impact to the City from a transportation view point has been identified by the Committee as follows:

1. An immediate bottleneck arises for the pedestrian when it comes time to widen the roadway. Drawing No. 11 illustrates the resulting cross section on 49 Street adjacent to the existing Kresge's building. As one will note from the drawing, regardless of either the 3.5 m or 3.7 m travel lane width, the remaining sidewalk areas are below the recommended standards set out in the Transportation Association Geometric Design Manual for Canada.
2. Alternatively, if the decision is made to provide wider walkways at the expense of the number of vehicle travel lanes, the result is elimination of a traffic lane which would not provide the required vehicle capacity.
3. Non-structural renovations are permitted under the By-law and are a common occurrence. When structural renovations occur, these are often very costly and could significantly increase the property value and length of tenure. When improvements to the roadway are necessary and no provision for right of way widening is made, the land acquisition costs become very expensive, if not prohibitive. This additional cost would be passed on the taxpayers of the City.

In view of the above, the Committee does not support either the exclusion of structural renovation projects or those structures that were built prior to the passing of the By-law amendment.

IMPLICATIONS OF INDIVIDUAL BUILDING EXCEPTIONS



* BOTH SIDEWALK WIDTHS ARE BELOW RECOMMENDED STANDARD

9.0 APPENDIX

1. Existing By-law Section 4.4 "Additional Setbacks"
2. Future Roadway Widening Calculations

- (4) Unless Municipal Planning Commission otherwise authorizes, all buildings erected on sites abutting the following streets shall comprise at least two storeys above grade for a depth of at least thirty per cent of the distance from the site boundary abutting the said street to the opposite site boundary and in no case less than a depth of thirty feet.

<u>Abutting</u>	<u>Between</u>	<u>And</u>
Ross Street	48 Avenue	51 Avenue
Gaetz Avenue	45 Street	55 Street
49 Avenue	within C.1 District	
49 Street	48 Avenue	51 Avenue
48 Avenue	49 Street	Ross Street
51 Avenue	45 Street	53 Street

4.3.2 Buildings per Site

- (1) In a residential district not more than one (1) residential building may be erected upon a lot except with the approval of the Development Officer and in accordance with the provisions of Section 78 of the Planning Act. (2672/J-91)
- (2) Not more than one principal building shall be erected and not more than one principal use shall be conducted on a site in a non-residential district except in the case of a group of commercial, industrial or institutional buildings and/or uses which have been approved by the Municipal Planning Commission and which are in conformance with this Bylaw.

4.3.3 Building Design, Character, Appearance

- (1) The design, character, appearance and building materials of any commercial or industrial building abutting on an arterial or major thoroughfare or on a service road parallel and adjacent thereto is subject to approval by the Municipal Planning Commission.
- (2) Metal Clad Buildings
- (a) No building in any district may be metal clad unless the type of metal cladding has been approved by the Municipal Planning Commission.
- (3) Non-combustible Structural Components
- (a) No person shall erect in a C.1 district after the passing of this Bylaw a building having exterior or bearing walls, columns, or arches of wood frame or other combustible material excepting heavy timber construction as defined in the Building Bylaw of the City of Red Deer as amended, provided that the Municipal Planning Commission in its discretion may permit an accessory building of wood frame or other combustible material.

4.4 ADDITIONAL SETBACKS

- 4.4.1** The minimum required front yard and the minimum required side yard of a site abutting any portion of the streets described in this section shall be increased by the corresponding additional setback herein stated, namely,

<u>Street</u>	<u>Portion to which Setback Applies</u>	<u>Additional Setback</u> <u>Metres</u>
40 Avenue	44 Street to 52 Street From the lane south of 47 Street to 52 Street	6.0 east side 1.5 west side
	39 Street to 44 Street	6.0 east side
48 Avenue	Waskasoo Creek to 55 Street	2.0 each side
49 Avenue	45 Street to Red Deer River	2.0 each side
Gaetz (50) Avenue	39 Street to Red Deer River	2.0 each side
	35 Street to north boundary of Lot 2, Block 1, Plan 8324 E.T.	15.0 east side
	58 Street to 61 Street	4.0 west side
60 Avenue	South City limits to 43 Street	11.0 each side
64 Avenue	67 Street to north City limits	11.0 each side
43 Street	54 Avenue to City limits	1.8 north side
45 Street	From 52 Avenue to 48 Avenue (2672/N-86)	2.0 each side
45 Street	52 Avenue to intersection with 43 Street	2.0 each side
46 Street	From 51 Avenue to 48 Avenue	2.0 each side
47 Street	52 Avenue to 48 Avenue	2.0 each side
48 Street	52 Avenue to 48 Avenue (2672/H-87)	2.0 each side
49 Street	52 Avenue to the lane east of Gaetz Ave. and from approximately 30.5 meters east of said lane to the intersection of 49 Street and Ross Street (2672/S-85)	2.0 north side
49 Street	52 Avenue to the intersection of 49 St. and Ross Street (2672/S-85)	2.0 south side
Ross (50) Street	45 Avenue to 42 Avenue	3.0 both side
Ross (50) Street	42 Avenue to 40 Avenue	4.3 north side

<u>Street</u>	<u>Portion to which Setback Applies</u>	<u>Additional Setback</u> <u>Metres</u>
Ross (50) Street	42 Avenue to 40 Avenue	3.0 south side
Ross (50) Street	40 Avenue to east boundary of S.W. 1/4 of Section 15-38-27-W4	2.7 south side
Ross (50) Street	East boundary of the S.W. 1/4 of Section 15-38-27-W4 to east City limits	8.8 each side
51 Street	Gaetz Avenue to 48 Avenue	2.0 each side
52 Street	51 Avenue to 48 Avenue	2.0 each side
53 Street	Gaetz Avenue to 48 Avenue	2.0 each side
54 Street	Gaetz Avenue to 48 Avenue	2.0 each side
55 Street	Gaetz Avenue to 40 Avenue - subject to Section 4.4.2	2.0 each side
59 Street	54 Avenue to 49 Avenue	2.0 each side
60 Street	Gaetz Avenue to 60 Avenue	2.0 each side
Riverview Ave. (Old Hwy.)	54 Avenue to City limits north	6.0 east side 4.0 south side
Kerrywood Dr. (to Golf Course)	59 Street to 57 Street	5.0 each side
" "	57 Street to the west boundary of Block K, Plan 1314 H.W.	2.3 each side
Riverside Dr.	67 Street to north City limits	10.0 both sides

4.4.2 Notwithstanding Section 4.4.1 the additional setback along the south side of 55 Street between Gaetz Avenue and 48 Avenue shall be in accordance with Map A attached hereto.

4.4.3 Section 4.4.1 shall not apply to a lot in respect of which the owner has transferred title to The City of the land that would otherwise be required as additional setback, provided that, where the setback or any portion of it is occupied by a building, the owner has also entered into a License to Occupy agreement with The City. (2672/R-94)

4.5 UTILITY REGULATION STATIONS

- (1) Notwithstanding any other provision of this Bylaw, when a gas, electricity or waterworks pumping, regulating, transformer or storage building or equipment is allowed to be erected on a site, the dimensions of area of which are less than those required, such building or equipment shall be placed on the site in a position which is approved by the Municipal Planning Commission.

THE CITY OF RED DEER - ENGINEERING DEPARTMENT
ROADWAY WIDENING REQUIREMENTS

ITEM NO.	ROADWAY	CURRENT SETBACKS (WIDENING)	EXISTING RW WIDTH	EXISTING No. OF LANES	No. OF PARKING LANES	EXISTING SIDEWALK WIDTH	PEAK HOUR TRAFFIC		FUTURE NUMBER OF THRU LANES	FUTURE ON-STREET PARKING OR TURNING LANES	FUTURE MAXIMUM SIDEWALK WIDTH	FUTURE RW WIDTH	MINIMUM / RECOM'D WIDENING
							1993	@ 115,000 POPULATION					
1. a.	60 STREET - GAETZ AVE. to 54 AVE.	2.0m EACH SIDE	Width Varies	4 @ 3.66m	0	1.50m Monolithic on south side	NOT AVAILABLE	NOT AVAILABLE	4 @ 3.70m	NONE	1 @ 1.50m & 1 @ 2.50M	20.12m	NONE
b.	60 STREET - 54 AVE. to 60 AVE.	2.0m EACH SIDE	20.12m	2 @ 2.99m	2 @ 2.50m	1.50m Monolithic both sides	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 1.50m	20.12m	NONE
2.	59 STREET - 54 AVE. to 49 AVE.	2.0m EACH SIDE	20.12m	4 @ 3.35m	0	1.37m Sep. on south side	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 3.70m	1 @ 1.50m & 1 @ 2.50M	20.12m	NONE
3. a.	55 STREET - GAETZ AVE. to 47 AVE.	2.0m EACH SIDE	20.12m	4 @ 3.35m	0	Width Varies from 1.22m to 3.35m	1,530	2,340	2 @ 3.70m	2 @ 3.70m	2 @ 3.35m	22.00m	1.88/4.26
b.	55 STREET - 47 AVE. to 42A AVE.	2.0m EACH SIDE	20.12m	4 @ 3.35m	0	Width Varies from 1.22m to 3.35m	1,200	1,740	2 @ 3.70m	2 @ 3.70m	2 @ 3.35m	22.00m	1.88/4.26
4.	54 STREET - GAETZ AVE. to 47A	2.0m EACH SIDE	20.12m	1 @ 4.14m (One-way westbound)	2 @ 2.5m	Width Varies from 1.22m to 3.35m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE
5. a.	53 STREET - GAETZ AVE. to 49 AVE.	2.0m EACH SIDE	20.12m	2 @ 4.21m	2 @ 2.5m	Width Varies from 1.22m to 3.35m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE
b.	53 STREET - 49 AVE. to 48 AVE.	2.0m EACH SIDE	20.12m	1 @ 4.14m (One-way eastbound)	2 @ 2.5m	1.83m Separate (Both sides)	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE
c.	53 STREET - 48 AVE. to 47 AVE.	2.0m EACH SIDE	20.12m	2 @ 2.84m	2 @ 2.5m	1.22m Separate (Both sides)	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE
6. a.	52 STREET - 54 AVE. to GAETZ AVE.	NONE	20.00m	4 @ 3.38m	0	0	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE
b.	52 STREET - GAETZ AVE. to 48 AVE.	2.0m EACH SIDE	20.12m	2 @ 4.21m	2 @ 2.5m	Width Varies from 1.22m to 3.35m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE

**THE CITY OF RED DEER - ENGINEERING DEPARTMENT
ROADWAY WIDENING REQUIREMENTS**

ITEM NO.	ROADWAY	CURRENT SETBACKS (WIDENING)	EXISTING RAW WIDTH	EXISTING No. OF LANES	No. OF PARKING LANES	EXISTING SIDEWALK WIDTH	PEAK HOUR TRAFFIC		FUTURE NUMBER OF THRU LANES	FUTURE ON-STREET PARKING OR TURNING LANES	FUTURE MAXIMUM SIDEWALK WIDTH	FUTURE RAW WIDTH	MINIMUM / RECOM'D WIDENING	
							1993	@ 115,000 POPULATION						
7. a.	51 STREET - GAETZ AVE. to 49 AVE.	2.0m EACH SIDE	20.12m	2 @ 3.50m (One-way eastbound)	1 @ 6.41m (angle parking)	2 @ 3.35m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE	
b.	51 STREET - 49 AVE. to 48 AVE.	2.0m EACH SIDE	20.12m	2 @ 3.90m	2 @ 2.5m	Width Varies from 1.22m to 3.35m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE	
8. a.	ROSS (50) STREET - 51 AVE. to 45 AVE. (DOWNTOWN - ONE WAY WESTBOUND)	NONE	30.34M	<p>The IMC Transportation Study (page 6.14) states the following: "Our analysis indicates that the couplet system should be implemented in conjunction with the Taylor Bridge widening and development of the Major Continuous Corridor. Both Ross Street (westbound) and 49 Street (eastbound) will require 3 travel lanes with turning lanes at the approaches to each major intersection along this corridor.</p> <p>Based on the projected traffic volumes of 1140 vehicles per hour, the Engineering Department feels that 2 through lanes and 2 turning lanes are adequate.</p>										
b.	ROSS (50) STREET - 45 AVE. to 35 AVE. (MICHENER CENTRE ACCESS ROAD) (DIVIDED SECTION)	VARIES	VARIES	<p>The IMC Transportation Study (page 6.14) states the following: "With the implementation of the couplet system and the connection of Ross Street to Taylor Drive, improvements will be required, particularly in the vicinity of 40 Avenue to accommodate projected volumes. The recommended improvements include the construction of each approach of the intersection of 40 Avenue/Ross Street to a five-lane cross-section, which includes a left-turn bay and two through lanes in each direction."</p>						4 LANE DIVIDED - 4 @ 3.70m AND A 3.5m left turn bay at intersections	1 @ 2.50m & 1 @ 1.50m	30.34m	10.00m	
9.	49 STREET - 52 AVE. to 45 AVE. (DOWNTOWN - ONE WAY EASTBOUND)	2.0m EACH SIDE	20.12m	<p>The IMC Transportation Study (page 6.14) states the following: "Our analysis indicates that the couplet system should be implemented in conjunction with the Taylor Bridge widening and development of the Major Continuous Corridor. Both Ross Street (westbound) and 49 Street (eastbound) will require 3 travel lanes with turning lanes at the approaches to each major intersection along this corridor."</p> <p>Based on the projected traffic volumes of 1610 vehicles per hour, the Engineering Department feels that 2 through lanes and 2 turning lanes are adequate.</p>						2 @ 3.70m	2 @ 3.70m	2 @ 3.35m	22.50m	2.38/4.26
10.	48 STREET - 52 AVE. to 48 AVE.	2.0m EACH SIDE	20.12m	2 @ 4.21m	2 @ 2.5m	Width Varies from 1.22m to 3.35m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE	

THE CITY OF RED DEER - ENGINEERING DEPARTMENT
ROADWAY WIDENING REQUIREMENTS

ITEM NO.	ROADWAY	CURRENT SETBACKS (WIDENING)	EXISTING RAW WIDTH	EXISTING No. OF LANES	No. OF PARKING LANES	EXISTING SIDEWALK WIDTH	PEAK HOUR TRAFFIC		FUTURE NUMBER OF THRU LANES	FUTURE ON-STREET PARKING OR TURNING LANES	FUTURE MAXIMUM SIDEWALK WIDTH	FUTURE RAW WIDTH	MINIMUM / RECOM'D WIDENING
							1993	@ 115,000 POPULATION					
11.	47 STREET - 52 AVE. to 48 AVE.	2.0m EACH SIDE	20.12m	2 @ 4.21m	2 @ 2.5m	Width Varies from 1.22m to 3.35m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE
12.	46 STREET - 51 AVE. to 48 AVE.	2.0m EACH SIDE	20.12m	VARIES	2 @ 2.5m	1.22m Separate (Both sides)	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE
13.	45 STREET - TAYLOR DR. to 48 AVE.	2.0m EACH SIDE	20.12m	The IMC Transportation Study (page 6.14) states the following: " A four-lane undivided cross-section is considered sufficient between 49 Avenue and 54 Avenue with channelization at the Major Continuous Corridor Intersection.					2 @ 3.70m	2 @ 3.70m	2 @ 3.35m	22.00m	1.88/4.26m
14.	43 STREET - 54 AVE. to 48 AVE.	2.0m EACH SIDE	20.12m	The IMC Transportation Study (page 6.13) states the following: " With construction of the Major Continuous Corridor, 43 Street will be reconnected as a four-lane undivided roadway across the abandoned CPR RW. It is recommended that the section of 43 St. between 48 Ave. and 49 Ave. be reconstructed as a four-lane roadway. The need for traffic lights at the intersection of 43 St. / 48 Ave. should be monitored."					4 @ 3.70m	NONE	2 @ 3.35m	22.00m	1.88/4.26m
15.	64 AVENUE - 67 ST. to NORTH CITY LIMITS (HIGHWAY 11A)	11.0m EACH SIDE	20.12m	Remainder of 64 Avenue RAW to be obtained through subdivision when 1/4 section east and west of 64 Avenue are developed.									NONE
16.	60 AVENUE - 43 ST. to SOUTH CITY LIMITS (32 STREET)	11.0m EACH SIDE	20.12m	Remainder of 60 Avenue RAW to be obtained through subdivision when 1/4 section west of 60 Avenue is developed.									NONE
17. a.	59 AVENUE - NORTH OF GORDON ST. to 76 ST.	6.0m EAST SIDE, 4.0m SOUTHWEST SIDE	20.12m	2 @ 2.99m	2 @ 2.50m	1.50 Monolithic east side	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	1 @ 2.50m & 1 @ 1.50m	20.12m	NONE
b.	59 AVENUE - GRANT ST. to NORTH OF GORDON ST.	6.0m EAST SIDE, 4.0m SOUTHWEST SIDE	20.12m	2 @ 2.99m	2 @ 2.5m	1.50 Monolithic both sides	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	1 @ 2.50m & 1 @ 1.50m	20.12m	NONE
c.	59 AVENUE - 70A ST. to GRANT ST.	6.0m EAST SIDE, 4.0m SOUTHWEST SIDE	30.48M	2 @ 2.99m	2 @ 2.5m	1.50 Monolithic both sides	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	1 @ 2.50m & 1 @ 1.50m	30.48m	NONE

THE CITY OF RED DEER - ENGINEERING DEPARTMENT
ROADWAY WIDENING REQUIREMENTS

ITEM NO.	ROADWAY	CURRENT SETBACKS (WIDENING)	EXISTING RAW WIDTH	EXISTING No. OF LANES	No. OF PARKING LANES	EXISTING SIDEWALK WIDTH	PEAK HOUR TRAFFIC		FUTURE NUMBER OF THRU LANES	FUTURE ON-STREET PARKING OR TURNING LANES	FUTURE MAXIMUM SIDEWALK WIDTH	FUTURE R/W WIDTH	MINIMUM / RECOM'D WIDENING
							1993	@ 115,000 POPULATION					
d.	59 AVENUE - 67A ST. to 70A ST.	6.0m EAST SIDE, 4.0m SOUTHWEST SIDE	30.48m	2 @ 2.99m	2 @ 2.5m	1.50 Monolithic east side	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	1 @ 2.50m & 1 @ 1.50m	30.48m	NONE
e.	59 AVENUE - 67 ST. to 67A ST.	6.0m EAST SIDE, 4.0m SOUTHWEST SIDE	30.48	3 @ 3.66M	0	1.50 Monolithic east side	780	NOT AVAILABLE	2 @ 3.70m	1 @ 3.70m	2 @ 1.5m	30.48m	NONE
f.	59 AVENUE - HOLT ST. to 67 ST.	6.0m EAST SIDE, 4.0m SOUTHWEST SIDE	30.48	3 @ 3.66M	0		670	1010	2 @ 3.70m	1 @ 3.70m	2 @ 1.5m	30.48m	NONE
g.	59 AVENUE - 63 ST. to HOLT ST.	6.0m EAST SIDE, 4.0m SOUTHWEST SIDE	Width Varies	2 @ 2.99m	2 @ 2.5m	1.50 Monolithic west side	NOT AVAILABLE	1010	2 @ 3.70m	2 @ 2.75m	1 @ 2.50m & 1 @ 1.50m	20.12m	NONE
h.	59 AVENUE - 54 AVE./60 ST. INT. to 63 ST.	6.0m EAST SIDE, 4.0m SOUTHWEST SIDE	30.48m	2 @ 5.49m	0	1.50 Monolithic east side	NOT AVAILABLE	1310	2 @ 3.70m	2 @ 1.8m (Shoulders)	1 @ 2.50m & 1 @ 1.50m	30.48m	NONE
18.	(OLD HIGHWAY) - 54 AVE. to NORTH CITY LIMITS	4.0m SOUTH SIDE	20.12m	Duplication of Item 17 - Riverview (59) Avenue									NONE
19.	52 AVENUE - 49 ST. to 45 ST.	2.0m EACH SIDE	20.12m	2 @ 4.21m	2 @ 2.50m	1.50m Monolithic east side	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 3.70m	1 @ 3.35m & 1 @ 1.50m	20.12m	NONE
20.	51 AVENUE - 52 ST. to 45 ST.	2.0m EACH SIDE	30.48m	52 St. to Ross St. - 3 thru lanes and 2 turning lanes; Ross St. to 47 St. - 2 thru lanes, 2 turning lanes & 2 parking lanes; & 47 St. to 45 St. - 2 thru lanes & 2 turning lanes		2 @ 3.35m	1380	2070	3 @ 3.70m	2 @ 3.70m	2 @ 3.35m	30.48m	NONE

THE CITY OF RED DEER - ENGINEERING DEPARTMENT
ROADWAY WIDENING REQUIREMENTS

ITEM NO.	ROADWAY	CURRENT SETBACKS (WIDENING)	EXISTING RAW WIDTH	EXISTING No. OF LANES	No. OF PARKING LANES	EXISTING SIDEWALK WIDTH	PEAK HOUR TRAFFIC		FUTURE NUMBER OF THRU LANES	FUTURE ON-STREET PARKING OR TURNING LANES	FUTURE MAXIMUM SIDEWALK WIDTH	FUTURE RAW WIDTH	MINIMUM / RECOM'D WIDENING
							1993	@ 115,000 POPULATION					
21. a.	GAETZ AVENUE - 58 ST. to 61 ST.	4.0m WEST SIDE	Width Varies	3 thru lanes & 2 turning lanes	NONE	1 @ 1.52m	NOT AVAILABLE	2500	3 @ 3.70m	2 @ 3.70m	1 @ 1.50m	20.12m	NONE
b.	GAETZ AVENUE - RED DEER RIVER to 55 ST.	2.0m EACH SIDE	Width Varies	2 thru lanes & 2 turning lanes	NONE	1 @ 3.35m & 1 @ 1.22m	2200	2810	3 @ 3.70m	2 @ 3.70m	1 @ 3.35m & 1 @ 1.50m	24.38m	4.26m
c.	GAETZ AVENUE - 55 ST. to 52 ST.	2.0m EACH SIDE	20.12m	3 Thru lanes	2 @ 3.00m	1 @ 3.35m & 1 @ 1.22m	1530	1700	3 @ 3.70m	2 @ 3.70m	1 @ 3.35m & 1 @ 1.50m	24.38m	4.26m
d.	GAETZ AVENUE - 52 ST. to 47 ST. (GAETZ AVENUE PARKING MALL)	2.0m EACH SIDE	20.12m	Varies - One-way southbound	Angle and Parking	2 @ 3.35m	NOT AVAILABLE	NOT AVAILABLE	VARIES	Angle parking on one side and parallel parking on one side	2 @ 3.35m	20.12m	NONE
e.	GAETZ AVENUE - 47 ST. to 46 ST. (GAETZ AVENUE PARKING MALL)	2.0m EACH SIDE	24.38m (Note: 3.35m City sidewalk located on setback area, but title not transferred to City.	Varies - One-way southbound	Angle and Parking	2 @ 3.35m	NOT AVAILABLE	NOT AVAILABLE	VARIES	Angle parking on one side and parallel parking on one side	2 @ 3.35m	24.38m	NONE
f.	GAETZ AVENUE - 45 ST. to 43 ST.	2.0m EACH SIDE	24.38m (Note: 3.35m City sidewalk located on setback area, but title not transferred to City.	2 Thru lanes & 2 turn lanes	1 @ 3.00m	2 @ 3.35m	NOT AVAILABLE	1970	3 @ 3.50m	2 @ 3.50m	2 @ 3.00m	24.38m	NONE
22. a.	49 AVENUE - RED DEER RIVER to 55 ST.	2.0m EACH SIDE	Width Varies	3 @ 4.10m	0	1 @ 2.50m	1680	2980	3 @ 3.70m	NONE	1 @ 3.35m	20.12m	NONE
b.	49 AVENUE - 55 ST. to 43 ST.	2.0m EACH SIDE	20.12m	2 Thru lanes & 2 turn lanes	0	Width Varies from 1.22m to 3.35m	1600	2150	3 @ 3.70m	2 @ 3.70m	2 @ 3.00m	24.38m	4.26m
23.	48 AVENUE - 55 ST. to 43 ST.	2.0m EACH SIDE	20.12m	2 @ 4.82m	2 @ 2.50m	Width Varies from 1.22m to 3.35m	NOT AVAILABLE	1600	2 @ 3.70m	2 @ 3.70m	2 @ 3.35m	22.00m	1.88/4.26m
24.	47 AVENUE - 55 ST. to 44 ST.	2.0m EACH SIDE	20.12m	2 @ 4.21m	2 @ 2.50m	Width Varies from 1.22m to 3.35m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	2 @ 3.35m	20.12m	NONE

THE CITY OF RED DEER - ENGINEERING DEPARTMENT
ROADWAY WIDENING REQUIREMENTS

ITEM NO.	ROADWAY	CURRENT SETBACKS (WIDENING)	EXISTING RAW WIDTH	EXISTING No. OF LANES	No. OF PARKING LANES	EXISTING SIDEWALK WIDTH	PEAK HOUR TRAFFIC		FUTURE NUMBER OF THRU LANES	FUTURE ON-STREET PARKING OR TURNING LANES	FUTURE MAXIMUM SIDEWALK WIDTH	FUTURE RAW WIDTH	MINIMUM / RECOM'D WIDENING
							1993	@ 115,000 POPULATION					
25. a.	40 AVENUE - 39 ST. to 44 ST. (EAST SIDE)	6.0m EACH SIDE	20.12m	4 @ 3.35m	0		NOT AVAILABLE	2040	4 LANE DIVDED		1 @ 2.50m & 1 @ 1.50m	30.48m	10.00m
b.	40 AVENUE - 44 ST. to 52 ST. (EAST SIDE)	6.0m EAST SIDE	20.12m	4 @ 3.35m	0		NOT AVAILABLE	2040	4 LANE DIVDED		1 @ 2.50m & 1 @ 1.50m	30.48m	10.00m
c.	40 AVENUE - LANE SOUTH OF 47 ST. to 52 ST. (WEST SIDE)	1.5m WEST SIDE	20.12m	4 @ 3.35m	0		NOT AVAILABLE	2040	4 LANE DIVDED		1 @ 2.50m & 1 @ 1.50m	30.48m	10.00m
26. a.	KERRY WOOD DRIVE - 59 ST. to 57 ST.	5.0m EACH SIDE	20.12m	4 @ 3.35m	0	2 @ 1.52m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	1 @ 2.50m & 1 @ 1.50m	20.12m	NONE
b.	KERRY WOOD DRIVE - 57 AVE. to West boundary of Blk. K, Plan 1314 HW	2.3m EACH SIDE	20.12m	4 @ 3.35m	0	2 @ 1.52m	NOT AVAILABLE	NOT AVAILABLE	2 @ 3.70m	2 @ 2.75m	1 @ 2.50m & 1 @ 1.50m	20.12m	NONE
27.	RIVERSIDE DRIVE (40 AVENUE) - 67 ST. to NORTH CITY LIMITS (NORTHLAND DRIVE)	10.0m EACH SIDE	30.48m & 25.30m	Additional right-of-way from 77 Street North to be aquired when the roadway design is finalized.									NONE



THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

August 31, 1994

Vellner Group of Companies
7434 - 50 Avenue
Red Deer, Alberta
T4P 1X7

Attention: Bob Vellner, Warehouse Rentals (Red Deer) Ltd.

Dear Sir:

I acknowledge receipt of your letter dated August 25, 1994, re: Setback Relaxations.

This item will be discussed and possibly a decision made at the Meeting of Red Deer City Council on Monday, September 12, 1994. Council meetings begin at 4:30 p.m., and adjourn for the supper hour at 6:00 p.m., reconvening at 7:00 p.m.

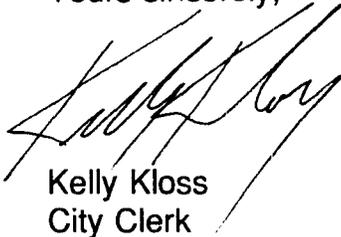
In the event you wish to be present at the Council meeting, would you please telephone our office on Friday, September 9, and we will advise you of the approximate time that Council will be discussing this item.

Would you please enter City Hall on the park side entrance when arriving, and proceed up to the second floor Council Chambers.

This request has been circulated to City administration for comments, and should you wish to receive a copy of the administrative comments prior to the Council meeting, they may be picked up at our office on the second floor of City Hall on Friday, September 9.

If you have any questions in the meantime, please do not hesitate to contact the writer.

Yours sincerely,



Kelly Kloss
City Clerk

KK/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 (403) 342-8132

October 13, 1994

Vellner Group of Companies
7434 - 50 Avenue
Red Deer, Alberta
T4P 1X7

Att: Bob Vellner

Dear Sir:

RE: KRESGE BUILDING SETBACKS

Further to my letter of September 13, 1994 concerning the above topic, please be advised as follows.

At The City of Red Deer Council Meeting held October 11, 1994, consideration was again given to your correspondence concerning the above topic and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered reports from the Engineering Department Manager and the Downtown Planning Advisory Committee, both dated October 5, 1994, re: Road Right-Of-Way Widening Report, hereby agrees as follows:

1. That the report entitled 'Road Right-Of-Way Widening', as submitted to Council October 11, 1994, be referred to the Downtown Planning Advisory Committee for review and comment back to Council;

... / 2

*a delight
to discover!*

Vellner Group of Companies
October 13, 1994
Page 2

2. That the request from Vellner Group of Companies dated August 25, 1994, re: Relaxation of Setback Requirements, be referred to the Downtown Planning Advisory Committee as part of its review of the 'Road Right-Of-Way Widening Report',

and as presented to Council October 11, 1994."

As indicated in the above resolution, your request has been forwarded to the Downtown Planning Advisory Committee for comment. Once a report has been received from this Committee, we will be advising you when same will again appear on the Council Agenda.

If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
Bylaws and Inspections Manager
Principal Planner

DATE: OCTOBER 13, 1994
TO: DIRECTOR OF ENGINEERING SERVICES
FROM: CITY CLERK
RE: ROAD WIDENING REPORT

At the Council Meeting of October 11, 1994, consideration was given to a report from the Engineering Department Manager dated October 5, 1994, concerning the above topic. At this meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered reports from the Engineering Department Manager and the Downtown Planning Advisory Committee, both dated October 5, 1994, re: Road Right-Of-Way Widening Report, hereby agrees as follows:

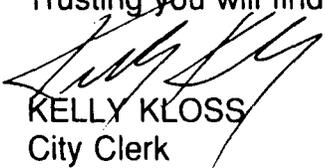
1. That the report entitled 'Road Right-Of-Way Widening', as submitted to Council October 11, 1994, be referred to the Downtown Planning Advisory Committee for review and comment back to Council;

2. That the request from Vellner Group of Companies dated August 25, 1994, re: Relaxation of Setback Requirements, be referred to the Downtown Planning Advisory Committee as part of its review of the 'Road Right-Of-Way Widening Report',

and as presented to Council October 11, 1994."

This office will now be forwarding said report to the Downtown Planning Advisory Committee for their comments and report back to City Council.

Trusting you will find this satisfactory.


KELLY KLOSS
City Clerk

KK/clr

cc: Director of Community Services
 Bylaws and Inspections Manager
 Fire Chief
 Principal Planner
 Land and Economic Development Manager
 Parks Manager

DATE: OCTOBER 13, 1994
TO: DOWNTOWN PLANNING ADVISORY COMMITTEE
FROM: CITY CLERK
RE: ROAD WIDENING REPORT

At the Council Meeting of October 11, 1994, consideration was given to reports concerning the above topic and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered reports from the Engineering Department Manager and the Downtown Planning Advisory Committee, both dated October 5, 1994, re: Road Right-Of-Way Widening Report, hereby agrees as follows:

1. That the report entitled 'Road Right-Of-Way Widening', as submitted to Council October 11, 1994, be referred to the Downtown Planning Advisory Committee for review and comment back to Council;
2. That the request from Vellner Group of Companies dated August 25, 1994, re: Relaxation of Setback Requirements, be referred to the Downtown Planning Advisory Committee as part of its review of the 'Road Right-Of-Way Widening Report',

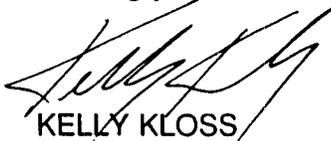
and as presented to Council October 11, 1994."

Attached for your review and consideration are the following items:

1. Road Right-Of-Way Widening Report (dated September 20, 1994)
2. Correspondence from Vellner Group of Companies concerning the "Kresge Building Setbacks".

I trust you will now be reviewing these documents and submitting a report back to Council in due course.

Trusting you will find this satisfactory.


KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Director of Engineering Services
Director of Community Services
Bylaws and Inspections Manager
Fire Chief
Principal Planner

DATE: August 31, 1994
TO: DIRECTOR OF COMMUNITY SERVICES
X DIRECTOR OF ENGINEERING SERVICES
DIRECTOR OF FINANCIAL SERVICES
BYLAWS & INSPECTIONS MANAGER
CITY ASSESSOR
COMPUTER SERVICES MANAGER
LAND AND 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
PRINCIPAL PLANNER
CITY SOLICITOR

FROM: CITY CLERK
RE: VELLNER GROUP KRESGE BLDG. SETBACK

Please submit comments on the attached to this office by September 6, 1994, for the Council Agenda of September 12, 1994.

"Kelly Kloss"
City Clerk

R E P O R T S

NO. 1

PATH: gord\memos\round-up.cc
MASTERFILE: 3001.561

DATE: September 30, 1994

TO: City Clerk

FROM: Public Works Manager

RE: 1994 HOUSEHOLD TOXIC WASTE ROUND-UP

The City of Red Deer conducted its seventh annual Household Toxic Waste Round-Up during the week of September 19 to 24, 1994. Household hazardous waste was accepted at Firehall #2 from Monday to Friday, from 8:00 a.m. to 8:00 p.m., and at the Public Works Yard on Saturday, from 10:00 a.m. to 4:00 p.m. This year's Round-Up was again successful, in terms of both participation and the amount of waste collected.

During the week, 2018 vehicles were documented as having dropped off toxic waste, 1 276 vehicles at Firehall #2 and 742 vehicles at the Public Works Yard. Last year a total of 1467 vehicles was recorded. Assuming each vehicle represented one household in the city of Red Deer, approximately 10% of the total households in the city participated in the 1994 toxic waste Round-Up.

The week-long drive and Saturday blitz collected a total of 75 barrels (205 litre/45 gallon drums) of toxic waste, which has been sent to the Alberta Special Waste Treatment Centre near Swan Hills for disposal. In 1993, we shipped 73 barrels.

Recycling was a major emphasis of the Round-Up again this year. The following quantities of materials collected have been recycled:-

QUANTITY 1994	QUANTITY 1993	MATERIAL TYPE	RECYCLING COMPANY
29 drums	40 drums	Used motor oil	Canadian Oil Reclamations
4 drums	Included with oil	Glycol	Canadian Oil Reclamations
85	77	Propane cyclinders	Superior Propane
214	196	Automotive batteries	The Battery Doctor
10 drums	9.5 drums	Aerosol cans	Recycle Systems Inc.
6 cubic yards	4 cubic yards	Cardboard	Laidlaw Waste Systems Ltd.

September 30, 1994
 City Clerk
 Page 2 of 2

...2

The Citizen's Action Group on the Environment (C.A.G.E.) again ran a Paint Exchange in conjunction with this year's Round-Up. Residents dropped off unwanted paint and/or picked up free paint. Ten drums (2,000 litres) of paint were taken from the exchange. All the paint was checked by experts from the five major paint companies, who volunteered their time and equipment. The response from the public for free paint was overwhelming, with no useable paint remaining at the end of the day.

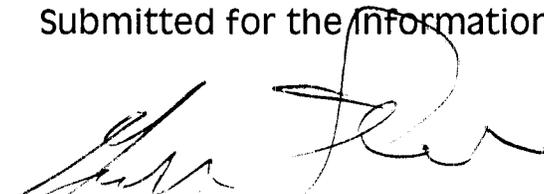
Much of the success of the Round-Up can be attributed to the volunteers. These volunteers included several C.U.P.E. members who volunteered their time, C.A.G.E. representatives; General Paint Ltd.; Cloverdale Paint; Colour Your World; Glidden Paints; Fargey's Paints and the general public.

Brian Watson, Solid Waste Superintendent, Terry Rowley, Solid Waste Inspector, and Mary Stewart, Solid Waste Program Coordinator, along with other staff involved deserve a great deal of credit for a well-organized, well-run Round-Up.

The Household Toxic Waste Round-Up continues to be well used by the citizens of Red Deer, and keeps toxic waste materials out of our landfill site and the environment.

RECOMMENDATION

Submitted for the information of Council.



Gordon A. Stewart, P.Eng.
 Public Works Manager

Commissioner's Comments

I congratulate the Public Works Department and the volunteers for another successful Round-up. This is submitted for Council's information.

TR/blm

"M.C. DAY"
 City Commissioner

c Director of Engineering Services

DATE: OCTOBER 12, 1994
TO: PUBLIC WORKS MANAGER
FROM: CITY CLERK
RE: 1994 HOUSEHOLD TOXIC WASTE ROUND-UP

At the Council Meeting of October 11, 1994, your report dated September 30, 1994 concerning the above topic was presented to Council. At this meeting same was received as information.

Members of Council and the City Commissioner extend their congratulations to your Department and the volunteers for another successful round-up.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services

NO. 2

DATE: September 30, 1994

TO: Kelly Kloss, City Clerk

FROM: Alan Scott, Land and Economic Development Manager

RE: **OFFER TO PURCHASE BY PATCH H2S SERVICES LTD.
LOT 8, BLOCK 4, PLAN 902-0499 (EDGAR INDUSTRIAL PARK)**

Patch H2S Services Ltd. is applying for a 90 day option to purchase the above lot in Edgar Industrial Park. Their intentions are to build a multi-tenant facility, up to 20,000 sq. ft., which will include housing their own operation. Patch's offer of \$95,000 for the 1.57 acre site is 4.6% below our advertised asking price of \$99,560. Their reasons for the reduced offer are due to the odd shape of the lot (see attached map), and concerns with the adjacent UFA bulk fuel station.

It is common appraisal practice to discount odd-shaped properties in the order of 5%, due to restricted developable area. Therefore it is the opinion of the Land and Economic Development Department that Patch's offer is acceptable, and represents fair market value for this site due to the stated reasons.

Patch's proposal also contains two changes to the standard land sale policies:

1. They are requesting that the 5% option fee be refundable during the 90 option period if they decide not to proceed with the land purchase due to unacceptable construction costs.
2. They are also requesting that the payment schedule be modified from three equal payment, interest free over a period of eleven months, to the following:

\$ 5,000	Option Fee
15,000	Upon acceptance of the 90 day option
15,000	Six months from the date the option was accepted
15,000	Nine months from the date the option was accepted
45,000	Twelve months from the date the option was accepted
<hr/>	
\$95,000	

Both changes are acceptable to the Land and Economic Development Dept.

RECOMMENDATION

The Land and Economic Development Department recommends the City enter into a 90 day Option and Land Sale Agreement with Patch H2S Services Ltd. for Lot 8, Block 4, Plan 902-0499, subject to the following conditions:

2/...

City Clerk
Page 2
September 30, 1994

1. The purchase price be \$95,000
2. The option fee of \$5,000 be refundable during the 90 day option period if Patch H2S Services Ltd. decide not to proceed with the land purchase due to unacceptable building costs.
3. The payment schedule be:

\$ 5,000	Option Fee
15,000	Upon acceptance of the 90 day option
15,000	Six months from the date the option was accepted
15,000	Nine months from the date the option was accepted
45,000	Twelve months from the date the option was accepted

\$95,000

4. An agreement be satisfactory to the City Solicitor.



Alan V. Scott

HT/mm

Att.

#4, 7819 - 50 AVENUE
 RED DEER, ALBERTA
 CANADA T4P 1M8
 TELEPHONE (403) 346-8200
 FAX: (403) 342-0342
 F.S.J. OFFICE: (604) 785-6333



"CRITICAL H₂S SPECIALISTS"

SEPTEMBER 23, 1994

THE CITY OF RED DEER
 BOX 5008
 RED DEER, ALBERTA
 T4N 3T4

ATTN: LAND AND ECONOMIC DEVELOPMENT DEPT.

SUBJECT: LEGAL DESC. EDGAR INDUSTRIAL PARK
 LOT BLOCK PLAN SIZE AC. (ha)
 8 4 902-0499 1.57

PATCH H₂S SERVICES LTD. WOULD LIKE TO APPLY FOR A NINETY DAY (90 DAY) OPTION FOR THE PURCHASE OF THE ABOVE LOT FOR THE SUM OF \$95,000.00 (NINETY FIVE THOUSAND DOLLARS). THE INITIAL DEPOSIT OF \$5,000.00 IS INCLUDED WITH THIS PROPOSAL.

THIS OFFER IS CONDITIONAL "OF CONFIRMING ACCEPTABLE BUILDING COSTS". IT IS UNDERSTOOD THAT THE DEPOSIT WILL BE REFUNDABLE IF THIS CONDITION IS NOT REMOVED BY THE END OF THE NINETY DAY OPTION PERIOD.

THE REASON FOR THE REDUCED OFFER IS DUE TO THE ODD SIZE OF THE LOT, ALSO THE CONCERN WITH THE U.F.A. FUEL TANKS ADJACENT TO THE PROPERTY.

OUR INTENTIONS FOR THIS LOT IS TO BUILD A 4 TO 6 BAY BUILDING APPROXIMATELY 20,000 SQUARE FEET FOR OILFIELD INDUSTRIAL ACTIVITIES. THE BUILDING WILL CONFORM TO THE CITY OF RED DEER LAND USE BY-LAWS.

UPON ACCEPTANCE OF OUR OFFER OUR PAYMENT SCHEDULES WOULD BE AS FOLLOWS:

3 MONTHS	\$15,000.00	- 6 MONTHS	\$15,000.00
9 MONTHS	\$15,000.00	- 12 MONTHS	\$45,000.00

FURTHER INQUIRIES MAY BE DIRECTED TO THE UNDERSIGNED. THANK YOU.

RESPECTFULLY,

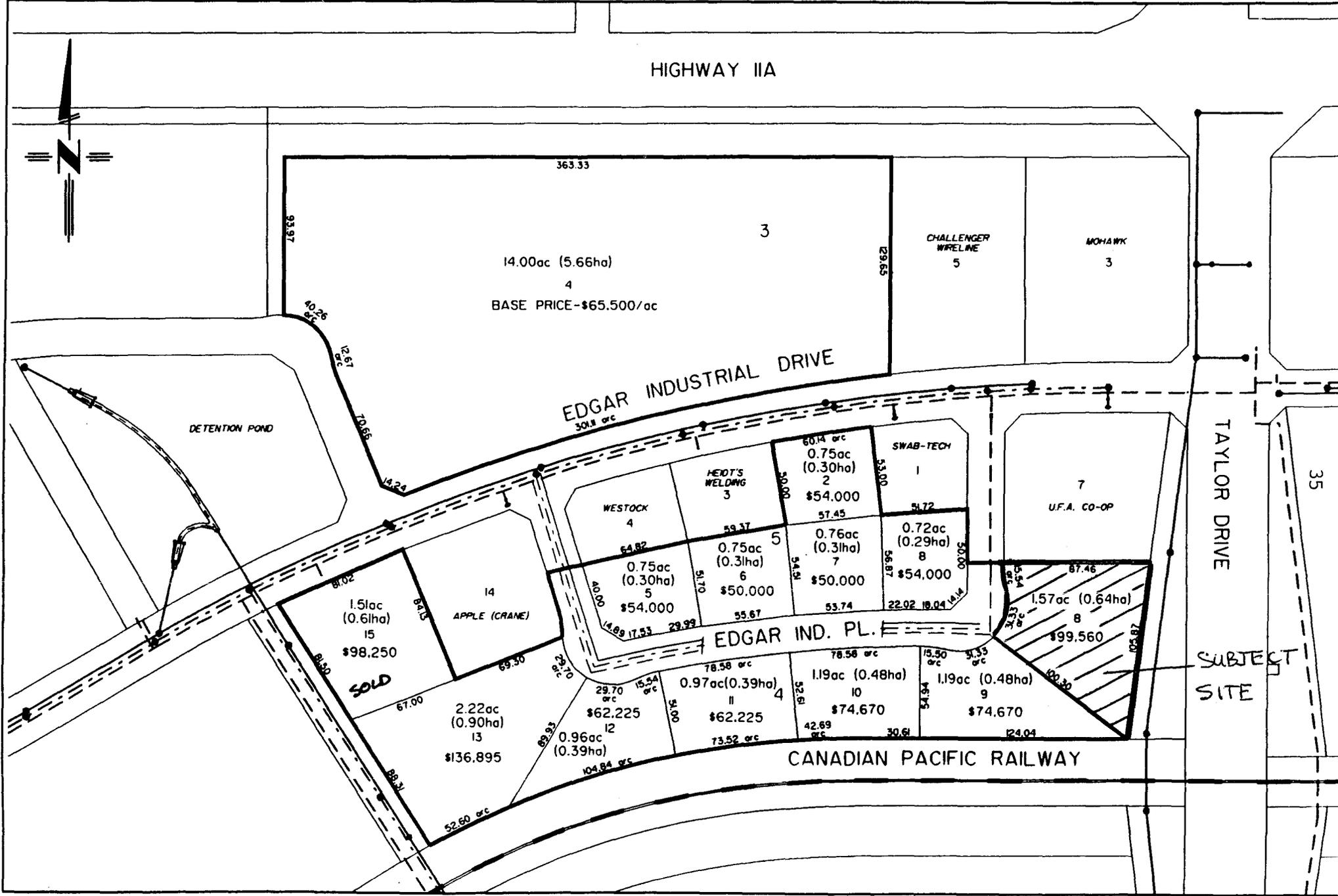
GARY O'CONNOR

GST # R 121772883

The City Of Red Deer	
Date:	<u>Sept. 23/94</u>
Time:	<u>4:00 pm</u>
Rec'd By:	<u>[Signature]</u>

Cheque held at cashier

COMPLETE EQUIPMENT AND PERSONNEL SERVICES



usr2/edms/econ_dev/com_lot/edgorpldg

Commissioner's Comments

I concur with the recommendation of the Land & Economic Development Manager.

"M.C. DAY", City Commissioner

DATE: OCTOBER 12, 1994
TO: LAND AND ECONOMIC DEVELOPMENT MANAGER
FROM: CITY CLERK
RE: OFFER TO PURCHASE BY PATCH H2S SERVICES LTD.
LOT 8, BLOCK 4, PLAN 902-0499 (EDGAR INDUSTRIAL PARK)

At the Council Meeting of October 11, 1994, consideration was given to your report dated September 30, 1994 concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Land and Economic Development Manager dated September 30, 1994, re: Offer to Purchase by Patch H2S Services Ltd., Lot 8, Block 4, Plan 902-0499 (Edgar Industrial Park), hereby agrees that The City of Red Deer enter into a 90 day Option and Land Sale Agreement with Patch H2S Services Ltd. for the above noted property, subject to the following conditions:

1. The purchase price to be \$95,000.
2. The option fee of \$5000 be refundable during the 90 day option period if Patch H2S Services Ltd. decide not to proceed with the land purchase due to unacceptable building costs.
3. The payment schedule be:

\$ 5000	Option Fee
15,000	Upon acceptance of the 90 day option
15,000	Six months from the date the option was accepted
15,000	Nine months from the date the option was accepted
45,000	Twelve months from the date the option was accepted
<hr/>	
\$ 95,000	
4. An agreement satisfactory to the City Solicitor,
and as presented to Council October 11, 1994."

Land and Economic Development Manager
October 12, 1994
Page 2

The decision of Council in this instance is submitted for your information and appropriate action. I trust you will now be advising Patch H2S Services Ltd. of Council's decision.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
Director of Financial Services
Bylaws and Inspections Manager
City Assessor
Fire Chief
Principal Planner

NO. 3

DATE: September 30, 1994

TO: Kelly Kloss, City Clerk

FROM: Alan Scott, Land and Economic Development Manager

RE: **OFFER TO PURCHASE BY
CAMDON CONSTRUCTION MANAGEMENT LTD.
PART OF LOT 26, BLOCK 4, PLAN 942-1941 (0.64 AC.)
NORTHLANDS INDUSTRIAL PARK**

Camdon Construction Management Ltd. has made an offer for an option to purchase the above parcel of land in Northlands Industrial Park. Camdon is proposing to develop the site for a third party.

The offer of \$34,000 for the 0.64 acre ± site is equivalent to \$53,125 per acre. The reason for the reduced offer, from our asking price of \$75,000 per acre, is due to a 10 metre (sanitary main) and 4 metre (E. L. & P.) utility easements that leave approximately 0.26 acre ± or 41% of the site undevelopable. An in-house appraisal conducted by the Land and Economic Development Department valued the encumbered land at 25% of market value and the remaining developable area at the full market value of \$75,000 per acre. Results of the appraisal agreed with Camdon's offer as representative of market value for this property.

The remaining conditions requested by Camdon are:

1. The offer be conditional until December 31, 1994, which is acceptable, as this time frame falls within the standard 90 day option period.
2. Camdon may access the site during the option period to conduct soil tests at their own cost.
3. The City will provide an environmental audit at the City's expense.

The Land and Economic Development Department will endeavour to discuss with Camdon whether the field work for both the soil tests and environmental audit can be combined to reduce costs for both parties.

RECOMMENDATION

The Land and Economic Development Department recommends the City enter into an Option and Land Sale Agreement with Camdon Construction Management Ltd. for the purchase of 0.64 acre ±, being part of Lot 26, Block 4, Plan 942-1941, subject to the following conditions:

2/...

City Clerk
Page 2
September 30, 1994

1. The purchase price be \$34,000.
2. The cost of subdivision be the responsibility of the purchaser
3. Agreement satisfactory to the City Solicitor.



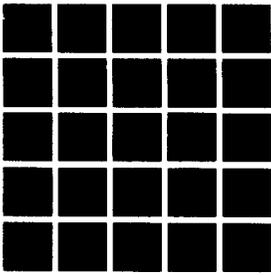
Alan V. Scott

HT/mm

Commissioners' Comments

I concur with the recommendation of the Land & Economic Development Manager.

"M.C. DAY"
City Commissioner



**WEDDELL
MEHLING
PANDER**
& ASSOCIATES REALTY LTD.

September 23, 1994

City of Red Deer
Land and Economic Development Department
RED DEER, Alberta

ATTENTION: HOWARD THOMPSON

Dear Mr. Thompson:

RE: Part of Lot 26, Block 4, Plan 942-1941
0.6 Acres - Northlands Industrial Park

In reference to the above property, please consider this letter as an official Offer or Option to Purchase from Camdon Construction Ltd.

Camdon Construction is prepared to enter into an agreement with the City under the following terms and conditions:

1. Will provide a 5% deposit with an option agreement.
2. Purchase Price \$34,000.00.
Since the property has a utility easement running thru it and has been filled with no compaction at the rear of the property, it has it's shortcomings when it comes to development and expansion. We feel this is a fair value for the subject property taking the above into consideration.
3. This Offer is conditional until December 31, 1994 to allow Camdon Construction sufficient time to deal with his client and confirm his development costs. However, Camdon can remove his conditions prior to this date should he be able to conclude his information at an earlier date.
4. That Camdon be allowed to conduct soil tests of the subject property during the option period.
5. That the City of Red Deer will provide an environmental audit on the subject property. Since the City has used this are as a fill site in past years and the land is known not to be barren ground it becomes necessary for this report to satisfy the financial institutions.

We look forward to receiving the option agreement for final signature.

Yours truly,
WEDDELL MEHLING PANDER & ASSOCIATES REALTY LTD

Murray Mehling
MURRAY MEHLING
Commercial Specialist
MM/bms

cc: Camdon Construction Management Ltd.
Don Lang

The City Of Red Deer	
Date:	<u>Sept. 23/94</u>
Time:	<u>12:00 pm</u>
Rec'd By:	<u>H. Thompson</u>

No cheque

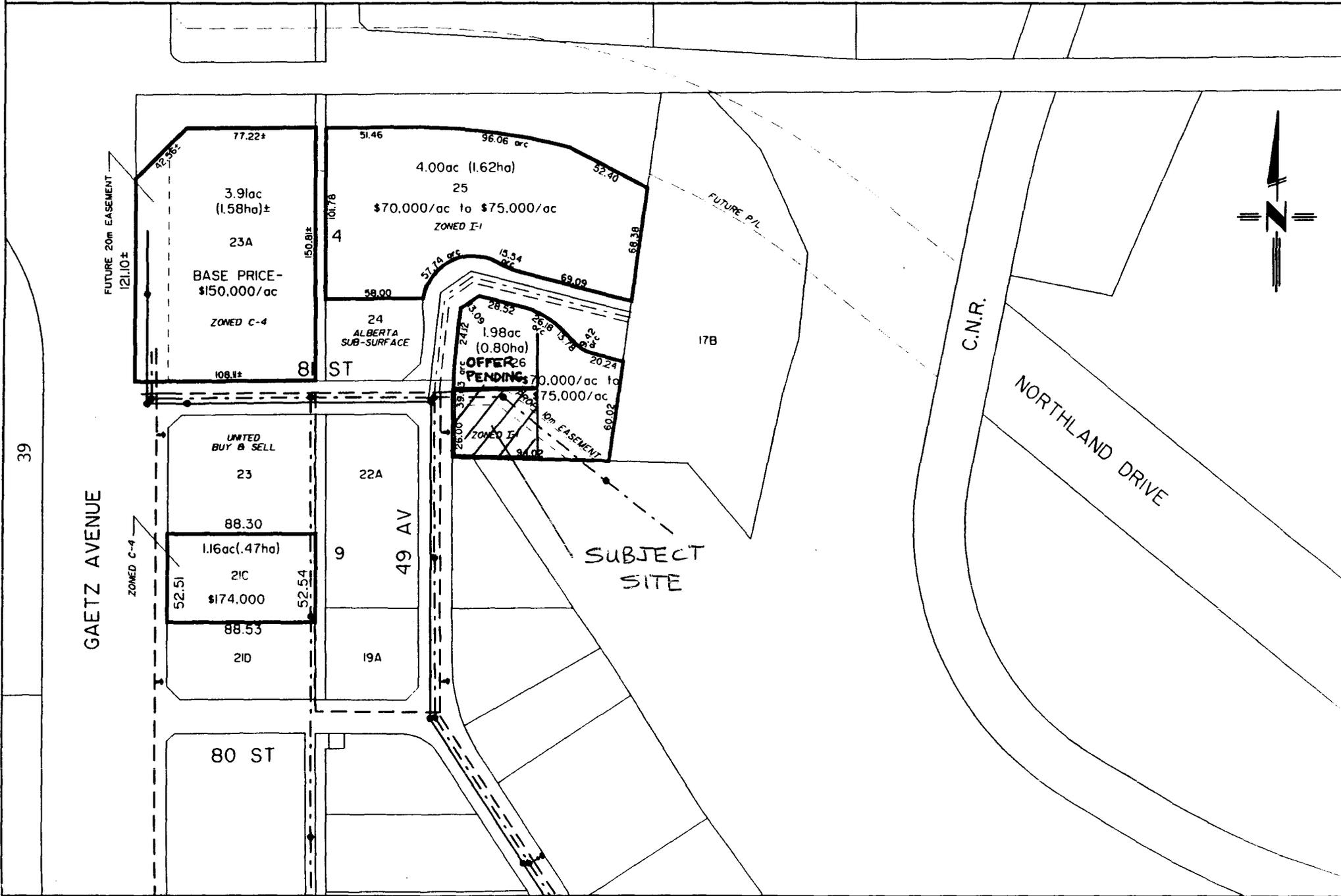
LOT DIMENSIONS and AREAS
should be VERIFIED with
REGISTERED PLANS and
CERTIFICATE of TITLE documentation.

NORTHLANDS INDUSTRIAL PARK

SCALE 1:3000

15-JUN-1994

--- WATER
--- SANITARY
--- STORM



DATE: OCTOBER 12, 1994

TO: LAND AND ECONOMIC DEVELOPMENT MANAGER

FROM: CITY CLERK

**RE: OFFER TO PURCHASE BY
CAMDON CONSTRUCTION MANAGEMENT LTD.
PART OF LOT 26, BLOCK 4, PLAN 942-1941
(NORTHLANDS INDUSTRIAL PARK)**

At the Council Meeting of October 11, 1994, consideration was given to your report dated September 30, 1994 concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Land and Economic Development Manager dated September 30, 1994, re: Offer to Purchase by Camdon Construction Management Ltd., Part of Lot 26, Block 4, Plan 942-1941 (Northlands Industrial Park), hereby agrees that The City of Red Deer enter into an Option and Land Sale Agreement with Camdon Construction Ltd. for the purchase of 0.64 acres ±, being part of Lot 26, Block 4, Plan 942-1941, subject to the following conditions:

1. The purchase price to be \$34,000.
2. The cost of subdivision to be the responsibility of the Purchaser.
3. An agreement satisfactory to the City Solicitor,

and as presented to Council October 11, 1994."

The decision of Council in this instance is submitted for your information and appropriate action. I trust you will now be contacting Camdon Construction Management Ltd. regarding Council's decision.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
 Director of Financial Services
 Bylaws and Inspections Manager
 City Assessor
 Fire Chief
 Principal Planner

NO. 4

SP-4.524

DATE: October 3, 1994

TO: KELLY KLOSS
City Clerk

FROM: ROGER CLARKE, CHAIRMAN
Red Deer and District FCSS Board

RE: REFORM OF CANADA'S SOCIAL SECURITY SYSTEM

At the September 27, 1994, meeting of the Red Deer and District Family and Community Support Services Board, the attached report concerning the Federal Social Safety Net was considered. The report briefly summarizes an interim paper entitled "*Concerns and Priorities Regarding Modernization and Restructuring of Canada's Social Security System.*"

Clearly, as Ms. Jeffrey points out in her memo to the FCSS Board, there are substantial implications to municipalities and their citizens should some of the proposed changes be implemented. The most significant impact could come from the possible elimination of transfer payments, of both the Canada Assistance Plan (CAP) and the Established Program Funding (EPF).

As you are aware the City directly receives revenue for the Family and Community Support Services Program and for Day Care under CAP. In the area of seniors' housing, the Province cost shares their contribution under the Established Program Fund and should that opportunity be eliminated, local requisitions could increase if Provincial allocations decrease.

The indirect implications will be seen through changes in social assistance (also due to lack of transfer payments), Unemployment Insurance and Assured Income for the Severely Handicapped. The citizens of Red Deer will have a more difficult time and the result will be more social problems at the local level.

Having considered the attached report, the FCSS Board passed the following resolution:

"RESOLVED that the Red Deer and District Family and Community Support Services Board recommend that City Council inform both the provincial and federal governments of the vital part transfer payments, and particularly the Canada Assistance Plan, play in the economic and social health of the community;

.../2

KELLY KLOSS
October 3, 1994
Page 2

AND FURTHER that City Council contact The Honourable Lloyd Axworthy, Minister of Human Resources Development, to express the urgency of including municipalities in the discussions and decisions regarding the restructuring of Canada's Social Security System."

It was felt the municipalities must aggressively pursue an opportunity to voice their concern over possible changes, as well as participating in the actual decision making process.

RECOMMENDATION:

THAT Council for the City of Red Deer adopt the resolution, as approved by the Red Deer and District FCSS Board and immediately forward concerns to the Honourable Lloyd Axworthy, Minister of Human Resources Development."

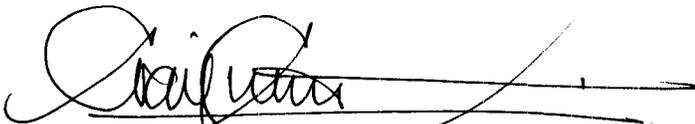


ROGER CLARKE, Chairman
Red Deer and District FCSS Board

CJ:kt
Enclosure

c. Craig Curtis, Director of Community Services

I support the recommendation of the Red Deer and District Family and Community Support Services Board.



CRAIG CURTIS
Director of Community Services

DATE: September 19, 1994

TO: FCSS BOARD

FROM: BARBARA JEFFREY
Projects Supervisor

RE: REFORM OF CANADA'S SOCIAL SECURITY SYSTEM

The enclosed report is a brief summary of the interim report entitled *Concerns and Priorities Regarding Modernization and Restructuring of Canada's Social Security System* which was submitted by The Standing Committee on Human Resources Development to The Honourable Lloyd Axworthy, Minister of Human Resources Development, Government of Canada.

The social security system touches both individual citizens and municipalities. Programs considered for reform include student loans, unemployment insurance, social assistance, day care, seniors' lodging. Municipalities must be involved in the direction any reform takes. Two recommendations are included in the report.



BARBARA JEFFREY
Projects Supervisor

BJ:kt
Enclosure

CANADA'S SOCIAL SECURITY SYSTEM REFORM AND THE IMPACT ON LOCAL CITIZENS AND THE MUNICIPALITY

At a public meeting September 13, 1994, to discuss the Strategic Plan for the City of Red Deer, several citizens commented on the strategy contained in the section on Financial Responsibility:

The City will not accept responsibility for funding programs which are truly a federal or provincial responsibility.

Spokespersons asked if the City was involved in lobbying other levels of government to insure that "downloading" was minimized. They also questioned the advisability of including the above mentioned strategy when the persons affected by the deletion of programs would be citizens of Red Deer for whom the municipal government would still have some level of responsibility.

The reform of Canada's Social Security system has the potential of far-reaching effects on the citizens of Red Deer, and therefore by extension, municipal governments. Direct and indirect funding for Red Deer and area programs are dependent on federal dollars.

Programs Slated For Reform

Changes are anticipated in programs which include both provincial and federal jurisdictional areas of responsibility:

- Social Assistance (federal and provincial under Canada Assistance Plan [CAP]) including assistance to persons with disabilities.
- Unemployment Insurance (federal) including maternity benefits.
- Child Tax Benefits including alimony and child support.
- Education (provincial funding via federal Established Programs Financing) including pre and post secondary education, student loans.
- Labour Market Adjustment Measures (provincial and federal) - job creation, job training, counselling and job search.
- Social Development - child care, illiteracy, "programs to strengthen the volunteer sector and promote equitable access and full participation in social and economic activities."
- Other proposals - Guaranteed Annual Income, Social Housing

Principles Guiding Reform

The Standing Committee on Human Resources Development produced an interim report in the spring of 1994 entitled *Concerns and Priorities Regarding the Modernization and Restructuring of Canada's Social Security System*. After listening to and reading submissions from Canadians, the Committee identified these key principles:

1. The social security system must serve people, first and foremost, and be sensitive to their individual needs and circumstances throughout their lives.
2. Social assistance and social services must be readily available to all those in need.
3. Social security should be designed to enhance human dignity and provide the optimal combination of income support and social services to enable all Canadians to be integrated into the mainstream of

our economic and social life.

4. Reforms must reflect the fact that, for most people, meaningful employment is essential to an individual's dignity and self-respect, and basic support services, such as education, training, child care, housing and special needs, must take this into account.
5. Federal and provincial social security programs and policies should work together so as to better serve the needs of individual Canadians. Canadians are insisting on a new constructive spirit of cooperation between federal and provincial governments.
6. The social security system should be financially sustainable, and all federal-provincial financial arrangements should be stable and predictable and not subject to unilateral change by either level of government.
7. The social security system should recognize that caring for families and individuals is a shared responsibility. The system must be comprehensive, flexible and holistic in its approach, investing in people and providing family support. It should be used as a preventive tool, not merely a reactive one.
8. The restructuring of social services should be coordinated with government employment strategies to ensure that such measures as training programs will result in meaningful employment for participants.

Reasons for Reform

Groups as diverse as the Canadian Manufacturers' Association and the National Anti-Poverty Organization recognize that reform of the social security system in Canada is necessary although the reasons for reform differ.

"the best social security for an individual is a decent job paying decent wages ..." National Anti-Poverty Organization

"the reality of the fiscal situation is that if fundamental reforms in the financing of Canada's social programs are not carried out, the federal government is well on its way to a trillion dollar debt by the year 2001." (Canadian Manufacturers' Association)

"it is equally true that the current state of the national economy has been a drain on the social security system ... the crisis we face in our ability to deploy human resources is as important as the deficit crisis and the two must be thought of in conjunction with each other ..." R. Lumpkin, University of Windsor

Issues in Considering Reform

The issue of national standards for social programs has received varying reviews. Some witnesses felt that national standards were inherent in federalism while others felt that "such standards undermined the ability of provinces and municipalities to deliver services and programs that meet local and provincial needs."

The Canada Assistance Plan (CAP) and Established Programs Funding (EPF) are integral to the present system. Some witnesses voiced support for continuation, others felt the programs were either too restrictive or inadequate for provincial and municipal needs.

Although the task of restructuring is monumental and the opinions as to the direction diverse, the municipality needs to be part of the process. The municipality must examine those areas which need to remain under provincial and federal jurisdiction and determine the role of the government closest to the people who will be

affected by the changes.

Direct Implications for Red Deer And District

Family and Community Support Services

- The Province of Alberta is able to cost share with the federal government (50/50 split) for certain cost-shareable projects funded through Family and Community Support Services under the Canada Assistance Plan.

When all municipalities participated in FCSS under the Act and Regulations about 40% of the \$35 million was cost-shareable. Presently, funding under the Unconditional Municipal Grant program is not cost shareable. Therefore the province can only recover funding for those municipalities who remained conditional (of which, Red Deer and District is one, along with Edmonton, Calgary and other cities in the province). Ten Red Deer and District FCSS projects are cost-shareable.

- Red Deer has also requested permission to cost share dollars presently being recovered by the province under CAP since the province seems disinterested in continuing that cost sharing arrangement having changed their grants to unconditional. This proposition has been denied because it "would not only eliminate the cost recoveries the Province has been receiving for a number of years for FCSS but would also increase administrative costs to the Province." (Stockwell Day).

Day Care

The Canada Assistance Plan is a major contributor to the revenue for day care in Red Deer. The 1995 budget predicts \$95,000 recoverable by the municipality for the Red Deer Child Care Society.

Social Housing

Seniors' lodges are a cost-shareable project under Established Programs Funding. The municipality is involved as a partner in seniors' lodges so has a vested interest in maintaining federal cost sharing.

Indirect Implications

Many of the programs slated for reform are an integral part of essential support services for the disenfranchised.

Our community's economic health is also dependent on many of the cost-shareable programs because the dollars used in maintaining a social security system are spent in local communities.

- Social Assistance, Unemployment Insurance or Assured Income for the Severely Handicapped (AISH) is used for rent and groceries with local businesses.
- Michener Centre, a major employer and consumer of local goods and services, depends on federal cost sharing.
- Unemployment (or underemployment) and illiteracy are costly in terms of untapped human resources. Transfer payments for job training and counselling, for student loans (Established Programs Financing) and job creation are part of the programs now under review.

- 4 -

- Day Care programs benefit from cost sharing the subsidies paid for families "in Likelihood of Need" according to federal government standards.

Recommendations

The Red Deer and District Family and Community Support Services Board recommends:

- That City Council inform both the provincial and federal governments of the vital part transfer payments, and particularly the Canada Assistance Plan, play in the economic and social health of the community.
- That City Council contract The Honourable Lloyd Axworthy, Minister of Human Resources Development, to express the urgency of including municipalities in the discussions and decisions regarding the restructuring of Canada's Social Security System.

Commissioner's Comments

I concur with the recommendation of the Family & Community Support Services Board.

"M.C. DAY"
City Commissioner



October 14, 1994

The Honourable Lloyd Axworthy
Minister of Human Resources Development
Place du Portage, Phase IV
14th Floor, Hotel de Ville Street
Hull, Quebec
K1A 0J9

Dear Mr. Axworthy;

At the October 11, 1994, meeting of the Council for The City of Red Deer, a report on the reform of Canada's social safety net was considered. As you are aware, proposed changes will have many implications to municipalities, in both a direct and indirect way.

Indirectly, reform in unemployment insurance and other social benefits which negatively impacts our citizens causes an increased need for support at the local community level, pressuring municipalities to respond. Our municipality also benefits directly, via the provincial government, from transfer payments such as the Canada Assistance Plan (CAP), particularly in the area of child care. We could also be substantially affected by changes to the Established Program Funding, particularly as it relates to housing.

Both of these transfer payment programs play a vital part in the economic and social health of our community. Our Council feels very strongly that there is an urgency to ensure municipalities have a voice in the discussions and decisions regarding the restructuring of Canada's Social Security System. This goes beyond simply responding to your green paper, to requesting municipal representation "at the table" as decisions are formulated and finalized.

I look forward to your response, as we feel municipalities have a crucial role in partnering with senior levels of government to ensure the well being of our citizens.

Sincerely,


GAIL SURKAN
Mayor

- c. The Honourable Stockwell Day, M.L.A., Red Deer North
Mr. Victor Doerksen, M.L.A., Red Deer South
The Honourable Stephen West, Minister of Alberta Municipal Affairs
The Honourable Mike Cardinal, Minister of Alberta Family and Social Services
Mr. Roger Clarke, Chairman, Red Deer and District FCSS Board
Mr. Kelly Kloss, City Clerk, City of Red Deer

THE CITY OF RED DEER

Minister responsible for:
Housing
Alberta Registries
ACCESS Corporation
Alberta Liquor Control Board
Lotteries, Gaming and Racing

425 Legislature Building
Edmonton, Alberta, Canada
T5K 2B6

Telephone 403/427-3744
Fax 403/422-9550

November 4, 1994

Her Worship Gail Surkan
Mayor of the City of Red Deer
Box 5008
RED DEER AB T4N 3T4

Dear Mayor Surkan:

Thank you for your letter dated October 14, 1994 concerning the future of Family and Community Support Services (FCSS) funding.

If the federal government agrees to maintain related Canada Assistance Plan (CAP) recoveries, all FCSS funding in 1995/96 will be unconditional. However, I can confirm that we are considering allowing the money recovered from CAP for FCSS-type projects to flow to the municipalities, not to the Province. This initiative combines the benefit of a flexible grant with continued CAP cost-sharing.

The reduction of the provincial funding contribution to FCSS activities will proceed as scheduled in the Department's Business Plan. You will be informed of the administrative details of the 1995/96 FCSS program cycle as soon as these can be finalized.

Your appreciation of this government's commitment to effectively deal with the deficit while continuing to meet the needs of Albertans is acknowledged.

Yours truly,



Stephen C. West
Minister

cc: Hon. Stockwell Day
Mr. Victor Doerksen, MLA

DATE: OCTOBER 12, 1994
TO: RED DEER AND DISTRICT F.C.S.S. BOARD
FROM: CITY CLERK
RE: REFORM OF CANADA'S SOCIAL SECURITY SYSTEM

At the City of Red Deer Council Meeting held October 11, 1994, consideration was given to your report dated October 3, 1994, concerning the above topic. At this meeting the following motion was passed:

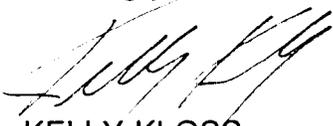
"RESOLVED that Council of The City of Red Deer, having considered report from the Red Deer and District Family and Community Support Services Board dated October 3, 1994, re: Reform of Canada's Social Security System, hereby agrees as follows:

1. That a letter be directed to both the Provincial and Federal Governments informing them of the vital part transfer payments, and in particularly the Canada Assistance Plan, play in the economic and social health of the community;
2. That The City of Red Deer contact The Honourable Lloyd Axworthy, Minister of Human Resources Development, to express the urgency of including municipalities in the discussions and decisions regarding the restructuring of Canada's Social Security System,

and as presented to Council October 11, 1994."

The decision of Council in this instance is submitted for your information. This office will now ensure the necessary letters are sent to the individuals as noted in the above resolution, outlining The City of Red Deer's concerns.

Trusting you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Community Services
Social Planning Manager

**** Social Planning Manager: As per our discussion, please draft the necessary letters as required above for the Mayor's signature, with a carbon copy of same being forwarded to the City Clerk's Department ****

NO. 5

PATH: gord\memos\snow-rts.cc
MASTERFILE: 1935.004

DATE: September 21, 1994
TO: City Clerk
FROM: Public Works Manager
RE: SNOW ROUTES

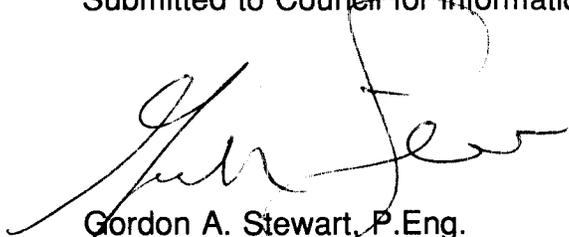
Attached is a drawing of the emergency snow clearing routes. These are the routes that, after a major snowfall event, lead the Mayor to declare a snow route emergency at which time parking is banned for 48 hours to allow for snow removal.

Also attached is a drawing showing the supplemental snow clearing routes. The roadways shown on this drawing would have the snow plowed or removed after the completion of Emergency Snow Routes.

Presently, there is no need for any changes to be made to the routes.

RECOMMENDATION:

Submitted to Council for information only.



Gordon A. Stewart, P.Eng.
Public Works Manager

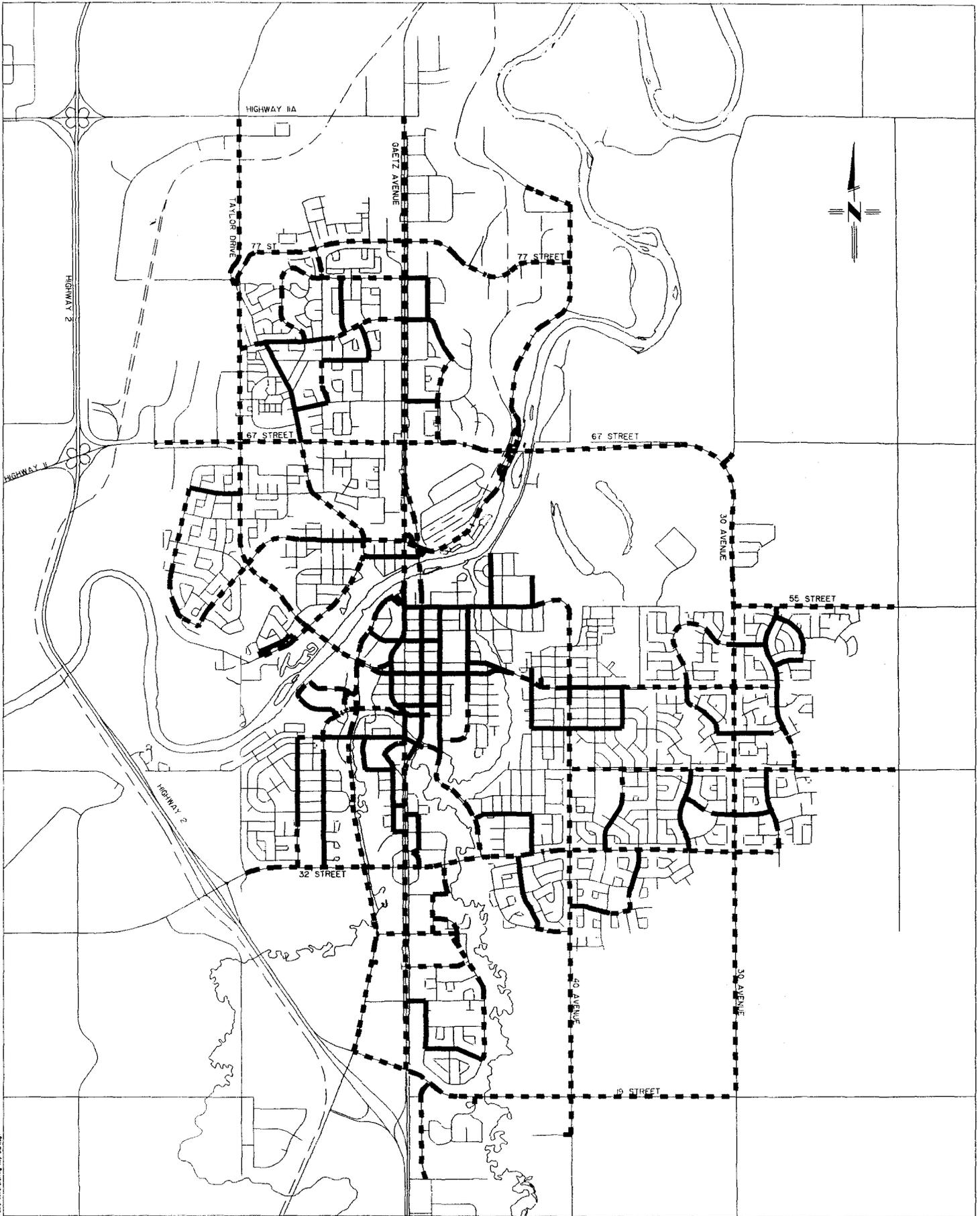
CB/blm

Att.

Commissioner's Comments

This is submitted for Council's information.

"M.C. DAY"
City Commissioner



- — SCHOOL
- ⊕ — HOSPITAL
- — SENIORS LODGE
- ⊙ — R.C.M.P. POLICE
- — FIRE HALL

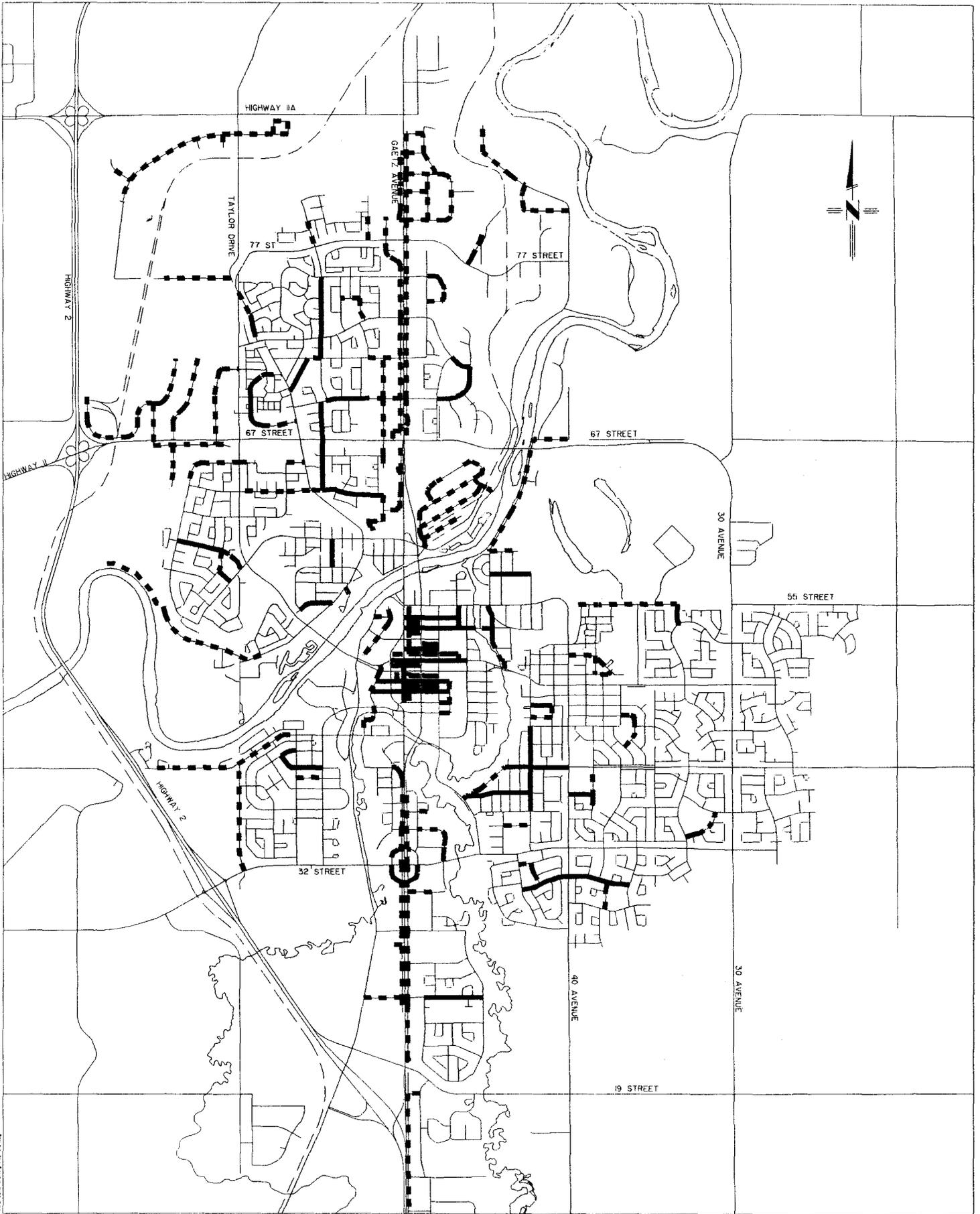
THE CITY OF RED DEER
**1994-95 EMERGENCY
 SNOW CLEARING ROUTES**

SCALE 1:50,000

22-SEP-1994

JAN/94 - RESIDENTIAL roads CLEARED
 to the NORTH or WEST SIDE of the road.

ALL PLOWING to be to the
 SOUTH or EAST SIDE of the road.



DATE: 22-SEP-1994 11:41:00 AM

- ⊠ — SCHOOL
- ⊕ — HOSPITAL
- ⊞ — SENIORS LODGE
- ⊙ — R.C.M. POLICE
- ⊚ — FIRE HALL
- — REMOVAL
- - - - PLOWED

THE CITY OF RED DEER
 1994-95 SUPPLEMENTAL
 SNOW CLEARING ROUTES

SCALE 1:50,000

22-SEP-1994

JAN/94 - RESIDENTIAL roads CLEARED to the NORTH or WEST SIDE of the road.

ALL PLOWING to be to the SOUTH or EAST SIDE of the road.

DATE: OCTOBER 12, 1994
TO: PUBLIC WORKS MANAGER
FROM: CITY CLERK
RE: SNOW ROUTES

At the Council Meeting of October 11, 1994, your report dated September 21, 1994 concerning the above topic was presented to Council and same was received as information.

Thank you for keeping Council informed on this issue.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services

NO. 6

PATH: snow/walk-clr.amn
MASTERFILE: 1935.004

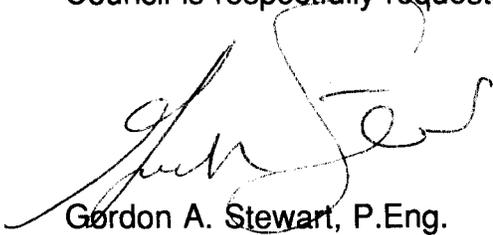
DATE: September 20, 1994
TO: City Clerk
FROM: Public Works Manager
RE: SIDEWALK SNOW CLEARING

Attached is the Sidewalk Snow Clearing Policy. At the present time, the policy is working well. However, in accordance to Statement 3, there is a need to add the south side of 44 Street from 47 Avenue to 46A Avenue to the program. It has been determined that there is a higher volume pedestrian traffic at this location.

The attached drawing shows the sidewalk snow clearing routes and the requested addition.

RECOMMENDATION

Council is respectfully requested to approve the addition of this location to the program.



Gordon A. Stewart, P.Eng.
Public Works Manager

CB/blm

Att.

Commissioner's Comments

We concur with the recommendation of the Public Works Manager.

"M.C. DAY"
City Commissioner

Policy Section:
Public Works

Page:
1 of 1

Policy Subject
Sidewalk Snow Clearing

Policy Reference:
556

Lead Role:
Public Works Manager

Resolution/Bylaw:
November 8, 1993

PURPOSE

To define which sidewalks the City will clear of snow.

POLICY STATEMENT

1. The City shall undertake a sidewalk clearing program after each snow fall. All sidewalks generating a high volume of traffic which are also a route to a major facility such as Red Deer College, the hospital, etc., as outlined on the attached drawing, shall be cleared by City crews as soon as possible.
2. Sidewalks on land that would replace the road right-of-way, such as G.H. Dawe Community Centre along 67 Street, shall be cleared by City crews if there is high volume of pedestrian traffic.
3. Sidewalks that run through residential areas along City-owned right-of-ways where there is a low volume of pedestrian traffic shall be eliminated from the snow clearing map. Specific locations will be reviewed on an individual basis, if complaints are received.
4. Sidewalks in residential areas adjacent to a park or a reserve, as outlined on the attached drawing, shall be cleared only if there is a high volume of pedestrian traffic using these walks.
5. Clearing of sidewalks around senior care facilities and schools shall be the responsibility of the registered owners, not the City.
6. Downtown sidewalks shall be cleared by property owners or whomever is leasing the property at the time, as is outlined in the current bylaw.
7. Paved bicycle trails, such as the areas on 43 Street to Heritage Ranch and on 67 Street from Pameley Avenue to 55 Street, as outlined on the attached drawing, shall be cleared based on a high volume of pedestrian traffic.

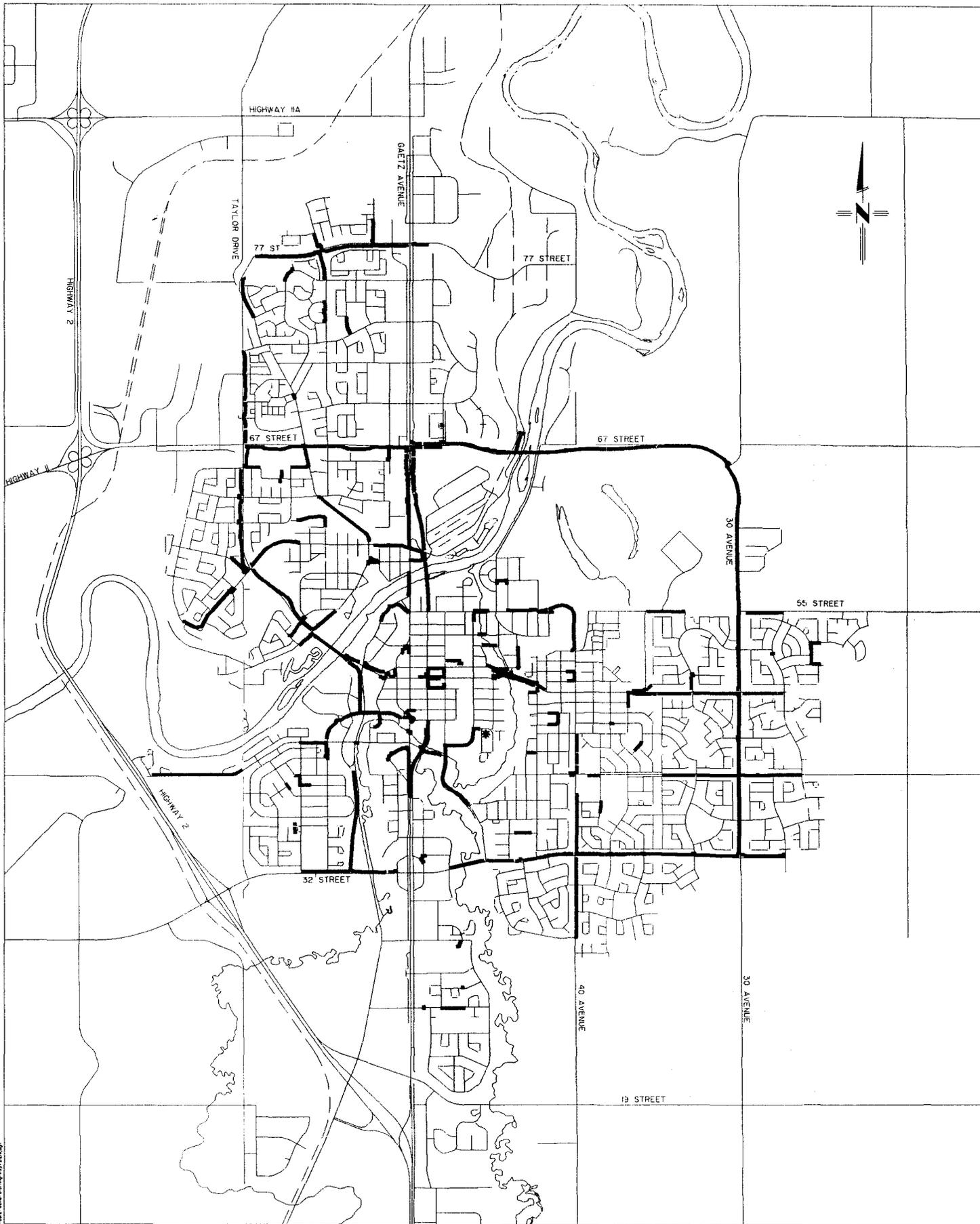
Cross Reference

Remarks

Date of Approval:
November 8, 1993

Effective Date:

Date of Revision:



- — SCHOOL
- ⊕ — HOSPITAL
- ⊞ — SENIORS LODGE
- ⊙ — R.C.M.P. POLICE
- — FIRE HALL
- — PLOWED

THE CITY OF RED DEER
 1994-95 SIDEWALK
 SNOW CLEARING ROUTES

* - ADDITION to clearing

SCALE 1:50,000

23-SEP-1994

DATE: OCTOBER 12, 1994

TO: PUBLIC WORKS MANAGER

FROM: CITY CLERK

RE: SIDEWALK SNOW CLEARING

At the Council Meeting of October 11, 1994, consideration was given to your report dated September 20, 1994 concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Public Works Manager dated September 20, 1994, re: Sidewalk Snow Clearing, hereby agrees that the area described as the 'south side of 44 Street from 47 Avenue to 46 A Avenue', be added to the Sidewalk Snow Clearing Program and as presented to Council October 11, 1994."

The decision of Council in this instance is submitted for your information and appropriate action. Please provide this office with an updated "Snow Clearing Routes Map" so that we may include same in our Council Policy Manual.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
 D. Souch, City Clerk's Office

NO. 7

PATH: gord\memos\snow-bud.add
MASTERFILE: 1935.004

DATE: September 29, 1994
TO: City Clerk
FROM: Public Works Manager

RE: SNOW AND ICE CONTROL ADDITIONAL BUDGET REQUEST

Council will recall that, in the first three months of 1994, the City of Red Deer experienced snowfalls that far exceeded our long-term averages and the largest amounts in at least the last decade. In that period, January 1 to March 31, 1994 we received 2 355 snow and ice complaints or requests for service. We have summarized some of this information below.

	1975-1994	1993	1994
Total Snow	56.5	68.1	90.8 - January to March
Highest	102.2 (1982)		
Lowest	29.2		
January	22.4 average 2.2 low 78.1 high*	11.7	78.1*
Snow removal costs	\$781 786 average last 5 years only	\$731 421	\$754 026 up to Aug. 31

* Note - January 1994 was the highest recorded snowfall on record since 1938.

As we had advised Council at the time, the snow removal budget for 1994 was going to be insufficient.

We estimate that the cost for snow and ice control for the period October to December to be \$300 000.

Snow and Ice budget for 1994	\$733 259.00
1994 Expenditures to date	<u>754 026.00</u>
	< \$ 20 761.00 >
Estimated Funding to complete the year	<u>300 000.00</u>
Total	< \$321 000.00 >

September 29, 1994
 City Council
 Page 2 of 2

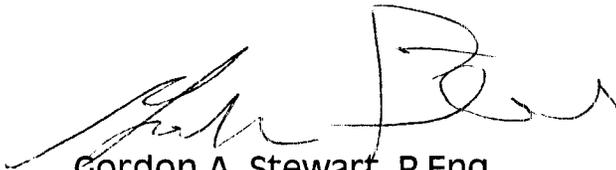
We considered bringing this report to Council in April, but decided to wait until fall in hopes that we could identify some cost savings from other accounts which could be applied to snow and ice costs.

We have found two potential sources of funds. This year we had excellent weather for our spring clean-up and lost no days due to rain. Our equipment ran well and we did not have any serious delays due to equipment break downs. The result is we have a cost savings of just over 10%, or \$35 000. The second source of funds is the Highway Maintenance Grant, from the Provincial Government, this year was not reduced by the amount we had budgeted. The effect of this is \$31 000 additional revenue in our road maintenance account. In 1994, we have done some work on our lift stations to reduce the power demand. As a result of this, and other efficiencies, we will have a \$15 000 surplus in that account. It is our intention to apply these funds to the snow and ice account.

Estimated funding shortfall	<\$321 000.00>
Spring clean-up surplus	35 000.00
Maintenance grant	31 000.00
Lift Station Maintenance	<u>15 000.00</u>
Total	\$240 000.00

RECOMMENDATION

It is respectfully requested that Council approve the overexpenditure of \$240 000.00 for snow and ice control for 1994.



Gordon A. Stewart, P.Eng.
 Public Works Manager

/blm

c Roads Superintendent

DATE: October 4, 1994
TO: City Clerk
FROM: Director of Financial Services
RE: SNOW AND ICE CONTROL
ADDITIONAL BUDGET REQUEST

The Public Works Manager has indicated in his report to Council the Public Works budget is projected to be overspent by \$240,000 to provide the level of snow and ice control approved by Council.

I recommend Council approve an overexpenditure of the 1994 Budget of up to \$240,000. The overexpenditure will probably be offset by revenues exceeding the budget provisions for the Northwestern Utilities franchise and investment interest.

Recommendation

Approve an overexpenditure of up to \$240,000 in the 1994 Public Works Budget.



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

AW/jt

c:\data\alan\budget\snow&ice.clk

Commissioners' Comments

As indicated, Council was advised of the possibility that the Snow and Ice Control budget would be inadequate in view of the excessive amount of snow in the early part of 1994. As Council will appreciate these budgets are prepared on the basis of long term averages and consequently, we must anticipate periodically, the budget can be significantly under or over spent. We concur with the recommendation of the Director of Financial Services that Council approve the estimated overexpenditure of \$240,000 with the likelihood that this can be funded from unanticipatedly larger revenues from the Northwestern Utilities franchise and investment interest.

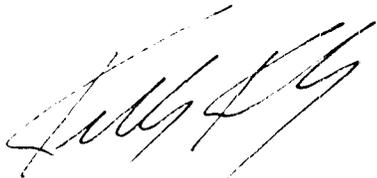
"M.C. DAY", City Commissioner

DATE: OCTOBER 12, 1994
TO: PUBLIC WORKS MANAGER
FROM: CITY CLERK
RE: SNOW AND ICE CONTROL - ADDITIONAL BUDGET REQUEST

At the Council Meeting of October 11, 1994, consideration was given to your report dated September 29, 1994 concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Public Works Manager dated September 29, 1994, re: Snow and Ice Control Additional Budget Request, hereby approves an over-expenditure of up to \$240,000 in the 1994 Public Works Budget, and as presented to Council October 11, 1994."

The decision of Council in this instance is submitted for your information. Trusting you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
 Director of Financial Services

NO. 8PATH: snow\plcy-chg.mem
MASTERFILE: 1935.004

DATE: September 30, 1994
 TO: City Clerk
 FROM: Public Works Manager
RE: SNOW AND ICE CONTROL

Attached is the Snow and Ice Control Program Council Policy.

The Public Works Department is proposing an amendment and additions to the policy. Proposed additional words are shown in **bold** and deletions are shown in (brackets).

As a result of the heavy snowfall in January and the numerous calls received from the public, most of the residential streets were plowed and a windrow left. Once the plowing was completed, meetings were held among Public Works staff and with the Mayor and Engineering Department to see what improvements could be made. As a result of these meetings, the change and additions to the policy are being requested. The policy will be adjusted to avoid windrows from major plowings going to the same side. The changes to the policy will provide greater service with minimal costs.

RECOMMENDATION

It is respectfully recommended that Council approve the revised Snow and Ice Control Program Policy.



Gordon A. Stewart, P.Eng.
Public Works Manager

CB/blm

Att.

Commissioners' Comments

As indicated in the attached, we are constantly endeavoring to improve our snow and ice control program and the attached proposed changes result from our experience this past winter. We concur with the recommendation of the Public Works Manager and request Council revise the policy.

"M.C. DAY", City Commissioner

Policy Section:
Public Works

Page :
1 of 4

Policy Subject
Snow and Ice Control Program

Policy Reference:
504

Lead Role:
Public Works Manager

Resolution/Bylaw:
January 29, 1985

PURPOSE

To provide for snow and ice control within the City.

POLICY STATEMENT

The City shall undertake a Snow & Ice Control Program on City streets, lanes, walks and parking lots involving the following key items:-

1. Plowing, snow removal where necessary and sanding of all roadways designated under the current emergency snow route map.
2. Plowing, snow removal where necessary and sanding of all roadways, lanes and walkways designated under the current supplemental snow clearing route map.
3. Plowing, snow removal where necessary and sanding of roadways, laneways, parking lots in spot locations throughout the City where unreasonable or unsafe driving conditions exist. Included in this item are requests from other City departments or ratepayers to do work in isolated areas within the City on a work order basis.

Cross Reference

Remarks

Date of Approval:

Effective Date:

Date of Revision:

Policy Section:
Public Works

Page :
2 of 4

Policy Subject
Snow and Ice Control Program

Policy Reference:
504

Lead Role:
Public Works Manager

Resolution/Bylaw:
January 29, 1985

PURPOSE

POLICY STATEMENT

4. Plowing, if required, usually late February or early March depending on snow accumulation and driving conditions, of all remaining subdivision roadways. This operation is to be considered once each season to minimize driving difficulty and flooding problems during spring melt conditions. Plowed windrows to be left at the curb until dissolved by melting temperatures. Windrows are to be placed on alternate sides of the roadway after each major plowing. **Where long blocks are plowed and there are no front driveways, at mid-block between two properties an opening will be made in the windrow.** Road, lane and private driveway intersections are to be cleared **as soon as possible** (immediately) if blocked by City operations defined in items 1 to 4. **Consideration may be given to licensed Daycares, physically challenged residents and for moving vans to provide an access through the windrow. Generally, lanes shall be plowed and a windrow left on both sides of the lane. It will be the resident's responsibility to clear out any access they require.**
5. First priority is to be assigned to Item #1 followed by Item #2, #3, and finally #4. Should the City be faced with continuous or closely followed storms, the priority will remain with Item #1 until those roadways are operating freely.

Cross Reference

Remarks

Date of Approval:

Effective Date:

Date of Revision:

Policy Section:
Public Works

Page :
3 of 4

Policy Subject
Snow and Ice Control Program

Policy Reference:
504

Lead Role:
Public Works Manager

Resolution/Bylaw:
January 29, 1985

PURPOSE

POLICY STATEMENT

6. The City shall follow the emergency snow route system as defined in the Traffic Bylaw. Upon the signing of the necessary declaration by the Commissioners, the Public Works Department will issue a news release to the media advising of the effective dates and time. The R.C.M.P. are to be contacted by the Public Works Department each time the Page Avenue bus restriction is to be used for snow hauling vehicles engaged by the City.
7. Snow fences are to be erected at the discretion of the Public Works Manager on public or private land with approval, to alleviate drifting conditions on public roads and lanes.
8. Salt and/or Calcium Chloride is to be incorporated in the sanding material only during active temperature conditions to reduce ice formation on bridges and roadways and to prevent snow from sticking to pavement. The concentration is variable depending on temperature conditions.
9. Sanding operations will be normally limited to those roadways defined in the emergency and supplemental maps but will be extended to all City roadways and lanes if conditions warrant.
10. Sanding material will be limited to the maximum sized particle of 1/4" to minimize damage to windshield and headlights of passing vehicles.

Cross Reference

Remarks

Date of Approval:

Effective Date:

Date of Revision:

October 15, 1985

May 13, 1991

Policy Section:
Public Works

Page :
4 of 4

Policy Subject
Snow and Ice Control Program

Policy Reference:
504

Lead Role:
Public Works Manager

Resolution/Bylaw:
January 29, 1985

PURPOSE

POLICY STATEMENT

11. The Public Works Department is to provide for 24 hour response of road conditions and to have standby personnel for the critical period of 11:00 p.m. to 7:30 a.m. and 10:00 a.m. to 6:30 p.m., with the exception of statutory holidays, every day of the week from November 1 to March 31.
- 12(a). The Public Works department is to apply for and meet the terms and conditions of Alberta Environment license for snow removal operations which covers snow dump locations and melt water discharge.
- 12(b). Private contractors will be permitted to dump snow at these dump sites in designated areas, provided they register with the Public Works Department each year. Once registered, they will be required to call prior to the snow being hauled and again with the total number of loads once the haul is completed.

The contractors will be charged for a prorated portion of the costs to manage the snow dump sites. Costs will be:

\$4.00 per load for a tandem and
\$8.00 per load for a semi trailer load.

Cross Reference

Remarks

Date of Approval:

Effective Date:

Date of Revision:

DATE: OCTOBER 12, 1994
TO: PUBLIC WORKS MANAGER
FROM: CITY CLERK
RE: SNOW AND ICE CONTROL - COUNCIL POLICY #504

At the Council Meeting of October 11, 1994, consideration was given to your report dated September 30, 1994 concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Public Works Manager dated September 30, 1994, re: Snow and Ice Control, hereby approves the revised Snow and Ice Control Program Council Policy #504, as submitted to Council October 11, 1994."

The decision of Council in this instance is submitted for your information. This office will now be updating Council Policy #504 and circulating same in due course.

Trusting you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
 D. Souch, City Clerk's Office

NO. 9

DATE: September 27, 1994 CS-4.459

TO: KELLY KLOSS
City Clerk

FROM: CRAIG CURTIS, Director of Community Services
ALAN WILCOCK, Director of Financial Services

RE: CITY COUNCIL POLICY 420:
GRANTS TO COMMUNITY SERVICE ORGANIZATIONS

1. The attached Policy 420 was adopted by City Council in November 1993 for one year. The policy includes the following two categories of grants:
- **Category 1:** General grants to community services organizations.
 - **Category 2:** Grants for the hosting of provincial, national, or international events.

The policy states that during the year 1994, applications will only be received from the following community service organizations:

- Parkland Humane Society
- St. John Ambulance
- Red Deer Air Show Association
- C.N.I.B.

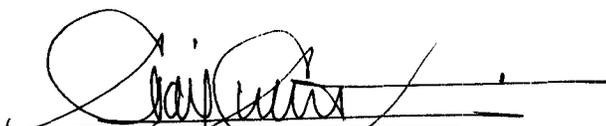
This restriction was adopted in recognition of the City's budgetary restrictions and the fact that the identified groups have provided services to the community on a long-term basis.

2. On the assumption that a grant program will be maintained, it is considered that City Council must choose between the following alternatives:
- Maintain the present policy for a designated period.
 - Publicly advertise the availability of grants in both categories.

In view of the major provincial downloading anticipated in 1995 and 1996, it is recommended that the policy be extended to include the 1995 and 1996 City budgets. It is considered that public advertising would generate a very large number of applications and create an expectation in the community that could not be met at this time.

3. **RECOMMENDATION**

It is recommended that City Council extend Policy 420 to cover the 1995 and 1996 annual budgets.


CRAIG CURTIS


ALAN WILCOCK

:dmg
Att. Commissioner's Comments

I strongly concur with the recommendation of the Administration.

"M.C. DAY", City Commissioner



October 14, 1994

The Honourable Dr. Stephen West
Minister of Municipal Affairs
425 Legislature Building
10800 - 97 Avenue
Edmonton, Alberta
T5K 2B6

Dear Dr. West:

As you are aware, The City of Red Deer chose to receive Family and Community Support Services (FCSS) funding as a conditional grant because of our belief that the Province should retain the major responsibility for social programming, yet continue to partner with municipalities. As a Council we also have requested, through The Honourable Jim Dinning and The Honourable Stockwell Day, extended cost sharing under the Canada Assistance Plan (CAP) in order to offset some of the reductions in funding at a provincial level.

In attending your address at the recent Alberta Urban Municipalities Association (AUMA) Convention, I was encouraged by your comments regarding FCSS and related cost sharing under CAP. It is my understanding that the Provincial Government is now committed to the FCSS Act and conditional regulations, at least to the end of 1997. I believe that you are also agreeable to having municipalities cost share all money spent on preventive social programs (provincial and municipal) with revenues reverting to the municipality.

Municipalities are, as of yet, unsure of the process to follow in accessing the CAP cost sharing. We are aware that there will be substantial work required. Would you please clarify for us, as soon as possible, the appropriate way to proceed? Our Social Planning Department is willing to work with your administration to "get the ball rolling".

...../2

THE CITY OF RED DEER

Box 5008, Red Deer, Alberta, Canada T4N 3T4 Telephone: (403) 342-8155 Fax: (403) 346-6195

The Honourable Dr. Stephen West

Page 2

October 14, 1994

As municipalities, we appreciate the Provincial Government's response to our concerns and hope that we can continue to meet the needs of our citizens as partners. In future changes in the area of FCSS, we would be very interested in offering our input to ensure a "win-win" for both the Province and the municipalities.

Thank you for looking into this matter for us.

Sincerely,

*With thanks
Gail*

GAIL SURKAN

Mayor

- c. The Honourable Stockwell Day, M.L.A., Red Deer North
- Mr. Victor Doerksen, M.L.A., Red Deer South
- The Honourable Mike Cardinal, Minister of Alberta Family and Social Services
- Ms. Paula Dorval, Provincial FCSS Director
- Ms. Colleen Jensen, Social Planning Manager, The City of Red Deer
- Mr. Kelly Kloss, City Clerk, The City of Red Deer

DATE: OCTOBER 12, 1994

TO: DIRECTOR OF COMMUNITY SERVICES
DIRECTOR OF FINANCIAL SERVICES

FROM: CITY CLERK

RE: CITY COUNCIL POLICY #420 -
GRANTS TO COMMUNITY SERVICE ORGANIZATIONS

At the Council Meeting of October 11, 1994, consideration was given to your report dated September 27, 1994 concerning the above topic and at which meeting the following motion was introduced:

"RESOLVED that Council of The City of Red Deer, having considered report from the Director of Community Services and the Director of Financial Services dated September 27, 1994, re: City Council Policy #420, Grants to Community Service Organizations, hereby agrees that Council Policy #420 be amended as follows:

- a. by deleting Section 2 and substituting therefor the following Section 2:

'Category 1

For the purpose of the 1995 and 1996 Budgets, applications will be received from any community service organization.'

- b. that the word and number 'During the year 1994' in Section 1, be deleted and the word and numbers 'For the 1995 and 1996 Budgets' be substituted therefor.

Council further agrees that the availability of Category 1 grants be advertised."

Prior to voting on the above resolution, same was tabled to the November 7, 1994 Council Meeting.

Director of Community Services
Director of Financial Services
October 12, 1994
Page 2

It is my understanding that you will be presenting a further report back to Council outlining various alternatives on the applications of Category 1 grants. These would include:

- a. Leaving the Grants Program in place for the 1995 Budget and revamping the program for the 1996 Budget;
- b. Allow any community service organization to apply for grants;
- c. Eliminate the grants.

I trust you will be advising the community organizations directly affected by the above, that same will be discussed at the Council Meeting on Monday, November 7, 1994 at 7:10 p.m.

Please submit your report to this office by October 31, 1994 for inclusion on the November 7, 1994 agenda. Thanks.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
D. Souch, City Clerk's Office

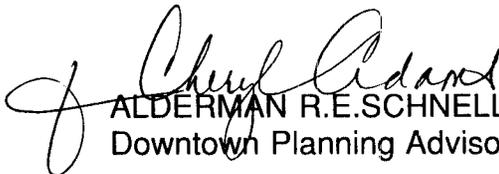
NO. 10

DATE: October 5, 1994
TO: City Council
FROM: Downtown Planning Advisory Committee
RE: TENDERS FOR OPERATION OF THE OFF-STREET PARKING LOTS

The Downtown Planning Advisory Committee met on Tuesday, October 3, 1994 to consider tenders received for the operation of off-street parking lots. The Committee considered the report of the Director of Financial Services along with the tenders received, agreeing with the recommendation contained therein. The resolution as noted hereunder was passed following consideration of the above.

"That the Downtown Planning Advisory Committee, having considered tenders received for the operation of off-street parking lots from Empire Paarking Inc. and Imperial Parking Limited, and having considered the report of the Director of Financial Services dated September 8, 1994, hereby recommend to Council of the City of Red Deer that the City reject both proposals received for the operation of the City parking lots."

The above is submitted for Council's consideration.

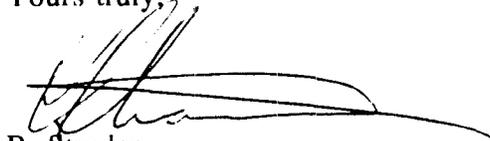

ALDERMAN R.E.SCHNELL, Chairman
Downtown Planning Advisory Committee

DATE: September 19, 1994
TO: Downtown Advisory Planning Committee
FROM: Bylaws and Inspections Manager
RE: **TENDERS FOR OPERATION OF THE OFF STREET PARKING LOTS**

A request for tender in regards to the above was advertised in the Edmonton Journal, Red Deer Advocate and Calgary Herald. As a result, we received quotes from Empire Parking and Imperial Parking Ltd. Attached are copies of their quotes, the specifications plus an analysis of the quotes by the City's Director of Financial Services.

We agree with Mr. Wilcock's conclusion and recommend that the City continue to operate the off street parking operations.

Yours truly,



R. Strader
Bylaws & Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/cp

DATE: September 8, 1994

TO: Bylaws and Inspections Manager

FROM: Director of Financial Services

RE: PARKING LOT LEASE PROPOSALS

As requested, I have reviewed the two proposals to lease the nine City parking lots. The two proposals are the result of an invitation given to any interested lessees which included the following:

- the operation of nine City metered or spittered lots by the lessee
- existing equipment such as meters and spitters included
- no service restrictions (rates or hours of operation)
- lessee responsible for maintaining the lots (including equipment)
- lessee to issue either their own or the City's parking tickets
- term of the agreement to be three years.

The proposal received from Empire Paarking Inc. is the better of the two proposals.

The Empire Paarking proposal is based on two options:

OPTION 1 - Lease all the parking lots

OPTION 2 - Buy some or all of the parking lots and lease the others.

The two options will now be analyzed in detail:

OPTION 1 - Lease all the parking lots

This option assumes a 3 year lease with the following responsibilities to be assumed by Empire Paarking Inc. that were previously the responsibility of the City:

- utility costs for the parking lots
- sweeping, snow cleaning and weed control
- collection of revenue from meters and spitters and monthly leases
- issuing violation tickets but not collecting them.

Bylaws and Inspections Manager
Re: Parking Lot Lease Proposals
September 8, 1994
Page 2

The City would still be responsible for:

- collecting violation ticket revenue
- repair of meters
- major repairs to the parking lots
- property taxes.

The Empire Paarking Inc. proposal is different from the City's proposal request in that it makes the City responsible for meter and spitter maintenance. It is based on paying the City the higher of:

- an annual guarantee of \$45,240, or
- 40% or 55% of gross revenue from each lot. The percentage depends on the lot.

Attached is a comparison of the City operating the parking lots with the proposal received from Empire Paarking Inc. It will be noted the net recovery is reduced by \$52,410 (\$184,788 - \$132,378) if the operation of the parking lots is contracted.

The comparison is based on the guaranteed revenue from Empire Paarking Inc. If the percentage of revenue received was higher than the guarantee, then the net recovery for a contracted service would increase. The City would have to receive \$97,650 instead of the guarantee of \$45,240 to have the same net recovery as the City operation of the parking lots. The \$97,650 is the equivalent of 64% of the current City revenue.

It might have been expected the City should be able to at least break even by turning the parking lot operation over to the private sector. The problem, however, is the major functions to be transferred (collection of money from meter and spitter machines and issuing of violation tickets) are already contracted by the City to the Commissionaires. City staff are responsible only for issuing monthly leases, snow clearing, sweeping and weed control. The costs incurred for City staff work is minimal (about \$10,000).

Another way the lease payment could be increased is if the occupancy could be increased by the contractor. Occupancy, however, would have to be increased by around 45% to be equal to the existing net City recovery. This does not appear feasible when compared with the existing occupancy level.

Bylaws & Inspections Manager
Re: Parking Lot Lease Proposals
September 8, 1994
Page 3

Based on the analysis it does not appear to be justified financially for the City to accept a proposal to contract the parking lot operation.

OPTION 2 - Buy Some or All of the Parking Lots and Lease the Others

The proposal from Empire Paarking Inc. is to lease some lots under the same terms as Option 1 but buy any lots available for sale.

The proposal is for the lots sold to have a long term restrictive covenant for parking purposes only. The sale price would reflect the parking use only restriction. The City does not, however, intend that any parking lots would remain as such indefinitely.

The concern with selling parking lots at a value based on a parking use only restriction is the value would be significantly reduced. Normally value would be based on the highest and best use. Valuation based on revenue from parking would significantly reduce the City's recovery.

It is not recommended any parking lots be sold to Empire Paarking Inc. unless the value is based on the highest and best use with no parking use only restrictions.

Recommendation

That the City reject both proposals received for the operation of the City parking lots.



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

AW/jt

Att.

BEST ATTAINABLE
IMAGE



PROPOSAL
TO LEASE CITY OF RED DEER
SURFACE PARKING LOTS

PREPARED BY:

EMPIRE PAARKING INC.
RR.#4, BOX 48, SITE 4
RED DEER, ALBERTA, T4N 5E4
PHONE 403-347-1990
FAX 403-347-0788



EMPIRE PARKING INC.

R.R. #4, Box 48, Site 4, Red Deer, Alberta T4N 5E4

Phone: 347-1990

Fax: 347-0788

3.

July 29, 1994

The Bylaws and Inspections Manager
 The City of Red Deer
 City Hall
 4914 - 48 Avenue
 Red Deer, Alberta
 T4N 3T4

Dear Sir,

Re: Proposals to lease City owned surface Parking Lots

Attached are our proposals in accordance with your recent " Invitation for Proposals " for the City owned surface parking lots.

PROPOSAL " A " - TO LEASE ALL OF THE PROPERTIES ADVERTISED. TENDERS ARE SHOWN FOR EACH LOT AND ARE BASED ON THE CURRENT RATES AND HOURS OF OPERATION.

PROPOSAL " B " - TO ENTER INTO NEGOTIATIONS TO PURCHASE THOSE PROPERTIES THAT THE CITY WISHES TO SELL AND LEASE THE REMAINING.

Because the occupancy counts on all the lots are considerably less at this time compared to those taken in 1993, our bids will ultimately reflect these changes.

A real cause for concern is the number of parking stalls at the Superstore parking lot. A large number of people that work in the downtown area and that previously parked in the City and private lots, have taken advantage of this free parking. This is an issue that only the Superstore can address and to date they have indicated that they have no intentions of tagging these vehicles.

Thank you for the opportunity to submit these proposals.

Yours Truly,

Garry N. Collins

EMPIRE PARKING INC.

The Bylaws and Inspections Manager
The City of Red Deer
City Hall
4914 - 48 Avenue
Red Deer, Alberta
T4N 3T4

Re: Proposals to lease City owned surface Parking Lots

BRIEF EMPIRE HISTORY

Empire Paarking Inc. is a provincially incorporated company and has been operating in the City of Red Deer since 1987. It's sole business is that of renting, leasing, managing and maintaining lands within the City for the purpose of parking motor vehicles. It is the only professionally managed private parking company in Red Deer.

Empire Paarking Inc. changed ownership in February, 1992. The company was purchased under the umbrella of our parent company, Babcar Developments Ltd., a solid property development company, which has been in business in Red Deer over the past fifteen years. We are good corporate citizens of Red Deer and all of our employees are residents of Red Deer.

Empire presently manages 14 lots. Since aquiring the business, we have purchased two parking lots. We are prepared to purchase other existing lots and / or develop land to keep pace with Red Deer's future public parking needs.

We have in place our own complete maintenance equipment line which affords us the ability to follow a consistent maintenance schedule. Our lots are kept neat and clean, with weed control throughout the summer and prompt snow removal during the winter.

We take pride in our business and realize that to be a successful company, we must make every attempt to provide the best possible service to our public. We would like to assure the City that we deal fairly and honestly. We do not attempt to gouge our customers or initiate any type of underhanded and costly towing schemes, as has been in the case in the past by some private operators in some larger cities.

OBLIGATIONS AND COMMITMENTS

We believe that a great deal of communication and co-operation between the new operator and the City are essential requirements for a successful business relationship. We believe that changes in hours, rates, hours of operation will be subjects for review from time to time with City personnel.

If Empire is chosen to operate the parking facilities, we would welcome any input the City may have to ensure that both public users and the City are dealt with fairly. Fairness and good ethics will ensure a successful business relationship.

We will work hard to quickly resolve any problems or obstacles should they occur.

MONTHLY PARKING

Empire's system of providing monthly parking for persons employed downtown will ensure that the maximum number of parking stalls will always be available for those wishing to go by car downtown to do business. The number of stalls required for monthly parking on each lot will be adjusted as customer demand dictates.

PATROL AND TICKET ENFORCEMENT

At the present, Empire has two employees sworn in by your bylaws department to issue City of Red Deer violation tickets on Empire lots only. This system works well and would be expanded so that we may patrol and ticket the City lots as well. Empire would ask that more enforcement personnel be sworn in to effectively control parking violators.

TOWING

Towing vehicles would only be done in the event of emergencies, -eg. leaking gas tanks, blocking entrances or exits or multiple offenders. Vehicle towing is enforced as a last resort solution. In the past year, Empire has had only one vehicle towed from it's lots.

REVENUE

We intend to manage and market these lots to create the most revenue possible at all times. Regular patrolling and ticketing, properly maintained lots, and reliable meter equipment will also assist in keeping revenues to the maximum.

Because the occupancy counts are low, we have chosen to guarantee the City a minimum dollar amount or a percentage of the gross revenue, whichever is greater.

PROPOSAL " A "

- TO LEASE ALL THE LOTS ON AN "AS IS" BASIS
- SEPARATE TENDERS FOR EACH LOT
- THE LEASE TERM TO BE THREE (3) YEARS

THE LESSEE TO BE RESPONSIBLE FOR THE FOLLOWING:

- THE COST OF RE-KEYING ALL RELATED METERS
PARTS and LABOR (\$8,700.00)
- TO PAY UTILITIES SUPPLIED TO EACH PROPERTY (\$1,800.00)
- TO PAY THE CITY'S PORTION OF THE GROSS REVENUE
ON OR BEFORE THE 15TH OF THE FOLLOWING MONTH
- TO BE RESPONSIBLE FOR ALL PARKING RELATED OPERATING
EXPENSES EXCLUDING METER REPAIRS
- TO PROVIDE \$1,000,000.00 LIABILITY PUBLIC INSURANCE
WITH THE CITY AS AN ADDITIONAL INSURED
- TO ISSUE CITY TAGS - THE REVENUE TO GO THE CITY
- TO SET HOURLY, DAILY AND MONTHLY RATES AND TO ADJUST
THE NUMBER OF MONTHLY PASSES IF NEEDED
- TO ADJUST THE DAILY HOURS OF OPERATION

THE LESSOR TO BE RESPONSIBLE FOR THE FOLLOWING:

- TO PAY ALL PROPERTY AND IMPROVEMENT TAXES
- ALL EXISTING SIGNAGE, METERS AND DISPENSERS TO BE
INCLUDED IN THE LEASE
- TO BE RESPONSIBLE FOR MECHANICAL RELATED REPAIRS TO
METERS AND DISPENSERS
- TO COVER THE COST OF ALL MAJOR ASPHALT REPAIRS
(LOT RE-PAVING)

LOT TENDERS

(WITH EXISTING EQUIPMENT BUT WITHOUT SERVICE RESTRICTIONS)
(PER MONTH)

P1	WINDSOR	\$ 650.00	OR	40% OF GROSS REVENUE
P2	TURBO	\$ 260.00	OR	40% OF GROSS REVENUE
P3	VALLEY	\$ 150.00	OR	40% OF GROSS REVENUE
P4	POST OFFICE	\$ 840.00	OR	40% OF GROSS REVENUE
P5	SPORTSWORLD	\$ 440.00	OR	40% OF GROSS REVENUE
P6	SPORTSWORLD	\$ 200.00	OR	55% OF GROSS REVENUE
P7	TOM-BOY	\$ 200.00	OR	55% OF GROSS REVENUE
P8	GAETZ UNITED	\$ 580.00	OR	55% OF GROSS REVENUE
P9	CENTURY 21	\$ 450.00	OR	55% OF GROSS REVENUE
	TOTAL	\$ 3,770.00	/	MONTH
		\$ 45,240.00	/	YEAR

Assuming the revenue from fines (\$136,000.00) does not change, under this lease agreement, the City would be assured to receive a net revenue of at least \$181,240.00,

PROPOSAL " B "

- TO ENTER INTO A PURCHASE AGREEMENT WITH THE CITY OF RED DEER ON THE FOLLOWING BASIS:

- A) PURCHASE ALL OF THE CITY PARKING LOTS WHICH CAN BE SOLD
- B) LEASE THOSE LOTS REMAINING ACCORDING TO THE SAME DOLLAR AMOUNTS, PERCENTAGES AND CONDITIONS AS LISTED IN PROPOSAL " A "
- B) THE CITY WOULD REGISTER A LONG TERM CAVEAT ON THESE PROPERTIES THAT THE ONLY USE COULD BE PARKING
- C) EMPIRE PAARKING INC. WOULD BE RESPONSIBLE FOR THE ENTIRE MAINTENANCE OF THE PROPERTIES, UTILITIES, TAXES, ETC.

THE PURCHASE PRICE OF THESE LOTS WOULD HAVE TO BE NEGOTIATED, KEEPING IN MIND THE LONG TERM RESTRICTIVE COVENANT COVERING USE. INCOME FROM PARKING WOULD HAVE TO SERVICE COSTS AND DEBT.

We appreciate being given the opportunity to submit these proposals for the operation of the City owned facilities.

Respectfully submitted,

EMPIRE PAARKING INC.

PLEASE NOTE:

We estimate that as we progress into the fall and winter seasons the revenues will increase on most of these lots.



Imperial Parking Limited
 Box 11, Canadian Centre
 833 - 4th Avenue S.W.
 Calgary, Alberta T2P 3T5

Telephone: (403) 299-7333
 Facsimile: (403) 269-8883

July 29, 1994

The City of Red Deer
 The Bylaws Department, 3rd Floor
 City Hall, 4914 - 48 Avenue
 Red Deer, Alberta
 T4N 3T4

Attention: The Bylaws Manager

Dear Sir:

Re: Parking Lot Lease Proposal

Thank you for the information provided in connection with the above tender.

We have reviewed the tender document and accordingly, submit our bid for a lease based on the terms contained therein.

Imperial Parking Limited offers to lease the eight parking facilities described, on a three year term, as follows:

P1	Windsor	\$7,320.00
P2	Turbo	\$7,650.00
P3	Valley	\$1,620.00
P4	Post Office	\$8,830.00
P5	Sportsworld	\$6,890.00
P7	Tomboy	\$1,720.00
P8	Gaetz United	\$3,440.00
P9	Century 21	\$4,530.00

We have elected to leave the ticketing of vehicles illegally parked on the properties with your department, and understand that you will therefore provide us with this service, the resulting revenue obviously being entirely to your benefit.

Page 2

Should you have any questions concerning this bid, please contact the writer at 1-299-7266.

Yours very truly,

IMPERIAL PARKING LIMITED



for Julian Jones
City Manager

JJ:bb

Commissioners' Comments

We fully support the recommendation of the Downtown Planning Advisory Committee.

"M.C. DAY"
City Commissioner

COUNCIL MEETING OF OCTOBER 11, 1994

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:

**TENDER FOR OPERATION OF THE
OFFSTREET PARKING LOTS**

INFORMATION PACKAGE

for

PARKING LOT

LEASE

PROPOSAL

Prepared By:

THE CITY OF RED DEER

BYLAWS & INSPECTIONS DEPARTMENT

- 2 -

THE CITY OF RED DEER
INVITATION FOR PROPOSALS

The City of Red Deer is inviting proposals for the lease of The City-owned surface parking lots.

<u>Lot Name</u>	<u>Location</u>
P-1 Windsor	4920 - 51 Ave.
P-2 Turbo	5104 to 5124 - 50 Ave.
P-3 Valley Hotel	4813 - 51 Ave.
P-4 Post Office	4908 - 49 St.
P-5 Sportsworld	East side of 49 Ave. between 48 & 49 St.
P-7 Tom-Boy	48 St. between 47 & 47A Ave.
P-8 Gaetz United	Lane North of Ross St. & East of 48 Ave.
P-9 Century 21	4603 - 51 Ave. & 5025 - 47 St.

The Lease Proposal is:

To lease the parking lots, with the existing equipment but without service restrictions (eg. parking rates or hours of operation). The parking meters must be converted at the lessee's expense to ensure a key cannot be used for City meters. Bids may be accepted on any or all of the sites.

Information packages may be obtained from:

**The Bylaws Department, 3rd Floor,
City Hall, 4914 - 48 Avenue
Red Deer, AB
T4N 3T4**

between the hours of 8:00 am and 4:30 pm, Monday through Friday.

Sealed proposals must be returned to the office of The Bylaws Manager on or before 1:00 pm, on August 1, 1994.

For further information, please call:

R. Strader
Bylaws and Inspections Manager -
342-8190

- 3 -

THE CITY OF RED DEER
1993 PARKING LOT OPERATION INFORMATION & RATES

Lot Name	No. of Stalls	Current Type of Operation	Rate			
			Hourly	Daily	Monthly	Occupancy 1993
P1 Windsor	91	Pay & Display	25¢	\$2.00	\$30 + GST	75%
P2 Turbo	87	Pay & Display	50¢	\$4.00	-	41%
P3 Valley	26	5 Hour Meters	25¢	-	-	58%
P4 Post Office	98	2 Hour Meters	50¢	-	-	42%
P5 Sportsworld	101	Pay & Display	50¢	\$4.00	\$50 + GST	32%
P6 Sportsworld	15	2 Hour Meters	50¢	-	-	47%
P7 TomBoy	85	Pay & Display	25¢	\$1.25	\$30 + GST	19%
P8 Gaetz United	58	5 Hour Meters	25¢	-	-	56%
P9 Century 21	80	Pay & Display	25¢	1.25	\$30 + GST	53%

Total number of stalls 641. Present hours of operation including on street meters, not including Saturdays, Sundays, or holidays are 9:00 am - 5:00 pm.

For a 6 month trial period, on street parking on Gaetz Avenue between 45 Street and 52 Street is free with a one hour time limit. This will be reviewed in 6 months and may be extended to other on street parking areas.

Bids may be accepted on any or all of the proposals.

The highest, or any proposal, may not necessarily be accepted.

Bids must be shown for each lot as it may be necessary to remove specific lots from the program (eg. - lot is sold).

Responsibility:

To manage, operate, and maintain the subject parking lot as parking lots.

The successful tender may either issue their own violation tickets or may choose to issue City of Red Deer tickets. If they choose to issue City tickets the revenue will go to the City. The tender must indicate which option will be used.

- 4 -

Site Preparation:

The successful bidder will be responsible for all expenses, relating to parking lot maintenance including, but not limited to, curbing, fencing, and signage to a standard that exists at bid date. Any changes to layout must be approved by The City. It is agreed and understood that the property is to be leased on an "as is" basis.

Commencement Date:

It is anticipated that the lease commencement date will be approximately one month from the date of City Council approval.

Lease Terms:

A Lease Agreement for the subject Parking Lots shall be for a period of three years from the date of commencement of the agreement, at which time the operation may be retendered. The City reserves the right to terminate the leases for all or any portion of any of the Parking Lots upon sixty (60) days written notice.

The Lease Agreement will be in a form and substance acceptable to the City of Red Deer.

The City shall be responsible for the property taxes and local improvement taxes when due, but the tenant shall pay when due all other taxes, rates, duties and assessments and other charges that may be levied, rated or charged or assessed against all improvements, equipment and facilities of the tenant on or in the leased premises.

Operating Expenses:

The successful bidder will be responsible for security measures and all control of traffic entering and exiting the subject area. The successful bidder will be responsible for all operating costs associated with the parking of vehicles including providing all necessary manpower, maintenance, repair, snow removal, and upkeep of the subject area, not to include property taxes.

The successful bidder shall pay all utilities including power, water, sewer, gas, and telephone rates or charges levied or imposed in respect of the subject area.

- 5 -

Operator Indemnity:

The successful bidder shall indemnify and save harmless The City of Red Deer, its servants and employees, and be responsible for all suits, actions, claims, damages, liabilities, costs and expenses of any nature however caused in connection with or in respect of or in relation to the operation and maintenance or upgrade of the parking facility.

The tenant shall take out, and keep in force and effect throughout the term of the lease and any renewals thereof, public liability insurance against claims for personal injury, death or property loss arising out of all operations of the tenant indemnifying and protecting the tenant and The City as an additional insured to a limit of one million (\$1,000,000.00) dollars.

General:

The successful bidder agrees to:

1. Comply with and conform to all provisions of law including without limiting the generality of the foregoing all requirements of all federal and provincial legislative enactments, bylaws and other governmental or municipal regulations now or hereinafter in force which relate to the operation of the Parking Lot, to comply with all police, fire and sanitary regulations imposed by any governmental, provincial or municipal authority or made by fire insurance underwriters who have issued policies in respect of the Parking Lot and to obtain and maintain all proper licenses, development permits and consents necessary for the proper and lawful operation of the Parking Lot;
2. Pay, as and when due, all business taxes;
3. Pay, when invoiced, the cost of utilities used in or ascribable to the operation of the Parking Lot as determined by direct metering where possible or as otherwise determined by The City acting reasonably;
4. Operate the Parking Lot in an orderly and business-like manner and to the extent it is reasonably able, shall not permit therein any business or activity which could be a nuisance, nor erect or install nor permit to be erected or installed upon or within the Parking Lot, with the exception or required parking attendant booth(s), any obstruction, device or thing which would interfere with the orderly and convenient operation of the Parking Lot as a parking lot, nor interfere with access to the entrances or exits to and from the Parking Lot.

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SURFACE PARKING LOTS**LOCATIONS:**

<u>Lot Name</u>	<u>Approx. No. of Stalls</u>	<u>Location</u>
P-1 Windsor	91	4920 - 51 Avenue
P-2 Turbo	81	5104 to 5124 - 50 Ave.
P-3 Valley Hotel	26	4813 - 51 Avenue
P-4 Post Office	98	4908 - 49 Street
P-5 Sportsworld	101	East side of 9 Avenue between 48 & 49 Street
P-7 Tom-Boy	85	48 St. between 47 & 47A Ave.
P-8 Gaetz United	66	Lane North of Ross St. & East of 48 Avenue
P-9 Century 21	80	4603 - 51 Ave. & 5025 - 47 St.

- 7 -

Our current years revenue from these lots for parking tickets and revenue from parking meter/spitters or leases is:

Monthly Passes	\$ 10,000	
Meters	65,000	
Pay/Display	72,000	
Leases (10 stalls in Gaetz United Lot)	6,000	
Fines	<u>136,000</u>	
	\$ <u>289,000</u>	
Less - Maintenance, Personnel, Etc. (\$104,216)	\$ <u>185,218</u>	- Net Revenue

It is our expectation that we will receive at least the current net revenue from these lots under any lease scheme.

**COMPARISON OF NET RECOVERY OF CITY OPERATION
AND CONTRACTED OPERATION OF PARKING LOTS**

~~28.~~

DESCRIPTION	CITY OPERATION	CONTRACTED OPERATION
REVENUE FROM PARKING LOTS:		
Monthly Passes	\$10,000	\$0
Meters	65,000	0
Pay/Display	72,000	0
Leases	6,000	0
Fines	136,000	136,000
Parking Lot Lease	0	45,240
GROSS REVENUE	\$289,000	\$181,240
EXPENDITURE FOR PARKING LOTS:		
Parking Administration:		
City Utilities	1,800	0
Bylaw Administration:		
Commissionaires:		
Parking Lot Patrol (2)	41,750	0
Parking Lot Maintenance:		
Personnel	5,000	1,000
Spitter Repairs	1,050	1,050
Internal Equipment Rental	2,000	400
Stationery - Ticket Dispensers	3,000	0
Construction & Maintenance Supplies	4,000	800
Parking Meter Maintenance:		
Personnel	29,659	29,659
Internal Equipment Rental	4,530	4,530
Construction & Maintenance Supplies	11,423	11,423
	\$104,212	\$48,862
NET RECOVERY OF PARKING LOTS	\$184,788	\$132,378

Backup Information to the Report on the Open Agenda re:

Tenders for Operation of the Off-Street Parking Lots

Page 62, Resolution 14

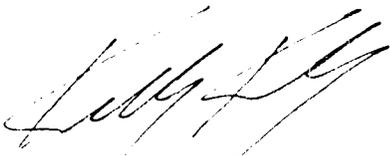
Submitted to City Council
Date: Oct. 11/94

DATE: OCTOBER 12, 1994
TO: DOWNTOWN PLANNING ADVISORY COMMITTEE
FROM: CITY CLERK
RE: TENDERS FOR OPERATION OF THE OFF-STREET PARKING LOTS

At the Council Meeting of October 11, 1994, consideration was given to your report dated October 5, 1994, concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Downtown Planning Advisory Committee dated October 5, 1994, re: Tenders for Operation of the Off-Street Parking Lots, hereby agrees to reject all proposals received in the tender for the operation of off-street City parking lots, and as presented to Council October 11, 1994."

The decision of Council in this instance is submitted for your information. Thank you for your review of this issue.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Financial Services
Bylaws and Inspections Manager

NO. 11

DATE: October 5, 1994

TO: City Council

FROM: Downtown Planning Advisory Committee

RE: LEASE RATES/CONDITIONS OF OFF-STREET PARKING LOTS

At the October 4, 1994 meeting of the Downtown Planning Advisory Committee, consideration was given to the report from the Bylaws and Inspections Manager concerning a request to lease 15 stalls in the Sportsworld parking lot, and at a price less than the \$50.00 per month approved rate. The Committee considered a number of factors, including the high vacancy rate. Following is the resolution passed by the Committee in this respect.

"That the Downtown Planning Advisory Committee, having considered report from the Bylaws & Inspections Manager dated September 19, 1994 re: Lease of Parking Stalls, hereby recommend to Council of the City of Red Deer:

1. That the lease rate be adjusted to \$35.00 plus G.S.T. per month for the Sportsworld Parking Lot.
2. Allocation of a maximum of 50% of the Sportsworld Parking Lot for leaseholders.
3. That authority to make changes to the leasing program, including pricing, be delegated to the Bylaws & Inspections Manager.
4. That Council Policy No. 829, Parking Lot Stall Monthly Passes, be changed to allow for 6 month leasing of stalls."

The above is submitted to Council for your consideration and direction.


ALDERMAN R.E. SCHNELL, Chairman
Downtown Planning Advisory Committee

DATE: September 19, 1994
 TO: Downtown Advisory Planning Committee
 FROM: Bylaws and Inspections Manager
 RE: **LEASE OF PARKING STALLS**

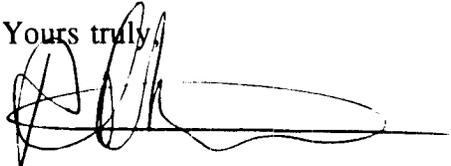
Some time ago the attached policy was approved by City Council. This policy also set all of the lease rates. We have received a request to lease 15 stalls in the Sportsworld lot, however, the approved rate is \$50.00 plus G.S.T. per month while the offer is \$35.00 per month.

The adjacent "Bay" lot operated by Empire Parking rents for \$50.00 per month. One of the principles we tried to adhere when setting our prices was that we would not undercut the private sector. However, our lot is virtually empty and has been for the last year.

Recommendation:

- 1) That the lease rate be adjusted to \$35.00 plus G.S.T. per month
- 2) The stalls be reserved for the lease holders
- 3) Preference be given to previous lease holders when issuing the monthly passes
- 4) That authority to make changes to the leasing program, including pricing be delegated to the Downtown Planning Advisory Committee

Yours truly,



R. Strader
 Bylaws & Inspections Manager
 BUILDING INSPECTION DEPARTMENT

RS/cp

Commissioners' Comments

We fully support the recommendation of the Downtown Planning Advisory Committee.

"M.C. DAY"
 City Commissioner

Policy Section:
Planning Services

Page:
1 of 1 22.

Policy Subject
Parking Lot Stall Monthly Passes

Policy Reference:
829

Lead Role:
Bylaws and Inspections Department

Resolution/Bylaw:
Nov. 8, 1993

PURPOSE

To provide a monthly parking program for City operated off-street parking stalls.

POLICY STATEMENT

1. The number of parking stalls made available in each lot will be determined by the Parking Administrator after surveying the lot's peak period occupancy in relation with the lot's intended use (ie: short or long term parking).
2. Passes will be sold at the City Hall cashiers on a first come first served basis.
3. Passes will be sold monthly and will become available for sale on the 20th of the preceding month in which they become valid.
4. Payment in full must be paid whether the space is being used by the parker for the entire month or not.
5. Monthly stall passes are sold on the basis that they are for a specific lot, not being transferrable between lots, with no assigned parking stall, but on a random basis with no guarantee of a particular parking space.
6. Parkers sold passes for lots where a parking attendant is on duty will be required to stop and show the pass to the attendant upon entering and exiting the parking lot.
7. The parking pass is to be visibly displayed on the dash of the car in front of the driver, any time the vehicle is parked in the parking lot.
8. The City will assume no liability whatsoever for any loss of, or damage from any cause to the parker's vehicle or other property.
9. The City reserves the right to make rate changes or amend the number of passes available or terminate the pass program without written notice.

Cross Reference

Remarks

Date of Approval:
November 8, 1993

Effective Date:

Date of Revision:

DATE: OCTOBER 12, 1994
TO: DOWNTOWN PLANNING ADVISORY COMMITTEE
FROM: CITY CLERK
RE: LEASE RATES/CONDITIONS OF OFF-STREET PARKING LOTS

At the Council Meeting of October 11, 1994, consideration was given to your report dated October 5, 1994 concerning the above topic and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Downtown Planning Advisory Committee dated October 5, 1994, re: Lease Rates/Conditions of Off-Street Parking Lots, hereby agrees as follows:

1. That the lease rate be adjusted to \$35.00 plus G.S.T. per month for the Parking Lot P5 (Sportsworld).
2. Allocation of a maximum of 50% of the Parking Lot P5 (Sportsworld) for leaseholders.
3. That authority to make changes to the leasing program, including pricing, be delegated to the Bylaws and Inspections Manager.
4. That Council Policy No. 829, Parking Lot Stall Monthly Passes, be changed to allow for 6 month leasing of stalls,

and as presented to Council October 11, 1994."

The decision of Council in this instance is submitted for your information. By way of a copy of this memo I will be asking the Bylaws and Inspections Manager to proceed with the necessary changes as noted above. With respect to Council Policy #829, this office will be updating and circulating same in due course.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Financial Services
Bylaws and Inspections Manager
City Solicitor
D. Souch, City Clerk's Office

NO. 12PATH: snow\sign-chg.cc
MASTERFILE: 1935.004

DATE: September 20, 1994

TO: City Clerk

FROM: Public Works Manager

RE: NO PARKING TIME CHANGE

Council approval is respectfully requested for a change to Bylaw 2800/82 Section 21 Subsection 1(c).

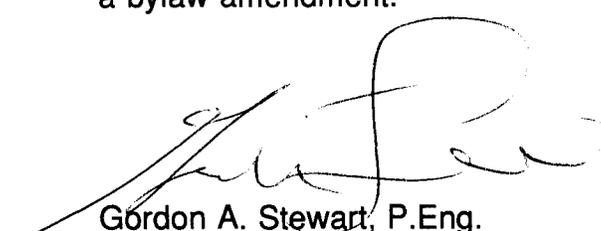
The requested additions are shown in **bold** and the deletions in (brackets).

21.1.(c) cause moveable signs to be placed on or near a roadway, such signs to read "No Parking in this Block 7:00 a.m. to **11:00 p.m.** (10:00 p.m.)" or "No Parking in this Block **9:00 p.m.** (10:00 p.m.) to 7:00 a.m."

This time change is being requested to allow for a regular 10 hour shift, which would be more efficient and cost-effective to the overall operation.

RECOMMENDATION

It is respectfully requested that Council approve this change and give three readings to a bylaw amendment.



Gordon A. Stewart, P.Eng.
Public Works Manager

CB/blm

Commissioners' Comments

We concur with the recommendation of the Public Works Manager.

"M.C. DAY"
City Commissioner

DATE: OCTOBER 12, 1994
TO: PUBLIC WORKS MANAGER
FROM: CITY CLERK
RE: NO PARKING TIME CHANGE -
TRAFFIC BYLAW AMENDMENT 2800/B-94

At the Council Meeting of October 11, 1994, consideration was given to your report dated September 20, 1994 concerning the above noted topic. At this meeting Traffic Bylaw Amendment 2800/B-94 was passed, a copy of which is attached hereto.

This office will be updating the Consolidated Copy of the Traffic Bylaw and circulating same in due course.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
D. Souch, City Clerk's Office

DATE: October 4, 1994

TO: KELLY KLOSS
City Clerk

FROM: GREG HALL, Chairman
Environmental Advisory Board

RE: ENVIRONMENTAL ACTION PLAN

As Council will recall, the Environmental Advisory Board has been working on the Environmental Action Plan for the past year. With the public input received in the fall of 1993, via a Public Open House, Public Speaker's Forum, Public Survey and the many written briefs submitted by groups and individuals, the Board feels that the attached proposed Environmental Action Plan reflects the environmental opinions of the citizens of Red Deer.

The Board is of the opinion that the proposed Environmental Action Plan should now advance to the next stage of public review before it is finalized and presented to City Council. To that end, the Environmental Advisory Board passed the following resolution at their special meeting of October 3, 1994:

"That the Environmental Advisory Board, having considered the September 20, 1994 draft of the Environmental Action Plan, hereby approve same in principle with the amendments as contained above, and direct that same be forwarded to City Council for their information."

In terms of scheduling and financing for the proposed Action Plan recommendations, the Board recognizes the financial guidelines and service level commitments The City of Red Deer has for the next two years. The Plan, therefore, does not specify a date for implementation of each action recommendation, but alternatively identifies the recommendations that can be incorporated within existing budget allocations proceed immediately. Those action recommendations that require additional funding should not proceed until alternative financial resources are obtained, including corporate sponsors, additional municipal funding contributions and/or grants. The City of Red Deer 5-Year Capital Plan should identify funding for major capital improvements and upgrades as recommended in the Environmental Action Plan.

The Board has tentatively scheduled a Public Open House and Meeting for Wednesday, November 2nd at 5:00 p.m. and 7:00 p.m. respectively, to present the proposed Environmental Action Plan. The Open House and Meeting is planned for the Stewart Room at the Museum.

Several Board members, including myself, will be present at the October 11, 1994 Council Meeting to answer any questions or inquiries of Council.



GREG HALL

DB/ad
Att.

CS-P- 5.112

DATE: September 22, 1994

TO: ENVIRONMENTAL ADVISORY BOARD

**FROM: GREG HALL, Chairman
Environmental Advisory Board**

RE: ENVIRONMENTAL ACTION PLAN

Attached is the draft of the Environmental Action Plan for the Board's consideration. This Plan has undergone a number of drafts based on reviews by the REACT Strategic Planning Task Force.

The development of the Environmental Action Plan has progressed to the point where it is now necessary to obtain the following:

1. Approval in principle by the Environmental Advisory Board. (October 3, 1994)
2. Acceptance as information by City Council, with approval to conduct a Public Open House to present the Action Plan recommendations. (October 11, 1994)
3. Conduct a Public Open House and forward the draft document to groups and organizations for comment. (Late October/early November 1994)

Changes or amendments to the Plan can take place after each of the steps outlined above. After the third step (Open House), a final draft would be prepared and forwarded to the Board and City Council for approval.

The suggested schedule for this process is as indicated, such that the Public Open House can be conducted in late October or early November. A specific date should be selected at the Board meeting. This schedule will enable a final Plan to be considered by City Council before year end.

The Board should review the Plan in detail and be prepared to discuss all aspects of the draft document. Particular note should also be given to Section 5.4, where a recommendation to expand the mandate of the Environmental Advisory Board is outlined.

.../2

Environmental Advisory Board
Page 2
September 22, 1994

RECOMMENDATION:

1. That the Environmental Advisory Board approve in principle, the draft Environmental Action Plan dated September 20, 1994, and submit it to City Council for information subject to a Public Open House being conducted and all public comments being incorporated in a final Plan before being resubmitted to the Board and Council.

for *A. Deaneham*

GREG HALL

DB/ad
Att.

Commissioners' Comments

After a substantial amount of work and a great deal of commitment and effort by many people the Environmental Advisory Board is presenting a draft of the Environmental Action Plan for Council's information. We recommend Council approve proceeding to a Public Open House and Meeting as outlined so that the report may be finalized for consideration and adoption by Council.

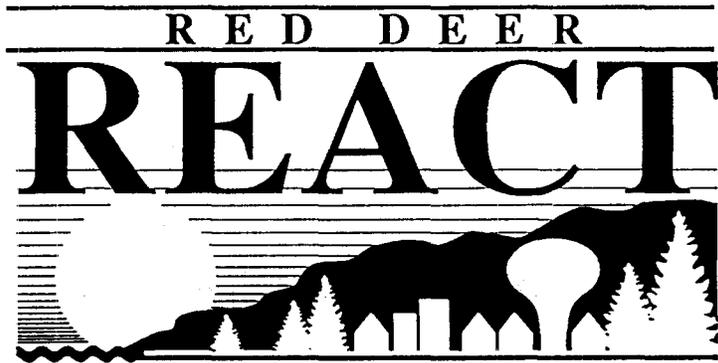
"M.C. DAY"
City Commissioner

COUNCIL MEETING OF OCTOBER 11, 1994

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:

ENVIRONMENTAL ACTION PLAN



ENVIRONMENTAL ACTION PLAN

October 4, 1994

ACKNOWLEDGEMENTS

Preparation of the Environmental Action Plan involved gathering information from a wide range of sources, including existing literature, the general public, local environmental groups, local non-profit organizations and agencies, local institutions and other levels of government.

We would like to acknowledge the following Environmental Action Plan Partners:

- Red Deer River Naturalists
- Citizens Action Group on the Environment (C.A.G.E.)
- Red Deer Fish & Game Association
- Red Deer Public School District #104
- Red Deer Catholic Board of Education
- Red Deer College
- Alberta Environmental Protection Services
- Red Deer Regional Planning Commission
- City of Red Deer

In the analysis of the public survey and briefs, the Red Deer College completed the statistical review. A special "Thank You" to the following individuals.

- Don Dary
- Barb McKercher
- Dawn Gabriel
- Enki Wong
- Zoranna Tseng
- Leanne Defoe
- Anisa Yu

The drafting and preparation of the Environmental Action Plan was the result of a culminating effort by the following individuals:

- Bryon Jeffers, Director of Engineering Services, City of Red Deer
- Greg Hall, Chairman, Environmental Advisory Board
- Rick Moore, Red Deer Public School District #104
- Mary Stewart, Solid Waste Inspector, City of Red Deer
- Don Batchelor, Parks Manager, City of Red Deer

The editing and formatting of the plan was screened by the Environmental Action Plan Strategic Planning Task Force. We would like to thank this group for their efforts:

- Beverly Yee, Education Branch, Alberta Environment Protection
- Lois Collier, Planning Branch, Alberta Environment Protection
- Kerry Lowe, Community Affairs, Alberta Environment Protection
- Ray Kerber, Regional Affairs, Alberta Environment Protection
- Bryon Jeffers, Director of Engineering Services, City of Red Deer
- Craig Curtis, Director of Community Services, City of Red Deer
- Don Batchelor, Parks Manager, City of Red Deer
- Greg Hall, Chairman, Environmental Advisory Board
- Dr. Sandi Koop, Environmental Advisory Board
- Rick Moore, Red Deer Public School District #104
- Bill Shaw, Director, Red Deer Regional Planning Commission

A special thank you to Cheryl Adams of the City Clerks Office for attending meetings and completing accurate minutes, and to April Dunham of the Parks Department for completing all typing of the Action Plan Document.

ENVIRONMENTAL ACTION PLAN

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	NOTE: The written briefs submitted by individuals/organizations are contained in an appended document: "REACT - Public Briefs 1993"	

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1.0 INTRODUCTION

1.1 GOVERNMENT OF CANADA AND PROVINCE OF ALBERTA INITIATIVES

Both the Federal and Provincial Governments launched several environmental initiatives during the early 1990s. The City of Red Deer has played a role through the Environmental Advisory Board, local environmental groups and City Council, in reviewing and providing comments to the draft initiatives. Some of the initiatives are as outlined below. These strategies, policy papers and legislations have all been considered in the preparation of the Environmental Action Plan.

- Canada's Green Plan
- Environmental Protection & Enhancement Legislation
- Clean Air Strategy of Alberta
- Packaging Waste Reduction Guide
- Future Environmental Directions For Alberta
- Towards Sustainable Communities
- Wetland Evaluation Guide
- Alberta Round Table On Environment & Economy
- Sustainable Urban Development In Canada
- Water Management in Alberta

1.2 EXISTING CITY POLICY & PLANS

1.2.1 Vision 2020

On August 19, 1991, City Council approved the Vision Statement and Planning Principles of Vision 2020. These principles address the priorities and direction of The City of Red Deer until the year 2020.

Although the plan addresses the issue from a very broad perspective, there are very precise recommendations and planning principles that deal with the environmental policy. They include:

- The preservation of Red Deer's unique natural environment, and the demonstration of leadership in environmental management.
- The provision of safe, effective and reliable utility systems that are environmentally responsible.

To achieve the above principles, the following objectives were approved on a priority basis:

HIGH PRIORITY:

- Position The City of Red Deer as a leader in environmental management of the community, including all municipal infrastructure and services such as waste management, major utilities, pest and weed control, park management and environmental education.
- Promote tourism as a priority in the economic development of the city and region. The City of Red Deer will accept the natural environment as a marketing theme...

MEDIUM PRIORITY:

- Establish Red Deer as a community with a clean and ecologically sound natural and built environment.
- Maintain Red Deer as a community characterized by its natural setting.
- Maintain The City's leading role as an aesthetically pleasing city through such initiatives as the "greening" of major transportation routes, preservation of natural areas, setbacks and development standards and signage requirements. This will be achieved through direct City involvement in cooperation with private industry and community agencies.
- Preserve and enhance escarpments and natural areas and maximize the provision of green space throughout the community.
- Maintain and expand Waskasoo Park as a major focal point for recreation in the community with linkages to the downtown and all city neighbourhoods.
- Preserve and enhance heritage resources as an integral component of the community and develop long-term plans for the preservation and interpretation of heritage resource.

1.2.2 Strategic Plan

The City of Red Deer Strategic Plan was initiated by City Council in the fall of 1993. Through the establishment of a number of task forces dealing with the issues of Community/Quality of Life, Finance, Organization, Economic Development and Social, the Strategic Plan was formulated by an Integration Task Force. This Task Force presented the following environmental goal and strategy recommendations and reconfirmed some of the Vision 2020 priorities.

GOAL: To support and maintain The City of Red Deer's infrastructure, including roads, structures, utility systems and parks, as a long-term investment.

GOAL: To position itself as a leader in environmental management, and ensure that Red Deer's unique natural environment is protected and preserved.

STRATEGIES:

4.3.1 The City will maintain a leading role in ensuring that Red Deer remains aesthetically appealing through such initiatives as the "greening" of major transportation routes, preservation of natural areas, setbacks and development standards and signage requirements. This will be achieved through direct City involvement in cooperation with private industry and community agencies. (Planning Principle #2.2)

4.3.2 The City will maintain a leading role in environmental management of the community, including all municipal infrastructure and services such as waste management, major utilities, pest and weed control, park management and environmental education. (Planning Principle #2.3)

4.3.3 The City will ensure that Red Deer is established as a community with a clean and ecologically sound natural and built environment. (Planning Principle #4.1)

4.3.4 The City will preserve and enhance escarpments and natural areas and maximize the provision of green space throughout the community. (Planning Principle #4.7)

4.3.5 The City will ensure the provision of safe, efficient, reliable utility systems which are environmentally responsible. (Planning Principle #7)

1.2.3 Community Services Master Plan

The Community Services Division required a major policy plan that would provide direction for parks, recreation and cultural services in Red Deer. The plan was approved by City Council on December 9, 1991. The plan includes a number of recommendations that deal with environmental issues as outlined below:

- The City should undertake a public survey/questionnaire to determine public awareness, understanding, and participation in environmental programs and services.
- The City should prepare an Environmental Master Plan to integrate and prioritize the various environmental initiatives being undertaken by The City. This Master Plan should be prepared under the guidance and direction of the Environmental Advisory Board and its technical advisors.
- The City should endorse the concept and definition of "sustainable development" as outlined in the Green Plan.
- The Environmental Advisory Board should review the Green Plan in detail, and make recommendations to City Council on how it might respond to and take advantage of the specific initiatives now underway.
- The Community Services Division should make comments and recommendations to the Environmental Advisory Board regarding the establishment of a policy and procedure for updating environmental impact assessments.
- The Environmental Advisory Board, together with its technical advisors, should develop a procedure and policy for undertaking environmental impact assessments of major planning documents and development proposals at the municipal level and bring forward recommendations to City Council.
- The Community Services Division should make comments and recommendations to the Environmental Advisory Board regarding how the specific legislation, in terms of the Environmental Protection and Enhancement Act, may affect municipal jurisdiction and operations.
- The Environmental Advisory Board, together with its technical advisors, should give a high priority to participating in the Regulatory Review Process for the development of new environmental regulations in terms of the Environmental Protection and Enhancement Act, and bring forward comments and recommendations to City Council.
- The City should continue to support the Regional River Valley Concept and should work cooperatively with the Red Deer Regional Planning Commission and the Counties of Red Deer and Lacombe to promote the preservation and recreational use of the Red Deer River Valley as a regional open space corridor.
- The City should continue the policy of acquiring escarpment and natural amenity areas through reserve dedication and land purchase.

- The City should endeavour to acquire a strip of land or easement along the Red Deer River, between Fort Normandeau and Heritage Ranch, in order to provide a trail link between the two facilities as outlined in the Waskasoo Park Master Plan.
- The City should endeavour to acquire the balance of privately-owned land immediately west of the River Bend Golf Course and Recreation Area.
- The City should endeavour to acquire the natural area known as Spruce Woods between the River Bend Golf Course and McKenzie Trail Recreation Area in the medium/long term, possibly through reserve dedication.
- The City should endeavour to expand the Bower Woods area to the east through the dedication of Environmental and Municipal Reserve when the adjacent area is subdivided for residential development.
- The City should work with Red Deer College and the Province to ensure the acquisition of the privately-owned site known as the Bower Natural Area, and the preservation of the wooded portion of the site for future recreation use.
- The Parks Department should continue its public notification policy for the use of chemicals on parkland and continue to experiment and test alternative biological controls.
- The Parks Department should develop an Integrated Weed & Pest Management Strategy with the objective of reducing/eliminating chemical controls in favour of biological controls.
- The Parks Department should work with The City administration to develop a policy and procedure for undertaking environmental impact assessments for City projects.
- The Parks Department should develop a comprehensive Tree Management Strategy to ensure the health and survival of existing trees and coordinate tree planting initiatives in the future.
- The Parks Department should develop a ten-year tree planting plan, in conjunction with the Citizens Action Group On The Environment (C.A.G.E.). Priority should be given to the greening of major entry arteries and transportation routes and the re-forestation of older park areas. Tree planting initiatives on public land should only proceed when funds have been allocated for ongoing maintenance.
- The Parks Department should continue the policy of naturalization by which turf maintenance is reduced or eliminated and natural habitats are retained and/or enhanced.

- The Parks Department should give a high priority to the replanting of escarpments with native tree/shrub species, where tree cover has been removed. Capital and maintenance funding through the Trees By 2000 program and corporate and private donations should be actively pursued.
- The City should support the future development of the existing landfill site as an extension of Westerner Park, incorporating overflow parking, open space and possible sportsfield development. The City should give a high priority to preparing a detailed development and reclamation plan for this area.
- The Parks Department should continue to review all subdivision and development proposals to ensure that natural and treed areas are preserved, wherever possible, through appropriate dedication of Environmental or Municipal Reserve.
- The Parks Department should give a high priority to public information/participation programs relating to environmental issues such as conservation, horticulture, and composting. The department should actively involve volunteers and community groups in the delivery of these programs.

1.2.4 Solid Waste Master Plan

To develop a plan to deal with the management of solid waste in the city over the next 25 - 30 years, the Engineering Services Division developed the Solid Waste Master Plan which was approved by City Council in July 1992. This plan not only contains specific recommendations in regard to the existing landfill site operation and the planning for the new landfill site, but it also contains the following recommendations:

Phase One - Immediate Implementation 1992 - 93:

1. **Expanded Landfill Capacity** - continue process to expand landfill capacity.
2. **Garbage Utility Bylaw** - revise the Garbage Utility Bylaw to limit the number of garbage bags or cans to five per household per week for residential garbage collection once the pilot composting program is in place. (Present average is 3.3 bags per household per week.)
3. **Dry Waste Disposal Site** - apply for approval for the development of a Dry Waste Disposal Site.
4. **Diversion of Waste Tires** - request information from the Provincial Government on the legislation which will prohibit the landfilling of tires and the method of enforcement. The Province should also be asked to clarify whether The City will be expected

to provide a collection and transportation service to recycling centres and, if so, how will The City be reimbursed for expenses incurred.

5. **Diversion of Large Metal Appliances** - ban the disposal of all large metal appliances (white goods) at the sanitary landfill.
6. **Salvaging** - salvaging operations should only be considered on a case-by-case basis, provided they pose no health or safety risks, and there is a secure market for the materials. The cost of the salvage operation must also be considered.
7. **Promotion and Education** - a general promotion and education program should be developed to encourage solid waste reduction, reuse and recycling, and proper disposal of hazardous waste.
8. **Environmental Award of Merit** - an environmental award of merit program should be established to publicly recognize waste reduction initiatives made by businesses.
9. **Liquid Waste** - efforts to divert liquid waste from the landfill site should continue with the goal of permitting no liquid waste disposal at the site.
10. **Water Treatment Plant Sludge** - investigate the alternatives to landfill disposal of an alum calcium carbonate sludge generated by the Water Treatment Plant.
11. **Yard Waste Collection** - design and conduct a pilot program for the separate collection, public drop-off and composting of yard waste. Review the success of the program and report back to Council for future direction.
12. **Landfill Tipping Fee** - increase the landfill tipping fee to \$25.00, effective March 1, 1993.
13. **Commercial Waste Audits** - conduct commercial waste audits to assist businesses in implementing programs for waste reduction and recycling.
14. **Diversion of Corrugated Cardboard** - identify commercial generators of corrugated cardboard and actively encourage them to implement recycling programs.
15. **Future Use Plan for Landfill Site** - request that the Regional Planning Commission update the Future Use Plan for the existing sanitary landfill site.
16. **City Purchasing Practices** - examine City purchasing practices to identify opportunities to increase the purchase of products containing recycled materials.
17. **Hazardous Waste** - review ways to facilitate the proper disposal of hazardous wastes by businesses and citizens.
18. **Unsolicited Mail** - request that the City Solicitor investigate whether a City bylaw could be introduced which would reduce the quantity of unsolicited mail to individuals who do not want it.

19. **Federal and Provincial Role** - request that the Provincial and Federal Governments play a greater role in facilitating waste reduction, particularly in the areas of packaging and stimulating the demand for recycled or reusable products.

Phase Two - Implementation in the Years 1994 - 96

1. **Yard Waste Collection** - expand yard waste collection to a full-scale program, depending on the results of the pilot program and further City Council direction.
2. **Pay-By-Volume** - reassess the pay-by-volume concept in 1996, and consider this in tendering for a new garbage collection contract.
3. **Landfill Tipping Fees** - evaluate the increase in the landfill tipping fee and determine whether further increases would be beneficial in diverting additional quantities of waste.
4. **Blue Box Versus Drop-Off Depot** - in early 1996, update the Solid Waste Master Plan and review whether the blue box recycling program should continue or whether a regional drop-off depot should be implemented. The general public should provide their input, based on cost versus level of service.
5. **Garbage Collection Contract** - in 1996, local market conditions should be reviewed to determine whether The City should tender a garbage collection contract which includes residential waste or residential and commercial waste.

Phase Three - Long Term

1. **Solid Waste Master Plan** - revise the Solid Waste Master Plan every five years thereafter.
2. **Provincial 50% Goal** - continue to work towards the Provincial goal of 50% waste diversion.

1.2.5 Miscellaneous Other Policies

The City of Red Deer has a number of policies, sections of bylaws and procedures that outline environmental criteria for new development proposals or deal with environmental issues. They include:

- **Council Policy No. 523 - Escarpment Development** - requires that a geo-technical report be submitted for any development proposed adjacent to a hillside or escarpment indicating the viability of the project.

- **Council Policy No. 401 - Purchasing & Tendering** - outlines that The City of Red Deer is committed to the procurement and use of reusable, recycled and environmentally responsible products where quality of product or service and price is equal to or less than products that are less environmentally responsible.
- **Council Policy No. 541 - Development on the Flood Plain** - prohibits development on the flood plain of the Red Deer River, Waskasoo Creek or Piper Creek unless it is low-risk park use or the development is elevated to the equivalent of the 1:100 year flood level plus .3 meters.
- **Council Policy No. 707 - Dangerous Good Transportation** - outlines routes for the transportation of dangerous goods within the corporate limits of the city of Red Deer.
- **Council Policy No. 823 - City of Red Deer Planning and Subdivision Guidelines** - provides specific guidelines and procedures for proposed developers to submit development proposals to The City. The proposals include existing conditions, topography, land use and vegetation.
- **Land Use Bylaw 2672/80 - Environmental Preservation District** - identifies a land-use district that is intended to protect environmentally-sensitive land by restricting development to minimal and clearly compatible uses.

1.3 CITY ORGANIZATION

City Council passed the Environmental Advisory Board Bylaw on September 17, 1990. The Board consists of seven members, including the following:

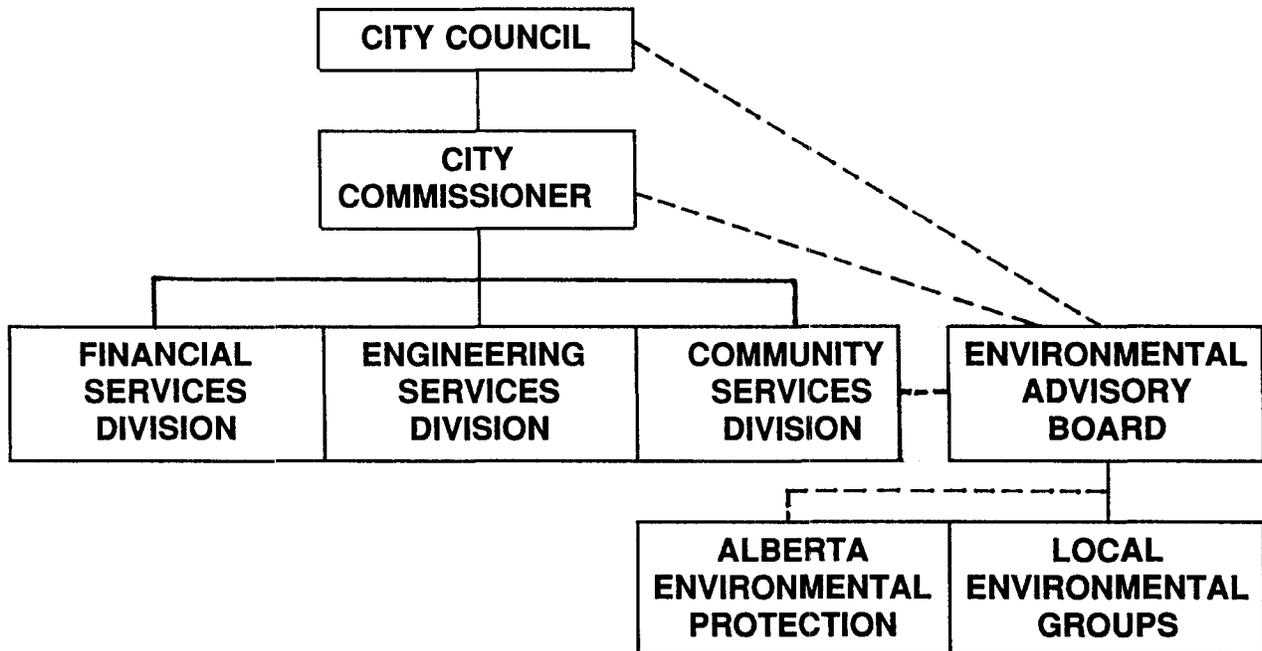
- 3 citizens-at-large;
- 1 member from a local environmental group; the group represented is to revolve each term;
- 1 member appointed from either the Red Deer Public School District #104 or the Red Deer Catholic Board of Education, on a revolving basis;
- 1 member of City Council;
- 1 member from the Red Deer & District Chamber of Commerce.

The primary purpose of the Board is:

- To review and recommend to Council environmental policies and initiatives.
- To act as a liaison and coordinating body with existing environmental societies and organizations, as required, to direct their concerns and inquiries to the appropriate City department, City Council, or other legislative body.

- To assist and make recommendations with respect to conducting public meetings and workshops, as required, on environmental issues, to provide a forum for residents to share or express concerns, suggestions or inquiries.
- To act as a liaison with City departments and advise City Council on potentially sensitive environmental issues.
- To act as a liaison and coordinating body to consider and make recommendations on environmental initiatives by provincial or federal agencies.
- To provide comments, as required, on various ongoing environmental public education programs.
- To review major planning documents and development proposals which may have environmental implications; as may be referred by the Commissioners to the Board.
- To act as a liaison with the private business sector to provide information on new environmentally related operational or development procedures.
- Neither the Board nor any member thereof shall have any power to pledge the credit or course of action of the City in connection with any matters whatsoever, nor shall the Board nor any members thereof have any power to authorize any expenditures to be charged against The City, without prior approval by City Council.

With the Environmental Advisory Board acting in an advisory capacity to City Council, the relationship of various City departments and local environmental groups to the Board is described on the following chart:



1.4 PLANNING AREA

Although it is difficult to define a finite line when it relates to geographical areas and the environment, for the purposes of the Environmental Action Plan, the plan area is The City of Red Deer Corporate Limits.

Sections that deal with sustainable development strategies and biodiversity (Sections 4.3.3.2 and 4.3.3.4) outline the need for cooperation between The City of Red Deer and surrounding counties. However, this plan outlines action recommendations that deal specifically with issues contained in the corporate limits of Red Deer.

Section 3.3 does deal with issues that were identified through the public survey by non-Red Deer residents. For purposes of completing the analysis and preparing the Action Recommendations, only the survey responses from city of Red Deer residents were considered.

1.5 ACTION PLAN TERMS OF REFERENCE

The preliminary terms of reference for the Environmental Action Plan were supported by City Council on December 7, 1992 as outlined below:

"RESOLVED that Council of the City of Red Deer having considered report from the Environmental Advisory Board re: Environmental Master Plan, hereby agrees that Council consider a \$10,000 grant as part of the 1993 Budget, to be used to assist in initiating public participation process, on the understanding that the objectives of this process are to:

1. Determine the level of community interest and support for an Environmental Master Plan;
2. Determine the scope of a Master Plan by identifying a more selective and focused terms of reference for it:
3. Establishing partnerships and identifying stakeholders to begin the concrete planning required by the terms of reference;
4. Begin the process of incorporating environmental issues and initiatives into The City decision-making process.

The terms of reference was subsequently revised and was approved by City Council on June 7, 1993. The goals, mission statement and objectives can be summarized as follows (see Appendix 6.3 for details).

GOALS

- To identify the Environmental Action Plan as a phased process whereby the first phase is a public participation process and the identification of high priority issues and strategies.
- To determine means whereby formal and informal education programs (schools, public awareness and community participation) will motivate and enlist the public to undertake activity which positively influences the natural ecology and other physical environment issues in Red Deer. To itemize and assess environmentally related social issues, economic development activity and municipal programs so as to determine their significance and relevance to the Environmental Action Plan.
- The Environmental Action Plan should provide a framework for the revision of Administrative and Council Policy.

MISSION STATEMENT

- The City of Red Deer undertakes to define policies and outline programs which are understood to be possible and practical means of achieving or maintaining environmental integrity in parallel with community and economic activity.

OBJECTIVES

- To create and enhance partnerships to preserve the environment.
- To communicate to the public the programs, services and policies relating to the environment presently in service in Red Deer.
- To engage the people of Red Deer as partners in the planning process so that the public:
 - a) is fully knowledgeable of technical and economic considerations and implications.
 - b) is the driving force, the client and the principal benefactor of the resulting initiatives.
- To develop ownership of the Environmental Action Plan by all citizens in the city of Red Deer.
- To consult with other organizations and institutions regarding the review of existing documents, programs, literature and legislation related to urban environmental issues, including open space, ecological concerns, reclamation, recycling, etc., so as to extract a compendium of information and knowledge which may be relevant to The City of Red Deer.
- To identify and prioritize proposed policies and standards which give direction for procedures, programs and other implementation strategies developed to realize the environmental objectives identified for The City of Red Deer.
- To involve community groups, institutions, City departments and Alberta Environmental Protection Services in the public input, analysis, proposals and public review stages of the Environmental Action Plan.

- To propose a schedule which indicates the cost, the sequence and the timing for implementation of actions in the first phase of an Environmental Action Plan that constitutes new initiatives or budgeting adjustments.

1.6 PARTNERSHIPS

Fundamental to the inception, preparation and approval of the Environmental Action Plan was the establishment of working partnerships with a number of groups, organizations, institutions and governments. This partnership was based on the sharing of expertise, financial support and human services.

Outlined in Appendix 6.4 are the letters of commitment and resources to the Environmental Action Plan process. The REACT Partners include:

- Red Deer Regional Planning Commission
- Red Deer River Naturalists
- Citizens Action Group on the Environment
- Alberta Fish & Game Association
- Red Deer Public School District #104
- Red Deer Catholic Board of Education
- Red Deer College
- Alberta Environmental Protection Services
- City of Red Deer

1.7 CONCEPT PLAN APPROVALS & FINANCING

With the cooperation and partnership of the various organizations and institutions as outline in Section 1.6, a cost-sharing agreement was reached for the preparation of the Environmental Action Plan.

The total project was undertaken for \$19,000, with dollar contributions from The City of Red Deer, Alberta Environmental Protection Services and The Community Planning Fund/Canada's Green Plan. Services in kind were contributed by all REACT Partners.

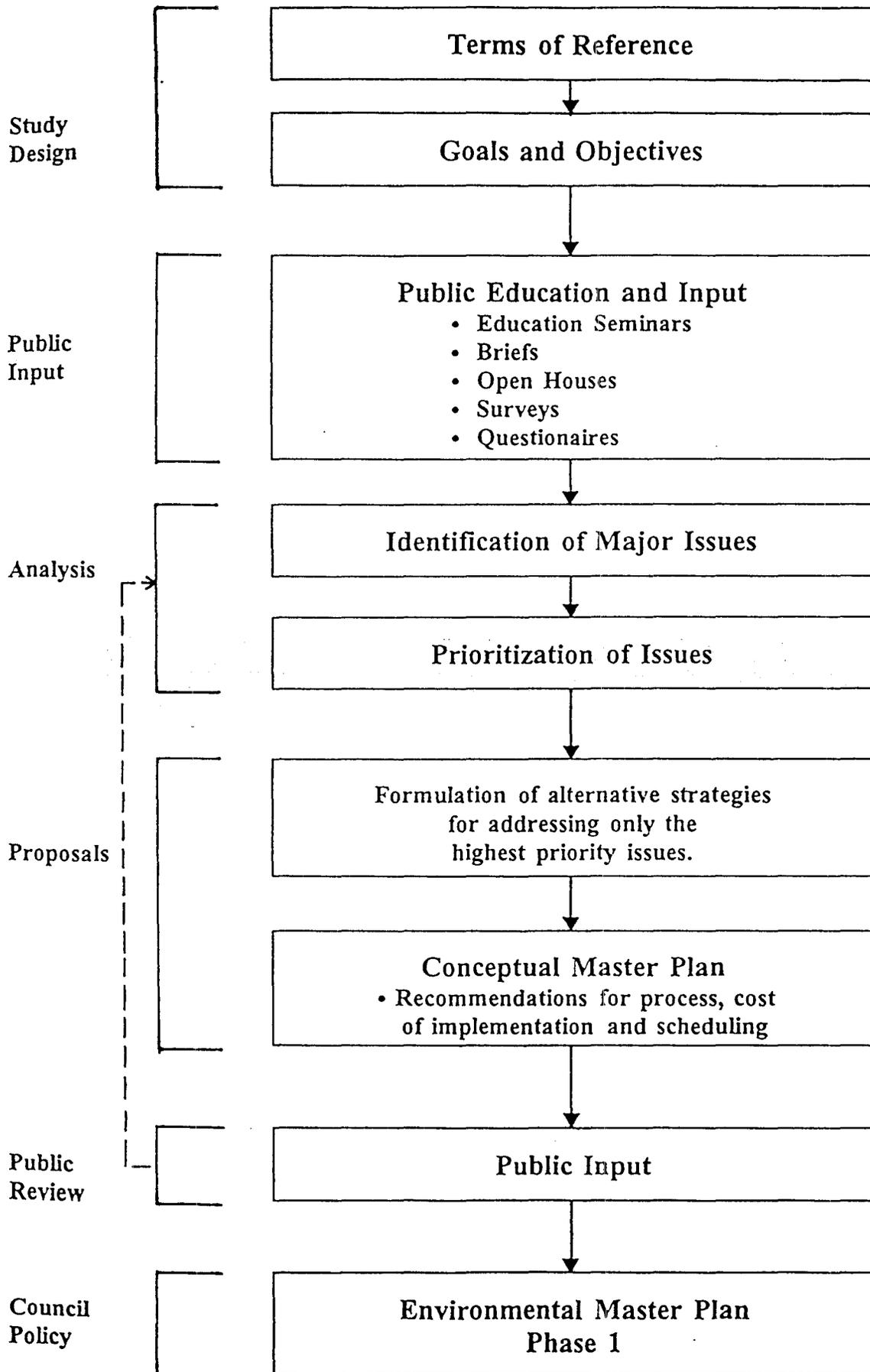
2.0 PROCESS & METHODOLOGY

2.1 PUBLIC EDUCATION

The initial intent of the Environmental Action Plan process was to educate the public (individuals and organizations) such that they would be comfortable in making suggestions and opinions on the following:

- To identify the top five environmental issues that may affect residents of the city of Red Deer over the next 5-10 years.
- To evaluate the existing performance of The City of Red Deer in each of the top five issues chosen by respondents. The methodology for the REACT Environmental Action Plan process was as follows:

**Planning Methodology
Environmental Master Plan**



2.1.1 Media & Promotional Materials

Several media contracts were used to inform the public of the Environmental Action Plan process and to provide background information on various environmental topics.

The Green Line column in the local newspaper was used over a period of one-and-a-half months, along with other newspaper features in the summer of 1993, to provide a status report of existing City environmental initiatives and to outline new information (see Appendix 6.2). A display in one of the regional shopping centres in September 1993 also heightened the awareness of the Environmental Action Plan. In addition, an insert was placed in every residential utility bill, and posters and brochures were posted at all public buildings and venues in September/October 1993 (see Appendix 6.1). These posters, brochures, utility bill inserts, media articles, cable television displays and radio advertisements all highlighted the shopping centre display, Public Open House, Speaker's Forum and written survey as opportunities for public input to the REACT Environmental Action Plan process.

2.1.2 Open House

A Public Open House was held at Festival Hall on September 21, 1993. This Open House included displays by various businesses, organizations and institutions as well as presentations from resource people, dealing with topics such as preservation, recycling, water quality, waste management and sustainable development. The Open House was attended by approximately 220 people.

2.1.3 Speaker's Forum

To provide an opportunity for any individual or organization to speak and present their opinions on environmental issues affecting Red Deer over the next 5-10 years, a Public Speaker's Forum was held on October 14, 1993. This Forum was attended by approximately 175 people, who heard presentations from 28 different speakers. The presentations were recorded and shown on local television on three occasions between October 14 and October 30, 1994.

2.1.4 Teacher's Workshop

For the purposes of providing teachers of both the Red Deer Public School District and the Red Deer Catholic Board of Education with sufficient material to develop an environmental curriculum for their classroom

schedules, a Teacher's Environmental Workshop was held on September 17, 1993. The workshop, attended by approximately 40 teachers, provided an overview of the Environmental Action Plan and ideas and teaching instruments to provide an environmental education to students.

2.2 PUBLIC INPUT

2.2.1 REACT Questionnaire

A public questionnaire (see Appendix 6.5.1) was developed by the REACT Strategic Planning Task Force. This questionnaire was distributed and made available to the public at the following functions and through the following activity areas:

- Parkland Mall Display, September 20 & 21, 1993
- Public Open House, September 17, 1993
- Speaker's Forum, October 14, 1993
- Public & Catholic School Students/Parents, Grade 6-9
- Community Services Division, City Hall

In the case of the school distribution of questionnaires, students completed the questionnaire after several environmental sessions in the classroom. In addition, a separately-marked questionnaire was completed by the parents of students. The questionnaires of the students and parents were completed between September 17 and October 30, 1993.

A total of 811 questionnaires were returned from the various functions and activity areas and used in the statistical analysis to aide in the selection of the top five environmental priorities.

Details on the analysis of the questionnaire results can be seen in Appendix 6.5.2. The analysis is broken down into various categories including place of response, resident/non-resident, age and gender.

2.2.2 Written Briefs

Written briefs were encouraged from organizations and individuals such that people could articulate their views, opinions, priorities and assessment of existing environmental services in the city.

A total of 28 briefs were submitted, as outlined in Appendix 6.6. The views expressed in these briefs were combined with the Speaker's Forum presentations and the statistical analysis of the public questionnaire, which determined the top five environmental priorities.

3.0 ANALYSIS

3.1 ENVIRONMENTAL PRIORITIES (TOP 5 ISSUES)

Environmental priorities in Red Deer have clearly been identified by the public who participated in the Environmental Action Plan Questionnaire, and the submission of written briefs. Although eleven (11) potential issues were identified at the outset of the REACT Environmental Action Plan process, this has been narrowed to five (5) issues that clearly concern Red Deer residents over the next ten (10) years.

In determining these issues, a detailed analysis was undertaken of the questionnaires and the briefs. The statistics and detailed analysis is contained in Appendix 6.5 (questionnaire - statistics and data).

The review considered the following factors:

- Issue prioritization by the public
- Level of public satisfaction of existing City of Red Deer performance on environmental issues
- Age
- Gender
- Resident/non-resident
- Open House responses compared to school, parent/student responses
- Qualitative comments in the briefs and on the questionnaires.

For purposes of identifying the issues, non-resident responses have been removed from the analysis, and have been dealt with in a separate section of the report (see Section 3.3).

A comprehensive review of the questionnaire, briefs and survey results are outlined in Appendix 6.5.2 "Tabulation Results". This Appendix outlines the results of all eleven (11) environmental topics as presented to the public.

Outlined on Table 1 are the highest priority issues or environmental concerns which have objectives and action plans outlined in Sections 4.1 to 4.5 inclusive:

**TABLE 1
PRIORIZATION PROCESS - REACT**

Questionnaire Summary (Based on public responses from Survey questionnaires)		
ISSUE	RANK *	CITY PERFORMANCE**
Water Supply	1st	1.93
Watershed	9th	2.28
Air Quality	2nd	2.32
Preservation of Natural Areas	3rd	2.12
Environmental Evaluation of Development & Wildlife	11th	2.63
Solid Waste	4th	2.28
Environmental Education	6th	2.29

NOTES: * RANK: Describes the priority the public indicated on the questionnaires as being first (1st) priority to last priority (11th); see Appendix 6.5 for detailed analysis.

** CITY PERFORMANCE: Describes the public satisfaction mean based on: 1 - very satisfied; 2 -satisfied; 3 - dissatisfied; 4 - very dissatisfied (see Appendix 6.5 for details).

The five (5) issues identified as priorities (Water Supply, Air Quality, Preservation, Solid Waste and Education) have been determined through a tabulation of the public's responses on the questionnaire. The questionnaire clearly asked each participant to indicate what issues were of top priority and on each of these issues to what degree did they feel the City of Red Deer's present performance was acceptable. The questionnaire priority results were then cross tabulated with the comments received on the twenty-nine (29) written briefs to ensure consistency.

On each of the five (5) environmental priorities, a general overview of existing initiatives and recommendations can be outlined as follows. Specific details on these initiatives and action recommendations are outlined in Sections 4.1, 4.2, 4.3, 4.4, 4.5 and 5.0.

SYNOPSIS OF BRIEFS & QUESTIONNAIRES

1. **Water Supply** Continue existing programs; no major changes except to deal with changing water-quality criteria, watershed management and stormwater management regulations.
2. **Air Quality** Monitoring and quality control measures are now required to establish present air quality and future standards; public encouragement of transportation alternatives should be pursued.

3. **Preservation of Natural Areas** Continue existing programs; minor changes and new legislations are required to provide increased preservation priorities; new initiatives are required to develop an environmental audit/classification and impact assessment process and sustainable development strategy.
4. **Solid Waste** Continue existing programs; however, a number of new initiatives, some of which are outlined in the Solid Waste Master Plan may be required.
5. **Environmental Education** Increased public awareness, education and profile of the above four issues, REACT and a City of Red Deer Compliance Policy.

The City of Red Deer has in place a number of environmental initiatives, programs and services which deal with the above five environmental priorities.

Low-flow shower heads exist in many of the recreational building change-rooms, a constructed wetland concept is being pursued for the regulation of stormwater runoff, and the Water Treatment Plants are continuously being updated with new technologies to keep abreast of changing regulations.

Air quality sampling was undertaken for the first time as part of the REACT process. Red Deer has always placed a priority on the development of pedestrian/cycle trails and public transit. This priority indicates a commitment to reduce the use of individual motor vehicles in Red Deer. The initiation of an ecospace inventory and classification system has started to illustrate the biodiversity in a number of unique natural areas located outside of the boundaries of Waskasoo Park. Local environmental groups and the Environmental Advisory Board are identifying these areas as being essential to preserve in order to move towards a goal of sustainable development. The existing legislations in the Planning Act and Land Use Bylaw are being reviewed to determine if better environmental controls could be incorporated in these documents.

The Blue Box Program, Toxic Waste Roundup, Pilot Composting Program, Christmas Tree chipping and the use of wastewater sludge for fertilizer are an example of how the City of Red Deer has taken initiatives in solid waste management.

In the past, public education on environmental issues has been project specific (i.e., Blue Box). Local environmental groups have played a major role in providing public information and education. A select number of schools have also

incorporated an environmental component in the curriculum.

Further details and examples of the many existing environmental programs and initiatives are outlined in Appendix 6.2 (Media Public Education Clippings).

3.2 OTHER ISSUES & PUBLIC INQUIRIES

While five top priorities were selected in the analysis of the briefs and surveys, the citizens of Red Deer made many relevant comments on the other issues. These will be considered as the issues to which they relate become priorities at future stages in the Environmental Action Plan process. A summary of comments follows.

Landscaped Green Areas

Generally, in the survey comments, there was a strong expression of satisfaction with the excellent park and trail system in Red Deer. Many individuals would prefer a decrease in the number of trees being cut down, and an increase in trees being planted. Others felt that parks should be protected from development and that there needs to be an increase of parks in subdivisions.

A theme in the public briefs that were submitted include suggestions to reclaim groomed areas with native plantings. A suggestion was to expand urban forestry, to conserve energy, and to purify air and water.

Weed and Pest Control

A frequent statement in the survey comments was to maintain the Biological Mosquito Control Program. On the whole, respondents supported maintaining organic control rather than alternative programs such as chemical applications.

Likewise in the briefs, continuing biological mosquito control is a priority. In addition, reducing the use of chemicals in general is stressed.

Energy Conservation

Citizen comments on the surveys stressed having government reduction in their usage of power, while a smaller number felt the public should conserve its natural resources better. A group also expressed satisfaction with The City's actions in energy conservation, but others required more information on the issue.

Comments from the briefs centered around more viable public transportation, and

more cycling trails to promote energy conservation, and the accompanying reduction in air pollution. The use of more efficient light bulbs, fridges and other appliances was noted as well.

3.3 NON-RESIDENT ENVIRONMENTAL PRIORITIES

Analysis of the Red Deer REACT surveys indicated that non-residents of the city of Red Deer constituted 7.9% of the respondents. This is a significant number; therefore, their responses were excluded from the data due to the fact that they fall outside of the jurisdiction of the Council of the City of Red Deer. Nonetheless, examining this group's environmental priorities yields some interesting findings. Please see Table 2.

**TABLE 2
COMPARISON OF ENVIRONMENTAL PRIORITIES**

Rank	Resident	Rank	Non-resident
1	Water Supply	1	Air Quality
2	Air Quality	2	Solid Waste
3	Solid Waste	3	Natural Area
4	Natural Area	4	Water Supply
5	Wildlife	5	Energy Conservation

Attempting to explain these variances would be speculative with the little information which was generated by the surveys. However, due to the close proximity of city residents with county residents, efforts need to be made for both groups to understand the other's priorities as collaborations in the future will be important. In view of four (4) of the issues being similar in both resident and non-resident responses, this information should be passed on to the County of Red Deer through the Joint General Planning Committee.

4.0 PROPOSED ACTION PLAN

The Environmental Advisory Board has consulted with the general public and all partners in the REACT Process, and has determined the top five environmental issues facing Red Deer over the next ten years. These issues have been identified and specific Action Plans have been outlined in this section (Section 4.0) of the Environmental Action Plan.

Red Deer City Council must consider these Action Plans on each of the five (5) environmental issues to approve a schedule and a mechanism to finance the implementation of the Action Plans. The summary, schedule and method of financing is outlined in Section 5.0 of this Environmental Action Plan.

This section must be reviewed annually by the Environmental Advisory Board and City Council to ensure that scheduling is adhered to, adjusted as required, and that the required financial resources are budgeted to undertake the Action Plans in the appropriate years. Adjustments to the scheduling of the Action Plans should be referred to the Environmental Advisory Board for comment and recommendation to City Council.

"Everything we do has some environmental impact. An Environmental Action Plan, therefore, should outline a process for dealing with such diverse activities in the community as transportation planning, natural area preservation and residential subdivision development."

Lorne Daniel

4.1 WATER SUPPLY/WATERSHED (Issue #1)

4.1.1 ENVIRONMENTAL SITUATION (PUBLIC OPINION OF EXISTING CITY OF RED DEER PERFORMANCE)

4.1.1.1 Water Supply

The City's performance on water supply was ranked at 1.93 on the Public Satisfaction Mean (1 - very satisfied, 2 - satisfied, 3 - dissatisfied, 4 - very dissatisfied). However, the concern for continued good water supply in the future was the first or highest priority based on the public survey.

From this analysis, the survey indicates that there was a generally high level of satisfaction with The City of Red Deer's present performance with respect to Water Supply. Notwithstanding that satisfaction, water supply remains a high priority item with the citizens of Red Deer. Generally speaking, the responses from the questionnaire could be summarized into seven main response themes. These are outlined in Table 3.

**TABLE 3
WATER SUPPLY ISSUES**

Percent (%) of Responses	Comments
20	Encourage and ensure water conservation measures
18	Satisfied with City's Actions
15	Decrease chemicals used in water supply
15	Maintain clean, safe water in the future
13	Control upstream agricultural, industrial and household pollutants
12	Maintain quality during spring
8	Increase quality of water

With respect to the citizen's opinion of The City's current performance, one of the areas of prevailing concern is the maintenance of high quality water supply during the spring runoff period. In the spring, melting snow and spring rains drain through muskegs and agricultural operations to the water courses. This water picks up a considerable amount of organic matter as it flows to the water courses. This runoff water empties into the Medicine and Little Red Deer Rivers, which ultimately flow to the Red Deer River upstream of the Water Treatment Plant.

The construction of the Dickson Dam several years ago has enabled the river flow to be regulated. This is of particular advantage in periods of low flow. To a lesser extent, it has also been of some benefit with respect to water quality, as some sedimentation occurs at the dam site.

Another issue of concern was a desire to see the number of chemicals used in water treatment reduced. It is assumed that the public's knowledge of the numbers or amounts of chemicals used in water treatment is probably limited. If that is the case, then this concern really relates to a general desire that the use of chemicals be kept to a minimum.

4.1.1.2 Watershed

There were fewer responses to this issue than water supply; however, the responses indicated that existing City

performance was moderate with a Public Satisfaction Mean ranking of 2.28 (1 - very satisfied, 2 - satisfied, 3 - dissatisfied, 4 - very dissatisfied). Future watershed issues ranked ninth out of the eleven possible issues and the concerns voiced are worthy of note and response. The responses received are set out in the table below. As can be seen, there are two main areas of concern; dissatisfaction with the sewage control system and control over pesticides and toxic chemicals into the runoff.

"Constructed Wetlands could be a means of coping with the often nasty pollution added to the river through storm sewers."

*Michael O'Brien
Red Deer River Naturalists*

TABLE 4
WATERSHED ISSUES

Percent (%) of Responses	Comments
50	Increase controls to further limit pesticide & toxic chemical waste entering runoff
25	Dissatisfied with sewage control system
9	Increase runoff controls on the Waskasoo Creek & Red Deer River
8	Require more information on issue
3	Septic tanks too close to wet areas & rivers
3	More efficient filtering system
2	Increase public awareness

While constantly trying to improve the quality of sewage effluent from the Wastewater Treatment Plant to the Red Deer River, it is important to note that The City has been successful in producing an effluent quality that exceeds the criteria established by Alberta Environment and Protection Services. The criteria from Alberta Environment is 20 mg/l for both BOD5 (Biological Oxygen Demand) and Suspended Solids. The plant effluent strength normally runs at about half that level.

4.1.2 ENVIRONMENTAL ISSUES (PUBLIC OPINION OF FUTURE ISSUES)

4.1.2.1 Water Supply

The most significant issue with respect to future considerations, in the eyes of the public, is the matter of water conservation. This was the single highest issue in the questionnaire response with respect to water supply. This is not strictly a future issue, as there has been considerable work done in this area in the past and at present.

The citizens of Red Deer recognize water as a precious resource. Although there are no immediate concerns with respect to the present practice, the public has indicated that a safe and sufficient supply of water in the future, is a high priority goal.

4.1.2.2 Watershed

In terms of future action and present action, The City has been and will continue to be very active in terms of watershed management as it particularly relates to storm runoff. The City has been constructing as part of the storm sewage systems, detention ponds. These stormwater facilities serve as holding areas for storm runoff in the case of heavy rainfalls. They provide a measure of protection to the receiving streams in two ways. First, they store the runoff and feed it to the creeks or to the river at a rate that is considerably reduced from what a larger pipe system would allow. This helps greatly in avoiding "shock loading" the receiving body from a volume perspective, thereby decreasing erosion problems. Secondly, the ponds allow some contaminants to settle out in the ponds and not enter the natural water courses.

Golf course developments, rural subdivisions, intensive livestock operations, sewage disposal systems, industrial developments, and agricultural operations within the corporate limits of Red Deer and upstream of the city of Red Deer to the Dickson Dam, are of concern to residents as to how they might affect water quality in the Red Deer River. This concern not only applies to water quality for consumption upstream of

the Water Treatment Plant, but is broader to include smell, appearance, algae and aquatic weed growth, and its impact on the value of the Red Deer River as a recreational and transportation feature.

Many regulations are already in place, such as the restriction on applying any kind of mercury based chemicals within 50 m of the Red Deer River or its adjoining water bodies. Other regulations also exist, but at present there appears to be the lack of a policing or monitoring group to enforce these regulations. Although The City of Red Deer has significantly reduced the chemical applications it uses on parkland, and is working toward an integrated weed and pest management strategy that would use only biological controls. Many private landowners and businesses are, to some degree, unaware of the existing regulations and are not moving in a direction of biological or holistic management.

A significant step that may better monitor what chemicals and contaminants, go into the Red Deer River is to establish a "Red Deer/Dickson Dam Water Quality Council". This Council could be made up of representatives of Regional Health Units, Alberta Agriculture Food and Regional Development, Fish and Game Association, Alberta Environmental Protection, Alberta Cattlemen's' Association, Red Deer River Naturalists, Golf Superintendents' Association, and the County/Municipal Engineering representatives.

"I believe there is a need for a group of people such as described to be brought together to look at issues around the use of the Red Deer River."

*Red Deer Regional Health Unit
Environmental Health Services - J. R. Elliot*

4.1.3 RECOMMENDATIONS & ACTION PLANS

In Sections 3.2 and 3.3, the public opinion of The City of Red Deer's present performance and future issues were discussed in some detail.

Generally speaking, the public, while satisfied with The City's performance in water supply, clearly identified this issue as one of major importance. Ensuring that The City of Red Deer would have an adequate supply of safe water for the future was a crucial issue. The reduction of chemical use in the treatment of water was also identified.

Water conservation issues were raised with respect to urban consumption. There was also concern voiced relating to the amount of pollution occurring upstream as a result of livestock and other agricultural operations.

Comments relating to watershed were much along the same vein; with considerable comments relating to concern over the amount of pollutants entering our watercourses. These concerns centered around a number of areas:

- The amount of pesticides and herbicides used and subsequently entering runoff water.
- The upstream agricultural activities that led to pollution of the water courses.
- Treatment of stormwater discharges.
- Ensuring sanitary sewage was adequately treated.

These issues are addressed in the following proposed action plans.

4.1.3.1 Water Conservation

Objective

To introduce to the citizens of Red Deer an appreciation of the value of water as a natural resource and to develop an understanding and appreciation towards conservation of that resource.

Action Plan

Any action plan must include as a primary and initial step, an active, aggressive program of public education. The success of most water conservation measures will depend on the commitment citizens. Many of the measures that can be implemented are actions that occur in the home. These include:

- faucet and shower head restrictors
- toilet dams
- proper lawn and plant watering techniques
- general water conservation techniques

To ensure a continued commitment to these efforts, a broad based educational program must be carried out at home, at businesses and in the schools.

The City can participate in water conservation practices by ensuring that water loss through main breaks is kept within acceptable limits. This is a current and ongoing effort. Treatment practices in the Water Treatment Plant can also minimize water use.

The four conservation methods mentioned above, as well as others can be implemented for minimal costs, the primary portion of which would be advertising and brochures. The success of such programs, while difficult to accurately quantify, could be assessed through water consumption records for sample households throughout the city. The City of Red Deer should research consumption data for other similar urban centers and establish criteria or goals for our water consumption characteristics. Water main maintenance and the beneficial effects of such a program could be assessed through the calculation of "unaccounted for" water loss in the system. There are accepted standards for such losses in municipal systems.

4.1.3.2 Decrease Chemicals Used in Water Supply

Objective

To continue to keep abreast of water treatment technology and to continuously strive to minimize the variety and quantity of chemicals used, while keeping water quality and safety as the prime objective.

Action Plan

The time when chemical use is probably highest, is the period in the spring when river water quality is the worst. The City must continue to research different methods of maintaining quality through means other than chemical treatment. It is recognized that chemical treatment cannot be eliminated, but can perhaps be minimized. It will be quite easy to record the quantities of different chemicals used in the water treatment process, and relate that to the quantity of water treated. The City of Red Deer should commit to minimal chemical usage, given evolving Provincial water treatment regulations.

4.1.3.3 Clean, Safe Water Supply for the Future

Objective

To ensure that Red Deer continues to have a sufficient water supply to meet it's needs for the future and that this water is safe.

Action Plan

To ensure that Red Deer's water supply continues to be of suitable quantity and good quality requires a commitment from all of Red Deer; citizens, elected officials, and employees. Federal and provincial governments are continuously revising water quality standards to reflect changes in our world. As the pollutants become more complex, then so must the treatment methods to cope with them. River quality is something outside the City's immediate jurisdiction. Agricultural operations upstream of the city could pose a threat to our water and these concerns, if they become serious, can be addressed to the Provincial Government. Since it is anticipated that the Provincial Government will establish regulations for stormwater quality entering into natural watercourses, The City of Red Deer should be proactive by preparing for these regulations. The City of Red Deer should establish a Red Deer/Dickson Dam Water Quality Council, made up of representatives who have an interest in land uses adjacent to the river and use of the river between the Dickson Dam and the northeast corner of the city limits. This City Council should review all existing regulations, prepare for the implications of anticipated new Provincial regulations and communicate, monitor, and enforce these on all adjoining landowners. Continued investment in the asset (Water Treatment Plant) is necessary to ensure it is current with the latest technology.

4.1.3.4 Proper Treatment of the City's Effluent

Objective

To ensure that The City of Red Deer continues to produce a high quality effluent that meets or exceeds the guidelines established by federal and provincial governments.

Action Plan

Continue to produce a high quality effluent from the Wastewater Treatment Plant will involve the continued effort of the staff of the Public Works Department in keeping the plant running at peak efficiency. This requires a commitment to keep the plant staff current with the latest technology and to dedicate funds to upgrading as required.

It is easy to measure the success of The City's actions, as there will always be effluent standards set by the senior governments and we can compare The City's performance to these standards. It is virtually impossible to attach any specific costs to this action. Costs will relate to the standards set, the extent of plant modification or expansion required, and whether there is outside funding for any of the necessary work.

4.1.3.5 Protecting Receiving Streams - Stormwater Runoff

Objective

To ensure that The City continues to meet or exceed standards for stormwater runoff set by federal and provincial governments.

Action Plan

The City will continue to employ detention ponds in the storm sewage system where applicable. The City will also continue to investigate the concept of "constructed wetlands". Generally speaking, this is a process that allows storm runoff to be treated through natural biological means. This is in keeping with a general City practise of trying to keep new development areas as close to pre-development condition as possible.

4.2 AIR QUALITY (Issue #2)

4.2.1 ENVIRONMENTAL SITUATION (PUBLIC OPINION OF EXISTING CITY OF RED DEER PERFORMANCE)

The Environmental Action Plan Open House and Public Forum demonstrated that the public of Red Deer are concerned about air quality in Red Deer. Air quality was the second highest priority in terms of future environmental issues. In addition, the public indicated they were uncertain with respect to present air quality which gave a Public Satisfaction Mean rating of 2.32 (1 - very satisfied, 2 - satisfied, 3 - dissatisfied, 4 - very dissatisfied). See Table 1 or Appendix 6.5 for details.

Based on the questionnaire, there were three (3) concerns or response themes related to air quality.

TABLE 5
AIR QUALITY ISSUES

Percent (%) of Responses	Comments
35	Encourage public transit and improved non-vehicular routes (i.e., sidewalks and trails).
35	Implement vehicle inspections and emission testing relative to an established standard.
30	Establish and enforce air quality standards on all business and industry.

The relative importance of the first two themes can only be effectively determined when the third theme "Air Quality Standards" has been clearly identified and air quality monitoring in Red Deer has taken place over several years.

A preliminary indicator of air quality was determined through field tests conducted by Alberta Environmental Protection on April 20, 1994. Although the primary purpose of these air quality tests was to identify ozone concentrations within the city of Red Deer, carbon monoxide, oxides of nitrogen and hydrocarbons were also measured. These pollutants and ground level oxide levels were then compared to Alberta Environmental Protection Guidelines as outlined in Figures 6 - 9 inclusive.

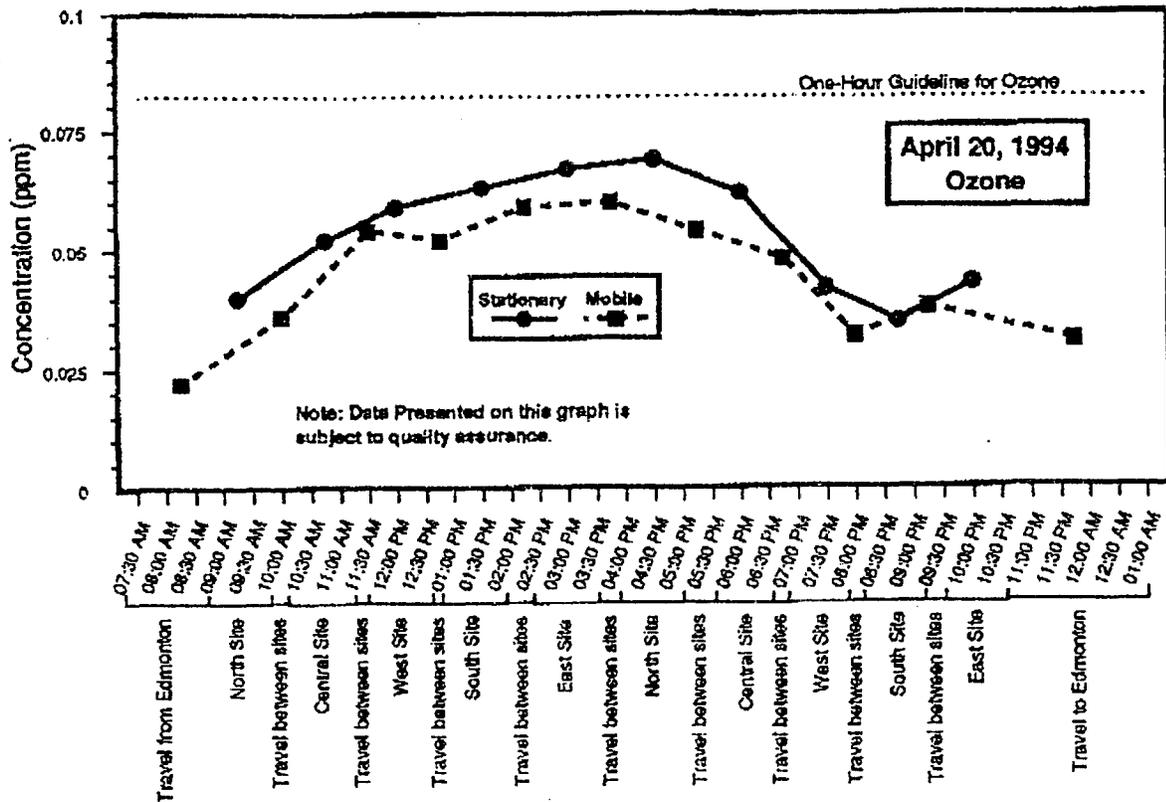


FIGURE 6 Average Ozone Concentrations (Stationary and Mobile) in Red Deer on April 20, 1994.

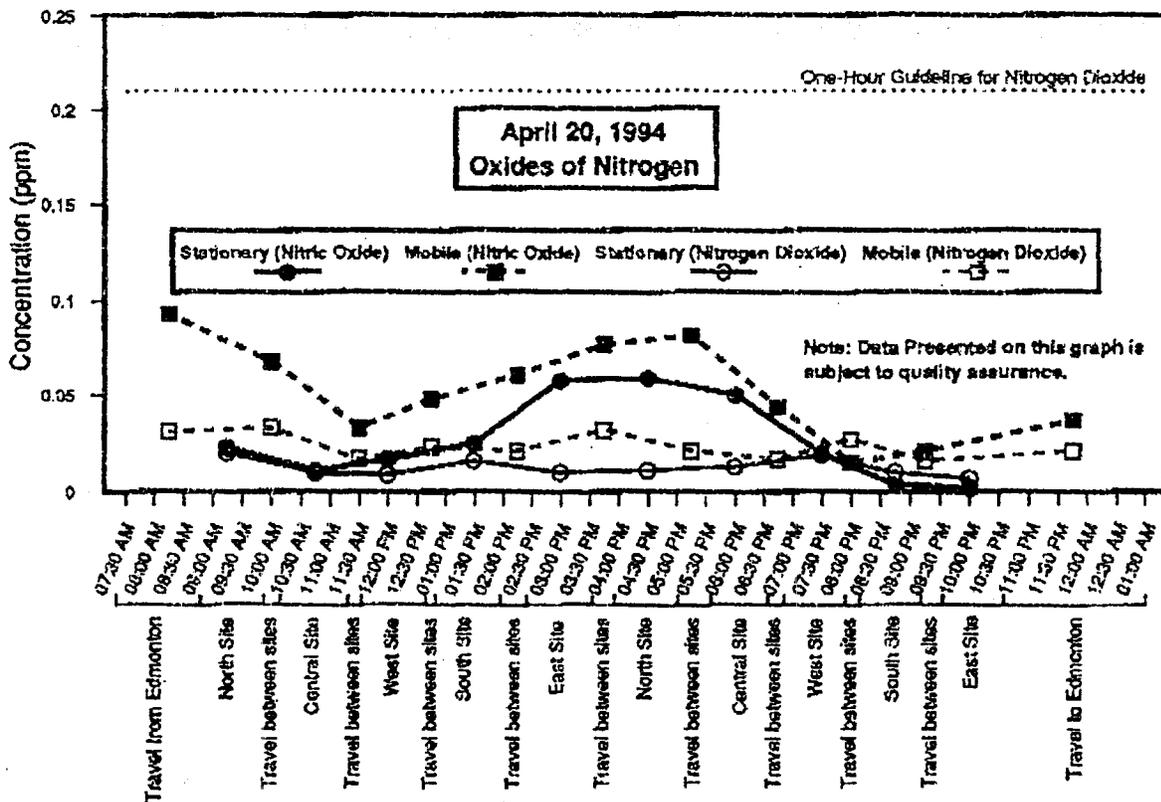


FIGURE 7 Average Oxide on Nitrogen Concentrations (Stationary and Mobile) in Red Deer on April 20, 1994.

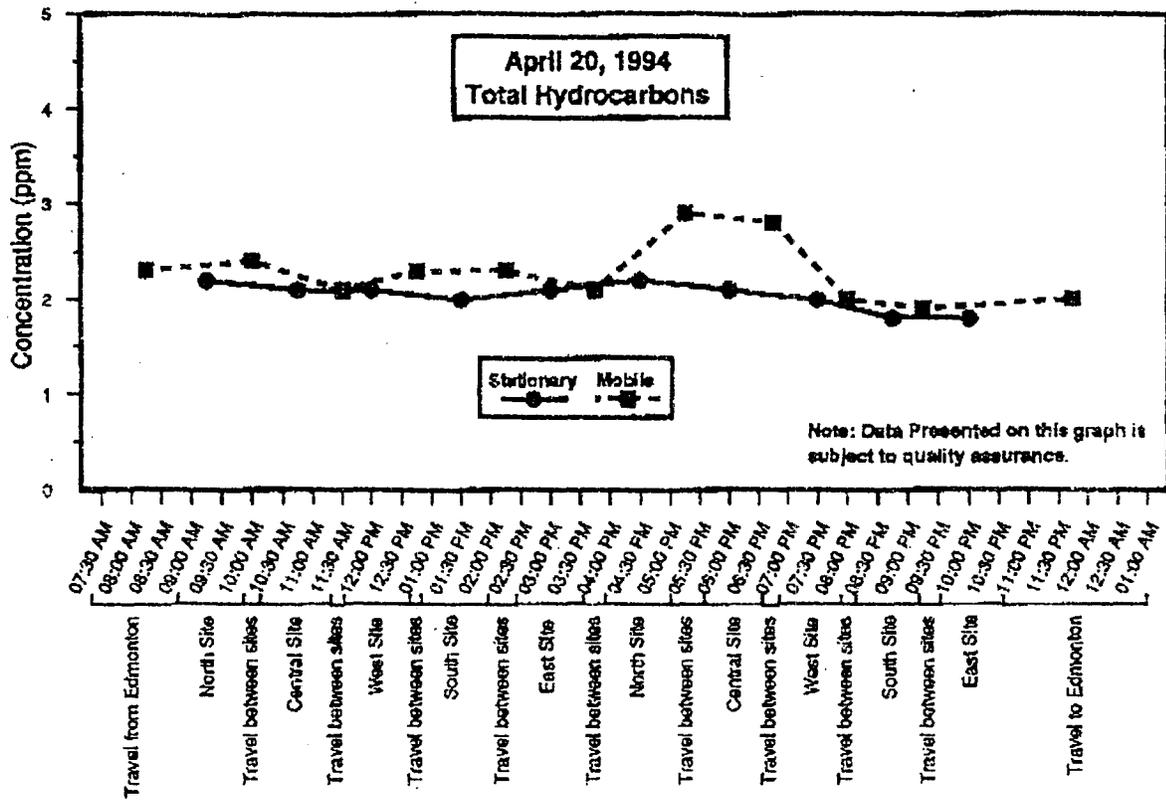


FIGURE 8 Average Total Hydrocarbon Concentrations (Stationary and Mobile) in Red Deer on April 20, 1994.

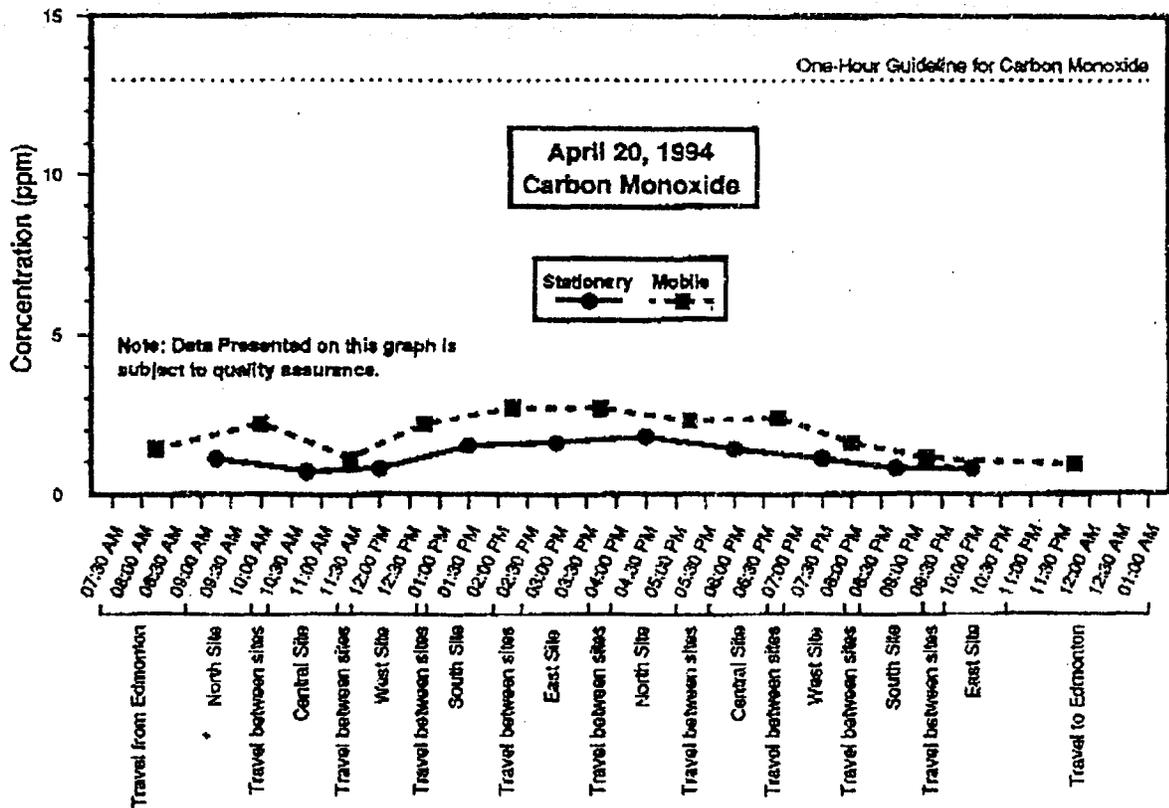


FIGURE 9 Average Carbon Monoxide Concentrations (Stationary and Mobile) in Red Deer on April 20, 1994.

In all three pollutant tests, concentrations of carbon monoxide, oxides of nitrogen and hydrocarbons were all below Provincial guidelines. In addition, ground level ozone concentrations fell well within the guideline.

The ground level ozone, oxides of nitrogen, carbon monoxide and total hydrocarbon data were collected at five locations throughout the city over the course of one year. Testing was conducted in the afternoon when ozone values are typically at a maximum.

The testing results indicate that ground level ozone followed the expected diurnal pattern that is observed at other monitoring locations in Alberta. Maximum concentrations were observed in mid-afternoon following the peak of ultra-violet light from the sun and the time of maximum atmospheric mixing with the upper atmosphere. Differences in this pattern are not evident from one location to another. The major sources of ground level ozone in Red Deer are natural processes such as: (1) the reaction of ultra-violet light from the sun with oxides of nitrogen and volatile organic compounds emitted primarily from natural sources such as trees and vegetation; and (2) ozone transported to ground-level from the ozone-rich upper atmosphere by natural atmospheric mixing processes. Maximum ozone concentrations were below the Alberta Environmental Protection guideline of .82 ppb.

Carbon monoxide, oxides of nitrogen and hydrocarbons are pollutants that are predominantly emitted by motor vehicles in the urban environment. Concentrations of all pollutants monitored during the survey were below Alberta Environmental Protection guidelines. The acceptable concentration guideline (per hour) includes the following:

- | | |
|----------------------|--------------|
| ■ Ground Level Ozone | .082 ppm |
| ■ Oxides of Nitrogen | .21 ppm |
| ■ Hydro Carbons | No Guideline |
| ■ Carbon Monoxide | 13.0 ppm |

(See Figures 5, 6, 7 & 8)

Additional testing will proceed in summer and fall of 1994, and winter of 1995, to determine a 1994 yearly average of concentrations of these pollutants and ozone levels.

4.2.2 ENVIRONMENTAL ISSUES (PUBLIC OPINION OF FUTURE ISSUES)

In Red Deer, as in many other urban centres in Alberta, the automobile is the major source of air pollution. In order to reduce the impact of the automobile on the environment, The City must encourage the general public and local business to modify their routine transportation patterns to preserve the quality of the air. Several mechanisms have been used successfully by other North American cities to encourage citizens to take alternate forms of transportation. Some of these mechanisms are:

- encourage use of mass transit;
- improve mass transit systems;
- apply alternate energy-saving technology for mass transit systems;
- encourage routine vehicle maintenance and inspection to a set standard;
- encourage use of alternative fuels (e.g., propane for the city fleet);
- encourage use of alternate transportation (e.g., car pooling, bicycling and walking).

The primary mitigative measures that The City and its citizens can take to address air quality issues are: (1) energy efficiency measures; and (2) fuel substitution measures. They are all aimed at reducing energy use and subsequently reducing emissions of potentially harmful air pollutants into the environment. These measures are outlined in the CASA (Clean Air Strategy for Alberta, now known as the Clean Air Strategic Alliance) Report to the Ministers.

Energy efficiency measures refer to actions that can be taken to achieve the same output with less energy input. Specific energy efficiency measures that can be applied include: improve fuel efficiency for transportation (vehicle fuel efficiency standards and audits); improve technology development in public transport; improve driver behaviour; improve traffic management; and improve vehicle maintenance. Some examples of fuel substitution measures include: use natural gas or propane instead of gasoline in automobiles; use synthetic motor oil; use electrical and hybrid vehicles; and use reformulated gasoline (e.g., alcohol based fuels).

The CASA Report to the Ministers summarizes several mechanisms that can be applied by local municipalities for making the general public more aware of air quality issues. These are proactive actions that can be

applied in everyday life to provide information, education and persuasion so that members of the public can modify their activities to be less harmful to the environment. The following information, education and persuasion mechanisms are commonly used:

- publications and information documents;
- exhibits and displays;
- demand-side management programs (e.g., informs electrical utility customers of opportunities to save money if they alter their pattern of electrical usage);
- environmental audits;
- energy audits (e.g., provide building owners/occupants with information on their energy use and opportunities for saving on energy bills);
- labelling and rating systems (e.g., provide consumers with information about energy use and operating costs at the time of purchase);
- benchmark information (e.g., such as annual state of the environment reports);
- public access to environmental and specifically air quality monitoring data; and funding special events and non-governmental environment groups (e.g., encourage local citizens to obtain and discuss environmental information);
- promotion campaigns (e.g., Participaction and Calgary's Air Improvement Resolution AIR Program);
- recognition programs (e.g., Alberta's Environment Awards and a voluntary vehicle emissions recently applied in Calgary SMOG FREE)
- consumer sanctions (e.g., over-packaging materials and using materials that are harmful to the environment).
- designing the methods for reaching the target audience (including how to integrate the message into existing school curricula):
- developing appropriate resource and information materials.

In view of the initiatives that have been implemented in the city of Red Deer through the Public Transit System, Integrated Transportation System and the Bicycle/Pedestrian Trail Network, an ongoing expansion, refinement and monitoring of these systems will contribute significantly to air quality in Red Deer.

The mechanisms outlined above are viewed as a future shopping list to achieve clean air targets. In the immediate timeframe, The City of Red Deer should investigate these alternatives and pursue these mechanisms on a pilot-project basis as appropriate.

The issue of a composting program will be dealt with in Section 4.4; however, the issue of continuing the practice of allowing backyard burning to dispose of yard waste in the spring and fall has been discussed, especially in terms of a composting program which would be a suitable alternative to burning. The public perception that backyard burning affects urban air quality can be influenced through education and public information. The Backyard Burning Policy of The City should be reviewed and possible consideration to rescinding the policy if a composting program is initiated in the city.

4.2.3 RECOMMENDATIONS & ACTION PLANS

To achieve a clean-air strategy for Red Deer, pollutant and ozone concentrations need to be recorded for the greater Red Deer area over a period of years under different climatic and seasonal conditions. These records can be used to establish a clean-air standard.

With the establishment of a clean-air standard, the need for regulations, mechanisms and programs (i.e., motor vehicle inspections) can be determined and prioritized.

At present, the public of Red Deer are unaware of standards or current levels of pollutants in the air. Education is critical at this time.

4.2.3.1 Public Transportation & Vehicle Inspections

Objective

To continue with pilot projects and refinements to existing programs and services as they relate to increased ridership of public transportation, to reduce the use of the motor vehicle, and to increase use of alternative modes of transportation (i.e., bicycle) and thereby reduce vehicle emissions.

Action Plan

The City of Red Deer and its agencies and organizations should demonstrate leadership in fleet management practices as they relate to reduced emission controls. Projects and programs that increase public transportation ridership, walking or bicycle use and decrease the use of the private motor vehicle shall be given a high priority.

4.2.3.2 Air Quality Standards & Monitoring

Objective

To establish a routine air-quality sampling schedule for Red Deer, and an air-quality standard related to ground level ozone, carbon monoxide, oxides of nitrogen and hydrocarbon concentrations.

Action Plan

The City of Red Deer should budget bi-annually to conduct air-quality samples. Samples shall be taken in each of the four (4) seasons. An air-quality standard should be established in consultation with Alberta Environmental Protection. This standard should be adhered to by all residents, businesses, corporations and organizations.

The standards and the results of all air-quality testing should be published for public information. The present public perception that there may be an air-quality concern needs to be mitigated. Public information, education and persuasion of: 1) City of Red Deer air-quality standards; 2) City of Red Deer air quality test results; and 3) individual daily activities that contribute to improved air quality should be a high priority. The current bylaw permitting backyard burning should be reassessed upon The City of Red Deer implementing a composting program (see Section 4.4.3.2)

4.3 Preservation of Natural Areas/Environmental Evaluation (Issue #3)

4.3.1 ENVIRONMENTAL SITUATION (PUBLIC OPINION OF EXISTING CITY OF RED DEER PERFORMANCE)

4.3.1.1 Preservation of Natural Areas

The analysis of the Environmental Action Plan Survey indicates that the public places a high priority on the preservation of natural areas throughout the city. Current and past City Councils have consistently protected unique natural areas as part of the regional park system (Waskasoo Park), and in some of the residential expansion areas throughout the city.

The public responses dealing with preservation, recognized past and current preservation initiatives of The City. The public reaction to the past performance of The City on natural-area preservation indicated general support and satisfaction for the many preservation initiatives. A ranking of 2.12 out of 4 on the Public Satisfaction Mean was scored (1 - very satisfied, 2 - satisfied, 3 - dissatisfied, 4 - very dissatisfied). See Table 1 and Appendix 6.5 for details. The question, however, of future environmental issues identified preservation of natural areas as the third highest priority in the city (See Table #1).

Waskasoo Park has retained a combination of wetlands, grasslands and native treed areas primarily along Waskasoo Creek, Piper Creek, Pines Escarpment, Highland Green Escarpment and the Red Deer River Valley. The total area of natural preservation areas in Waskasoo Park is 715 hectares.

Residential neighbourhoods have traditionally been planned in the past to incorporate some of the native treed areas within the design of the road system and residential development. Not all treed areas have been preserved, but some neighbourhoods have been successfully designed to incorporate significant treed areas in the design (i.e. Glendale, Rosedale Estates, Oriole Park). Other neighbourhoods, such as Kentwood, which contain significant areas of natural tree stands have to be designed such that only a select portion of the existing trees can be preserved. This is primarily due to limitations in the Planning Act for Municipal and Environmental Reserve dedications. Land developers are reluctant to voluntarily protect natural areas unless it can be achieved within the 10% Municipal Reserve dedication or an Environmental Reserve dedication in accordance with Sections 95-101 inclusive of the Planning Act. Consequently, there will be native tree areas and wetland areas that, under existing legislations and bylaws, cannot be protected or preserved through the existing development process (i.e. portions of the Kentwood subdivision). Natural areas that have been preserved throughout residential neighbourhoods in Red Deer equal 42 hectares.

"Dr. Deneke (Director, United States Forest Service) maintains that urban forests soften the hard lines of modern architecture, reduce noise pollution, and connect people to nature, thereby raising the quality of life."

Janet Cole

"Small natural areas can never maintain their vitality when totally surrounded by intensely developed land. For this reason, it is essential to preserve wetlands and threads of natural habitat within the boundaries of the city."

*Ron Bjorge
Gaetz Lakes Sanctuary Committee*

Outlined in Table 10 is the inventory of natural areas in the city that have been preserved through past planning initiatives, including land acquisition, donation, municipal reserve, and/or environmental reserve.

**TABLE 10
NATURAL AREAS INVENTORY**

	Neighbourhoods (ha)	Waskasoo Park (ha)	Total (ha)
Lakes/Recreation Ponds & Wetlands	0*	62	62
Grasslands	3	179	182
Natural Tree Areas	39	475	514
TOTAL HECTARES	42	716	758

*NOTE: No wetlands have been retained or preserved in neighbourhood areas to date.

The 758 hectares of natural areas preserved in the city represent approximately 44.5% of the total parkland/public open space in the city.

An inventory and assessment of natural areas has been initiated by the Parks Department; however, it is still at a preliminary stage. The majority of these natural areas have not been classified beyond the description outlined above. The Parks Action Group on the Environment (P.A.G.E.) is continuing to assess these natural areas and categorize them into a computer inventory system. The Community Services Master Plan identifies the need for a further classification system with the following recommendation:

"3.1 The Parks Department should maintain and update its parkland classification system. An additional natural area/ecospace classification system should be developed by which the value of these spaces can be assessed."

Community Services Master Plan

"We not only need to identify areas of concern, but inventory what we have and whatever must preserve and conserve. Has there ever been a thorough inventory and environmental landbanking of sensitive natural areas."

Sherry Scheunert

Based on an evaluation of the questionnaire, where respondents identified the preservation of natural areas as a concern, a total of five (5) main response themes have been identified as outlined in Table 11.

**TABLE 11
PRESERVATION OF NATURAL AREAS ISSUES**

Percent (%) of Responses	Comments
45	Establish development controls for new developments into natural areas.
27	Preserve natural treed areas.
18	Identify and preserve wildlife, fish, waterfowl corridors.
6	Inform and educate the public on the need for reclamation and preservation policies.
4	Establish wetland protection and management practices.

Some existing programs implemented by The City of Red Deer or, in partnership with other organizations, appear to accomplish many of the natural preservation objectives viewed as a priority by the public. These include:

- Trees 2000 - a program by the Citizens Action Group on the Environment provides the planting of 500 trees per annum as reforestation of natural areas.
- Environment Week annually educates the public on environmental issues and concerns which include natural area preservation.
- The Parks Department plants native trees and shrubs in natural treed areas that have not rejuvenated due to public use, soil conditions or other constraints.
- Arbor Day trees given to all Grade One students annually to plant as reforestation projects.

- The Planning and Subdivision Guidelines (Council Policy No. 823) requires that all native tree areas be indicated on all submitted plans for Neighbourhood Outline Plans and proposed subdivisions. These areas are then taken as municipal reserve or environmental reserve in accordance with the Planning Act.
- The review and assessment of the Constructed Wetlands Concept is in progress to determine if it is a feasible alternative to stormwater management practices in Red Deer.

4.3.1.2 Environmental Evaluation of Development

Comments received on the Environmental Action Plan Survey indicated a general lack of knowledge on what controls are in place to control or regulate developments which may have environmental implications.

This lack of knowledge, combined with some public dissatisfaction on environmental losses due to recent development projects, led respondents to rank The City's performance on environmental evaluation of development projects to be the worst out of eleven issues identified. A ranking of 2.63 out of a possible score of 4 was recorded (1 - very satisfied, 2 - satisfied, 3 - dissatisfied, 4 - very dissatisfied). See Table 1 and Appendix 6.5 for details.

The City of Red Deer Land Use Bylaw does contain a Land Use District called "Environmental Preservation District" (A2). Regulations within this district prohibit tree clearing and any permanent buildings. Further regulations are at the discretion of the Municipal Planning Commission. For the most part parkland, when identified and approved through the planning process, is designated either A2 - Environmental Preservation District or P1 - Parks and Recreation District. Designating this parkland is at the discretion of City Council based on recommendations from City Administration, various advisory boards and the Red Deer Regional Planning Commission. Although there is no formal procedure in determining which land-use designation is most applicable, areas that are deemed to be environmentally sensitive (i.e., in or adjacent to the river or creek(s), escarpments) are designated A2-Environmental Preservation District. Unique treed areas have in part also been designated A2- for preservation purposes.

Land developers when submitting plans at the early stages of proposed development, must identify on the plans all treed areas. This information is used in part in determining where parkland should be provided, whether it should be dedicated as municipal reserve or environmental reserve, and which land-use designation might be the most appropriate (i.e., A2 or P1). Existing provincial legislation (Alberta Planning Act) does not require that areas in excess of the 10% municipal reserve (MR) or any environmental reserve (ER) be designated A2 - Environmental Preservation. Treed areas or unique natural areas that are not ER or MR are at the discretion of the land developer to obtain approval to designate the land for development purposes (i.e. residential, industrial, commercial).

"Small natural areas can never maintain their vitality when totally surrounded by intensely developed land. For this reason, it is essential to preserve wetland and threads of natural habitat within the boundaries of the city."

Ron Bjorge

"When you really think about it, it is almost impossible to imagine a healthy economy without a healthy environment."

Allison Moore

The only other control or regulation that exists for environmentally sensitive areas is the requirement for a geotechnical report for all proposed developments adjacent to a hill side (City Council Policy No. 523).

Based on the questionnaire, three (3) main themes have been identified as concerns related to development controls as outlined in Table 12.

TABLE 12
ENVIRONMENTAL EVALUATION OF DEVELOPMENT ISSUES

Percent (%) of Responses	Comments
52	City bylaws and policies should be adopted to protect environmentally sensitive areas, both private and public.
43	Control of city growth into natural areas and fish/wildlife habitat areas.
5	Classifications of sensitive environmental areas should be undertaken to develop management practices.

4.3.2 ENVIRONMENTAL ISSUES (PUBLIC OPINION OF FUTURE ISSUES)

4.3.2.1 Preservation of Natural Areas

Although a number of initiatives are in place for the preservation of natural areas, the public is frustrated with some of the limitations of the Alberta Planning Act to protect natural areas that cannot be saved because they are in excess of the 10% municipal reserve or environmental reserve requirements. In addition, some of the public perceive that City projects such as roadway crossings through natural areas, wetlands, escarpments/creeks, etc. do not appear to take into account the existing tree cover or the value of these trees or wetlands as they contribute to biodiversity in Red Deer.

Since approximately 55% of all responses from the survey indicated natural area preservation as a concern, existing City policies and procedures should be reviewed with the intent of amending and, where necessary, create new municipal legislation that can better regulate the protection of natural areas or provide compensation for trees that are lost due to a new development. The City of Edmonton has such a policy/bylaw.

"As human population pressures increase over time, the sustainability of established parkland will increasingly rely on the remaining natural habitat islands (treed area and waterbodies) found isolated throughout the surrounding the city...unfortunately, many of these islands will succumb to development unless greater levels of preservation are attained."

*Grant Moir
Parks Action Group on the Environment*

"One issue that seems to come up more than others, both at public events and in conversation with individuals, was the need to protect our natural areas within the city. People want to see wildlife habitat protected within the city, and are disturbed at the amount of native forest that is being removed for developing subdivisions."

Teresa Neuman

"To work with the citizens of Red Deer in managing a park/open space system and developing programs and services which maintain, preserve and enhance the built and natural environments which are unique to Red Deer's quality of life."

Vision 2020

4.3.2.2 Environmental Evaluation of Development

In view of general lack of knowledge expressed by the public on development controls, a primary issue is to improve public education. There is a clear public opinion; however, that greater controls need to be in place to regulate developments that could affect the environment.

The existing City of Red Deer Land Use Policy and Council Policy #523 appear to be insufficient in terms of accomplishing what the public views as required controls. In order to establish new bylaws and policies, an inventory and/or classification of environmentally sensitive areas needs to be completed such that appropriate development controls can be put in place only for the appropriate areas (environmentally sensitive or ecospace areas).

"We badly need to do an ecospace analysis for Red Deer. This analysis would gather information on plant and animal species inventories in current green spaces, the ecological significance of these spaces and their inter-relationships with each other, what reclamation and reforestation is needed to enhance what we already have and recommendations on future development.

From the analysis a rating system could be devised that identifies the most sensitive and significant ecological areas. This system could then be applied when new development or redevelopment of an area is in the planning stages."

Teresa Neuman

The term "sustainable development" was used several times on the questionnaire comments, and numerous times in the briefs. A sustainable development strategy appears to be the expectation of the public to provide controls and regulations that would balance economic growth with environmental protection.

"Sustainable Development is described in general, as activity in which the environment is fully incorporated into the economic decision-making process as a forethought, not an afterthought. It holds that resources must be treated on the basis of their future, as well as their present value."

Canada's Green Plan

"Development in itself is not necessarily a bad thing. Development that encroaches on the very attributes that make this city special; the parks, the river, the wooded areas must be closely monitored and our hard won heritage protected."

Eileen Mislán

Kerry Wood Nature Centre Association

Furthermore, the environmental liability of The City of Red Deer may be at jeopardy without an environmental policy being in place. The recently legislated Environmental Protection and Enhancement Legislation indicates that a municipality is liable in the event of an environmental offence or disaster unless the municipality has taken all reasonable steps (due diligence) to prevent the occurrence of the offense and had the mechanisms in place to deal with the offense. The Alberta Association of Municipal Administrators has strongly recommended that municipalities adopt a proactive policy (prevention) and a re-active policy (to deal with an occurrence) to minimize risk and identify handling procedures of environmental disasters or offenses within its corporate limits. The City of Calgary presently has such policies.

4.3.3 RECOMMENDATIONS & ACTION PLANS

Based on the public hearings and, in particular, the written briefs, the public have clearly demonstrated a concern that natural areas in and immediately adjacent to the city of Red Deer are not being identified or protected to the extent desired for the benefit of future generations. Unique natural areas have been described not only as native treed areas, but also escarpments, wetlands and some unique grasslands (i.e., Yellow Lady Slipper colonies).

Past City Councils have been very successful in terms of natural preservation, (i.e., Gaetz Lakes Sanctuary, Maskepetoon Natural Area), residents want to see a further step made and apply this same preservation principle, implemented in the Red Deer River Valley, to residential and industrial expansion areas.

A sustainable development strategy and greater development controls have been suggested by many individuals and organizations as the answer to preserve Red Deer's natural heritage.

The development of strategies, plans, development controls, tree ordinances, etc., may require some consultative services, but the first step is to audit or take inventory of all ecospace resources in the greater Red Deer area. The mapping of these ecospace resources has been started by P.A.G.E. and the Parks Department, but further identification categorization and assessment must be undertaken as a high priority in conjunction with local environmental groups.

4.3.3.1 Preservation Legislations Policies & Bylaws

Objective

To enact policies, bylaws, procedures and standards within the City of Red Deer that ensure that unique natural areas (including but not limited to: wetlands, tree areas, grasslands) are identified at the early stages of planned development and that municipal legislations are in place to protect these natural areas for future generations.

Action Plan

The City of Red Deer should lobby Alberta Municipal Affairs to achieve changes to Sections 98-115 of the Planning Act, enabling unique natural areas to be dedicated as Environmental Reserve.

The Land Use Bylaw should have a section added to "Part Five - Special Permits, Use Regulations and Performance Standards" which would require a Development Permit for the clearance or removal of any treed area greater than a specified acreage and for the proposed filling (in whole or in part) of any water course, body of water or wetland area. The City of Red Deer must work with the Chamber of Commerce, environmental groups, Alberta Environmental Protection, Urban Development Institute and the Home Builders Association in developing a bylaw for City Council's consideration. This bylaw should specify an area for which any tree clearing or filling of a wetland area on private or public land in excess of the specified area would require a Development Permit. Permits would be issued based on an assessment of the value and uniqueness of the trees or wetland area and a development plan that demonstrates whether all or a portion of the treed area or wetland could be retained in accordance with a sustainable development strategy. Present regulations contained in the Water Resources Act require provincial approval to fill or modify any

wetland area. This existing regulation, however, is difficult to regulate and enforce within a municipal jurisdiction; therefore, a municipal bylaw, similar to those in the respective sections in the Water Resources Act is necessary.

Property owners within the Urban Growth Area of the city who have native treed areas or wetlands on their property, should be contacted to inform and educate them on how these trees/wetlands may be protected and incorporated in their long-term plans for the property.

Establishing a Tree Ordinance Bylaw should be considered pending the completion of amendments to the Land Use Bylaw (re: Development Permit for Tree Clearing) that would establish a formula for determining the value of native and planted trees. This bylaw would be enacted when a development proposal requires the removal of some trees such that financial compensation is received for the trees that will be lost. Funds obtained from the compensation would be used exclusively for the purpose of planting new trees in the development area.

4.3.3.2 Sustainable Development Strategy

Objective

To establish a sustainable development strategy and a process that would sustain the ecological function and health of the environment, while community growth and economic development proceeds. The present and future value of the environment is considered as a forethought in the early planning stages and decision-making processes of community and economic growth. This approach would provide for economic opportunities and growth without environmental decline.

Action Plan

In partnership with the Urban Development Institute, the Red Deer Home Builders Association, the Red Deer Regional Planning Commission, local environmental groups, and the Chamber of Commerce, the City of Red Deer should develop a sustainable development strategy. This strategy should take into consideration environmentally sensitive areas and all urban growth projections and logical phasing or staging of development based on servicing availability. This strategy is viewed as a high priority, and should be undertaken through

a facilitator to coordinate this project. An agreement between the City of Red Deer, FEESA (an environmental education society), TransAlta Utilities and Alberta Environmental Protection should be pursued in terms of developing and monitoring a sustainable development strategy through the "Sustainable Communities Initiative".

4.3.3.3 Environmental Proactive & Reactive Policies

Objective

To ensure that all municipal operations and developments approved by The City of Red Deer comply with applicable federal, provincial and municipal laws (especially the Environmental Protection & Enhancement Legislation) and that in the event of a contravention or non-compliance, the City should have a procedure to deal with the offense. All reasonable precautions are to be taken by the City of Red Deer to prevent incidents of non-compliance.

Action Plan

The City Solicitor, in consultation with a City administrative committee, should prepare an Environmental Policy, including a Pro-active (prevention) and a Re-active (correction) Environmental Policy. This policy should minimize the potential of an environmental incident and ensure that City Council, the Commissioners and all City employees are afforded a due and diligent defense in the event of an environmental infraction. Infractions, whether they be private or the public sector, could then be dealt with in accordance with the policy.

4.3.3.4 Ecospace Classification System

Objective

To develop and implement an inventory and classification system for all unique natural areas (ecospaces) that identify necessary management practices to ensure their preservation. The need to protect biodiversity in Red Deer outside the Red Deer River Corridor is an immediate priority.

Action Plan

A municipal environmental impact assessment process should be developed which can be used as a tool to determine the environmental impact of proposed developments or changes in land use on designated environmental areas.

An ecospace inventory and classification system should be developed and maintained to identify environmental areas that could be affected by proposed developments and changes in land use. The affect on these ecospace areas should then be a determining factor on what development conditions need to be in place in order to allow proposed developments to proceed. The development of such an audit/inventory and classification system is a major undertaking. The Parks Action Group on the Environment in consultation with representatives from local environmental groups should undertake this Ecospace Inventory and Classification System. With the finalization of an Ecosystem Classification System of all unique natural areas, new development proposals can be assessed in relation to the need to protect islands of natural areas. These islands of natural areas throughout new residential and industrial areas would ensure Red Deer's biodiversity is protected. This biodiversity needs to be assured to areas outside of the River Corridor and Waskasoo Park System.

4.4 SOLID WASTE (Issue #4)

4.4.1 ENVIRONMENTAL SITUATION (PUBLIC OPINION OF EXISTING CITY OF RED DEER PERFORMANCE)

Solid waste treatment and disposal received an overall ranking of fourth (4th) in terms of environmental priorities. The City's performance on solid waste management was ranked as satisfied, with a Public Satisfaction Mean score of 2.28 out of a possible 4 (1 - very satisfied, 2 - satisfied, 3 - dissatisfied, 4 - very dissatisfied). See Table 1 and Appendix 6.5 for details. A summary of the responses received is shown on Table 13.

TABLE 13
SOLID WASTE ISSUES

Percent (%) of Responses	Comments
73	Recycling, expand the Blue Box Program and increase the number of deposit sites.
17	Encourage and increase composting.
6	Increase garbage bins and pickup.
2	More efficient way of handling hazardous waste.
2	Reduce the amount of litter within Red Deer.

The results of the survey indicate that people were slightly dissatisfied with the current management of solid waste. This reflects the fact that opinions on solid waste management are widely divergent, particularly in terms of the level of service.

For example, public opinion is mixed as to whether The City should limit the number of bags or cans of garbage that can be set out by each household. Similarly, some citizens feel that weekly blue box collection is too frequent while others feel that less frequent collection would not meet their needs.

"It appears that weekly blue box pick-up is excessive and the City should give consideration to reducing costs by instituting biweekly collection."

*Eileen Mislán, Chairman
Kerry Wood Nature Centre Association*

With respect to composting, many people were disappointed that the 1993 Pilot Yard Waste Composting Program was cancelled. The Pilot Yard Waste Composting Program was very well used and diverted a significant quantity of waste from the landfill site. Citizens have continued to express their desire to see some form of centralized composting program in the city of Red Deer.

"The demise of the pilot project was unfortunate. I believe individuals and businesses should be responsible for composting of organic waste whenever possible, but that compost drop-off bins have their place also."

Sherry Scheunert

The need to reduce the amount of litter was noted as an issue of concern by respondents, as was the need to increase garbage bins and pick-up. These issues relate to level of service and keeping the city clean, rather than reducing waste.

Respondents also felt that there should be a more efficient way of handling hazardous waste. The City's current program focuses a week-long Household Toxic Waste Round-Up, held every year in the fall. The program is well advertised and always receives a good turn out.

"The annual toxic round-up is a worthwhile project, but I question whether it is adequate."

Sherry Scheunert

4.4.2 ENVIRONMENTAL ISSUES (PUBLIC OPINION OF FUTURE ISSUES)

The citizens of Red Deer are committed to waste reduction and would like to see the Blue Box Program expanded so that they can do more. Expanding the Blue Box Program is also a high priority for The City. Since the time of the survey, boxboard (e.g., potato chip boxes, detergent boxes, etc.) has been added to The City's residential recycling program. The City is continually monitoring the market situation and looking for new materials to add to the program. It is important for the public to understand that the materials collected through the Blue Box Program must have secure, long-term, viable markets. If they do not, the recycling materials may have to be temporarily stored for an indefinite period of time at a significant cost.

"The range of materials collected under the Blue Box Program should be extended as quickly as possible."

Eileen Mislán, Chairman

Kerry Wood Nature Centre Association

Based on the Environmental Action Plan survey, it also appears that many Red Deer residents would like to see greater onus placed on individuals to reduce waste. Several people indicated that they felt that The City should move to a user pay system, based on the volume of garbage generated.

"Is it fair that I pay the same fee for my one small bag per week, when my neighbour has six large green bags and does not seem to conserve or recycle? Again, more education is needed. I believe a true USER PAY policy should be adopted."

Sherry Scheunert

The general public would like to see increased composting of organic waste in the future. This has been identified not only through the Environmental Master Plan survey, but also through other public input forums provided by The City.

"Centralized composting facilities should be available."

Rick White

The need for greater education on waste reduction and recycling is also important to the general public. Education programs should also stress minimizing the use of products which contain harmful chemicals and promote the use of environmentally friendly alternatives.

Alternative service levels for the Blue Box Program need to be reviewed, such as frequency of service, user fees, composting, etc.

4.4.3 RECOMMENDATIONS & ACTION PLANS

Solid waste management is an important issue to the citizens of Red Deer. Although opinions vary on the level of service and the types of waste management programs that The City should provide, most people agree that the quantity of solid waste requiring disposal should be reduced.

The four major areas of concern identified through the Environmental Action Plan survey include residential recycling, yard waste, hazardous waste and education. As described in the following sections, there is an opportunity for action by both individuals as well as The City of Red Deer.

4.4.3.1 Residential Recycling Program

Objective

- To provide the citizens of Red Deer with an opportunity to participate in waste reduction.
- To raise the level of awareness of the general public and to try to change lifestyle habits to reduce waste.
- To expand the residential recycling program as markets allow.

Action Plan

The City of Red Deer will continue to provide households with a residential recycling program in the future.

The recycling program is currently being carried out by Laidlaw Waste Systems Ltd. under contract to The City until December 31, 1996. Prior to the expiry of that contract, The City will review the residential recycling program in terms of factors such as cost, frequency of service, level of service and diversion from landfill. At that time, The City may also evaluate some form of user pay system which charges people based on how much waste they generate. The City of Red Deer should officially adopt a waste reduction target of fifty percent by the year 2000, based on the action on the Action on Waste Initiative.

The City will continue to monitor recycling markets and will add new materials to the recycling program provided they have markets.

The City of Red Deer should encourage local businesses to use recyclable containers as appropriate. Letters from the Environmental Advisory Board and the Mayor to Red Deer businesses could indicate alternatives for the supply, sale and shipment of goods, materials and services that are recyclable.

4.4.3.2 Yard Waste

Objective

To divert yard waste from the landfill site.

Action Plan

Education of homeowners on environmentally friendly yard care should be undertaken to include such activities as leaving grass clippings on the lawn and backyard composting will play a major role in the diversion of yard waste in the future.

The success of the 1993 Pilot Yard Waste Program and the input received through various public forums indicate strong public support for composting in the city of Red Deer. Under the direction of City Council, City staff have prepared a report for the Environmental Advisory Board which compares a number of low cost composting options.

The City views composting as an important component of an integrated waste management system and has included a designated area for centralized composting in the plans for a proposed waste management facility which is currently undergoing approvals.

4.4.3.3 Hazardous Waste

Objective

To remove as much hazardous waste as possible from the waste stream and landfill site.

Action Plan

The importance of providing the citizens of Red Deer with a way to dispose of household hazardous waste has been recognized by The City. In spite of decreased funding from the Province, The City has continued to provide an annual Household Toxic Waste Round-Up. In addition to the Round-Up, The City will place greater emphasis on educating the general public to use less harmful products. It may be possible to measure the success of the education by monitoring whether there is a decrease in the quantity of toxic waste received at the Round-Up.

Future actions should also include education of businesses on the proper disposal of hazardous waste materials.

In the past, the private sector has expressed an interest in developing a private transfer facility for the collection of hazardous waste on a user pay basis. This type of facility should be encouraged in the Red Deer area in order to set up an accessible facility for businesses.

Other opportunities for proper disposal of hazardous waste should be identified and researched to determine their viability for Red Deer.

4.4.3.4 Education

Objective

To change people's lifestyle habits to generate less waste. To provide the general public and businesses with information on how to recycle certain waste materials.

Action Plan

Since the development of The City's Solid Waste Master Plan in 1992, The City will continue to place greater emphasis on education through the following:

- school presentation
- promotion and information displays
- distribution of information on backyard composting
- distribution of information on waste reduction to commercial businesses and other organizations
- landfill tours
- media advertising

In addition to the above, future action should include a greater emphasis on what the individual citizen or business can do to reduce waste. Other education forums such as a seminar for commercial businesses should be considered.

4.5 ENVIRONMENTAL EDUCATION (Issue #5)

4.5.1 ENVIRONMENTAL SITUATION (PUBLIC OPINION OF EXISTING CITY OF RED DEER PERFORMANCE)

The analysis of the Environmental Action Plan Survey indicates that the public places a high priority (6th out of 11 issues) on environmental education. Furthermore, the public clearly indicates a relatively high level of uncertainty in regards to present City performance on Environmental Education. Ranked 2.29 out of a possible score of 4 based on the Public Satisfaction Mean (1 - very satisfied, 2 - satisfied, 3 - dissatisfied, 4 - very dissatisfied) See Table 1 and Appendix 6.5 for details.

"Without educating people from all parts of society about the problems, the ways ecosystems work, the day-to-day actions everyone can take, we cannot hope to preserve natural areas."

Pat Marcellus

Respondents identified Environmental Education as a concern, a total of three (3) main response themes have been identified as outlined on Table 14.

TABLE 14
ENVIRONMENTAL EDUCATION ISSUES

Percent (%) of Responses	Comments
70	Environmental education should be targeted to all age groups.
20	The City of Red Deer and its agencies should increase public awareness.
10	The public should be involved in creating an Environmental Education Plan.

Citizens of Red Deer indicated in a number of briefs, both written and oral during the Public Forum, a number of concerns related to Environmental Education. The general themes of the briefs were similar to the themes of the survey comments. Particularly, the briefs elaborated ideas of how to involve all sectors of society in Environmental Education.

Background on Public Environmental Education

"As a Task Force, we also identified a need for education at all levels of society. The importance of educating our children to the new economic and environmental realities cannot be overstated. We believe that our children should have a better understanding of the environment so that they can treat it with respect when they become decision makers in their own right."

*Report of the National Task Force on
Environment and Economy, 1987*

"The Alberta Government:

*(1) encourages and facilitates public participation through information sharing, education and consultation; and,
(2) makes every effort to help Albertans understand they are part of the environment and involves them in environmental protection and environmentally sustainable development."*

Alberta's Environment

Towards the 21st Century, 1990

" Defining Environmental Education

A description of the synthesis of the general terms "environment" with "education" demands several volumes; however, FEESA (Environmental Education Society of Alberta) has accepted the following brief definition:

Environmental Education is a method for acquiring an understanding of the inter-relationship between people and the physical environment that leads to a personal commitment to sustainable development.

Goal Of Environmental Education

The primary goal of environmental education is to create an environmental citizenry. It is proposed that such people:

- 1. Think about systems. Everything is connected to everything else, and no matter what decision, no matter what action, there is an impact on the system.*
- 2. Think in time. The environment is more than the here and now. The quick fix of today is not necessarily and has often proven not to be the*

- solution for the future.*
3. *Think critically.* *We live in a society that not only allows different values, it is nourished by them. There is no one right set of values. However, decisions made about and for a quality environment may affect some of the values we hold in other areas. Choices made for the environment may not be the agreed choices of all. We have to learn to think about issues of quality.*
 4. *Move from awareness to knowledge to action.* *Citizenship is expressed as action and only by taking personal action can we express our environmental citizenship.*
 5. *Work cooperatively.* *There is no one sector of society that is responsible for the environment. All stakeholders, all sectors and all citizens must take responsibility and only through cooperation can we expect to sustain a quality environment for all."*

*Jim Martin
Environmental Education:
Developing Environmental Citizenry*

4.5.2 ENVIRONMENTAL ISSUES (PUBLIC OPINION OF FUTURE ISSUES)

A number of responses indicated that public education is partially the responsibility of government and it should increase public awareness of environmental issues. A significant percentage of respondents dealing with education indicated that environmental education is strengthened with involvement from all sectors of society. This involvement needs to be brought together for the execution of a coordinated and thoroughly integrated educational plan. Furthermore, there was interest expressed by some parties for some actual involvement in the creation of such an environmental education master plan.

"It would be effective to create a community partners group, call it a council for a sustainable future...which would act as a catalyst for cultural change."

Rick Moore

4.5.3 RECOMMENDATIONS & ACTION PLANS

The primary goal of environmental education is to help citizens become aware of environmental issues, develop knowledge about the issues, and finally to take personal action.

The analysis of the Environmental Action Plan Surveys indicates that the public places a high priority on environmental education. Furthermore, the public clearly indicates a high level of dissatisfaction in regards to present City performance of Environmental Education.

Numerous respondents indicated that public education is partially the responsibility of government, and it should increase public awareness of environmental issues. A significant number of respondents indicated that environmental education is strengthened with involvement from all sectors of society. This involvement needs to be brought together for the execution of a coordinated and thoroughly integrated educational plan. Furthermore, there was interest expressed by some parties for some actual involvement in the creation of said environmental education master plan.

4.5.3.1 Requisite Environmental Education Programs

Objective

To provide the opportunity for public environmental education in the topics of: 1) water supply and watershed; 2) air quality; 3) preservation of natural areas and environmental evaluation; and 4) solid waste.

Action Plan

Expand the promotional and educational programs for the four major issues in the action plan. The Solid Waste Master Plan provides a model framework (see 5.11 of the Solid Waste Master Plan) which may be modified to accommodate the priorities of water supply/watershed, air quality, preservation of natural areas/environmental evaluation and solid waste.

4.5.3.2 Enhance Public Education Delivery

The Vision 2020 PLANNING PRINCIPLE #5, approved by City Council in 1991 relates to the "provision of a balanced and diverse range of social, education, health, recreation and

culture opportunities". To achieve this, it prescribes "working with both school boards to optimize the delivery of education services and the joint use of school and community facilities". This statement offers direction for the proper delivery of Environmental Education in Red Deer.

Objective

To strategize the delivery of environmental education programs.

Action Plan

To establish a coordinating body* with representation from all sectors of the Red Deer public. This body will determine the most effective process to ensure all target groups are reached. In addition, the group will inventory existing resources and possibly create others necessary to address the four selected environmental issues.

*NOTE An existing multi-sectoral group with a similar mandate currently exists in both Edmonton and Calgary. The group, "WAVELENGTH" will lend its name and some resources. These include management and communication functions offered by FEESA and the Education Branch of Alberta Environmental Protection. Meetings are hosted alternately by its members.

In addition to streamlining delivery, a multi-sectoral group (Wavelength) could assist in the coordination of actions resulting from the awareness and knowledge building of the education programs. Adopt-a-Park, Adopt-a-Stream, Yellow Fish Road, resource conservation initiatives and other city-wide actions could be promoted and celebrated more readily through such institutions as the media or the Environment Week Association.

Below is a phased schedule for implementation of environmental education through the coordinating group (Wavelength):

- High Priority:
 - Solid Waste and Water Supply/Water Shed**

- Medium Priority:
 - Air Quality and Preservation of Natural Areas/Environmental Evaluation**
- Low Priority:
 - Identification of Other Issues, Review & Repriorization**
 - **Evaluation is on-going

4.5.3.3 Study of Federal Legislation: Canada's Green Plan

Objective

The Community Services Master Plan Recommendation 6.3.1 indicates:

"The Environmental Advisory Board should determine the status of the Green Plan in detail, and make recommendations to City Council on how it might respond to and take advantage of the specific initiatives now underway."

Action Plan

A committee of the Environmental Advisory Board should study the Green Plan and report to City Council on the issues pertinent to the municipality.

5.0 SUMMARY SCHEDULING & FINANCING

For purposes of outlining a schedule for the implementation of the Environmental Action Plans, each plan has been categorized in one of the following sections:

5.1 OPERATING BUDGET INITIATIVES (Within Existing Budget Allocations)

All plans in this section can be achieved within existing budget allocations of various departments and agencies. Department managers may be required to reallocate funds from one service to another in order for the action plans to be implemented. Collaborative efforts with agencies, other organizations, provincial departments and school boards may be necessary in order for the plan to proceed. Grants and foundations should be pursued to provide financial assistance on some initiatives.

5.2 ENHANCEMENT BUDGET INITIATIVES (Corporate Sponsors, Additional Budget Allocations Or Grants Are Required)

Action plans in this category require additional funding allocations in order for them to proceed. Although grants or reallocation of existing operational funds may provide some of the required funding, some additional allocation of budget funding may be required. Obtaining a corporate sponsor, grants, foundation contributions or other financial resources will, for the most part, dictate the scheduling or implementation dates of Action Plans in this category.

5.3 CAPITAL BUDGET INITIATIVES (To Be Incorporated In The 5-Year Capital Plan)

The actual capital investment required for the action plans in this category is an estimate at this time. City departments should ensure that the 5-Year Capital Plan includes the required budget allocations.

**5.1 OPERATING BUDGET INITIATIVES
(Within Existing Budget Allocations)**

ACTION NO.	ACTION PLAN	FINANCING
4.1.3.2	<p><u>Decrease Chemicals Used In Water Supply</u></p> <p>The City should strive to minimize the use of chemicals using present technology and will consider chemical reduction technologies in plant expansions. This information will be included in the public information program.</p>	Operating Budget (Public Works)
4.2.3.1	<p><u>Public Transportation & Vehicle Inspections</u></p> <p>City of Red Deer departments, agencies and organizations shall demonstrate leadership in fleet management practices as they relate to reduced emission controls. Projects and programs that increase public transportation ridership, walking, bicycle use and decrease the use of the private motor vehicle shall be given a high priority.</p>	Operating Budget (Engineering Services)
4.4.3.3	<p><u>Hazardous Waste</u></p> <p>A Hazardous Waste Strategy should be developed to include a public and business education component to reduce the use of and ensure the proper disposal of hazardous waste. The Toxic Waste Roundup Program should continue as a high priority.</p>	Operating Budget (Public Works)
4.5.3.3	<p><u>Study of Federal Legislation: Canada's Green Plan</u></p> <p>A committee of the Environmental Advisory Board should be established to determine the status of Canada's Green Plan, and make recommendations to the Board and City Council on initiatives contained in Canada's Green Plan pertinent to the five issues in Red Deer's Environmental Action Plan.</p>	Environment Advisory Board

4.3.3.1	<p><u>Preservation Legislations, Policies & Bylaws</u></p> <p>The Land Use Bylaw should be amended to require a development permit for the clearance or removal of any portion of a treed area or filling of any portion of a wetland area. The bylaw should adhere to the Water Resources Act and be determined in consultation with landowners, the Urban Development Institute, Home Builders Association, Chamber of Commerce, the Red Deer Regional Planning Commission and local environmental groups).</p> <p>Based on the outcome of possible amendments to the Land Use Bylaw, a Tree Ordinance Bylaw should be considered that would require financial compensation where trees or wetland areas are to be destroyed to enable a development to proceed. The consideration of preparing a Tree Ordinance Bylaw would be conducted in consultation with the Urban Development Institute, Home Builders Association, Chamber of Commerce, Red Deer Regional Planning Commission and The City of Red Deer.</p>	Operating Budget (Land & Economic Dev., Parks, Bylaws/Insp. Departments & Red Deer Regional Planning Commission)
4.3.3.4	<p><u>Ecospace Classification System</u></p> <p>The City of Red Deer, Parks Action Group on the Environment should act as a facilitator along with the expertise of local environmental groups to develop and implement an Ecospace Classification System and Inventory, which will be used as a tool in assessing new development proposals that affect unique natural areas.</p>	Operating Budget (Local Environment Groups, Parks Department)
4.4.3.1	<p><u>Residential Recycling Program</u></p> <p>The recycling program will be reviewed and adjusted in regard to recycling markets, frequency of service, level of service, diversion from the landfill, cost and the potential of user-pay based on waste generated.</p>	Operating Budget (Public Works)

**5.2 ENHANCEMENT BUDGET INITIATIVES
(Corporate Sponsors, Additional Budget Allocations or
Grants Are Required)**

ACTION NO.	ACTION PLAN	FINANCING
4.1.3.1	<p><u>Water Conservation</u></p> <p>A water conservation strategy must be developed to include, as an initial step and active program of public education on faucet and shower-head restrictors, toilet drains, proper lawn care and watering, and other water conservation techniques. Water conservation standards shall be established by Engineering Services and annual consumption records shall be taken to determine if these standards are achieved.</p>	<p>Operating Budget (Engineering Services)</p> <p>Est. Cost: \$2,000</p>
4.1.3.5	<p><u>Protecting Receiving Streams - Stormwater Runoff</u></p> <p>The City of Red Deer should continue the standard of dry stormwater detention ponds to handle stormwater; however, consideration should be given to constructed wetlands in some instances where stormwater quality in the immediate downstream area is of concern and/or where changing provincial stormwater guidelines may dictate.</p>	<p>(Environ. Advisory Board, Red Deer Local Environ. Groups)</p> <p>Est. Cost: \$30,000 via Grants & Corporate Contrib.</p>
4.4.3.4	<p><u>Solid Waste Education</u></p> <p>Education programs conducted by City representatives in schools, at shopping malls, in brochures, conducting landfill tours, media advertising and public education on composting and recycling, should continue to emphasize what an individual or single business can do to reduce waste.</p>	<p>Operating Budget (Public Works)</p> <p>Est. Cost: \$2,000</p>
4.5.3.1	<p><u>Requisite Environmental Education Programs</u></p> <p>Public education and information regarding water supply/watershed, air quality, preservation of natural areas and solid waste should be expanded by using the resources of local environmental groups, both Red Deer School Boards and Alberta Environmental Protection accordance with a public education strategy.</p>	<p>Operating Budget (Public Works, EnvironmentA dvisory Board)</p> <p>Est. Cost: \$2,000</p>

4.5.3.2	<p><u>Enhanced Public Education Delivery</u></p> <p>An education coordinating body of community partners should be established to determine and implement the most effective public education programs and tools to reach the desired target groups. Scheduling of public education programs should concentrate on solid waste and water supply as first priority, and air quality and preservation of natural areas as second priority, with a review and re-priorization in subsequent years.</p>	<p>Ongoing Operating Budget (Environ. Advisory Board & School Boards)</p> <p>Est. Cost: \$3,000</p>
4.1.3.3	<p><u>Clean, Safe Water Supply for the Future</u></p> <p>A Red Deer/Dickson Dam Water Quality Council should be established to review, monitor, communicate regulations to landowners in the watershed.</p>	<p>a) Operating Budget for Water Quality Council (Engineering Services)</p> <p>Est. Cost: \$3,000</p> <p>b) Capital Budget for upgrade to Water Treatment Plant (Cost to be determined)</p>
4.2.3.2	<p><u>Air Quality Standards & Monitoring</u></p> <p>Air quality samples should be conducted on an bi-annual basis for each of the four seasons. A City of Red Deer Air Quality Standard shall be published in accordance with Provincial guidelines, and this standard and the results of sampling shall be published for public information. The current bylaw permitting backyard burning should be reviewed upon the City of Red Deer implementing a composting program.</p>	<p>Operating Budget (Environ. Advisory Board & Alberta Environment Protection Services)</p> <p>Est. Cost: \$4,000</p>

4.3.3.2	<p><u>Sustainable Development Strategy</u></p> <p>The City of Red Deer should budget for the hiring of a consultant to undertake the development of a Sustainable Development Strategy. This strategy can be expedited through the development of a partnership with FEESA, TransAlta Utilities, Alberta Environmental Protection, Urban Development Institute, Chamber of Commerce, Red Deer Regional Planning Commission, the Red Deer Home Builders Association and local environmental groups.</p>	<p>Partnership with FEESA, consultant services and various agencies (Land & Economic Dev. Red Deer Regional Planning Commission)</p> <p>Est. Cost: \$5,000</p>
4.4.3.2	<p><u>Yard Waste</u></p> <p>The City of Red Deer should consider the implementation of a centralized composting program in conjunction with a major public-education campaign on backyard composting and leaving grass clippings on yards to achieve a 20% per capita reduction on waste at the Landfill Site.</p>	<p>Operating Budget (Public Works)</p> <p>Est. Cost: \$25,000</p> <p>See Section 5.3 for Capital</p>
4.3.3.3	<p><u>Environmental Pro-active & Re-active Policies</u></p> <p>A City of Red Deer Environmental Policy should be prepared in consultation with the City Solicitor, to include a pro-active and re-active strategy for dealing with environmental infractions in accordance with the Environmental Protection and Enhancement Act.</p>	<p>Operating Budget (Department & City Solicitor)</p> <p>Est. Cost: \$5,000</p>

5.3 CAPITAL BUDGET INITIATIVES
(To be Incorporated in 5-Year Capital Plan)

ACTION NO.	ACTION PLAN	FINANCING
4.1.3.4	<p><u>Treatment of the City's Effluent</u></p> <p>The Wastewater Treatment Plant shall be upgraded as required, to always adhere to changing effluent standards of the Provincial Government. Sampling shall be continued annually to ensure standards are achieved at all times.</p>	<p>Operating & Capital Budgets as required (Public Works)</p> <p>Estimate Cost: To be determined.</p>
4.4.3.2	<p><u>Yard Waste</u></p> <p>The City of Red Deer should invest in a centralized composting program to achieve a 20% reduction in waste that is buried at the Landfill Site.</p>	<p>Capital Budget (Public Works)</p> <p>Est. Cost: \$7,000</p>

5.4 SUMMARY OF FINANCING

<u>ACTION NUMBER</u>	<u>ACTION PLAN</u>	<u>SCHEDULE</u>	<u>FINANCING</u>
5.4.1	City of Red Deer Departments should annually review the schedule and guidelines outlined in Sections 5.1, 5.2, & 5.3 to plan and allocate funds within existing budgets to implement the respective Environmental Action Plans.	1995 - Ongoing	N/A
5.4.2	City of Red Deer Departments should establish partnerships, sponsors & pursue grants to obtain cost sharing agreements that will assist in the financing of the Environmental Action Plans.	1995 - Ongoing	N/A
5.4.3	City of Red Deer Department Managers should annually propose to City Council that specified operational funding be reallocated, as appropriate, from an existing service to one or more of the Environmental Action Plan Initiatives (i.e., from Blue Box to composting).	1995 - Ongoing	N/A
5.4.4	The Environmental Advisory Board's mandate and bylaw should be expanded to include the establishment of three (3) working committees to research and prepare recommendations on the following issues and Action Plans: 4.3.3.2 - Sustainable Development Strategy 4.5.3.2 - Enhancing Public Education Delivery 4.5.3.3 - Canada's Green Plan	1995 - Ongoing	N/A
5.4.5	City Council, the Environmental Advisory Board and City Departments should adopt the Action Plan schedule as a guideline, with implementation of the plans subject to the availability of funding through corporate sponsors, additional budget allocations and/or grants.	1995 - Ongoing	N/A
5.4.6	That the Environmental Advisory Board annually review and prioritize all Action Plan recommendations and alternative sources of financing to make recommendations to City Council that can be considered in the annual Service Analysis Review.	1995 - Ongoing	N/A

**5.4.7 SUMMARY OF RECOMMENDATIONS
AS OUTLINED BELOW:**

<u>Action Plan</u> <u>Category and Recommendation</u>	<u>Maximum City Add'l</u> <u>Contributions Subject</u> <u>to Corporate Sponsors,</u> <u>Grants & Contributions</u>
■ Operating Budget Initiatives (Within Existing Budget Allocations)	
- Decreased Chemicals Used in Water	NIL
- Public Transportation & Vehicle Inspections	Nil
- Hazardous Waste Strategy	Nil
- Study Canada's Green Plan	Nil
- Preservation Legislations	NIL
- Ecospace Classification System	NIL
- Residential Recycling Program	<u>NIL</u>
TOTAL	0
■ Enhanced Budget Initiatives (Corporate Sponsors, Additional Budget Allocations or Grants are Required)	
- Water Conservation Strategy	\$ 2,000
- Protecting Receiving Streams: Stormwater Management (City Council has passed a resolution in support of a study & funding by E.A.B., local environmental groups & grants - preliminary cost est. \$30,000)	0
- Solid Waste Education	\$ 2,000
- Requisite Environmental Education Programs	\$ 2,000
- Enhanced Public Education	\$ 3,000
- Water Supply Council	\$ 3,000
- Air Quality Standards & Monitoring	\$ 4,000
- Sustainable Development Strategy	\$ 5,000
- Yard Waste Program	\$25,000
- Pro-Active & Re-Active Environmental Policy	<u>\$ 5,000</u>
TOTAL	\$51,000
■ Capital Budget Initiatives (To Be Incorporated in 5-Year Capital Plan)	
- Upgrade Wastewater Treatment Plant	To Be Determined
- Centralized Yard Waste Program	<u>\$ 7,000</u>
TOTAL	To Be Determined

DATE: OCTOBER 12, 1994
TO: ENVIRONMENTAL ADVISORY BOARD
FROM: CITY CLERK
RE: ENVIRONMENTAL ACTION PLAN

At the Council Meeting of October 11, 1994, consideration was given to your report dated October 4, 1994 concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Environmental Advisory Board dated October 4, 1994, re: Environmental Action Plan, hereby agrees to accept the Draft Environmental Action Plan dated September 20, 1994 as information;

AND FURTHER, that the Environmental Advisory Board proceed to a Public Open House and Meeting with a final plan being submitted back to Council in due course, and as presented to Council October 11, 1994."

The decision of Council in this instance is submitted for your information and appropriate action. I look forward to your further report regarding the "Environmental Action Plan".



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
 Director of Community Services
 Director of Financial Services
 Parks Manager
 Public Works Manager
 Principal Planner

NO. 14

CS-P- 5.134

DATE: October 4, 1994

TO: KELLY KLOSS
City Clerk

FROM: GREG HALL, Chairman
Environmental Advisory Board

RE: FEDERATION OF CANADIAN MUNICIPALITIES (F.C.M.)
CLIMATE PROTECTION CAMPAIGN

The Environmental Advisory Board, at their meeting of October 3, 1994, considered the request from the Federation of Canadian Municipalities to consider a declaration committing The City to reduce carbon dioxide emissions within the City's jurisdiction. The Board passed the following resolution at that time:

"That the Environmental Advisory Board recommend to City Council that the request from the Federation of Canadian Municipalities to sign a declaration for the Climate Protection Campaign be deferred pending the results of the air quality monitoring and the consideration of Red Deer Air Quality Standards as addressed in the proposed Environmental Action Plan."



GREG HALL

DB/ad
Att.

CS-P- 5.110

DATE: September 22, 1994

TO: ENVIRONMENTAL ADVISORY BOARD

FROM: DON BATCHELOR
Parks Manager

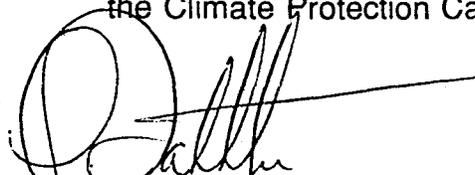
RE: FEDERATION OF CANADIAN MUNICIPALITIES (F.C.M.):
CLIMATE PROTECTION CAMPAIGN

Attached is a request by the Federation of Canadian Municipalities asking the City of Red Deer to consider adopting a declaration that would commit the City to specific initiatives, procurements, involvements and promotions that would reduce carbon dioxide (CO₂) emissions within the City's jurisdiction by 20%.

Although this national effort is most admirable, such a declaration by the City of Red Deer may be premature at this time. As part of the Environmental Action Plan process, air quality readings were taken in April and July of 1994, and a subsequent test will be taken in October and December. Until the annual results of those tests are compared to provincial and national standards, the City is not in a position to establish targets for the reduction of carbon dioxide or, for that matter, other air-quality emissions. The preliminary results after the April air quality tests indicate that the City does not have a carbon dioxide air quality problem. (See Section 4.2, draft Environmental Action Plan).

RECOMMENDATION

1. That the Environmental Advisory Board recommend to City Council that the request from the Federation of Canadian Municipalities to sign the declaration for the Climate Protection Campaign be declined at this time.


DON BATCHELOR

:ad

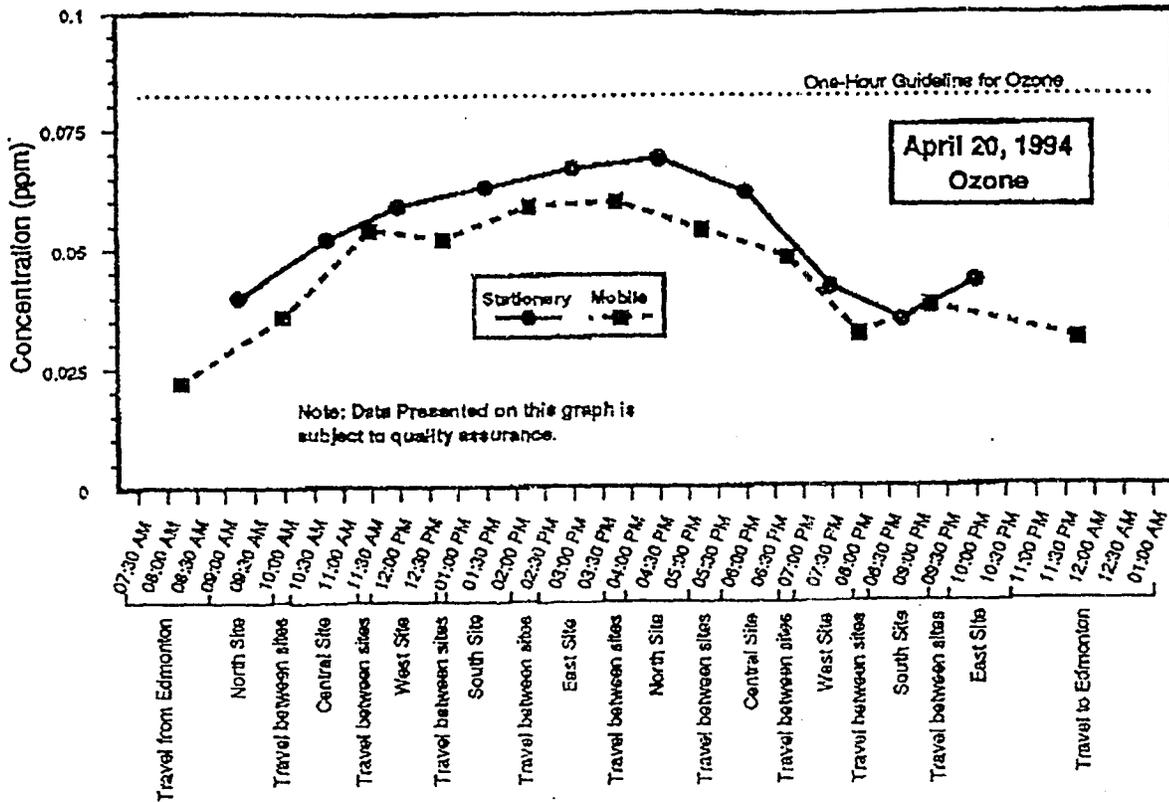


FIGURE 6 Average Ozone Concentrations (Stationary and Mobile) in Red Deer on April 20, 1994.

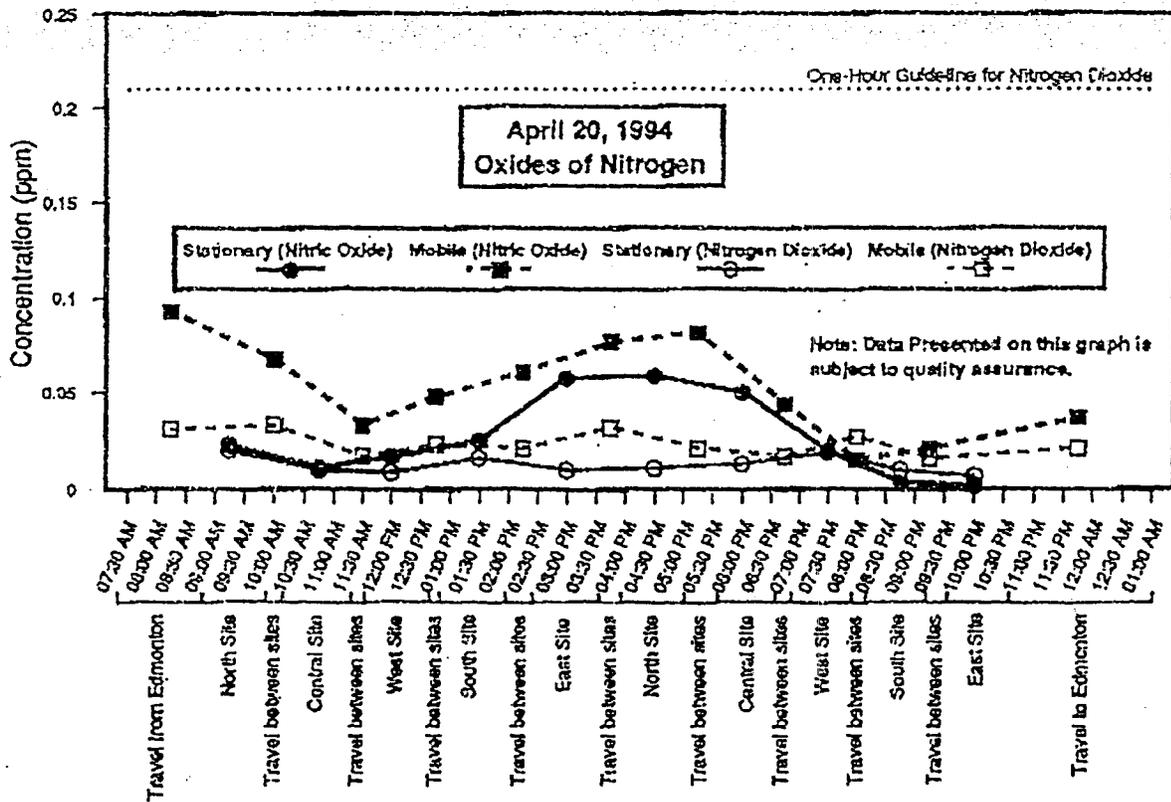


FIGURE 7 Average Oxide of Nitrogen Concentrations (Stationary and Mobile) in Red Deer on April 20, 1994.

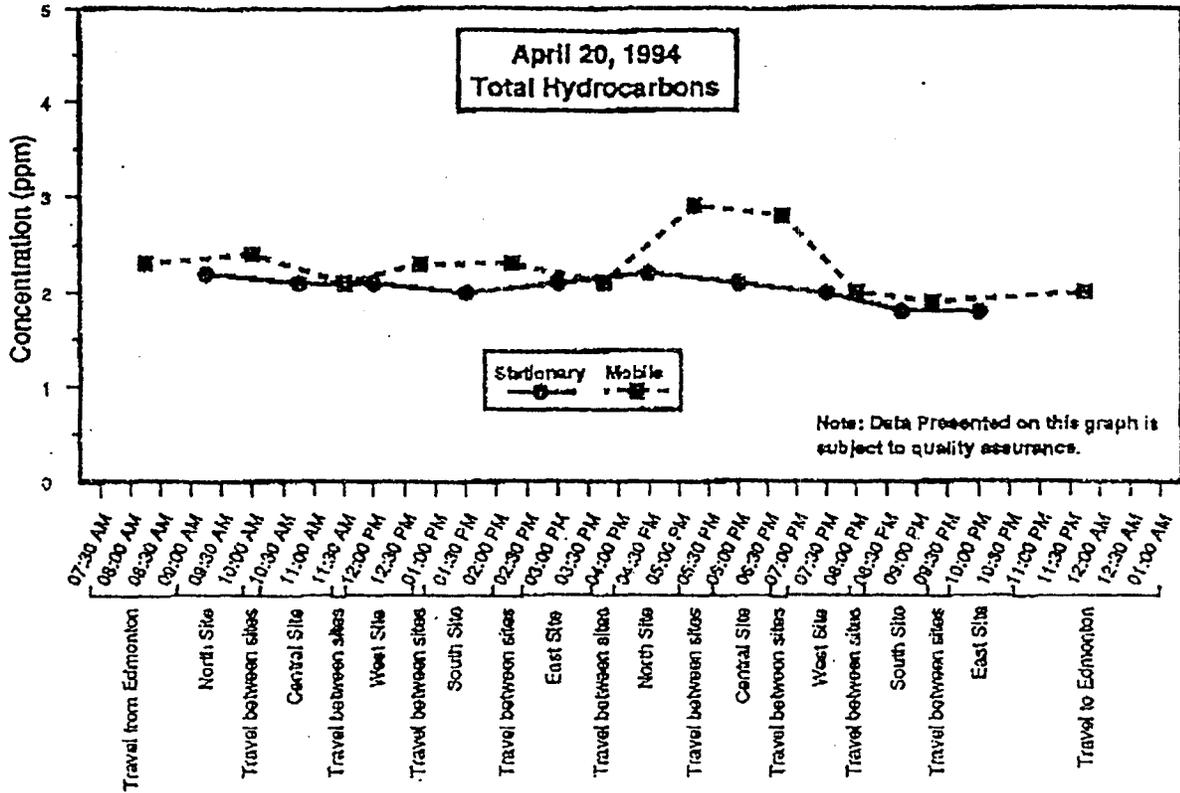


FIGURE 8 Average Total Hydrocarbon Concentrations (Stationary and Mobile) in Red Deer on April 20, 1994.

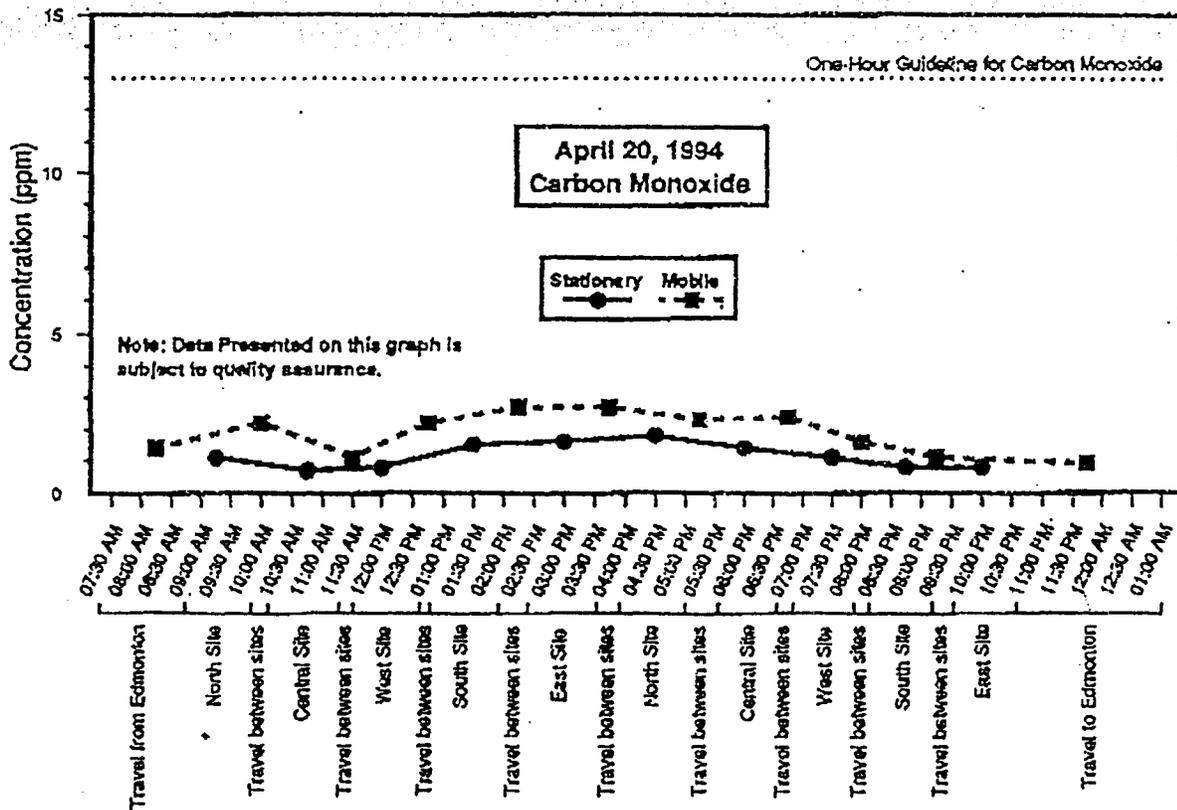


FIGURE 9 Average Carbon Monoxide Concentrations (Stationary and Mobile) in Red Deer on April 20, 1994.



Federation of Canadian Municipalities
Fédération canadienne des municipalités

August 10, 1994

Her Worship Mayor Gail Surkan
City of Red Deer
P.O. Box 5008
Red Deer, Alberta
T4N 3T4

Mayor D. Laurence Mawhinney
Lunenburg, Nova Scotia
President
Président

Mayor John Les
Chilliwack, British Columbia
First Vice President
Premier vice-président

Councillor Bryon Wilfert
Richmond Hill, Ontario
Second Vice President
Deuxième vice-président

Maire suppléant Claude Cantin
Québec (Québec)
Troisième vice-président
Third Vice President

Alderman Ron Hayter
Edmonton, Alberta
Past President
Président sortant

James W. Knight
Executive Director
Directeur général

Dear Mayor Surkan and Members of Council:

**AN INVITATION TO JOIN
THE CITIES FOR CLIMATE PROTECTION CAMPAIGN**

As you may be aware, Canada joined other countries at the Earth Summit in 1992 in signing the Framework Convention on Climate Change, an international agreement to address the danger of global climate change. Canada has since established a national goal to stabilize net emissions of greenhouse gases at 1990 levels by the year 2000.

A significant portion of the world's atmospheric loading of greenhouse gases are urban emissions. Canada's National Report on Actions to Meet Commitments Under the United Nations Framework Convention on Climate Change recognizes that Canada's three orders of government must undertake actions to address climate change.

FCM has a Policy Statement on Environmental Issues which was reaffirmed at the Annual Conference in Winnipeg this year. The policy statement includes a recommendation that municipal governments establish a policy target within their own jurisdiction of a 20% reduction in carbon dioxide (CO₂) emissions.

.../2



Pursuant to its policy statement, FCM has established a partnership with the International Council for Local Environmental Initiatives (ICLEI) on an international campaign, *Cities for Climate Protection*, which encourages municipalities to reduce their emissions of greenhouse gases. ICLEI is the international environmental agency for local governments.

In order to support the *Cities for Climate Protection* initiative, municipal Councils are invited to adopt the enclosed *Canadian Declaration on Climate Change*. By adopting the Declaration, each municipal government endeavours to:

- . develop an action plan to reduce local emissions of greenhouse gases;
- . reduce energy use and emissions associated with municipally-controlled buildings and vehicles; and
- . undertake initiatives to change public attitudes and behaviour.

In order to help in the development of local strategies, participating municipal governments will be provided with:

- . a basic framework on planning and management that will include a broad municipal agenda on climate change and analytical methods for determining local energy baselines and scenarios;-
- . a periodic newsletter, *Local Energy News*, that highlights local initiatives as well as relevant national and international developments to reduce greenhouse gas emissions; and
- . the opportunity to join innovative local model projects for reducing energy use in buildings and transportation in intensive collaborative research. These research projects will produce model municipal bylaws, case studies of successful local initiatives, as well as useful new analytical tools and comparative insights into the determinants of municipal energy use; and

- 3 -

an invitation to attend the 2nd World Municipal Leaders' Summit on Climate Change, in March 1995, in Berlin, Germany. At this Summit, municipal leaders from around the world will gather to develop and share practical solutions to the challenge of climate protection. A Canadian delegation of municipal officials will also be selected to represent municipal government leaders as well as accompany the federal government to the COP meeting.

I am enclosing a copy of the *Canadian Declaration on Climate Change* for your consideration. Should you decide to adopt the Declaration, I ask that you advise our office in writing or return a photocopy of the signed document to this office.

I encourage your municipality to adopt the Declaration and demonstrate support for the initiative. If you require any additional information, please contact Charlene Lambert at the FCM Secretariat.

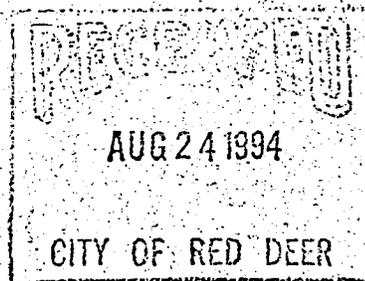
Yours sincerely,



D. Laurence Mawhinney
President

LM/cl:sd

Enclosure



Commissioners' Comments

We concur with the recommendation of the Environmental Advisory Board. A further report will be submitted to Council following completion of the Air Quality Monitoring.

"M.C. DAY", City Commissioner

COUNCIL MEETING OF OCTOBER 11, 1994

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:

FCM - CLIMATE PROTECTION CAMPAIGN

CO₂ Reduction Project

European Secretariat
Eschholzstr. 86
D-7800 Freiburg
Germany
Phone: 49-761368920
Fax: 49-761/36260

World Secretariat
City Hall East Tower 8th Floor
Toronto, Ontario M5H 2N2
Canada
Phone: 1-416/392-1462
Fax: 1-416/392-1478

Asia Pacific Secretariat
c/o GEF, Ikura Building
1-9-7 Azabudai, Minato-ku
Tokyo 106 Japan
Phone: 81-3/5561-9735
Fax: 81-3/5561-9737

The
International
Council
for Local
Environmental
Initiatives

Cities for Climate Protection

*An International Effort
to Reduce Urban
Emissions of
Greenhouse Gases*

CITIES FOR CLIMATE PROTECTION

In June of 1991, ICLEI established the Urban CO₂ Reduction Project, which convened 14 municipalities in the United States, Canada, Europe and Turkey in a two-year initiative to develop comprehensive local strategies to reduce emissions of greenhouse gases, especially CO₂.

Through a series of six one-week policy workshops, technical consultation and research drawing on the data gathered by each municipality, the Project has sought to develop a generic framework for municipal energy policy that local governments generally may use to implement locally to develop policies to reduce greenhouse gas emissions. Phase I of the Project concluded in June, 1993, with the 14 municipalities submitting their "local action plans" to their governing councils for consideration and approval.

At the Municipal Leaders' Summit on Climate Change and the Urban Environment, held at the United Nations in January, 1993, ICLEI announced Phase II of the Project — *Cities for Climate Protection* — to strengthen local governments' ability to develop and implement municipal energy policies that reduce local emissions of greenhouse gases.

CAMPAIGN GOALS

Primary goals are:

- strengthening of local commitment to reduce greenhouse gases by adopting specific targets;

- dissemination of planning and management tools developed by the Urban CO₂ Reduction Project to determine local energy baselines and scenarios;
- research and development of best practices through research projects to reduce energy use in buildings and transportation; and
- enhancement of national and international ties through a collective voice for municipalities.

CAMPAIGN PRIVILEGES

- a basic framework on planning and management that will include a broad municipal agenda on climate change and analytical methods for determining local energy baselines and scenarios;
- a periodic newsletter that highlights local initiatives, as well as relevant national and international developments, to reduce greenhouse gas emissions;
- a copy of all publications from the Urban CO₂ Reduction Project, including a Climate Action Tool Kit for Municipal Managers, Findings and Policy Implications from the Project, and Profiting from Energy Efficiency;
- the opportunity to join innovative local projects for reducing energy use in buildings and

transportation in intensive collaborative research, such as Green Buildings and Green Fleets; and an

- invitation to attend the 2nd World Municipal Leader' Summit on Climate Change in March, 1995 in Berlin, Germany. At this Summit, municipal leaders from around the world will gather to develop and share practical solutions to the challenge of climate protection, on the occasion of the first official meeting of the governing body of the Framework Convention on Climate Change.

Members of ICLEI will be entitled to additional phone consultation by staff of the Project.

CAMPAIGN RESPONSIBILITIES

Each local government pledges to:

- endorse the Declaration on Climate Change and the Urban Environment;
- develop a local action plan to reduce local emissions of greenhouse gases;
- reduce energy use and emissions associated with municipally-controlled buildings and vehicles; and
- undertake initiatives to change public attitude and behaviour.

CANADIAN DECLARATION ON CLIMATE CHANGE AND THE URBAN ENVIRONMENT

INTRODUCTION

- 1) *The significant risks posed by global warming to the natural and built environments and to future human generations require a response sufficient to stabilize and to reduce emissions of greenhouse gases into the atmosphere as soon as possible. It is equally important to protect global biomass resources, such as forests and phytoplankton which play an essential role in the earth's carbon cycle.*
- 2) *The abatement of fossil fuel emissions sufficient to stabilize concentrations of greenhouse gases in the atmosphere will require policies and initiatives based on a thorough understanding of the urban environment as an energy system.*
- 3) *Local authorities, working closely with each other and with their national governments and international agencies, will play a vital role in reducing the energy intensities of urban environments and their greenhouse gas emissions, and can thereby contribute significantly to the implementation of the Framework Convention on Climate Change. The main objective of the Convention is a commitment that developed nations make towards limiting their emission of CO₂ and other greenhouse gases by aiming to return to their earlier 1990 levels by the end of the decade. Other provisions potentially relevant to municipalities include:*

- establishment of a Conference of Parties as the supreme body of the Convention, which will meet to consider progress of the Parties in implementing the Convention within one year after the U.N. Framework Convention on Climate Change enters into force;*

- establishment of various initiatives to be carried out by the parties to support international and intergovernmental efforts in the areas of research, education, training, and public awareness;*

- the provision of "joint implementation" wherein Parties to the Convention may enter into joint policies and measures that aim to reduce CO₂ or greenhouse gas emissions individually or jointly, thereby allowing the equivalent of "emissions trading" among the parties.*

Municipal action will even have to go a step further than to contribute to implementing the Framework Convention. Of equal importance is the abatement of pollution particularly to toxic substances which damage biomass resources that play a vital role in the earth's carbon cycle.

CALL FOR MUNICIPAL ACTION

On the occasion of the Municipal Leaders' Summit on Climate Change and the Urban Environment, the United Nations Headquarters, New York, 25-26 January 1993, participants in the Summit invited all local authorities to work with each other, with national organizations, and with international agencies to develop and implement strategies to reduce greenhouse gas emissions and to protect the biological environment for its ability to remove CO₂.

A global campaign, Cities for Climate Protection was launched to assist national governments to achieve the goals established by the Framework Convention on Climate Change at the earliest possible date.

Any local authority may join the Campaign by adopting this Declaration or by becoming a signatory to a National Declaration established to meet local circumstances. Participants understand that the scope of local action will differ according to the different status of development in different parts of the world. By joining the Campaign local authorities pledge to:

- . seek the involvement of all sectors of their local community in the development of a "local action plan" to reduce local emissions of greenhouse gases with special emphasis on CO₂ emissions;
 - . undertake initiatives to significantly reduce energy use and emissions associated with municipally-owned or controlled buildings and vehicle fleets;
 - . undertake initiatives to change public attitudes and behaviour through information, advice, awareness raising, promotion and training; and
 - . join strategic procurement initiatives that aggregate global or national municipal demand for energy products and services so as to promote more cost effective CO₂ reduction technologies and to facilitate the commercial availability of advanced technologies.
-
- . Participants appeal to national governments of the developed countries to grant more financial support to municipalities in the developing countries in order to enable them to establish and implement their own local action plans to reduce CO₂ emissions.

LOCAL ACTION PLANS

Municipal signatories commit their local authority to develop with their communities a "local action plan" to reduce air pollutants including greenhouse gases - especially CO₂ emissions from fossil fuel use associated with energy consumption in the local residential, commercial, transportation, and industry sectors. Such a "local action plan" might contain the following elements:

- . a profile of baseline energy use within the municipality's jurisdiction and estimates of energy use in a "scenario" year 10-20 years in the future;
- . a profile of CO₂ and other emissions associated with energy use in the baseline and "scenario" years;
- . an inventory of measures and technologies appropriate to reduce CO₂ and other relevant emissions in the "scenario" year;
- . decision-making criteria that enable municipal leaders to prioritize the inventory of measures and technologies according to their effectiveness and other criteria deemed appropriate within the municipality's powers and particular circumstances;
- . a municipal CO₂ reduction target applicable to the "scenario" year that is at a minimum compatible with the objectives of the U.N. Framework Convention on Climate Change as well as the relevant national targets;
- . a menu of municipal policies that when implemented will enable the local authority to meet the target; and
- . an assessment of the resources required from local and national governments to secure implementation of the plan.

MUNICIPAL CO₂ REDUCTION STRATEGIES

Local authorities possess a variety of means and resources that they can use to reduce urban energy intensity and CO₂ emissions, including: operation of their own buildings, facilities, and vehicle fleets; licensing and financing of development projects and permitting of buildings; land use and transportation planning; and infrastructure investments. In many cases CO₂ reduction measures will provide multiple economic benefits. Within powers available and in light of local circumstances, local authorities pledge to consider such strategies as:

Urban Form and Greenspace Management

- . orientation of land use planning towards higher residential and employment densities and a more mixed structure to reduce distances between residential and business areas; and
- . preservation, restoration, creation and enhancement of green space to protect urban biomass that absorbs CO₂ and encourages low energy recreational activities such as hiking, cycling, and swimming.

Buildings

- . retrofit of municipally owned and controlled buildings and facilities with energy efficiency and renewable energy measures that significantly reduce energy use, create jobs, and serve as local demonstration projects;
- . establishment of incentives and/or requirements for energy conservation retrofit of existing residential and commercial buildings;
- . establishment of official or information energy building codes that reflect the "state of the art" in energy efficiency;
- . investments in district heating and cooling systems where higher densities in residential, commercial, industrial neighbourhoods permit; and
- . establishment of municipal energy service companies or conservation utilities that provide or facilitate the provision of a full range of energy efficiency measures to the local community.

Electric and Gas Utilities and Utility Regulation

- . encouragement of increased utility investments in reducing energy demand and renewable energy sources in the residential, commercial, and industrial sectors, through advocacy of least-cost planning, the decoupling of utility profits and sales, or other forms appropriate to local utility regulation; and
- . encouragement of cogeneration and trigeneration projects that substitute high efficiency combined heat/cooling and power for low efficiency electricity generated by power plants.

Transportation

- . integration of land use and transportation planning that, among other goals, seeks to achieve significant reductions in person-miles/kilometres travelled; and
- . infrastructure investments in public transit, car pooling, pedestrian downtown areas, and bicycle paths to increase their modal share of trips and reduce auto dependency.

Waste and Resource Management

- . development of energy auditing procedures to better understand the impact of waste management policies on the life cycle balance of consumer products;
- . establishment of waste management projects that recover useful energy from waste materials such as landfill gases and composts; and
- . significant reduction of the dumping of toxic waste into air, ground water and oceans to stop the destruction of the ability of biomass to improve air quality and recycle CO₂.

Procurement Policies

- . fleet vehicle procurement policies that reduce energy use and emissions, through municipal purchase of high efficiency vehicles and/or alternative fueled/electric vehicles; and
- . collaboration with other local authorities to make strategic and aggregated purchases of:
 - i) products containing post-consumer recycled material;
 - ii) wood products that come from sustainably managed forests; and
 - iii) energy saving technologies, equipment, and vehicles.

Education and Training

- . campaigns to raise public awareness of the threat to nature and humankind by global warming and the options to abate the causes; and
- . amendment of curricula to accordingly educate children, students and adults, and train professionals such as architects, engineers, craftsmen to apply modern energy saving and emission reduction technologies.

Advocacy at the State/Provincial and National Levels

advocacy of a variety of measures appropriate for state/provincial and national governments, such as energy taxes or fees and rebates that encourage consumers to purchase more fuel efficient automobiles, to adopt other modes of travel such as public transit and rail, as well as regulatory reforms that encourage until demand side management.

Adopted by the Council of _____

on the date of _____

Signature

Name of Contact

Title

Telephone Number

FAX Number

DATE: OCTOBER 12, 1994

TO: ENVIRONMENTAL ADVISORY BOARD

FROM: CITY CLERK

**RE: FEDERATION OF CANADIAN MUNICIPALITIES -
 CLIMATE PROTECTION CAMPAIGN**

At the Council Meeting of October 11, 1994, consideration was given to your report dated October 4, 1994, concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Environmental Advisory Board dated October 4, 1994, re: Federation of Canadian Municipalities - Climate Protection Campaign, hereby agrees that the request from the Federation of Canadian Municipalities to sign a declaration for the Climate Protection Campaign be deferred pending the results of the air quality monitoring and the consideration of Red Deer Air Quality Standards as addressed in the proposed Environmental Action Plan, being presented back to Council at a future meeting."

The decision of Council in this instance is submitted for your information and appropriate action. I look forward to your further report being presented to Council.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Community Services
 Parks Manager

NO. 15

DATE: July 6, 1994
TO: City Clerk
FROM: E. L. & P. Manager
RE: Downtown Electrical Grid Charge Policy

At the Council meeting of May 24, 1994 the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered reports from the Downtown Planning Advisory Committee dated May 13, 1994 and the City Commissioner dated May 20, 1994, both regarding Downtown Electrical Underground Grid Charges, hereby agrees that the policy with regard to Downtown Electrical Underground Grid Charges be amended in accordance with Option 1, as outlined in the above noted report from the City Commissioner and as presented to Council May 24, 1994."

With the adoption of the above motion, the existing Council Policy #603 "Electrical Upgrading in Downtown Area" requires revision. Attached for Council's consideration and approval is a proposed revision to Council Policy #603 which, I believe, is in accordance with the Council motion and the intent of the Downtown Planning Advisory Committee. A copy of the existing Council Policy #603 is also attached for reference.

The primary changes in the proposed Council Policy include:

1. A change in the definition of "Downtown" considerably reduces the area to be serviced by the totally underground 25 kV electric utility system. The area reduction is shown on the attached map which depicts the existing boundary and the proposed boundary. The area excluded from the present boundary does not have any 25 kV underground system facilities installed in it.

The south western part of the block bounded by Ross Street, 48 Avenue, 53 Street and 47 Avenue is included in Downtown even though it does not contain any underground system infrastructure and is, therefore, an exception to the proposed general definition of Downtown. It is included in Downtown to make the E. L. & P. area coincide with the area to be retained under C1 zoning in the proposed zoning changes presently being developed by the City Planners.

City Clerk
Page 2
July 6, 1994

2. The customer contribution for electrical servicing in the Downtown area will be identical to that of the equivalent service being provided in any other area of the City which is supplied by underground lines.
3. Overhead lines will remain in the area proposed to be excluded from the definition of "Downtown" and this area would be serviced by a combination of 25 kV overhead lines with pole mounted and surface mounted equipment. This proposed change results from the many comments that a totally underground system is too costly, not appropriate and simply not required for the type of development which is taking place Downtown. The major impacts of this proposed change are:
 - a) Buildings constructed adjacent to the overhead 25 kV lines are required, by law, to have a specified clearance from the line. The present regulations under the Alberta Electrical Protection Act require that any building exceeding 3.8 metres in height will be required to set back 4.2 metres from the property line. The building height limit in the 3.8 metre reference is based on our standard pole which extends 10.4 metres above the ground surface.
 - b) A large number of poles would be required to place all utility equipment totally overhead. This would have an unfavourable visual impact and, as well, may obstruct access to driveways and loading docks. Therefore, some utility facilities would have to be placed on the ground surface.
 - c) To meet the requirements of (a) and (b), the property owners will be required to provide the necessary set-back and space on private property at no cost to the utility. This presents the following problems:
 - i) It will be impossible to obtain the set-backs in instances where existing buildings are located within the required set-back and no changes are being made to the buildings.
 - ii) It will be extremely difficult, or impossible, to get the set-back and space from a property owner who wishes to take full advantage of the C1 zoning by constructing a building from property line to property line. The zoning bylaw may need to be amended to require the set-back and space, however, this will not resolve the problem of (i).
 - d) As a resolution to the problems noted in (c), the policy revision permits the expansion of the totally underground system, and the corresponding expansion of the area included within the definition of "Downtown", if such is deemed by the E. L. & P. Manager to be the most appropriate means of servicing new or expanded electrical loads.

City Clerk
Page 3
July 6, 1994

4. No provision for City financing of the customer contribution is retained in the revised policy as no other electric utility customers have a City financing option available to them.

RECOMMENDATION

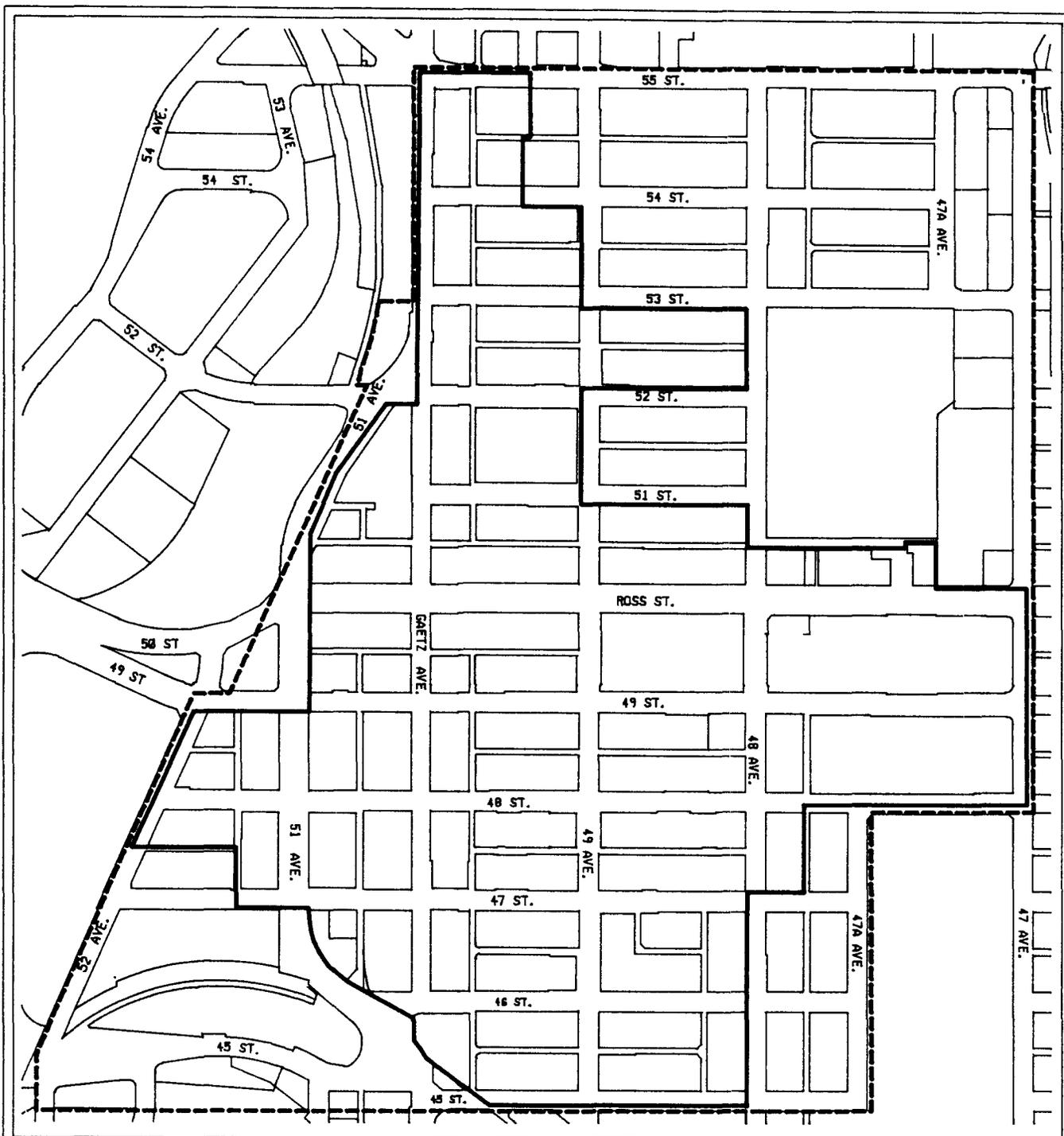
It is requested that Council adopt the revised Council Policy #603 or advise what changes are considered necessary.



A. Roth,
Manager

AR/jjd

Attachment



DOWNTOWN ELECTRIC SYSTEM AREA

PRESENT DOWNTOWN BOUNDARY -----

PROPOSED DOWNTOWN BOUNDARY _____

Date: July 6, 1994

Policy Section:
E.L. & P.

Page:
1 of 2

Policy Subject
Downtown Electrical Underground Grid Charges 603

Policy Reference:

Lead Role:
E.L. & P. Manager

Resolution/Bylaw:

PURPOSE

To establish a policy in the downtown area for assessing customer contributions for electrical servicing to new customers and customers who are increasing their electrical demand.

POLICY STATEMENT

1. Definition:

"Downtown" is the area serviced by the totally underground electric utility system. (This area may increase in size in accordance with statement 5 below).

2. The E. L. & P. Department customer contribution for a new or increased electrical service in the Downtown area is to be the same as the customer contribution for an equivalent new or increased electrical service supplied from an underground line in any other area of The City.

3. All new and increased electrical services in the Downtown area will be connected to the totally underground Downtown electric utility system.

4. The existing overhead lines and services in the Downtown area will be removed and the services connected to the underground system over a period of time to avoid having to maintain two electric utility systems. The cost of this work will be paid for entirely by the E. L. & P. Department from its annual Operating Budget or Reserve Fund as annually approved by Council.

Cross Reference

Council Resolution of May 24, 1994

Remarks

Date of Approval:
January 26, 1987

Effective Date:
May 24, 1994

Date of Revision:

Policy Section:
E.L. & P.

Page:
2 of 2

Policy Subject
Downtown Electrical Underground Grid Charges 603

Policy Reference:

Lead Role:
E.L. & P. Manager

Resolution/Bylaw:

PURPOSE

POLICY STATEMENT

- 5. The totally underground electric utility system will be expanded only in instances where this type of system is deemed by the E. L. & P. Department Manager to be the most appropriate means of servicing new or expanded electrical loads. (This will automatically increase the size of the area defined as "Downtown".)
- 6. In the area immediately adjacent to the Downtown, the overhead system will be maintained and surface mounted electric utility equipment will be utilized where necessary. New buildings in this area will be required to be set back from the property line to provide the necessary clearance between the building and the power line as specified by the Alberta Electrical Protection Act. The property owner will be required to provide the necessary space on private property, at no cost to the utility, for any surface mounted electric utility equipment which may be required.
- 7. The only exception to item 6 is the vacated rail land to the west of the Downtown electric system. This area will continue to have electrical utility servicing provided by means of underground lines and surface mounted equipment as specified in a Council resolution of April 30, 1990.
- 8. The E. L. & P. Department investment in the totally underground Downtown electric utility system which will not be recovered through this customer contribution policy will be written off.

Cross Reference
Council Resolution of May 24, 1994

Remarks

Date of Approval:	Effective Date:	Date of Revision:
January 26, 1987	May 24, 1994	

Policy Section:

E.L. & P.

Page:

1 of 2

EXISTING
POLICY

Policy Subject:

Electrical Upgrading in Downtown Area

Policy Reference:

603

Lead Role:

E.L. & P. Manager

Resolution/Bylaw:

January 26, 1987

PURPOSE

To establish a viable, feasible and economic manner to phase out the old overhead downtown electrical system and phase in the new underground downtown electrical system.

POLICY STATEMENT

1. That the document entitled "Downtown Electric System Planning Report - September 1986" as prepared by the City E.L. & P. Department and amended February 5, 1990, be accepted as a policy document.
2. That the existing E.L. & P. Department customer contribution policy be revised as follows:
 - a) If connection to the underground system is the result of increased demands of an existing building and no area is being added to the building, then 35% of the customer contribution will be charged. This payment will be applied as a credit, without interest, against any future charge when redevelopment occurs. Financing terms would not be provided for the payment.
 - b) If a new building is being constructed or an addition to an existing building then the existing electrical charge will continue to be made. This charge is based on the customer's share of the cost of the underground system. Financing terms will be allowed for this payment subject to a satisfactory agreement by the City Solicitor. Such financing terms would include payment of appropriate interest.
3. That the cost of removal of the existing overhead system be absorbed by the electrical utility.

Cross Reference

Remarks

Date of Approval:

Effective Date:

Date of Revision:

Policy Section:

E.L. & P.

Page:

2 of 2

**EXISTING
POLICY**

Policy Subject:

Electrical Upgrading in Downtown Area

Policy Reference:

603

Lead Role:

E.L. & P. Manager

Resolution/Bylaw:

January 26, 1987

POLICY STATEMENT CONTINUED

4. That the E.L. & P. Department reserve funds be used to fund the conversion of the overhead to a totally underground system.
5. That the E.L. & P. Department continue to provide "front end" financing for the downtown electric system costs to service new development. These front end costs to be recovered as customers connect to the new system.
6. That the Towne Centre Association assist in obtaining agreement from customers located on those blocks scheduled for conversion to pay the connection costs required within the property or building on the understanding that the upgrading of the electrical system will be in conjunction with the upgrading of the streetscape.
7. New developments on lands zoned as R3 which are located within the definition of "Downtown" shall be assessed a construction contribution for servicing based on the method of servicing deemed to be appropriate by the E.L. & P. Manager which will determine which of the two following assessment alternatives will be applied:
 - a) If servicing is provided by means of the existing "Downtown" underground electrical system, or its planned extension, then 40% of the normally calculated customer contribution shall be charged. This payment will be applied as a credit, without interest, against any future charge when redevelopment occurs. Financing terms will not be provided for payment.
 - b) If servicing is provided by means of transformers and switchgear being placed on the surface of the owner's land, the customer contribution will be the estimated cost of providing the necessary facilities. This payment will not constitute any credit against any future charge when redevelopment occurs and financing terms will not be provided for payment.

Cross Reference

Downtown Electric System Planning Report - September 1986

Remarks

Date of Approval:

March 9, 1987

Effective Date:

January 26, 1987

Date of Revision:

Feb. 5, 1990
May 14, 1990

Commissioners' Comments

The attached report from the E.L. & P. Manager reflects a proposed revision to Council Policy 603 "Electrical Upgrading in Downtown Area", as a result of 2 initiatives. The first is Council's decision to adjust the charges for capital costs of electrical installation in the downtown area to be similar to those elsewhere in the City. This has already been approved by Council and the policy revision reflects this decision. The second is to reflect the recommendation of the Downtown Planning Advisory Committee that those areas in the downtown where the underground network has not yet been installed, be served by overhead power. This has not yet been approved by Council and does require setbacks in the lanes to accommodate the overhead service. These setbacks are dealt with elsewhere on the agenda in a report entitled "New Downtown C1B District". We recommend Council approve the policy subject to the passage of the C1B Land Use Bylaw Amendment without which the policy cannot be implemented.

"M.C. DAY"
City Commissioner

DATE: OCTOBER 12, 1994
TO: E. L. & P. MANAGER
FROM: CITY CLERK
RE: DOWNTOWN ELECTRICAL GRID CHARGES POLICY

At the Council Meeting of October 11, 1994, consideration was given to your report dated July 6, 1994 concerning the above topic and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the E. L. & P. Manager dated July 6, 1994, re: Downtown Electrical Underground Grid Charges Policy, hereby approves the revised Downtown Electrical Underground Grid Charges Council Policy #603, as presented to Council October 11, 1994, subject to the passage of Land Use Bylaw Amendment 2672/X-94."

As indicated in the above resolution, this policy will not come into effect until the passage of Land Use Bylaw Amendment 2672/X-94.

Our office will be updating this policy and circulating same in due course.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
 Director of Community Services
 Director of Financial Services



TO: City Council **DATE:** October 3, 1994

FROM: Paul Meyette, Principal Planner

RE: New Downtown C1B District

This report proposes a new land use district to address the land use issues raised in the Electric Light and Power Manager's letter of July 6, 1994, which is on this Council agenda; it also implements a recommendation in the Downtown Concept Plan which calls for parking requirements in a portion of the downtown.

Electric Light and Power Issues

On May 13, 1994, City Council removed the requirement for underground servicing in the downtown area. The impact of this action is that the electrical grid system (power poles and transformers) will now be installed above ground in portions of the downtown; building setbacks will be required to accommodate these electrical requirements. These setbacks range from 2.5 metres for a single storey building to 4.2 metres for a building greater than one storey.

Parking Issues

The Downtown Concept Plan includes the following recommendation that parking standards be introduced in a portion of the downtown:

Establish a requirement to provide off-street parking in the downtown outside the core C-1 area as shown on Figure A through the institution of a new C1B District which would allow the same uses as the C-1 District but include on-site parking (and landscaping) standards.

This recommendation was established to:

- equalize development conditions inside and outside of the downtown
- lead to a reduced dependence on public parking and
- provide more convenience for employees and customers at redeveloped sites in the downtown.

Parking standards proposed in the C1B District are identical to those in the C4 and C1A Districts.

Impact on Businesses

This proposed Bylaw will not affect existing business operations; new development or redevelopment will, however, be affected in the following manner:

- **Reduced Lot Development Area:** The building area on each property will be reduced in order to ensure that there is sufficient room for power poles and transformers and parking.
- **Parking Standards:** The C1B District includes parking standards which must be followed for any development/redevelopment. This will reduce reliance on public parking but may increase development costs. In practice, most redevelopment projects already provide customer and employee parking.
- **Lower Assessment:** Assessment values reflect the development capability of the lot. These new standards will reduce the potential development area and therefore, over time, may reduce the market value of the lots which in turn would be reflected in the assessment and taxes.

RECOMMENDATION

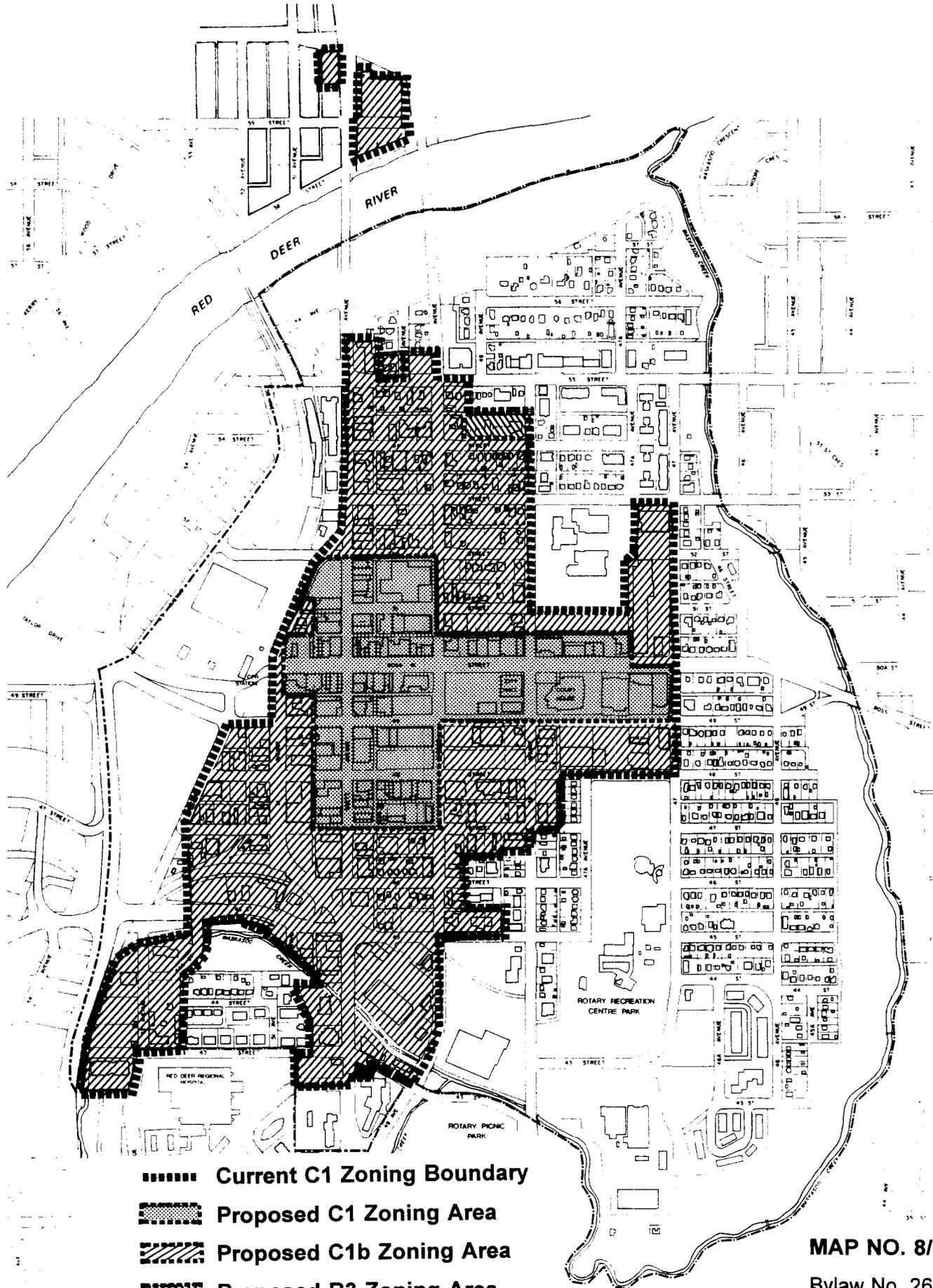
Planning staff recommend that Council give first reading to the Bylaw 2672/X-94 which provides for the new C1B District. This bylaw is necessary to accommodate above ground electrical service. Planning staff will be holding a public meeting with downtown businesses prior to second and third reading to determine business reaction.



Paul Meyette, ACP, MCIP
PRINCIPAL PLANNER, CITY SECTION

- cc A. Roth
R. Strader
K. Haslop
C. Curtis
B. Schnell, Chairman, Downtown Planning Committee

LAND USE DISTRICT MAP NO. 8/94



- Current C1 Zoning Boundary
- - - - - Proposed C1 Zoning Area
- \\\\\\\\\\\\ Proposed C1b Zoning Area
- XXXXX Proposed R3 Zoning Area
- Proposed C4 Zoning Area

MAP NO. 8/94

Bylaw No. 2672/X-94

Commissioners' Comments

The attached report outlines the rationale for a proposed amendment to the Land Use Bylaw which would introduce a new C1B district. This issue was discussed with the public when we held a public meeting to consider the Downtown Concept Plan. We therefore recommend Council proceed with 1st reading of the attached bylaw amendment, following which all the affected properties will be notified in writing to elicit their comments for consideration by Council at the Public Hearing prior to 2nd & 3rd reading of the bylaw amendment. Another public meeting will also be held prior to Council's consideration of 2nd & 3rd readings.

"M.C. DAY"
City Commissioner

DATE: OCTOBER 12, 1994
TO: PRINCIPAL PLANNER
FROM: CITY CLERK
RE: LAND USE BYLAW AMENDMENT 2672/X-94:
NEW DOWNTOWN C1-B DISTRICT

At the Council Meeting of October 11, 1994, first reading was given to Land Use Bylaw Amendment 2672/X-94, a copy of which is attached hereto.

Bylaw 2672/X-94 provides for a new C1-B District in the Downtown area.

This office will now proceed with advertising for a Public Hearing to be held Monday, November 7, 1994, commencing at 7:00 p.m., or as soon thereafter as Council may determine.

Trusting you will find this satisfactory.


KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Director of Engineering Services
 Director of Community Services
 Parks Manager
 Land and Economic Development Manager
 City Assessor
 Bylaws and Inspections Manager
 E. L. & P. Manager
 Downtown Planning Advisory Committee

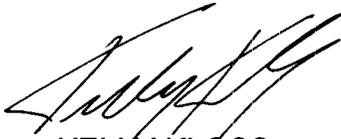
NO. 17

DATE: OCTOBER 6, 1994
TO: CITY COUNCIL
FROM: CITY CLERK
RE: HOME OCCUPATIONS - SECTION 5.2.1. OF LAND USE BYLAW

At The City of Red Deer Council Meeting held September 26, 1994, the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Municipal Planning Commission dated September 12, 1994, re: Home Occupations - Section 5.2.1. of the Land Use Bylaw, hereby agrees that the Red Deer Regional Planning Commission review the definition of "Home Occupations" under section 5.2.1. of Land Use Bylaw Amendment 2672/80, with consideration given to the possibility of expanding the uses permitted in order to encourage the development of businesses in Red Deer, and as presented to Council September 26, 1994."

Attached for Council's information is a report from the Red Deer Regional Planning Commission advising of the timing of the above review.



KELLY KLOSS
City Clerk



101B
**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

M E M O

DATE: October 3, 1994
TO: Kelly Kloss, City Clerk
FROM: Paul Meyette, Principal Planner
RE: **HOME OCCUPATIONS - Section 5.2.1 of the Land Use Bylaw**

Thank you for your memo of September 27, 1994 which directed our office to review Home Occupations (Section 5.2.1. of the Land Use Bylaw). Planning staff agree that the review is both necessary and worthwhile, however we have up to two years backlog on studies requested by City Council. The earliest Council could look forward to the report would be September 1995, given existing manpower and priorities.


Paul Meyette,
Principal Planner

Commissioner's Comments

Submitted for Council's information.

"M.C. DAY"
City Commissioner

DATE: OCTOBER 13, 1994
TO: PRINCIPAL PLANNER
FROM: CITY CLERK
RE: HOME OCCUPATIONS - SECTION 5.2.1 LAND USE BYLAW

At the Council Meeting of October 11, 1994, consideration was given to your report dated October 3, 1994 concerning the above topic. At this meeting, Council agreed as follows:

1. That the Planning Commission submit to Council an outline of those studies requested by City Council and the priority in which they are being undertaken.

2. An estimate of the cost of having a private consultant do the review on "Home Occupations".

As this item is to be placed on the Council Agenda of October 24, 1994, I ask that you please submit your report to this office by October 17, 1994.



KELLY KLOSS
City Clerk

KK/clr

cc: Bylaws and Inspections Manager

NO. 1

3 Wildrose Dr.
Sylvan Lake, AB T0M 1Z0



PHONE 350-HOME
(4663)

Ms Gail Surkan
C/O Mayor's Office
Box 5008
Red Deer, Alta
T4N 3T4
September 21, 1994

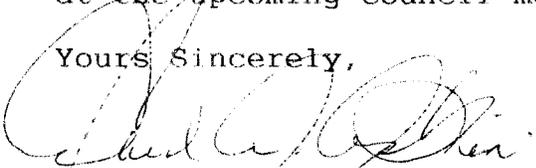
Dear Ms Gail Surkan;

As per our telephone conversation I am writing to you with regards to the City of Red Deer Business License. It is my understanding that the \$330.00 fee that I am required to pay will only allow me to conduct business within the city until December 31 of this year. Effective January 1/95 I will again be required to pay the same \$330.00 fee, which would then allow me to continue doing business for a full 12 month period.

My query at this time is with the full fare being charged for mere 3 months of business. With Government's growing concern for the survival of small business during these times, I submit that the fee structure of this license be prorated from the time of application of license. This would not only make it fair but also manageable.

I await your fair and reasonable decision which will be made at the upcoming council meeting.

Yours Sincerely,



Carol A. Askin
For Home Inventory Specialists Ltd.

hand delivered Sept 23/94
m.m.

DATE: September 30, 1994
 TO: City Clerk
 FROM: Bylaws and Inspections Manager
 RE: **BUSINESS LICENSES**

In response to your memo regarding the above subject, we have the following comments for Council's consideration:

The City License Bylaw requires "non-resident" businesses to pay a \$330.00 fee with no reduction regardless of when the license is purchased. A resident license if purchased after June 30 is reduced by one half the yearly cost.

In some cases the non-resident business may only conduct business once a year in Red Deer (fur sales, etc.) usually late in the year. Contractors may have only one contract which starts late in the year however, the contract value is significant.

Council may recall that a committee of Council, Alderman Lawrence, Hull and Volk, was struck to consider non-resident licensing in 1993 (see attachment). One of the things discussed was the fee structure for resident/non-resident businesses.

The reason for the difference in fees is to somewhat minimize the advantage a non-resident business may have in that they do not pay local taxes, utilities, business taxes, etc. A different fee schedule for non-resident businesses is part of most municipalities License Bylaw. A number of local municipalities (Sylvan Lake, Innisfail, Calgary) do pro rate non-resident licenses.

Recommendation: That the Bylaw not be changed as the value of the contract or business done can be significant regardless of when the license is issued.

Yours truly,



R. Strader
 Bylaws and Inspections Manager
 BUILDING INSPECTION DEPARTMENT

RS/cp

Commissioner's Comments

I concur with the comments of the Bylaws and Inspections Manager that the fee not be prorated. As indicated a number of businesses only conduct business once a year, frequently late in the year, and prorating the fee for one would undoubtedly lead to prorating for others, if not all, thereby defeating the purpose for which the fee was established.

"H.M.C. DAY"
 City Commissioner

DATE: September 26, 1994

TO: DIRECTOR OF COMMUNITY SERVICES
DIRECTOR OF ENGINEERING SERVICES
X DIRECTOR OF FINANCIAL SERVICES
X BYLAWS & INSPECTIONS MANAGER
CITY ASSESSOR
COMPUTER SERVICES MANAGER
LAND AND 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
PRINCIPAL PLANNER
CITY SOLICITOR

FROM: CITY CLERK

RE: HOME INVENTORY - BUSINESS LICENSE

Please submit comments on the attached to this office by October 2, 1994,
for the Council Agenda of October 11, 1994.

"Kelly Kloss"
City Clerk

**THE CITY OF RED DEER**P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

September 28, 1994

Ms. Carol A. Askin
Home Inventory Specialists Ltd.
3 Wildrose Drive
Sylvan Lake, Alberta
TOM 1Z0

Dear Ms. Askin:

I acknowledge receipt of your letter, September 23, 1994, re: City Business License.

This item will be discussed and possibly a decision made at the Meeting of Red Deer City Council on Tuesday, October 11, 1994. Council meetings begin at 4:30 p.m., and adjourn for the supper hour at 6:00 p.m., reconvening at 7:00 p.m.

In the event you wish to be present at the Council meeting, would you please telephone our office on Friday, October 7, and we will advise you of the approximate time that Council will be discussing this item.

Would you please enter City Hall on the park side entrance when arriving, and proceed up to the second floor Council Chambers.

This request has been circulated to City administration for comments, and should you wish to receive a copy of the administrative comments prior to the Council meeting, they may be picked up at our office on the second floor of City Hall on Friday, October 7, 1994.

If you have any questions in the meantime, please do not hesitate to contact the writer.

Yours sincerely,



Jeff Graves
Assistant City Clerk

JF/ds



*a delight
to discover!*

DATE: OCTOBER 12, 1994
TO: BYLAWS AND INSPECTIONS MANAGER
FROM: CITY CLERK
RE: BUSINESS LICENSES / NON-RESIDENT

At the Council Meeting of October 11, 1994, consideration was given to correspondence from Home Inventory Specialists Ltd. concerning the above. At this meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Home Inventory Specialists Ltd. dated September 21, 1994, re: Request that Non-Resident Business Licenses be Pro-Rated, hereby agrees that said request be denied based on current bylaw legislation and as presented to Council October 11, 1994."

Although Council did not approve the above request, the following resolution was passed concerning business licences:

"RESOLVED that Council of The City of Red Deer hereby agrees that the administration be directed to review the feasibility of revolving anniversary dates of licensing fees."

In regard to this second resolution, I ask that you now proceed with the necessary review and the submission of a related report back to Council in due course.



KELLY KLOSS
City Clerk

KK/clr

**THE CITY OF RED DEER**

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

FAX: (403) 346-6195

City Clerk's Department (403) 342-8132

October 12, 1994

Home Inventory Specialists Ltd.
3 Wildrose Drive
Sylvan Lake, AB
T0M 1Z0

Att: Carol Askin

Dear Ms. Askin:

At The City of Red Deer's Council Meeting held Monday, October 11, 1994, consideration was given to your correspondence dated September 21, 1994 concerning the non-resident business licence. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Home Inventory Specialists Ltd. dated September 21, 1994, re: Request that Non-Resident Business Licenses be Pro-Rated, hereby agrees that said request be denied based on current bylaw legislation and as presented to Council October 11, 1994."

As indicated above, Council did not support your request, however, did agree to review the feasibility of revolving anniversary dates for business licences, both resident and non-resident.

We anticipate this review being done prior to the end of 1994 so that changes could take effect as of January 1, 1995. If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

KELLY KLOSS
City Clerk

KK/clr

cc: Bylaws and Inspections Manager

*a delight
to discover!*

NO. 2

Ken Arnold 346-1411(R)
 4205-46 Ave.
 Red Deer, AB
 T4N 3M7

June 9, 1994

City Council
 City Of Red Deer
 Red Deer, AB

Dear Mayor and Council;

I have recently completed redevelopment of a property in the downtown area. During construction, I had my temporary electrical service connected to the existing garage on the property. This sufficed until the drywall stage. When I asked for permanent service, I expected the E.L. & P. to simply run from the same transformer to service my building. It was only then that I was told that my property fell within the boundaries of "the downtown grid" and meant that I would have to pay a large sum of money to be connected to this "grid".

Since I was at such an advanced stage of construction, I paid the charge (begrudgingly), because I was at the disadvantage. My only solace was that I was in good company, since everyone else within these boundaries had done the same.

At the time, a City policy concerning the modernization of the downtown electrical service required that everyone in the downtown area should pay this charge. In a decision by council in a recent meeting, this policy has since been changed.

I believe that the original intent of the policy was to cover the costs of installing the underground services. In my case, these services were never installed. Instead, a wire was fed from the existing transformer on a power pole on the opposite side of the alley, down the pole and underground across the 20 foot wide alley to my property line where it hooked into the trench and duct supplied by myself. I was told that when the underground service came down the alley, I would be hooked up to it at that time at no further cost. This leads me to believe that the total amount that I paid was to not only to cover the actual work done but some of the money would be banked to pay for the future work.

3:10 P.M.
 9th June 09
 CR

Since my property was within an R3 zoned area and bordered by single family dwellings across my alley, the likelihood of my property being connected to a totally underground service was small. With the recent change in policy, I understand that all areas where the ducts are installed, the E.L. & P. will still go ahead with underground connection, but where the ducts are not installed, they will not. I checked with Doug Poullan of E.L. & P. and he confirmed this fact. For this reason, I request that the amount that I paid over and above the actual cost of the hookup that I received should be refunded to me.

I am not arguing for a type of retroactivity as a result of the change in policy. Indeed, I was going to approach the city about this matter for some time, now, but have just not had the opportunity. I believe that the change in policy does strengthen my position since, in fact, not only have I been charged for some work that was not completed, the work may never be completed, now.

I ask that the type of hookup actually completed be reevaluated at today's cost and that the difference between this cost and what I paid to the City in September, 1993 be refunded to me.

Sincerely,

A handwritten signature in cursive script that reads "Ken W. Arnold".

Ken W. Arnold

DATE: July 6, 1994
 TO: City Clerk
 FROM: E. L. & P. Manager
 RE: Ken Arnold - Downtown Electrical Grid

The civic address of the property referred to in the June 9, 1994 letter from Mr. Ken Arnold is 4619 - 48 Avenue.

The site is within the boundaries of what was defined as "Downtown" in The City Council Policy #603 "Electrical Upgrading in Downtown Area" which was in effect on June 9, 1993 when Mr. Arnold was quoted a customer contribution of \$7,767.15. This was for a development on property zoned R3 which, in accordance with the Policy, was assessed 40% of the normally calculated customer contribution.

Under the Policy in existence at the time, the customer contribution was assessed and collected at the time of development or redevelopment even if the new underground electric utility system had not yet been constructed to the site. This method of collection avoided the problems of trying to collect the contribution at a later date when the property may have already had several changes in ownership.

The customer contribution paid by Mr. Arnold in 1993 was correctly calculated in accordance with the Council Policy in effect at that time.

For the information of Council, we have reviewed our records and find that there is one other R3 development in the Downtown area which is similar to the Arnold development. This other development, of October 1991, is that of Dr. Dolinsky and is next door to that of Mr. Arnold. We have further determined the cost of the customer contributions for each of these developments for the type of service actually constructed.

	<u>Ken Arnold</u> <u>4619 - 48 Avenue</u>	<u>Dr. Dolinsky</u> <u>4615 - 48 Avenue</u>
Customer Contribution Paid Under Old Policy	\$ 7,767	\$ 6,277
Customer Contribution for type of service constructed	\$ 2,565	\$ 385

City Clerk
Page 2
July 6, 1994

RECOMMENDATION

It is my recommendation that no adjustments be made to the customer contribution already paid by Mr. Arnold. However, if Council wish to make an adjustment to recognize this particular circumstance, I recommend that it be made for both Mr. Arnold and Dr. Dolinsky and that it be in an amount equal to the difference between what has been paid under the terms of the old policy and what would have been paid for the type of service actually constructed.



A. Roth,
Manager

AR/jjd

p.c. Director of Engineering Services
Director of Financial Services
Land and Economic Development Manager

DATE: JUNE 17, 1994
TO: CITY COUNCIL
FROM: DOWNTOWN PLANNING ADVISORY COMMITTEE
RE: **CHANGE IN CHARGES TO DOWNTOWN UNDERGROUND ELECTRICAL GRID - EFFECTIVE MAY 24, 1994.**

The following resolution was introduced and unanimously passed by the Downtown Planning Advisory Committee, at its meeting of June 8, 1994, reconfirming that the change in the charges of the downtown underground electrical grid are for future developments and redevelopments only:

"THAT the Downtown Planning Advisory Committee reconfirm its position that the changes to the downtown underground electrical grid charges approved by City Council for new downtown developments and redevelopments will commence May 24, 1994 and not be applied retroactively to any development or redevelopment commenced prior to that date."

Committee members discussed two similar analogies to support the commencement date of the change in charges, i.e. interest rates charged by a bank - 10% today and 6% three months from now; and also Land Use Bylaw Amendments, which are for future, rather than past developments.

The above is respectfully forwarded to Council for information.


for ALDERMAN J. VOLK
Acting Chairman
DOWNTOWN PLANNING ADVISORY COMMITTEE

Commissioners' Comments

The attached letter from Mr. Ken Arnold is requesting a refund of the difference between the amount he paid for underground service and the cost for the partial overhead/partial underground service which he has received.

We cannot support any retroactive payments as a result of a change in Council policy. Mr. Arnold's situation, however, is somewhat different.

Under Council's original policy those that contributed to the Downtown Underground Electrical Grid eventually would receive underground servicing through the ongoing development of the system. If Council approves the policy elsewhere on the agenda, the extension of the underground system will cease and areas beyond the current limits of the underground system will now be served by overhead power. There are two cases, Mr. Arnold's development and Mr. Dolinsky's development who have contributed to the underground system, a service which they will not fully receive. As result, we recommend that their contribution be refunded in an amount equal to the difference between what they have paid for underground power and what they would pay for the type of service they are actually receiving, subject to Council approving the policy elsewhere on the agenda.

This does not reflect a retroactive refund as a result of a policy change by Council, but is clearly a refund for a service paid for which will not be received.

"M.C. DAY"
City Commissioner



THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

September 8, 1994

Mr. Ken Arnold
4205 - 46 Avenue
Red Deer, Alberta
T4N 3M7

FAXED 94 SEP 08

342-5335

Dear Mr. Arnold:

RE: ELECTRICAL GRID CHARGES

Further to my letter of July 15, 1994 concerning the above topic, I would like to advise as follows.

This is to confirm that this matter will be appearing on the Council Agenda of Tuesday, October 11, 1994. The City's administrative comments will be available to you on Friday, October 7, 1994 and can be picked up at the City Clerk's Office, second floor, City Hall.

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

Sincerely,

KELLY KLOSS
City Clerk

KK/clr

cc: Director of Engineering Services
Director of Financial Services
E. L. & P. Manager
Principal Planner



*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 (403) 342-8132

October 13, 1994

Mr. Ken Arnold
4205 - 46 Avenue
Red Deer, Alberta
T4N 3M7

Dear Sir:

RE: DOWNTOWN ELECTRICAL GRID CHARGES

At The City of Red Deer Council Meeting held Monday, October 11, 1994, consideration was given to your correspondence dated June 9, 1994 concerning the above topic. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Ken Arnold dated June 9, 1994, re: Request for Refund of a Portion of Downtown Electrical Underground Grid Charges, hereby agrees that the Downtown Electrical Underground Grid Charge paid by Ken Arnold for the property noted as 4619 - 48 Avenue and by Dr. Dolinsky for the property noted as 4615 - 48 Avenue, be refunded in an amount equal to the difference between what they have paid for underground power and what they would pay for the type of service they are actually receiving including an amount equal to 6% interest on said difference being calculated from the date of the original payment to the date of refund, subject to the final approval of Council Policy #603 (Downtown Electrical Underground Grid Charges), as submitted to Council October 11, 1994."

As outlined in the above resolution, prior to any refund, final approval of Council Policy #603 (Downtown Electrical Underground Grid Charges) will have to be received. We anticipate this approval to be received at the Council Meeting of November 7, 1994 if Land Use Bylaw Amendment 2672/X-94, which refers to the new C1-B District in the Downtown area, is passed.

Providing all approvals are received, The City of Red Deer will be forwarding your refund together with the applicable interest, following the November 7, 1994 Council Meeting.

... / 2



*a delight
to discover!*

Mr. Ken Arnold
October 13, 1994
Page 2

If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written in a cursive style.

KELLY KLOSS
City Clerk

KK/clr

cc: Director of Financial Services
Director of Community Services
Director of Engineering Services
E. L. & P. Manager

NOTICES OF MOTION

NO. 1

DATE: SEPTEMBER 27, 1994

TO: CITY COUNCIL

FROM: CITY CLERK

**RE: NOTICE OF MOTION - ALDERMAN STATNYK:
TAXI BUSINESS BYLAW**

At the Council Meeting of September 26, 1994, the following Notice of Motion was submitted by Alderman Statnyk:

"RESOLVED that Council of The City of Red Deer hereby agrees that the Taxi Commission review the inclusion of the following sentence at the end of paragraph 6 of Schedule "B" of the Taxi Business Bylaw:

'In addition, this provision shall not apply at any time to a wheelchair accessible vehicle that has been issued an additional taxi license plate.' "

If Council agrees with the principle of the above change, the City Solicitor has advised that the wording should be slightly altered to read:

'This provision shall not apply to a vehicle in respect of which a Wheelchair Accessible Vehicle Taxi License Plate has been issued.'

For Council's information, paragraph 6 of Schedule "B" currently reads as follows:

"Where a person requesting Taxi services requests the use of a motor vehicle commonly known as a "station wagon", or a "van", then the fare charged for the first 102 metres shall be \$7.00."

This is submitted for Council's consideration.



KELLY KLOSS
City Clerk

KK/clr

Commissioners' Comments

Council's direction is requested.

"M.C. DAY"
City Commissioner

DATE: OCTOBER 13, 1994
TO: TAXI COMMISSION
FROM: CITY CLERK
**RE: NOTICE OF MOTION: ALDERMAN STATNYK -
CHANGE TO TAXI BUSINESS BYLAW**

At the Council Meeting of October 11, 1994, consideration was given to the above topic and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer hereby agrees that the Taxi Commission review the inclusion of the following sentence at the end of paragraph 6 of Schedule "B" of the Taxi Business Bylaw:

'This provision shall not apply to a vehicle in respect of which a Wheelchair Accessible Vehicle Taxi License Plate has been issued.' "

In accordance with the above resolution, I am now asking the Taxi Commission to review the proposed amendment and submit a report back to Council in due course.

For your information, I have advised the taxi companies of the above resolution and have asked that they direct any comments directly to the Taxi Commission or to myself.

I look forward to receiving your report.



KELLY KLOSS
City Clerk

KK/clr

cc: Insp. R. Beaton
Bylaws and Inspections Manager
City Solicitor

BYLAW NO. 2672/X-94

Being a Bylaw to amend Bylaw No. 2672/80, the Land Use Bylaw of The City of Red Deer

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

That Bylaw 2672/80 be amended as follows:

1. The "Use District Map" as referred to in Section 1.4 is hereby amended in accordance with the Use District Map No. 8/94 attached hereto and forming part of the Bylaw.

2. Add the following section:

6.2.1-B C1-B COMMERCIAL DOWNTOWN DISTRICT (2672/X-94)

6.2.1.1-B General Purpose of District

To facilitate the development of a range of land uses, similar to the C1 District but with greater requirements for parking, landscaping and setbacks. Generally, the land uses are to serve the City and the region, as a whole, and will be developed at a lower density than C1 lands.

6.2.1.2-B Permitted Uses

- (1) Commercial entertainment facility
- (2) Commercial recreation facility
- (3) Commercial service facility
- (4) Dwelling units above the ground floor
- (5) Food and/or beverage service facility
- (6) Hotel, motel or hostel
- (7) Institutional service facility
- (8) Merchandise sales and/or rental, excluding agricultural and industrial motor vehicles or machinery, and fuel
- (9) Office
- (10) Service and repair of goods traded in the district, excluding motor vehicles
- (11) Sign

Identification and local advertising on the following types of signs (see Section 4.12): (2672/T-89)

A-Board signs

Awning, canopy and marquee signs

Under canopy signs

Fascia signs

- | | | | |
|------|-----------------|-----------|--|
| (8) | Loading Spaces: | Minimum - | One opposite each loading door with a minimum of one |
| (9) | Site Area: | Minimum - | 278 m ² |
| (10) | Frontage: | Minimum - | 7.5 m |

6.2.1.5-B Site Development

- (1) The site plan, the relationship between buildings, structures and open spaces; the architectural treatment of buildings; the provision and architecture of landscaped open space; and the parking layout shall be subject to approval by the Development Officer or Municipal Planning Commission.

Additional Setback Requirements

- (2) Any part of a building which exceeds 3.8 metres in height shall be set back 4.21 metres from the property line(s) which are adjacent to existing or proposed overhead electrical wiring.
- (3) If there is no overhead wiring on the front, rear and/or sideyard of a building, M.P.C. may relax the setback requirements on the side(s) where there are no electrical requirements. The front yard may be reduced from 2.5 metres to 1.5 metres while the side yard and rear yard may be reduced to zero.
- (4) In order to accommodate the electrical wiring and equipment, the registration of an easement may be required.

3. This Bylaw shall come into full force and effect upon the passage of third reading.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1994.

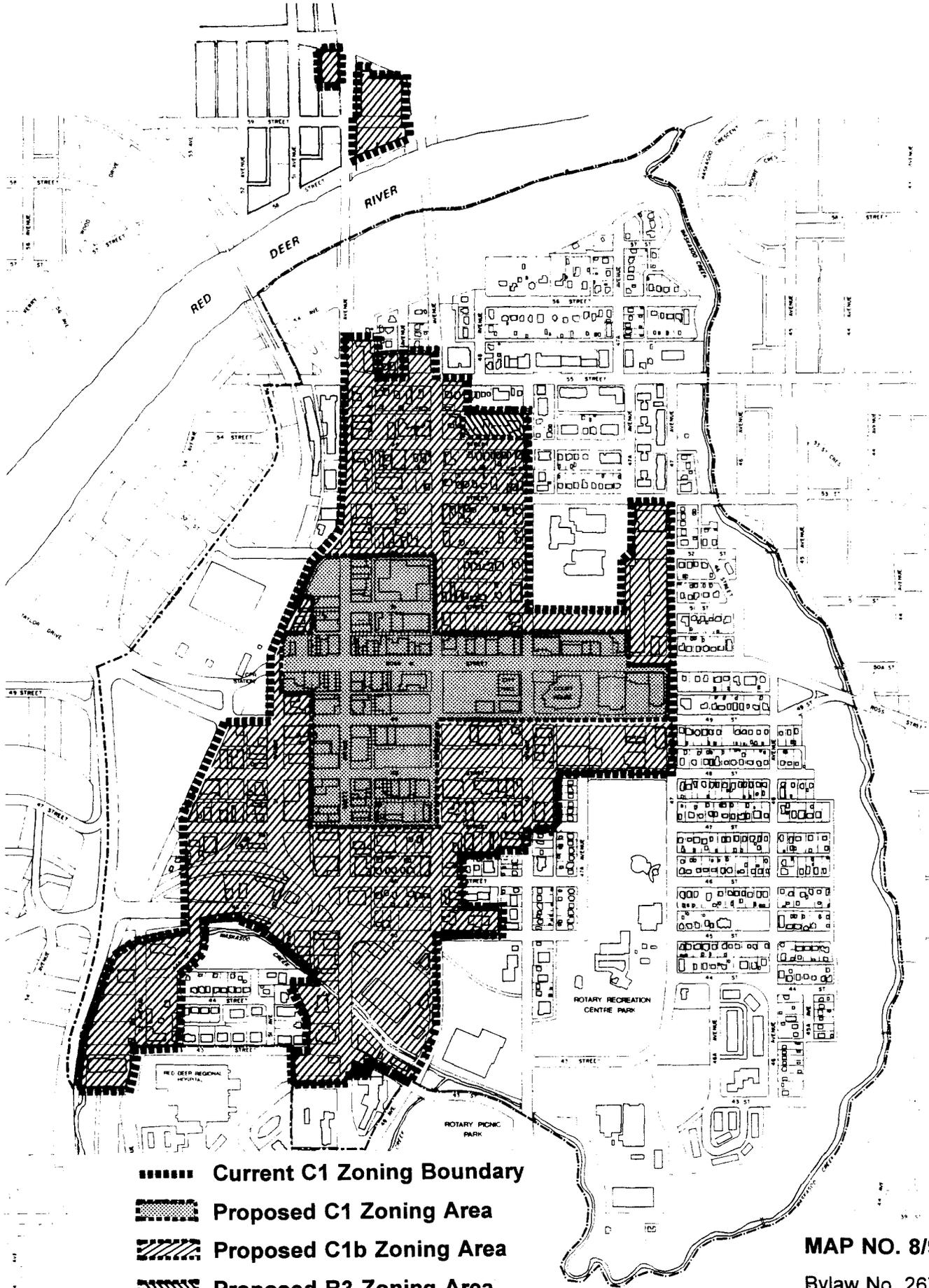
READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1994.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1994.

MAYOR

CITY CLERK

LAND USE DISTRICT MAP NO. 8/94



- Current C1 Zoning Boundary
- ▨ Proposed C1 Zoning Area
- ▧ Proposed C1b Zoning Area
- ▩ Proposed R3 Zoning Area
- Proposed C4 Zoning Area

MAP NO. 8/94

Bylaw No. 2672/X-94

BYLAW NO. 2800/A-94

Being a Bylaw to amend Bylaw No. 2800/82, The Traffic Bylaw of The City of Red Deer.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1 That Bylaw No. 2800/82 is hereby amended as follows:

A) By deleting Section 100.9 and substituting in its place the following:

"100.9 An owner of private property shall be responsible to ensure that trees or shrubs growing on his property, and adjacent boulevards between his property line and the curb, shall be properly trimmed and shall not have any branches projecting over a sidewalk area at an elevation of less than 225 cm. (7.5 Ft.) above the sidewalk level and may not project over a street or lane area below 412 cm. (13.5 Ft.) above the street or lane level. The above shall not apply to those trees or shrubs located on public property (boulevards which flank or abut such property) contained in the area between roadway curb and sidewalk. Trees and/or shrubs located in this area will be removed or pruned by The City or its servants."

B) By deleting Section 100.10 and substituting in its place the following:

"100.10 Except for trimming permitted or required under Section 100.9, it shall be unlawful for any person without prior written permission from the Engineering Manager and the Parks Manager to remove, pollard, destroy, or injure any tree that is planted or growing on a boulevard planting strip or adjacent to any City street. If a request for removal of a tree is granted, the adjacent private-property owner shall be responsible for the cost of such removal. If The City requires the removal of a tree in the boulevard planting strip, it shall be responsible for all costs associated with the tree removal."

2 This bylaw shall come into full force and effect upon the passage of third reading.

READ A FIRST TIME IN OPEN COUNCIL this 26 day of September A.D. 19 94

READ A SECOND TIME IN OPEN COUNCIL this 26 day of September A.D. 19⁹⁴

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 19

MAYOR

CITY CLERK

BYLAW NO. 3034/A-94

Being a Bylaw to amend Bylaw No. 3034/91, The Nuisance Bylaw of The City of Red Deer.

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1 That Bylaw No. 3034/91 is hereby amended as follows:

By deleting Section 4 and substituting in its place and stead the following:

"4 If Council considers that a tree or shrub, whether on private property or on public property (boulevards which flank or abut such property), in any way interferes with or endangers visibility to street signage or sidewalk/roadway clearance, or creates a dangerous situation to persons or vehicles, or contravenes the provisions of Sections 100.8 or 100.9 of the Traffic Bylaw, it may direct the owner, agent of the owner, lessee or occupier of the property, or of the property adjacent to the boulevard, to prune the tree or shrub from such property or boulevard, or do such other things as Council may deem necessary to alleviate the interference or danger. The above shall not apply to those trees or shrubs located on public property (boulevards which flank or abut such property) contained in the area between roadway curb and sidewalk. For the purposes of providing necessary clearance of power, sewer, water or other underground or aerial utility lines, The City of Red Deer may, at its discretion, prune or remove the tree or tree roots which are contained in the boulevard area."

2 This bylaw shall come into full force and effect upon the passage of third reading.

READ A FIRST TIME IN OPEN COUNCIL this 26 day of September A.D. 1994

READ A SECOND TIME IN OPEN COUNCIL this 26 day of September A.D. 1994

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 19

MAYOR

CITY CLERK

BYLAW NO. 3076/B-94

Being a Bylaw to amend Bylaw No. 3076/92, the Taxi-Business Bylaw of The City of Red Deer.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 Schedule "B" of Bylaw No. 3076/92 is amended as follows:
 - a) Paragraph 1(c) is amended by adding the words, "calculated at \$0.10 per 14 seconds".
 - b) Paragraph 6 is amended by replacing the dollar figure \$7.00 with the dollar figure \$7.20.
- 2 This Bylaw shall come into full force and effect upon the passage of third reading.

READ A FIRST TIME IN OPEN COUNCIL this 26 day of September A.D. 1994.

READ A SECOND TIME IN OPEN COUNCIL this 26 day of September A.D. 1994.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1994.

MAYOR

CITY CLERK