



A G E N D A



FOR THE *REGULAR MEETING OF RED DEER CITY COUNCIL*

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL

MONDAY, MAY 9, 2005

COMMENCING AT 4:30 P.M.



- (1) Confirmation of the Regular Meeting of Monday, April 25, 2005
- (2) **UNFINISHED BUSINESS**
 1. Director of Development Services – Re: *Relocation of the West Yards Site (New Riverside Yards Site)* . .1
- (3) **PUBLIC HEARINGS**
 1. Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/G-2005 - Rezoning of Approx. 2.208 ha (5.46 ac) of land from A1 Future Urban Development District to P1 Parks and Recreation District / Lancaster East (Lonsdale) – Phase 10 / Laebon Developments Ltd. (Consideration of 2nd & 3rd Readings of the Bylaw)* . .12

2. Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/I-2005 - Rezoning of Approx. 1.99 ha (4.92 ac) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District / Johnstone Park – Phase 8 / Carolina Homes Inc.*
(Consideration of 2nd & 3rd Readings of the Bylaw) . .16
3. Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/J-2005 - Rezoning of Approx. 8.54 ha (21.1 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service District / Inglewood East – Phase 5 / Melcor Developments Ltd.*
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6. City Manager – Re: *Environmental Priorities Incentive – Second Allocation* . .70

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 - (a) ***Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment - Bylaw 3217A-2005***
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 - (b) ***Land Use Bylaw Amendment 3156/E-2005 – Rezoning of Land from A1 Future Urban Development District and PS Public Services District to R1 Residential Low Density District, R1N Residential Narrow Lot District and PS Public Service District / Phases 26 & 27 / Kentwood Northeast (Kingsgate) / Laebon Developments Ltd.***
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9. Land & Economic Development Manager, Re: ***Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) / Part of Lot 55MR, Block 8, Plan 992 0387 / Laebon Developments Ltd.*** . .85
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(5) CORRESPONDENCE

(6) PETITIONS AND DELEGATIONS

(7) NOTICES OF MOTION

(8) **WRITTEN INQUIRIES**

(9) **BYLAWS**

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| 6. | 3156/E-2005 - Land Use Bylaw Amendment – Rezoning of Land from A1 Future Urban Development District and PS Public Services District to R1 Residential Low Density District, R1N Residential Narrow Lot District and PS Public Service District / Phases 26 & 27 / Kentwood Northeast (Kingsgate) / Laebon Developments Ltd.
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| 7. | 3156/M-2005 – Land Use Bylaw Amendment - Rezoning of Land From A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-Detached Dwelling) District and P1 Parks and Recreation District / Phase 4 of Johnstone Crossing / City of Red Deer
(1 st Reading) | ..120
..90 |



Legislative & Administrative Services

DATE: May 2, 2005

TO: City Council

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Relocation of the West Yards Site (New Riverside Yards Site)

At the Monday, April 25, 2005 Council meeting, Council tabled consideration of the following resolution for two weeks:

"Resolved that Council of the City of Red Deer having considered the report from the Director of Development Services, dated April 19, 2005, re: Relocation of the West Yards Site (New Riverside Yards Site), authorizes City Administration to proceed to Phase III (Construction) of the Major Facility Planning and Construction Template."

Recommendation

That Council consider the above resolution at the May 9, 2005 Council Meeting.

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

Kelly Kloss
Manager



Date: May 3, 2005
To: Legislative & Administrative Manager
From: Director of Development Services
Re: West Yards Relocation

BACKGROUND

At the April 25, 2005 meeting of Council, Council was presented with the results of the concept design work for the above project. The matter was tabled for two weeks to allow Council to consider the matter further and also to give any interested parties time to provide feedback.

During the discussion that evening there were questions relating to the possibility of staging portions of the project; specifically, what would be the impact of not moving the EL & P Department for a number of years. What would we save in the initial construction costs? What would be the incremental operating costs to EL & P if the remainder of the operation were relocated to the new site? What would be the anticipated costs to move them at a later date?

The EL&P Department is currently located at 5581 – 45 Street. The existing main building is approximately 2,563 square metres and houses administration and engineering offices, SCADA system control centre and vehicle storage facilities.

CAPITAL IMPLICATIONS

EL&P's existing facilities are adequately sized for their current operations, although they will not accommodate 10 years of growth, which is what has been designed in the new facilities. Their site is south of the West yards site, but still within the Riverlands Area Redevelopment Plan.

The preliminary cost estimate anticipates EL&P's construction and consulting capital costs to be in the order of \$8.7 million. Of this, up to \$5.7 million in capital savings can be recognized by delaying the construction of 2,600 m² of building space and 1,800 m² of cold storage to house EL & P on the new site.

The buildings that house Public Works and Recreation, Parks and Culture could be designed for future expansion to accommodate EL&P as a separate, later phase of construction. The cost to expand the building will increase beyond the 5.7 million dollars due to increasing construction costs, and the incremental costs of phasing, such as the move and construction disruption. It is

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difficult to determine the costs not knowing the time interval involved or the future construction climate.

As these costs would be attributed to the utility, there would be no effect to the tax-based portion of the overall project cost.

The remaining \$3 million could not be deferred. The portion of shared facilities and site development costs (i.e. wash bay, fuel stations, off-site improvements, site servicing, internal circulation roads) that were originally allocated to EL&P in the original cost estimate would still need to be expensed. The common spaces, (lockers, lunchrooms, washrooms, etc), in the building that will ultimately house the three departments will have to be built to its ultimate configuration even if EL & P's move is delayed a number of years. In addition, space will still need to be reserved in order to accommodate EL&P in the future. Yards will need to be gravelled or landscaped.

The Project will not realize any initial savings related to pre-development capital costs. The entire site will need to be purchased from the Land and Economic Development Department and pre-graded to reserve space for accommodating EL&P in the future.

It is estimated that we could defer approximately \$200,000 in moving costs.

OPERATIONAL IMPLICATIONS

There would be a small decrease in total facility operating costs if the project is phased; however the number calculated is considered to be insignificant.

EL&P has direct operational relationships with the other West Yards Facilities. They utilize Materiel Management to inventory and manage their equipment, (poles, transformers, meters etc). Approximately 80% of Materiel Management's, (Stores), activity relates to the management of EL & P equipment and supplies. The Civic Garage maintains and fuels their fleet. Currently the EL & P Department is within 1-2 blocks of these services.

If EL & P does not relocate with these services, to the new site, the distance between these operations will be approximately 6 kilometers.

A large portion of their fleet will need to travel the extra distance to the new yards to pick-up materials from Stores. Crews will have to refuel their own vehicles when they pick up materials.

Scheduling of repair and maintenance of EL & P vehicles would be more difficult and costly due to increased travel or delivery times.

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An annual incremental increase of \$58,000 is anticipated.

Cost Summary

	<u>Single</u>	<u>Phased Move</u>	<u>Deferred Costs</u>
Capital Costs (Millions):			
Construction & Consulting	\$ 66.0 - \$ 80.0	\$61.3 - \$74.3	(\$4.7 - \$ 5.7)
Pre-Development	\$ 3.3	\$ 3.3	\$0
Miscellaneous	\$ 1.7	\$ 1.5	(\$ 0.2)
Total	\$ 71.0 - \$ 85.0	\$ 66.1 - 79.1	(\$4.9 - 5.9)
Annual Incremental Operating Costs			
Facility Operating Costs	\$845,000	\$826,000	(19,000)
Direct Operating Costs	\$655,000	\$713,000	+\$58,000

RELATED CONSIDERATIONS

Phasing the EL & P move would delay the sale of this property for redevelopment as residential/commercial development. The appraisal report set the likely sale value of this property at approximately 2.8 million dollars.

The phasing, or delay in the relocation of EL & P may impede the overall redevelopment of the Riverlands area. This site is on the periphery of the Riverlands area in a prime riverfront location, so it is difficult to gauge what impact that may be.

Submitted for the information of Council.


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

BCJ/ldr

- c. Rodney Burkard – Director of Corporate Services
- Paul Goranson – Public Works Manager
- Al Roth – EL&P Manager



Date: April 19, 2005

To: Legislative & Administrative Manager

From: Director of Development Services

Re: Relocation of the West Yards Site (New Riverside Yards Site)

Current Situation

The current West Yards site has been in existence since the 1960's. The buildings on the site are inadequate to accommodate today's needs, much less provide for future growth. Council has been presented with information relating to the requirements to renovate and enlarge both the Public Works Administration Building and also the Transit Facility. While there is sufficient space to accommodate the necessary requirements for Public Works, there is not sufficient space on the current site to accommodate the necessary Transit expansion as presented in the Transit Study. The costs presented to Council for the necessary improvements were:

- Public Works - \$3,000,000 in 2003 dollars.
- Transit - \$6,000,000 in 2004 dollars; this estimate does not consider the cost of a new site if required.
- Civic Garage - additional bay - while not documented in an earlier report, the proposed transit fleet expansions would require an additional \$600,000.

EL & P has a separate site to the south of the West Yards and occupying riverfront property. This building is in good repair and adequate for EL & P needs for the short to mid term. If they were to stay in their present location, some capital savings to the project could be achieved, however EL & P's annual operating costs would rise significantly if they were separated from the Stores facility and from the Civic Garage.

The current Parks site is located north of West Yards and north of Taylor Drive and also occupies riverfront property. It is significantly undersized and plans and costs were presented to Council for improvements to this and other park sites. The cost provided for this work, that are relevant to this project was \$3,400,000 in 2003 dollars.

Based on the above information, there is a recognized need for approximately \$13,000,000 in expansions/upgrades on existing or new sites, if the city facilities relocation does not occur as recommended.

Major Facilities and Construction Template

This project started prior to the adoption of the template. We considered it critically important that this project utilize the process outlined in the template and, through the course of the Concept Design, have been conscious of that. In presenting this project to Council, we are in the final step of Phase II (B) Concept Design. Council will be presented plans and drawings providing a conceptual layout and design of the facility. Preliminary capital cost estimates will be presented and "very" preliminary operating costs for the facility will also be presented. Council will also be presented with an estimate of consulting fees to complete the detailed design.

After hearing and considering the information presented to them this evening, Council will provide a "go" or "no go" decision. If the decision is "no go", the project would be terminated, or another direction considered as Council directs. If the decision is "go", then administration would proceed to Phase III: CONSTRUCTION. The first element of this phase is the detailed design. During this phase detailed design work would be carried out and the options to tendering the project would be researched and a recommendation made to the City Manager. The size and complexity of this project is such that this will be a very critical decision.

It is at this stage that a public process would be developed to inform the public and other interested stakeholder groups as to the nature of the project. To the east of this property, the city's Three Mile Bend facility exists. People using this park have also been walking on the property proposed for the new facility. It is important that we meet with these folks and communicate our plans for the new facility, and work with them to mitigate their concerns and/or issues.

Unless there is a reason to brief Council earlier, the project would proceed to tender and the results of the tender would be brought to Council for a decision.

Context

This project, if it proceeds, will be the largest single project undertaken by The City of Red Deer with a preliminary (2006) cost estimate ranging from 71 million dollars to 85 million dollars. It is in fact the melding of several different department projects resulting in an integrated facility.

The first and most obvious benefit derived from proceeding is the provision of modern and adequately sized facilities for four city departments. These facilities will be constructed to provide 8 – 10 years of growth in the initial build with the capacity to expand for many years beyond that. While there will initially be incremental operating

costs resulting from the larger facilities, we will also see synergies and efficiencies created with these departments sharing a common home.

Equally important are the broader beneficial effects of this project proceeding.

First, an essential first step to realization of the Riverlands Area Redevelopment Plan, is the relocation of the West Yards. While there has been some incremental redevelopment in the area, redevelopment of the 25 acres West Yards occupies will be a huge first step in fulfilling the vision for the Riverlands area as described in the Riverlands Area Redevelopment Plan. Both the business community and the general public strongly endorse the redevelopment plan. The plan contemplates the development of high quality residential and commercial development on the vacated lands in a setting that will provide an "urban village" concept. The plan contemplates a significant cultural component to be located in the area. This would provide a strong anchor, focus, and character for a vibrant, new neighbourhood.

Alexander Way, the redevelopment of 48 Street, as a major pedestrian and cultural experience, is designed to cross Taylor and terminate at the Red Deer River in the heart of the Riverlands area. This project, west of Taylor would not be viable if Riverlands does not redevelop.

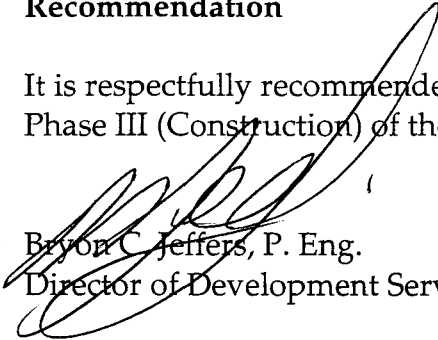
Relocation of the West Yards facilities, and the successful implementation of the Riverlands Area Redevelopment Plan, including Alexander Way, could probably be collectively considered the last three phases of the Rail Relocation project started some 19 years ago. Their realization will change the face and character of Red Deer in a fashion unlike any other project.

Next Steps

If the decision of Council is to proceed with the project, as prescribed in the Major Facility Planning and Construction Template, administration would prepare a Terms of Reference to facilitate the engagement of a consultant for the detailed design, tendering and construction services for the project.

Recommendation

It is respectfully recommended that Council authorize administration to proceed to Phase III (Construction) of the Major Facility Planning and Construction Template.



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

BCJ/ldr

April 20, 2005

West Yards Relocation Project

1. What facilities are being included as part of the proposed West Yards relocation?

The West Yards site is located along the river and currently holds the Public Works buildings including the Civic Garage, the Transit facility, and the Purchasing and Stores building. In addition to the 25 acre West Yards site, the relocation project also includes the Electric Light and Power building and the Recreation, Parks and Culture parks maintenance facilities, both located along the river at different sites. These facilities are all operationally interrelated and achieve significant synergies and efficiencies by being located in close proximity of each other.

2. Why is The City looking at relocating the current West Yards site?

There are two primary drivers behind the proposed relocation:

- **The current site and facilities no longer meet The City's operational needs.**

The current West Yards site was developed in the 1960s and is reaching the end of its useful life in its present condition. As the major hub of The City's operational departments, the demands on the site and facilities has continued to increase as The City has grown. West Yards has reached capacity and requires urgent upgrades and expansion to continue to meet The City's operational needs. The City would need to invest approximately \$13 million (based on 2003 and 2004 estimates) to bring Transit, Public Works, and Parks Maintenance facilities up to par to meet current operational needs. This investment would not provide for future expansion.

- **Relocation of the existing site and facilities is a catalyst in achieving the vision for the Riverlands Area Redevelopment Plan.**

The community's vision for Red Deer's centre is expressed in the Greater Downtown Action Plan, the Riverlands Area Redevelopment Plan and The City's Strategic Plan. These plans promote an increased use of Red Deer's riverfront through the development of an integrated mix of residential, commercial, cultural and public space within the city's core. The development of Alexander Way (48 Street) to its full potential as a major pedestrian promenade linking Barrett Park with Bower Ponds is also contingent on Riverlands redevelopment. Although some development has begun to occur on its own, redevelopment of the 25 acres that currently houses the West Yards is a critical step in reaching the community's vision for that area. Relocating the West Yards at this time will set the stage to change the face and character of Red Deer, building on the success of the rail yards relocation of 19 years ago.

3. Where would the new site be located?

The City has secured land in the Riverside Heavy Industrial Area for the proposed site. This location has been identified as the optimal new location to relocate due to its central location, heavy industrial zoning, and proximity to arterial roads and the future Northlands Drive river crossing.

If the site is not used for the West yards location, The City will develop and sell the parcel as industrial land.

4. What work has been done to date?

The proposed West Yards relocation project is currently in Phase II B: Concept Design of the Major Facility Planning and Construction Template. This means that a concept plan, including affected facilities, site location, site access and circulation, traffic impact, site grading and servicing, environmental standards, functional relationships, and building and yard layout has been determined. Site planning has factored in space for 8 - 10 years of growth. New facilities will be constructed so that additional space can be easily added, as growth demands it. Preliminary estimates have also been identified.

5. How much would the relocation cost?

As the proposed relocation is still in the concept design stage of the Major Facility Planning and Construction Template, only preliminary estimates showing the magnitude of the project have been developed. The preliminary costs for the project, including land purchase and development, site and facility design, and construction range from \$71 million to \$85 million.

The next stage of the Major Facility Planning and Construction Template is detail design, which provides more detailed specifications and more accurate costing. Detail design also looks at start up and ongoing operating costs for the facility.

6. Will Council be approving the West Yards relocation project if they approve proceeding to Phase III A: Detail Design?

No. The Major Facility Planning and Construction Template is a tool that gives Council several decision points during a facility development process. At the conclusion of each stage, Council has the opportunity to review the findings and make a 'go' or 'no go' decision.

Administration is currently asking Council for a decision to move from the concept design stage to the detail design stage.

The intent of the detail design phase is to take the project to a detailed enough stage, usually blueprints, to develop the construction budget for the project. This stage also determines start-up costs and annual operating budget implications. Once these numbers are finalized, Council is in a better position to determine the feasibility of the project.

Council will have the opportunity to review the findings of the detail design phase before they make a 'go' or no go' decision on construction. A 'go' decision would result in the project moving to Phase III B: Construction. If Council were to decide not to proceed with construction, the project would be halted and The City would retain the work completed to date for future use.

7. What are the next steps for the proposed West Yards relocation project?

Council will consider moving to Phase III A: Detail Design at their April 25 Council meeting. If this phase is approved, the next step will be to engage consulting services for the detail design, tendering and construction services of the project. The detail design phase will take approximately one year to complete and contain a public consultation component.

PHASE III: CONSTRUCTION

(Note: Responsibility for process moves from the Planning Committee to an Internal Department(s) Management Team)

A) **Detail Design:** Determines & defines the final scope of the project and the final capital cost or cost estimates. Projected start-up costs and an annual operating budget will be prepared. Other related costs during construction will also be identified (i.e. Owners Rep, communication, accounting, etc.), as well as ‘opportunity costs’ and indirect costs.

Internal Management Team

Roles & Responsibilities

- Develop Terms of Reference for Consultant Team for Phase II. It is likely that the same consultant who undertakes the Concept Design, will be contracted for Detail Design.
- Manage contract with consultant, as agreed to in the Terms of Reference & Proposal.
- Prepare report to City Manager (SMT) that outlines proposed tendering option. Option 1 would recommend a single tender process. Option 2 would recommend several tenders, in progression, for various components throughout construction. If Option 1 is supported by City Manager (SMT), then project is tendered. If Option 2 is supported, then detailed cost estimates will be prepared based on detail drawings and recommendations from the consultant, for Council consideration.
- Prepare report to Council, based on City Manager (SMT) recommendations of Tender Option 1 or 2. If Tender Option 1, then report will include scope and final capital cost based on tendered prices. If Tender Option 2, then report will include scope of project, a recommendation to proceed with several tenders, in progression for various components, and a proposed detailed cost estimate based on estimates from the consultant.
- Work with Treasury Services to identify opportunity costs and indirect costs..
- Identify start up budget, annual operating costs based on detailed plan, and other related costs required during construction (i.e. Owner’s Rep, communication, accounting) & present to Council.
- Identify Owner’s Representative, who will participate on Team, and carry over to the actual construction component.

Membership

- Will be drawn from the Division Director, Department Manager(s) and staff and include the Owner’s Representative.

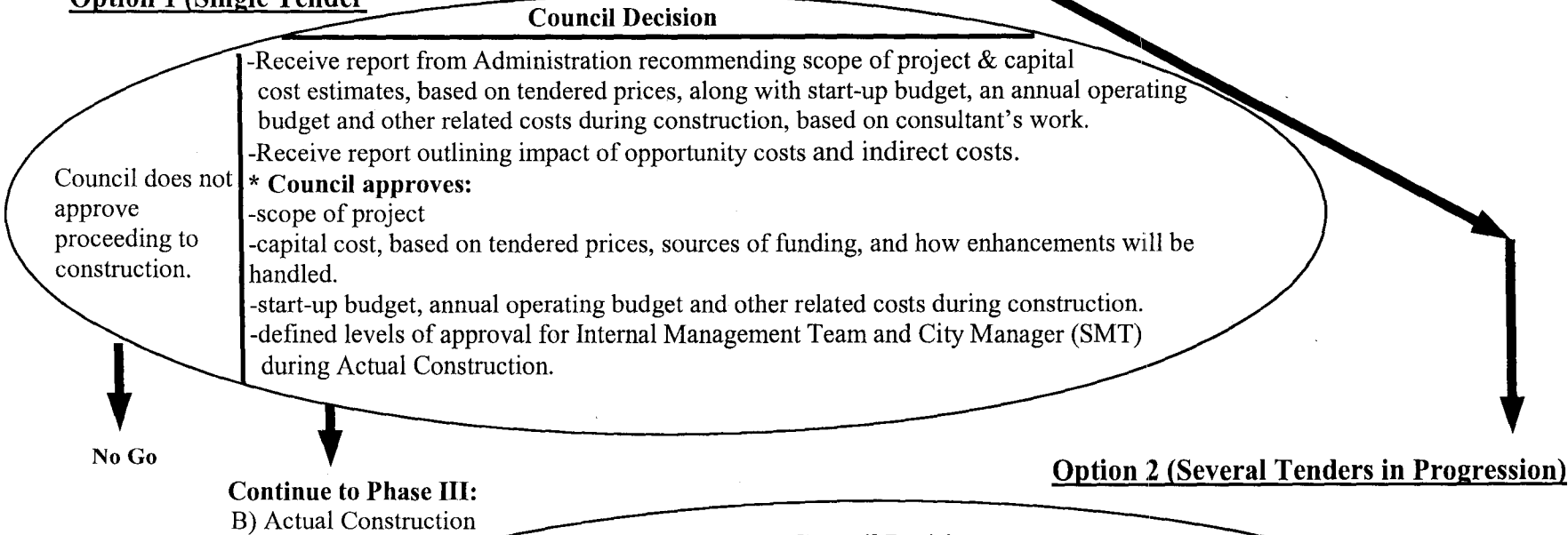
City Manager (with Senior Management Team)

- Consider drawings and scope of project.
- Consider recommendations as to Tender Option 1 (single tender) or Tender Option 2 (several tenders in progression). If Option 1 is supported, then Internal Management Team will tender project to get final cost before proceeding to Council. If Option 2 is supported, the Internal Management Team will prepare projected cost estimates based on consultant's recommendations.
- Consider start-up budget, proposed annual operating budget and other related costs during construction.
- Consider opportunity costs and indirect costs..
- Support recommendations to Council.

Consultant

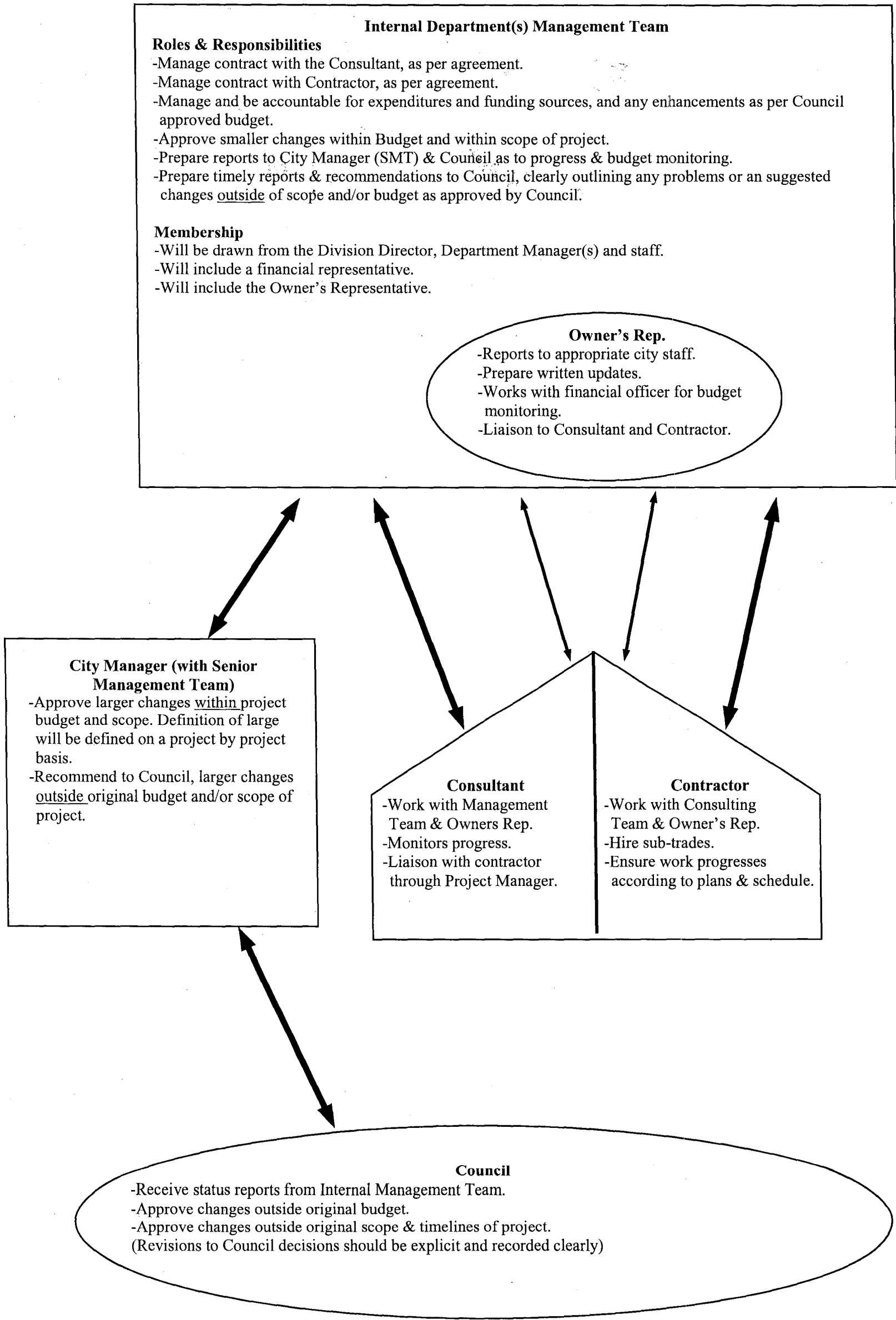
- Prepare detailed drawings, project scope & detailed capital cost estimates
- Prepare tender documents and recommend tendering approach (single tender or several tenders, in progression, for the various components throughout construction).
- Prepare Project Work Plan and timelines.

Option 1 (Single Tender)



PHASE III: CONSTRUCTION (con't)

B) Actual Construction



Note: If several tenders, in progression, for various construction components is used, then additional clarification will need to be made in terms of Council approvals & reporting requirements.



COUNCIL MEETING OF MAY 9TH, 2005

ATTACHMENT

DOCUMENT STATUS: PUBLIC

REFERS TO: WEST YARDS RELOCATION
STUDY
SCHEMATIC DESIGN REPORT
EXECUTIVE SUMMARY
COUNCIL SUBMISSION



West Yards Relocation Study

Schematic Design Report
Executive Summary Council Submission

April 18, 2005
File No. 04052



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1.0 EXECUTIVE SUMMARY

1.1 Project History



Recognizing the ultimate need to either relocate, or renovate and expand the City's West Yards and other related facilities, the City has investigated the potential options to determine the best course of action. In the 2004 Budget, Council directed administration to carry out a concept design for the proposed site in the Riverside Heavy Industrial area.

There are two primary drivers for relocating the current West Yards, EL & P, and Recreation, Parks and Culture facilities off their current locations; the current condition of the existing facilities and the community's vision for the Riverlands area as expressed in the Riverlands Redevelopment Plan.

The Community's vision for the Greater Downtown is echoed in the City's current Strategic Plan, the Greater Downtown Action Plan, and the Riverlands Redevelopment Plan, all of which contemplate a redeveloped Riverlands area, containing an integrated mix of residential, commercial, cultural, and public places.

The relocation of the West Yards could be considered the last phase of the CPR railway relocation in Red Deer.

Independent investigations have concluded that the existing facilities for Public Works, Transit, and Parks have reached capacity and are in need of urgent upgrades and expansion. These studies also question the practicality of upgrading existing facilities considering the Community's vision for the Riverlands area.

Anticipating the move and recognizing the need to secure industrial land for the future, the City has acquired a property situated within the Riverside Heavy Industrial Park based on the recommendations of a previous review of potential sites.

The consulting team of Group² Architecture Engineering Interior Design and Earth Tech Canada Inc. were retained in July of 2004 to develop a preliminary site plan, building layouts and cost estimate for this new site. This phase of planning and design is recognized as Phase II (B): Concept Design from the City's Major Facilities and Construction Template.

1.2 Preliminary Site Plan

Site Plan Development

The City assembled a Design Committee, chaired by the Director of Development Services, with representation from Transit, Public Works, EL&P and Parks.

The space requirements and operating models of each department were reviewed to define the individual needs of each stakeholder. Operational relationships between departments were reviewed to identify preferred adjacencies and opportunities for sharing common space.

More than thirty site plan options were evaluated considering different building and yards orientations, and for providing site access and circulation, in accordance with site constraints.

Significant synergies were ultimately realized by locating departments with compatible operations into common buildings. EL&P, Public Works and Parks will be housed in a common building, as will Materiel Management and the Civic Garage.

The proposed Preliminary Site Plan is shown on Exhibit 1.

Site Information

The property is situated in the Riverside Heavy Industrial Park, next to Three Mile Bend Park, at 40th Avenue and 77th Street.

The preliminary site plan utilizes sixty-two acres of the seventy acre property. The remaining eight acres is currently reserved for private development, or for future expansion.

Site Access / Egress

A limited number of accesses will be constructed to minimize the impact on the adjacent road network.

The main entrance to the site will be located at the intersection of 77th Street and 40th Avenue. New signals are proposed at this location to permit large equipment to integrate safely with external traffic flows. This access will provide direct routing to Gaetz Avenue from 77th Street.

A secondary entrance to the yards, and access to the main parking lot, will be provided south of the 77th Street intersection. This entrance will likely be incorporated with a proposed signalized intersection into Olymel.

A third access to the sand and gravel storage area will be provided with separate entry from 40th Avenue. Traffic generated from this operation is largely from off-site locations and is not required to circulate through the yards.

Site Circulation

The internal road system will enhance operational efficiency between departments. Access is provided internally to each facility through service roads, except for the sand and gravel storage area.

An extension of 77th Street will provide access to each facility. A rear service road connects the site internally from north to south.

Parking is located in front of each building to provide separation from operations.

All internal circulation roads and parking lots will be paved with a rural profile.

Traffic Impact Analysis

Allowances are made in the preliminary cost estimate to upgrade 40th Avenue and 77th Street directly adjacent to the site.

The proposed Olymel expansion and future Northland Drive extension across the Red Deer River will also affect traffic patterns on the Riverside Industrial Park road system. A detailed Traffic Impact Analysis is required to determine the combined impacts of these developments with the proposed yards.

Site Grading

The site has a natural grade that slopes in a northeasterly direction from 40th Avenue towards the Red Deer River.

The majority of the site is located above the one in one hundred year flood level. A berm will be constructed along the east perimeter of the yards to provide flood protection in low-lying areas and to balance earthwork quantities. The berm will be landscaped with trees to provide an aesthetic buffer to Three Mile Bend Park.

Buildings will not be located on areas of the property that were formerly used for concrete disposal.

Site Servicing

There is currently no formal storm collection drainage system on site. Storm water will be conveyed by overland ditching to an oil/grit separator and then directed through piping to the Red Deer River. Other options for storm management will be evaluated in the next phase of design.

Water service will be extended from the existing watermain running along 40th Avenue. Hydrants will be positioned to provide full fire protection coverage to each building.

Sanitary service will be extended from an existing manhole located at 77th Street. A small pump facility and force main will be required to service the wash bay.

Overhead electrical power lines that currently run through the middle of the site will be relocated and buried.

A new electrical distribution control system will be extended to the proposed EL&P facility.

New fiber optics will be extended to the yards from 67th Street. Options to share costs with neighboring industries will be explored in the next phase of design.

Yard Development

Most operations will have a separate graveled yard that will be fenced for security. Transit will be provided a paved area to stage busses as they return from their routes for servicing.

Existing yard sheds and smaller buildings will be moved to the new site. Larger yard buildings will be replaced.

Cold storage tents with electrical plug-ins will be erected in the EL&P, Public Works and Parks yards to shelter operational equipment from adverse weather. A similar tent will also be erected near the Transit facility to shelter Central Action Buses, which are currently parked off site.

A separate sand and gravel yard will be constructed at the north end of the site. This yard will be used for the storage of granular materials such as sanding chips, black dirt, gravel and road salt. All salt and salt mixtures will be covered. Runoff from the salt storage area will be contained.

Fuel islands and a wash bay facility will be located along the east side of the site. Vehicle fueling will be completed on a concrete pad to assist in the recovery of fuel spills and to prevent the vertical migration of petroleum products. Fuel storage will likely be above ground, with provisions for overfill protection and spill containment. The wash bay facility will accommodate three wash bays.

The yards for each operation will be sized as follows:

Yard	EXISTING (m ²)	PROPOSED (m ²)	Growth
Sand and Gravel	20,835	23,018	10%
Materiel Management	17,683	21,125	19%
Civic Garage	3,649	5,892	61%
Transit	4,552	10,058	121%
Public Works	23,300	21,648	(7%)
Parks	14,581	20,324	39%
EL&P	7,997	12,596	58%
Fueling Stations & Washbay	1,850	3,876	110%
Total	94,447	118,537	26%

1.3 Preliminary Building Layouts

Each department's space and operating requirements were reviewed in detail. The size of offices, workstations and parking stalls were standardized.

There will be a significant amount of growth in the floor area of the proposed buildings. First, many of the existing facilities have not had any significant additions since their initial construction and are currently undersized. Second, each preliminary building layout is designed with spare office space to accommodate an additional ten years growth (from 2004).

The site plan allows buildings to expand laterally for additional growth beyond ten years.

EL&P/ Public Works/ Parks Administration Building

EL&P, Public Works and Parks will be brought together into one administration building.

Distinct areas with individual entries, reception, photocopying/file storage rooms, washrooms and conference rooms will be provided for each operation. A separate area is provided for the Environmental Services Department in consideration of the Public Works Department reorganization. Engineering Survey will be relocated to this building, vacating the leased Dairyworld Facility for other uses. Parks administration will be consolidated into a single building from two locations.

Common locker rooms, lunchrooms, mechanical rooms and janitorial storage rooms will be used by the three departments.

Workshops and storage areas unique to each operation will be located at the rear perimeter of the building with access for loading.

The space requirements of the EL&P/Public Works/Parks Administration Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
Public Works Administration	1,485	2,649	78%
EL&P Administration	1,163	1,994	71%
Parks Administration	455	986	117%
Engineering Survey Administration	132	140	6%
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EL&P/Public Works /Parks Equipment Parking Building

A shared building will be erected for EL&P, Public Works and Parks equipment storage. This building will be heated to ensure a portion of each operation's fleet will be available to respond to emergencies on short notice.

The remainder of the fleet will be sheltered in cold storage tents. Each tent will be equipped with electrical plug-ins.

A number of vehicles, which are currently stored within a heated facility, will be relocated to a cold storage tent. The transition from heated to cold storage represents a major change in the current philosophy of each operation to reduce proposed capital costs.

The space requirements of the EL&P/Public Works/Parks Equipment Storage Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
Public Works Equipment Storage	2,161	2,840	31%
EL&P Equipment Storage	1,400	1,525	9%
Parks Equipment Storage	361	1,093	203%
Engineering Equipment Storage	229	0	n/a
Total	4,151	5,458	31%

The size of the proposed parking stalls will increase to accommodate large equipment more safely.

Public Works has an existing heated tent (approximately 1,000 m²), which is not included in the aforementioned area. If this component is considered, provisions for Public Works heated storage will actually be reduced in the new facility.

Parks existing heated equipment storage facility is configured as a series of parking bays arranged several stalls deep without aisles or lanes for maneuvering. The functionality of the new facility will be a significant improvement.

Transit Building

Transit will be located in a single building in close proximity to the Civic Garage.

The administration area will be separated into private and public areas. The main reception and administration offices will be accessible to the public. Access to locker rooms, lunchrooms and storage rooms will be restricted.

The transit storage garage will be sized to accommodate fifty-five buses. Internal circulation and a dedicated service lane will be provided to allow buses to be serviced (i.e. fuelling, fare drop off and washing) without intermediate staging or without needing to leave the building, unlike the existing building.

The space requirements of the Transit Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
Transit Administration	240	896	273%
Transit Vehicle Storage	3,009	7,943	164%
Total	3,249	8,839	172%

Civic Garage/ Materiel Management Building

Materiel Management and the Civic Garage will be combined under a common facility. The building entrance, locker rooms, lunchroom, file storage and mechanical rooms will be shared.

Materiel Management will likely receive many of the deliveries and product shipments for the Civic Garage.

A common consumable area will be located between each operation's parts room, utilizing common space, and allowing staff from both operations to support each other.

The Civic Garage shop will be configured with a center aisle between two diagonal rows of bays. This new configuration will allow equipment to be serviced without blocking access to another bay or to an exit, which is a problem frequently encountered with the existing pull-through configuration.

The space requirements of the Materiel Management/Civic Garage Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
Materiel Management	1,162	2,026	74%
Civic Garage Admin/Warehouse	643	1,469	128%
Civic Garage Shop	1,416	4,159	194%
Total	3,221	7,654	138%

Sustainable Strategies

Sustainable strategies will be reviewed thoroughly during the next phase of design to make the new yards as energy efficient and environmentally friendly as practical, in consideration of budgetary constraints.

1.4 Preliminary Cost Estimate

Construction and Consulting Capital Costs

The following preliminary cost estimate for construction and consulting includes allowances for site servicing, off-site improvements, final grading, landscaping and the construction of the internal road system, yards, main buildings and storage tents:

CONSTRUCTION AND CONSULTING CAPITAL COSTS (MILLIONS)				
Operation	CONSTRUCTION AND CONSULTING	ESCALATION (2006)	PROFESSIONAL FEES	TOTAL
EL&P	\$ 7.8	\$ 0.4	\$ 0.5	\$ 8.7
Public Works	\$ 12.6	\$ 0.7	\$ 0.8	\$ 14.1
Parks	\$ 7.1	\$ 0.4	\$ 0.4	\$ 7.9
Eng. Survey	\$ 0.2	\$ 0.0	\$ 0.1	\$ 0.3
Transit	\$ 16.0	\$ 0.8	\$ 1.0	\$ 17.8
Mat. Management	\$ 7.2	\$ 0.4	\$ 0.4	\$ 8.0
Civic Garage	\$ 10.0	\$ 0.5	\$ 0.6	\$ 11.1
Sand and Gravel	\$ 4.3	\$ 0.2	\$ 0.3	\$ 4.8
Total	\$ 65.2	\$ 3.4	\$ 4.1	\$ 72.7
Construction & Consulting Cost Range (\pm 10%)			\$ 66.0 - \$ 80.0	

The preparation of working drawings (detailed design) is expected to take one year. Construction is anticipated over a two year period.

Pre-Development Capital Costs

Purchasing the land from the Land and Economic Development Department, and site pre-grading will be part of the overall project budget. Provisions are made to purchase the remaining eight acre parcel, which may become available for future expansion.

Pre-Development Costs are as follows:

Pre-Development Capital Costs	Millions
Land Purchase: City Site (62 Acres)	\$ 0.9
Off-site Levies: City Site (62 Acres)	\$ 1.0
Pre-Grading: City Site (62 Acres)	\$ 1.0
Allowance to Purchase the 8 Acre Reserve	\$ 0.4
Total Pre-Development Costs	\$ 3.3

Miscellaneous Capital Costs

Another \$ 1.7 million dollars is included in the budget to move into the new yards and to provide a dedicated City representative during detailed design and construction. Allowances for the following items have been considered:

- Pack, Move and Unpack Office Furniture and Personal Effects;
- Replacement Outdated Office, Lunch and Training Room Furniture;
- Computer / Network Connections & Disconnections;
- Window Coverings;
- Move Yard Materials, Equipment and Sheds;
- Replace Outdated Workshop Furnishings; and
- City Design & Construction Representative.

Capital Cost Summary

A summary of the anticipated preliminary capital costs is as follows:

Capital Costs Summary	Millions
Construction and Consulting Capital Costs	\$66.0 - \$ 80.0
Pre-Development Capital Costs	\$ 3.3
Miscellaneous Capital Costs	\$ 1.7
Capital Cost Range (\pm 10%)	\$ 71.0 - \$ 85.0

At this point there has not been a detailed analysis of the split of costs between utility-based and tax-based operations. This analysis will be done in the next phase if we proceed. A preliminary estimate is that the costs would be apportioned 35% to utilities and 65% to tax-base.

Annual Incremental Operating Costs

In addition to the capital costs, annual operating costs are expected to increase. We have done a preliminary estimate of these costs.

Although efficiencies are expected from new design techniques and construction materials, it is anticipated that an additional \$845,000 will be incurred annually to operate and maintain the larger facilities.

The existing site is near the center of the City. Direct operating costs for fleet operation and labour to travel the additional distance to/from the Riverside yards to service locations throughout the City will increase by \$655,000 annually. These costs are expected to become less significant as the City expands towards the Northeast.

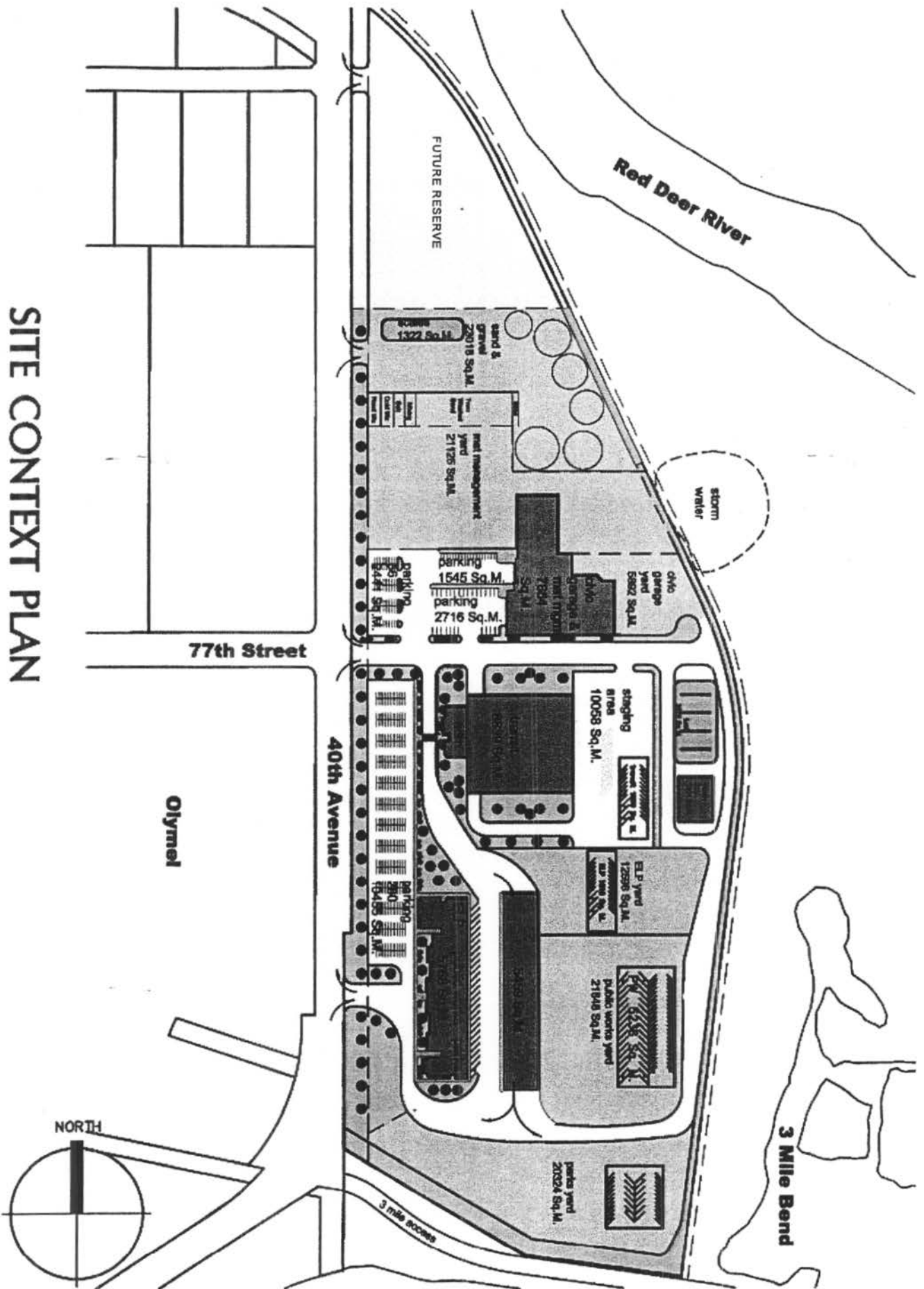
The annual incremental operating costs are as follows:

ANNUAL INCREMENTAL OPERATING COSTS	
Facility Operating Costs	\$ 845,000 / year
Direct Operational Costs	\$ 655,000 / year
Total	\$ 1,500,000 / year

Conclusion

If this project proceeds, it is anticipated that the next phase, detailed design would take approximately one year to complete. Part of that exercise would be a determination of the best strategy for constructing the project; a single tender, multiple tenders, or project management. The total construction time is estimated to be two to three years to total completion. This would mean that the relocation would not be totally executed until 2008 – 2009.

SITE CONTEXT PLAN



1.0

EXHIBIT

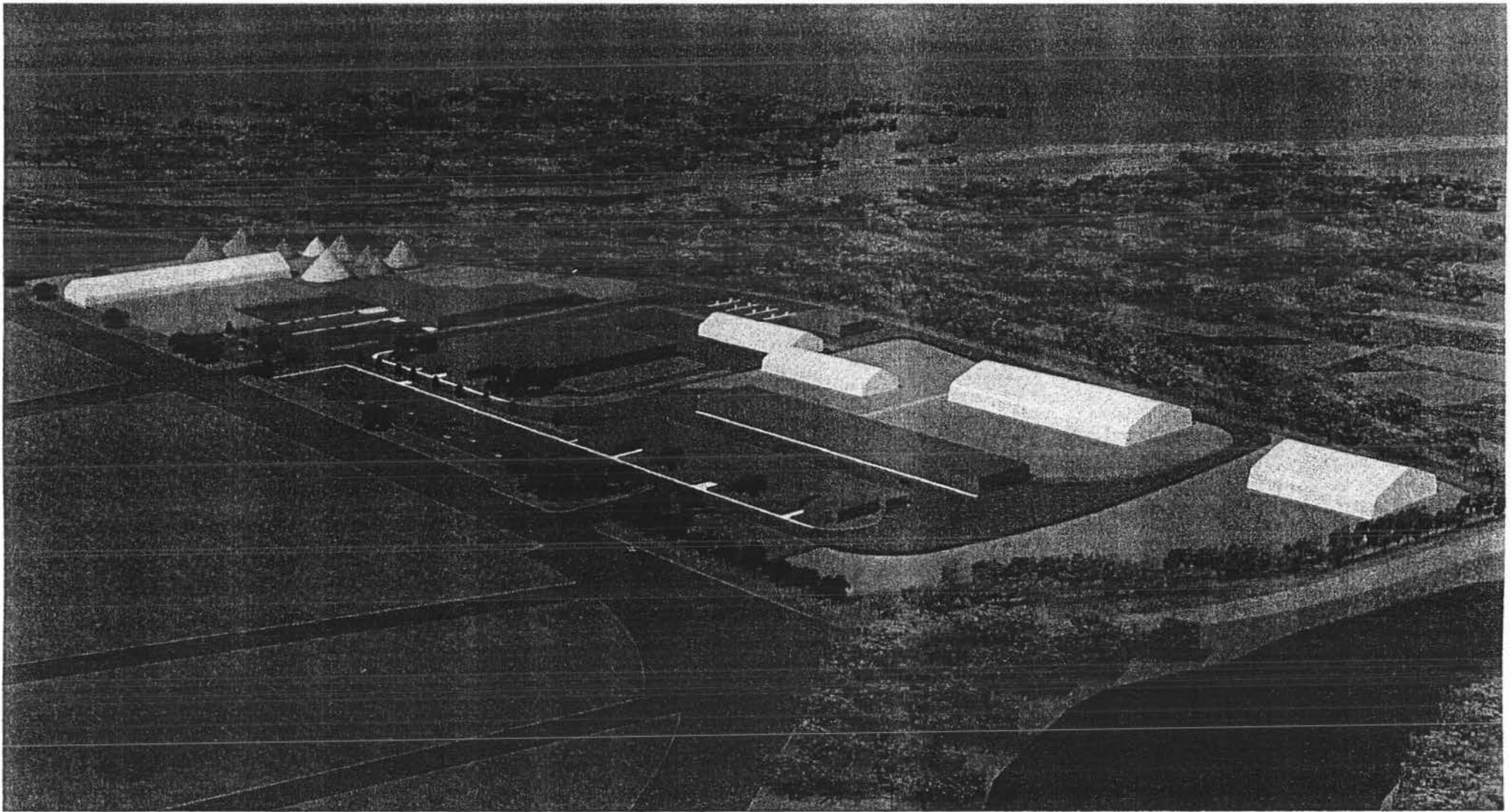
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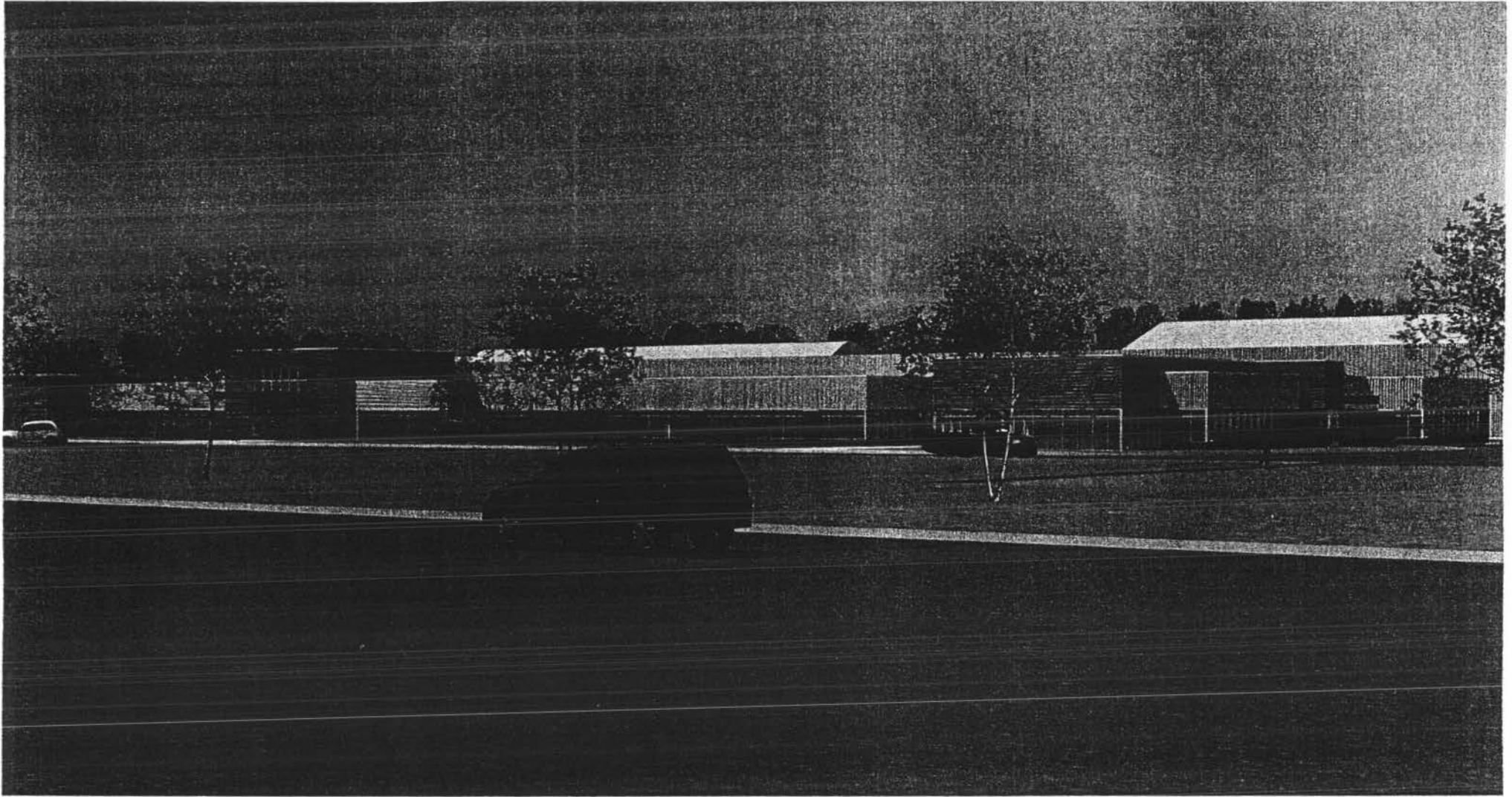


Presented By:

SCHEMATIC DESIGN REPORT CITY OF RED DEER WEST YARDS RELOCATION SITE CONTEXT PLAN









West Yards Relocation Study

Schematic Design Report

May 25, 2005
File No. 04052



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1.0 EXECUTIVE SUMMARY

1.1 Project History

Recognizing the ultimate need to either relocate, or renovate and expand the City's West Yards and other related facilities, the City has investigated the potential options to determine the best course of action. In the 2004 Budget, Council directed administration to carry out a concept design for the proposed site in the Riverside Heavy Industrial area.



There are two primary drivers for relocating the current West Yards, EL & P, and Recreation, Parks and Culture facilities off their current locations; the current condition of the existing facilities and the community's vision for the Riverlands area as expressed in the Riverlands Redevelopment Plan.

The Community's vision for the Greater Downtown is echoed in the City's current Strategic Plan, the Greater Downtown Action Plan, and the Riverlands Redevelopment Plan, all of which contemplate a redeveloped Riverlands area, containing an integrated mix of residential, commercial, cultural, and public places.

The relocation of the West Yards could be considered the last phase of the CPR railway relocation in Red Deer.

Independent investigations have concluded that the existing facilities for Public Works, Transit, and Parks have reached capacity and are in need of urgent upgrades and expansion. These studies also question the practicality of upgrading existing facilities considering the Community's vision for the Riverlands area.

Anticipating the move and recognizing the need to secure industrial land for the future, the City has acquired a property situated within the Riverside Heavy Industrial Park based on the recommendations of a previous review of potential sites.

The consulting team of Group 2 Architecture Engineering Interior Design and Earth Tech Canada Inc. were retained in July of 2004 to develop a preliminary site plan, building layouts and cost estimate for this new site. This phase of planning and design is recognized as Phase II (B): Concept Design from the City's Major Facilities and Construction Template.

1.2 Preliminary Site Plan

Site Plan Development

The City assembled a Design Committee, chaired by the Director of Development Services, with representation from Transit, Public Works, EL&P and Parks.

The space requirements and operating models of each department were reviewed to define the individual needs of each stakeholder. Operational relationships between departments were reviewed to identify preferred adjacencies and opportunities for sharing common space.

More than thirty site plan options were evaluated considering different building and yards orientations, and for providing site access and circulation, in accordance with site constraints.

Significant synergies were ultimately realized by locating departments with compatible operations into common buildings. EL&P, Public Works and Parks will be housed in a common building, as will Materiel Management and the Civic Garage.

The proposed Preliminary Site Plan is shown on Exhibit 1.0.

Site Information

The property is situated in the Riverside Heavy Industrial Park, next to Three Mile Bend Park, at 40th Avenue and 77th Street.

The preliminary site plan utilizes sixty-two acres of the seventy acre property. The remaining eight acres is currently reserved for future expansion.

Site Access / Egress

A limited number of accesses will be constructed to minimize the impact on the adjacent road network.

The main entrance to the site will be located at the intersection of 77th Street and 40th Avenue. New signals are proposed at this location to permit large equipment to integrate safely with external traffic flows. This access will provide direct routing to Gaetz Avenue from 77th Street.

A secondary entrance to the yards, and access to the main parking lot, will be provided south of the 77th Street intersection. This entrance will likely be incorporated with a proposed signalized intersection into Olymel.

A third access to the sand and gravel storage area will be provided with separate entry from 40th Avenue. Traffic generated from this operation is largely from off-site locations and is not required to circulate through the yards.

Site Circulation

The internal road system will enhance operational efficiency between departments. Access is provided internally to each facility through service roads, except for the sand and gravel storage area.

An extension of 77th Street will provide access to each facility. A rear service road connects the site internally from north to south.

Parking is located in front of each building to provide separation from operations.

All internal circulation roads and parking lots will be paved with a rural profile.

Traffic Impact Analysis

Allowances are made in the preliminary cost estimate to upgrade 40th Avenue and 77th Street directly adjacent to the site.

The proposed Olymel expansion and future Northland Drive extension across the Red Deer River will also affect traffic patterns on the Riverside Industrial Park road system. A detailed Traffic Impact Analysis is required to determine the combined impacts of these developments with the proposed yards.

Site Grading

The site has a natural grade that slopes in a northeasterly direction from 40th Avenue towards the Red Deer River.

The majority of the site is located above the one in one hundred year flood level. A berm will be constructed along the east perimeter of the yards to provide flood protection in low-lying areas and to balance earthwork quantities. The berm will be landscaped with trees to provide an aesthetic buffer to Three Mile Bend Park.

Buildings will not be located on areas of the property that were formerly used for concrete disposal (Appendix C).

Site Servicing

There is currently no formal storm collection drainage system on site. Storm water will be conveyed by overland ditching to an oil / grit separator and then directed through piping to the Red Deer River. Other options for storm management will be evaluated in the next phase of design.

Water service will be extended from the existing watermain running along 40th Avenue. Hydrants will be positioned to provide full fire protection coverage to each building.

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The space requirements of the Transit Building is summarized below:

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A common consumable area will be located between each operation's parts room, utilizing common space, and allowing staff from both operations to support each other.

The Civic Garage shop will be configured with a center aisle between two diagonal rows of bays. This new configuration will allow equipment to be serviced without blocking access to another bay or to an exit, which is a problem frequently encountered with the existing pull-through configuration.

The space requirements of the Materiel Management / Civic Garage Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
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Civic Garage Admin / Warehouse	643	1,469	128%
Civic Garage Shop	1,416	4,159	194%
Total	3,221	7,654	138%

Sustainable Strategies

Sustainable strategies will be reviewed thoroughly during the next phase of design to make the new yards as energy efficient and environmentally friendly as practical, in consideration of budgetary constraints.

1.4 Preliminary Cost Estimate

Construction and Consulting Capital Costs

The following preliminary cost estimate for construction and consulting includes allowances for site servicing, off-site improvements, final grading, landscaping and the construction of the internal road system, yards, main buildings and storage tents:

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Operation	CONSTRUCTION AND CONSULTING	ESCALATION (2006)	PROFESSIONAL FEES	TOTAL
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Parks	\$ 7.1	\$ 0.4	\$ 0.4	\$ 7.9
Eng. Survey	\$ 0.2	\$ 0.0	\$ 0.1	\$ 0.3
Transit	\$ 16.0	\$ 0.8	\$ 1.0	\$ 17.8
Mat. Management	\$ 7.2	\$ 0.4	\$ 0.4	\$ 8.0
Civic Garage	\$ 10.0	\$ 0.5	\$ 0.6	\$ 11.1
Sand and Gravel	\$ 4.3	\$ 0.2	\$ 0.3	\$ 4.8
Total	\$ 65.2	\$ 3.4	\$ 4.1	\$ 72.7
Construction & Consulting Cost Range ($\pm 10\%$)			\$ 66.0 - \$ 80.0	

The preparation of working drawings (detailed design) is expected to take one year. Construction is anticipated over a two year period.

Pre-Development Capital Costs

Purchasing the land from the Land and Economic Development Department, and site pre-grading will be part of the overall project budget. Provisions are made to purchase the remaining eight acre parcel, which may become available for future expansion.

Pre-Development Costs are as follows:

Pre-Development Capital Costs	Millions
Land Purchase: City Site (62 Acres)	\$ 0.9
Off-site Levies: City Site (62 Acres)	\$ 1.0
Pre-Grading: City Site (62 Acres)	\$ 1.0
Allowance to Purchase the 8 Acre Reserve	\$ 0.4
Total Pre-Development Costs	\$ 3.3

Miscellaneous Capital Costs

Another \$ 1.7 million dollars is included in the budget to move into the new yards and to provide a dedicated City representative during detailed design and construction. Allowances for the following items have been considered:

- Pack, Move and Unpack Office Furniture and Personal Effects;
- Replacement Outdated Office, Lunch and Training Room Furniture;
- Computer / Network Connections & Disconnections;
- Window Coverings;
- Move Yard Materials, Equipment and Sheds;
- Replace Outdated Workshop Furnishings; and
- City Design & Construction Representative.

Capital Cost Summary

A summary of the anticipated preliminary capital costs is as follows:

Capital Costs Summary	Millions
Construction and Consulting Capital Costs	\$66.0 - \$ 80.0
Pre-Development Capital Costs	\$ 3.3
Miscellaneous Capital Costs	\$ 1.7
Capital Cost Range ($\pm 10\%$)	\$ 71.0 - \$ 85.0

At this point there has not been a detailed analysis of the split of costs between utility-based and tax-based operations. This analysis will be done in the next phase if we proceed. A preliminary estimate is that the costs would be apportioned 35% to utilities and 65% to tax-base.

Annual Incremental Operating Costs

In addition to the capital costs, annual operating costs are expected to increase. We have done a preliminary estimate of these costs.

Although efficiencies are expected from new design techniques and construction materials, it is anticipated that an additional \$845,000 will be incurred annually to operate and maintain the larger facilities.

The existing site is near the center of the City. Direct operating costs for fleet operation and labour to travel the additional distance to / from the Riverside yards to service locations throughout the City will increase by \$655,000 annually. These costs are expected to become less significant as the City expands towards the Northeast.

The annual incremental operating costs are as follows:

ANNUAL INCREMENTAL OPERATING COSTS	
Facility Operating Costs	\$ 845,000 / year
Direct Operational Costs	\$ 655,000 / year
Total	\$ 1,500,000 / year

Conclusion

If this project proceeds, it is anticipated that the next phase, detailed design would take approximately one year to complete. Part of that exercise would be a determination of the best strategy for constructing the project; a single tender, multiple tenders, or project management. The total construction time is estimated to be two to three years to total completion. This would mean that the relocation would not be totally executed until 2008 – 2009.

2.0 BACKGROUND

2.1 Acknowledgements

The composition of the design committee for this phase of the City of Red Deer West Yards Relocation project includes representation from all of the departments involved in the relocation as well as City administration and engineering.



Bryon Jeffers	City of Red Deer	Director of Development Services
Paul Goranson	City of Red Deer	Public Works Manager
Kevin Joll	City of Red Deer	Transit Manager
Greg Scott	City of Red Deer	Parks Facilities and Maintenance Manager
Al Roth	City of Red Deer	Electric Light and Power Manager
Bill Luka	City of Red Deer	Public Works
Jeff Miller	City of Red Deer	Civic Garage
Frank Collosimo	City of Red Deer	Engineering
Larry Corbett	City of Red Deer	Materiel Management
Ron Kraft	City of Red Deer	Park Facilities and Maintenance

We would like to sincerely thank the efforts of the committee as well as their contribution of time and expertise.

2.2 Project Team

The consultant team includes:

David Cheetham	Group 2 Architecture Engineering Interior Design
Darlene Dyck	Group 2 Architecture Engineering Interior Design
Christine Anderson	Earth Tech
Mike Shewchuk	Earth Tech
Wayne Tomlinson	Earth Tech
Phil Pearson	Earth Tech
Ferhan Bhanji	Earth Tech
Richard Wilson	Earth Tech
Mike Swick	Hanscomb Limited

3.0 CONTEXT AND FRAMEWORK FOR FACILITY DEVELOPMENT

3.1 Purpose and Scope

The purpose of the West Yards Relocation Study is to provide a comprehensive tool for the City of Red Deer to make a thoughtful, and informed decision to consider the approval of the relocation project into the next phase of the Major Facilities Planning and Construction Template (MFPT). This report represents the final step of Phase 2B Concept Design from the MFPT.



Through the in-depth study of existing conditions, existing reports, space requirements, and the analysis of programming opportunities, a proposed development has been identified and outlined in this report. The proposed development is the culmination of six months of effort by the project committee and represents the committee's determination of the needs of the new yards. It includes the schematic site plan, floor plans, support buildings, and related systems. Although only one option is proposed for the development of the new yards facility, many areas exist that will be clarified in the next phase of the project, should it be approved.

This report has been prepared by Group 2 Architecture Engineering Interior Design in association with Earth Tech and the City of Red Deer design committee.

History

The West Yards Relocation Project is the last phase of the CPR railway relocation in Red Deer. This urban renewal has occurred in many cities including Edmonton, AB, where the removal of the rail yards allowed land to be developed that was in high demand and of value to the future of Edmonton. The removal of the rail yards brought together two sides of downtown and sparked development that included Grant MacEwan College, 109th retail, and other commercial and residential projects. It also combined and improved the city transportation in the area.

This situation and potential results could be found in the West Yards Relocation. In Red Deer, the rail lands removal has brought retail and commercial development as well as multi family housing to the downtown, and has been further developed in the Greater Downtown Action Plan. The 48th Avenue promenade, and park development at 48th Avenue, and along 'The Sierras' compliment the urban renewal that now ends at Taylor Drive.

Pressure for additional retail and multi family housing in the City of Red Deer has seen portions of Riverlands developed into medical labs, commercial and light industrial, as well as a multi family housing development that overlooks the river. Seen in the Greater Downtown Action Plan, the Riverlands Area could be developed to expand the downtown area and make use for a greater number of Red Deer residents. A prime real estate opportunity, the Riverlands Area is currently under utilized as an urban development.

The West Yards growth, pressure for development and previous studies all contributed to the city selection of the Consultant Team to develop the project seen in this report.

3.2 Process / Methodology

To ensure the needs of the City of Red Deer are being met, the relocation of the City of Red Deer West Yards will be undertaken as a series of major and specific tasks. These specific tasks are outlined in the MFPT and form the roots of the process for this phase of the project. Throughout this process, the consultant team worked with the design team from the City of Red Deer. This provided the guidance to the project at regular meetings and reviews throughout.

In the development of the yards relocation, the project team employed the following:

- Identifying all site constraints and opportunities provided by the location, topography, soils conditions, natural vegetation, adjacent properties, traffic, servicing, access and size.
- Reviewing existing City information and studies to identify long term planning for growth, service to the City, and magnitude of the potential development.
- Identifying operational and departmental issues, interdepartmental relationships, and needs.
- Identifying potential options and variations for the site planning that include all departments, opportunities and possible solutions for review by the project team.
- Identifying potential departmental linkages to determine building layouts and possible synergies for review by the project team
- Presenting site and building options to department staff for review and input
- Revising all options in response to input and design objectives outlined by the project team.

The Project Team met to review the scope of work, planning process, and confirm the tasks. As part of this stage of the project, background information was reviewed and confirmed including reviewing relevant existing studies from the various departments.

The Project Team met initially to review the scope of work, planning process, and confirm the tasks.

The process tasks included:

- Tours of a number of facilities within the province
- Tours of City of Red Deer existing facilities
- Design meetings
- Workshops including City Department Managers and supervisors
- Consultations with individual departments
- Review of existing data and studies
- Cost checks

As part of this stage of the project, background information was reviewed and confirmed including the review of existing studies from the various departments.

See Section 12.0 for list of supporting documents and reference material.

The facility studies for the various departments identify some of the organization needed for better functionality, expansion for growth areas, and for areas that are currently undersized. The facility studies and discussion with the department managers clarified the current conditions within the existing facilities. Since the original construction of many facilities currently in the west yards, the City of Red Deer has grown at a significant rate. To accommodate the needs of a much larger city, the number of staff, expanded services and material and equipment needed are significant and require larger, more functional buildings and yards.

Prior to our team starting this study, the City of Red Deer Engineering had engaged EXH to complete a pregrading plan for the subject site. The pregrading plan would address the clearing, grubbing, and rough grading needed for the site to be ready for the new yards. This pregrading plan was reviewed with the engineering department, steering committee, Group 2, and Earth Tech to plan the storm water management plan, the water retention, Olymel site grading and elevations for the yards site.

By combining the servicing information, current state of the site drainage, future plans for development of the Northland Drive, and current adjacent site usage, the site has been designed to satisfy the needs of the new yards, the needs of the Three Mile Bend, and Riverside industrial area.

3.3 Design Objectives

Once this information was reviewed and the actual design of the project began, design objectives were developed by the Project Team to guide the design.

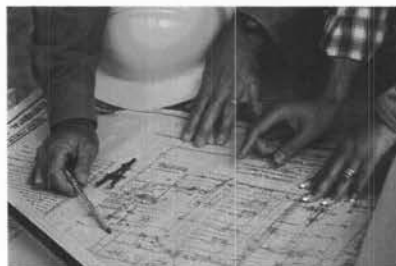
The Design Objectives are as follows:

- Consider Department and Interdepartmental Relationships
- Synergies – Combine Buildings where possible
- Improve Operational Efficiency (of departments relocated)
- Ease of Access / Egress – Yards & Buildings
- Transit Access / Egress at 77th and 40th
- Safety- Number of Access points to 40th
- Limit Traffic Conflicts
- Separation of Staff / Visitors and Operational Equipment
- Pedestrian Flow (distance and safety)
- Secure Site / Buildings
- Attractive Site
- Flexible / Adaptable -Space Planning
- Right-Size for undersized current operations
- Plan for ten years growth from today (2004)
- Provision for additional expansion
- Complement Neighboring Uses
- Sustainable Design / LEED™ Principles
- COST

4.0 SITE DEVELOPMENT

4.1 Site Information

The site location was selected as part of the recommendations of a previous study.



The site is situated along 40th Avenue and adjacent to Three Mile Bend and Olymel. The total size of the site is approximately 70 acres. After the site was analyzed and designed, the final proposal is to use 62 acres of the site for the initial West Yards Relocation. The remaining eight acres will be available for future expansion.

4.2 Site Plan

Several (30) iterations of the site plan were developed, analyzed, reviewed against the Design Objectives and revised to optimize the best use for the site and the vehicular flow. The total developed area for the City Yards is 62 acres.

Exhibit 1.0 (Appendix A) shows the portion of the site used for the yards relocation is the south side of the site. The site is contained by Three Mile Bend to the east, 40th Avenue to the west and the access road to Three Mile Bend to the south. With this configuration, the access to the site was one of the most difficult challenges of the design of the new yards. A limited number of accesses will be constructed to minimize the impact on the adjacent road network.

The overall site plan provides four main buildings, the Materiel Management / Civic Garage building, the Transit Facility, the EL&P / Public Works / Parks administration building and equipment parking building to contain all six operations of the new yards. The site layout is composed to allow the flow of the City equipment and vehicles in and out of the site while maintaining as much separation as possible from staff and visitor vehicles.

The main entrance into the site is at the intersection of 77th and 40th. At this location, new signal lights will be installed to allow the ease of flow for transit buses, who are required to maintain a strict schedule, and to allow ease of right or left turns from the site. There is a significant amount of traffic from Olymel, this site and the public, all will need to be controlled to ensure this area is not snarled with traffic once the yards are constructed. Should this project be approved, a separate traffic study will be undertaken.

Materiel Management and Civic Garage to the north will have staff parking along 40th and parking for vehicles to be serviced against the building. The deliveries and materials that are picked up will pass into the Materiel Management yard north from the 77th Street extension. (see Exhibit 2.0).

The Civic Garage is accessed from the west side (see Exhibit 3.0) At the east side of the building is the yard for the borrow fleet, additional materials, steel, scrap that is needed for operations. Vehicle and equipment leaving the Civic Garage can exit the site from the 77th Street extension or return to their respective yard along the east road. The plans for both Materiel Management and Civic Garage will be further described in Section 7.0.

The transit buses will access in and out of the site only at the 77th intersection. The transit facility position is located to ensure they can meet schedule, be adjacent to the Civic Garage and provide the best flow in and out. The transit facility will be entered from the access north of the facility and will allow buses to be parked inside. From the staging area, buses can be drawn through the fuelling and wash bay inside and stored. An additional access around the south of the facility is shown to allow the facility to be entered from the staging area without flowing through the fuel bay. (see Exhibit 4.0).

The administration for this facility and other buildings, is on the west face and the staff and visitor parking is part of the common parking lot at the edge of 40th Avenue. The access to this common parking lot is from the entry south of the 77th intersection. Most of the staff and visitors will enter the yards site here and are separated as much as possible from the equipment on site. This access completes the loop that the 77th Street extension and East Service Road form on the site for entry to the yards and vehicle storage for EL&P, Public Works and Parks. (Exhibit 5.0).

An additional access into the sand and gravel storage area is located at the north edge of the site. The entry is separate from all others to allow for the significant traffic it can generate to flow without interrupting other functions. Within the sand and gravel area is the storage for all materials, salt mixing, and scales for the activities of this area. (Exhibit 6.0)

4.3 Site Development

The level of development of the site has been identified and can be summarized as follows:

- All yards areas will be gravel and will be fenced with chain link for security.
- All roadways on the site will be paved with different thickness where needed for heavy duty and light duty.
- All parking lot areas will be paved with thickness appropriate to use.
- A berm and green landscape buffer will be maintained around the site along Three Mile Bend park and access.
- A landscape buffer will be provided along 40th Avenue.
- Landscaping and green areas will be present throughout the site around administration areas and where ever possible.
- CEPTED principles will be incorporated throughout the site as much as possible.

Landscaping

Landscaping will be planned and developed to assist in the creation of a highly attractive environment that will foster a strong sense of place. These elements can contribute to the identity of the complex making it a unique area within the overall setting of Three Mile Bend.

In general, the approach to landscaping on the site will seek to accomplish the following aims:

- Preservation and enhancement of the existing landscaped areas and buffers wherever possible and not in conflict with the planned location of building or parking facilities.
- Providing clustered plantings of trees and low level vegetation to shield pedestrians and buildings from predominant winter winds and function as snow traps.
- Softening the visual appearance and minimizing the perceived mass of large buildings and large parking areas.

A landscaped berm will provide an attractive buffer along all sides of the site and Three Mile Bend. The landscaping in this area will also be planted to create a physical and visual barrier in conjunction with fencing.

Internal landscaped islands will be provided in larger parking areas where the number of stalls exceeds 25. These islands will be planted at the end of rows of parking and distributed throughout the parking area to create the appearance of a series of smaller parking lots.

Parking Summary

- Staff stall 331
- Visitor stalls 29
- Handicapped stalls As required by code

5.0 TRANSPORTATION PLAN

5.1 General

The conceptual layout as per "Exhibit 1.0" is functional. The internal roadway network consists of a series of roads that provide access to staff parking, facilities and yards. The Three Mile Bend road is separate from the internal roadway network. The main access road which is continuation of 77th Street, is a collector roadway that feeds traffic to the designated facilities and yards.

Other than the Transit facility, all other facilities have been centralized. The Transit facility has good separation from the other facilities and is in close proximity to the intersection of 40th Avenue / 77th Street. The location of this facility in relation to the overall site is key since it is a major traffic generator.

Another key to the functionality of the site is that the sand & gravel yard is kept separate. The operational traffic generated by the activity will not mix with the internal vehicle and bus traffic.

In the "City of Red Deer 2003/2004 Transportation Plan Update" as prepared by Stantec, it is indicated that 2003 traffic counts at the intersection along 40th Avenue is 6900 AADT and 5600 AADT along 77th Street. Stantec estimates that should the population horizon increase to 115,000; the traffic would remain less than 10,000 AADT on both 40th Avenue and 77th Street. This report has not taken into account the impact of increased traffic volume due to this site development. A separate Traffic Impact Assessment (TIA) needs to be carried out to address the combined impact of traffic generated from this site development, the proposed Olymel expansion and the future extension of Northland Drive on the surrounding road network.



5.1.1 Internal Site Circulation

Transit Facility

The Transit facilities in Strathcona County, St. Albert and Fort McMurray were used as examples for the conceptual layout of the Red Deer Transit facility. All the fuelling, coin drop, sign maintenance, car wash and servicing are conducted in the same facility (see Exhibit 12.0).

There is one lane designated for fuelling, coin drop, sign maintenance and washing. There are two lanes designated for servicing and there are 11 lanes designated for parking. Each parking lane is 75 m in length and can accommodate 5 buses/lane for a total allowance of parking for 55 buses. Each lane is 6 m wide.

There is a 20 m separation between the west wall and the parking lane, which allows for ample bus turning from either the service bay or upon entry from the north. The bus either enters the facility from the east if any of fuelling, coin drop, sign maintenance, washing or servicing is required and from the north if parking is only required.

There is a designated garage door for each parking lane. This eliminates the space required to manoeuvre the vehicle inside the facility.

Internal circulation of the transit facility was checked using the "Autoturn" software. The design vehicle used in the turning analysis was an "IBUS" (Standard Bus), as per the TAC manual.

Internal circulation in the Transit facility is adequate.

EL&P / Public Works / Parks Facility

Entry into the parking facility is from the north and exit is from the south (see Exhibit 7.0).

All fuelling and washing will be done at the station and bay at the east end of the site.

All servicing will be done at the Civic Garage.

The standard parking width is 4 m for the large vehicle and 2.6 m for standard vehicles. There is a 10 m aisle separating the parking rows.

The design vehicle used in the turning analysis was an "HSU", as per TAC manual. The "HSU" is a heavy single unit vehicle.

Internal circulation in the EL&P / Public Works / Parks facility is adequate.

Materiel Management and Civic Garage Facility

Vehicles enter from the west and exit to the east.

Lanes are 4.95 m in width. There is a 13.8 m aisle separating the parking rows.

The design vehicle used in the turning analysis was an "IBUS", as per TAC manual. There is no design vehicle for graders. The "IBUS" is the best design vehicle considering that it has a more limited turning radius than a grader.

Internal circulation in the Materiel Management / Civic Garage facility is adequate.

Sand and Gravel Yard

Internal circulation in the Sand & Gravel yard is adequate.

5.1.2 Internal Roadway Network

The internal roadway network consists of the E-W and N-S access roads. The E-W access road is a collector roadway and have a road top width of 9 m and widens to 19 m at the intersection of 40th Avenue / 77th Street. The lanes are 3.7 m in width and have 0.8 m shoulders. This is a rural cross-section and has a 1 m wide ditch. The design is typical for a site that has an overland drainage system of ditches and ponds. The N-S access road is similar in width to the E-W access road. There is no widening of the N-S access road (see Exhibit 14.0 and 15.0).

The radius at each intersection was determined using the appropriate design vehicle turning template. The radius varies between 10 m to 15 m.

Subject to verification of adequate subgrade material, the recommended pavement structures are to be as per Table 12.3, Section 12 of the City of Red Deer - 2004 Design Guidelines is as follows:

- All yards: Gravel lane roads, 250 mm GBC, 300 mm subgrade preparation
- Internal roads, parking and staging area: Industrial collector roads, 100 mm ACP, 200 mm GBC, 300 mm granular subbase

Internal circulation of the roadway network is adequate.

5.1.3 Staff Parking

Internal circulation of the parking area was checked using a Passenger Car Unit. The internal circulation in the parking lots is adequate.

5.1.4 40th Avenue / 77th Street Upgrade

Traffic Impact Assessment

The intersection at 40th Avenue / 77th Street will have to be reviewed during the Traffic Impact Assessment (TIA). The layout as shown in "Exhibit 14.0" displays separate left turn and right turn lanes and through lane heading west from site, separate left turn lane and shared through and right turn lane heading east, separate left turn lane, through lane and separate right turn lane heading north and a separate left turn lane and shared through and right turn lane heading south.

It is assumed that traffic signals will be required at this intersection to safely handle the traffic along 40th Avenue and traffic to the site. The actual signals requirement will have to be determined during TIA study.

There are raised concrete medians for channelization on all four approaches.

The impact due to site generated traffic on the surrounding road network has not been reviewed at this time. Further study is required to determine the extent of influence.

The pavement structure as per Table 13.3, Section 13 of the City of Red Deer - 2004 Design Guidelines is as follows:

- 40th Avenue: 125 mm ACP, 200 mm GBC, 300 mm granular subbase

The TIA study done for the Olymel site needs to be incorporated in the TIA study for the site.

Access Management

As shown in "Exhibit 1.0", the Red Deer yards is served by three accesses. The existing accesses for surrounding businesses remain as is. During the TIA study, the need to consolidate, relocate or remove these accesses will be addressed.

6.0 SITE SERVICING

6.1 Existing Servicing

6.1.1 Water Supply System

To supply water and provide fire protection to local businesses along 40th Avenue, there is an existing 250 mm water main north of 77th Street that connects to a 200 mm main in 78th Street, and a 300 mm water main that extends south as far as the Olymel site.



6.1.2 Sanitary Sewer System

There is an existing 450 mm sanitary main located in 40th Avenue that services the Olymel plant.

There is a 675 mm sanitary trunk main that crosses the Red Deer River and runs along the 40th Avenue roadway.

6.1.3 Storm Drainage System

The new Public Works site is located between 40th Avenue and the Three Mile Bend Park. 40th Avenue currently has a rural cross section with shallow ditches on each side of the roadway. The site has a natural grade that slopes in a north easterly direction towards the Red Deer River. There currently is no formal collection or piped drainage system on the site. Existing storm drainage flows were examined in detail by EXH in conjunction with the preparation of a preliminary grading plan. The EXH report broke the site down into three (3) catchment areas and identified minimum storage volumes for each. The 18.2ha area called Basin B which is essentially all the land south of 77th Street was noted to require a minimum storage volume of 9,500 m³ if an outflow of 7.6 L/sec is provided. Basin C will be the area between 77th Street and the Olymel site and will require a minimum storage volume of 3,500 m³ if an outflow rate of 5.4 L/sec can be provided (see Exhibit 17.0).

The EXH report had assumed that the existing ponds or wetland areas that were in Three Mile Bend Park, off the Public Works site, would be available to attenuate the storm water flows and deal with the water quality treatment.

6.2 Proposed Servicing

6.2.1 Water Supply System

The water servicing for the site is shown to have two connections to the existing watermain running along 40th Avenue, and will loop around the transit garage with a 200 mm line. The looping of the water main allows the greatest flexibility to maintain service and fire protection to the site, should a repair or connection be required at some location along the line. The looping provides a stronger fire flow to hydrants and allows hydrants and service lines to be taken off at appropriate locations with a minimum of lead or service line length. Hydrant leads are assumed to be a 150 mm size.

Hydrants have been positioned to provide full fire protection coverage to each of the buildings, and within appropriate distance of the Siamese connections on the buildings (see Exhibit 18.0).

It is assumed that the new public works building facilities will have sprinklers and independent supply lines will be taken off the water main loop to the sprinkler rooms in each of the buildings.

Based on discussions with the City of Red Deer, the eight acre reserve at the north end of the parcel will not require water a service.

A proposed Regional water line is identified to be installed between 40th Avenue roadway and the site.

6.2.2 Sanitary Sewer System

The sanitary servicing for the site will be provided by a 200 mm PVC service line to the public works building, and a 200 mm PVC line extending east into the site from a manhole at 77th Street, that will service the Transit and Civic Garage buildings. A small pump facility is anticipated to be required at the Wash Bay building and a force main from there up to the gravity line serving the Transit and Civic Garage because the Wash Bay building is located near the lowest elevations proposed on the preliminary grading plan which is approximately 2 m below the grades at the front of the transit garage.

Based on discussions with the City of Red Deer, the eight acre reserve at the north end of the parcel will not require a sanitary service.

A proposed sanitary trunk main is identified to be installed between 40th Avenue roadway and the site.

6.2.3 Storm Drainage System

The EXH grading plan will be revised such that the grading will direct storm water from the eight acre reserve north and the site storm water will be managed independently.

6.3 Environmental Solutions

6.3.1 Storm Water Management System

To examine the storm water management requirements for the site, Earth Tech combined the latest Group 2 / Earth Tech layout plan prepared for the site with the preliminary grading plan prepared by EXH. Earth Tech modified the preliminary grading plan prepared by EXH so that the storm water on the eight acre reserve will flow north and be managed independent of the site.

The EXH storm water analysis identified the 1:100 year flood level for the Red Deer River to be elevation 847.15 m, and the 1:5 year flood level to be at 846.7 m. The majority of the site is above the 1:100 year flood level of 847.15 m, however the low point of the site which is immediately east of the Civic Garage / Materials Management building has

a proposed elevation of 845.0 m next to the proposed berm. The area identified for the gravel stockpiles is almost all within the area currently shown to be below the 1:100 year flood level. Due to the high flood levels of the Red Deer River relative to the existing and proposed grade for the site it is anticipated that the collection of site storm water will be accomplished through the use of surface drainage and shallow swales. The had proposed to construct a berm that would be approximately 1 m higher than the 1 in 100 year flood level with several storm lines installed through the berm to allow storm water release to the Red Deer River.

Three alternatives were identified to deal with the treatment and disposal of storm water:

- treatment by grit / oil separator(s) and pipe direct to the Red Deer River;
- develop existing storm ponds as wetland facilities and use exfiltration or a smaller pipe to discharge attenuated flows to the river;
- develop on-site storm retention and use soakaway to exfiltrate water (if underlying soils are suitable granulars)

A storm water management plan was prepared that showed potential swale or drainage channel locations and a grit / oil separator adjacent the berm and in line with 77th Street. Catch basins are identified at each of the two low points as well as at the east end of 77th Street, which would be connected to a manhole and then the grit oil separator(s). From the grit / oil separator storm water flows will be directed to the Red Deer River through either a storm pipe or open ditch, capable of handling a final development flow from the site. With this option the water would be treated before it is released from the site, but there would be no flow attenuation to predevelopment levels. Because the flow is going direct to the Red Deer River there is no impact on any other piped storm system components within the City system. A regular maintenance of the grit oil separator will be required to ensure proper function of the unit, and the off site storm trunk will have to be sized to handle the major storm event flows. A backflow prevention device such as a flap gate valve will be necessary to ensure the site does not get inundated with water from the river when the Red Deer River is under flood conditions. The site will accumulate any water that flows to the berm when the river is under flood conditions, and the water level on the Red Deer River side of the berm exceeds the elevation of storm water that accumulates on site. The site could be built up to limit the amount and depth of water accumulation. Alternatively a low head / high volume mechanical lift could be employed to deal with storm events where water that collects on site exceeds a predetermined elevation which is lower than river flood levels. Water under these conditions would be pumped from the site to the river side of the berm (see Exhibit 16.0).

An alternative to a direct outflow to the Red Deer River is to collect the on site drainage as previously described at the two low points, then direct the flows through the berm to one or both of the existing ponds in the Three Mile Bend Park. The existing pond area could be used to attenuate the flows, and the existing natural drainage channel could be used to discharge excess water to the Red Deer River. Berms would have to be constructed around the ponds to an elevation above an acceptable flood level. It would be good practice to construct a forebay at the ponds and pass all storm water from the site through the forebay to allow for sediment removal, as well as isolation of any contaminants should a spill occur. If the existing pond areas were developed into a wetland facility they could be used to ensure a very high level of treatment before water was released to the river.

Another option that may be cost effective and feasible, if the underlying soils at the site are granular and suitable for a relatively quick release of water by percolation into the soils, would be the disposal of the storm water by directing storm flows to engineered soakaways.

The first alternative utilizing the oil / grit separator(s) and a direct piping to the Red Deer River was utilized as the basis for the preliminary cost estimate.

6.3.2 Salt Management System

The preliminary design includes the construction of a separate sand and gravel yard at the north end of the site. This yard will be used for the storage of granular materials such as sanding chips, black dirt, sand and gravel. The yard will also have a dedicated storage area for granular road salt and mixed sand / salt that would be ready for road application.

Since salt laden runoff has the ability to impact the natural environment (i.e. surface waters, vegetation, aquatic habitats and groundwater), it is important that runoff from the salt storage and handling areas not be allowed to enter into the local storm water management system. Releases of salt impacted water into other habitats can lead to the initiation of an order from Alberta Environment as well as from the Department of Fisheries and Oceans (DFO). The preliminary design recommends providing a separate overland drainage system for the salt storage and handling areas. This drainage system would collect all runoff from this area and direct the runoff to a lined brine water retention pond located west of the site. The areas adjacent to the salt storage and handling areas would also be graded to minimize the amount of runoff across the salt handling areas. Once the runoff is retained in the pond, the water would be sampled to determine proper disposal options. If the water meets provincial and federal freshwater discharge requirements it would be pumped into the adjacent storm water management pond that is being utilized for the remainder of the yard. In the event that the salinity levels exceed the discharge criteria, an off-site disposal site would need to be utilized for disposal. Deep well injection is commonly used for the disposal of salt water from the Province of Alberta owned Highway Maintenance Yards.

Due to the granular nature of the subsurface soils, it is recommended that consideration be made for the installation of a pavement structure or underlying geotextile liner in the vicinity of the salt storage and handling areas. This structure would prevent the vertical infiltration of salt impacted surface water into the underlying groundwater table and would assist in the recovery of runoff from the handling areas.

In order to reduce the over application of road salts and to minimize potential impacts to the environment, it is also recommended that users of the site develop and follow a defined Salt Management Plan as well the Best Management Practices of Road Salt Management as published by the Transportation Association of Canada.

6.3.3 Fuel Storage Areas

The detailed design of the fuel storage and handling areas will follow the requirements of the Alberta Fire Code and the requirements of the Petroleum Tank Management Association of Alberta for storage tank registration. Items that need addressing include; the use of double walled tanks and piping (if underground), tank leak detection, tank overfill protection, spill containment devices and control of fuel spills around the pumps / refuelling areas. It is also recommended that the vehicle refuelling be completed on a concrete pad in order to assist in the recovery of fuel spills and to prevent the vertical migration of petroleum products.

6.4 Grading

6.4.1 Site Grading

It is essential that the site grading set the building floor elevations above the Red Deer River flood elevations. The 1:100 year flood elevation for the river in this location is 847.15 m. Overall the site is currently shown to be graded from a high point in the southwest corner at elevation 851.50 m in a northeasterly direction to 2 low points on the site each side of 77th Street next to the proposed berm at elevations 846.75 m and 845.0 m south and north of 77th Street respectively. North of 77th Street the proposed grading results in the drainage flowing almost straight west to east and to the low point behind the Civic Garage.

The current design done by EXH is expected to result in balance earthworks at the completion of the preliminary grading, with the east berms constructed to a top elevation of 848.15 as part of the preliminary grading work.

The construction of the on-site paved roadways, paved parking lots / staging areas and gravel yards will require the import of substantial volumes of granular materials. Depending on the floor elevations set for the buildings there could be a significant volume of granular structural fill required below the floor to bring the area to grade. A detailed grading plan for the site has not been done to date but with the cut fill that will be done on site in conjunction with the imported granular fill material it is expected that the site will not require significant quantities of imported fill. One factor that could change that statement would be if it was decided to bring the finished grade of the site up so the flooded area is reduced or eliminated. An average fill of 0.5 m across the site has been included in the magnitude of cost estimate in anticipation of detailed site grading.

The preliminary grading contours at the Public Works Building range from 850.75 m to 849.0 m, with the building floor elevation to be set in the range of 850.25 to 850.5 m, which is well above the flood level. The 40th Avenue roadway elevations at the entrance to the Public Works Building, is in the range of 851.75 m.

The preliminary grading contours at the Transit Building range from 849.25 to 847.75, with the building floor elevation to be set in the range of 848.50 to 848.75, which is still well above the flood level. The 40th Avenue roadway elevations at the 77th Street entrance to the Transit Building and Civic Garage / Materials Management is in the range of 850.00. The preliminary grading contours at the Civic Garage / Materials Management Building range from 848.00 to 846.50, with the building floor elevation to be set in the range of 847.25 to 847.50, which is only slightly above the flood level. The Civic Garage yard is all in the area identified to be flooded by the Red Deer River to varying depths for any storm event greater than a 1:5 year storm.

The preliminary grading contours at the Materials Management shed enclosure range from 847.25 to 848.75, with the building floor elevation to be set in the range of 848.00 to 848.25, which is above the flood level. The 40th Avenue roadway elevations at the scale entrance to the Materials Management yard area is in the range of 848.75.

6.4.2 Off Site Improvements

The 40th Avenue Improvements required on 40th Avenue when the Site is developed have been identified. Traffic signals will be required at the 40th Avenue / 77th Street intersection. On the roadway it will be necessary to provide widening for acceleration or deceleration.

Access have been shown for the Materiel Management facilities, the intersection at the 40th Avenue / 77th Street intersection noted above and for the EL&P / Public Works / Parks facilities parking and yard access.

7.0 ARCHITECTURAL DEVELOPMENT

For each building, a program has been developed that outlines the area requirements and totals for all components.

The planning for the facilities incorporated all the space required for current staff services however, the overall size of the facilities was to include the growth for '10 years from today' (2004). This window was the base for all decisions of size and number of spaces required for staff, vehicles and equipment. This 10 year growth will also incorporate the significant undersizing and growth issues faced in the current facilities for the City Yards. In some buildings planned for this new site, growth will be seen as significant as over 150% in areas where undersized facilities have not been expanded for a number of years.



7.1 Buildings

There are four major buildings on the planned site for the West Yards Relocation Project. There are also several smaller support buildings for services needed on site. The following points will describe the buildings and the planning of the buildings as well as their intended function.

7.1.1 EL&P/ Public Works / Parks Facilities and Maintenance

This facility is actually two buildings, the first is the administration component and the second is the vehicle storage component. In the administration building (Exhibit 7.0), all three departments are brought together into one facility. To ensure the maximum use of common areas as well as provide opportunities for synergies and multi use.

The plan diagram shows the EL&P administration at the north side of this building, in orange color. This area is a total of 928 m² for the administration and offices and 444 m² of shop area. The plan is described in detail on the program with the number of spaces and sizes of each portion on the attached program (Appendix A).

The EL&P administration area is adjacent to the common parking area for the site and faces west along 40th avenue. The offices and open work areas are focused along this west side. The two entries are at each side of the offices with the reception at the center. All of the service areas such as copy room, storage, washrooms and conference rooms are at the center of the administration block.

To the east, above the reception, are the workshop areas including parts and testing, remote metering, and control room area. The crew room and access to the vehicle storage extends through this area to the east (Exhibit 8.0).

The Public Works administration is at the center of the facility and has its main entrance at this location. From the entry, the public works department is split into two sections, the environmental services on one side and Public Works on the other. The environmental service includes water and waste water, and is expanded from the current administration. This represents the expansion of services needed by public works that can not be accommodated in their current facilities.

The offices and work stations are located along the west side of the building with the shop services located along the east side, adjacent to the vehicle storage building. At the entry of public works, are the administration support staff, conference rooms, storage, washrooms, and printing area, and the general service area (Exhibit 9.0).

The Parks Facilities and Maintenance administration is located at the south end, the offices are along the outside walls with service areas at the center. The shop areas are to the east side, adjacent to the vehicle storage (Exhibit 10.0).

The common areas are in the center of the facility. These areas include the locker rooms, changing and showering facilities, lunchroom, circulation, washrooms, mechanical and electrical spaces and crew areas. The co-location of these components allowed for some synergies, the overall reduction of area, and prevention of repetition (Exhibit 7.0).

The vehicle storage facility a separate facility. It was removed to address three issues faced by this facility (Exhibit 7.0), as follows:

- One, a significant space reduction was required. Physically detaching the vehicle storage reduced the amount of indoor circulation area. The number of overall vehicles stored inside was also reduced by over half, reducing the size of the building.
- Two, the shop needed to be adjacent to the vehicle storage, outside and have access for equipment testing and storage as well as be located near to the crew areas and supervisors that work with the shop staff. By separating the vehicle storage and the administration portions, this issue was resolved.
- Three, exhaust fumes were a concern with shop or administration areas adjacent to the vehicle storage. This has been addressed by separate buildings with independent HVAC systems.

Special Equipment

The Public Works / EL&P / Parks Facility requires some special equipment including provision of a generator for their UPS emergency power, SCADA System for remote metering and controls of the City power systems. Fibre Optic cabling, data and network connections will be needed as well as air compressors for shop equipment.

7.1.2 Transit Building

The transit facility is, as are all of the buildings, composed of two parts, the vehicle storage and the administration.

The administration area is located along the west side of the building next to the staff and visitor parking area. This area is separated into two parts, the private side for the locker rooms, lunch area and uniforms and the public side for offices, fare purchase, reception, and lost and found. Administration has been designed to allow for drivers to flow through the facility to the locker rooms, driver report area, running board area and to the buses. (Exhibit 11.0) the offices and work areas are located on the south side of the building and allow for access into the bus facility as well.

The vehicle storage area is sized to accommodate 55 buses and includes a service lane and the fuelling/ wash lane. To increase efficient the services of fare drop off, fuelling and washing are located in the same facility (Exhibit 12.0).

Special Equipment

Equipment needed for this facility includes a large vehicle sized automatic wash bay unit, fuelling system for high speed fuel transfer, fare drop off box and vault as well as fare repair area that is secure. Automatic door openers for the many overhead bay doors will also be needed for smooth operation of the bus facility.

7.1.3 Materiel Management and Civic Garage

Combined in this facility are the Materiel Management and Civic Garage. This building is located on the north side of the 77th street intersection. The administration is located to the west with shop and warehouse components to the north. The reception and main entrance to the administration is located at the center and allows access into the Materiel Management and Civic Garage (Exhibit 13.0).

Deliveries, pickups, and job material orders are placed at the counter in the Materiel Management side of the building. This area has been expanded for more space for people waiting, placing orders by computer and delivering goods for Materiel Management. Access to the warehouse is limited to the staff of Materiel Management.

By combining the two areas, several synergies have been realized that improve the operations of the components as well as reducing the overall area that two separate facilities would require. Particularly, as discussed in the EL&P / Public Works / Parks buildings, common areas of mechanical, electrical, locker rooms, lunch areas, crew areas will be shared. These areas are able to share reception, office space, storage, printing services and service tasks. The Materiel Management counter and the Civic Garage parts counter will be able to be serviced by staff from both. Access through the two warehouse areas has been provided for this as well as a shared consumables area for similar items needed by both parties. As well, Materiel Management is planned to receive many of the deliveries and product shipments for the Civic Garage.

The garage facility has been organized with a single lane through the garage for access in and out. The traffic is one way from west to east. Inside the garage, the service bays are arranged at 45 degrees angled to the east. This created access and service issues as well as limited space for service.

- Back up concerns
- Reduce doors - until costs / consistent heat
- More space for service

The parts area and the warehouse have been expanded to accommodate growth of storage.

Special Equipment

An overhead crane, hoists for most bays, air compressors for air driven tools, a paint booth sized to fit a bus, welding equipment and power, gas containment for the various types as well as machining tools. The overhead doors may require automatic openers for both sides. A multiple tank storage area that will allow for hose connected fluids for oil, coolants, and hydraulic fluids and oil storage and collection for disposal is needed as well.

The Materiel Management warehouse requires a small scale, overhead doors and openers, significant shelving (not in contract).

7.1.4 Support Structures

Several support buildings are needed on this site for the services of the departments. As discussed previously, vehicle storage within the conventional buildings has been reduced significantly to allow for space and cost reductions. To accommodate some shelter of the significant amount of vehicles and equipment on site, several departments have been provided with tents for storage. They will be unheated tents with concrete foundations, gravel floors, and some provision for plugging in block heaters. Tents have been provided for Public works, EL&P, Parks and Transit for vehicle storage.

The sand and gravel area has a large shed for salt storage and mixing to prevent environmental contamination caused by salt drifting in the air while mixing. This shed will also have to accommodate environmental consideration to prevent salt seepage into the ground that will also contaminate ground water and soil conditions.

Along the east side of the site, the fuel islands and wash bays are located for all departments to use. The fuel islands will be above ground as will all fuel storage and environmental protection. The wash bay facility will be a conventional block construction as seen in many commercial wash bays. This facility will accommodate three wash bays at this time.

Shown in the sand and gravel area is the scale for the material coming and leaving the site. The scales will have a shack to accommodate the equipment and will be a heated shed facility.

EL&P and Materiel Management both require additional cold storage sheds for copper wire, transformers and other parts. These items need to be stored in a secure location to prevent theft which has occurred in the past.

8.0 MECHANICAL SYSTEMS

8.1 Site Mechanical

Gas Distribution System

The gas distribution system for the site will be designed and coordinated with the local utility company to ensure adequate pressure is available for delivery of gas service without the requirement of a booster system. The system shall contain a gas meter, pressure regulating device, and shut off device. Gas filters shall be provided upstream of the meter.



The location of the gas meter for the site and its corresponding housing shall be coordinated with the local utility company and civil / site design as well as with the requirements of other governing authorities. Approved shut off devices shall be provided on the gas distribution piping at the entrance to each building requiring service.

Water Distribution System

The water distribution system shall be coordinated to ensure adequate pressure and flow are available for delivery of water service to each building without the requirement of a booster system. Backflow prevention through the use of cross connection control devices (i.e. air gaps, backflow preventors, vacuum breakers, double check valve assemblies, etc) will be installed to ensure the water supply system is maintained under constant positive pressure while the avoiding contamination into the distribution mains via backflow siphonage.

The location of the water meter for the site will be coordinated with the local utility company and the civil / site design as well as with the requirements of other governing authorities. Isolation / shut off valves shall be provided on the water distribution piping at the entrance to each building requiring service.

Fire Protection Distribution System

The fire protection distribution system shall be coordinated to ensure adequate pressure and flow are available for delivery of water service to each building. The water supply service to the system will include coordination with the local fire department, the local authorities having jurisdiction over the sites, and the owner's insurance provider. Backflow prevention through the use of cross connection control devices (i.e. air gaps, backflow preventors, vacuum breakers, double check valve assemblies, etc) will be installed to ensure the fire protection water supply is maintained at positive pressure.

8.2 Building Mechanical

Mechanical General

The mechanical systems for these facilities will be designed by an Alberta licensed Professional Engineer, in conformity with all federal, provincial and municipal laws and regulations and will conform to the latest adopted edition or revision of the codes and standards of the following technical associations and organizations:

AABC:	American Air Balance Council
ABC: Alberta	Building Code
AMCA:	Air Moving and Conditioning Association
ANSI:	American National Standard Institute
ASHRAE:	American Society of Heating, Refrigerating and Air Conditioning Engineers
ASTM:	American Society for Testing and Materials
ARI:	Air Conditioning and Refrigeration Institute
NRC:	National Research Council of Canada
CSA:	Canadian Standards Association
NFPA:	National Fire Protection Association
SMACNA:	Sheet Metal and Air Conditioning Contractors National Association Inc.
ULC:	Underwriter's Laboratories of Canada
MSS:	Manufacturers Standardization Society of the Valve and Fittings Industry
NPC:	National Plumbing Code of Canada
CGA:	Canadian Gas Association

8.3 Sanitary Waste and Storm Water

The sanitary and storm water drainage systems will consist of two separate independent underground systems including building connections, manholes, cleanouts, drainage inlets (yard or curb), cooling tower waste (where applicable), open drainage channels, dry wells, etc and all appurtenances. The design shall be in accordance with all applicable provincial and local governing codes and shall discharge into the designated site drainage systems.

Sanitary Drainage Systems

The sanitary drainage and venting systems will be a gravity type drainage network of piping capable of collecting the appropriate sanitary waste from all plumbing fixtures throughout the building including floor drains in all washroom areas. Floor drains and floor sinks will be installed to accommodate the event of insufficient water flows in the building and automatic or manual trap primers will be integrated into the system to maintain proper seal and prevent sewer gases from entering the spaces. The drainage system will be designed to convey sewage and/or other liquid waste to an approved point of disposal. The capacity of sanitary drainage system will be designed based on occupancy, operational uses, and fixture units.

Drainage piping installation will maintain uniform slope of 1%-2%. The minimum design velocity in the horizontal drainage pipe will be approximately 0.6 m per second (2 feet per second). Sanitary drainage cleanouts will be installed where required and in compliance with applicable codes enabling access to the drainage system to facilitate inspections and provide a means of removing obstructions. If it is determined that the building drains cannot be discharged to the sewer through means of gravity flow, the incorporation of a duplex pump system will be designed to accommodate the removal of waste from a building sump.

Grates, strainers, or extended length drains will be incorporated as required in places such as passageways from shower areas into locker room areas to prevent runoff water from entering the locker areas.

Oil interceptors, designed to separate and collect oils and other light density volatile liquids, will be required in areas where lubricating oil, etc. are present in or around the drainage system. Oil interceptors will be sized in accordance with the maximum anticipated flow rate of waste water that could be discharged through the drains they serve.

Storm Drainage Systems

The storm drainage systems will convey rainwater, snow melt run off from the building, and surface run off from all types of precipitation, ground water, and subsurface water. The effects of ground water will be mitigated by the installation of weeping tile around the perimeter of the building that will be run to sumps located outside of the building. Ground water will collect in the sumps and be pumped to the site storm system.

Storm roof drainage system will be designed to the maximum 15 minute rainfall for a 1 in 10 year storm event as outlined in the Alberta Building Code. Storm water will be directed to roof drains and internal leaders for all flat roof areas. If it is determined that the building storm drainage system is at lower elevation than the public storm sewer system, the drainage will be pumped and the discharge will be directed to a safe point of disposal as governed by the code.

Sustainable design concepts will be presented to evaluate the conversion of storm water runoff into sources of reusable water or to increase infiltration into the ground water supply. These concepts include the use of stored storm water from the building site for re-use in toilet flushing, irrigation processes, cooling tower makeup water (where applicable), or pre-cooling of the air handling equipment.

8.4 Water Reclamation Systems

The design of a water reclamation system will be provided in the design at the wash bay, if feasible.

8.5 Heating and Cooling Systems

The heating requirements of the administration facilities will be met through the use of hydronic hot water and glycol systems. Heat will be provided to individual rooms and/or areas by perimeter radiant panels. Heat will be introduced to

the ventilation systems by means of glycol heating coils within the air handling units and hot water reheat coils within the distribution ductwork. Space design temperatures are based on the following:

Space	Occupied Temperature (°C)		Unoccupied Temperature (°C)	
	Summer	Winter	Summer	Winter
Offices	25	22	28	18
Training / Conference	25	22	28	18
Utility (mechanical room)	30	18	30	18
Washrooms	25	22	28	18
Lockers / Showers	a	28	a	28
Shops / Workspace	28	22	30	18

a. Usually not air conditioned

Each building will feature two integral, natural gas fired, copper tube sectional, hot water heating boilers will generate central heat, each at 60% of the total required heating load. Heating water will be circulated by means of a "primary / secondary" system. Two primary heating water pumps will be used, each sized at 100% of the total required flow rate. Two individual secondary systems will be used; one for the building perimeter heating and the second for the ventilation reheat coils. Each secondary system will utilize two circulation pumps, each sized at 50% of the required flow rate. The primary pumping system will also provide heat to a hot water / glycol heat exchanger. One secondary system will be used for heating coils within the air handling units. Glycol in the secondary system will be circulated using two pumps, each sized at 50% of the required flow rate. Hot water and glycol circulation pumps will be centrifugal, vertical in-line types. Individual exterior perimeter rooms will be heated by baseboard or hot water radiant panels. Entrance vestibules will be heated through the variable air volume system with its subsequent heating coil. The mechanical room utility space will not be heated directly but will rely on waste heat from the equipment. The perimeter spaces such as Parts / test, Wood, Tool Crib, Sign Shop, and Storage will be heated using gas fired infrared heating systems or unit heaters.

The glycol and primary hot water circuits will contain, but not be limited to, an air separator, an expansion tank, strainers on pump inlets, isolation and balancing valves, automatic make-up capability (hot water only), side stream filtration and chemical treatment equipment.

Throughout the facilities each individual conference room or training space will be provided with independent temperature control capability. Offices and smaller rooms will be grouped together in common zones based on use and exposure. Each air handling unit will be provided with individual electric direct expansion (DX) cooling units or a chilled water coil serviced from a chiller and chilled water plant. Cooling coil capacities are ARI and based on maximum air velocity, over the active face of the coil, of 2.5 m/s.

8.6 Air Handling Systems

The buildings will be provided with units capable of maintaining ventilation levels according to ASHRAE Standard 62-2001 Ventilation for Acceptable Indoor Air Quality.

Distribution of the primary conditioned air to the spaces will be via low velocity ductwork terminating at reheat coils in order to provide increased temperature control.

Sound attenuation will be achieved by using vibration isolation on the fans within the air handling units and acoustic insulation in the return ductwork and unit casings.

Ventilation rates will be based on requirements as per our calculations. The variable volume ventilation systems will have the ability to provide minimum air flow when unoccupied based on programmable schedules. All air systems will have the capability to shut down when not needed (unoccupied) and have a night set back function to further optimize efficiency.

Heating for large open work spaces will include the use of gas fired infrared heaters or unit heaters.

EL&P / Public Works / Parks Administration Building Air Handling System

The facility will be divided into nine separate zones consisting of the following areas:

- Zone 1 North Office Conference Core
- Zone 2 Metering and Control/ Parts and Testing
- Zone 3 North West Office Core
- Zone 4 Mens Lockers and Showers / Lunch / Womens Lockers
- Zone 5 Wood / Tool Crib/ Sign Shops
- Zone 6 South West Office Core / Mechanical
- Zone 7 Storage / Meter / Water Distribution
- Zone 8 South Office / Training / Conference
- Zone 9 Storage and Equipment

The air handling units serving Zone 1, Zone 3, Zone 6, and Zone 8 will be variable air volume type with variable frequency drives. CO2 sensors will be included in the training and conference spaces. A heat recovery system should be considered in the design as a viable option for sustainability.

Distribution of the primary conditioned air to the spaces will be via medium velocity ductwork terminating at "Variable Air Volume / Reheat" type units which will vary the air-conditioned air quantity to match the zone's load while maintaining a minimum air flow rate to ensure adequate outside air for occupants. Once the flow of conditioned air is reduced to the required minimum, trim temperatures are maintained by the reheat coil. Ductwork connecting the VAV units to the occupied areas will be low velocity.

Individual unitary air conditioning units will be utilized in Zone 2 as required for high cooling load applications, such as computer labs and control centers.

The air handling units serving Zone 4 will be a direct gas fired makeup air unit capable of delivering 100% outside air unit. The locker and shower room will be fully exhausted.

The air handling units serving Zone 5 will be variable air volume type with variable frequency drives. A heat recovery system should be considered in the design as a viable option for sustainability. Heating for these spaces will include the use of infrared heaters or unit heaters. Ductwork for zone 5 will be designed according to the industrial duct construction standards covered under NFPA Standard 91 Class 2 for transmission of wood particulate and grain handling. Temperatures in the wood shop and wood storage area should be maintained at 10 – 20 degrees C above ambient.

The air handling units serving Zone 7 and Zone 9 will be variable air volume type with variable frequency drives. A heat recovery system should be considered in the design as a viable option for sustainability. Heating for these spaces will include the use of infrared heaters or unit heaters.

EL&P / Public Works / Parks Equipment Storage Building

The air handling units will be served via two direct gas fired makeup air unit capable of delivering 100% outside air unit. The parking space will be fully exhausted through four exhaust fans utility exhaust fans. The makeup air system and the exhaust air system for the parking space will be designed based upon two stage control. A heat recovery system application should be considered in the design as a viable option for sustainability.

Transit Building Air Handling System

The facility will be divided into four separate zones consisting of the following areas:

- Zone 1 Transit Administration Office Core
- Zone 2 Transit Shop
- Zone 3 Transit Shop Wash Bay
- Zone 4 Transit Parking

The air handling units serving Zone 1 will be variable air volume type with variable frequency drives. CO2 sensors will be included for training and conference spaces. A heat recovery system should be considered in the design as a viable option for sustainability.

Distribution of the primary conditioned air to the spaces will be via medium velocity ductwork terminating at "Variable Air Volume / Reheat" type units which will vary the air-conditioned air quantity to match the zone's load while maintaining a minimum air flow rate to ensure adequate outside air for occupants. Once the flow of conditioned air is reduced to the required minimum, trim temperatures are maintained by the reheat coil. Ductwork connecting the VAV units to the occupied areas will be low velocity.

The air handling units serving Zone 2 will be served via one (1) direct gas fired makeup air unit capable of delivering 100% outside air unit. The transit shop will be fully exhausted through one (1) utility exhaust fan. The makeup air system and the exhaust air system for the transit shop will be designed based upon two stage control. A heat recovery system application should be considered in the design as a viable option for sustainability.

The air handling units serving Zone 3 will be a direct gas fired makeup air unit capable of delivering 100% outside air unit. The wash bay will be completely exhausted. The makeup air system and the exhaust air system for the wash bay will be designed based upon constant volume control.

The air handling units serving Zone 4 will be served via two (2) direct gas fired makeup air unit capable of delivering 100% outside air unit. The transit parking space will be fully exhausted through four (4) exhaust fans utility exhaust fans. The makeup air system and the exhaust air system for the transit parking space will be designed based upon two stage control. A heat recovery system application should be considered in the design as a viable option for sustainability.

CO Demand Ventilation Control

To address morning pull out / peak traffic periods where the buses are started and idled during the warm up period and checked for defects, interlocking of the exhaust fans with a timing device should be considered and incorporated into the CO Demand Ventilation system.

To conserve energy, fans should be controlled through the use of a CO monitor to vary the amount of air supplied. Ventilations could consist of multiple fans with single or variable speed motors. System applications can include

- Constant volume (CV) where ventilation is on during the entire occupancy period
 - On-off control whereby the fans are stopped and started or ramped up and down based on input from CO sensors
 - Variable air volume (VAV) control, whereby the fans speeds are adjusted depending on the CO levels in the garage terminal and based on the input from the CO sensors.

Significant savings in fan energy can be recovered when a CO based demand ventilation strategy is used to operate the ventilation system while maintaining the CO levels below 25 ppm (parts per million). The additional cost of heating the makeup air can also be reduced depending on the control strategy

Civic Garage & Materiel Management Air Handling System

The facility will be divided into five separate zones consisting of the following areas:

- Zone 1 Warehouse
- Zone 2 Milling Machine and Shop

- Zone 3 Mens Locker / Lunch / Office
- Zone 4 Civic Garage
- Zone 5 Wash Bay

The air handling units serving Zone 1 and Zone 2 will be served via two direct gas fired makeup air unit capable of delivering 100% outside air unit. The transit parking space will be fully exhausted through four exhaust fans utility exhaust fans. The makeup air system and the exhaust air system for the transit parking space will be designed based upon two stage control. A heat recovery system application should be considered in the design as a viable option for sustainability.

The air handling units serving Zone 3 will be variable air volume type with variable frequency drives. A heat recovery system should be considered in the design as a viable option for sustainability.

Distribution of the primary conditioned air to the spaces will be via medium velocity ductwork terminating at "Variable Air Volume / Reheat" type units which will vary the air-conditioned air quantity to match the zone's load while maintaining a minimum air flow rate to ensure adequate outside air for occupants. Once the flow of conditioned air is reduced to the required minimum, trim temperatures are maintained by the reheat coil. Ductwork connecting the VAV units to the occupied areas will be low velocity.

The air handling units serving Zone 4 will be served via two direct gas fired makeup air unit capable of delivering 100% outside air unit. The transit parking space will be fully exhausted through four exhaust fans utility exhaust fans. The makeup air system and the exhaust air system for the transit parking space will be designed based upon two stage control. A heat recovery system application should be considered in the design as a viable option for sustainability.

The air handling units serving Zone 5 will be a direct gas fired makeup air unit capable of delivering 100% outside air unit. The wash bay will be completely exhausted. The makeup air system and the exhaust air system for the wash bay will be designed based upon constant volume control.

Washbay Air Handling System

The air handling unit serving the washbay will be served via one (1) direct gas fired makeup air unit capable of delivering 100% outside air unit. The parking space will be fully exhausted through utility exhaust fans. The makeup air system and the exhaust air system will be designed based upon two stage control. A heat recovery system application should be considered in the design as a viable option for sustainability.

8.7 Humidification Systems

Electric steam generators with reusable stainless steel canisters will be employed to satisfy the humidification requirements of the air handlers that supply office spaces.

8.8 Equipment, Materials, Fixtures and Domestic Water Heating

Plumbing Fixtures

Plumbing fixtures will be provided as required in accordance with the Canadian Plumbing Code (CPC) and Canadian Standards Association (CSA). Fixtures and trim consist of good quality commercial grade vitreous china and/or stainless steel (lavatories and sinks). Floor mounted mop sinks will be utilized and drinking fountains will be provided in each building where required.

Flush valves for the water closets and urinals as well as lavatory faucets will consist of the hard wired infrared type. Handicapped fixtures will be provided as required and stipulated by the standards. Emergency fixtures, inclusive of emergency showers and eyewash stations, will be provided as required by the Alberta Occupational Safety and Health (OSHA) regulations.

The water distribution systems shall be designed to ensure proper function of various fixtures and that excessive pressure and pressure fluctuations are prevented. Cold water usage and capacity will be calculated based upon demand, occupancy, and time of day.

Water meters will be supplied on the incoming water service to each building. Meters shall be selected and designed based upon minimum / maximum demand, water pressure, building size, and pipe, valve, and elevation losses. Hot and cold water service to all fixtures will be delivered through an insulated copper piping distribution system. Water hammer arrestors will be installed on the branch lines to each group of fixtures.

The piping systems will be designed to ensure proper clearance and avoidance of electrical equipment. Shut off / isolation valves will be provided to accommodate service and maintenance. The piping distribution system will include a means of drainage for the system and will include the location of cold water hose bibbs with threaded ends and vacuum breakers. Hose bibbs will be installed in all janitor rooms and mechanical rooms.

Key operated non-freeze wall hydrants will be provided on the exterior of the buildings spaced as required around the perimeter.

Water supply service to each building will be coordinated with the civil site design. The water distribution system shall be designed to ensure proper function of various fixtures and that excessive pressure and pressure fluctuations are prevented. Cold water usage and capacity will be calculated based upon demand, occupancy, and time of day.

Domestic Water System

The domestic water heating systems will consist of commercial grade, high recovery rate gas fired water heater boilers or tanks, recirculation pumps sized to handle the domestic hot water requirements of each building, and pipes terminating in taps and fixtures. Operating temperatures will vary based on the systems design, energy conservation programs, and intended use of water. The water heaters will be maintained at a minimum setting of 60 degrees C (140

degrees F) and all water shall be delivered at a minimum of 50 degrees C (122 degrees F). Hot water temperatures will be verified by the client and confirmed against the governing code.

Small "point-of-use" instantaneous type electric water heaters yielding sufficient capacity to provide maximum flow rate of water at the source may be utilized where appropriate (i.e. as a booster for a dishwasher or on a remote industrial process). Each fixture or group of fixtures will be provided with isolation valves.

8.9 Fire Protection Systems

Fire protection will be incorporated into the design to facilitate life safety and property protection. All sprinkler systems including the number of standpipe risers and hose valves will be designed in accordance with NFPA. Each building will be fully sprinklered in accordance with current building codes. The system will include piping, sprinkler heads, alarm check valves, zone valves and excess pressure pumps to ensure a completely functioning system. The system design will include coordination with the local fire department, the local authorities having jurisdiction over the sites, and the owner's insurance provider.

Fire extinguishers will be provided in semi-recessed cabinets as throughout the building as required by code.

Provisions for a dry sprinkler system will be made in areas which are subject to freezing temperatures.

Provisions for a pre-action system to counteract the delay of a conventional dry pipe system and to eliminate the danger of water discharge resulting from accidental damage to automatic sprinklers or piping will be considered for the Controls and Remote Meter room in the EL&P / Public Works / Park Administration Building.

8.10 Control Systems

The energy management systems (EMS) will be designed to be a fully functional control system. The systems will consist of controllers, various communications devices, and operational software incorporated within the system to maintain humidity, pressure, water and air flow, power, and lighting levels. Building automation controls will be based on a direct digital control (DDC) system.

8.11 Thermal Insulation / Noise Vibration and Control

Acoustics and Vibration

Acoustical sound attenuation to maintain sound levels below the recommended NC (noise criterion) and RC (room criterion) levels based on occupied use will be incorporated into the design. In order to maintain tolerable levels of noise in the occupied areas, the mechanical systems will be acoustically treated to reduce the noise generated by the equipment that may be transmitted by the conduits, ducts and plenums, and piping through floors and walls. The mechanical distribution systems will be designed to comply with S.T.C. ratings for individual room constructions.

Movement of rotating parts and equipment and their subsequent effect on the buildings and its surroundings will be remediated through vibration isolation. Mechanical equipment located in the mechanical rooms and on the roof (e.g., roof mounted compressors, etc.) will be similarly treated to reduce disturbances and maintain the comfort of the building occupants.

Thermal Insulation

Insulation thickness and types for hot and cold equipment, piping and ductwork for the plumbing, chilled water, refrigerant, heating, ventilation and air conditioning systems will be provided. The materials employed will be in accordance with ULC standards and ASTM E-84 testing methods. The materials will also conform to municipal and provincial requirements.

9.0 ELECTRICAL SYSTEMS

9.1 Site Electrical



The existing site is a green field site located in the Riverside Industrial Park. At present there is a high voltage overhead primary line that runs the centre of the proposed site. This primary line will require relocation as it's elevation is low and it interferes with the proposed building / site layout. An estimated cost to relocate this line has been included in the order of magnitude estimate.

It is anticipated that a new high voltage primary electrical service to the site will be required. A series of switching cubicles connected in a loop fashion around the site will provide primary service to the various buildings and parking areas. The primary service will be run underground via a service duct bank. Local pad mounted transformers will be located adjacent to each major building or load on the site to provide power at utilization voltage. Metering provisions will be provided on the primary or secondary as directed by the Utility Authority for each service location.

Service from the switching cubicles will be provided to outdoor electrical distribution centres that service the staff and equipment parking areas. Distribution Centres will provide power as well as time and temperature control of electrified parking receptacles.

An underground communications duct bank and in ground manhole system will be provided for the distribution of incoming communications services as well as the distribution of internal communications services between buildings. Incoming copper voice backbone will be directed to a single location for termination. The location of the demarcation point will be determined by the owner. From there radial large count backbone cables will be distributed to the individual building to serve as incoming trunk cables. This methodology will facilitate flexibility of line requirements for each building and will enable quick count reassignments should the need arise. Incoming fibre optic service to the site will be installed in a similar fashion via the communication duct bank.

Other electrical considerations for the site will entail further detailed design of roadway lighting, yard lighting, parking electrification and controls, site security and access control.

9.2 Building Electrical

The electrical installation for each building will be designed to the accepted standard for occupancy classification. Concepts and materials used within the buildings will consider capital costs, maintenance requirements, expected life cycles, energy consumption and conservation and the ability of the building to meet the needs of the occupants both now and in the future.

LEED™ design principles will be considered and where suitable will be used when selecting concepts and materials for this project. Sustainable design practices applied now will result in facilities that will meet the needs of the building occupancy today and be maintainable in the future.

9.3 Power Distribution

Each facility will receive its electrical supply from utility pad mount distribution transformers located adjacent to the buildings. The primary service conduits will run from the transformer location, underground to the main electrical rooms.

Electrical distribution within each building will be similar in nature. Main building utilization voltage will be 347/600 Volt, 3 Phase, 4 Wire. Large mechanical motor loads and major distribution feeds will be serviced at 600 Volts. Transformers will be provided at various utilization voltages to accommodate both normal power and equipment / machinery requirements. Building lighting throughout will be serviced at 347 Volts.

The main power distribution will be comprised of a low voltage, metal clad switchgear with insulated case industrial circuit breaker. Owner digital metering will be provided as part of the assembly to provide local power system performance monitoring. A 600V central distribution section will be provided to accommodate large feeder loads to power transformers, motor control centres, mechanical equipment and smaller distribution equipment.

208V Distribution Centres (CDP Style) will consist of an assembly of molded case circuit breakers for major building feeds. All bussing will be copper.

Panelboards will be rated 120/208 Volt or 347/600 Volt as applicable, 3 phase, 4 wire, with solid full capacity neutral and sequence style copper bussing. Panels will be composed of an assembly of bolt-in-place molded case circuit breakers with thermal and magnetic trips. Each shop area will be provided with panelboards of suitable voltage and ampacity. Transformers will be dry type, ANN cooling, 600-120/208 Volt, 3 phase, 4 wire, 60 Hz, delta primary, grounded star secondary with adjustable primary taps.

Splitter-disconnect assemblies will be provided at selected locations to service large equipment loads such as welding banks, overhead cranes, compressors or maintenance tools.

9.4 Emergency Power

A diesel fired emergency generator will be provided at each major building to provide emergency power at 600V. The generators will be connected to emergency power distribution systems via an automatic transfer switch. The generators will provide power to emergency lighting loads, select building and operational loads such as the EL&P operations control centre, back up to UPS systems and to minimal building power and heating loads as directed by the operational program of each building.

9.5 Standby Power

Provisions will be made to accommodate a portable diesel fired standby generator at the Washbay and Refuelling building to provide power to the adjacent fuelling station pumps in the event of normal power failure. The generator will be connected to a stand-by power distribution system via manual transfer switch.

9.6 Lighting

In general, all design lighting levels will be in accordance with Recommendations set forth by the Illuminating Engineering Society of North America (IESNA). The design criteria for the selection of luminaires will be energy efficiency, performance, and ease of maintenance and cost effectiveness. The selection of luminaires will be to create a comfortable yet functional atmosphere for the occupants. Fixture selection will be based on occupant requirements for light levels, flexibility, maintenance and installed capital cost.

The Administration areas will utilize primarily fluorescent luminaires with 32 watt T8 lamps and electronic ballasts for energy efficiency. Shielding of the lamp source will be dependant on the function of the space. Areas with high numbers of computer monitors will be supplied with parabolic type louvers or indirect fixtures.

Shop areas will be supplied with low bay metal halide fixtures or industrial fluorescent luminaires utilizing T5 high output lamps. Specialized lighting fixtures will be provided in the Wash Bays, Paint Booth and Fuel storage areas. Task lighting will be provided as required over workbenches etc.

Building mounted HID luminaires will be installed at all man doors, overhead doors and where required to provide illumination for outdoor parking or tasks.

Lighting control will consider LEED™ design principles. Individual control of small office or area lighting will be provided via occupancy sensor / switches. In the larger work spaces multi-level switching will provide increased efficiency dependant on task. Frequently unoccupied spaces such as lunch and change rooms will be provided with ultrasonic occupancy sensors.

Lighting control of large shop areas will be designed in consultation with the building users. Where opportunities exist for energy reduction through multi-level or bank switching they will be pursued.

All lighting will be interfaced with the building management systems via low voltage relays to provide programmable control.

9.7 Wiring Methods

All building interior wiring shall be installed in either EMT or rigid steel conduit. In general, EMT conduit will be installed concealed in finished areas and rigid steel will be utilized in shop applications where it is exposed to mechanical injury.

All wiring will be 98 % conductivity copper. Insulation rating will be 1000 Volt for power and lighting and 600 Volt for controls, RW90 X-link. Minimum wire size for 120 Volt branch circuit wiring to be #12 AWG. RWU90 XLPE conductors will be used for all exterior underground circuitry.

Specification or industrial grade wiring devices will be provided throughout based on specific user requirements for each area.

Grounding provisions will be in accordance with current Canadian Electrical Code requirements. All CDP, panelboard, MCC and motor feeders will include a green bonding conductor.

9.8 Voice and Data Systems

The various building network designs will be reviewed and an electrical infrastructure will be provided. It is expected that a structured category 6 UTP cabling system will be provided for the each facility to support data and voice requirements. A typical building infrastructure will consist of a main terminal closet, intermediate terminal closets connected together by a conduit / cabletray system, conduit and cabling to user outlet locations.

Voice Communications will be provided via digital telephone systems or facilitated by the computer network system using a voice over Internet protocol. Voice and data requirements will be designed in consultation with the City of Red Deer IT Department.

Cabling infrastructure and connectivity will be provided to accommodate the relocation of the EL&P SCADA system. In addition, new fiber optics will be extended to the site, likely from 67th Street. Design details and specific requirements for these systems are beyond the scope of this document at this time.

Facility voice paging will be provided via a system of ceiling and wall mounted speakers interfaced with the telephone system. Paging zones and capabilities will be as directed by the building users.

Each Facility will be equipped with independent communications infrastructure with the following exceptions.

Communications cabling will be brought from the administration Building 1 into equipment parking Building 2 of the Public Works / EL&P / Parks facility to provide voice and data connectivity. Area paging via loudspeakers will be provided and interfaced with the telephone system.

To service the Washbay and Fuelling station, communications cabling will be brought from the Civic Garage building to provide area paging via loudspeakers.

Fire Alarm Systems

Each building will be provided with a separate fire alarm system. The Fire Alarm System will be a Zoned, Non-coded, Annunciated, Supervised, Addressable system consisting of Head End CPU, local detection devices, manually activated devices, auxiliary outputs, audible and visual signal devices. The system will be designed for a sprinklered building. The fire alarm system will be monitored by the security system to comply with Alberta Building Code monitoring requirements.

9.9 Security Alarm Systems

A Security Alarm System will be provided at each of the building locations to provide protection of property and occupants of the building. Components of the system will include infrared motion detectors, door sensors, and glass break detectors. High risk areas identified by the owners such as the Fare Vault will include additional security measures such as local access control.

9.10 Emergency and Exit Lighting

In each building, emergency and exit lighting will be provided to the requirements of the Alberta Building Code. Exit lighting will consist of extruded aluminium units with 2 watt, 347V AC LED lamping. Emergency lighting will be provided by connecting selected base building luminaires to 347/600V emergency panels located throughout the facility. The Washbay and Fuelling Station will be the exception as this building will be serviced with a portable stand-by back-up power system. Emergency lighting in this building will be provided by 12 Volt battery packs connected to remote emergency lighting heads.

9.11 Mechanical Equipment Wiring

Motors 1/3 HP or less to be 120 Volts, single phase, 60 Hz. All motors 1/2 HP and greater to be 600 Volts, 3 phase, 60 Hz. Servicing of motor loads at 600 Volts is recommended over service at 208 Volts in order to minimize conductor and conduit sizing.

Motors will be supplied and installed by Division 15. Power feed, unit mounted disconnect and all terminations are by Division 16.

Motor control centres will be constructed in accordance with NEMA Standards, Class I, modified Type B with control wiring and control terminals for each module and control wiring extended to control terminal section of each MCC.

It is anticipated that the majority of the mechanical loads will be contained within roof mounted air handling equipment. This equipment will contain prewired manufacturer supplied control sections complete with magnetic starters. A motor control centre will be provided to accommodate mechanical loads that require separate control components.

Full voltage, non-reversing combination magnetic motor starters will be utilized for all motors 1/2 HP and greater.

Where suitable, variable frequency drive units will be provided for large motor loads to improve energy efficiency.

9.12 Special Considerations

Electrical connections will be provided for card control and monitoring equipment at the fuelling station, leak detection for storage tanks, environmental quality control and monitoring devices and other specialized systems as are required for an installation of this nature.

10.0 SUSTAINABLE STRATEGIES

The long term solution to the occupant needs that are discussed throughout this document would not be a comprehensive approach to design without considering aspects of sustainability, including site impacts, resource effectiveness, indoor environmental quality, life-cycle costing, durability, and long-term operations and maintenance. The benefits of sustainability are becoming more clearly defined in the industry. Along with being cost effective, more environmentally friendly spaces increase user productivity, aid recruitment, and decrease absenteeism. Particular benefits exist through the use of sustainable approaches to facility design, giving the opportunity to improve staff productivity and teach users about appropriate design. The City of Red Deer needs to demonstrate strong leadership to manage its resources, as well as the scarce resources within the environment.



Throughout the project, the buildings were designed to be as efficient as possible, but this approach does not reflect the many principles that make a sustainable project. Sustainable design incorporates aspects of resource use, land and density, water consumption, and chemical toxins in the environment, as well as energy efficiency. To achieve this level of green design, capital costs are often increased to accommodate practices and materials that are not common in conventional construction. This issue was a point of discussion for the design committee when determining the City Yards goals for sustainable design.

A variety of approaches can be utilized to achieve sustainability in this project. Different frameworks such as LEED™ could be used as a benchmark of sustainability. A single facility could be used to highlight sustainable practices. As the design evolves, the project's sustainability will be reviewed to compare various systems, products, and design options, to ensure we meet the project goals. However, to maximize the benefits of sustainability and reduce the overall capital cost implications of sustainable design, one building could potentially be designed to achieve a LEED™ certification level. A focused, sustainable facility will allow for many opportunities to reduce operations and maintenance costs, as well as provide an additional tool for learning within this leading edge facility. The sustainable facilities and the leadership of the City of Red Deer will contribute to the continued excellence of the City.

11.0 COSTING ANALYSIS

This section provides a preliminary opinion of probably project costs to aid decision making concerning the most appropriate direction of future facilities development.



11.1 Projected Capital Cost Range

The order of magnitude construction cost estimate has been completed by a professional cost consultant, Hanscomb Limited. It is essential to remember that this is a preliminary opinion of probable construction costs based on schematic design drawings.

Two cost estimates were performed during the course of this study. The first was completed in January and was significantly more than anticipated. This encouraged the project team to undertake a cost reduction and project review of the entire project to date. This exercise lasted for six weeks and effectively confirmed the areas needed by all departments as well as building requirements. The result of this reduction is a significant savings and the confidence that this project has been designed to the needs of the City of Red Deer and the West Yards Relocation.

A summary of the construction cost estimate is included as follows. A copy of the detailed estimate under separate cover should be obtained and reviewed if further analysis is desired. In addition, we have included a "Projected Project Cost" summary, to outline the costs for the project that are anticipated beyond construction.

	Millions
Net Building & Site Construction Costs	\$65.2*
Escalation (2006)	\$ 3.4**
Professional Fees	\$ 4.1***
Total Construction & Consulting	\$72.7
Construction Cost Range	(+/-10%) \$66.0-\$80.0

* From the Hanscomb Ltd. cost report, page 8, this construction total excludes contingency but includes Hanscomb's construction allowance plus an additional \$1,000,000 allowance.

** Page 8 of Hanscomb Ltd. cost report.

*** Based on percentage of construction cost.

Costs by component can be summarized as follows:

	Millions
EL&P	\$ 8.7
Public Works	\$ 14.1
Parks	\$ 7.9
Engineering Survey	\$ 0.3
Transit	\$17.8
Mat Man	\$ 8.0
Civic Garage	\$ 11.1
Sand And Gravel	\$ 4.8
Total Construction & Consulting	(+/- 10%) \$72.7

Additional Costs

The costs identified in the cost estimate are related to the cost for construction and consulting. Additional costs for land purchase, moving, operation costs, and furniture and equipment. The costs have been reviewed by members of the project team and are as follows:

Land Purchase: City Site (62 Acres)	\$ 886,000
Off-site Levies: City Site (62 Acres)	\$ 974,000
Pre-Grading: City Site (62 Acres)	\$1,063,000
Allowance to Parcel purchase Land Reserved for 8 Acre Reserve	\$ 377,000
Total "Pre-Development" Costs	\$3,300,000

Costs associated with moving:

- Move Office Furniture and Personal Effects
- Replacement Furniture
- Computer / Network Connections & Disconnections
- Window Coverings
- Move Yard Materials & Equipment
- Replace Furnishings / Equipment Workshops & Yards
- City Design & Construction Representative

Total Miscellaneous Capital Costs **\$1,700,000**

Capital Costs:

	Millions
Construction and Consulting range	\$66 - \$80
Pre-Development Costs	\$ 3.3
Miscellaneous Capital Costs	\$ 1.7

Total Capital Cost Range

Approximate 35% Utility Based - 65% Tax Based **\$71 - \$85**

Operational Costs

In addition to capital costs, larger operational costs will increase with the relocation of the West Yards. Some are related to the costs to operate larger facilities. Other costs are increased due to the change in location as moving from the downtown area will increase some time sensitive costs.

Facility Operating Costs	\$845,000 / Year
• Building Increase	
• Provisions for Some Energy Savings	
Time Sensitive Operating Costs:	\$655,000 / Year
• Fleet & Labour Travel From / To New Yard	
• Considers Distance and Population Growth	
• Expected to Become Less Significant as City Expands	
Total Annual Incremental Operating Costs	\$1,500,000 / Year

12.0 SUPPORTING DOCUMENTS / REFERENCES

Existing studies and information reviewed includes the following:

Site Selection Study – Earth Tech
Public works Facility Plan – John Murray and Associates
Parks Facilities Master Plan – John Hull Architect
Transit / Transportation Study – Stantec
City of Red Deer Flood Plain Analysis
Pregrading documentation of subject site – EXH
Preliminary Geotechnical - Parkland Geotechnical
Available information related to servicing, setbacks, and restrictions



List of Drawings

Exhibits

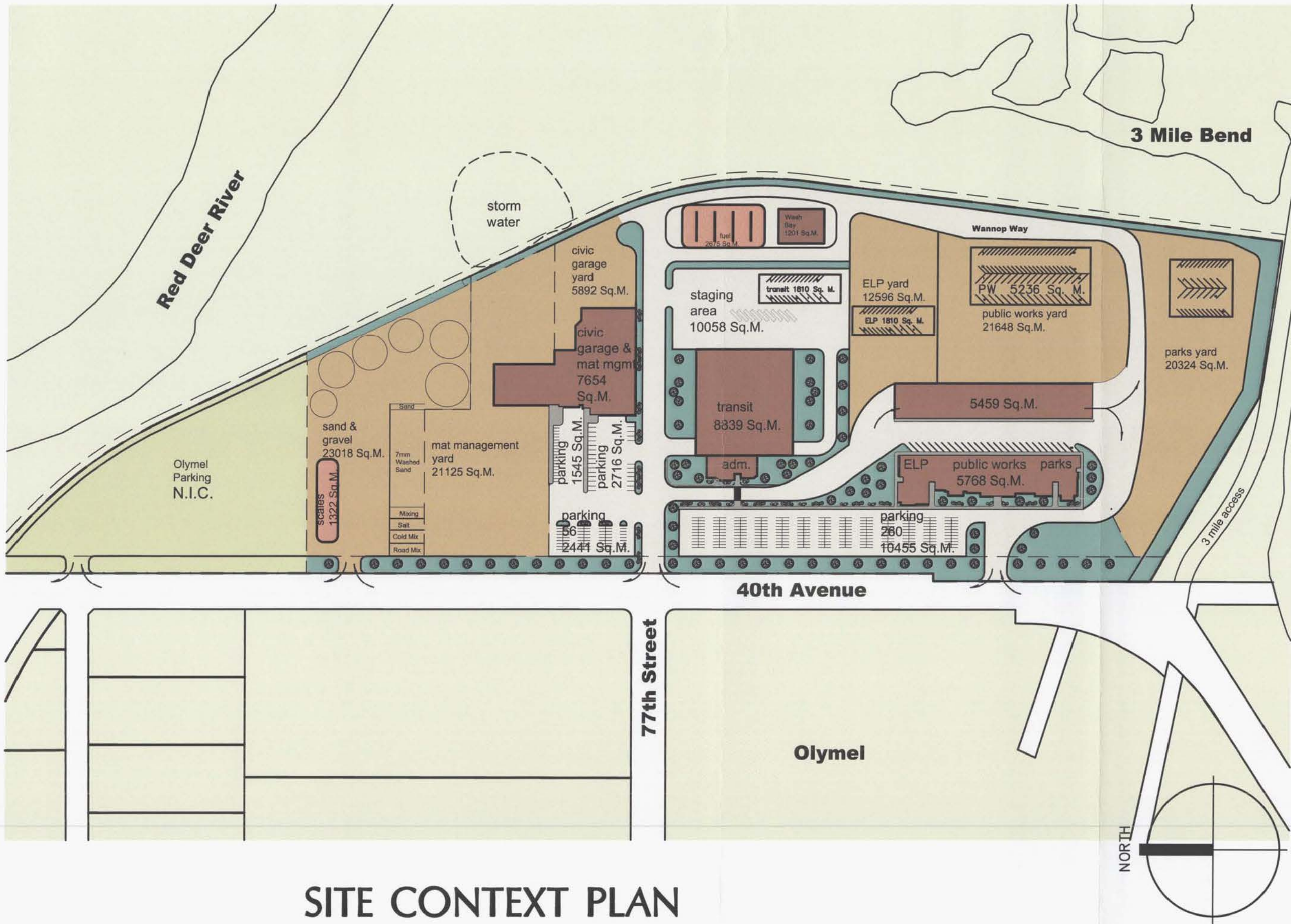
- 1.0 Overall Site Context Plan
- 2.0 Materiel Management Site Plan
- 3.0 Civic Garage Site Plan
- 4.0 Transit Site Plan
- 5.0 Public Works / EL&P / Parks Site Plan
- 6.0 Sand, Gravel Site Plan
- 7.0 Public Works / EL&P / Parks and Maintenance Floor Plan
- 8.0 EL&P Floor Plan
- 9.0 Public Works Floor Plan
- 10.0 Parks Facilities and Maintenance Plan
- 11.0 Transit Administration Floor Plan
- 12.0 Transit Floor Plan
- 13.0 Civic Garage and Materiel Management Floor Plan
- 14.0 Transportation Laning Plan
- 15.0 Roadway Sections
- 16.0 Storm Water Grading Plan
- 17.0 EXH Basin Layout Plan
- 18.0 Utility Plan

Building Aesthetics

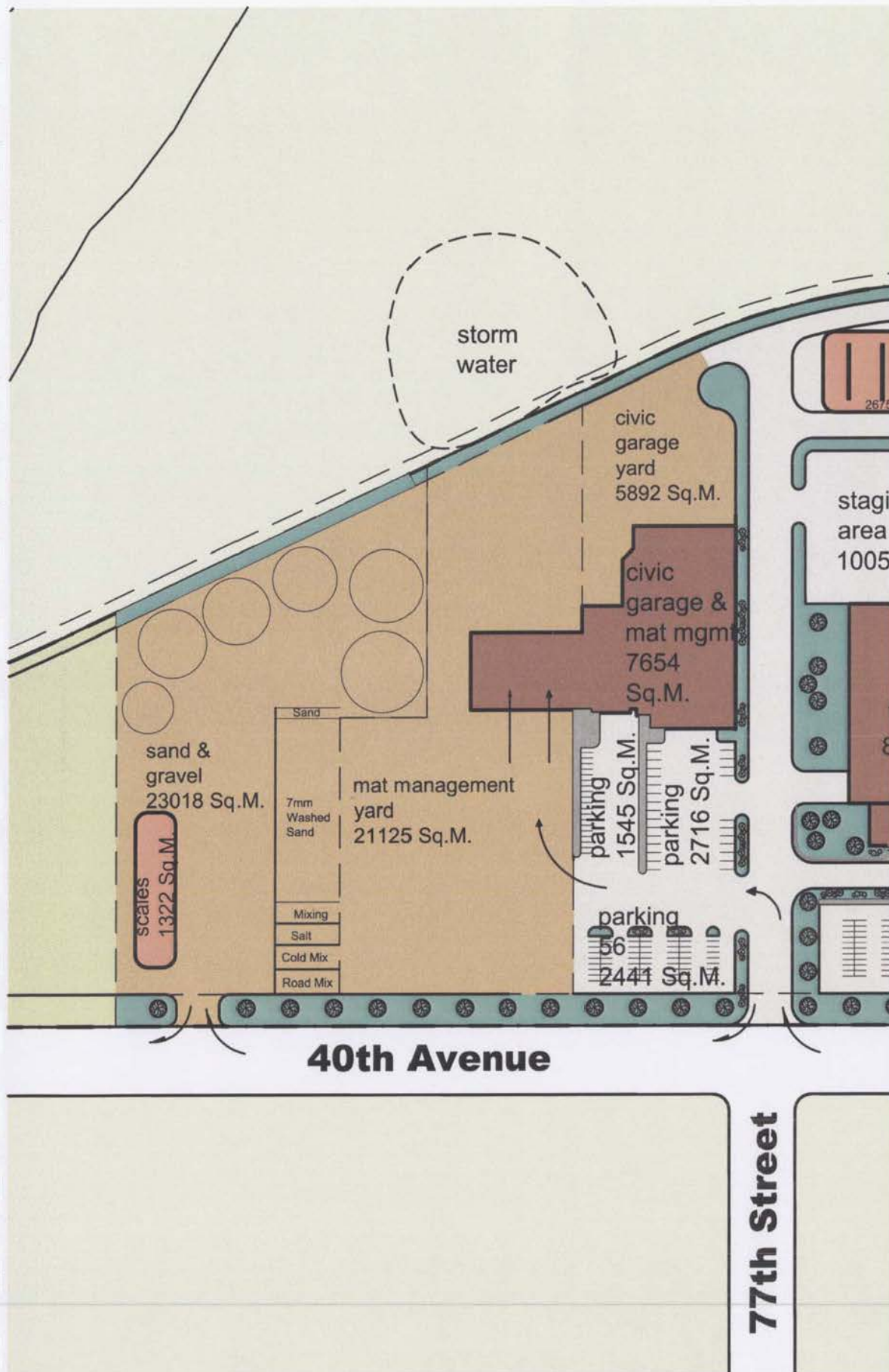
Site Plan Rendering
Public Works Building Rendering

Appendixes

Appendix 'A'	Program Area Summary
Appendix 'B'	Order of Magnitude Estimate - Hanscomb Limited
Appendix 'C'	Geotechnical Site Identification of Existing Conditions



SITE CONTEXT PLAN



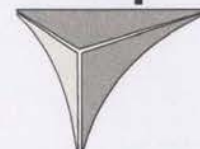
MATERIAL MANAGEMENT

SCHEMATIC DESIGN REPORT CITY OF RED DEER WEST YARDS RELOCATION MATERIAL MANAGEMENT SITE PLAN



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Group²

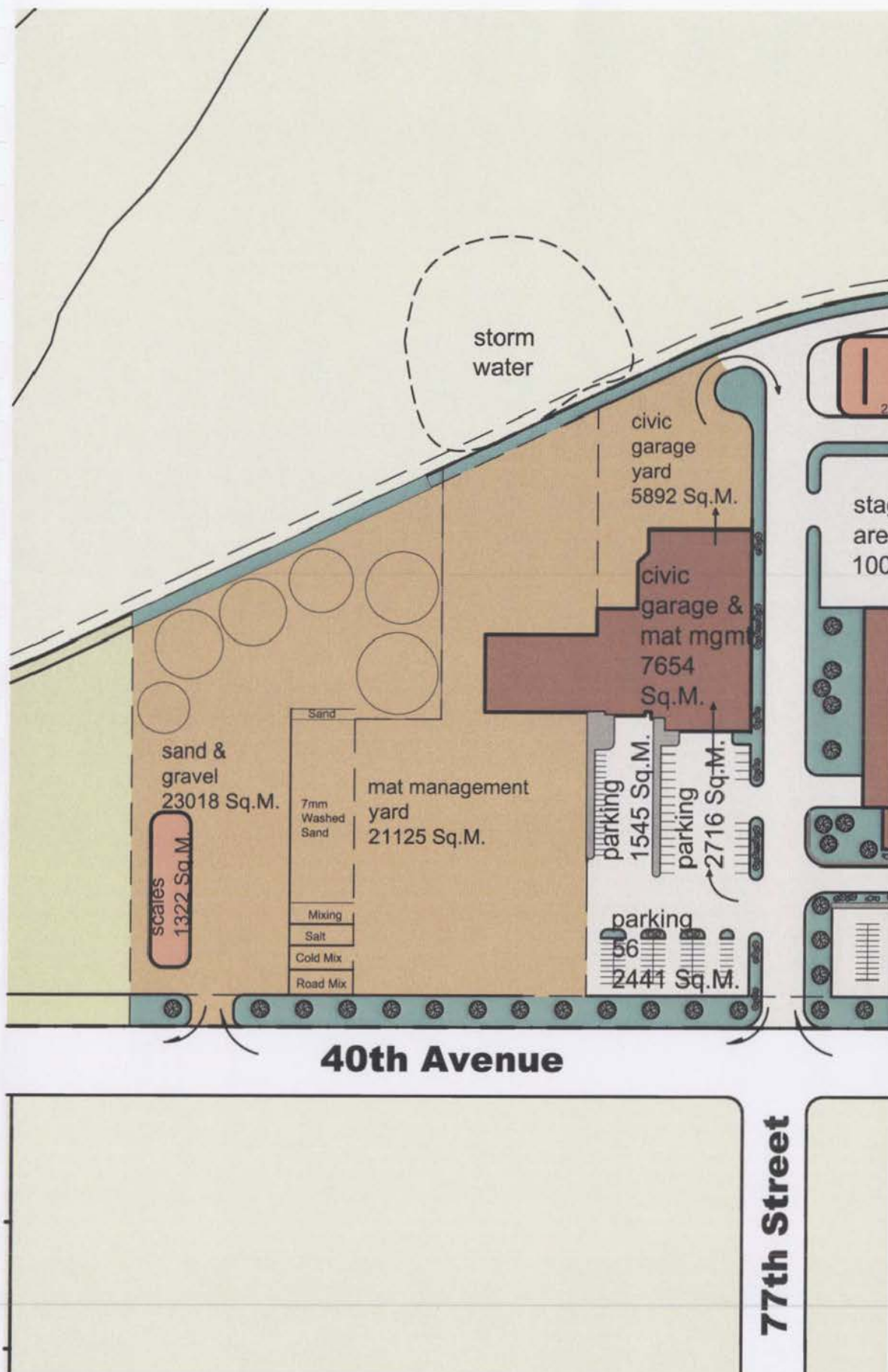


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Interior Design

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EXHIBIT
2.0





CIVIC GARAGE



SCHEMATIC DESIGN REPORT

CITY OF RED DEER

WEST YARDS RELOCATION

CIVIC GARAGE SITE PLAN

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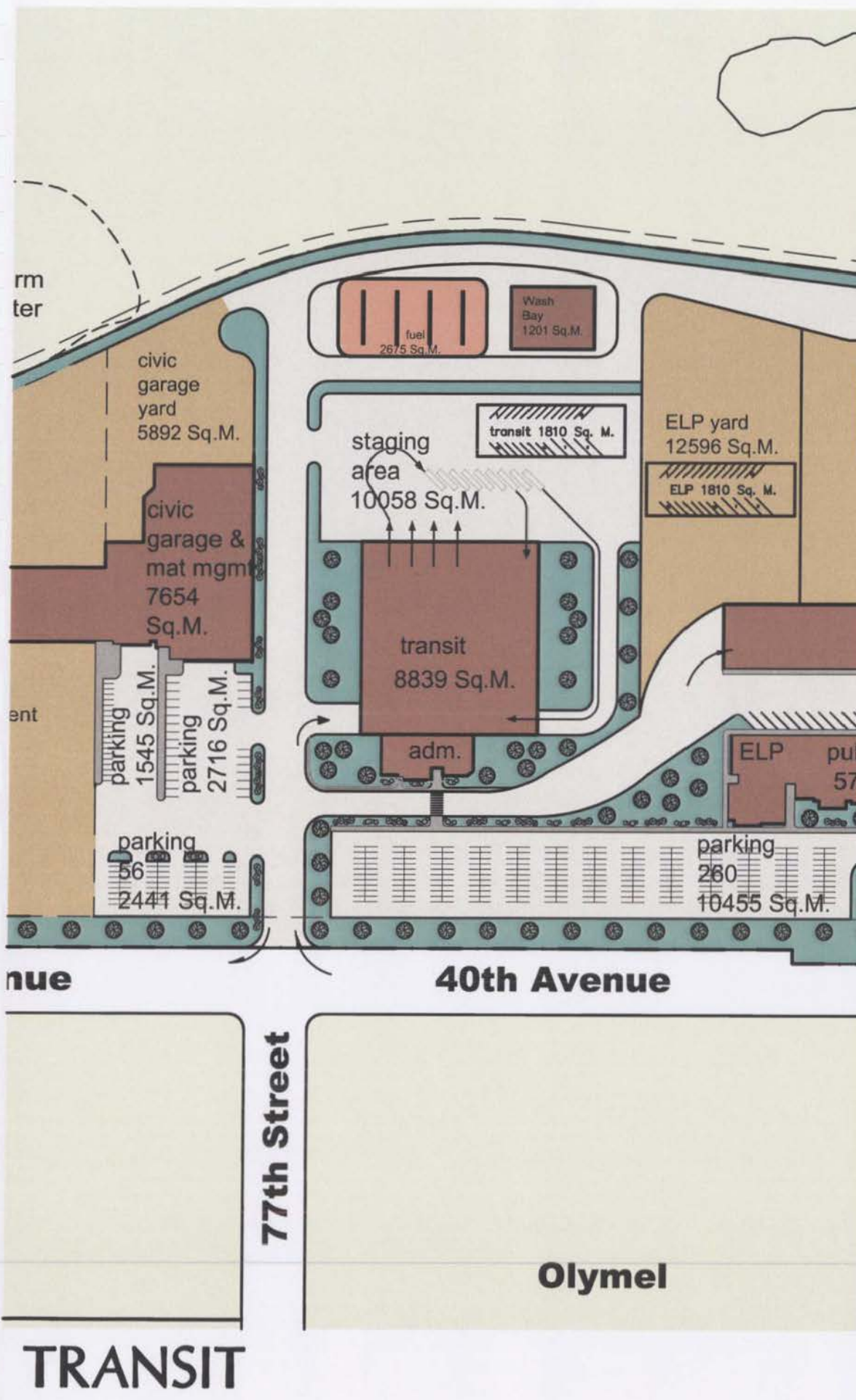


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SCHEMATIC DESIGN REPORT

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WEST YARDS RELOCATION

TRANSIT SITE PLAN

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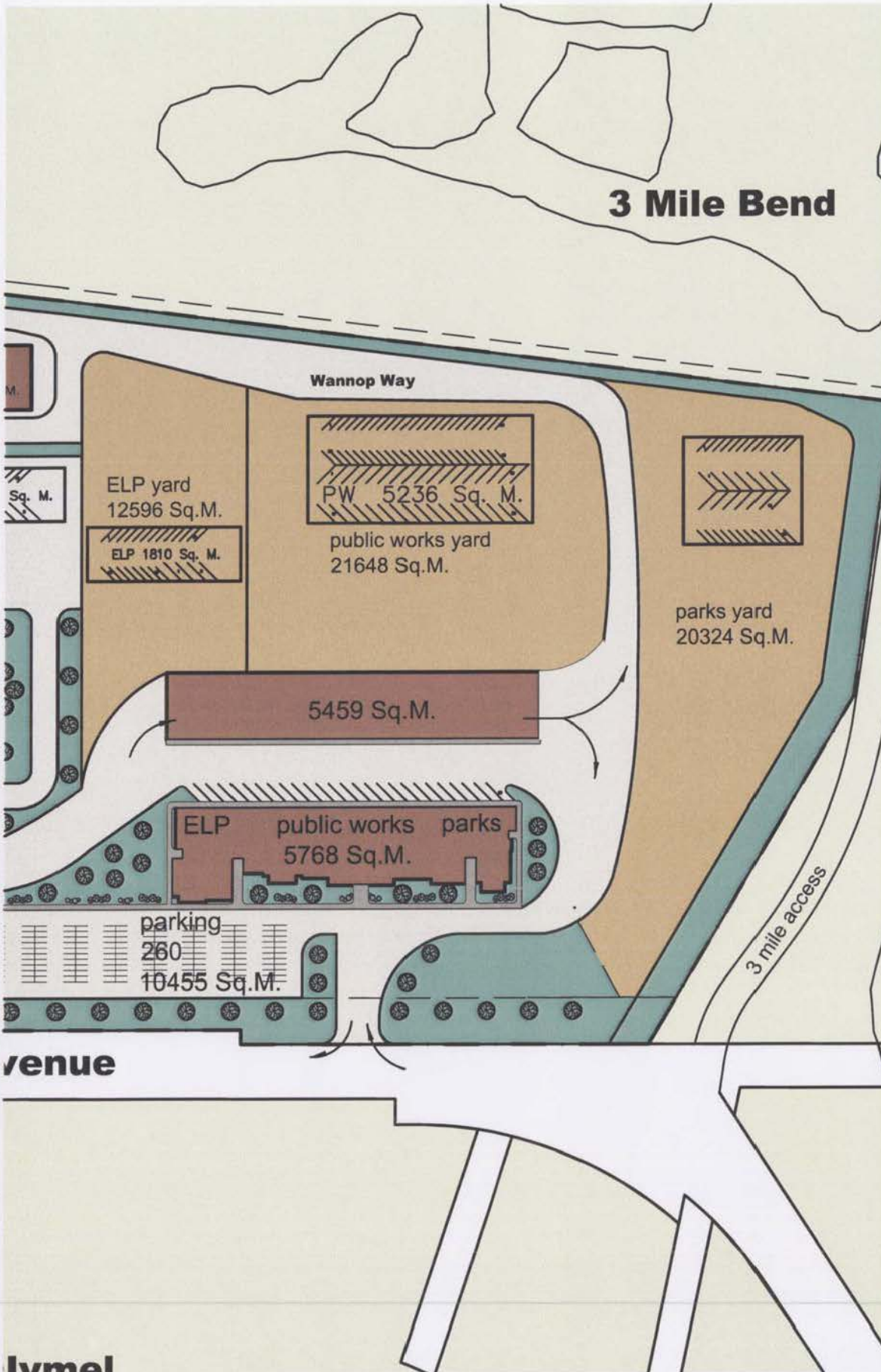
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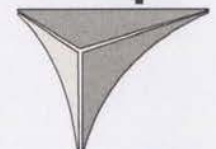
PUBLIC WORKS, EL&P & PARKS



SCHEMATIC DESIGN REPORT CITY OF RED DEER WEST YARDS RELOCATION PUBLIC WORKS, EL&P & PARKS SITE PLAN

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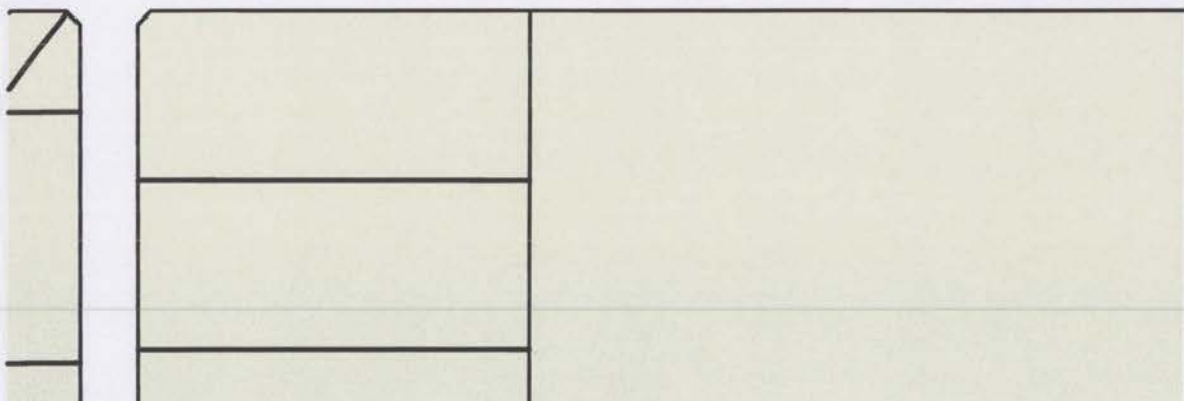
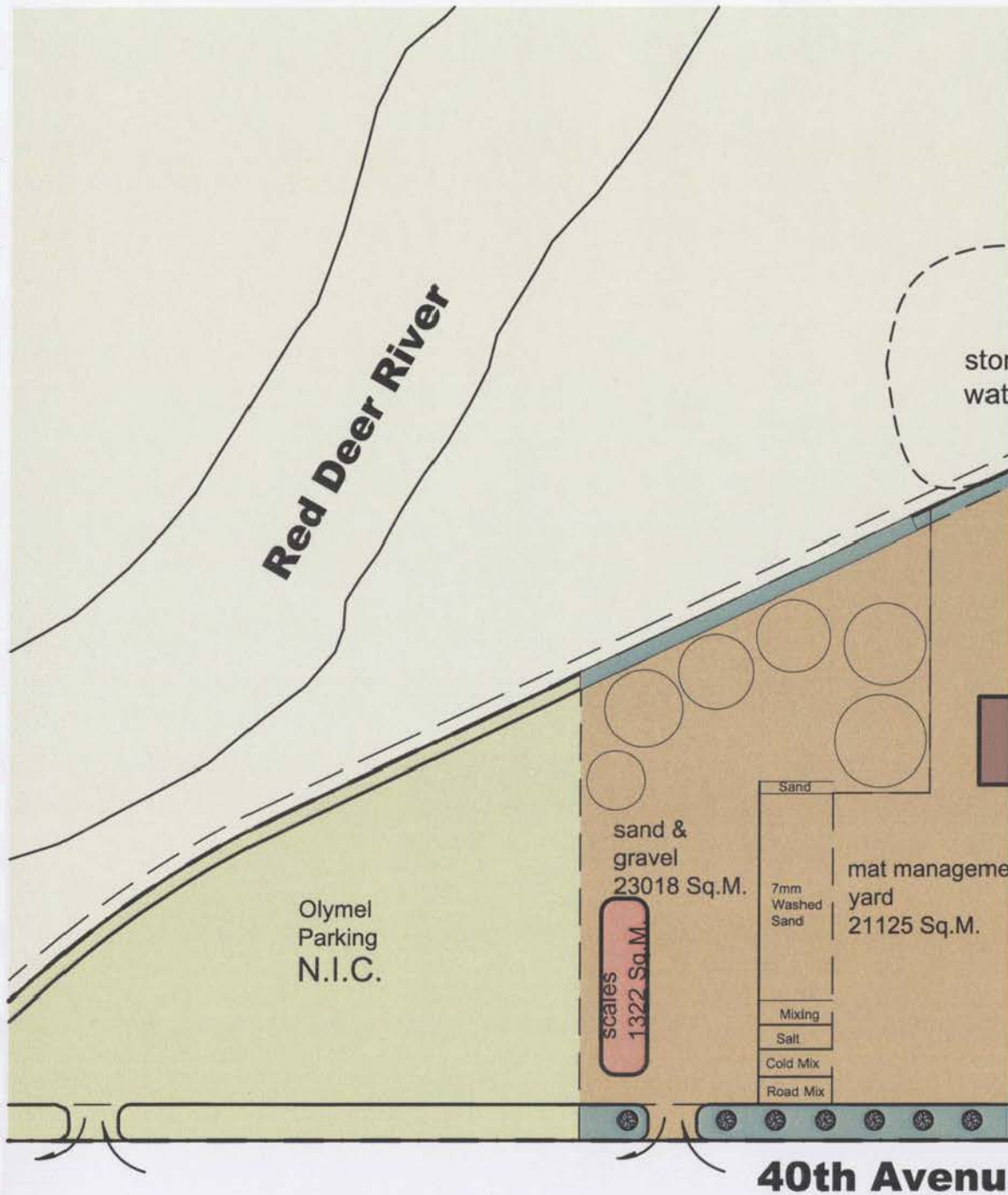
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SCHEMATIC DESIGN REPORT

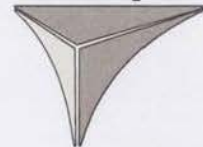
CITY OF RED DEER

WEST YARDS RELOCATION

SAND AND GRAVEL SITE PLAN

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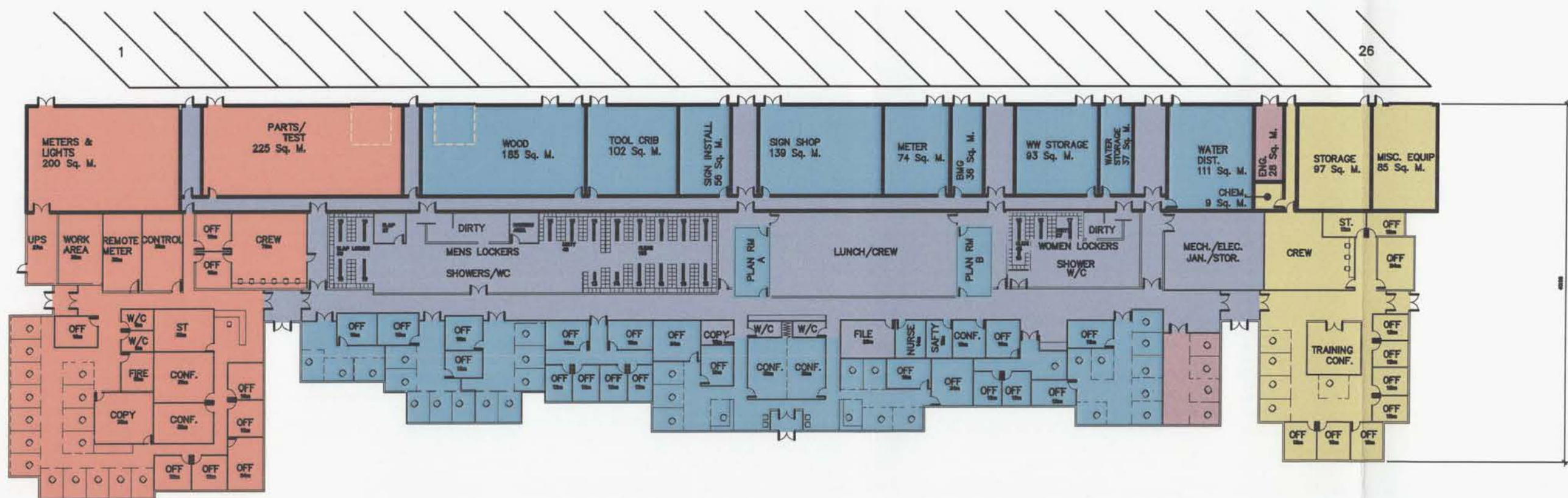
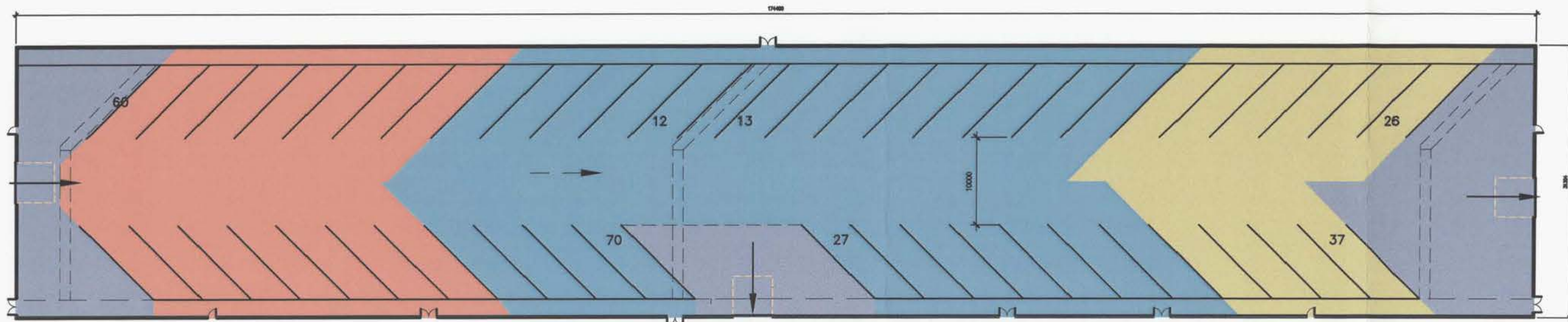
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PUBLIC WORKS, EL&P, AND PARKS



SCHEMATIC DESIGN REPORT

CITY OF RED DEER
WEST YARDS RELOCATION
PUBLIC WORKS, EL&P, AND PARKS



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SCHEMATIC DESIGN REPORT

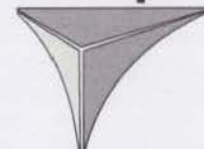
CITY OF RED DEER

WEST YARDS RELOCATION

EL&P FLOOR PLAN

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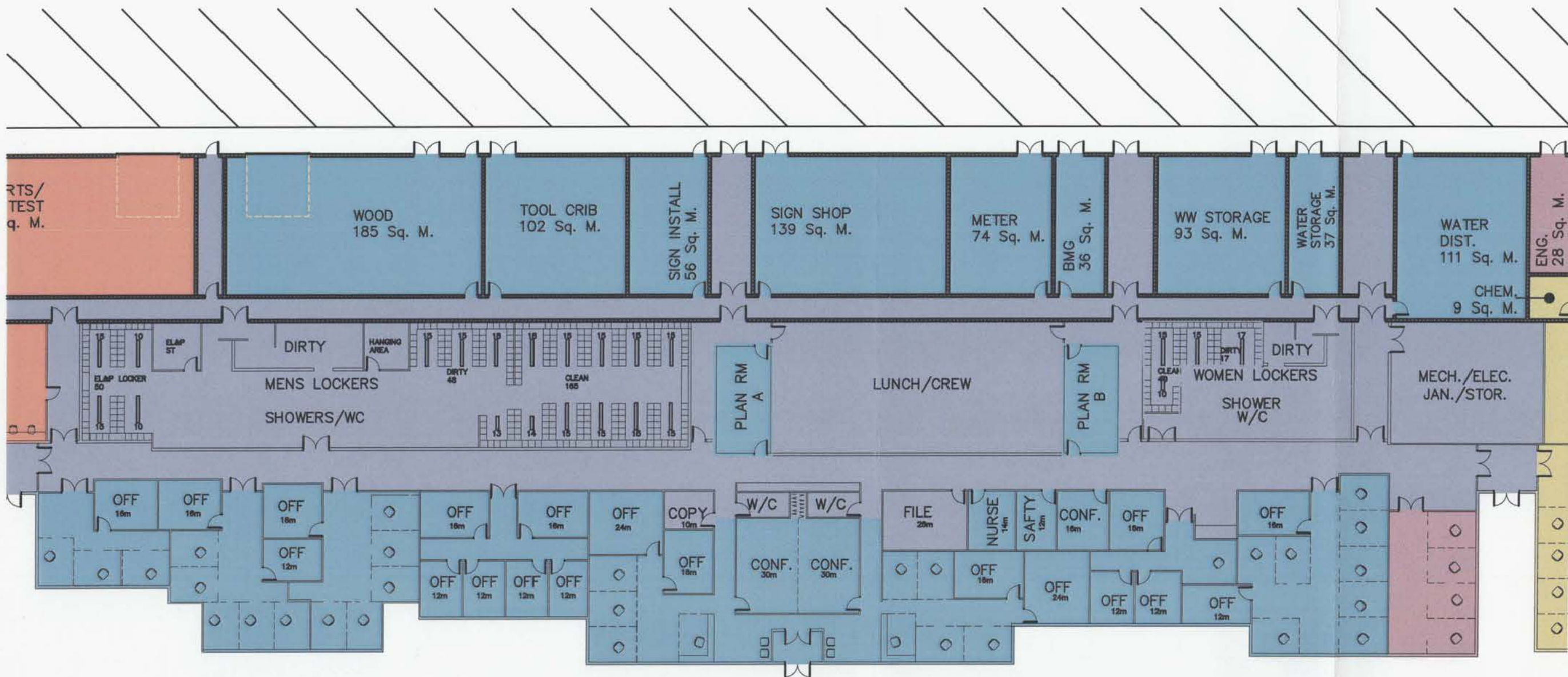
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EL&P FLOOR PLAN



PUBLIC WORKS FLOOR PLAN



SCHEMATIC DESIGN REPORT CITY OF RED DEER WEST YARDS RELOCATION PUBLIC WORKS FLOOR PLAN

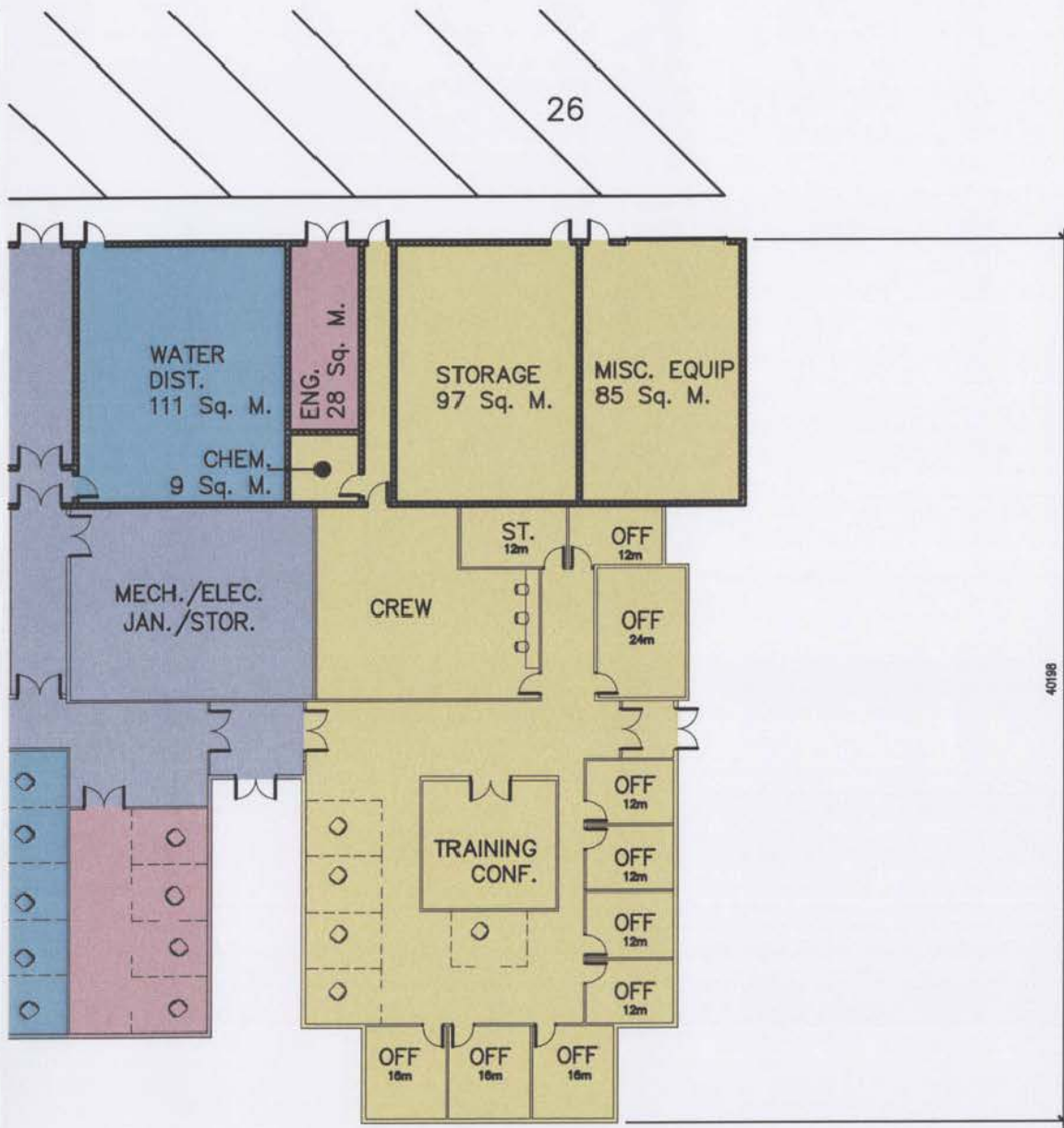
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PARKS, FACILITIES AND MAINTENANCE PLAN

SCHEMATIC DESIGN REPORT

CITY OF RED DEER WEST YARDS RELOCATION PARKS, FACILITIES AND MAINTENANCE PLAN



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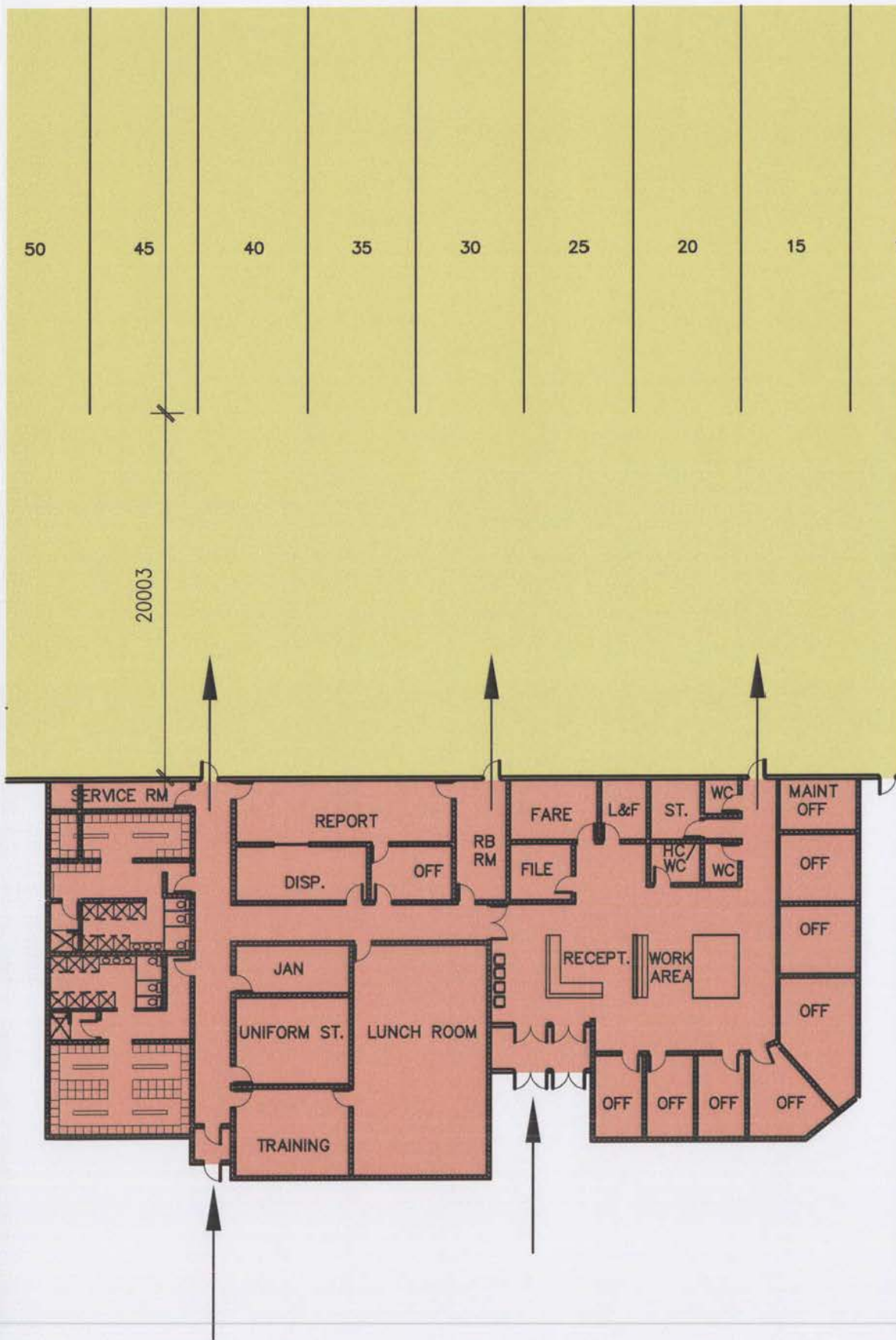


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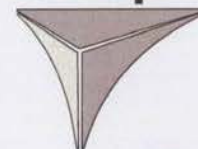
TRANSIT ADMIN PLAN



SCHEMATIC DESIGN REPORT CITY OF RED DEER WEST YARDS RELOCATION TRANSIT ADMIN PLAN

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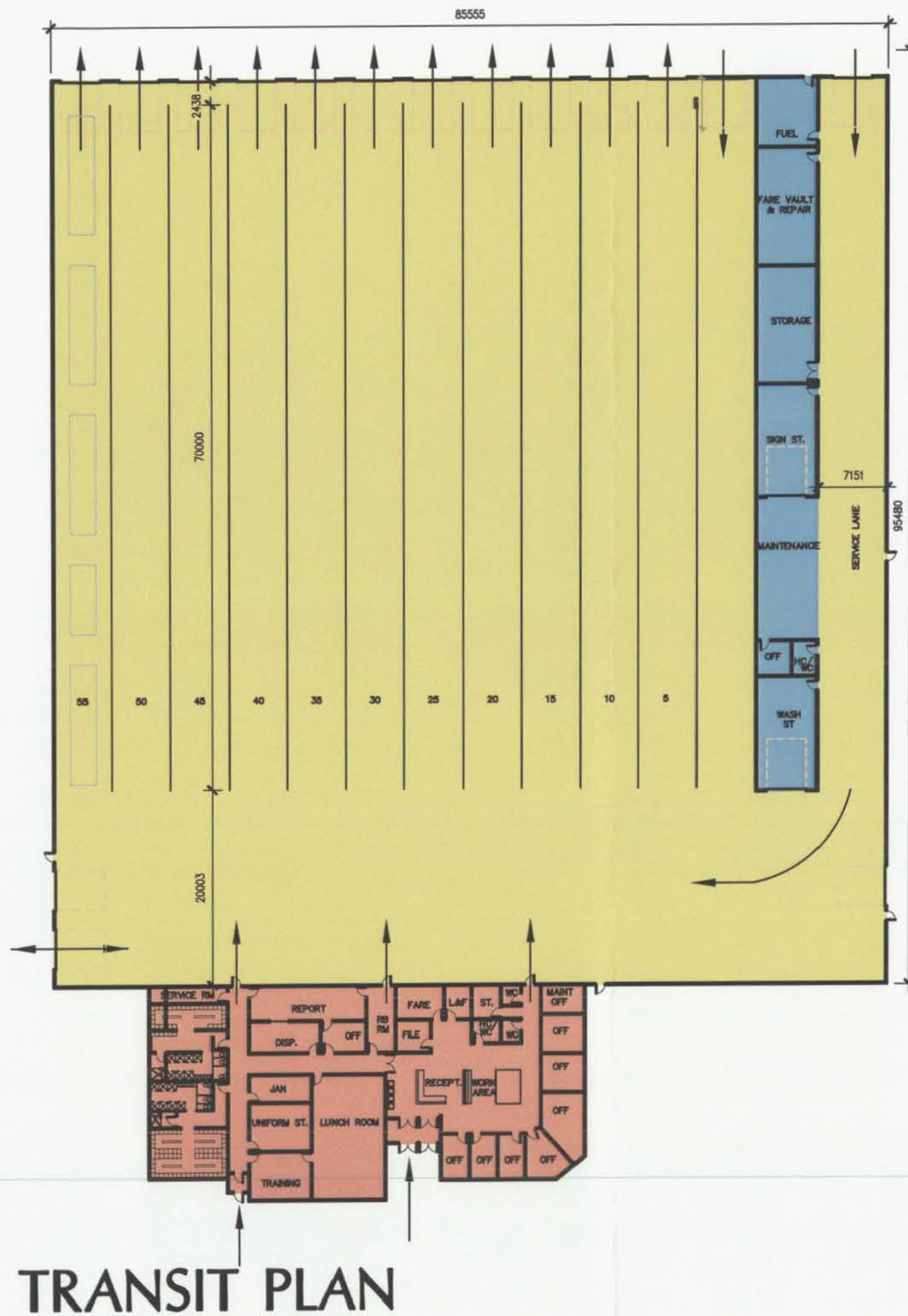


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Department Areas

	Transit Admin.	896 Sq. M.
	Transit Shop	468 Sq. M.
	Transit Parking	7475 Sq. M.
	Total Area	8839 Sq. M.



SCHEMATIC DESIGN REPORT

CITY OF RED DEER

WEST YARDS RELOCATION

TRANSIT PLAN

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







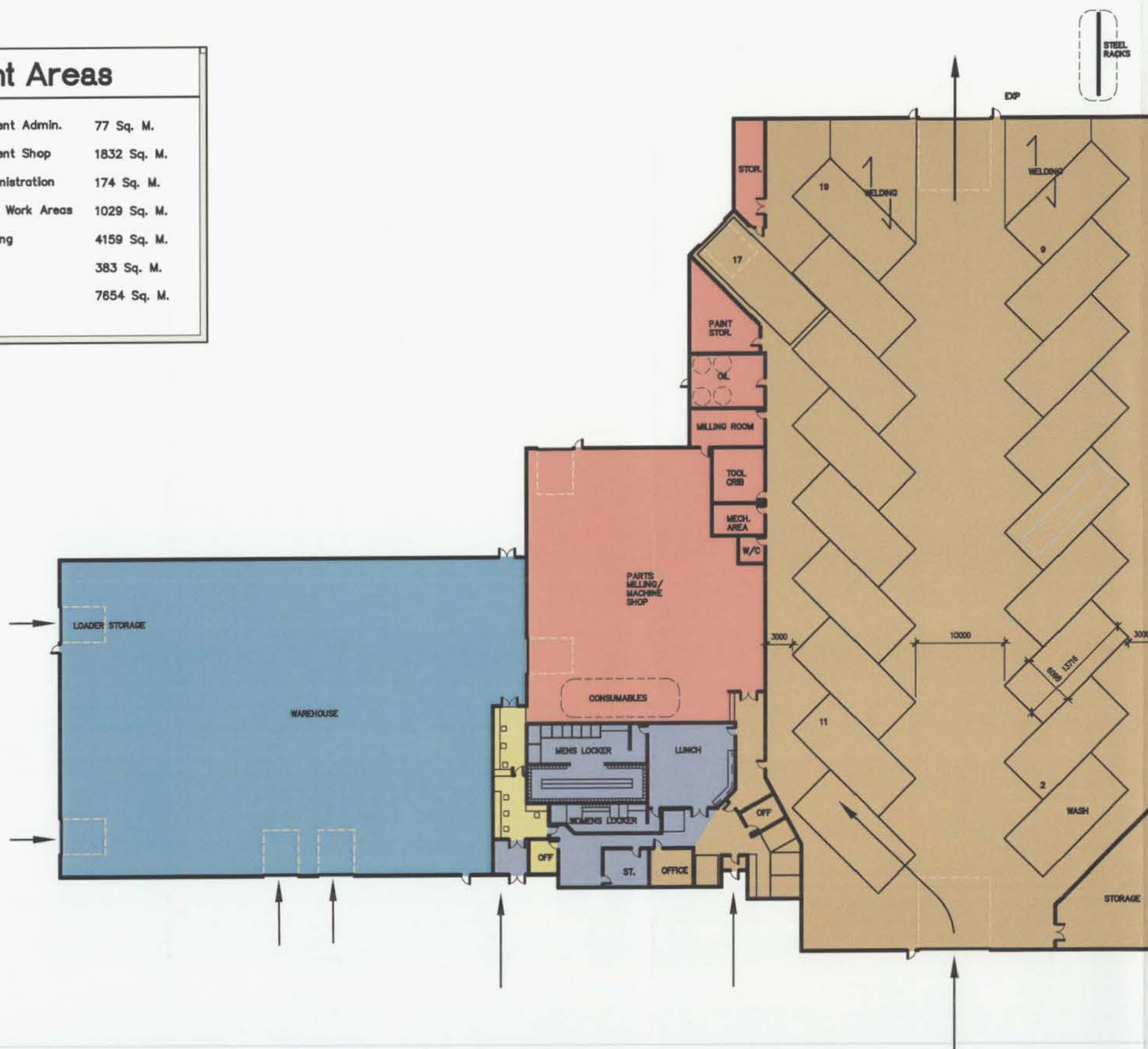
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Department Areas		
	Material Management Admin.	77 Sq. M.
	Material Management Shop	1832 Sq. M.
	Civic Garage Administration	174 Sq. M.
	Civic Garage Shop Work Areas	1029 Sq. M.
	Civic Garage Parking	4159 Sq. M.
	Common Areas	383 Sq. M.
	Total Area	7654 Sq. M.



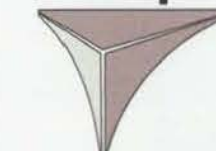
CIVIC GARAGE & MATERIAL MANAGEMENT



SCHEMATIC DESIGN REPORT CITY OF RED DEER WEST YARDS RELOCATION CIVIC GARAGE & MATERIAL MGMT

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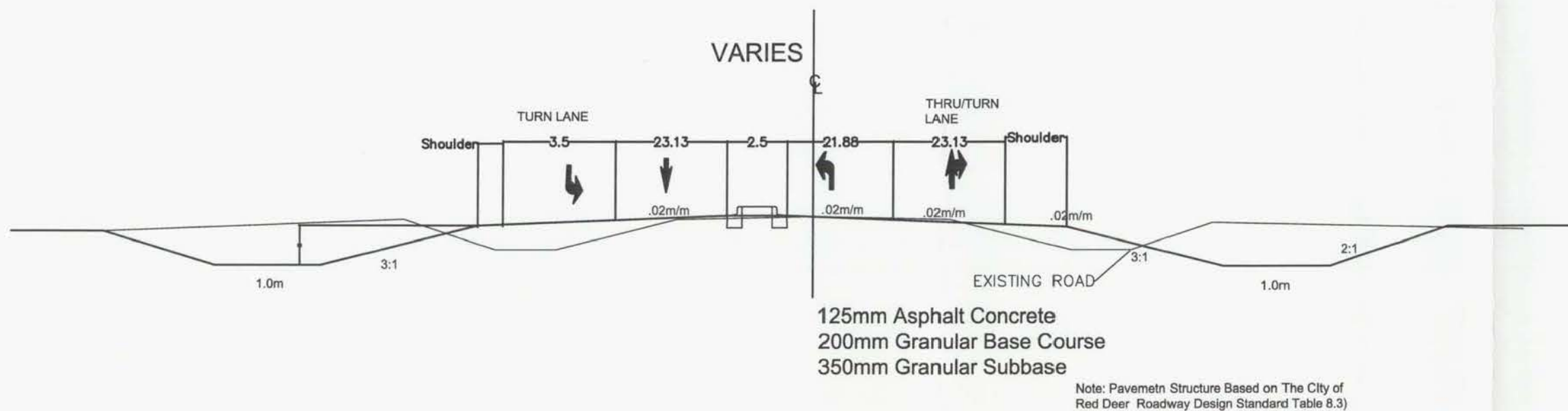
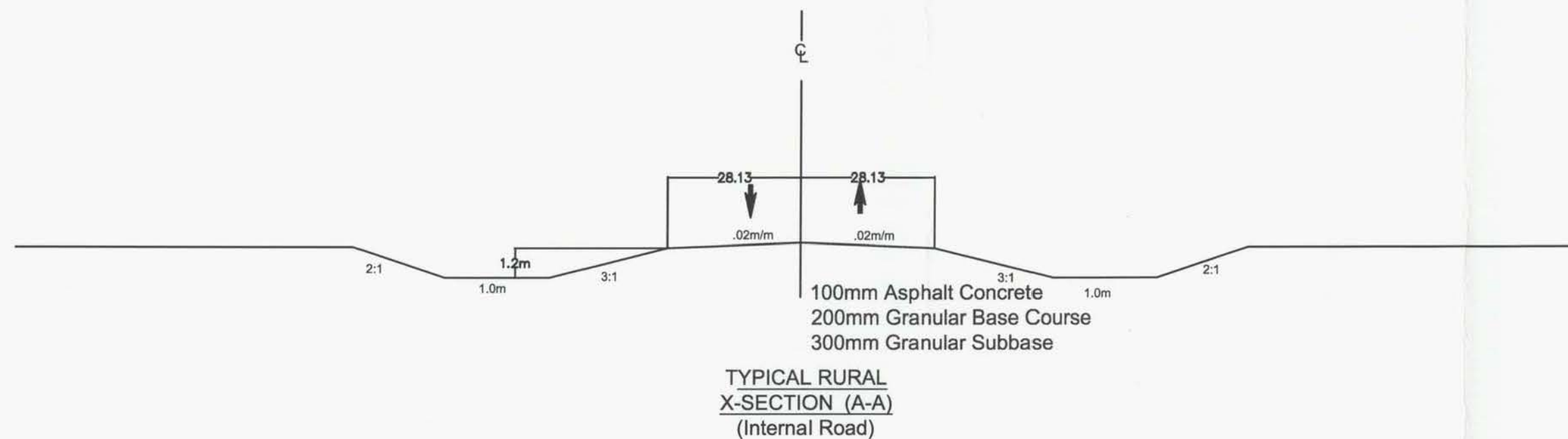


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File No: 04052

EXHIBIT 13.0



Note: Pavement Structure Based on The City of Red Deer Roadway Design Standard Table 8.3)

ROADWAY SECTIONS



EarthTech
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SCHEMATIC DESIGN REPORT CITY OF RED DEER WEST YARDS RELOCATION ROADWAY SECTIONS

Presented By:

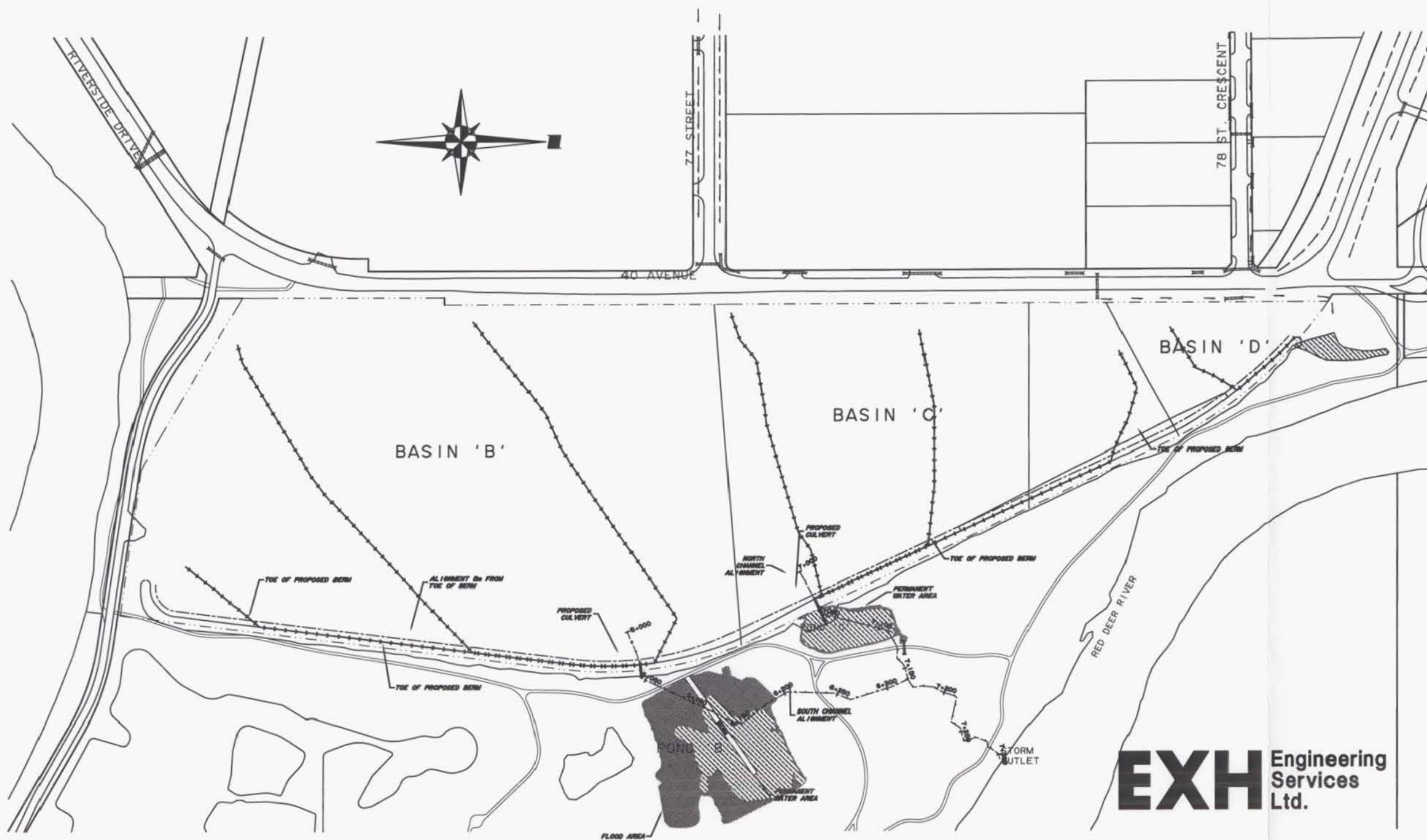


Architecture
Engineering
Interior Design

Date: March, 2005
File No: 04052

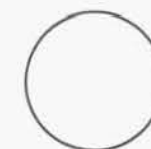
**EXHIBIT
15.0**





EXH BASIN LAYOUT PLAN

EXH Engineering Services Ltd.



EarthTech
A Tyco International Ltd. Company

SCHEMATIC DESIGN REPORT
CITY OF RED DEER
WEST YARDS RELOCATION
STORM WATER GRADING PLAN

Presented By:



Architecture
Engineering
Interior Design

Date: March, 2005
File No: 04052
EXHIBIT
17.0







Westyards Relocation

Job Number '04052
4-Apr-05

PUBLIC WORKS ELP & PARKS COMMON AREAS				
ADMIN				
Component	Comments	Number	Size	Total
Men's EL&P Lockers		1	43	43
Men's EL&P Storage		1	12	12
Hanging Area		1	11	11
Men's Shower / WC		1	96	96
Men's Dirty Area		1	27	27
Men's PW/Parks Dirty Lockers		1	36	36
Men's PW/Parks Clean Lockers		1	125	125
File Storage		1	26	26
Copy rm		2	10	20
Lunch / Crew		1	204	204
Women's Dirty Area		1	11	11
Women's Dirty Lockers		1	11	11
Women's Clean Lockers		1	24	24
Women's Shower/ WC		1	52	52
WC		2	7	14
Mech. Electrical / Janitor / Storage		1	98	98
Maneuvering Area				1039
SUBTOTAL				1849
Gross Up (Walls, Circ)				866
TOTAL				2715

Westyards Relocation

Job Number '04052
4-Apr-05

MATERIAL MANAGEMENT				
ADMIN AREA				
Component	Comments	Number	Size	Total
Crew Ordering Area	Needs 2-4 Computers Space for 10 People	1	27	27
Work Stations	Allow for staff space for four staff	1	36	36
Office		1	12	12
SUBTOTAL				75
SHOP AREA				
Component	Comments	Number	Size	Total
Warehouse	Expanded from 13,500 sq ft (existing) Includes Forklift and Truck Storage	1768 1	1800	1800
SUBTOTAL		1		1800
SUBTOTAL				1875
Gross Up (Walls, Circ)				35
TOTAL				1910

YARDS REQUIREMENTS				
Storage for Materiel				16815
Staff Parking	8 spaces (6 staff currently) (visitor 12)			

Westyards Relocation

Job Number '04052
4-Apr-05

TRANSIT				
SHOP AREA				
Component	Comments	Number	Size m2	Total m2
Bus Storage	55 Buses	1	4620	4620
Service Lane			490	490
Maneuvering Area		1	2311	2311
Fare Vault And Repair	Needs Security	1	71	71
Wash Bay	Tunnel Washer and water reclamation system	1	69	69
* could be tied in with fuel bay	Area for soap storage and related equipment and supplies Area for cleaning buses may have to be included with wash bay			
Fuel Storage	Area for storage of barrels and related supplies & equipment	1	42	42
* could be tied in with wash bay	Area for fluid dispensing equipment with proper special lighting	1		
General Storage area	Salt, terminal supplies, absorbent	1	71	71
Bus Signs		1	69	69
Maintenance		1	89	89
Office		1	12	12
WC		1	8	8
SUBTOTAL				7852
ADMIN AREA				
Component	Comments	Number	Size	Total
Offices	(4m x 3m)	4	12	48
	(4m x 4m)	3	16	48
	(4m x 5m)	1	24	24
	Open work areas	1	9	9
Fare Product Storage	Needs Security	1	16	16
Janitorial & supplies		1	17	17
Lockers / Showers	Men's	1	74	74
	Women's	1	56	56
Lost & Found - holding area		1	8	8
Lunch Area		1	94	94
Reception and waiting		1	29	29
	open work area	1	12	12
Stationery & office supplies		1	9	9
Training / meeting room		1	30	30
Uniform Storage & fitting room		1	30	30
Water Closet		2	4	8
H/C Water Closet		1	6	6
File		1	11	11
Running Board Room		1	19	19
Report Room		1	40	40
Dispatch Room		1	22	22
Dispatch Office		1	14	14
Mechanical Room		1	12	12
SUBTOTAL				636
SUBTOTAL				8488
Gross Up (Walls, Circ)				351
TOTAL				8839

YARDS REQUIREMENTS

Storage of Bus shelters	150
Storage for Dry Sand and drying area	100
Staff Parking	125 spaces (70 staff currently) 10 year projected at 110 drivers plus admin staff

Westyards Relocation

Job Number '04052

4-Apr-05

CIVIC GARAGE & MATERIAL MANAGEMENT SHARED

SHOP COMPONENTS

ADMIN SPACE

Component	Comments	Number	Size	Total
Shared Reception/Work Area		1	19	19
	Copier and Equipment	1	6	6
Shared Lunchroom/Meeting		1	90	90
Shared Locker Room Men	Need locker room for now for 15 men with possible 25 men in 10 year time	1	117	117
Locker Room Women		1	36	36
Shared Storage		1	21	21
SUBTOTAL				289
Gross Up (Walls, Circ)				94
TOTAL				383

YARDS REQUIREMENTS

Borrow Fleet	30 vehicles			
Parking for Vehicles	10 spaces			
Pipe racks for Steel	Along building			
Need personnel parking	now 20 with ability to expand up to 30 in 10 year period			
Staff Parking	35 spaces			

Westyards Relocation

Job Number '04052

4-Apr-05

CIVIC GARAGE

SHOP COMPONENTS

Component	Comments	Number	Size	Total
Transit Repair	4 Bays (45' x 20') 13.7m x 6.1m	4	84	336
Heavy Duty	4 Bays (45' x 20') 13.7m x 6.1m	4	84	336
Service Bays	2 Bays (45' x 20') 13.7m x 6.1m	2	84	168
Automotive	4 Bays (45' x 20') 13.7m x 6.1m	4	84	336
Welding (Fabrication Area)		1	90	90
Welding (Fabrication Area)		1	72	72
Welding areas	2 Bays (45' x 20') 13.7m x 6.1m	2	84	168
Parts Area	One Floor (8 020 sq ft) 745 m2 Expansion to (15 000 sq ft) 1395 m2	1	746	746
Body Shop	1 Bay (45' x 20')	1	84	84
	1 Bay with Paint Booth (45' x 20')	1	84	84
Maneuvering Area		1	1316	1316
Paint Storage	Needs proper ventilation and rating	1	54	54
Wash Bay	45' x 20'	1	84	84
Tool Crib	Adjacent to parts area (19' x 20') 5.8m x 6.1m	1	35	35
Oil Storage		1	50	50
Milling Room		1	35	35
Mechanics Area		1	20	20
Water Closet		1	8	8
Storage	Small	1	38	38
	Large	1	117	117
SUBTOTAL				4177

ADMIN SPACE

Component	Comments	Number	Size	Total
Open Working Area	View to Garage	3	9	27
	No View to Garage	1	9	9
Office	View to Garage	1	12	12
Office	No View to Garage	1	20	20
Copy Area		1	7	7
SUBTOTAL				75
SUBTOTAL				4252
Gross Up (Walls, Circ)				1110
TOTAL				5362

YARDS REQUIREMENTS

Borrow Fleet	30 vehicles			
Parking for Vehicles	10 spaces			
Pipe racks for Steel	Along building			
Need personnel parking	now 20 with ability to expand up to 30 in 10 year period			
Staff Parking	35 spaces			

PUBLIC WORKS

SHOP AREA

Component	Comments	Number	Size	Total
Vehicle Storage		1	1191	1191
Maneuvering Area		1	805	805
Wood Storage		1	185	185
Tool Crib		1	102	102
Sign Shop		1	139	139
Sign Install		1	57	57
BMG		1	36	36
WW Storage		1	93	93
Water Dist.		1	111	111
Water Storage		1	37	37
Meter		1	74	74
Eng. Shop Area		1	28	28
SUBTOTAL				2858

ADMIN AREA

Component	Comments	Number	Size	Total
Plan Room A		1	30	30
Plan Room B		1	30	30
Safety		1	12	12
Nurses		1	14	14
Conference Room		2	30	30
SUBTOTAL				116

Section 1

Offices	4m x 4m	1	16	16
Open Work Area		3	9	27
SUBTOTAL				43

Section 2

Offices	4m x 4m	1	16	16
	4m x 3m	1	12	12
Open Office Area		5	9	45
SUBTOTAL				73

Section 3

Office	4m x 4m	1	16	16
Open Work Area		5	9	45
SUBTOTAL				61

Section 4

Office	4m x 3m	4	12	48
	4m x 4m	2	16	32
SUBTOTAL				80

Section 5

Office	4m x 3m	2	12	24
	4m x 4m	1	16	16
Conference Room	4m x 4m	1	16	16
Open Work Area		1	9	9
SUBTOTAL				65

Section 6

Office	4m x 4m	1	12	12
	4m x 6m	1	16	16
Open Work Areas		8	9	72
SUBTOTAL				100

PUBLIC WORKS

Section 7				
Office	4m x 6m	1	24	24
	4m x 4m	1	16	16
Open Work Areas		3	9	27
Reception		1	9	9
SUBTOTAL				76
Section 8				
Office	4m x 6m	1	24	24
	4m x 4m	1	16	16
Open Work Areas		4	9	36
Reception		2	9	9
SUBTOTAL				85
Section 9 - Eng.				
Open Work Areas		4	9	36
SUBTOTAL				36
SUBTOTAL				3593
Gross Up (Walls, Circ)				746
TOTAL				4339

Westyards Relocation

Job Number '04052
4-Apr-05

ELECTRIC LIGHT AND POWER

SHOP AREA

Component	Comments	Number	Size	Total
Vehicle Storage	14 Stalls	1	672	672
Maneuvering Area		1	390	390
Meters/Traffic Lights	Meter assembly, traffic testing	1	200	200
Parts/Testing		1	225	225
SUBTOTAL				1487

ADMIN AREA

Component	Comments	Number	Size	Total
Offices	4m x 4m	7	16	112
	4m x 6m	1	24	24
Reception		1	14	14
Work Area		1	38	38
Crew Room		1	70	70
Safe - fireproof		1	16	16
Conference Room		1	36	36
Conference Room		1	30	30
Printing/Photocopying Room	Plots, Copier	1	38	38
Control Center	High security	1	39	39
Remote Metering System	High security; separate from control center	1	38	38
UPS system; generator for control center		1	27	27
Storage		1	33	33
Open Work Areas		16	9	144
Water closet		2	8	16
SUBTOTAL				675
SUBTOTAL				2162
Gross Up (Walls, Circ)				446
TOTAL				2608

YARDS REQUIREMENTS

Parking for trailers. Reel equipment, etc.	4500
Staff Parking	50 spaces (42 permanent and temp staff currently)

Westyards Relocation

Job Number '04052
4-Apr-05

PARKS FACILITIES AND MAINTENANCE

WORK AREA/ SHOP

Component	Comments	Number	Size	Total
Workshop - storage or work area		1	97	97
Vehicle Stg.	10 Stalls	1	480	480
Chemical Storage		1	9	9
Storage - Misc. Equipment		1	85	85
Maneuvering Area		1	283	283
SUBTOTAL				954

ADMIN

Component	Comments	Number	Size	Total
Office	3m x 4m	5	12	60
	4mx4m	3	16	48
	4mx6m	1	24	24
Open office area		5	9	45
Crew Area		1	79	79
Training / Conf.		1	36	36
Storage		1	12	12
SUBTOTAL				304
SUBTOTAL				1258
Gross Up (Walls, Circ)				308
TOTAL				1566

YARDS REQUIREMENTS

Total Yards Parks Facilities and Maintenance

Yard Area	Excluding shop	1		
Yard Area	(Neil Evans)	1		
Visitor Parking	4 spaces			
Staff Parking	64 spaces			
TOTAL				20000

Westyards Relocation

Job Number '04052
6-Aug-04
Revised Aug 31/04

TOTALS FOR TEN YEAR PROJECTION							
ADMINISTRATION					Requested		
Component	Comments	Total m2	\$/m2	\$	Total m2	Existing m2	
					Shop and Off *30%		
Materiel Management	Administration areas	161			2837	1589	
Transit	Administration areas	602			8970	3404	
Civic Garage	Administration areas	225			4713	1878	
EL+P	Administration areas	1071			4857	4835	
Parks	Administration areas	525			2142	836	
Public Works	Administration areas	1274			7233	1459	
SUBTOTAL		3858					
		30%	1157.4				
Total with gross up 30%		5015.4					
SHOPS / VEHICLE STORAGE					\$/M2		
Component	Comments	Total	\$/m2	\$			
Materiel Management	Shop Area	1860					
Transit	Shop Area	8187					
Civic Garage	Shop areas	3400					
EL+P	Shop Area	2665					
Parks	Shop areas	1123					
Public Works	Shop Area	2493					
SUBTOTAL		19728					
Gross Up 30%		30%	5918.4				
			25646.4				
YARDS							
Component	Comments	Total					
Materiel Management	Yard Area	16815					
Transit	Yard Area (Staging Area)	1500					
Civic Garage	Yard areas	1500					
EL+P	Yard Area	4500					
Parks	Yard areas	23000					
Public Works	Yard Area	15000					
SUBTOTAL		62315					
Total Area Yards and Buildings		87961.4					

Total Acres Without Roads	30%	acres	22.97
			6.891
Total With Roads		acres	29.861
Storm Water Retention			-
Natural Space "green area"			-
Buffer Zone to 3 mile and road			-

**RED DEER YARDS RELOCATION
PWS, TRANSIT AND CIVIC GARAGE
RED DEER, ALBERTA**

ORDER OF MAGNITUDE ESTIMATE

**January 7, 2005
Revised March 2, 2005**

**RED DEER YARDS RELOCATION
PWS, TRANSIT AND CIVIC GARAGE
RED DEER, ALBERTA**

ORDER OF MAGNITUDE ESTIMATE

Prepared For:

**GROUP 2 ARCHITECTURE ENGINEERING INTERIOR DESIGN
200, 4706 - 48 AVENUE
RED DEER, ALBERTA
T4N 6J4**

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E04-1941

**January 7, 2005
Revised March 2, 2005**

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3.	Cost Considerations	5
4.	Gross Floor and Site Developed Areas	7
5.	Construction Cost Estimate Summary	8
6.	Separate Cost	9

Appendices

- A - Detailed Elemental Cost Estimate - Public Works, Elp, Parks - Building 1
- B - Detailed Elemental Cost Estimate - Public Works, Elp, Parks - Building 2
- C - Detailed Elemental Cost Estimate - Transit
- D - Detailed Elemental Cost Estimate - Material And Civic Garage
- E - Detailed Elemental Cost Estimate - Site Work
- F - Drawing List

1. INTRODUCTION

- 1.1 Purpose: This Order of Magnitude Estimate is intended to provide a realistic allocation of direct construction costs for the Red Deer Yards Relocation, PWS, Transit and Civic Garage, located in Red Deer, Alberta, with exceptions of items listed in 1.4 below.
- 1.2 Methodology: From the documentation and information provided, quantities of all major elements were assessed or measured where possible and priced at rates considered competitive for a project of this type under a stipulated lump sum form of contract in Red Deer, Alberta.
- Pricing shown reflects probable construction costs obtainable in the Red Deer, Alberta area on the effective date of this report. This estimate is a determination of fair market value for the construction of this project. It is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the work.
- 1.3 Specifications: For building components and systems where specifications and design details are not available, quality standards have been established based on discussions with the design team.
- 1.4 Exclusions: This Order Of Magnitude Estimate does not provide for the following, if required:
- Land acquisition costs and impost charges
 - Development charges
 - Legal fees and expenses
 - Right of way charges
 - Easement costs
 - Financing costs
 - Fund raising costs
 - Owner's staff and associated management
 - Relocation of existing facilities, including furniture and equipment (with the exception of relocating emergency power generator)
 - Owner furnished material
 - Professional fees and expenses
 - Cost of contaminated soil removal
 - Costs of asbestos removal

1. INTRODUCTION

1.4 Exclusions: (continued)

- Window washing equipment
- Maintenance equipment
- Loose furniture, furnishings and equipment
- Window treatments
- Work to Olymel site
- Site lighting to Olymel parking
- Berm to Olymel site
- Storm overflow channel
- Detention/Retention pond and associated work
- Grading temporary swale to Olymel site
- Scrubber systems – mechanical (Olymel Odours)
- Material storage shelving
- Site telephone service
- Phased construction premiums
- Preventative maintenance contracts
- Building permit
- Goods and Services Tax

2. DOCUMENTATION

- This Order Of Magnitude Estimate has been prepared from the documentation included in Appendix F of this report

All of the above documentation was received from Group 2 Architecture and was supplemented with information gathered in meeting(s) and telephone conversations with the design team, as applicable.

Design changes and/or additions made subsequent to this issuance of the documentation noted above have not been incorporated in this report.

3. COST CONSIDERATIONS

- 3.1 Cost Base: All costs are estimated on the basis of competitive bids (a minimum of 5 general contractor bids and at least 4 subcontractor bids for each trade) being received in March 2005 from general contractors and all major subcontractors and suppliers based on a stipulated lump sum form of contract.
- 3.2 Escalation: An allowance of 5% has been made for construction cost escalation that may occur between March 2005 and the anticipated bid date of February 2006 the project.
- 3.3 Contingencies: An allowance of 10% has been included to cover design and pricing unknowns. This allowance is not intended to cover any program space modifications but rather to provide some flexibility for the designers and cost planners during the remaining contract document stages.
- An allowance of 3% has been made to cover construction (post contract) unknowns.
- 3.4 Unit Rates: The unit rates in the preparation of this Order Of Magnitude Estimate include labour and material, equipment, subcontractor's overheads and profits.
- 3.5 Taxes: No provision has been made for the Goods and Services Tax. It is recommended that the owner make separate provision for GST in the project budget.
- 3.6 Statement of Probable Costs: Hanscomb has no control over the cost of labour and materials, the contractor's method of determining prices, or competitive bidding and market conditions. This opinion of probable cost of construction is made on the basis of experience, qualifications and best judgment of the professional consultant familiar with the construction industry. Hanscomb cannot and does not guarantee that proposals, bids or actual construction costs will not vary from this or subsequent cost estimates.

3. COST CONSIDERATIONS (cont'd)

3.6 Statement of
Probable Costs:
(continued)

Hanscomb has prepared this estimate in accordance with generally accepted principles and practices. Hanscomb's staff are available to discuss its contents with any interested party.

3.7 Ongoing Cost
Control:

Hanscomb recommends that the Owner and design team carefully review this document, including line item description, unit prices, clarifications, exclusions, inclusions and assumptions, contingencies, escalation and mark-ups. If the project is over budget, or if there are unresolved budgeting issues, alternative systems/schemes should be evaluated before proceeding into the next design phase.

Requests for modifications of any apparent errors or omissions to this document must be made to Hanscomb within ten (10) days of receipt of this estimate. Otherwise, it will be understood that the contents have been concurred with and accepted.

It is recommended that a final update estimate be produced by Hanscomb using Bid Documents to determine overall cost changes which may have occurred since the preparation of this estimate. The final updated estimate will address changes and additions to the documents, as well as addenda issued during the bidding process. Hanscomb cannot reconcile bid results to any estimate not produced from bid documents including all addenda.

4. GROSS FLOOR AND SITE DEVELOPED AREAS

GROSS FLOOR AREA:

Description	m2
Public Works, ELP, Parks – Building 1	5,782
Public Works, ELP, Parks – Building 2	5,480
Transit Building	8,874
Materials and Civic Garage Building	7,623
TOTAL	27,759

SITE DEVELOPED AREA:

Description	m2
Area of Site	258,943
Building Foot Print Area	27,759
Site Developed Area	231,184

Site Developed Area is the area of the site less the foot-print area of the building.

The above areas have been measured in accordance with the Canadian Institute of Quantity Surveyors' Method of Buildings by Area and Volume.

5. CONSTRUCTION COST ESTIMATE SUMMARY

COST SUMMARY:

- Public Works, ELP, Parks Building 1	9,146,200
- Public Works, ELP, Parks Building 2	5,675,500
- Transit	11,954,100
- Materials and Civic Garage	10,298,100
- Site Work	16,957,200

Total- Including Site	54,031,100
------------------------------	-------------------

- Cash Allowance	1,278,500
- General Requirements & Fee	6,786,500

Total- Excluding Contingencies	62,096,100
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- Design and Pricing Allowance	6,209,600
- Escalation Allowance	3,415,400
- Construction Allowance	2,151,600

Total- Including Contingencies	73,872,700
---------------------------------------	-------------------

- Goods & Services Tax	Excluded
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Total Construction Estimate	73,872,700
------------------------------------	-------------------

The following cash allowances provided by others have been included in the Total Construction Estimate above. (The figures below **exclude** percentage add-ons)

Signalization sharing	60,000
Fibre optics (IT services) to site	170,000
Relocate existing power lines	210,000
EL&P fibre optic cable link and data line allowance	250,000
Disconnect existing EL&P communications HUB	10,000
40 th Avenue Widening	<u>578,500</u>
Sub-total	1,278,500

6. SEPARATE COST

The following separate cost is **excluded** from Total Construction Estimate above.

Storm water collection pond	<u>310,000</u>
Sub-total	310,000

Note: The separate cost for the storm collection pond **includes** percentage add-ons but exclude GST.

**RED DEER YARDS RELOCATION
PWS, TRANSIT AND CIVIC GARAGE
RED DEER, ALBERTA**

**Report Date : January 2005
Revised March 2, 2005**

Appendix

A - Detailed Elemental Cost Estimate - Public Works, Elp, Parks - Building 1

Project	: Red Deer West Yards	Report date	: 2 Mar 2005
	: Public Works, ELP and Parks - Building 1	Page No.	: 1
Location	: Red Deer, Alberta	Bldg Type	: 220
Owner	: City of Red Deer	C.T. Index	: 0.0
Consultant	: Group 2 Architecture	GFA	: 5,782 m2

ELEMENTAL COST SUMMARY

Element	Ratio to GFA	Elemental Cost		Elemental Amount		Rate per m2		%
		Quantity	Unit rate	Sub-Total	Total	Sub-Total	Total	
A SHELL		5,782 m2			4,339,200		750.47	42.3
A1 SUBSTRUCTURE					865,900		149.76	8.4
A11 Foundations	1.000	5,782 m2	103.80	600,410		103.84		
A12 Basement Excavation				0		0.00		
A13 Special Conditions	1.000	5,782 m2	45.90	265,500		45.92		
A2 STRUCTURE					1,592,000		275.34	15.5
A21 Lowest Floor Construction	1.000	5,782 m2	73.50	425,200		73.54		
A22 Upper Floor Construction				0		0.00		
A23 Roof Construction	1.000	5,782 m2	201.80	1,166,750		201.79		
A3 EXTERIOR ENCLOSURE					1,881,300		325.37	18.3
A31 Walls Below Grade				0		0.00		
A32 Walls Above Grade	0.531	3,069 m2	301.60	925,650		160.09		
A33 Windows & Entrances	0.110	634 m2	382.10	242,280		41.90		
A34 Roof Coverings	1.000	5,782 m2	112.60	651,260		112.64		
A35 Projections	0.000	1 Sum	62,140.00	62,140		10.75		
B INTERIORS		5,782 m2			2,026,500		350.48	19.7
B1 PARTITIONS & DOORS					1,153,200		199.45	11.2
B11 Partitions	1.288	7,447 m2	122.60	913,210		157.94		
B12 Doors	0.026	151 No	1,589.40	240,000		41.51		
B2 FINISHES					663,600		114.77	6.5
B21 Floor Finishes	1.000	5,782 m2	52.40	302,840		52.38		
B22 Ceiling Finishes	1.000	5,782 m2	29.30	169,510		29.32		
B23 Wall Finishes	3.118	18,031 m2	10.60	191,220		33.07		
B3 FITTINGS & EQUIPMENT					209,700		36.27	2.0
B31 Fittings & Fixtures	1.000	5,782 m2	36.30	209,670		36.26		
B32 Equipment	1.000	5,782 m2	0.00	0		0.00		
B33 Elevators				0		0.00		
B34 Escalators				0		0.00		
C SERVICES		5,782 m2			2,772,100		479.44	27.0
C1 MECHANICAL					1,828,800		316.29	17.8
C11 Plumbing & Drainage	1.000	5,782 m2	66.70	385,800		66.72		
C12 Fire Protection	1.000	5,782 m2	21.70	125,360		21.68		
C13 HVAC	1.000	5,782 m2	199.60	1,153,900		199.57		
C14 Controls	1.000	5,782 m2	28.30	163,740		28.32		
C2 ELECTRICAL					943,300		163.14	9.2
C21 Service & Distribution	1.000	5,782 m2	51.60	298,320		51.59		
C22 Lighting, Devices & Heating	1.000	5,782 m2	68.30	394,770		68.28		
C23 Systems & Ancillaries	1.000	5,782 m2	43.30	250,220		43.28		
NET BUILDING COST - EXCLUDING SITE				\$	9,137,800		1,580.39	89.0
D SITE & ANCILLARY WORK		5,782 m2			8,400		1.45	0.1
D1 SITE WORK					8,400		1.45	0.1
D11 Site Development	0.000	1 Sum	8,400.00	8,400		1.45		
D12 Mechanical Site Services				0		0.00		
D13 Electrical Site Services				0		0.00		
D2 ANCILLARY WORK					0		0.00	0.0
D21 Demolitions				0		0.00		
D22 Alterations				0		0.00		
NET BUILDING COST - INCLUDING SITE				\$	9,146,200		1,581.84	89.1
Z1 GENERAL REQUIREMENTS & FEE					1,122,200		194.09	10.9
Z11 General Requirements		9.0 %		823,160		142.37		
Z12 Fee		3.0 %		299,080		51.73		
TOTAL CONSTRUCTION ESTIMATE - EXCLUDING CONTINGENCIES				\$	10,268,400		1,775.93	100.0
Z2 ALLOWANCES					1,947,400		336.80	
Z21 Design & Pricing Allowance		10.0 %		1,026,840		177.59		
Z22 Escalation Allowance		5.0 %		564,760		97.68		
Z23 Construction Allowance		3.0 %		355,800		61.54		
TOTAL CONSTRUCTION ESTIMATE - INCLUDING CONTINGENCIES				\$	12,215,800		2,112.73	
GOODS & SERVICES TAX					0		0.00	
Goods & Service Tax		0.0 %		0		0.00		
TOTAL CONSTRUCTION ESTIMATE				\$	12,215,800	\$	2,112.73	

**RED DEER YARDS RELOCATION
PWS, TRANSIT AND CIVIC GARAGE
RED DEER, ALBERTA**

**Report Date : January 2005
Revised March 2, 2005**

**Appendix
B - Detailed Elemental Cost Estimate - Public Works, Elp, Parks - Building 2**

Project	: Red Deer West Yards	Report date	: 2 Mar 2005
	: Public Works, ELP and Parks - Building 2	Page No.	: 1
Location	: Red Deer, Alberta	Bldg Type	: 220
Owner	: City of Red Deer	C.T. Index	: 0.0
Consultant	: Group 2 Architecture	GFA	: 5,480 m2

ELEMENTAL COST SUMMARY

Element	Ratio to GFA	Elemental Cost		Elemental Amount		Rate per m2		%
		Quantity	Unit rate	Sub-Total	Total	Sub-Total	Total	
A SHELL		5,480 m2			3,315,000		604.93	52.0
A1 SUBSTRUCTURE					693,400		126.53	10.9
A11 Foundations	1.000	5,480 m2	99.80	546,780		99.78		
A12 Basement Excavation				0		0.00		
A13 Special Conditions	1.000	5,480 m2	26.80	146,600		26.75		
A2 STRUCTURE					2,531,700		461.99	39.7
A21 Lowest Floor Construction	1.000	5,480 m2	112.00	613,700		111.99		
A22 Upper Floor Construction				0		0.00		
A23 Roof Construction	1.000	5,480 m2	350.00	1,918,000		350.00		
A3 EXTERIOR ENCLOSURE					89,900		16.41	1.4
A31 Walls Below Grade				0		0.00		
A32 Walls Above Grade	1.000	5,480 m2	0.00	0		0.00		
A33 Windows & Entrances	0.018	96 m2	507.50	48,720		8.89		
A34 Roof Coverings	1.000	5,480 m2	0.00	0		0.00		
A35 Projections	0.000	1 Sum	41,150.00	41,150		7.51		
B INTERIORS		5,480 m2			429,900		78.45	6.7
B1 PARTITIONS & DOORS					0		0.00	0.0
B11 Partitions				0		0.00		
B12 Doors				0		0.00		
B2 FINISHES					156,100		28.49	2.4
B21 Floor Finishes	1.000	5,480 m2	16.50	90,330		16.48		
B22 Ceiling Finishes	1.000	5,480 m2	12.00	65,760		12.00		
B23 Wall Finishes				0		0.00		
B3 FITTINGS & EQUIPMENT					273,800		49.96	4.3
B31 Fittings & Fixtures	1.000	5,480 m2	8.90	48,800		8.91		
B32 Equipment	1.000	5,480 m2	41.10	225,000		41.06		
B33 Elevators				0		0.00		
B34 Escalators				0		0.00		
C SERVICES		5,480 m2			1,918,000		350.00	30.1
C1 MECHANICAL					1,260,400		230.00	19.8
C11 Plumbing & Drainage	1.000	5,480 m2	80.00	438,400		80.00		
C12 Fire Protection	1.000	5,480 m2	25.00	137,000		25.00		
C13 HVAC	1.000	5,480 m2	100.00	548,000		100.00		
C14 Controls	1.000	5,480 m2	25.00	137,000		25.00		
C2 ELECTRICAL					657,600		120.00	10.3
C21 Service & Distribution	1.000	5,480 m2	35.00	191,800		35.00		
C22 Lighting, Devices & Heating	1.000	5,480 m2	55.00	301,400		55.00		
C23 Systems & Ancillaries	1.000	5,480 m2	30.00	164,400		30.00		
NET BUILDING COST - EXCLUDING SITE				\$	5,662,900		1,033.38	88.9
D SITE & ANCILLARY WORK		5,480 m2			12,600		2.30	0.2
D1 SITE WORK					12,600		2.30	0.2
D11 Site Development	0.044	242 m2	51.90	12,570		2.29		
D12 Mechanical Site Services				0		0.00		
D13 Electrical Site Services				0		0.00		
D2 ANCILLARY WORK					0		0.00	0.0
D21 Demolitions				0		0.00		
D22 Alterations				0		0.00		
NET BUILDING COST - INCLUDING SITE				\$	5,675,500		1,035.68	89.1
Z1 GENERAL REQUIREMENTS & FEE					696,400		127.08	10.9
Z11 General Requirements		9.0 %		510,800		93.21		
Z12 Fee		3.0 %		185,590		33.87		
TOTAL CONSTRUCTION ESTIMATE - EXCLUDING CONTINGENCIES				\$	6,371,900		1,162.76	100.0
Z2 ALLOWANCES					1,208,400		220.51	
Z21 Design & Pricing Allowance		10.0 %		637,190		116.28		
Z22 Escalation Allowance		5.0 %		350,450		63.95		
Z23 Construction Allowance		3.0 %		220,790		40.29		
TOTAL CONSTRUCTION ESTIMATE - INCLUDING CONTINGENCIES				\$	7,580,300		1,383.27	
- GOODS & SERVICES TAX					0		0.00	
Goods & Service Tax		0.0 %		0		0.00		
TOTAL CONSTRUCTION ESTIMATE				\$	7,580,300	\$	1,383.27	

**Appendix
C - Detailed Elemental Cost Estimate - Transit**

**RED DEER YARDS RELOCATION
PWS, TRANSIT AND CIVIC GARAGE
RED DEER, ALBERTA**

**Report Date : January 2005
Revised March 2, 2005**

**Appendix
D - Detailed Elemental Cost Estimate - Material And Civic Garage**

Project	: Red Deer West Yards	Report date	: 2 Mar 2005
	: Material and Civic Garage	Page No.	: 1
Location	: Red Deer, Alberta	Bldg Type	: 220
Owner	: City of Red Deer	C.T. Index	: 0.0
Consultant	: Group 2 Architecture	GFA	: 7,623 m2

ELEMENTAL COST SUMMARY

Element	Ratio to GFA	Elemental Cost		Elemental Amount		Rate per m2		%
		Quantity	Unit rate	Sub-Total	Total	Sub-Total	Total	
A SHELL		7,623 m2			5,967,800		782.87	51.6
A1 SUBSTRUCTURE					1,076,900		141.27	9.3
A11 Foundations	1.000	7,623 m2	108.70	828,540		108.69		
A12 Basement Excavation				0		0.00		
A13 Special Conditions	1.000	7,623 m2	32.60	248,400		32.59		
A2 STRUCTURE					2,441,900		320.33	21.1
A21 Lowest Floor Construction	1.000	7,623 m2	107.40	818,620		107.39		
A22 Upper Floor Construction				0		0.00		
A23 Roof Construction	1.000	7,623 m2	212.90	1,623,270		212.94		
A3 EXTERIOR ENCLOSURE					2,449,000		321.26	21.2
A31 Walls Below Grade				0		0.00		
A32 Walls Above Grade	0.415	3,163 m2	345.30	1,092,100		143.26		
A33 Windows & Entrances	0.087	662 m2	402.00	266,140		34.91		
A34 Roof Coverings	1.000	7,623 m2	131.50	1,002,560		131.52		
A35 Projections	0.000	1 Sum	88,160.00	88,160		11.57		
B INTERIORS		7,623 m2			1,499,200		196.67	13.0
B1 PARTITIONS & DOORS					403,300		52.91	3.5
B11 Partitions	0.276	2,106 m2	167.80	353,430		46.36		
B12 Doors	0.004	32 No	1,556.90	49,820		6.54		
B2 FINISHES					359,500		47.16	3.1
B21 Floor Finishes	1.000	7,623 m2	20.90	159,520		20.93		
B22 Ceiling Finishes	1.000	7,623 m2	15.40	117,590		15.43		
B23 Wall Finishes	0.999	7,613 m2	10.80	82,420		10.81		
B3 FITTINGS & EQUIPMENT					736,400		96.60	6.4
B31 Fittings & Fixtures	1.000	7,623 m2	15.90	121,430		15.93		
B32 Equipment	1.000	7,623 m2	80.70	615,000		80.68		
B33 Elevators				0		0.00		
B34 Escalators				0		0.00		
C SERVICES		7,623 m2			2,789,400		365.92	24.1
C1 MECHANICAL					1,834,200		240.61	15.9
C11 Plumbing & Drainage	1.000	7,623 m2	78.40	597,400		78.37		
C12 Fire Protection	1.000	7,623 m2	24.60	187,470		24.59		
C13 HVAC	1.000	7,623 m2	112.20	855,600		112.24		
C14 Controls	1.000	7,623 m2	25.40	193,690		25.41		
C2 ELECTRICAL					955,200		125.30	8.3
C21 Service & Distribution	1.000	7,623 m2	37.00	282,360		37.04		
C22 Lighting, Devices & Heating	1.000	7,623 m2	56.60	431,710		56.63		
C23 Systems & Ancillaries	1.000	7,623 m2	31.60	241,130		31.63		
NET BUILDING COST - EXCLUDING SITE				\$	10,256,400		1,345.45	88.7
D SITE & ANCILLARY WORK		7,623 m2			41,700		5.47	0.4
D1 SITE WORK					41,700		5.47	0.4
D11 Site Development	0.026	202 m2	206.30	41,680		5.47		
D12 Mechanical Site Services				0		0.00		
D13 Electrical Site Services				0		0.00		
D2 ANCILLARY WORK					0		0.00	0.0
D21 Demolitions				0		0.00		
D22 Alterations				0		0.00		
NET BUILDING COST - INCLUDING SITE				\$	10,298,100		1,350.92	89.1
Z1 GENERAL REQUIREMENTS & FEE					1,263,600		165.76	10.9
Z11 General Requirements		9.0 %		926,830		121.58		
Z12 Fee		3.0 %		336,750		44.18		
TOTAL CONSTRUCTION ESTIMATE - EXCLUDING CONTINGENCIES				\$	11,561,700		1,516.69	100.0
Z2 ALLOWANCES					2,192,700		287.64	
Z21 Design & Pricing Allowance		10.0 %		1,156,170		151.67		
Z22 Escalation Allowance		5.0 %		635,890		83.42		
Z23 Construction Allowance		3.0 %		400,610		52.55		
TOTAL CONSTRUCTION ESTIMATE - INCLUDING CONTINGENCIES				\$	13,754,400		1,804.33	
GOODS & SERVICES TAX					0		0.00	
Goods & Service Tax		0.0 %		0		0.00		
TOTAL CONSTRUCTION ESTIMATE				\$	13,754,400	\$	1,804.33	

**RED DEER YARDS RELOCATION
PWS, TRANSIT AND CIVIC GARAGE
RED DEER, ALBERTA**

**Report Date : January 2005
Revised March 2, 2005**

**Appendix
E - Detailed Elemental Cost Estimate - Site Work**

Project	: Red Deer West Yards	Report date	: 2 Mar 2005
	: Site Work	Page No.	: 1
Location	: Red Deer, Alberta	Bldg Type	: 220
Owner	: City of Red Deer	C.T. Index	: 0.0
Consultant	: Group 2 Architecture	GFA	: 231,184 m2

ELEMENTAL COST SUMMARY

Element	Ratio to GFA	Elemental Cost		Elemental Amount		Rate per m2		%
		Quantity	Unit rate	Sub-Total	Total	Sub-Total	Total	
A SHELL		231,184 m2			0		0.00	0.0
A1 SUBSTRUCTURE					0		0.00	0.0
A11 Foundations				0		0.00		
A12 Basement Excavation				0		0.00		
A13 Special Conditions				0		0.00		
A2 STRUCTURE					0		0.00	0.0
A21 Lowest Floor Construction				0		0.00		
A22 Upper Floor Construction				0		0.00		
A23 Roof Construction				0		0.00		
A3 EXTERIOR ENCLOSURE					0		0.00	0.0
A31 Walls Below Grade				0		0.00		
A32 Walls Above Grade				0		0.00		
A33 Windows & Entrances				0		0.00		
A34 Roof Coverings				0		0.00		
A35 Projections				0		0.00		
B INTERIORS		231,184 m2			0		0.00	0.0
B1 PARTITIONS & DOORS					0		0.00	0.0
B11 Partitions				0		0.00		
B12 Doors				0		0.00		
B2 FINISHES					0		0.00	0.0
B21 Floor Finishes				0		0.00		
B22 Ceiling Finishes				0		0.00		
B23 Wall Finishes				0		0.00		
B3 FITTINGS & EQUIPMENT					0		0.00	0.0
B31 Fittings & Fixtures				0		0.00		
B32 Equipment				0		0.00		
B33 Elevators				0		0.00		
B34 Escalators				0		0.00		
C SERVICES		231,184 m2			0		0.00	0.0
C1 MECHANICAL					0		0.00	0.0
C11 Plumbing & Drainage				0		0.00		
C12 Fire Protection				0		0.00		
C13 HVAC				0		0.00		
C14 Controls				0		0.00		
C2 ELECTRICAL					0		0.00	0.0
C21 Service & Distribution				0		0.00		
C22 Lighting, Devices & Heating				0		0.00		
C23 Systems & Ancillaries				0		0.00		
NET BUILDING COST - EXCLUDING SITE				\$ 0			0.00	0.0
D SITE & ANCILLARY WORK		231,184 m2			16,957,200		73.35	82.8
D1 SITE WORK					16,957,200		73.35	82.8
D11 Site Development	1.000	231,184 m2	65.90	15,227,160		65.87		
D12 Mechanical Site Services	0.000	1 Sum	1,230,000.00	1,230,000		5.32		
D13 Electrical Site Services	0.000	1 Sum	500,000.00	500,000		2.16		
D2 ANCILLARY WORK					0		0.00	0.0
D21 Demolitions				0		0.00		
D22 Alterations				0		0.00		
NET BUILDING COST - INCLUDING SITE				\$ 16,957,200			73.35	82.8
Z1 GENERAL REQUIREMENTS & FEE					3,516,000		15.21	17.2
Z10 Cash Allowances	0.000	1 Sum	1,278,500.00	1,278,500		5.53		
Z11 General Requirements		9.0 %		1,641,210		7.10		
Z12 Fee		3.0 %		596,310		2.58		
TOTAL CONSTRUCTION ESTIMATE - EXCLUDING CONTINGENCIES				\$ 20,473,200			88.56	100.0
Z2 ALLOWANCES					3,882,800		16.80	
Z21 Design & Pricing Allowance		10.0 %		2,047,320		8.86		
Z22 Escalation Allowance		5.0 %		1,126,030		4.87		
Z23 Construction Allowance		3.0 %		709,400		3.07		
TOTAL CONSTRUCTION ESTIMATE - INCLUDING CONTINGENCIES				\$ 24,356,000			105.35	
- GOODS & SERVICES TAX					0		0.00	
Goods & Service Tax		0.0 %		0		0.00		
TOTAL CONSTRUCTION ESTIMATE				\$ 24,356,000		\$	105.35	

**RED DEER YARDS RELOCATION
PWS, TRANSIT AND CIVIC GARAGE
RED DEER, ALBERTA**

**Report Date : January 2005
Revised March 2, 2005**

**Appendix
F - Drawing List**

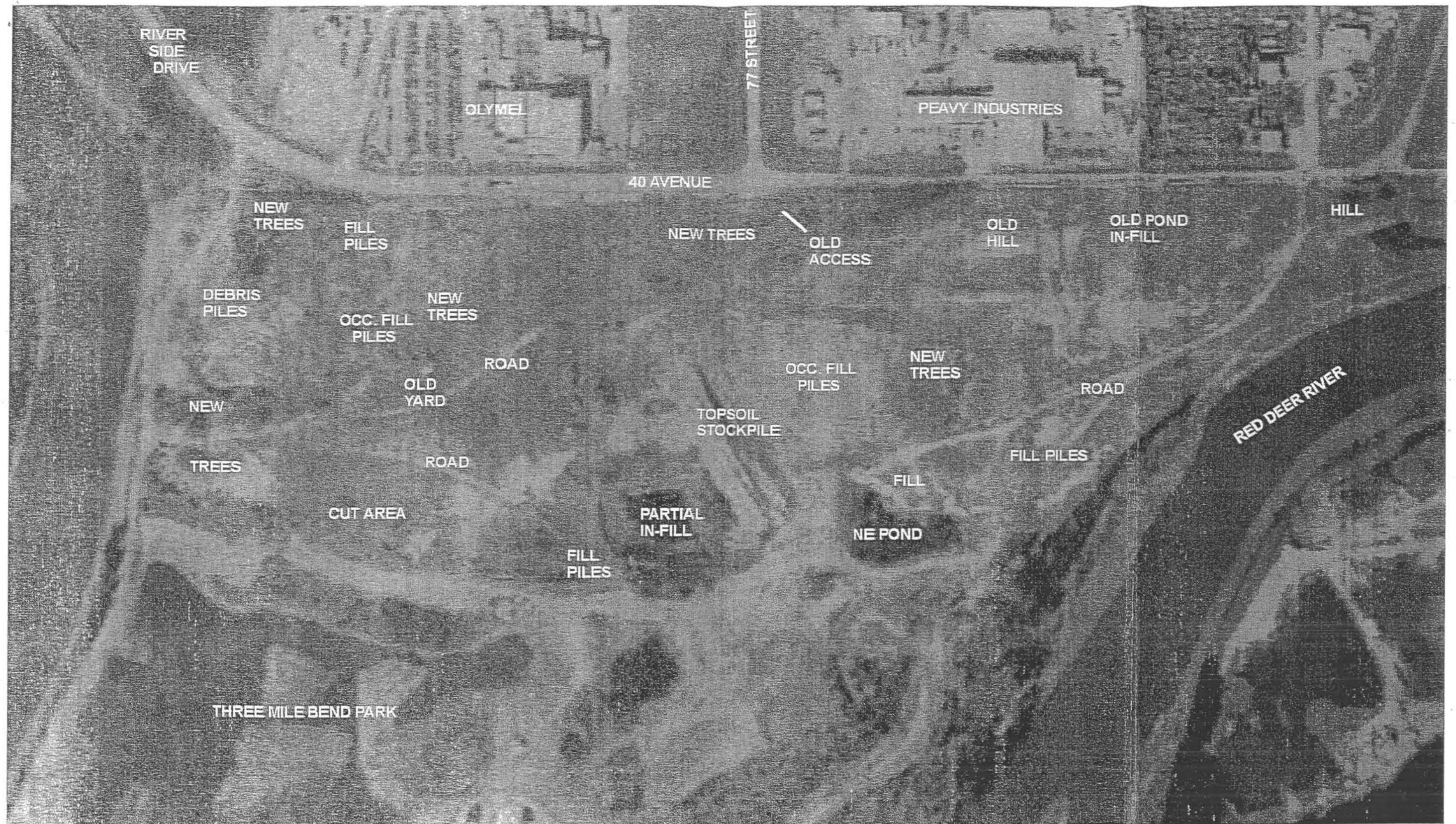
APPENDIX F - DRAWING LIST

ARCHITECTURAL

Number	Title	Dated	Received
A1.1	Site Plan	Feb. , 2005	Feb. 24, 2005
A2.1	Materials & Civic Garage Plan	ditto	ditto
A2.2	Transit Plan	ditto	ditto
A2.3	Public Works, ELP & Parks Plan	ditto	ditto

CIVIL

Number	Title	Dated	Received
	Site plan and 40 th Avenue Improvements	Feb. 2005	Feb. 24, 2005
	Utility Plan	ditto	ditto
	Storm and Grading Plan	ditto	ditto



N.T.S.

FIGURE 3

Parkland
GEOTECHNICAL
 CONSULTING LIMITED

1997 AERIAL PHOTOGRAPH
 LEHIGH CEMENT PROPERTY DEVELOPMENT
 RIVERSIDE IND. PARK, SW 34-38-27-W4M
 RED DEER, ALBERTA

JANUARY 2003

PROJECT RD0843



West Yards Relocation Study

Schematic Design Report
Executive Summary Council Submission

April 18, 2005
File No. 04052



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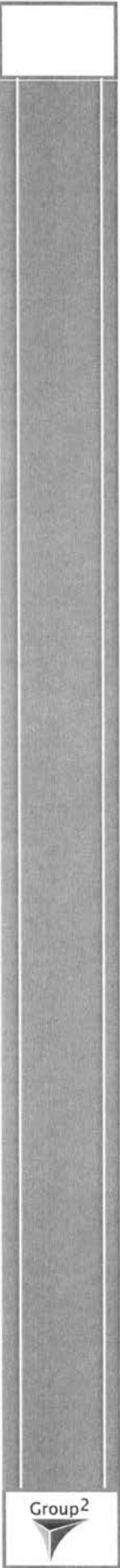
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1.0 EXECUTIVE SUMMARY

1.1 Project History

Recognizing the ultimate need to either relocate, or renovate and expand the City's West Yards and other related facilities, the City has investigated the potential options to determine the best course of action. In the 2004 Budget, Council directed administration to carry out a concept design for the proposed site in the Riverside Heavy Industrial area.



There are two primary drivers for relocating the current West Yards, EL & P, and Recreation, Parks and Culture facilities off their current locations; the current condition of the existing facilities and the community's vision for the Riverlands area as expressed in the Riverlands Redevelopment Plan.

The Community's vision for the Greater Downtown is echoed in the City's current Strategic Plan, the Greater Downtown Action Plan, and the Riverlands Redevelopment Plan, all of which contemplate a redeveloped Riverlands area, containing an integrated mix of residential, commercial, cultural, and public places.

The relocation of the West Yards could be considered the last phase of the CPR railway relocation in Red Deer.

Independent investigations have concluded that the existing facilities for Public Works, Transit, and Parks have reached capacity and are in need of urgent upgrades and expansion. These studies also question the practicality of upgrading existing facilities considering the Community's vision for the Riverlands area.

Anticipating the move and recognizing the need to secure industrial land for the future, the City has acquired a property situated within the Riverside Heavy Industrial Park based on the recommendations of a previous review of potential sites.

The consulting team of Group² Architecture Engineering Interior Design and Earth Tech Canada Inc. were retained in July of 2004 to develop a preliminary site plan, building layouts and cost estimate for this new site. This phase of planning and design is recognized as Phase II (B): Concept Design from the City's Major Facilities and Construction Template.

1.2 Preliminary Site Plan

Site Plan Development

The City assembled a Design Committee, chaired by the Director of Development Services, with representation from Transit, Public Works, EL&P and Parks.

*Facilities @ capacity
- Public Works
- Transit
- Parks*

Site

The space requirements and operating models of each department were reviewed to define the individual needs of each stakeholder. Operational relationships between departments were reviewed to identify preferred adjacencies and opportunities for sharing common space.

More than thirty site plan options were evaluated considering different building and yards orientations, and for providing site access and circulation, in accordance with site constraints.

Significant synergies were ultimately realized by locating departments with compatible operations into common buildings. EL&P, Public Works and Parks will be housed in a common building, as will Materiel Management and the Civic Garage.

The proposed Preliminary Site Plan is shown on Exhibit 1.

Site Information

The property is situated in the Riverside Heavy Industrial Park, next to Three Mile Bend Park, at 40th Avenue and 77th Street.

The preliminary site plan utilizes sixty-two acres of the seventy acre property. The remaining eight acres is currently reserved for private development, or for future expansion.

Site Access / Egress

A limited number of accesses will be constructed to minimize the impact on the adjacent road network.

The main entrance to the site will be located at the intersection of 77th Street and 40th Avenue. New signals are proposed at this location to permit large equipment to integrate safely with external traffic flows. This access will provide direct routing to Gaetz Avenue from 77th Street.

A secondary entrance to the yards, and access to the main parking lot, will be provided south of the 77th Street intersection. This entrance will likely be incorporated with a proposed signalized intersection into Olymel.

A third access to the sand and gravel storage area will be provided with separate entry from 40th Avenue. Traffic generated from this operation is largely from off-site locations and is not required to circulate through the yards.

Site Circulation

The internal road system will enhance operational efficiency between departments. Access is provided internally to each facility through service roads, except for the sand and gravel storage area.

An extension of 77th Street will provide access to each facility. A rear service road connects the site internally from north to south.

Site Selection?

Traffic at peak times on Kerrwood

Parking is located in front of each building to provide separation from operations.

All internal circulation roads and parking lots will be paved with a rural profile.

Traffic Impact Analysis

Allowances are made in the preliminary cost estimate to upgrade 40th Avenue and 77th Street directly adjacent to the site.

The proposed Olymel expansion and future Northland Drive extension across the Red Deer River will also affect traffic patterns on the Riverside Industrial Park road system. A detailed Traffic Impact Analysis is required to determine the combined impacts of these developments with the proposed yards.

Site Grading

The site has a natural grade that slopes in a northeasterly direction from 40th Avenue towards the Red Deer River.

The majority of the site is located above the one in one hundred year flood level. A berm will be constructed along the east perimeter of the yards to provide flood protection in low-lying areas and to balance earthwork quantities. The berm will be landscaped with trees to provide an aesthetic buffer to Three Mile Bend Park.

Buildings will not be located on areas of the property that were formerly used for concrete disposal.

Site Servicing

There is currently no formal storm collection drainage system on site. Storm water will be conveyed by overland ditching to an oil/grit separator and then directed through piping to the Red Deer River. Other options for storm management will be evaluated in the next phase of design.

Water service will be extended from the existing watermain running along 40th Avenue. Hydrants will be positioned to provide full fire protection coverage to each building.

Sanitary service will be extended from an existing manhole located at 77th Street. A small pump facility and force main will be required to service the wash bay.

Overhead electrical power lines that currently run through the middle of the site will be relocated and buried.

A new electrical distribution control system will be extended to the proposed EL&P facility.

New fiber optics will be extended to the yards from 67th Street. Options to share costs with neighboring industries will be explored in the next phase of design.

Yard Development

Most operations will have a separate graveled yard that will be fenced for security. Transit will be provided a paved area to stage busses as they return from their routes for servicing.

Existing yard sheds and smaller buildings will be moved to the new site. Larger yard buildings will be replaced.

Cold storage tents with electrical plug-ins will be erected in the EL&P, Public Works and Parks yards to shelter operational equipment from adverse weather. A similar tent will also be erected near the Transit facility to shelter Central Action Buses, which are currently parked off site.

A separate sand and gravel yard will be constructed at the north end of the site. This yard will be used for the storage of granular materials such as sanding chips, black dirt, gravel and road salt. All salt and salt mixtures will be covered. Runoff from the salt storage area will be contained.

Fuel islands and a wash bay facility will be located along the east side of the site. Vehicle fueling will be completed on a concrete pad to assist in the recovery of fuel spills and to prevent the vertical migration of petroleum products. Fuel storage will likely be above ground, with provisions for overfill protection and spill containment. The wash bay facility will accommodate three wash bays.

The yards for each operation will be sized as follows:

Yard	EXISTING (m ²)	PROPOSED (m ²)	Growth
Sand and Gravel	20,835	23,018	10%
Materiel Management	17,683	21,125	19%
Civic Garage	3,649	5,892	61%
Transit	4,552	10,058	121%
Public Works	23,300	21,648	(7%)
Parks	14,581	20,324	39%
EL&P	7,997	12,596	58%
Fueling Stations & Washbay	1,850	3,876	110%
Total	94,447	118,537	26%

1.3 Preliminary Building Layouts

Each department's space and operating requirements were reviewed in detail. The size of offices, workstations and parking stalls were standardized.

There will be a significant amount of growth in the floor area of the proposed buildings. First, many of the existing facilities have not had any significant additions since their initial construction and are currently undersized. Second, each preliminary building layout is designed with spare office space to accommodate an additional ten years growth (from 2004).

The site plan allows buildings to expand laterally for additional growth beyond ten years.

EL&P/ Public Works/ Parks Administration Building

EL&P, Public Works and Parks will be brought together into one administration building.

Distinct areas with individual entries, reception, photocopying/file storage rooms, washrooms and conference rooms will be provided for each operation. A separate area is provided for the Environmental Services Department in consideration of the Public Works Department reorganization. Engineering Survey will be relocated to this building, vacating the leased Dairyworld Facility for other uses. Parks administration will be consolidated into a single building from two locations.

Common locker rooms, lunchrooms, mechanical rooms and janitorial storage rooms will be used by the three departments.

Workshops and storage areas unique to each operation will be located at the rear perimeter of the building with access for loading.

The space requirements of the EL&P/Public Works/Parks Administration Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
Public Works Administration	1,485	2,649	78%
EL&P Administration	1,163	1,994	71%
Parks Administration	455	986	117%
Engineering Survey Administration	132	140	6%
Total	3,235	5,769	78%

EL&P/Public Works /Parks Equipment Parking Building

A shared building will be erected for EL&P, Public Works and Parks equipment storage. This building will be heated to ensure a portion of each operation's fleet will be available to respond to emergencies on short notice.

The remainder of the fleet will be sheltered in cold storage tents. Each tent will be equipped with electrical plug-ins.

A number of vehicles, which are currently stored within a heated facility, will be relocated to a cold storage tent. The transition from heated to cold storage represents a major change in the current philosophy of each operation to reduce proposed capital costs.

The space requirements of the EL&P/Public Works/Parks Equipment Storage Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
Public Works Equipment Storage	2,161	2,840	31%
EL&P Equipment Storage	1,400	1,525	9%
Parks Equipment Storage	361	1,093	203%
Engineering Equipment Storage	229	0	n/a
Total	4,151	5,458	31%

The size of the proposed parking stalls will increase to accommodate large equipment more safely.

Public Works has an existing heated tent (approximately 1,000 m²), which is not included in the aforementioned area. If this component is considered, provisions for Public Works heated storage will actually be reduced in the new facility.

*Westerner
Tent*

Parks existing heated equipment storage facility is configured as a series of parking bays arranged several stalls deep without aisles or lanes for maneuvering. The functionality of the new facility will be a significant improvement.

Transit Building

Transit will be located in a single building in close proximity to the Civic Garage.

The administration area will be separated into private and public areas. The main reception and administration offices will be accessible to the public. Access to locker rooms, lunchrooms and storage rooms will be restricted.

The transit storage garage will be sized to accommodate fifty-five buses. Internal circulation and a dedicated service lane will be provided to allow buses to be serviced (i.e. fuelling, fare drop off and washing) without intermediate staging or without needing to leave the building, unlike the existing building.

The space requirements of the Transit Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
Transit Administration	240	896	273%
Transit Vehicle Storage	3,009	7,943	164%
Total	3,249	8,839	172%

Civic Garage/ Materiel Management Building

Materiel Management and the Civic Garage will be combined under a common facility. The building entrance, locker rooms, lunchroom, file storage and mechanical rooms will be shared.

Materiel Management will likely receive many of the deliveries and product shipments for the Civic Garage.

A common consumable area will be located between each operation's parts room, utilizing common space, and allowing staff from both operations to support each other.

The Civic Garage shop will be configured with a center aisle between two diagonal rows of bays. This new configuration will allow equipment to be serviced without blocking access to another bay or to an exit, which is a problem frequently encountered with the existing pull-through configuration.

The space requirements of the Materiel Management/Civic Garage Building is summarized below:

Operation	EXISTING (m ²)	PROPOSED (m ²)	Growth
Materiel Management	1,162	2,026	74%
Civic Garage Admin/Warehouse	643	1,469	128%
Civic Garage Shop	1,416	4,159	194%
Total	3,221	7,654	138%

Sustainable Strategies

Sustainable strategies will be reviewed thoroughly during the next phase of design to make the new yards as energy efficient and environmentally friendly as practical, in consideration of budgetary constraints.

1.4 Preliminary Cost Estimate

Construction and Consulting Capital Costs

The following preliminary cost estimate for construction and consulting includes allowances for site servicing, off-site improvements, final grading, landscaping and the construction of the internal road system, yards, main buildings and storage tents:

CONSTRUCTION AND CONSULTING CAPITAL COSTS (MILLIONS)				
Operation	CONSTRUCTION AND CONSULTING	ESCALATION (2006)	PROFESSIONAL FEES	TOTAL
EL&P	\$ 7.8	\$ 0.4	\$ 0.5	\$ 8.7
Public Works	\$ 12.6	\$ 0.7	\$ 0.8	\$ 14.1
Parks	\$ 7.1	\$ 0.4	\$ 0.4	\$ 7.9
Eng. Survey	\$ 0.2	\$ 0.0	\$ 0.1	\$ 0.3
Transit	\$ 16.0	\$ 0.8	\$ 1.0	\$ 17.8
Mat. Management	\$ 7.2	\$ 0.4	\$ 0.4	\$ 8.0
Civic Garage	\$ 10.0	\$ 0.5	\$ 0.6	\$ 11.1
Sand and Gravel	\$ 4.3	\$ 0.2	\$ 0.3	\$ 4.8
Total	\$ 65.2	\$ 3.4	\$ 4.1	\$ 72.7
Construction & Consulting Cost Range (\pm 10%)			\$ 66.0 - \$ 80.0	

The preparation of working drawings (detailed design) is expected to take one year. Construction is anticipated over a two year period.

Pre-Development Capital Costs

Purchasing the land from the Land and Economic Development Department, and site pre-grading will be part of the overall project budget. Provisions are made to purchase the remaining eight acre parcel, which may become available for future expansion.

Pre-Development Costs are as follows:

Pre-Development Capital Costs	Millions
Land Purchase: City Site (62 Acres)	\$ 0.9
Off-site Levies: City Site (62 Acres)	\$ 1.0
Pre-Grading: City Site (62 Acres)	\$ 1.0
Allowance to Purchase the 8 Acre Reserve	\$ 0.4
Total Pre-Development Costs	\$ 3.3

Miscellaneous Capital Costs

Another \$ 1.7 million dollars is included in the budget to move into the new yards and to provide a dedicated City representative during detailed design and construction. Allowances for the following items have been considered:

- Pack, Move and Unpack Office Furniture and Personal Effects;
- Replacement Outdated Office, Lunch and Training Room Furniture;
- Computer / Network Connections & Disconnections;
- Window Coverings;
- Move Yard Materials, Equipment and Sheds;
- Replace Outdated Workshop Furnishings; and
- City Design & Construction Representative.

Capital Cost Summary

A summary of the anticipated preliminary capital costs is as follows:

Capital Costs Summary	Millions
Construction and Consulting Capital Costs	\$66.0 - \$ 80.0
Pre-Development Capital Costs	\$ 3.3
Miscellaneous Capital Costs	\$ 1.7
Capital Cost Range (\pm 10%)	\$ 71.0 - \$ 85.0

At this point there has not been a detailed analysis of the split of costs between utility-based and tax-based operations. This analysis will be done in the next phase if we proceed. A preliminary estimate is that the costs would be apportioned 35% to utilities and 65% to tax-base.

Annual Incremental Operating Costs

In addition to the capital costs, annual operating costs are expected to increase. We have done a preliminary estimate of these costs.

Although efficiencies are expected from new design techniques and construction materials, it is anticipated that an additional \$845,000 will be incurred annually to operate and maintain the larger facilities.

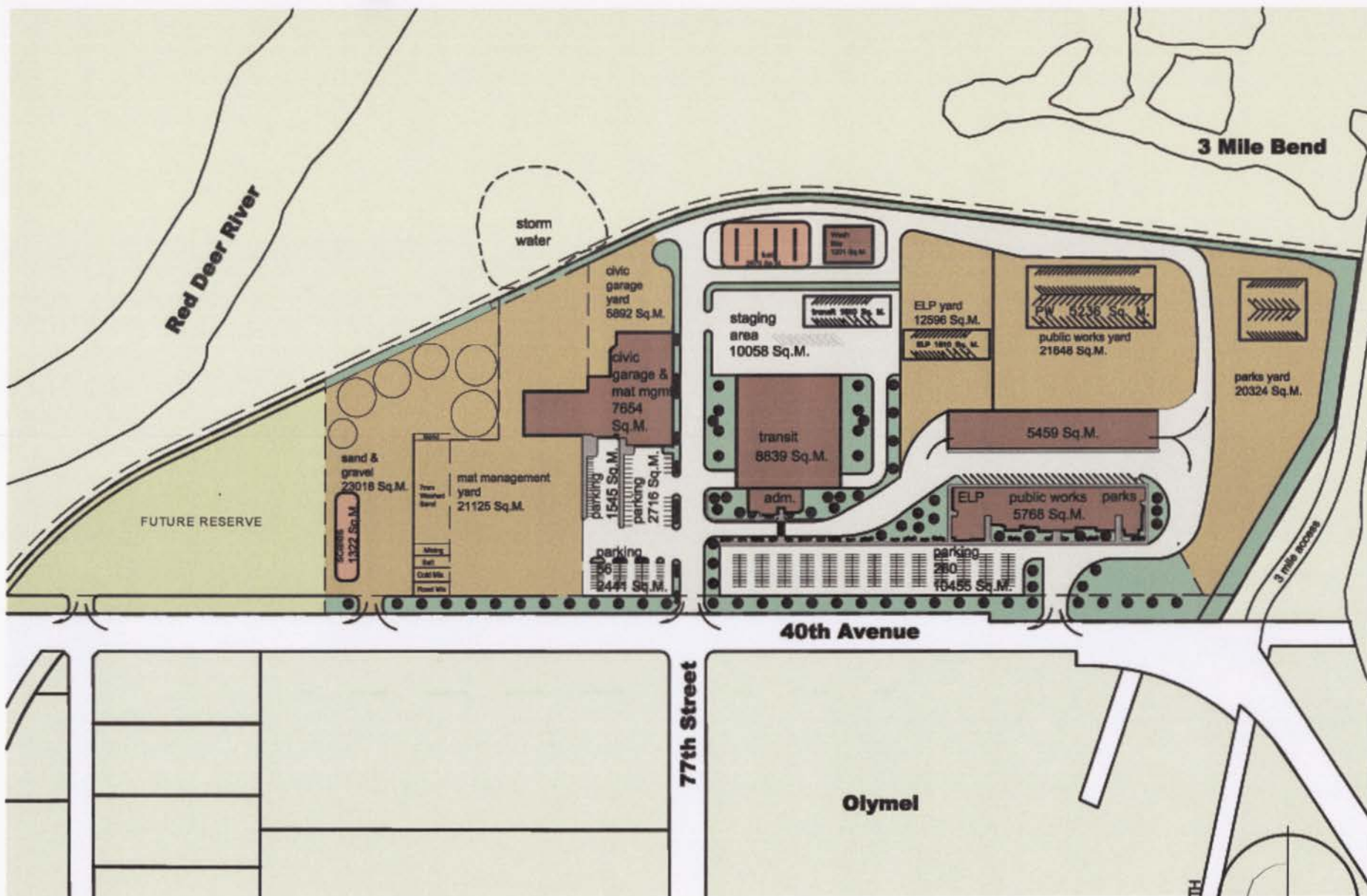
The existing site is near the center of the City. Direct operating costs for fleet operation and labour to travel the additional distance to/from the Riverside yards to service locations throughout the City will increase by \$655,000 annually. These costs are expected to become less significant as the City expands towards the Northeast.

The annual incremental operating costs are as follows:

ANNUAL INCREMENTAL OPERATING COSTS	
Facility Operating Costs	\$ 845,000 / year
Direct Operational Costs	\$ 655,000 / year
Total	\$ 1,500,000 / year

Conclusion

If this project proceeds, it is anticipated that the next phase, detailed design would take approximately one year to complete. Part of that exercise would be a determination of the best strategy for constructing the project; a single tender, multiple tenders, or project management. The total construction time is estimated to be two to three years to total completion. This would mean that the relocation would not be totally executed until 2008 – 2009.



SITE CONTEXT PLAN

SCHEMATIC DESIGN REPORT
CITY OF RED DEER
WEST YARDS RELOCATION
SITE CONTEXT PLAN

Presented By:



Architectural
Engineering
Interior Design

Date: March, 2005
 File No: 04052

EXHIBIT
1.0





cc: Mayor, Councillors, City Manager,
Director of Development.



May 12 2005

TO: Mayor Flewelling and Members of City Council

FROM: Gord Bontje

RE: City Yard Relocation

LAEBON DEVELOPMENTS LTD.
289, 28042 Hwy #11
RED DEER COUNTY, ALBERTA T4S 2L4
TELEPHONE (403) 346-7273
FAX (403) 341-4165
info@laebon.com
www.laebon.com

I would like to state that that in my professional opinion the City yard relocation can and should be phased in gradually.

I agree that all of the planning for the new site should be done immediately, and that the site should be prepared and utility services installed in anticipation of the move.

I further agree that a portion of the move should occur; I don't know where the most pressing need is, but I agree that some downtown land should be freed up soon.

Then, once the first piece of downtown land is redeveloped, a further segment of the relocation should occur.

And so on until the relocation is complete.

I think the City will incur a greater cost to do the project all at once than if you phase it. Phasing it will spread the economic benefit to the community out over a longer period, because breaking the construction contracts into more pieces will increase the likelihood that local contractors and trade contractors will be able to bid on the work, and keep that money from immediately flowing to Calgary or Edmonton.

Further, the revenue from selling the downtown site will be greatly enhanced if it can be developed over time. There is a demand for residential property along the riverbank. But, in my humble opinion, the demand is for 50 – 60 apartment units per year. That might translate into a need for as little as 2 – 3 acres of land per year. Flooding the market with excess land will only depress the value. It will also make the vacant site look unattractive until demand catches up with supply. And moving slowly will enable you to make "course corrections" as you proceed.

It would be a tragedy if all or a part the downtown yards sat vacant for years, like the former rail yards did for most of the 1990s. And remember, the rail yard redevelopment plan changed (for the better) as time went on and more thought occurred.

I commend City staff and City Council for "thinking big" by starting the relocation. Red Deer will be a better place once this project is complete. But, I caution you to "think big - but be realistic". Consider the absorption rate of the vacant land; take your time; you'll get a better result.

Legislative & Administrative Services

DATE: May 10, 2005

TO: Bryon Jeffers, Director of Development Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Relocation of the West Yards Site (New Riverside Yards Site)

Reference Report:

Director of Development Services, dated May 3, 2005 and April 19, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Director of Development Services, dated April 19, 2005, re: Relocation of the West Yards Site (New Riverside Yards Site), authorizes City Administration to proceed to Phase III (Construction) of the Major Facility Planning and Construction Template."

Report Back to Council: Yes

In accordance with the Major Facilities Planning & Construction Template.

Kelly Kloss
Manager

/chk

c Director of Corporate Services
Public Works Manager
EL & P Manager



Legislative & Administrative Services

DATE: May 2, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/G-2005
Portion of SE ¼ Sec. 11-38-27-W4M
Lancaster East (Lonsdale) – Phase 10
Laebon Developments Ltd.

History

At the Monday, April 11, 2005 Council meeting, Council gave first reading to Land Use Bylaw Amendment 3156/G-2005

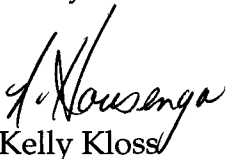
Land Use Bylaw Amendment 3156/G-2005 provides for the rezoning of land to develop Phase 10 of the Lonsdale neighbourhood. Approximately 2.208 ha (5.46 ac) of land will be rezoned from A1 Future Urban Development District to P1 Parks and Recreation District in order to create a municipal reserve lot and a public utility lot.

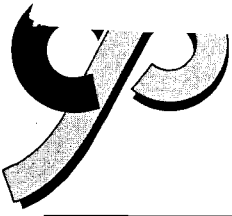
Public Consultation Process

A Public Hearing has been advertised for Monday, May 9, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Recommendations

That following the Public Hearing, Council proceed with second and third readings of the bylaw.

fw: 
Kelly Kloss
Manager



LAND
**COMMUNITY
PLANNING
SERVICES**

13

Suite 404, 4808 Ross Street
Red Deer, Alberta T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570
e-mail: pcps@pcps.ab.ca

DATE: March 30, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/G-2005
Portion of SE ¼ Sec. 11-38-27-W4M
Lancaster East (Lonsdale) – Phase 10
Laebon Developments Ltd.

Proposal

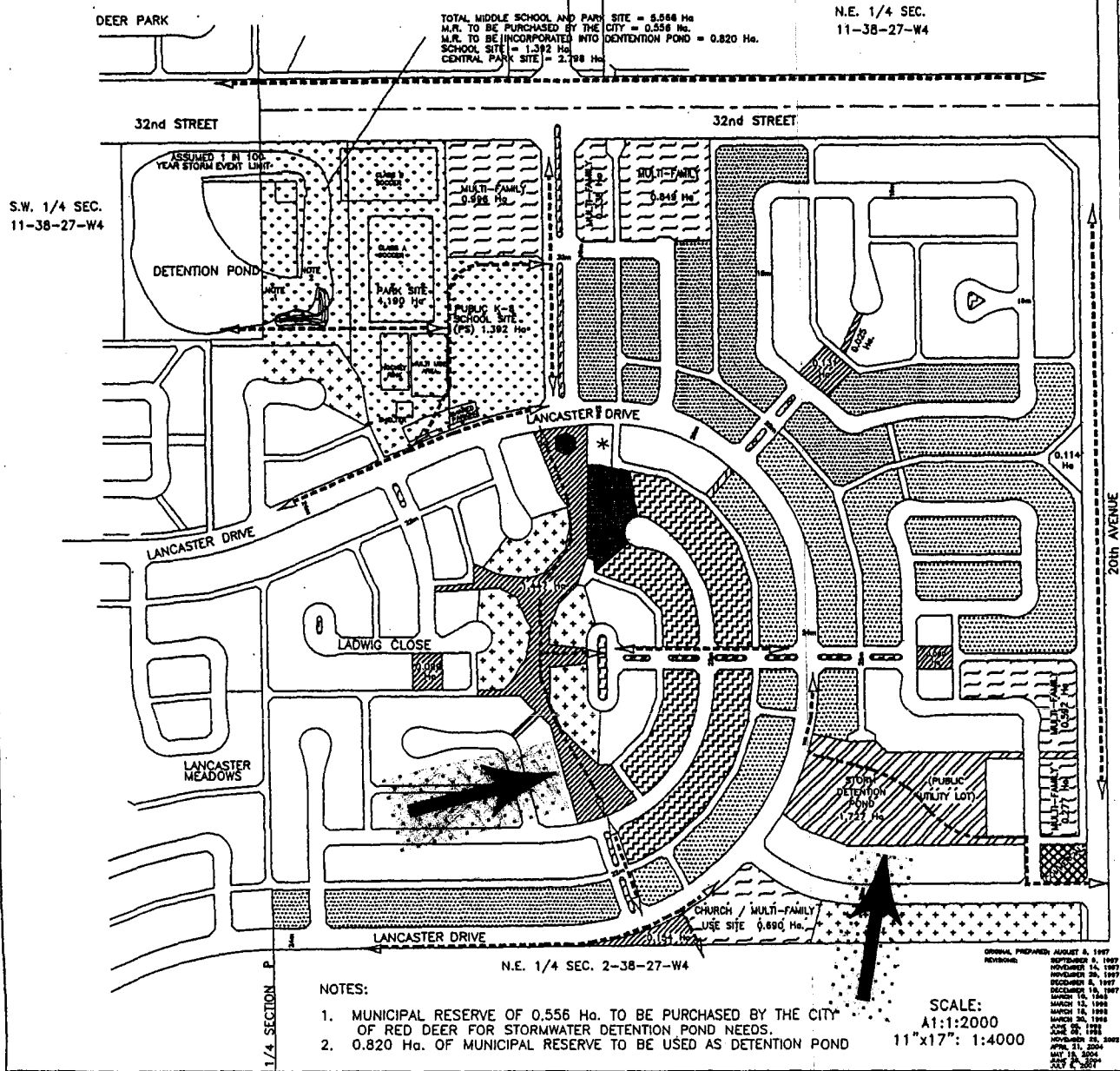
Laebon Developments Ltd. is proposing to develop Phase 10 of the Lonsdale neighbourhood. A portion of this phase requires rezoning to accommodate a park and a storm detention pond facility. Therefore, the applicant seeks to rezone approximately 2.208 ha (5.46 ac.) of land from A1 Future Urban Development District to P1 Parks and Recreation District in order to create a municipal reserve lot and a public utility lot.

Staff Recommendation

The proposal conforms with the Lancaster East (Lonsdale) Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/G-2005.

Martin Kvapil

/attach.



RED DEER
NEIGHBOURHOOD AREA
STRUCTURE PLAN
SHOWING
SUBDIVISION
OF THE
S.E.1/4, 11-38-27-W4
FOR
LAEBON DEVELOPMENTS LTD.

- SINGLE FAMILY DETACHED - R1
- SINGLE FAMILY NARROW (R1-N)
- SEMI-DETACHED - R1A
- MULTI-FAMILY - R2/R3
- TWO STOREY WALKOUT BASEMENT - SINGLE DETACHED
- TWO STOREY WALKOUT BASEMENT - SEMI-DETACHED
- WALKWAYS AND LOCAL PARKS
- NEIGHBOURHOOD COMMERCIAL
- MIDDLE SCHOOL AND PARK
- PUBLIC UTILITY LOTS
- ROADS AND LANES
- MEDIANS FOR COLLECTOR OR RESIDENTIAL ROADS
- MAIN PEDESTRIAN LINKAGE
- CHILDREN'S PLAYGROUND

- NOTES:**
- ALL ROAD RIGHT OF WAYS ARE 15.00m WIDE, UNLESS OTHERWISE NOTED.
 - R1-N LOTS ARE TO BE LOCATED ONLY IN AREAS WHERE THERE IS A MINIMUM LOT DEPTH OF 36.6m.
 - * INDICATES THE DAY CARE SITE HAS BEEN ADVERTISED, AS PER SPECIFICATIONS, AND NOT SOLD WITHIN 3 MONTHS.

TOTAL AREA OF ORIGINAL 1/4 SECTION	64,715 Ha	158,91 Ac
32nd STREET AND 20th AVENUE MEDIAN	4,072 Ha	9.98 Ac
DEVELOPABLE AREA	60,643 Ha	148.93 Ac
SINGLE FAMILY-DETACHED (R1)	17,485 Ha	43.21 Ac
SINGLE FAMILY-NARROW (R1-N)	11,394 Ha	27.91 Ac
SEMI-DETACHED (R1A)	2,874 Ha	7.10 Ac
MULTI-FAMILY LOTS (R2)	2,084 Ha	5.14 Ac
COMMERCIAL	1,186 Ha	2.92 Ac
DAY CARE SITE	0,000 Ha	0.00 Ac
CHURCH SITE	0,000 Ha	0.00 Ac
MIDDLE SCHOOL SITE, PARK SITE	2,880 Ha	7.13 Ac
LOCAL PARKS AND WALKWAYS	3,082 Ha	7.61 Ac
S.E. CORNER DETENTION POND	1,727 Ha	4.27 Ac
RECREATION PALL LOTS	0,195 Ha	0.48 Ac
ROADS	15,000 Ha	36.86 Ac
COLLECTOR	4,617 Ha	11.31 Ac
RESIDENTIAL	7,143 Ha	17.59 Ac
LANES	4,073 Ha	10.07 Ac

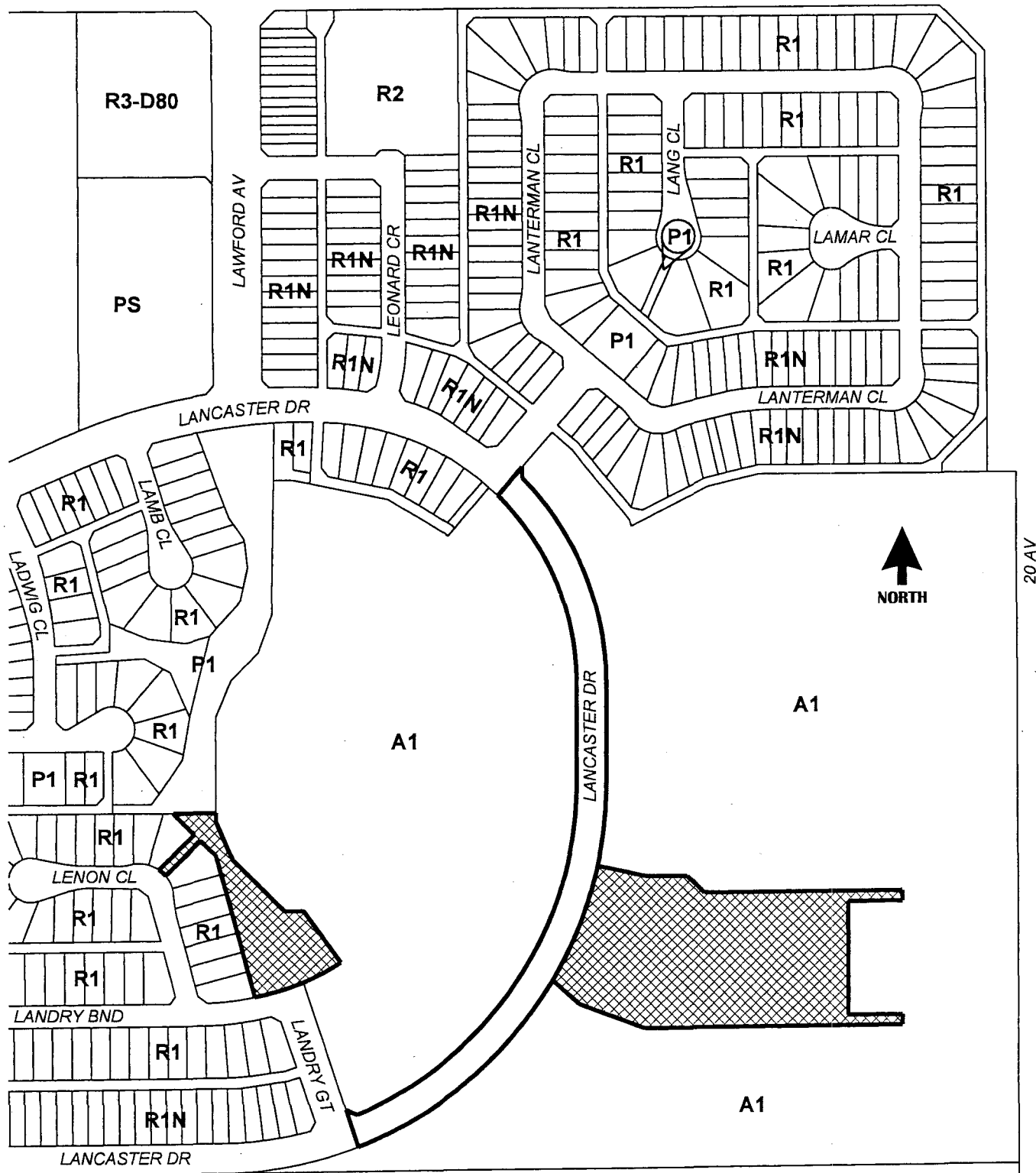
- NOTES:**
- MUNICIPAL RESERVE OF 0.556 Ha. TO BE PURCHASED BY THE CITY OF RED DEER FOR STORMWATER DETENTION POND NEEDS.
 - 0.820 Ha. OF MUNICIPAL RESERVE TO BE USED AS DETENTION POND

SCALE:
A1:1:2000
11"x17": 1:4000

ORIGINAL PROVIDED AUGUST 8, 1997
REVISIONS:
SEPTEMBER 9, 1997
OCTOBER 20, 1997
DECEMBER 10, 1997
MARCH 13, 1998
MARCH 16, 1998
MARCH 20, 1998
JUNE 25, 1998
OCTOBER 20, 2002
APRIL 21, 2004
MAY 15, 2004
JULY 2, 2007

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT 15

32 ST



20 AV



Change from :

A1 to P1 

AFFECTED DISTRICTS:

A1 - Future Urban Development

P1 - Parks and Recreation

MAP No. 6 / 2005
BYLAW No. 3156 / G - 2005



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

May 10, 2005

Laebon Developments
289, 28042 Highway 11
Red Deer County, AB T4S 2L4

Dear Sirs:

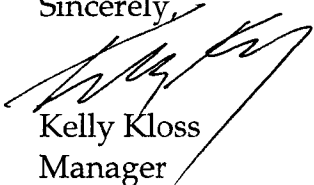
***Land Use Bylaw Amendment 3156/G-2005
Lancaster East (Lonsdale) – Phase 10
Laebon Developments Ltd.***

At the City of Red Deer's Council Meeting held May 9, 2005, a Public Hearing was held with respect to *Land Use Bylaw Amendment 3156/G-2005*. Following the Public Hearing, *Land Use Bylaw Amendment 3156/G-2005* was given second and third readings, a copy of which is attached.

Land Use Bylaw Amendment 3156/G-2005 provides for the rezoning of land to develop Phase 10 of the Lonsdale neighbourhood. Approximately 2.208 ha (5.46 ac) of land will be rezoned from A1 Future Urban Development District to P1 Parks and Recreation District in order to create a municipal reserve lot and a public utility lot.

Please call if you have any questions or require additional information.

Sincerely,



Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

**LUB AMENDMENT
LANCASTER EAST (Lonsdale) – PHASE 10**

DESCRIPTION: Redesignation from P1 Parks & Recreation.

FIRST READING: April 11, 2005
FIRST PUBLICATION: April 22, 2005
SECOND PUBLICATION: April 29, 2005
PUBLIC HEARING & SECOND READING: May 9, 2005
THIRD READING: May 9, 2005

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☒ NO ☐

DEPOSIT? YES ☒ \$ 400. NO ☐ BY: Lacbon

ACTUAL COST OF ADVERTISING:

\$ 320.96 X 2 TOTAL: \$ 641.92

MAP PREPARATION: \$ —

TOTAL COST: \$ 641.92

LESS DEPOSIT RECEIVED: \$ (400. —)

AMOUNT OWING/ (REFUND): \$ 241.92

INVOICE NO.: 163075

(Account No. 180.5901)

FILE

April 20, 2005

«Prime_Owner_Name»

«Owner_Address_1»

«Owner_Address_2»

«Owner_Address_3»

«Owner_Address_4»

Dear Sir/Madam:

**Re: Rezoning Lancaster East (Lonsdale) Phase 10
Land Use Bylaw Amendment 3156/G-2005**

Council of the City of Red Deer is considering a change to the Land Use Bylaw that controls the use and development of land and buildings in the city. As a property owner in the Lonsdale area you have an opportunity to ask questions about the intended use and to let Council know your views.

City Council proposes to pass **Land Use Bylaw Amendment 3156/G-2005** which provides for the rezoning of approximately 2.208 hectares (5.46 acres) of land from A1 Future Urban Development District to P1 Parks and Recreation District to create a municipal reserve lot and a public utility lot. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, May 9, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to our office by **Tuesday, May 3, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,



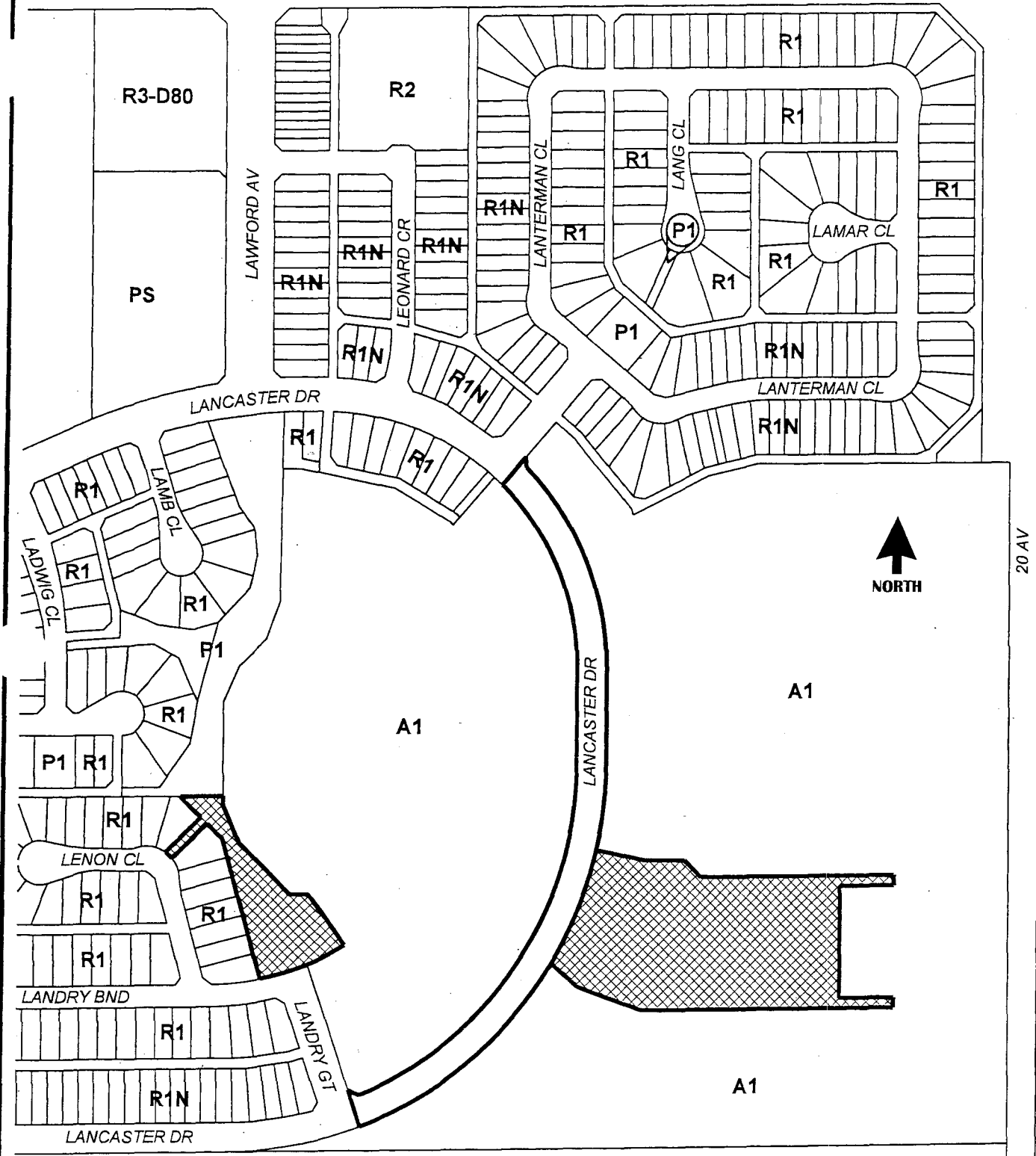
Kelly Kloss
Manager, Legislative & Administrative Services
/te
encl.

Prime Owner Name	Owner Address 1	Owner Address 2	Owner Address	Owner Address 4
MARJORIE ENZIE	61 LADWIG CLOSE	RED DEER, AB T4R 2V6		
GLEN GREGORY ROY	57 LADWIG CLOSE	RED DEER, AB T4R 2V6		
BRUCE ERIC & FAYE CHARLENE M	PO BOX 482 STN POSTAL BOX CT	RED DEER, AB T4N 5G1		
ROBERT J & MARILYN L ZINKEN	45 LADWIG CLOSE	RED DEER, AB T4R 2V7		
DENNIS & CECILE GERWING	41 LADWIG CLOSE	RED DEER, AB T4R 2V6		
PEMBERTON HOLDINGS LTD	200-10020 101A AVE NW	PHIPPS MCKINNON BLDG	EDMONTON, AB T5J 3G2	

The City of Red Deer

PROPOSED LAND USE BYLAW AMENDMENT

32 ST



AFFECTED DISTRICTS:

A1 - Future Urban Development

P1 - Parks and Recreation

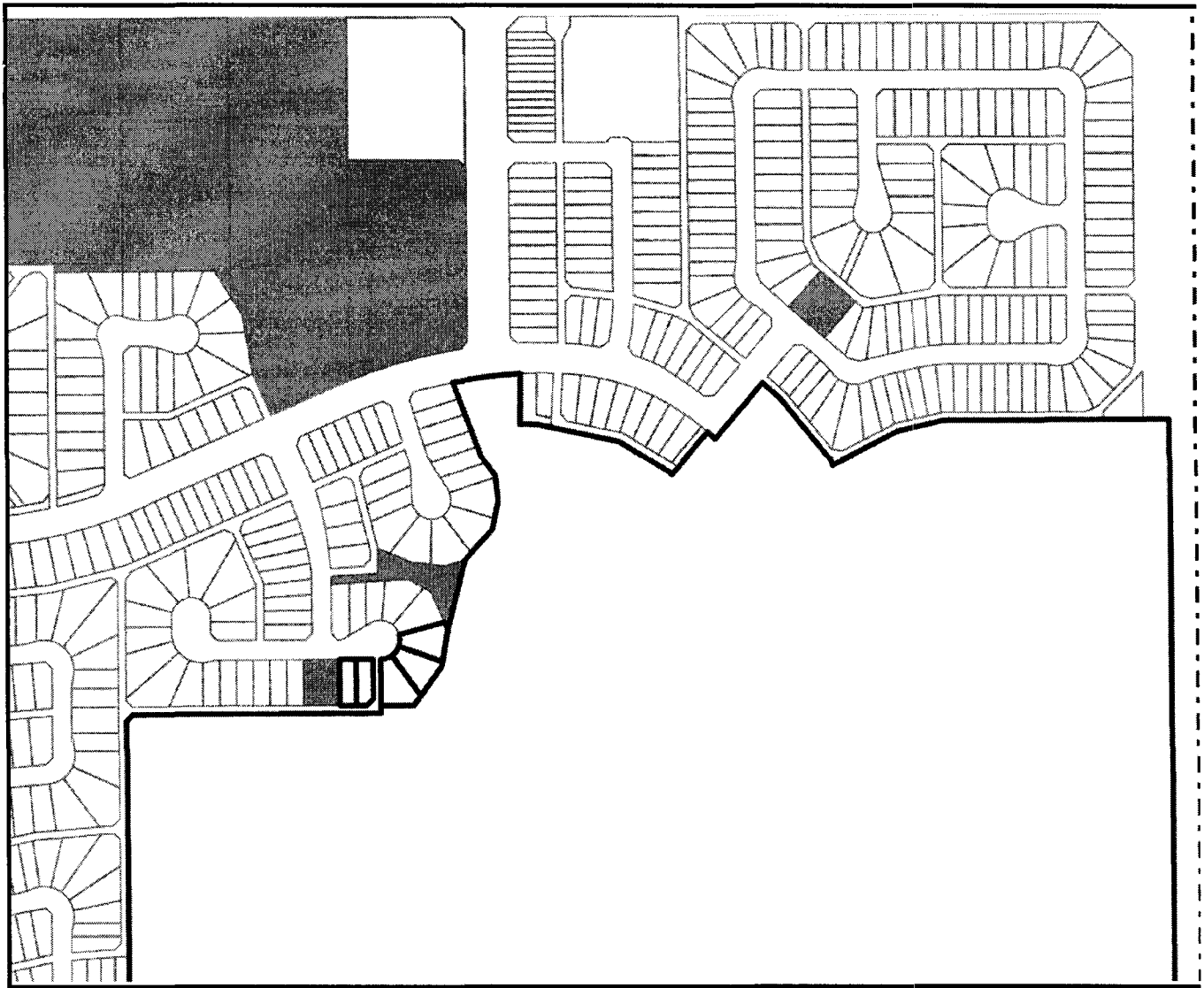
Change from :

A1 to P1



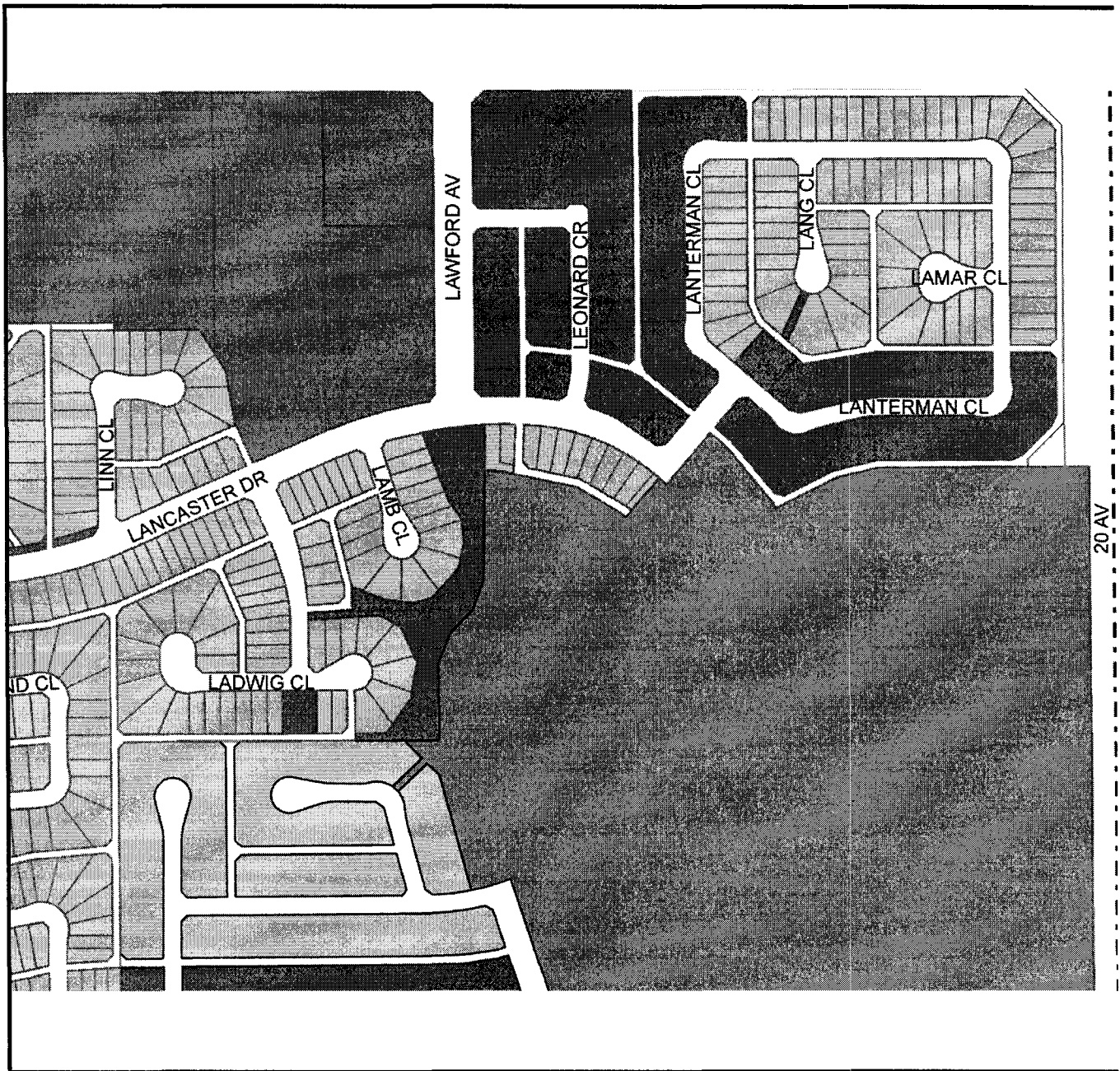
MAP No. 6 / 2005

BYLAW No. 3156 / G - 2005



LUB Amendment 3156/G-2005

2005/04/19



LUB 3156/G-2005

2005/04/20

**LANCASTER EAST (Lonsdale) Phase 10
Land Use Bylaw Amendment**

City Council proposes to pass **Land Use Bylaw Amendment 3156/G-2005**, which provides for the rezoning of approximately 2.208 hectares (5.46 acres) of land from A1 Future Urban Development District to P1 Parks and Recreation District to create a municipal reserve lot and a public utility lot. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

“Map”

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday, May 9, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, May 3, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: April 22 & 29, 2005)

City of Red Deer
LAEBON LANDS

Receipt # 241975
Initials: BG
Date: 2005-04-15

Type	Account	Amount
General	GL	\$400.00
ADVERTISING RECOVERY3156/G2005		

Tax Amount:	\$0.00

	\$400.00
	=====
Cash Received:	\$0.00
Cheque Received:	\$400.00
Cheque Number:	447
Other Received:	\$0.00

	\$400.00
	=====
Change:	\$0.00



THE CITY OF RED DEER
Legislative & Administrative Services Department Payment Receipt

05 04 15
Year Month Day

Name: LAEBON LANDS

Reference: LUB AMAN057 3156-2005
- ADVERTISING

ITEM	Account Number (Business Unit.Object.Subsidiary)	Subledger	T	Asset ID No.	Amount
L.U.B. Advert	59.5901				400.00
D.A.B. Fee	54.5722				
D.A.B. Advert	54.5901				
TOTAL					400.00

GST. REGISTRATION # R119311785



NOT VALID UNLESS MACHINE PRINTED HERE

Legislative & Administrative Services

DATE: April 12, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/G-2005
Portion of SE ¼ Sec. 11-38-27-W4M
Lancaster East (Lonsdale) – Phase 10
Laebon Developments Ltd.

Reference Report:

Parkland Community Planning Services, dated March 30, 2005

Bylaw Readings:

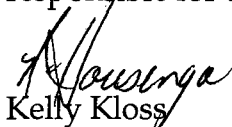
Land Use Bylaw Amendment 3156/G-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, May 9, 2005 at 7:00 p.m. in Council Chambers, during Council's Regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/G-2005 provides for the rezoning of land to develop Phase 10 of the Lonsdale neighbourhood. Approximately 2.208 ha (5.46 ac) of land will be rezoned from A1 Future Urban Development District to P1 Parks and Recreation District in order to create a municipal reserve lot and a public utility lot. This office will proceed with the advertising for a Public Hearing. Laebon Developments Ltd. will be responsible for the advertising costs in this instance.

fw:

Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
B. Greter, Clerk Steno
C. Adams, Administrative Assistant

BYLAW NO. 3156/G-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map L6" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 6/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

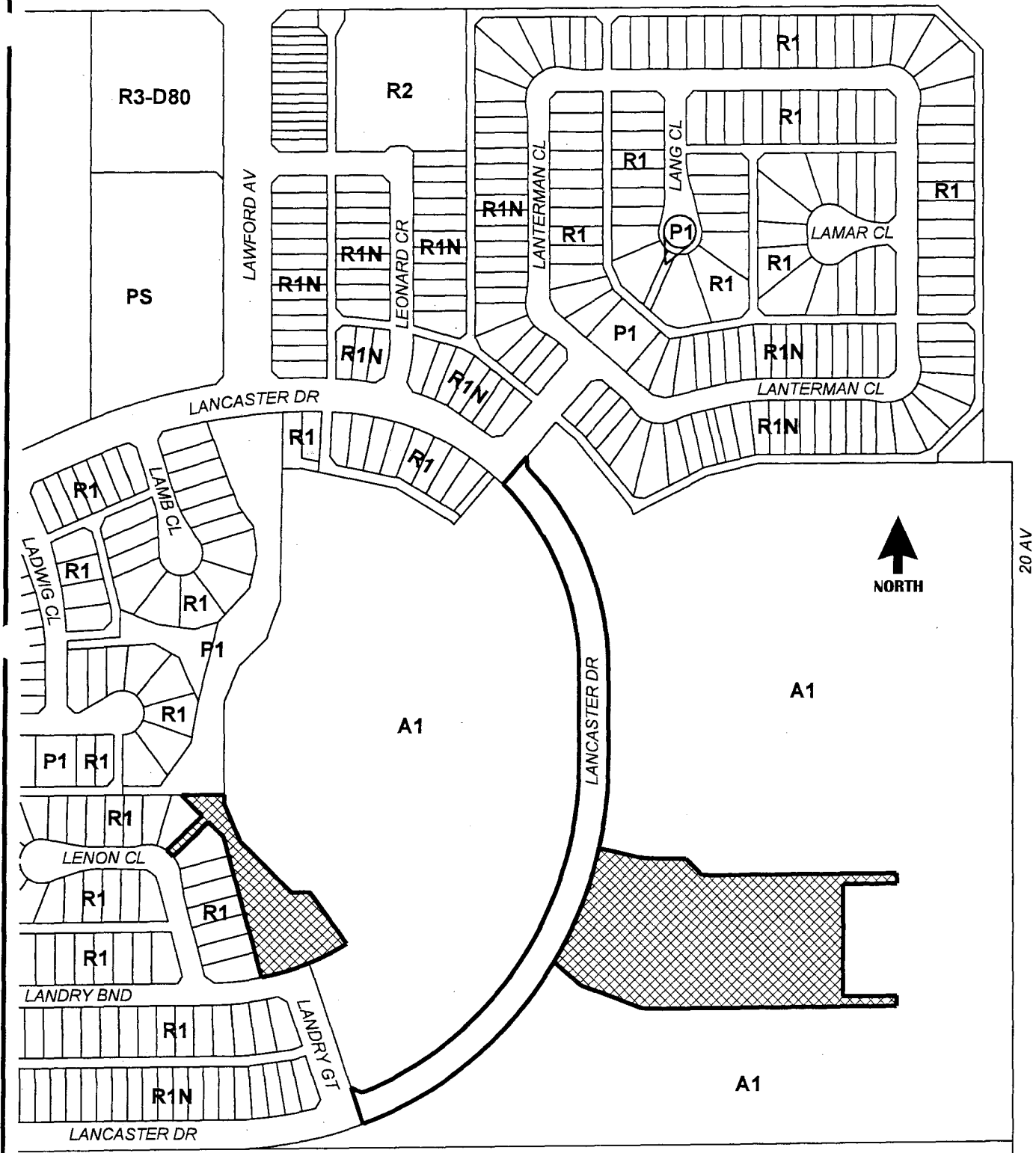
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT

32 ST



AFFECTED DISTRICTS:

A1 - Future Urban Development

P1 - Parks and Recreation

Change from :

A1 to P1



MAP No. 6 / 2005
BYLAW No. 3156 / G - 2005

April 13, 2005

Kelly Kloss, Manager
Legislative & Administrative Services
The City of Red Deer
Box 5008
Red Deer, AB
T4N 3T4

LAEBON DEVELOPMENTS LTD.
289, 28042 Hwy #11
RED DEER COUNTY, ALBERTA T4S 2L4
TELEPHONE (403) 346-7273
FAX (403) 341-4165
info@laebon.com
www.laebon.com

Dear Kelly,

**Re: Land Use Bylaw Amendment 3156/G-2005
Lancaster East (Lonsdale) – Phase 10
Laebon Lands Ltd.**

Please find attached a cheque for advertising costs for the rezoning of Lonsdale Phase 10.

Please call if you have any questions or require further information.
Thank-you.

Sincerely,



Chris Beaumont, C.E.T.
Land Development Manager

Att.



LEGISLATIVE & ADMINISTRATIVE SERVICES
April 12, 2005

Fax: 341-4165

Laebon Developments
289, 28042 Highway 11
Red Deer County, AB T4S 2L4

Dear Sirs:

***Land Use Bylaw Amendment 3156/G-2005
Lancaster East (Lonsdale) – Phase 10
Laebon Developments Ltd.***

Red Deer City Council gave first reading to *Land Use Bylaw Amendment 3156/G-2005* at the City of Red Deer's Council Meeting held Monday, April 11, 2005. For your information, a copy of the bylaw is attached.

Land Use Bylaw Amendment 3156/G-2005 provides for the rezoning of land to develop Phase 10 of the Lonsdale neighbourhood. Approximately 2.208 ha (5.46 ac) of land will be rezoned from A1 Future Urban Development District to P1 Parks and Recreation District in order to create a municipal reserve lot and a public utility lot.

Council must hold a Public Hearing before giving second and third readings to the bylaw. This office will now advertise for a Public Hearing to be held on Monday, May 9, 2005 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the *Land Use Bylaw*, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, April 20, 2005. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call if you have any questions or require additional information.

Sincerely,

fw: [Signature]
Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services
C. Adams, Administrative Assistant

Legislative & Administrative Services

DATE: May 10, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/G-2005
Portion of SE ¼ Sec. 11-38-27-W-4M
Lancaster East (Lonsdale) – Phase 10
Laebon Developments Ltd.

Reference Report:

Parkland Community Planning Services, dated March 30, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/G-2005 was given second and third readings. A copy of the bylaw is attached.

Comments/Further Action:

Land Use Bylaw Amendment 3156/G-2005 provides for the rezoning of land to develop Phase 10 of the Lonsdale neighbourhood. Approximately 2.208 ha (5.46 ac) of land will be rezoned from A1 Future Urban Development District to P1 Parks and Recreation District in order to create a municipal reserve lot and a public utility lot. This office will amend the Land Use Bylaw and distribute copies in due course.


Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
 Land & Economic Development Manager
 Inspections & Licensing Manager
 City Assessor
 D. Kutinsky, Graphics Designer
 L. Khoshaba, GIS Analyst
 T. Edwards, Clerk Steno

BYLAW NO. 3156/G-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

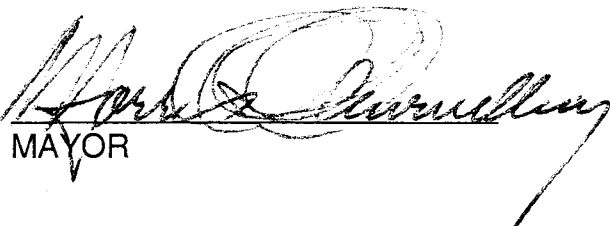
1. That "Use District Map L6" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 6/2005 attached hereto and forming part of the bylaw.

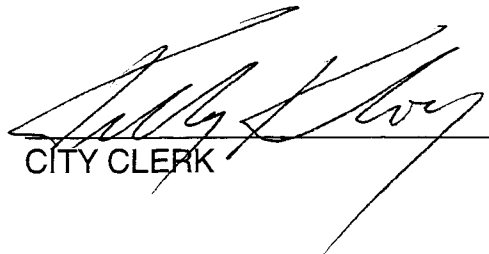
READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A THIRD TIME IN OPEN COUNCIL this 9th day of May 2005.

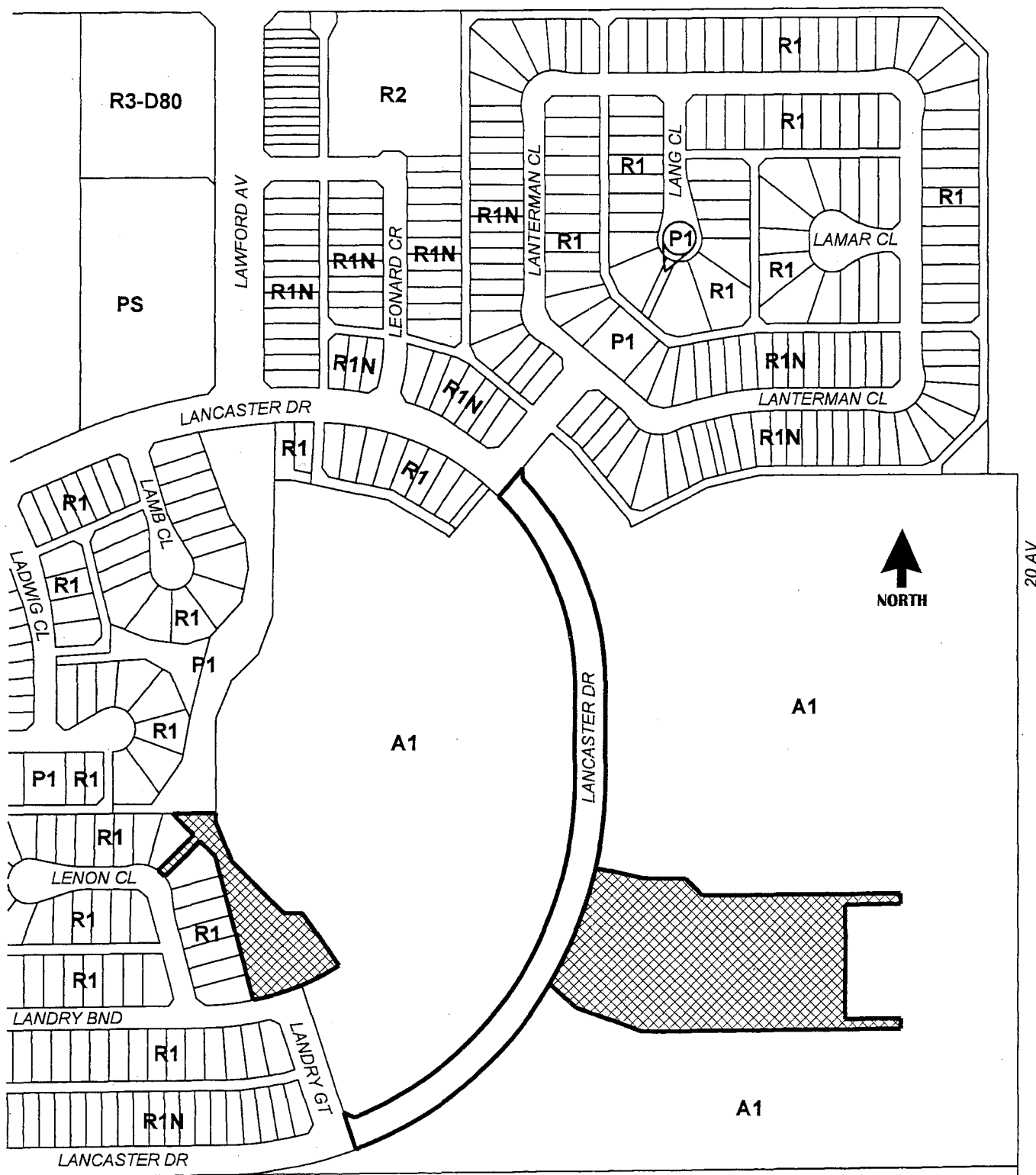
AND SIGNED BY THE MAYOR AND CITY CLERK this 9th day of May 2005.


MAYOR


CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT

32 ST



20 AV



AFFECTED DISTRICTS:
 A1 - Future Urban Development
 P1 - Parks and Recreation

Change from :

A1 to P1 

MAP No. 6 / 2005
 BYLAW No. 3156 / G - 2005

Item No. 2

**Legislative & Administrative Services**

DATE: May 2, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/I-2005
Lot 3, Plan 962 4094
Johnstone Park – Phase 8
Carolina Homes Inc.

History

At the Monday, April 11, 2005, Council gave first reading to Land Use Bylaw Amendment 3156/I-2005.


Land Use Bylaw Amendment 3156/I-2005 provides for the rezoning of land in order to develop Phase 8 of the Johnstone Park neighbourhood. Approximately 1.99 ha (4.92 ac) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District in order to develop twenty-seven (27) low density residential lots.

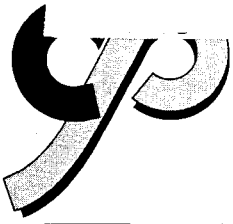
Public Consultation Process

A Public Hearing has been advertised for Monday, May 9, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Recommendations

That following the Public Hearing, Council proceed with second and third readings of the bylaw.

fw: 
Kelly Kloss
Manager



LAND
**COMMUNITY
PLANNING
SERVICES**

17

Suite 404, 4808 Ross Street
Red Deer, Alberta T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570
e-mail: pcps@pcps.ab.ca

DATE: April 4, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/I-2005
Lot 3, Plan 962 4094
Johnstone Park – Phase 8
Carolina Homes Inc.

Proposal

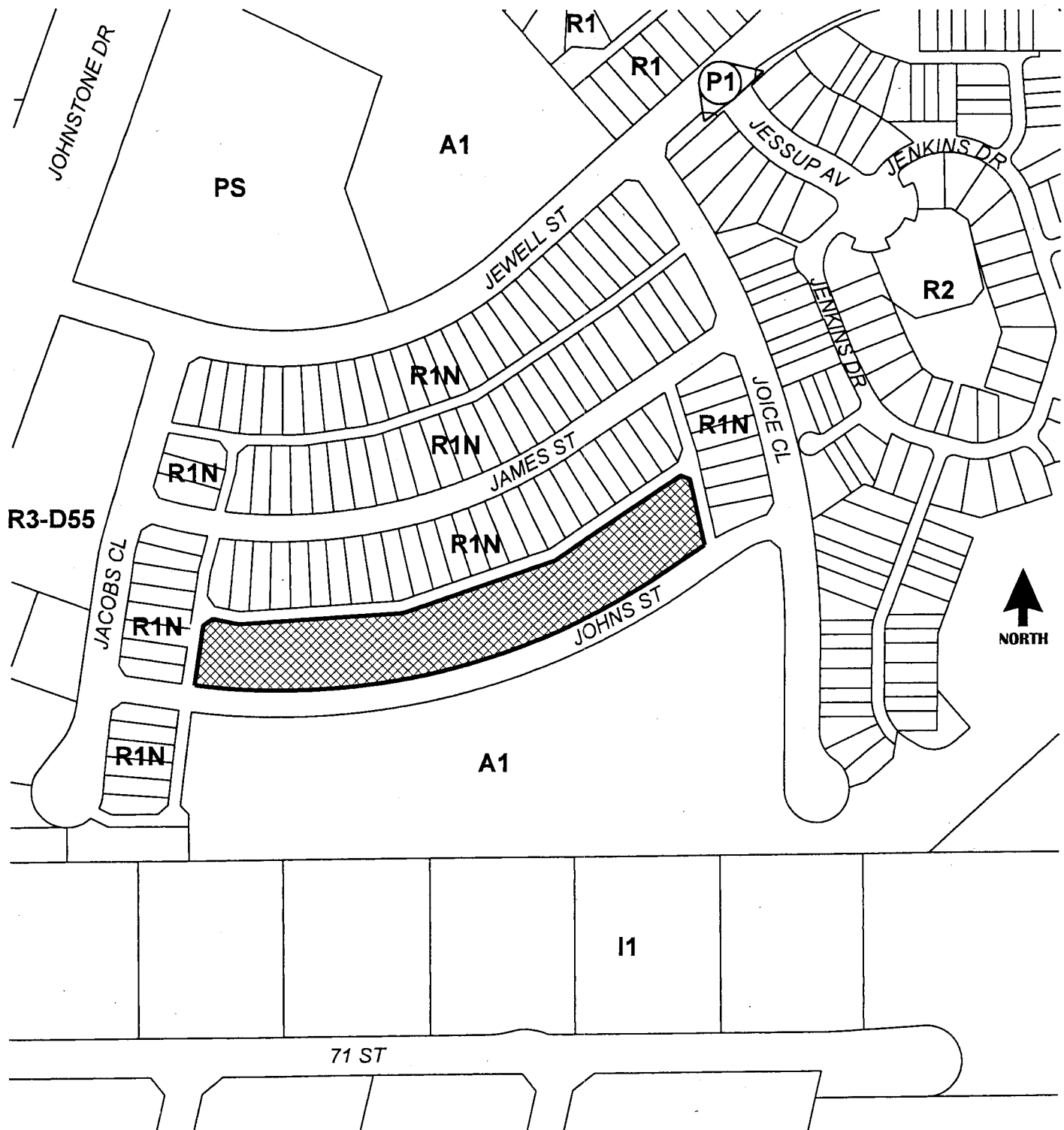
Carolina Homes Inc. is proposing to develop Phase 8 of the Johnstone Park neighbourhood. Phase 8 is located within the southerly portion of the Johnstone Park Neighbourhood Area Structure Plan. The applicant seeks to rezone approximately 1.99 ha (4.92 ac.) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District for the purpose of twenty-seven (27) low density residential lots.

Staff Recommendation

The proposal conforms with the Johnstone Park Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/I-2005.

Martin Kvapil
Planning Assistant

/attach.



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1N - Residential (Narrow Lot)

Change from :

A1 to R1N



MAP No. 7/ 2005
BYLAW No. 3156 / I - 2005

FILE



Council Decision – May 9, 2005

Legislative & Administrative Services

DATE: May 10, 2005
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/I-2005
Lot 3, Plan 962 4094
Johnstone Park – Phase 8
Carolina Homes Inc.

Reference Report:

Parkland Community Planning Services, dated April 4, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/I-2005 was given second and third readings. A copy of the bylaw is attached.

Comments/Further Action:

Land Use Bylaw Amendment 3156/I-2005 provides for the rezoning of land in order to develop Phase 8 of the Johnstone Park neighbourhood. Approximately 1.99 ha (4.92 ac) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District in order to develop twenty-seven (27) low density residential lots. This office will amend the Land Use Bylaw and distribute copies in due course.


Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
Land & Economic Development Manager
Inspections & Licensing Manager
City Assessor
D. Kutinsky, Graphics Designer
L. Khoshaba, GIS Analyst
T. Edwards, Clerk Steno

BYLAW NO. 3156/I-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:


1. That "Use District Map D13" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 7/2005 attached hereto and forming part of the bylaw.


READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this 9th day of May 2005.

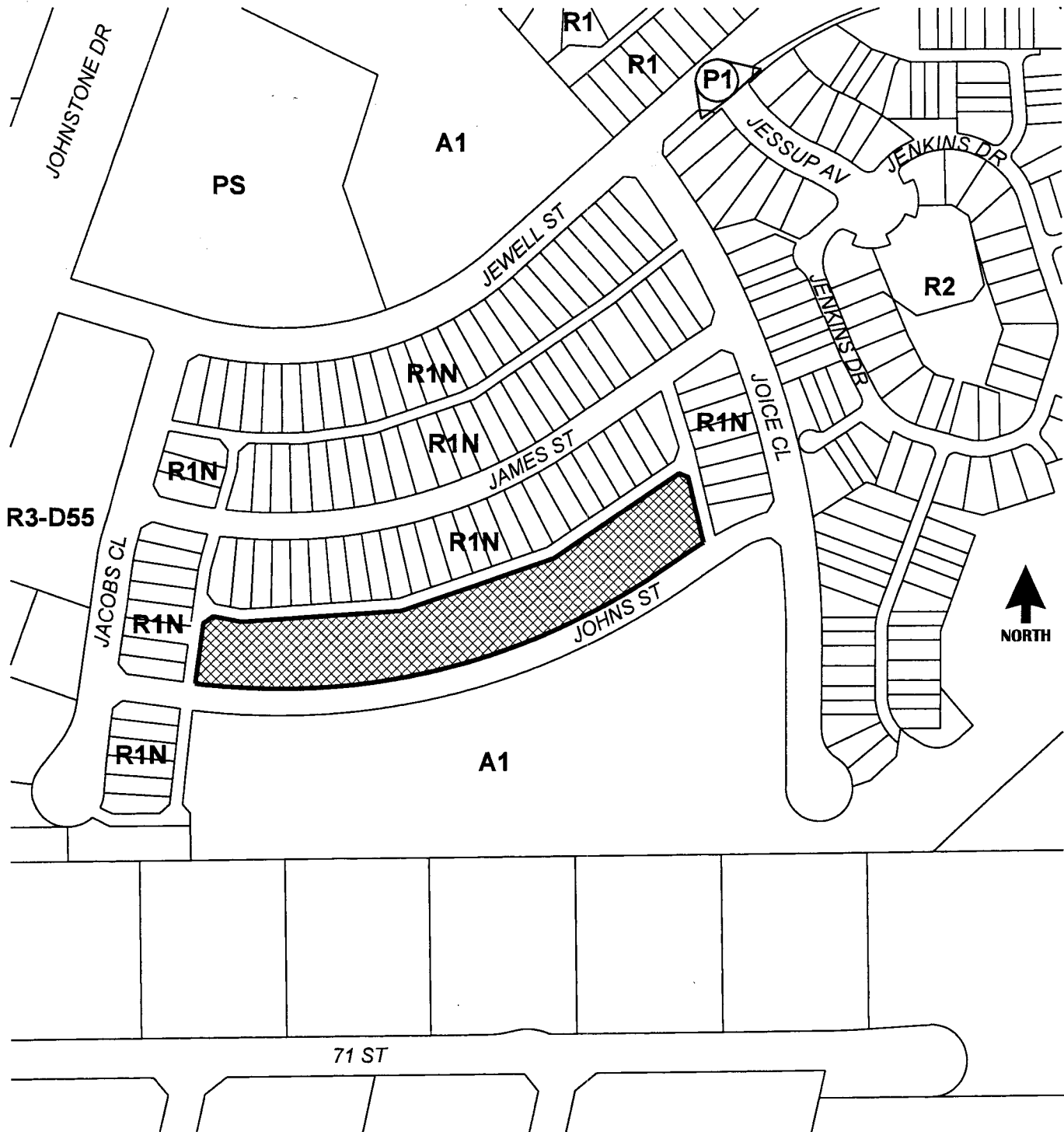
READ A THIRD TIME IN OPEN COUNCIL this 9th day of May 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this 9th day of May 2005.


MAYOR


CITY CLERK

The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1N - Residential (Narrow Lot)

Change from :

A1 to R1N 

MAP No. 7/ 2005

BYLAW No. 3156 / I - 2005



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

May 10, 2005

Carolina Homes Inc.
#215, 340 Midpark Way SE
Calgary, AB T2X 1P1

Dear Sirs:

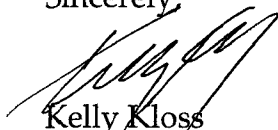
Land Use Bylaw Amendment 3156/I-2005
Johnstone Park – Phase 8
Carolina Homes Inc.

At the City of Red Deer's Council Meeting held May 9, 2005, a Public Hearing was held with respect to *Land Use Bylaw Amendment 3156/I-2005*. Following the Public Hearing, *Land Use Bylaw Amendment 3156/I-2005* was given second and third readings, a copy of which is attached.

Land Use Bylaw Amendment 3156/I-2005 provides for the rezoning of land in order to develop Phase 8 of the Johnstone Park neighbourhood. Approximately 1.99 ha (4.92 ac) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District in order to develop twenty-seven (27) low density residential lots.

Please call if you have any questions or require additional information.

Sincerely,



Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

**LUB AMENDMENT
JOHNSTONE PARK – PHASE 8**

DESCRIPTION: Redesignation from A1 Future Urban Development to
R1N Residential Narrow Lot District.

FIRST READING: April 11, 2005
FIRST PUBLICATION: April 22, 2005
SECOND PUBLICATION: April 29, 2005
PUBLIC HEARING & SECOND READING: May 9, 2005
THIRD READING: May 9, 2005

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☒ NO ☐

DEPOSIT? YES ☒ \$ 400 NO ☐ BY: Carolina Hanes

ACTUAL COST OF ADVERTISING:

\$ 301.92 X 2 TOTAL: \$ 603.84

MAP PREPARATION: \$ —

TOTAL COST: \$ 603.84

LESS DEPOSIT RECEIVED: \$ —

AMOUNT OWING/ (REFUND): \$ 603.84

INVOICE NO.: 163074

(Account No. 180.5901)

FILE

April 20, 2005

«Prime_Owner_Name»

«Owner_Address_1»

«Owner_Address_2»

«Owner_Address_3»

«Owner_Address_4»

Dear Sir/Madam:

**Re: Rezoning Johnstone Park Phase 8
Land Use Bylaw Amendment 3156/I-2005**

Council of the City of Red Deer is considering a change to the Land Use Bylaw that controls the use and development of land and buildings in the city. As a property owner in the Johnstone Park area you have an opportunity to ask questions about the intended use and to let Council know your views.

City Council proposes to pass **Land Use Bylaw Amendment 3156/I-2005**, which provides for the rezoning of approximately 1.99 hectares (4.92 acres) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District in order to develop twenty-seven (27) low density residential lots. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, May 9, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to our office by **Tuesday, May 3, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,



Kelly Kloss
Manager, Legislative & Administrative Services
/te
encl.

Prime Owner Name	Owner Address 1	Owner Address 2	Owner Address 3	Owner Address 4
MARJORIE ENZIE	61 LADWIG CLOSE	RED DEER, AB T4R 2V6		
GLEN GREGORY ROY	57 LADWIG CLOSE	RED DEER, AB T4R 2V6		
BRUCE ERIC & FAYE CHARLENE MCM	PO BOX 482 STN POSTAL BO	RED DEER, AB T4N 5G1		
ROBERT J & MARILYN L ZINKEN	45 LADWIG CLOSE	RED DEER, AB T4R 2V7		
DENNIS & CECILE GERWING	41 LADWIG CLOSE	RED DEER, AB T4R 2V6		
PEMBERTON HOLDINGS LTD	200-10020 101A AVE NW	PHIPPS MCKINNON BLDG	EDMONTON, AB	T5J 3G2



LUB Amendment 3156/I-2005

2005/04/20

**JOHNSTONE PARK Phase 8
Land Use Bylaw Amendment**

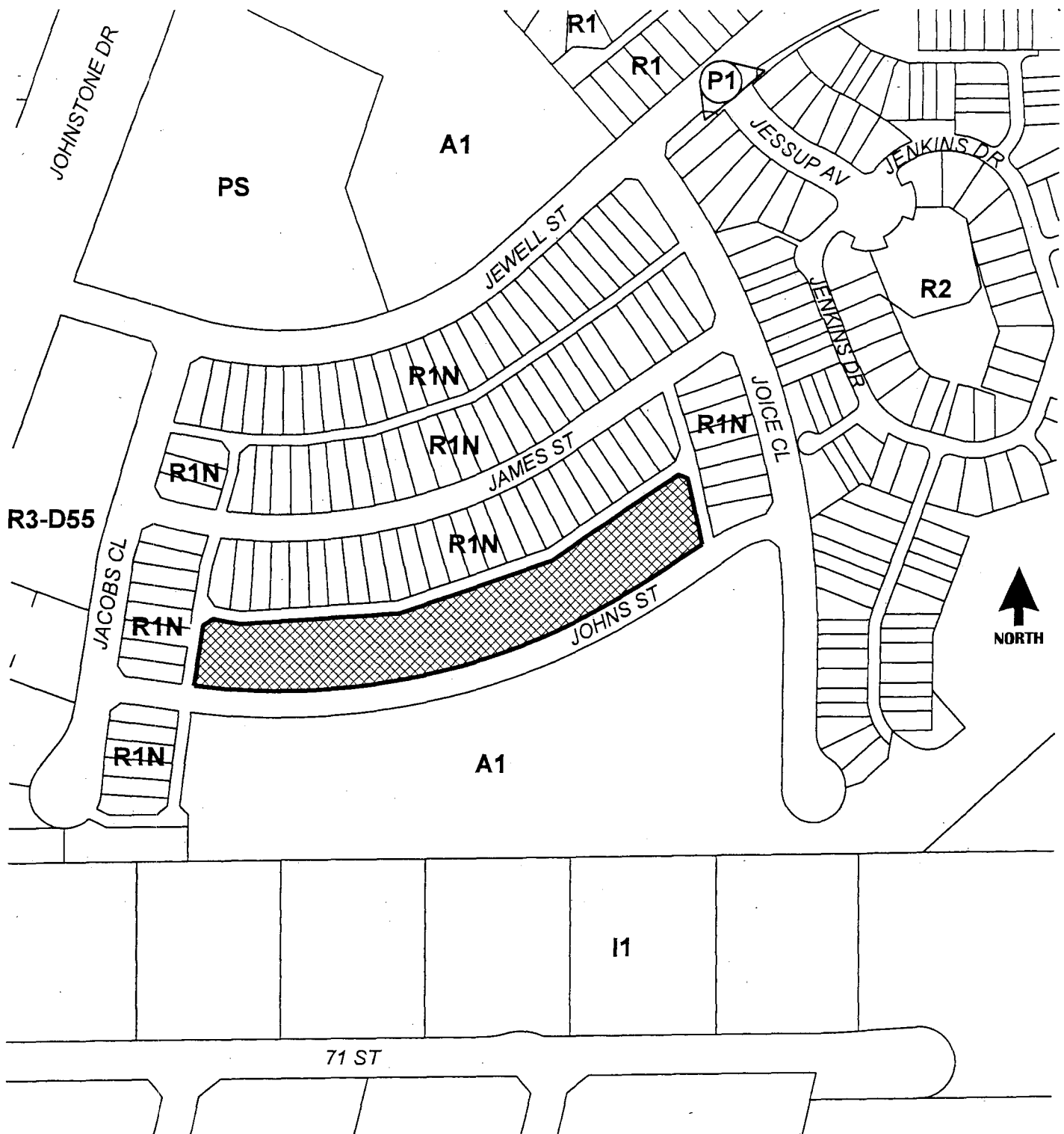
City Council proposes to pass **Land Use Bylaw Amendment 3156/I-2005**, which provides for the rezoning of approximately 1.99 hectares (4.92 acres) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District in order to develop twenty-seven (27) low density residential lots. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

“Map”

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday, May 9, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, May 3, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: April 22 & 29, 2005)

The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1N - Residential (Narrow Lot)

Change from :

A1 to R1N



MAP No. 7/ 2005
BYLAW No. 3156 / I - 2005

Legislative & Administrative Services

DATE: April 12, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/I-2005
Lot 3, Plan 962 4094
Johnstone Park – Phase 8
Carolina Homes Inc.

Reference Report:

Parkland Community Planning Services, dated April 4, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/I-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, May 9, 2005 at 7:00 p.m. in Council Chambers, during Council's Regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/I-2005 provides for the rezoning of land in order to develop Phase 8 of the Johnstone Park neighbourhood. Approximately 1.99 ha (4.92 ac) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District in order to develop twenty-seven (27) low density residential lots. This office will proceed with the advertising for a Public Hearing. Carolina Homes Inc. will be responsible for the advertising costs in this instance.

fw: 
Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
B. Greter, Clerk Steno
C. Adams, Administrative Assistant

BYLAW NO. 3156/I-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map D13" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 7/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

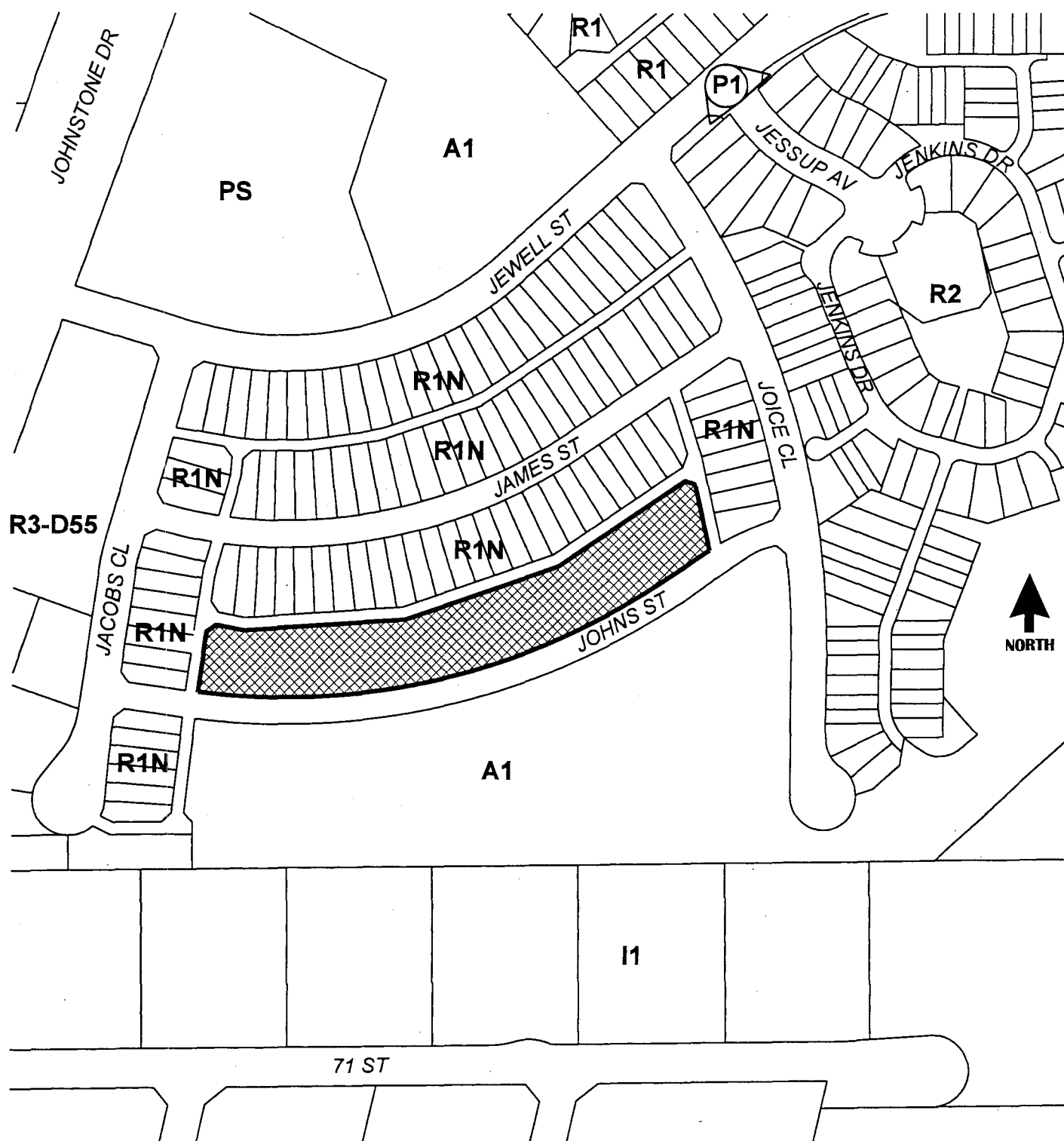
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1N - Residential (Narrow Lot)

Change from :

A1 to R1N 

MAP No. 7/ 2005
BYLAW No. 3156 / I - 2005



LEGISLATIVE & ADMINISTRATIVE SERVICES

April 12, 2005

Fax: (403) 256-7991

Carolina Homes Inc.
#215, 340 Midpark Way SE
Calgary, AB T2X 1P1

Dear Sirs:

Land Use Bylaw Amendment 3156/I-2005
Johnstone Park – Phase 8
Carolina Homes Inc.

Red Deer City Council gave first reading to *Land Use Bylaw Amendment 3156/I-2005* at the City of Red Deer's Council Meeting held Monday, April 11, 2005. For your information, a copy of the bylaw is attached.

Land Use Bylaw Amendment 3156/I-2005 provides for the rezoning of land in order to develop Phase 8 of the Johnstone Park neighbourhood. Approximately 1.99 ha (4.92 ac) of land from A1 Future Urban Development District to R1N Residential Narrow Lot District in order to develop twenty-seven (27) low density residential lots.

Council must hold a Public Hearing before giving second and third readings to the bylaw. This office will now advertise for a Public Hearing to be held on Monday, May 9, 2005 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the *Land Use Bylaw*, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, April 20, 2005. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call if you have any questions or require additional information.

Sincerely,

Kelly Kloss
fw: Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services
C. Adams, Administrative Assistant



Legislative & Administrative Services

DATE: May 2, 2005
TO: City Council
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/J-2005
Portion of SE ¼ Sec. 3-38-27-W4M
Inglewood East – Phase 5
Melcor Developments Ltd.

History

At the Monday, April 11, 2005 Council meeting, Council gave first reading to Land Use Bylaw Amendment 3156/J-2005.

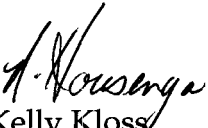
Land Use Bylaw Amendment 3156/J-2005 provides for the rezoning of land to develop Phase 5 of the Inglewood East neighbourhood. Approximately 8.54 ha (21.1 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District, and PS Public Service District to create 80 low density residential lots and 2 municipal reserve lots.

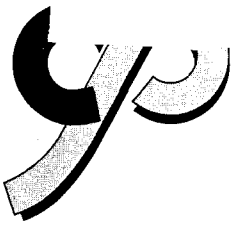
Public Consultation Process

A Public Hearing has been advertised for Monday, May 9, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Recommendations

That following the Public Hearing, Council proceeds with second and third readings of the bylaw.

fw: 
Kelly Kloss
Manager



LAND
**COMMUNITY
PLANNING
SERVICES**

20

Suite 404, 4808 Ross Street
Red Deer, Alberta T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570
e-mail: pcps@pcps.ab.ca

DATE: April 4, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/J-2005
Portion of SE ¼ Sec. 3-38-27-W4M
Inglewood East – Phase 5
Melcor Developments Ltd.

Proposal

Melcor Developments Ltd. is proposing to develop Phase 5 of the Inglewood East neighbourhood. Phase 5 is located within the southerly portion of the Inglewood East Neighbourhood Area Structure Plan. The applicant seeks to rezone approximately 8.54 ha (21.1 ac.) of land from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District, and PS Public Service District for the purpose of eighty (80) low density residential lots and two (2) municipal reserve lots.

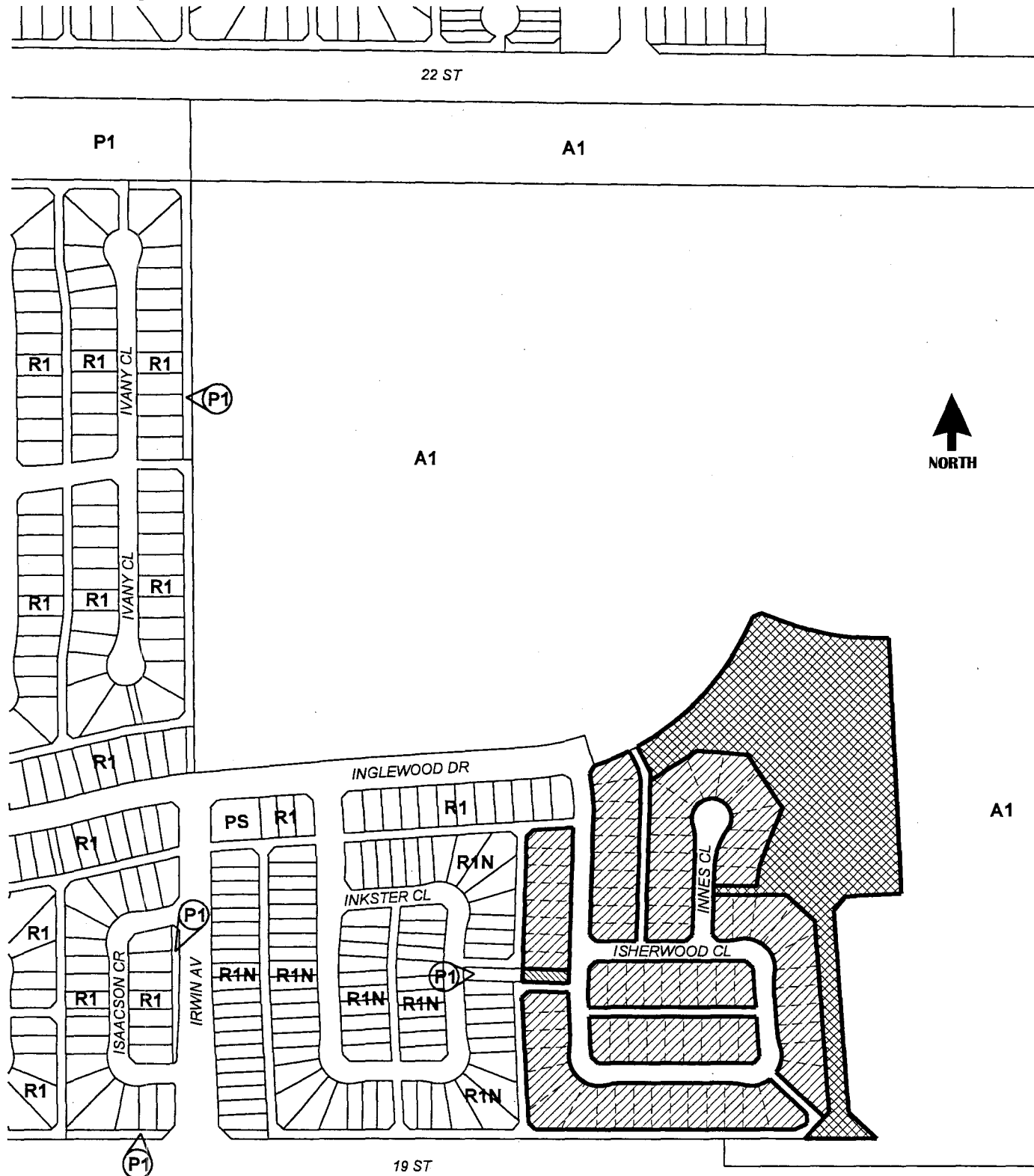
Staff Recommendation

The proposal conforms with the Inglewood East Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/J-2005.

Martin Kvapil

/attach.

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT ²¹



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

PS - Public Service (Institutional or Governmental)

Change from :

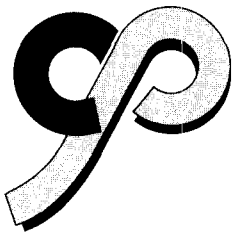
A1 to R1 

A1 to P1 

A1 to PS 

MAP No. 8 / 2005

BYLAW No. 3156 / J - 2005



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

Suite 404, 4808 Ross Street
Red Deer, Alberta T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570
e-mail: pcps@pcps.ab.ca

DATE: May 3, 2005
TO: Kelly Kloss, Legislative and Administrative Services Manager
FROM: Martin Kvapil, Planning Assistant
RE: Land Use Bylaw Amendment No. 3156/J-2005
Portion of SE ¼ Sec. 3-38-27-W4M
Inglewood East – Phase 5
Melcor Developments Ltd.

Please note that the above-described lands will now be referred to as Phase 4. I apologize for any inconvenience that this may have caused.

Thank you.

Martin Kvapil



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

May 10, 2005

Mr. G. Pelletier
Melcor Developments Ltd.
502, 4901 – 48 Street
Red Deer, AB T4N 6M4

Dear Mr. Pelletier:

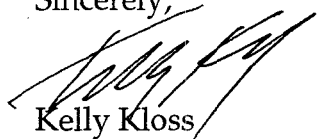
Land Use Bylaw Amendment 3156/J-2005
Inglewood East – Phase 4
Melcor Developments Ltd.

At the City of Red Deer's Council Meeting held May 9, 2005, a Public Hearing was held with respect to *Land Use Bylaw Amendment 3156/J-2005*. Following the Public Hearing, *Land Use Bylaw Amendment 3156/J-2005* was given second and third readings, a copy of which is attached.

Land Use Bylaw Amendment 3156/J-2005 provides for the rezoning of land to develop Phase 4 of the Inglewood East neighbourhood. Approximately 8.54 ha (21.1 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District, and PS Public Service District to create 80 low density residential lots and 2 municipal reserve lots.

Please call if you have any questions or require additional information.

Sincerely,



Kelly Kloss
Manager

/attach.

c Parkland Community Planning Services

**LUB AMENDMENT
INGLEWOOD EAST - PHASE 5**

DESCRIPTION: Redesignation from A1 Future Urban Development to R1 Residential (Low Density) District and P1 Parks and Recreation District.

FIRST READING: April 11, 2005
FIRST PUBLICATION: April 22, 2005
SECOND PUBLICATION: April 29, 2005
PUBLIC HEARING & SECOND READING: May 9, 2005
THIRD READING: _____

LETTERS REQUIRED TO PROPERTY OWNERS: YES ☒ NO ☐

DEPOSIT? YES ☐ \$ 400.- NO ☐ BY: Miles

ACTUAL COST OF ADVERTISING:

\$ 312.80 X 2

TOTAL: \$ 625.60

MAP PREPARATION: \$ —

TOTAL COST: \$ 625.60

LESS DEPOSIT RECEIVED: \$ (400.-)

AMOUNT OWING/ (REFUND): \$ 225.60

INVOICE NO.: 163076

(Account No. 180.5901)

FILE

April 20, 2005

**Seth Anders
P.O. Box 399
Red Deer, AB T4N 5E9**

Dear Sir/Madam:

**Re: Rezoning Inglewood East Phase 5
Land Use Bylaw Amendment 3156/J-2005**

Council of the City of Red Deer is considering a change to the Land Use Bylaw that controls the use and development of land and buildings in the city. As a property owner in the Inglewood East area you have an opportunity to ask questions about the intended use and to let Council know your views.

City Council proposes to pass **Land Use Bylaw Amendment 3156/J-2005**, which provides for the rezoning of approximately 8.54 hectares (21.1 acres) of land from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreations District and PS Public Service District, to create 80 low-density residential lots and 2 municipal reserve lots. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

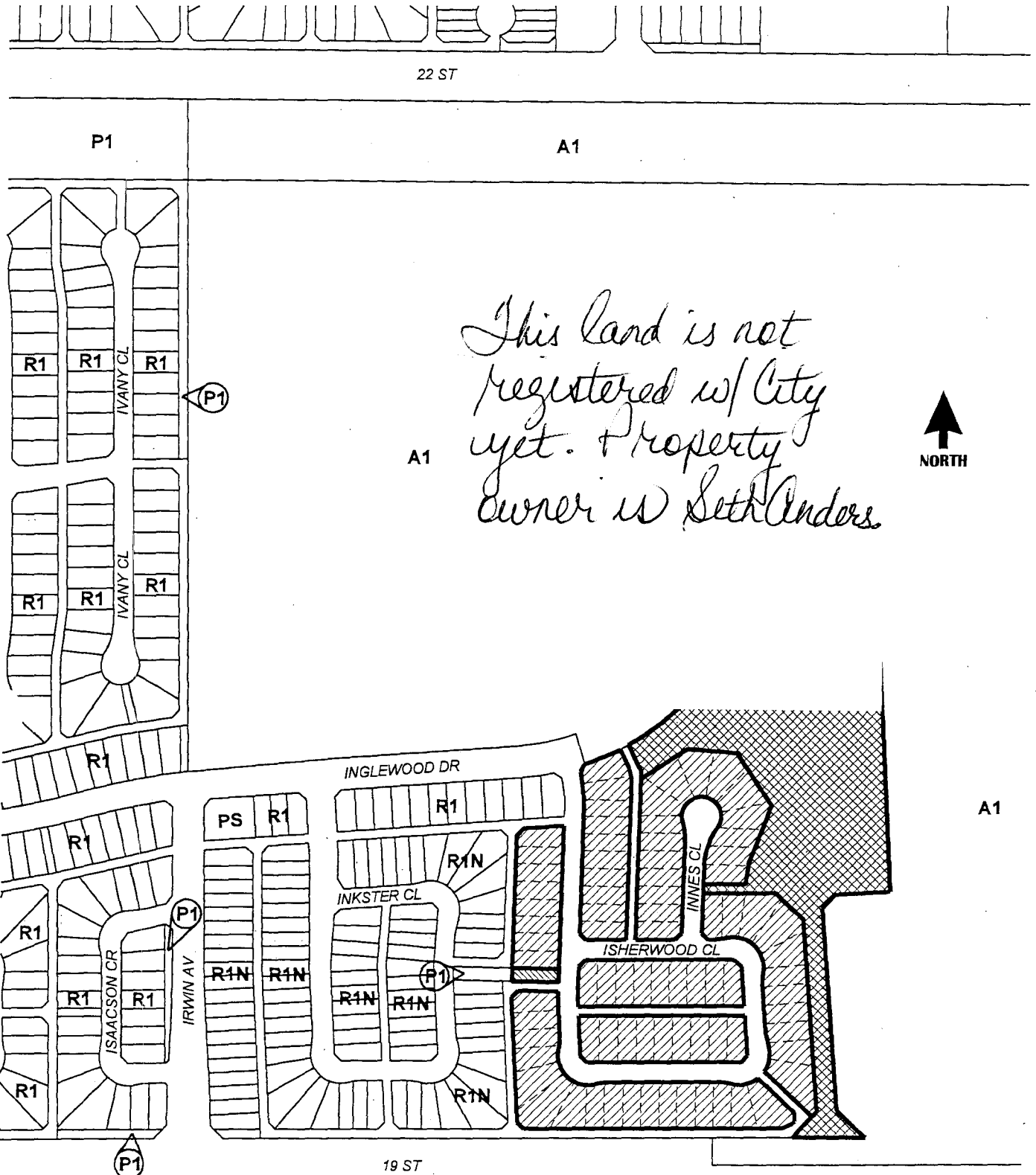
City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, May 9, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to our office by **Tuesday, May 3, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,



Kelly Kloss
Manager, Legislative & Administrative Services
/te
encl.

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

- Residential (Low Density)

P1 - Parks and Recreation

PS - Public Service (Institutional or Governmental)

Change from :

A1 to R1

A1 to P1

A1 to PS

MAP No. 8 / 2005

BYLAW No. 3156 / J - 2005

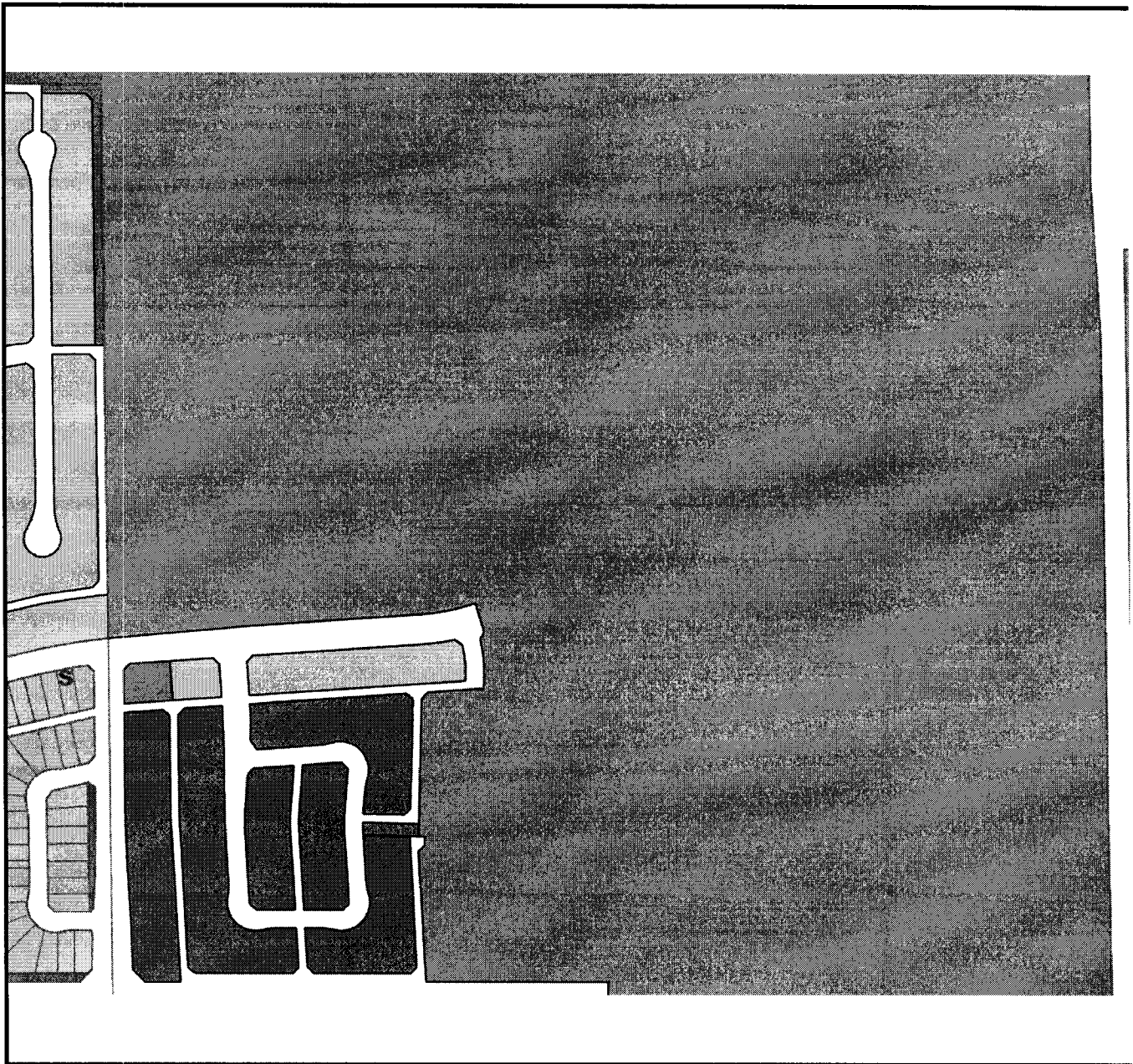
INGLEWOOD EAST Phase 5 Land Use Bylaw Amendment

City Council proposes to pass **Land Use Bylaw Amendment 3156/J-2005**, which provides for the rezoning of approximately 8.54 hectares (21.1 acres) of land from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District and PS Public Service District, to create 80 low density residential lots and 2 municipal reserve lots. The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

"Map"

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday, May 9, 2005** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, May 3, 2005**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: April 22 & 29, 2005)



LUB Amendment 3156/J-2005

2005/04/20



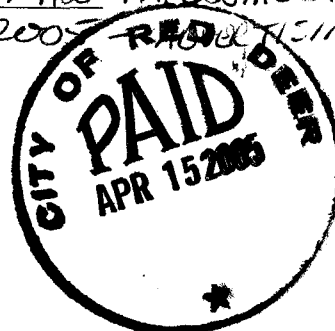
THE CITY OF RED DEER
Legislative & Administrative Services Department Payment Receipt

05/04/15
Year Month Day

Name: MELCOR DEVELOPMENTS

Reference: LAND USE BYLAW AMENDMENT
3156 J-2007-RED-15/106

ITEM	Account Number (Business Unit.Object.Subsidiary)	Subledger	T	Asset ID No.	Amount
L.U.B. Advert	59.5901				400.00
D.A.B. Fee	54.5722				
D.A.B. Advert	54.5901				
GST. REGISTRATION # R119311785					TOTAL 400.00



NOT VALID UNLESS MACHINE PRINTED HERE

REMITTANCE ADVICE

DATE			PAYEE	CITY OF RED DEER	AMOUNT	400.00	PAGE	1
13	4	2005	BANK	LD Canadian Imperial Bank of Commerce	NUMBER	12670		
DOCUMENT	DATE	DOCUMENT NUMBER	DOCUMENT AMOUNT	BALANCE	GROSS AMOUNT	DISCOUNT	NET PAYMENT	
13	4	2005	ING.EAST5 ADV.FEE	400.00	400.00	0.00	400.00	
				400.00	400.00	0.00	400.00	

DETACH THIS PORTION BEFORE DEPOSITING

Legislative & Administrative Services

DATE: April 12, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/J-2005
Portion of SE ¼ Sec. 3-38-27-W4M
Inglewood East – Phase 5
Melcor Developments Ltd.

Reference Report:

Parkland Community Planning Services, dated April 4, 2005

Bylaw Readings:

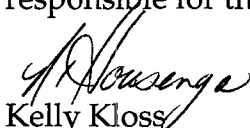
Land Use Bylaw Amendment 3156/J-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, May 9, 2005 at 7:00 p.m. in Council Chambers, during Council's Regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/J-2005 provides for the rezoning of land to develop Phase 5 of the Inglewood East neighbourhood. Approximately 8.54 ha (21.1 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District, and PS Public Service District to create 80 low density residential lots and 2 municipal reserve lots. This office will proceed with the advertising for a Public Hearing. Melcor Developments Ltd. will be responsible for the advertising costs in this instance.

fw:

Kelly Kloss
Manager

/chk

/attach.

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- B. Greter, Clerk Steno
- C. Adams, Administrative Assistant

BYLAW NO. 3156/J-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map J4" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 8/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

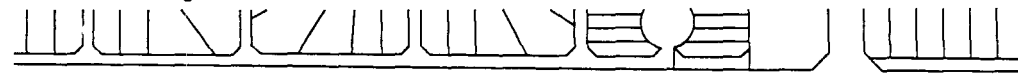
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

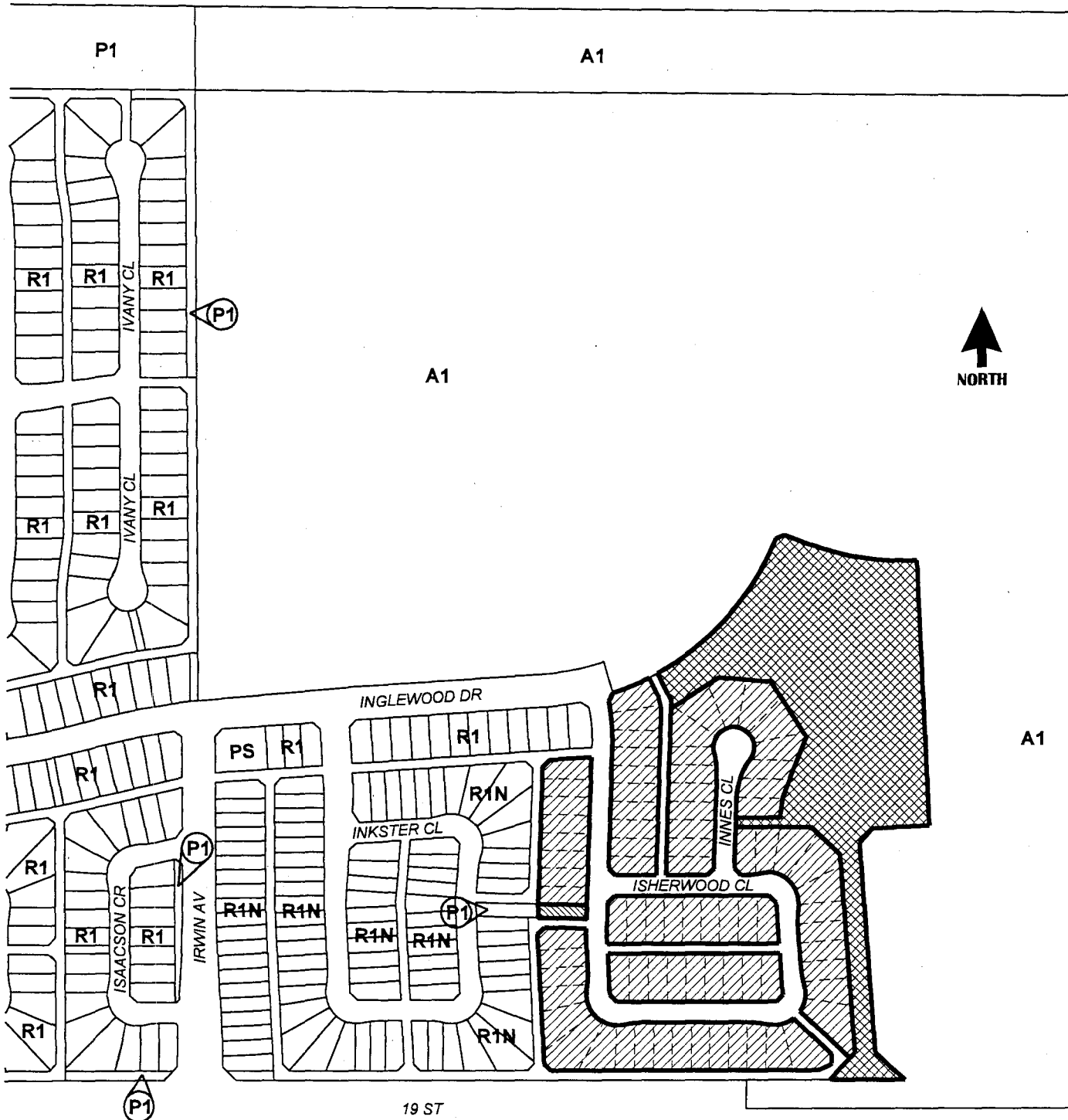
MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



22 ST



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

PS - Public Service (Institutional or Governmental)

Change from :

A1 to R1 

A1 to P1 

A1 to PS 

MAP No. 8 / 2005

BYLAW No. 3156 / J - 2005



LEGISLATIVE & ADMINISTRATIVE SERVICES

April 12, 2005

Fax: 343-7510

Mr. G. Pelletier
Melcor Developments Ltd.
502, 4901 – 48 Street
Red Deer, AB T4N 6M4

Dear Mr. Pelletier:

Land Use Bylaw Amendment 3156/J-2005
Inglewood East – Phase 5
Melcor Developments Ltd.

Red Deer City Council gave first reading to *Land Use Bylaw Amendment 3156/J-2005* at the City of Red Deer's Council Meeting held Monday, April 11, 2005. For your information, a copy of the bylaw is attached.

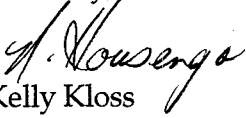
Land Use Bylaw Amendment 3156/J-2005 provides for the rezoning of land to develop Phase 5 of the Inglewood East neighbourhood. Approximately 8.54 ha (21.1 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District, and PS Public Service District to create 80 low density residential lots and 2 municipal reserve lots.

Council must hold a Public Hearing before giving second and third readings to the bylaw. This office will now advertise for a Public Hearing to be held on Monday, May 9, 2005 at 7:00 p.m. in Council Chambers of City Hall during Council's regular meeting.

According to the *Land Use Bylaw*, the City requires a deposit before public advertising. An amount equal to the estimated cost of advertising, which in this instance is \$400, is required by Wednesday, April 20, 2005. You will be invoiced for or refunded the difference once the actual cost of advertising is known.

Please call if you have any questions or require additional information.

Sincerely,

fw: 
Kelly Kloss
Manager
/attach.

c Parkland Community Planning Services
C. Adams, Administrative Assistant



Council Decision – May 9, 2005

Legislative & Administrative Services

DATE: May 10, 2005
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/J-2005
Portion of SE ¼ Sec. 3-38-27-W4M
Inglewood East – Phase 4
Melcor Developments Ltd.

Reference Report:

Parkland Community Planning Services, dated April 4, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/J-2005 was given second and third readings. A copy of the bylaw is attached.

Comments/Further Action:

Land Use Bylaw Amendment 3156/J-2005 provides for the rezoning of land to develop Phase 4 of the Inglewood East neighbourhood. Approximately 8.54 ha (21.1 ac) of land will be rezoned from A1 Future Urban Development District to R1 Residential Low Density District, P1 Parks and Recreation District, and PS Public Service District to create 80 low density residential lots and 2 municipal reserve lots. This office will amend the Land Use Bylaw and distribute copies in due course.


Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
 Land & Economic Development Manager
 Inspections & Licensing Manager
 City Assessor
 D. Kutinsky, Graphics Designer
 L. Khoshaba, GIS Analyst
 T. Edwards, Clerk Steno

BYLAW NO. 3156/J-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map J4" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 8/2005 attached hereto and forming part of the bylaw.

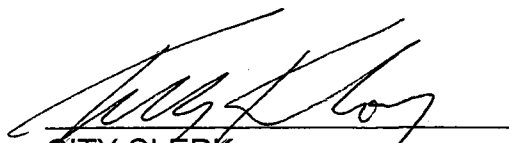
READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this 9th day of May 2005.

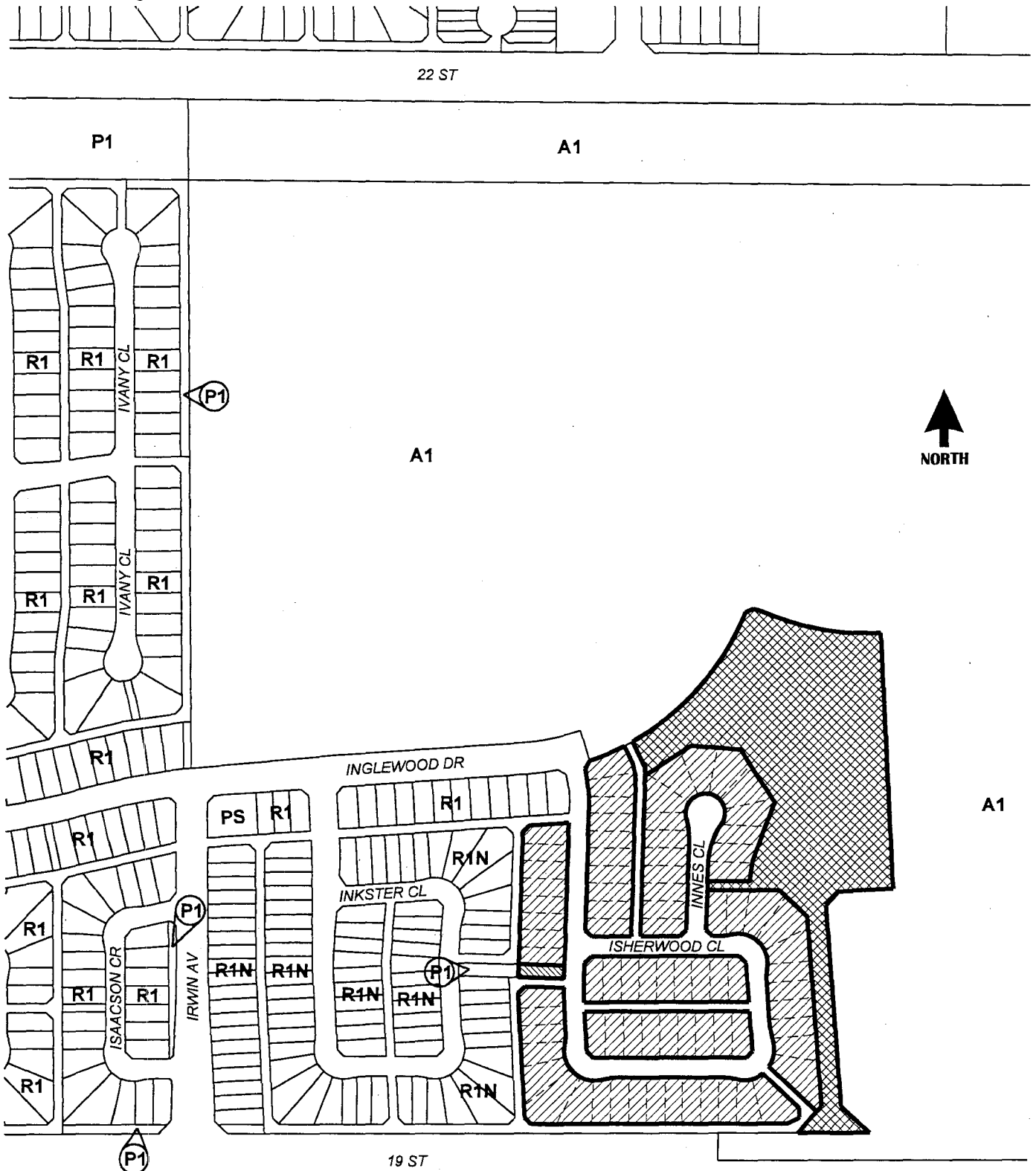
READ A THIRD TIME IN OPEN COUNCIL this 9th day of May 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this 9th day of May 2005.


MAYOR


CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

PS - Public Service (Institutional or Governmental)

Change from :

A1 to R1 

A1 to P1 

A1 to PS 

MAP No. 8 / 2005

BYLAW No. 3156 / J - 2005



Date: May 3, 2005
To: Legislative & Administrative Manager
From: Engineering Services Manager
Re: **Gaetz Avenue Redevelopment Study**

1. **Introduction**

The above noted study was commissioned approximately one year ago to guide road improvements that will be needed along Gaetz Avenue over the next decade or more. As these road improvements will affect access to adjacent businesses as well as land needed for road expansion and land made available from road elimination, it is important to establish a long term plan to help guide redevelopment of businesses along the corridor.

The study extends along the entire length of Gaetz Avenue, with the exception of the downtown core and considers the needs of motorists, pedestrians, cyclists, transit and access to adjacent businesses.

As discussed later in this report, one section of north Gaetz Avenue is proposed to be widened this summer and will utilize some of the concepts developed in this study, subject to Council approval of the Study.

2. **Study Process and Presentation**

Attached is a copy of the Executive Summary for the Gaetz Avenue Redevelopment Study prepared by Stantec Consulting Ltd. The full report is available for review in the Engineering Services Department if desired.

The Study has been guided by a Steering Committee represented by the following offices:

- Parkland Community Planning Services
- Recreation, Parks, and Culture Department
- Inspections & Licensing Department
- Land and Economic Development Department
- Engineering Services Department

Legislative & Administrative Manager
May 3, 2005
Page 2

Mr. Russ Wlad, the Project Manager of the Study with Stantec Consulting will present the findings and recommendation of the Study and answer questions from City Council at the May 9, 2005 Council meeting. We suggest the report then be tabled for approximately two weeks to provide Council, stakeholders and the public time to review and consider the report.

At a subsequent meeting of Council, Stantec will again be available to answer questions. Council may also wish to hear from stakeholders and interested members of the public before debating, amending, and adopting the report.

3. **Public Input**

Public consultation included discussions from various stakeholder groups including the adjacent business owners along Gaetz Avenue, Red Deer Chamber of Commerce, Trails and Pathway Study Steering Committee, and Transit. We also met with the public throughout this study.

- Initially, over the course of two days in July, block-by-block meetings were held with the business community to outline the objectives of the Study, present some initial concept ideas, identify issues, and provide an opportunity for feedback. These meetings were open to the public, but primarily attended by the owners of adjacent properties.
- In December, two open houses were held to present the Study to the public and seek their input.
- In January a focus meeting was held with Northland Industrial Business Park and those businesses along Gaetz Avenue, north of 77 Street to review future signal light locations and accesses along Gaetz Avenue. This meeting was open to the public.
- Many other meetings and discussions have been held with various business owners or groups to further discuss their specific concerns and possible solutions.

The attached Table outlines comments received from attendees at the meetings noted above and the responses and/or actions taken to address the comments. The major focuses of the public concern were related to access to and from businesses, the future of service roads, and landscaping along the corridor. Many

Legislative & Administrative Manager
May 3, 2005
Page 3

plan changes were made to address concerns, although not all concerns could be resolved without compromising important study objectives (e.g. traffic safety).

4. **Study Findings**

The main Study findings and recommendations are outlined in the attached Executive Summary. Some of the key points are as follows:

- Implementation of the Study recommendations will be staged over a relatively long period and will be largely driven by business redevelopment and road improvement requirements.
- To ensure an acceptable level of operation and safety along the Gaetz Avenue corridor, improvements are required. These include the following:
 - Gaetz Avenue will require widening to six lanes in stages extending over the next 10 years or more.
 - Major intersection improvements are required within the next 5 years at 19 Street, 32 Street, 77 Street, and Highway 11A.
 - Traffic signals are required at several intersections, including 80 Street, 78A Street, 78 Street, and 34 Street.
 - Service roads intersections will require further separation from Gaetz Avenue. This is commonly referred to as service road bulbing. Some service roads are identified for removal.
 - Changes to business accesses will be required as a result of modification or elimination of the service roads. This includes consolidation of some accesses, restricting others to side streets, or provision of one-way direct access to Gaetz Avenue.
- The proposed Gaetz Avenue right-of-way width will vary depending upon land availability, the need to retain adjacent service roads, service road bulbing, and turn bay requirements. Typically, if the service road is removed the width of Gaetz Avenue can be reduced to as little as 54 metres. Where service roads are to remain, the width will remain as is (varies from 60 to 74 metres).

Legislative & Administrative Manager
May 3, 2005
Page 5

Recommendation

We recommend that City Council accept the Gaetz Avenue Redevelopment Plan for information and table consideration of the report to a subsequent meeting of City Council. Subject to Council requests for report amendments, we will later ask Council to approve the report as a planning document for the purpose of guiding future development and improvements along the Gaetz Avenue Corridor.



Tom Warder, P. Eng.
Engineering Services Manager

TCW/ FC/ldr

- c. Director of Development Services
Russ Wlad, Stantec Consulting Ltd.
Traffic Engineer
City Planning Manager, PCPS
Linda Feddes, Urban Forester
Vicki Swanson, Inspections & Licensing Department
Permit & Licensing Supervisor
Land and Economic Development Manager
Land & Appraisal Coordinator
Streets Engineer

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments from 80 Street to Highway 11A				
8071 Gaetz Ave.	23-Aug-04	W-1-39	Concerned about the location of the access from Gaetz Ave. and would prefer to retain the existing approach location, concerned about joint access with Boatmart and would like to see the service road being redeveloped	The final plan shows the service road remaining in place with no right in right out access at 81 Street. A service road bulb will be required on the Boatmart property which would be subject to redevelopment of the lot.
Gaetz Ave	07-Feb-05	W-1-128	Do not agree to widening of Gaetz Ave. Wants a left turn at 81 Street.	No change to the existing form of access. The final plan shows the service road remaining in place with no right in right out access at 81 Street. A service road bulb will be required on the Boatmart property which would be subject to redevelopment of the lot.
7920 50 Ave.	08-Sep-04	W-1-43	Concerned about the change to the service road into Royal Service and M&K homes. Worried that they will be disadvantaged by the new access because their patrons will not know how to access them. Do not like the bulbs at 80th Street because it will severely impact the trailer park.	Service road access remains unchanged to M&K homes. Patrons route to business will not change. Size of final service road bulb is dependant upon ongoing land negotiations with Sandy Oaks. Service road bulbs are a requirement for truck turning and queue storage at the 80 Street. Bulb size will be negotiated with the owner of the trailer park property.
8027 50 Ave.	17-Dec-04	W-1-87	In favor of purchasing the service road to the west of Boatmart. Would like to have ability to park on 80th Street and loading Bay. Consider visibility of high importance.	The plan shows the service road to remain in place in front of Boatmart. This will not permit purchase of the service road property. A small service road bulb is required at 80th Street. The construction of the bulb will most likely require redevelopment of the Boatmart property.
8000 50 Ave	28-Dec-04	W-1-104	South entrance to proposed property is approx 50 m west of the Gaetz Ave property line on proposed drawings however on the owners development plan the entrance shows 90m offset The owner wishes to see this change reflected in the final drawings prior to council	Final report drawing reflect the 90 meter distance.
#19 - 7920 50 Ave.	28-Dec-04	W-1-107	Insists that the City provided reassurance that her lot would not be affected by future development. Strongly opposed to the redevelopment of the service road that may intersect her lot.	Located adjacent future Kingsgate Drive. Alignment to be confirmed at the time of detail design. Final design based on negotiations with M & K Homes.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7619, 7667, 7743, 7891 Gaetz Ave.	28-Sep-04	W-1-45	7619 and 7667 - Tenants at Center 76 oppose to the removal of the service road, strong opposition to the proposed rear entrance to the north side of the property from 77th St., Generally do not like the proposed accesses near the north and the south end of the Center 76 parking lot	A series of meetings lead to several design iterations resulting in the concept shown on the redevelopment drawings. Rear access is not shown in the final report drawings. Access to 77th Street is also not shown as the location is in conflict with the right turn lane from Gaetz Ave. The service road can not remain connected to 77th St. A right in right out access with a slotted left turn on Gaetz Avenue has been shown as an alternative access to removing the service road.
103 5920 Gaetz Ave.	01-Jan-05	W-1-111	" I think the overall plan is good and once completed will result in positive changes" Likes the pedestrian and bike pathways. As a consumer he would be more likely to visit businesses if there are safer accesses.	No Action Required.
Comments from 78A Street to 80 Street				
7899 Gaetz Ave	08-Jul-04	W-1-8	Need access to both north and south (presumably on service road)	Southbound access provided through the service road to 80 Street, northbound access via Gaetz Ave right-in /right-out at 79 Street.
78A - 49th Ave	unknown	W-1-36 & W-1-123B	Expects traffic jams at 49th Avenue and 78A Ave if the light were removed from 78th and installed at 78A. Notices that parking on 49th currently limits traffic. Recommend that the lights remain at 78th Street and install additional lights at 80th or 79th Streets. If light at 78A Street parking would need to be removed on 49 Ave. Traffic controls at T intersections, Large Trucks could not make the turns at the T intersections and stay in thier lanes.	The 78 St intersection blocks during peak hours as there is insufficient vehicle storage between 77 St and 78 St. The installation of new lights at 78A St and 80 St provides the best spacing of signals for traffic flow on Gaetz Ave. The removal of the lights at 78 St provides for the needed vehicle storage on Gaetz Ave at 77 St. 78A St is wider than 78 St. Parking will be limited on 78A St and 49 Ave to reduce congestion. A WB-20 design truck is able to make all corners providing parking is limited. The removal of the light at 78 St may take place after the installation of the light at 80 St providing a period of time to evaluate changes in driver behavior and patterns that may alleviate some of the congestion at 78 St. Although the light at 80 St may releave 78 St of some traffic, eventually the volume of traffic will reach a point where the vehical storage between 77 St and 78 St will become a problem again. The Long-term plan includes the removal of the traffic lights at 78 St. Section 5.9.4 of the report describes the pros and cons of a lighted intersection at 79 St vs 78A St.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7860 50 Ave.	17-Dec-04	W-1-88	In favor of changes provided that least disturbed their lot. Poor drainage in front of Best Buy Homes.	Drainage is outside the scope of the study, however would be addressed as part of any detailed design. Access to Gaetz Avenue provided at 78A Street and 78 Street with no affect to the property.
7899 50 Ave	21-Dec-04	W-1-98	Disagrees with the proposed changes to 79th Street and the bulbing. Concerned with loss of grass areas, signs, and north access to parking lot.	The service road bulb diameter of 24 meters is a requirement for WB15 truck turning and queue storage on 79 Street. Sign may be relocated north and parking lot access may be maintained from the service road.
7842A 50th Ave.	14-Jul-04	W-1-18	Lights at 80th St. overdue, install lights at 78A Street, agrees with the bulbing concept at 80th Street, keep lights at 80th Street.	Long-term option of traffic light removal at 78 Street a shown on the re-development drawings. See also W-1-36
7898A Gaetz Ave.	24-Aug-04	W-1-42	Generally opposed to lights at 78A St., worried about how the setback changes their property and wish to see the exiting setback "grandfathered", Perceives the proposed intersection at 78A as unsafe, feels that the needs of the mobile home sales business was not met.	The location of the double bulb at 78A St coincides with the lighted intersection. See W-1-136 comments. The bulb in this location is mid block between 80 St and 78 St creating an equal distance to Gaetz Ave access for both end of the block. The bulb shown is for the minimal requirement by TAC standards and can accomdate a WB15 truck. The text of the report identifies that a small 9 meter diameter bulb may be considered to lessen the impact on property. If this option were implemented the bulb would only accomodate an SU9 truck. Larger trucks would be required to use the access at 78 St or 80 St. The location of the Commonwealth Homes building in relation to the service road bulb would require investigation at the time of detailed design in order to evaluate safety issues. Redevelopment or relocation of the building may be required. The set back distance in relation to the building would also be reviewed as part of any roadway improvements.
Comments from 78 Street to 78A Street				
7883 and 7445 Gaetz	12-Aug-04	W-1-23	7883 - property does not generate enough revenue to justify thru movements and parking lot reconfiguration. Would like to see a back alley access. 7445 - would like to see leaving Gaetz Ave open with a double turning lane in the middle of Gaetz Avenue.	Back alley access not favorable as per other tenant / owner comments. Service road from Kickers Saloon to 76 Street is shown to remain in place. Providing uncontrolled all turns access at the service road bulb can not be provided due to issues of safety and the geomentics of the existing turn bays for 74 Street and 76 Street.
7803 Gaetz Av	28-Jun-04	W-1-13	No comments attached just acknowledgement that he received the initial mail out and info delivery	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
#7 7887 Gaetz Ave.	20-Aug-04	W-1-40	Concerned about the loss of parking if 78A is widened, worried about the congestion of traffic in the parking lot if joint access happens, sees the existing condition with respect to parking and access as being acceptable.	78A Street will have some parking restrictions east of the service road intersection. 78A is not intended to be widened. The service road is shown to remain in place from 78A to 78 Street providing for some parking on the service road.
7803 Gaetz Av	12 July-04 - 10 Mar-05	W-1-13 & W-1-130	In favor of removal of lights at 78th Street and add lights at 80th or 78A to both. Concerned about access for large vehicles. Favors improved alignment of 49th to make it more of a ring road. Improve the grading of the transition at 78th to Gaetz so that when it snows vehicles can get through the lights.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. Providing large vehicle access is part of the design of the intersections. Improved alignment of 49th Street was reviewed and could be incorporated into detail design. Similarly the grade at 78 Street could be addressed in detail design.
7849 48 Ave	16-Dec-04	W-1-80	Prefer to leave the lights at 78th Street and wants to attend the meeting scheduled to discuss the removal of the lights at 78th Street.	Special meeting was held. See W-1-36 for comment response
4848 78A St.	16-Dec-04	W-1-80	Prefer to leave the lights at 78th Street and wants to attend the meeting scheduled to discuss the removal of the lights at 78th Street.	Meeting held , See W-1-36 for comment.
7891 49 Ave.	16-Dec-04	W-1-96	See's an existing problem with parking on 49th Avenue. Need to remove parking once improvements take place. Prefer to see the lights at 78A rather than 78th Street.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. See W-1-36 for comment response. Congestion of intersection of 49 Avenue and 78A Street is caused by parking of large vehicles along this roadway. The detail design will investigate the limitaion of parking in some areas along 49 Avenue.
7891 49th Ave.	30-Dec-04	W-1-124	Agrees with the proposed changes	No action required.
7891 49th Ave.	14-Mar-05	W-1-125	In favor of removal of lights at 78th Street and add lights at 80th or 78A to both. Concerned about access for large vehicles.	See W-1-36 description
A3 - 7860-49th Ave	08-Mar-05	W-1-129	Recoginises congestion at 78th Street, property tax and assesment concerns, prefers 79th Street for the light. One additional light in the short term and one in the future should be adequate.	See W-1-36 description

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
4811-78th Street	30-Dec-04	W-1-108	Concerned over the removal of the traffic lights at 78th Street and the effect on the traffic flow and access for the industrial area. Feel that they are being disadvantaged by changing access thus limiting their southern customer base.	Lights at 78A Street and 80 Street will provide two all turns signalized intersections with access to the industrial subdivision. Access from the south will still be provided at 78 Street. Access from the north will still be provided at 78 Street. Exiting the industrial subdivision will be take place at 78A Street or 80 Street.
7894 48th Street	04-Jan-05	W-1-112	Strongly opposed to placing traffic lights at 78A Street because of "T" intersection at 49th Ave. Feels that the placement of lights at 78A street would "destroy" retail business in terms of employee and truck /trailer access. Prefer to see lights placed at 79th Street.	See W-1-36 and W-1-96
Comments from 77 Street to 78 Street				
7711 - 50 Ave	30-Jul-04	W-1-21	NOT in favor of removing lights at 78th Street. Feels that an undesirable existing access configuration combined with a poor management access plan would make it difficult to acquire and retain tenants.	See W-1-36 comment. It is the objective of the study to provide all businesses with reasonable access. A slotted left turn has been shown at 78 Street where modifications are required to address an existing traffic problem. Access to 77th Street would provide access to an all turns intersection of 77 Street and Gaetz Ave.
7711 Gaetz Av	13-Jul-04	W-1-17	feels that the lights should remain at 78th Street and install lights at 80th Street.	See W-1-36 comment
#15 7727 Gaetz Av		W-1-12	Removal of lights at 78th Street would restrict access lead to a drop in business and reduce in the value of the property	See W-1-36 comment
77 and 78 Blocks of Gaetz Ave.	12-Aug-04	W-1-35-32	See problem with queue storage on Gaetz Ave southbound at 77 St, insist on having a left turn from 78 St Gaetz Ave t. southbound, are happy with the current access, 78A and 49 Ave are not wide enough for large truck access, would like to see lights on 79th	See W-1-36 in response to other comments. Southbound left at 78 Street cannot be accommodated due to storage issues on Gaetz Avenue at 77 Street. Parking to be removed along 49 Avenue. Slotted left turn provided at 79 Street.
7727 Gaetz Ave	13-Sep-04	W-1-44	Concerned with changes in access from Gaetz Ave, sees the merit in providing lights at an intersection further north to reduce the 78th St. congestion, does not like the idea of access to 77th St. behind the Center 77 building,	See W-1-36 comment. Access to 77 Street east of Center 77 shown at the property owners request. Traffic control measures will be required to prevent shortcutting from 78 Street.
11 7727 Gaetz Avenue	13-Dec-04	V-1-64	Concerned over removing the 78th Street light, trees blocking visibility, and access during construction.	Access during construction is not part of the scope of the study, however is expect to be part the requirements of the construction contract. See W-1-52 for response to tree comment.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
#17 7727 50th Ave.	16-Dec-04	W-1-79	Does not want light removed at 78th Street. Does not want to backtrack to 80th Street to go south from Center 77. Wants to attend additional meeting for the 78th Street light removal.	See W-1-36 comment. Additional meeting occurred to receive business input from the area.
#7 7727 50 Ave.	16-Dec-04	W-1-82	Worried about not having any access to southbound Gaetz Ave. Feels that once light is moved to 78A Street the traffic congestion will move with it. Feels that the proposed access on the east side of the building to 77th Street will cause congestion.	See W-1-36 comment. Traffic control measures will be required to prevent cut through traffic from 78 Street to 77 Street.
7711-50 Ave	28-Dec-04	W-1-106	Owners are concerned that the proposed property line combined with the enlarged turnaround bulb blocks access to the south parking lot. The owner will not accept a plan that does not provide access to the south parking lot from the service road.	Cul-de-sac closed to facilitate the re-configuration of the intersection of 77 Street and Gaetz Avenue. Access to south parking lot provided. Changes shown on drawings.
#15 7727 50 Ave	02-Jan-05	W-1-109	Add to objectives - "to maintain or improve access to existing businesses such that present real estate values will be maintained, and that no one will experience financial difficulties as a result of the change". Additional Comments - feel that removal of the lights will be detrimental to the life of the businesses.	See W-1-36 comment. It is the objective of the study to provide all businesses with reasonable access. A slotted left turn has been shown at 78 Street where modifications are required to address an existing traffic problem. Access to 77th Street would provide access to an all turns intersection of 77 Street and Gaetz Ave.
7743 Gaetz Center 77	13-Aug-04	W-1-31	Feel that customers are missing the turn to their business. Business depends on drop ins and the easy access that they now have. Feel that service roads were a mistake to build for the long term.	The building portion of Center 77 near 77 Street requires service road access or shared access if the service road is removed. The option with the service road in place is shown on the redevelopment drawings.
Comments from 76 Street to 77 Street				
Center 76	12-Aug	W-1-24	NO thru traffic to 77 Street, do not want joint access to include rear lot. No bulbs at 77 and 76 Street, prefers right in/ right out at the mid block. Wants to keep the service roads. Existing trees obscure sight lines.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Access to 77 Street cannot be provided due to the proximity to the new slotted right turn lane. Rear access from 77 Street removed from drawings. If service roads remain in place bulbs are required therefore Right in Right out access from Gaetz Ave have been provided as desired. See W-1-52 for tree comment response.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Bay #2 Center 76	unknown	W-1-25	Make NO changes to the service road. No entrance at mid block, No entrance from north end of the lot, concerned for access to Gaetz Avenue in winter.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. If the service road is left in place changes are required by implementing service road bulbs which are highly impactful at the end of the building. See W-1-24 comments
Bay #15 Center 76	31-Jul-04	W-1-26	NOT in favor of access to rear of the building. LEAVE the service road. North end access would delete the front door parking. Feel that more accidents will occur in parking lot if the service road is removed. Place entrances out away from the building	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. North end access not shown. Rear access not shown. See W-1-24 Comments
Center 76	Unknown	W-1-27	NOT in favor of the rear entrance on the North side of rear parking lot. KEEP service road, would like to see right in / right out access to Gaetz Avenue.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. See W-1-45 & W-1-25 comments.
Center 76	12-Aug-04	W-1-28	KEEP service road as is, no road behind the building, entrance is too close to the buildings. Does not like large trees	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Landscaping requirements to be reviewed prior to implementation. See W-1-45 & 25 comments. See Also W-1-52 for comment in response to trees.
Bay 9 Center 76		W-1-29	AGREES with having a mid block entrance. Not in favor of rear access to 77 Street. Lights should remain at 78 Street and a new light should be placed at 79 Street.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Mid block right in right out access provide. Access to 77 Street not shown. See W-1-45 & 25 comments. See also W-1-36 comments.
Center 76	Unknown	W-1-30	Concerned with the negative impact on business as a result of the proposed changes. Mid block right-in /right-out access OK, worried that additional traffic will congest the parking lot and access during construction	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Access during construction is not part of the scope of work of this study, however it is expected to be reviewed as part of detailed design.
#1 - 4999 - 76th Street.	30-Nov-04	W-1-49	Is in favor of a right in right out concept with a subsequent joint access agreement.	Other property owner in the block were not in favour of joint access. For this reason a portion of the service road is shown to remain in place with a service road bulb at the Kindopps property.
#1 7619 50th Avenue.		W-1-53A	Acknowledgment of receipt of mailed out information. Did note that they would be attending the open house.	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Bay 9 7667 - 50 ave	06-Dec-04	W-1- 53	Does not see the merit in placing th lights at 78A Street due to the perceived function of the "T" intersection at 78A and 49 Street. Prefers to see the lights installed at 79 Street.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. See also W-1-36
7644 Gaetz Ave.	12-Jul-04	V-1-15	Interested in the one way service road, would like to see light at midblock, liked the road planned west of the blocked does not want to see a median on 77th and would prefer to see signage is the route to his business becomes confusing	Design revised leaving existing service road in place with 24 meter bulb at 76 Street. Grade separation at the location of a right-in/right-out where the service road turns south is significant.
7644 50 Ave	21-Dec-04	W-1-101	"much in favor of the option to remove the service road and create a mid block access if the new road adjacent the trailer park or a dedicated left turn in from Gaetz could be constructed".	Left turn from Gaetz Avenue at the east bend in the service road is not possible due to the the left turn bays at 77 Street and at 76 Street. The construction of a rear access road adjacent the trailer park is not desired by these residences. Construction of a rear access is not cost effective when from access can be provided by the existing service road. The existing service road is planned to remain with the construction of a 24 meter service road bulb at 76 Street.
5117-76A 50 Ave	20-Dec-04	W-1-103	Stakeholder is concerned that the right in / right out planned just south of the property will restrict customers from the south entering his property. Does not want patrons to have to go to 77th Street then west to 52nd Street to get to his business	Detailed design shows the right-in/right-out access as possible in overcoming the grade separation, however in the interest of owner and tenant concerns the service road will be maintained with a 24 m bulb at 76 Street.
Comments from 74 Street to 76 Street				
7403 / 7419 Gaetz	15-Jul-04	W-1-20	Feels joint access will not work, thought that a marketing consultant should have been employed, NOT in favor of removing service roads, feels that bulbing would have a negative impact on the businesses.	Although a joint access has the least impact on properties response from property owners was mixed. If the service road is left in place the required bulbs will affect corner properties such as Air Liquid concern. The design plan leaves the service road in place between 76 Street and Kickers Saloon. Red Deer Lighting will obtain access from the corner of the service road. Air Liquid property will have access to 74 Street.
Block 71st St. to 74th St.	10-Dec-04	W-1-63	Re: Nov 24, 2004 Discussions. - Issues are; City is forcing the accesses to be placed, joint access is a non starter, feels that Engineers opinion was forced upon business and requires further thought. He prefers the use of right-in /right-out with pave	See W-1-20

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7483 50 Ave	13-Jul-04	W-1-16	MAIN concern - Need service road in the front for parking, space required for large vehicle servicing, changes could lead to altering lease agreements, prefer to see the service road stay in place and in use. NOT interested in a common access agreement.	Service road left in place in front of Glentel. See W-1-20.
#1-7429 Gaetz Avenue	25-Nov-04	W-1-46	Prefer to have right in right our access to property but are concerned that the right-in /right-out access for southbound destinations has to be addressed. Sees merit in common access. Inquire about the ATCO gas line right of way as an access	See W-1- 20, Atco Gas right of way can not be used as access. Excess service road land may be acquired with the right-in/right-out bulb located at north property line.
#1-7429 Gaetz Avenue	29-Nov-04	W-1-48	His tenants do not seem adverse to the right in / right out concept. Inquire about the ATCO gas line right of way as an access. States that he would be in favor of purchasing the service road to covert to parking at fair market value.	See W-1-20 - Unable to provide access over ATCO gas line. See Also W-1-46
#2 7453 and #2 7445	25-Nov-04	W-1-50	Is in favor of a right in right our concept with a subsequent joint access agreement, Also, would prefer to see the area behind the buildings improves as part of the negotiation.	See W-1-20 Other business in the block not interested in joint access. Rear improvements must be worked out between owners and is outside the scope of work the study. Unable to provide access over ATCO gas line. See Also W-1-46
#9B 7483 50 Ave.	15-Dec-04	W-1-76	Need access for northbound and southbound vehicles for delivery trucks and patrons. Worried about property value, leases, and compensation.	See W-1-20 Service road and existing access access for trucks will remain. Trucks will need to use 76 Street if the mid block bulb is constructed to 18.0 meter diameter.
7453 50 Ave.	16-Dec-04	W-1-81	Does not support the right in / right out concept from 74 to 76 Street. Prefers to have the service road left in place along with north access to 76 Street.	See W-1-20, Partial service road left in place. A service road bulb at Air Liquid would greatly impact the property.
7483 - 50	23-Dec-04	W-1-114	As per Russel Crook Comments from meeting - Glentel require access at rear of building, do not support access over the ATCO pipeline right of way, Do not support the right-in/right- out from Gaetz Avenue and the grade difference at the approach, Concerned with patron confusion due to new access, they feel they may have to move if access remains a problem, They do support the service road bulbing at the end of the block.	As per request service road has been left in place in front of Glentel from 76 Street to mid block location.
7424 50th Avenue	04-Dec-04	W-1-54	Concerned as to why there is a bicycle route in front of their business as it is perceived as dangerous. Questions why each (bike path) does not have a designated route.	Bicycle path is designated for the west side of Gaetz Avenue. The lesser traffic on the service road is acceptable from a safety perspective. There is no room for a 3 meter wide pathway in the boulevard.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7414 50 ave.	16-Dec-04	W-1-84	Letter to Stantec - Concerned for the lack of visibility expected with the addition of trees to Gaetz Avenue. Sees the bicycle route as not required and a disruption to service road vehicle movement.	See W-1-52 & W-1-54
7414 50 ave.	16-Dec-04	W-1-83	Referring to previous submission via letter to Stantec - Prefers that the service road stays and use a small bulb rather than a joint access. Appears satisfied with the proposed work.	Small service road bulb implemented.
7414 50 ave.	19-Feb-05	W-1-130	States that Gaetz Aveune could be widened without affecting property. Other problems in the city worse than north Gaetz. Does not see value in walkways in this part of Gaetz. Concerned with trees and visablilty of business. Does not like the impact of a small service road bulb on property or the fact that it is designated for when the property is redeveloped.	A small service road bulb will be required when the property is redeveloped. Share access is not favored by other in the block. The 24 meter bulb has no relationship to boulevard width as it is based on the required distance from the new curb line of Gaetz Avenue. Property will be impacted. See W-1-52 for tree and landscape response.
Gaetz Avenue	30-Dec-04	W-1-132	Has not been contacted directly in regard to 2005 widening. Not in favor of shared access. Does not want traffic at front door. Interested in turning phases at lights at 76 Street.	City's land agent made contact with regard to 2005 work. Budget constraints will not permit redevelopment of service roads. The final drawing shows the service road remaining in place with no shared access required. Boston Pizza has direct access to 76 Street. Street light phase is not part of the scope of work for the study.
7444 50 Ave	23-Dec-04	W-1-115	Do not support the location of the mid block bulb reviewed in the open house. Do not want to loose parking in front of the pizza business. They do not want to enter into a joint access agreement with Super 8. They DO support the mid block access bulb allowing access to the service road north and south.	The service road bulb has been adjusted to the area between Aladdin Plaza and the Super 8 Motel. The text of the report describes the option of installing a 18.0 meter diameter bulb to lessen the impact on property.
Comments from 71 Street to 74 Street				
7101 50 Ave.	07-Jul-04	W-1-22	Wishes to have a joint access with Esso lot to the north if the service road is removed. In addition he would like to purchase the service road if it becomes available.	Purchase of service road land possible. Final option and shared access with Esso pending land negotiation.
7150 50 Ave	08-Jul-04	W-1-10	In principle the removal of service roads is a good idea.	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7150 - 50 Ave	12-Jan-05	W-1-131	Concerned with loss of access to 74 Street. Concerned with loss of service road access to the north. Concerned with visibility and tree plantings.	Service road access to 74th Street needs to be closed due to the significant number of vehicles on this cross street. The bulb size at the Toyota property is shown as a 24 meter bulb when a 45 meter bulb is recommend by TAC. Closing one leg of the intersection is highly recommend as shown on the drawing. Access to the Burger King from the north will be provided by a right in right out near their property. Service road access to 71 Street will remain. See W-1-52 for landscape and tree response.
7110 Plaza	17-Dec-04	W-1-90	Sees problems with routes for accommodating delivery trucks. Too much foliage is not good for business. They wish to have the land that they gave up for the service road bulb reverted back to them if it is not being used as a service road..	See W-1-52 in response to landscape design. Intent is to have adequate area for access to Plaza. A mid block access to the existing service road is shown at the Burger King location. The land purchased will be required for the service road 24 meter bulb.
7150 50 Ave.	17-Dec-04	W-1-94	Does not want joint access through property. Wants service road to remain in place with access to 71st Street.	Service road access to 71 Street will remain with a midblock bulb at the Burger King location. Service road access to 74 Street is closed.
Comments from 68 Street to 71 Street				
6868 Gaetz Ave	30-Jun-04	W-1-11	Concerned for access to building and requests a timeframe for the project	Timeframewas announced in open house after comment was submitted. Figure 1.2 in the report illustrates the timing for redevelopment. Those north Gaetz improvements not incoportated into the 2005 roadwork will likely occur within the 6 to 10 year time frame.
6868 50th Ave	10-Dec-04	W-1 56	Questioned how the traffic was accessing the Macs store and if it was going to go through his property.	Macs will have have their own access to 71st Street and will not need to cut through the Williams Stationary lot. The service road will remain in place from the Pizza Hut driveway to Nash Street.
6868 50th Avenue.	12-Dec-04	W-1-62	In response to the proposed plan, he has no problem with the layout and the (positive) effects on the traffic. Is concerned that the species of trees is correctly chosen to provide proper visual access to the business.	See W-1-52
6842 Gaetz Ave	14-Dec-04	W-1-66	Concerned with loss of access from 71st Street.	Mid block bulbing is shown with service road access to 68 Street provide. Service road bulb at Macs (71 Street) not recommned due to significant loss of parking.
6868 Gaetz Ave.	13-Dec-04	W-1-67	Concerned with; patron access out of property not favorable at right in / right out, if 68th Street access is missed then 71st Street access would cause drivers to use the alley. Feels that removing service road would create confusion and be unsafe.	If patrons miss the trun northbound at 68th Street they use 52 Avenue to backtrack. Access at both end of the service road is not recommended. A service road bulb at 71st Street greatly impacats the Mac'a store.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
6842 50 Ave.	17-Dec-04	W-1-92	Worried about parking loss, property loss and compensation, and pylon signs.	Comment incorporated in the re-development setback plan. The minimum available size bulb was used .
6888 50 Ave.	17-Dec-04	W-1-92	Question the viability of the joint access near the location.	Joint access NOT shown on the drawings.
Comments from 35 Street to 37 Street				
3515 Gaetz Ave	07-Jul-04	W-1-22	Prefers that the light to stay at 36th Street. In AGREEMENT to joint access if he can purchase and develop the existing service road.	Through various meetings and option revisions the configuration shown on the drawings is the most favorable. If the service road is closed shared access is required for the businesses north of 37 Street. The text of the report describes an alternate plan of leaving a one way southbound service road in place. The slotted left turn onto 37 Street as shown in the plan will improve the access to the business north of 37 Street and take some of the traffic pressure from the shared access or service road if this option is implemented. The traffic lights will remain at 36 Street as shown on the drawings.
3515 Gaetz Ave	14-Dec-04	W-1-71	Prefers that the traffic light at 36th Street to stay, worried that joint access will affect parking space.	Through various meetings and option revisions the configuration shown on the drawings was found to be the best. See W-1-22
4912 35 Street	08-Jul-04	W-1-2	If bulb is placed at mid block he prefers that his property line becomes part of it. Also, he is interested in purchasing the land to the south (35th Street if it becomes available).	See W-1-22 The bulb concept was not used.
3617 50th Avenue.	06-Dec-04	W-1-51	Sees visibility as a an important issue to the success of his business. Is OPPOSED to the inclusion of landscaping in front of his business.	See W-1-52
3617 50 Ave	14-Dec-04	W-1-70	Landscaping will block view to businesses, need good access to the clinic, worried that joint access does not work and that vehicles will pass through a school zone to reach his business.	See W-1-52 for response to tree concerns. Access facilitated by shared access to 37 Street as shown on the redevelopment drawings. The slotted left turn at 37 Street lessens the number of vehicles using the shared access. A one way service road is an alternative. Traffic is not expected to use 49 Avenue.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
#F 3617 Gaetz Ave.	14-Dec-04	W-1-65	Feels that the joint access is detrimental to business. Suggests a 3 lane access from 37th Street to Gaetz Avenue. Felt that the public Open House was short on presenting a business friendly solution to their area.	Boulevard width is very narrow in this portion of Gaetz Ave. A shared access implemented between businesses would likely require some of the boulevard space to implement. The boulevard design width would be compromised. The businesses north of the light at 35 St depend on the existing service road for south bound Gaetz traffic to access their businesses. The alternative to shared access from 36 St to 37 St is a one-way service road as an alternative with the implementation of 18.0 meter service road bulbs at both 37 St and 36 St. These bulbs would have an affect on existing property. A slotted left turn at 37 St will be a valuable improvement over the existing condition. The shared access option has been shown on the drawings with the recognition that neither of the options will fully addresses business concerns and still meet the traffic and safety issues in the area with respect to service roads.
3701 50 ave	15-Dec-04	W-1-73	Strongly opposed to removing service road between 36th and 37th Street (east), See joint access as problematic. Prefer to have block by block meeting on the proposed changes.	See W-1-65
37th Street to 35thStreet Block	15-Dec-04	W-1 97	Letter received before block meeting - Does not agree with the closure of the service roads, and sees access to this block as a problem as the route is too long and involves residential areas and school zones.	See W-1-22, W-1-70 , W1-65
37th Street to 35thStreet Block	12-Jan-05	W-1-120	Letter received after block meeting - Concerned with additional traffic on 49th Avenue. Supports the establishment of lights at 37th Street. Feels that the lights at 36th Street will only serve the best interest of Café Tiffany's	See W-1-22, W-1-70 , W1-65
3617, Gaetz Ave	05-Jan-05	W-1-121	Letter in response to Ness letter of Dec 15, 2004 - Concerned with the additional traffic on 49th avenue. Feels that if placing traffic signals on 37th Street is not possible then a one way access northbound between 36th and 37th Streets would help alleviate the accessibility problem.	See W-1-22, W-1-70 , W1-65
37th Street 49 Ave.	08-Jan-05	W-1-116	As per Chi Lee conversation with Resident - resident concerned with the proposed right in / right out. Did not see the use of 49th as access being a good idea.	See W-1-22, W-1-70 , W1-65

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
3650 50 Ave	06-Jul-04	N/A	Felt that he had unfair parking requirements, was not directly opposed but wanted further confirmation with partners	Visit to landowner to clarify and discuss issues prior to open house. Revised reconfiguration of 35 Street found and is shown in re-development drawings.
3751 50 Ave	Jan	NA	As per comments from Block Meeting Jan 12, 2005 the following comments were expressed - 1) prefers to see new light at 37th Street, 2) If traffic light stays at 36th Street and the service road is closed needs access through a shared access agreement with the properties between 36th and 378th Street.	See W-1-120
3622 50 Ave.	15-Dec-04	W-1-72	Strongly opposed to removing service road between 36th and 37th Street (west), See joint access as problematic, Prefer to have block by block meeting on the proposed changes.	Service road removal in this location is integral to the widening of Gaetz Ave. The distance from the service road to Gaetz Avenue would cause safety concerns. Removal of the service road has the least impact on property The text of the report also states that a one way service road is an alternative that may be considered. Bulbs, however, would be required at the cross street intersections.
Comments from 34 Street to 35 Street				
Bay C, 3440 50 ave	07-Dec-04	W-1-58	Does not like the idea of redeveloping Gaetz Avenue. Feels that access will be restricted to her business and potential customers will pass by the business.	Share access with right-in/right-out from Gaetz Avenue is the least disruptive option.
Comments from 32 Street to 34 Street				
3433 Gaetz	21-Jan-05	W-1-127	Desires service road to remain in place, would like to see narrower boulevard, not in favor of shared access agreement. Suggests that the drawings show two bicycle routes when one is enough.	The final plan has been revised to show the service road remaining between 34th and 35th Streets. The boulevard space may be reduced when the the detailed design for the widening of Gaetz Ave. occurs. A shares access agreement has been listed only as an option. If the service road is left in place between 35th and 37th Streets a bulb would be required at 36th Street that would significantly impact property. A bicycle path is designated for only one side of Gaetz Ave. Where the service roads are removed that walkway will be 3 meters wide.
4719 - 33rd St	unknown	W-1-37	Concerned about road noise and emergency access to condo units backing on 32nd Street.	Noise on 32 Street beyond the scope of this study.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments From 30 Street to 32 Street				
32nd Street	26-Jan-05	W-1-126	Concerned with access to the lot and orientation to the pumps if and access to 49th Avenue is closed	Right lane away on 32nd Ave. removed from the plan in order to permit access to 49th Ave. to remain in place.
3115 50 ave	14-Dec-04	W-1-68	Access as shown in the Open House is not acceptable. Corner cuts detrimental to the life of the business. Recommend to remove the trees and widen Gaetz Avenue.	Corner cuts in the final report have been revised to a radius rather than a straight line in order to minimize the effect on property and yet provide for the future space requirements and site lines at major intersections. The intersection of the existing service road and 32 Street is currently an unsafe condition given the short distance from Gaetz Avenue. The volume of traffic on 32 Street in conjunction with the widening of Gaetz Avenue and the widening of the 32 Street intersection, closure of the service road is required. Closing the service road with driveway access at 49 Avenue will have less of an impact on the property than leaving a dead end service road in place and a service road bulb at 49 Avenue. See W-1-52 for response to tree comments.
Comments from Bennet Street to Molly Banister Drive				
2404 Gaetz Ave.	20-Jul-04	W-1-5 & 6	Intersection adjacent to his clinic is confusing. Suggesting to use space on the south side of building for thru-road. Does not like the proposed bulb configuration. Does not support selling off the service roads.	The space on the south side of the building was investigated for a potential roadway. It was felt that the roadway would not fit with adequate space on each side to the buildings. A bend in the roadway near the intersection of Gaetz Avenue would be causing difficulties in aligning the drive lanes at the intersection. The straight road on the plan reflects the long term objective and would require acquisition of land and building by the City.
2404 50 Ave	15-Dec-04	W-1-85	Does not like the proposed road as presented in the open house.	See V-1-5&6
Comments from Boyce Street to Bennet Street				
Gaetz Avenue Crossing	30-Dec-04	W-1-113	Predicts positive impact in his business as a result of the proposed changes.	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
2310 50 Ave	07-Jan-05	W-1-119	Concerns are: 1) what is the time frame ?, 2) how will the business be inconvenienced during changes (construction)?, 3) impact on property taxes?, 4) what happens to the access road in front of the business ?, 5) what happens to the parking?, 6) what happens to the signage?, 7) Worried about the trees blocking the view of the store front.	The timeframe for improvements in this portion of Gaetz Ave would be 6 to 10 years. Access issues during construction will be addressed at that time and are not part of the scope of work of this study. Issues regarding taxation and property values are not part of the scope of work of this study. As per the proposed changes presented the access road no longer functions as a service road. Provisions for parking would be provided for on the site occupied by Computer Trends Canada. The service road would be available for acquisition. Access would be provided to joint access roadways. See W-1-52 for tree/landscape concerns.
Comments from Delburne Road to Boyce Street				
1890-49th Avenue.	06-Dec-04	W-1-52	Feels that he is disadvantaged by the "wall" of trees in front of his business. Trees will reduce visibility to his business and he feels that the poplars will leave sticky residue and unwanted maintenance related to leaves and poplar "fuzz"	The comment originates from the apparent size of the trees shown on the drawings at the open house. The final report drawings have been revised to clearly depict the landscape plan. Poplar trees are shown only to be planted at the north and south entrances to the corridor. Trees will be spaced at the same distance as the existing condition of 15 meters apart and will be a more appropriate species than the existing. Trees located in the median will be grouped with significance spaces between for site lines to businesses. No spruce trees will be planted between the blocks, and they will only be located in the larger planting islands of service road bulbs.
1890 49th Avenue	08-Dec-04	W-1-60	Major Concern is the access to the lot from 49th Avenue and Delburne Road is unsafe. Also concerned that the trees shown on the drawings would block visibility to the lot from Gaetz Avenue and that the poplars proposed for the boulevard would create a mess.	49 Street and Delborne Road is out of the scope area of the study, however the safety comment was noted by both Stantec and City Engineers for future reference. The poplar tree comment originates from the apparent size of the trees shown on the drawings during the open house. The final report drawings reflect the spacing and proper scale of trees. The poplar trees are shown to be spaced at 20 meters, providing space between to see the business.
90 D 5250 - 22nd Street	09-Dec-04	W-1-61	Based on development plans he believes that the overall redevelopment will improve traffic flow along Gaetz Avenue, and access in and out of businesses with the expectation that the pedestrian and bicycle safety will be improved. Main concern is good access to the property.	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
1975 50 Ave.	15-Dec-04	W-1-75	Removal of the service road cul-de-sac at Sams South will make it difficult for vehicles to turn	The final report drawings show the service road cul-du-sac in question as remaining in place.
Unit C6&C7 2310 50 Ave.	19-Dec-04	W-1-86	Not in favor of roadway (joint access) west of Computer Trends as it conflicts with loading docks.	Shared access drive lane at the rear of computer trends is dependant on the redevelopment of the Tom Blast Sports, previous location of Tim Hortons and the Computer Trends location. The location of the access will be more closely defined with detail design.
1959 50 Ave	17-Dec-04	W-1-89	Against removing the cul-de-sac in front of Sam's Café South. Not in favor of removing bike route in front of stores. Prefer to have another meeting to discuss the issues.	The final report drawings show the cul-du-sac to remain in place. Bike route in on service road in front of stores.
1939 Gaetz Ave.	22-Dec-04	W-1-102	Concerned over the removal of the cul-de-sac on front of Sam's Café' south. Emphasized the importance of the cul-de-sac as a turning point for delivery vehicles. Fears a loss of business if the cul-de-sac is removed.	See W-1-89
1939, 1935, 1927 50 ave	28-Dec-04	W-1-105	Strongly objecting to the removal of the bulb at the end of the service road. Feels that the plan forces vehicles onto private property that was not designed for the volume or size of vehicles that may use the parking area. Fear for the safety of patrons	See-W-89
22nd Street		W-1-19	In letter to Howard Thompson at the City of Red Deer - Solicitors make reference to the land transaction under the presumption that the land was originally zoned C2.	No Action Required.
South Pointe Common.	20-Dec-04	W-1-95	Worried about visibility to the pylon signs.	Size and location of trees dependant on final review from City of Red Deer.
1935 50th Ave.	05-Jan-05	W-1-118	Concerned with the removal of the service road cul-de-sac near Sam's Café (south side)	See W-1-89
Comments from Areas Other Than Gaetz Avenue				
unknown	23-Aug-04	W-1-41	No Comment attached.	
Red Deer	22-Jul-04	W-1-57	Not satisfied with current state of the bicycle pathways. Feels that the existing condition has some locations that may be considered dangerous.	The plan provides for a designated bicycle path on the west side of Gaetz Avenue.
None	21-Dec-04	W-1-99	Feels that widening Gaetz Avenue would cost a lot of money that would otherwise be used to develop the downtown core.	The redevelopment of Gaetz Avenue is required to accommodate existing and future traffic volumes within the City. It is the City's main roadway and could arguably be as important to the city as the downtown core.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
	15-Dec-04	W-1-74	Prefer to see a high standard of landscaping while keeping business owners happy. Not affect directly by the proposed changes.	Landscaping is an integral part of the Study.
4512 Waskasoo Creek	16-Dec-04	W-1-77	Prefers the use of alternative forms of transportation and complements the City and Stantec for its inclusion in the report.	No Action Required.
#6 7920 Gaetz Ave.	16-Dec-04	W-1-78	Concerned for the effects of the 80th Street service road and improvements on the mobile home park south west of the 80th Street / Gaetz Intersection.	Size of final service road bulb is dependant upon the land occupancy at the time of redevelopment. Mobile homes presumably would be removed at that time. Service road bulbs are a requirement for truck turning and queue storage at the Gaetz intersection.
6519 67th Street	17-Dec-04	W-1-91	Very positive reaction to proposed changes to Gaetz Ave.	No Action Required.
21 Nance Ave	17-Dec-04	W-1- 93	In favor of improvements to Gaetz Avenue.	No Action Required.
31 Parkview	16-Dec-04	W-1-99	Does not see the benefit of spending money to widen Gaetz Avenue.	No Action Required.
#7 5105 76A Street	06-Jan-05	W-1-117	Changes to 76th and 77th Streets would pose serious economic impact on their business and property values. Envision more congestion and increased safety issues with proposed changes. Recommend 1) Create opposing left on Gaetz Ave. for right in /right out at Truck outfitters, 2)Leave service road in place with bulb at Saturn Izuzu, 3) Extend 52nd Street to 76th Street. In addition concerned about the canopy trees blocking view of their business.	These comments are a response to the proposed changes viewed in the open house. Since the open house the detailed design has lead to the removal of the right in / right out in favor of retaining the service road with the bulb at Saturn Izuzu. Detailed design will involve the placement and species of trees used. See W-1-52 for tree comment.
#3, 6782 50 Ave	08-Dec-04	W-1-59	Feel that the issue of access and visibility need to be addressed in the design criteria.	This is part of the design criteria as stated in the Report.

Comments:

The 2005 Capital Budget includes the project for the widening of Gaetz Avenue from 71st to 78th Street as well as widening of Gaetz Avenue at the Highway 11A intersection. This project is set to proceed this summer.

Over the past year, staff have developed an overall concept for the redevelopment of Gaetz Avenue extending from 19th Street to the bottom of the South Hill in the South and extending from 67th Street to Highway 11A in the North. The concept plans for the overall Gaetz corridor address the current and future capacity needs, safety issues, and the aesthetics of this main thoroughfare.

While the widening project from 71st to 78th Street and up to Highway 11A should proceed this year, there may be some aspects from the overall concept design that may impact this project in its' latter stages of construction. Because of this we are recommending a process that would see the concept reviewed before proceeding with construction of this part of Gaetz Avenue this year. The process that we recommend for considering this concept has been influenced by a number of factors. First there is no Council meeting in early June, 2005; secondly the funding for this project this year comes from the City's Special Transportation Grant and this Grant expires on March 31, 2006; and thirdly, on May 24th, Council will be dealing with public input on the Smoking Bylaw which we anticipate will occupy most of that evening.

It is therefore our recommendation that a Special Council Meeting be called for Wednesday, May 25, 2005 to deal only with obtaining input from stakeholders and the public on the overall concept plan for Gaetz Avenue. Normally we would schedule a Special Meeting on the intervening Monday, however in reviewing schedules and absences of members of Council, and not to unduly delay this matter, it is recommended that we proceed on May 25, 2005.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager



FILE

Legislative & Administrative Services

DATE: May 3, 2005
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Gaetz Avenue Development

With regards to the attached letter, when doing the Gaetz Avenue Development mail out, please ensure that Sid Postma is included in the mailing list.

Regards,

Kelly Kloss
Legislative & Administrative Services Manager

/te
encl.

Four Up Holdings Ltd.

PHONE (403) 346-2147

7483 - 50TH AVENUE
RED DEER, ALBERTA T4P 1M5

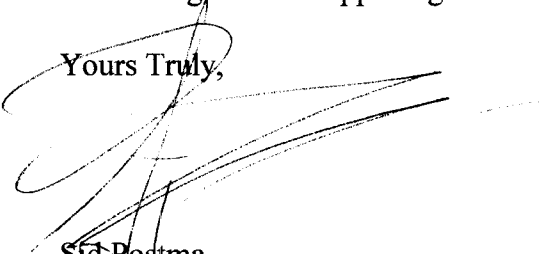
To The City Council
Of The City of Red Deer
Red Deer, Alberta

RE: GAETZ AVENUE DEVELOPMENTAL / OUR LETTER DATED FEBRUARY 18/05

Dear Council Members,

On February the 18th, we submitted a letter to council RE our concerns on the widening of Gaetz Avenue and associated service roads. So far we have not received a replay to our letter. Wondering what is happening.

Yours Truly,



Sid Rostma
Four Up Holdings Ltd.

Cc Mr. Robert Schnell

Home > Keeping You Informed > News Releases > Recent > Council to consider information regarding Gaetz Avenue Redevelopment Study

Council to consider information regarding Gaetz Avenue Redevelopment Study

May 5, 2005

(Red Deer, Alberta) – City of Red Deer Administration will present the findings and recommendations of the Gaetz Avenue Redevelopment Study to City Council at its regular meeting on Monday, May 9, 2005.

Following the presentation, Administration will recommend Council's debate and decision be tabled to allow local business owners and members of the public an additional opportunity to share their thoughts on the proposal at a special Council meeting. Affected business owners and tenants will be advised with a letter of the special meeting date, once it is set by Council.

"The public have played an integral role in shaping the results of the study," said Tom Warder, Engineering Services Manager for The City of Red Deer. "We recognize the recommendations from the Gaetz Avenue Redevelopment Study will affect many local business owners and members of the public, which is why we are continuing to solicit their feedback throughout this process."

The City initiated work on the Gaetz Avenue Redevelopment Study in 2004, after Council directed Administration to review the current Building & Sign Setback requirements along Gaetz Avenue. If approved, the study will become a planning document for the purpose of guiding future development and improvements along the Gaetz Avenue corridor.

The main objectives of the Gaetz Avenue Redevelopment Study are to determine the long term requirements for Gaetz Avenue which include the following components:

- Widening of Gaetz Avenue to six lanes and improvement of the operational efficiency and safety at intersections through reconfiguring or closing existing service roads, service road bulbing and creation of new right in right out accesses.
- Business access control and management.
- Right of Way requirements and associated building and signage setback requirements.
- Pedestrian and bicycle accommodation.
- Incorporation of a landscaping concept establishing Gaetz Avenue as an aesthetically pleasing corridor.

Local business owners and members of the public are welcome to attend the May 9 Council meeting for information, but will not be able to provide feedback at this meeting.

More information is available on The City's Web site at www.reddeer.ca in the *Keeping You Informed* section under the heading *Projects and Initiatives*. The redevelopment plan drawings are also available for viewing on the main floor of City Hall.

More information is also available in the Q&A Backgrounder.

-end-

For more information, please contact:

Tom Warder
Engineering Services Manager
The City of Red Deer
(403) 342-8158

Frank Colosimo
Streets Engineer
The City of Red Deer
(403) 342-8158

Russ Wlad
Project Manager
Stantec Consulting Ltd.
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Home > Connecting with Your City > City Services & Departments > Engineering Services > Gaetz Avenue Redevelopment Study > May 5, 2005 - Gaetz Avenue Redevelopment Study Q&A

May 5, 2005 - Gaetz Avenue Redevelopment Study Q&A

1. Why is The City looking to redevelop Gaetz Avenue?

Over the past years, the use of Gaetz Avenue has changed from a through-fare for motorists to a major inter-city commerce and employment route. As Red Deer continues to grow, The City is examining long-term development requirements that will enhance traffic flow, improve efficiency at intersections, allow proper access to businesses and increase safety on this route. The Gaetz Avenue Redevelopment Study takes into consideration recommendations from The City's 2003/2004 Transportation Plan which identifies this corridor as a key area for redevelopment.

2. Who was involved in the study?

The City of Red Deer conducted this study with support from Stantec Consulting. Stakeholders and the public also played a key role in shaping the study and its recommendations. Numerous public open houses and individual stakeholder meetings have been held during the study to gather information and concerns from the public.

3. What are the recommendations of this study?

The redevelopment plan is intended to serve as a long-term (115,000 population) planning guideline to outline the requirements for future redevelopment along Gaetz Avenue. The study outlines 11 recommendations. Highlights of these include:

- The redevelopment plan be used to guide development of Gaetz Avenue as the population grows to 115,000. Key considerations of the plan include overall traffic safety, efficiencies and operations.
- Removing the traffic signals at 78 Street and relocating them to 78A Street. This will increase roadway capacity, improve operational efficiency, traffic safety and provide adequate spacing between signalized intersections. Signals should also be installed at 80 Street.
- The City should maintain the existing Land Use Bylaw building set back criteria for C2 and C4 zoning along Gaetz Avenue. Where service road bulbing is installed, the building setback distance should be reduced to six metres from the property line.
- The City consider the relaxation of the frontage landscaping and parking requirements for C2 and C4 zoning where businesses are impacted by service road bulbing.
- Prior to implementation of any recommended improvements that affect private property or access, further stakeholder consultation should be completed.
- Landowners should be afforded the opportunity to purchase surplus land through removal of service roads for the appraised market value.
- The City should consider a staged approach to development where locations of existing businesses or properties do not allow the desired improvements to occur.
- Based on feedback from adjacent businesses, widening the existing intersection at Gaetz Avenue and 32 Street rather than introducing a one-way couplet, which would require major redevelopment on each of the corner properties in the short-term.
- Locate a 1.5 metre wide walkway where service roads remain in place and a 3.0 metre wide walkway where service roads are removed. A bicycle route has been designated along the west side of Gaetz Avenue utilizing the 3.0 metre walkway where present, or the service road, where the walkway is 1.5 metres wide.
- The City adopt a common landscape theme along Gaetz Avenue to identify the roadway as a city entrance corridor and enhance the overall aesthetics of the corridor without jeopardizing safety or visibility for business owners.
- Street furnishings along the corridor should be consistent and may include benches, trash receptacles, bus shelters, bollards, signage and signal lights to complement the streetlight standards.

4. What is Administration recommending to Council?

Administration is recommending that Council accept the presentation as information and are requesting a special meeting be called to allow local business owners and members of the public an opportunity to provide feedback to Council on the Gaetz Avenue Redevelopment Study. After considering further public input and subject to Council request for report amendments, Council will be asked to approve the report as a planning document for the

purpose of guiding future development and improvements along the Gaetz Avenue Corridor.

5. When would widening on Gaetz Avenue begin?

The study proposes the following timeline:

In 2005:

- Widen Gaetz Avenue between 71 Street and 77 Street and make intersection improvements at Highway 11A, 78A Street, 78 Street and 80 Street
- Undertake improvements to the intersection of Gaetz Avenue and Delburne Road (19 Street)

Within the next five years:

- Improve intersections at 32 Street

Within the next six to 10 years:

- Widen Gaetz Avenue between 19 Street and 34 Street
- Widen Gaetz Avenue from 77 Street to Highway 11A

Beyond 115,000 population (approximately 15 to 20 years):

- Widen Gaetz Avenue from 34 Street to 37 Street

6. When will City Council consider the Gaetz Avenue Redevelopment Study?

The City will present the study to Council for review at their regular Council Meeting on May 9, 2005. It is expected that Council will set a special meeting date to hear public feedback before making a decision.

7. Where can I find more information?

The Gaetz Avenue Redevelopment Study executive summary and plan drawings can be viewed on The City's Web site at www.reddeer.ca in Keeping You Informed under the heading Projects and Initiatives. The redevelopment plan drawings are also available for viewing on the main floor of City Hall.



COUNCIL MEETING OF MAY 9TH , 2005

ATTACHMENT

DOCUMENT STATUS: PUBLIC

**REFERS TO: GAETZ AVENUE REDEVELOPMENT
STUDY
EXECUTIVE SUMMARY PACKAGE**

**PLEASE KEEP THIS COPY
FOR FUTURE
COUNCIL MEETINGS**



Stantec

**GAETZ AVENUE
REDEVELOPMENT STUDY**

Council Presentation

**Executive Summary
Package**

Prepared for:

The City of Red Deer

Prepared by:

Stantec Consulting Ltd.
600, 4808 Ross Street
Red Deer, AB T4N 1X5

112870826

May 2005

GAETZ AVENUE REDEVELOPMENT STUDY

Executive Summary

In recent years the City of Red Deer has been approached by a number of businesses along Gaetz Avenue regarding the purchase of service roads fronting their properties for redevelopment and inclusion into their lands. In many instances the City has agreed to sell land where the service roads were determined not to be required. With increasing growth, City Council has decided to establish an overall plan to serve as a guideline to assist in making future decisions for the redevelopment of lands along Gaetz Avenue. The limits of the study area are along Gaetz Avenue from Highway 11A to 68 Street on the north and from 37 Street to 19 Street (Delburne road) on the south.

Some of the objectives of the Redevelopment Study included requirements for the widening of Gaetz Avenue to six lanes, improving the operational efficiency and safety of intersections, providing well defined pedestrian and bicycle paths and crossings, developing right-of-way requirements with associated building and signage setback requirements, and incorporating an aesthetically pleasing landscaping concept. The main components of the Redevelopment Study include public consultation, development of design criteria (planning tools), traffic analysis, safety review, landscaping, access management, and requirements of the land use bylaws regarding building and signage setbacks.

The 2004 Red Deer Transportation Plan determined that the Gaetz Avenue corridor would require widening from four to six lanes. The plan includes the following components and timelines:

- Widening of Gaetz Avenue North from 71 Street to 77 Street within the next 5 years along with intersection improvements at Highway 11A, 78A Street, 78 Street, and 80 Street.
- Improvement of the 32 Street and 19 Street Gaetz Avenue South intersections in the next 5 years.
- Widening of Gaetz Avenue South from 19 Street to 34 Street in the 6 to 10 year period.
- Widening of Gaetz Avenue North from 77 Street to Highway 11A in the 6 to 10 year period.
- Widening of Gaetz Avenue South from 34 Street to the 37 Street would occur beyond the 115,000 population - 15 to 20 years.

GAETZ AVENUE REDEVELOPMENT STUDY

Executive Summary
Council Presentation
May 2, 2005

A traffic analysis was conducted to provide a basis for functional design of the service roads and cross street intersections. The analysis supported the recommendation for the use of varying sized bulbing at service roads. The reconfiguration of service road intersections in combination with lane widening was used to increase the overall level of service of Gaetz Avenue. Through traffic analysis it was determined that in order to maintain an acceptable level of service and safety at intersection locations along Gaetz Avenue service road modifications and bulbing would be required for the 115,000 population horizon.

Due to the nature of the study, a significant component of the Gaetz Avenue Redevelopment Study involved consultation with business stakeholders along the Gaetz Avenue corridor. The purpose, objectives, and content of the Redevelopment Study were presented to the stakeholders through a series of individual and group meetings as well as at public open houses. General comments forwarded by the public include current level of service, reconfiguration of existing accesses, shared access, landscaping, parking, and visibility of business frontage. The majority of the concerns expressed by business and property owners have been addressed in the content of the Redevelopment Study. There are a few instances where a compromise could not be reached due to traffic safety or operational issues and the inability to meet the requirements of sound transportation design. Changes to access or in some cases the loss of a turning movement into a property was the greatest concern to businesses. Where roadway geometrics permitted, slotted left turns were provided to improve or maintain existing conditions. Right-in/right-out accesses have been provided in the middle of some blocks granting direct access to a particular property. Where the option to remove a service road was not generally accepted within a particular block, the service road is shown to remain in place. At some locations the proposed improvements would significantly affect the existing property or business development. In these instances the implementation of the plan would coincide with redevelopment plans of the property and business owner.

Respondents who attended the public open houses commonly expressed the need for visibility of their businesses and signage. The main concern was the type and density of the landscaping within the boulevard space. In order to address this issue the landscape plan identifies new tree planting at similar spacing as is currently found along Gaetz Avenue. There will also be an improvement in the tree species planted. Larger evergreens and poplar trees that block visibility, would be replaced with smaller deciduous canopy and ornamental trees. Groupings of small ornamental trees in the center boulevard will provide a more substantial appearance to the landscaping. Openings between the tree groupings will provide good visibility to business frontage along the corridor.

The Redevelopment Plan is intended to serve as a long-term (115,000 population) planning guideline to outline the requirements for widening of Gaetz Avenue and the associated improvements to intersections, service road configurations, business accesses, walkways, bicycle paths, building set backs, and landscape requirements. The plan demonstrates how

GAETZ AVENUE REDEVELOPMENT STUDY

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various tools can be applied in site-specific situations. Over time the plan may be modified using these tools to provide alternate solutions in order to accommodate development changes that have occurred within the area. The improvement will be driven by the requirement for widening of Gaetz Avenue, intersection capacity improvements, or redevelopment of private property. Figures 8.1 to 8.8 outline the developed solutions for the improvements associated with the redevelopment of Gaetz Avenue.

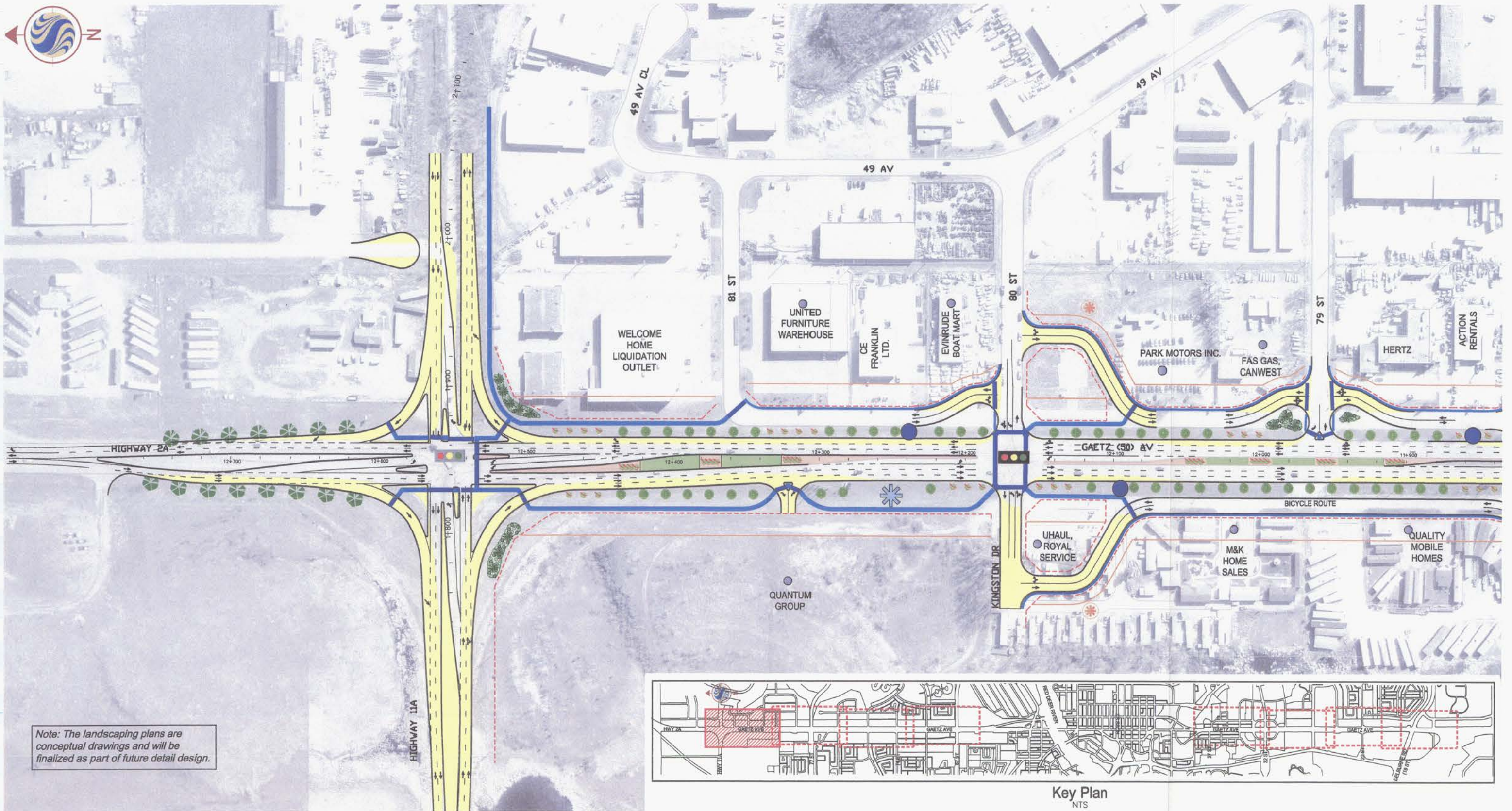
The following recommendations outline the means by which the City can implement the information presented in this report.

- To provide adequate levels of service and increase the overall safety and efficiency of the Gaetz Avenue corridor to the 115,000 population the City should use the Redevelopment Plan and associated planning tool as a guideline for development of acceptable solutions as redevelopment occurs.
- To increase roadway capacity, improve operational efficiency, traffic safety and provide adequate spacing between signalized intersections, the signals at 78 Street should be removed and relocated to 78A Street. In order to accommodate existing businesses accessed at 78 Street, a northbound and southbound protected left turn lane on Gaetz Avenue could be provided. Signals should also be installed at 80 Street.
- The City should maintain the existing Land-Use-Bylaw building set back criteria of 15 meters for C4 zoning and 9 meters for C2 zoning. Where future property lines are adjusted, the current bylaw would apply. The building setback distance where service road bulbing is installed should be reduced to 6 meters from the property line.
- Prior to implementation of any recommended improvements that affect private property or access, further stakeholder consultation should be completed. This is of particular concern where elimination of service roads may require joint access agreements. In these situations, the City should be an active participant and ensure the agreements are in place prior to implementing any changes.
- Landowners should be afforded the opportunity to purchase surplus land through removal of the service roads. Land would be offered at the then appraised market value.
- The City should consider the relaxation of the frontage landscaping and parking requirements for C2 and C4 zoning where businesses are impacted by service road bulbing. Additional landscaping could be provided within the service road bulb area of the boulevard to compensate for the reduction of on site landscaping.

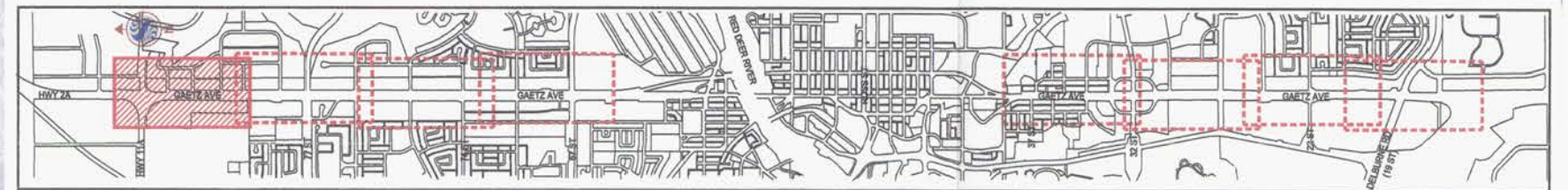
GAETZ AVENUE REDEVELOPMENT STUDY

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- Where locations of existing businesses or properties do not allow the desired improvements to occur, the City should consider a staged approach to development. This report outlines the various methods of staging that could occur.
- The two most favorable options for the upgrade of the Gaetz Avenue and 32 Street intersection are Option 4, the one-way couplet, and Option 5, widening the existing intersection. Option 4 is superior in terms of overall roadway capacity, level of service and pedestrian safety. Option 5, widening of the existing intersection, is more favorable from the business owners' point of view for access and building frontage. Option 5 will meet the traffic capacity requirements; however, there is some concern regarding the level of service as the city population reaches 115, 000. It is understood that there will be wait times greater than the currently accepted city standard for a few of the turning movements at this intersection. Improvements to the 32 Street intersection will be required in the relatively short term. The implementation of Option 4 would have a significant impact on the adjacent businesses without major redevelopment on each of the corner properties. Based on discussion with the business owners it is not very likely that such redevelopment would occur within the short term. Considering these known conditions, Option 5 has been recommended and shown on the final plan.
- A 1.5 meter wide walkway will be located where service roads remain in place and a 3.0 meter wide walkway will be located where service roads are removed. A bicycle route has been designated along the west side of Gaetz Avenue where it will utilize the 3.0 meter wide walkway, except for service road locations where the bicycle route will make use of the service road. The alignment of the walkways may be straight with a consistent offset from the road or slightly undulating to enhance the aesthetic appearance. Figures 8.1 to 8.8 show the landscape concept plan for the corridor. In addition to this, Figure 8.9 shows a rendering of the landscape cross section on a typical section of Gaetz Avenue. Finally, in Figure 8.10 shows the position of the plantings and street furniture in relation to other cross section elements.
- The City adopt a common landscape theme along Gaetz Avenue as identified in Section 8 of this report to identify the roadway as a city entrance corridor and enhance the overall esthetics of the corridor without jeopardizing safety or viability for business owners.
- Street furnishings along the corridor should be consistent and may include benches, trash receptacles, bus shelters, bollards, signage, and signal lights to complement the streetlight standards. Streetlight standards will consist of 45' standard poles painted black with a flat glass fixture to minimize light pollution and will be located on both sides of the roadway. Where service roads are retained, the dual headed fixture light standard will be used. Architectural metal banner plates would also be incorporated to identify Gaetz Avenue as a unique corridor.



Note: The landscaping plans are conceptual drawings and will be finalized as part of future detail design.



Key Plan
NTS

_ltd\112870826-Gaetz Ave Setback Study\dwg\70826-Gaetz Ave North_Trees.dwg
2005-05-02 11:53AM By: bmcclachan

April 2005
1128 70826



Stantec

Legend:

- Existing Traffic Signals
- Future Traffic Signals
- Removal of Traffic Signals
- Participating Stakeholders
- Existing Bus Stop
- Potential New Bus Stop
- Proposed Entrance Sign

- New 3.0m Bike Path / Walkway
- New 1.5m Walkway
- Crosswalk
- Existing 1.5m Walkway
- Existing 3.0m Bike Path
- Proposed Property Line / Roadway Required
- Proposed 15m/6m Setback Line
- The Small 24m Bulb Option May Be Utilized. Larger Bulbs Have Been Shown To Allow The Opportunity To Enhance The Development of Land Parcels.

- New Construction
- Joint Access Roadway on Private Property
- Joint Access Agreement
- Coloured Concrete Medians
- Grassed Medians

- Proposed Poplar Tree
- Proposed Spruce Tree
- Proposed Ornamental Tree
- Proposed Canopy Tree
- Proposed Planting Bed



Client/Project

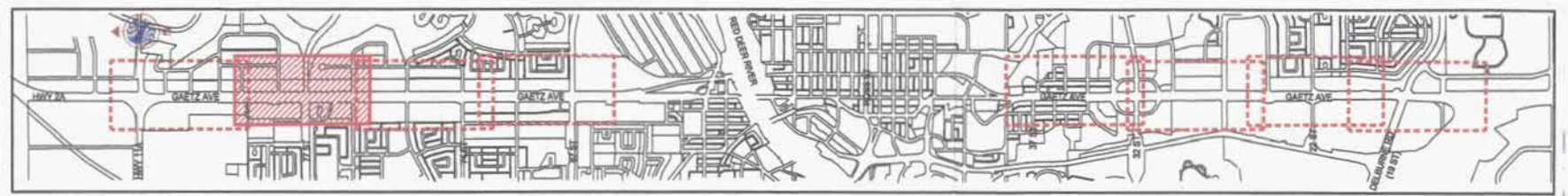
The City of Red Deer
Gaetz Avenue Redevelopment Study

Figure No.

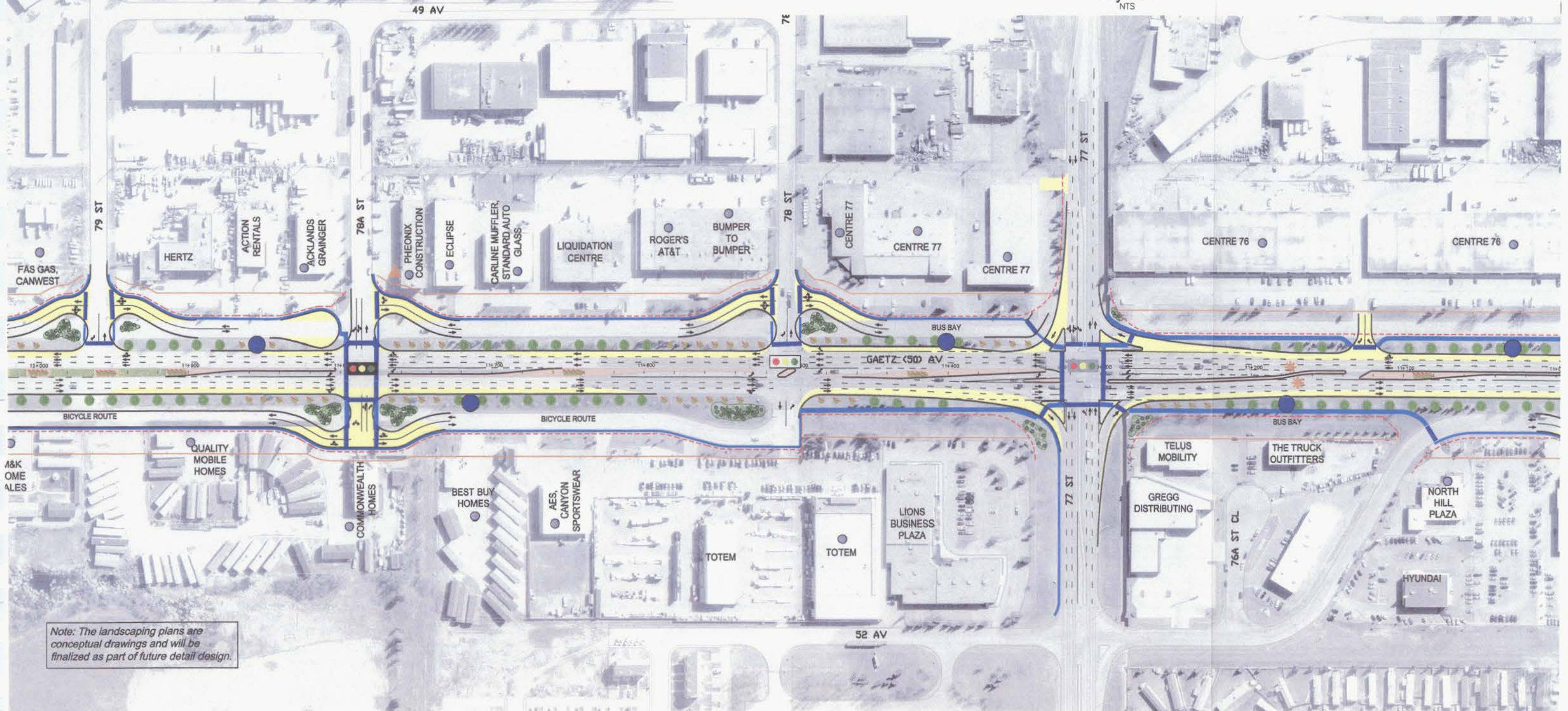
8.1

Title

Gaetz Avenue
Landscape Concept
79 Street to Highway 11A



Key Plan
NTS



W:_MA\112870826-Gaetz Ave. Streetscape Study\0826-Gaetz Ave North_Trees.dwg
2005-05-02 11:14AM By: bmooschaw

April 2005
1128 70826



Stantec

Legend:

- Existing Traffic Signals
- Future Traffic Signals
- Removal of Traffic Signals
- Participating Stakeholders
- Existing Bus Stop
- Potential New Bus Stop

- New 3.0m Bike Path / Walkway
- New 1.5m Walkway
- Crosswalk
- Existing 1.5m Walkway
- Existing 3.0m Bike Path
- Proposed Property Line / Roadway Required
- Proposed 15m/6m Setback Line
- Non-Standard Deceleration Taper To Accomodate Slotted Left Turn (Slotted Left Turn May Be Required To Be Removed In The Future)

- New Construction
- Joint Access Roadway on Private Property
- Joint Access Agreement
- Coloured Concrete Medians
- Grassed Medians

- Proposed Poplar Tree
- Proposed Spruce Tree
- Proposed Ornamental Tree
- Proposed Canopy Tree
- Proposed Planting Bed

Cross Street Traffic Volumes Require A 45m Bulb As Per TAC Guidelines. Non-Standard 24m Bulbs Have Been Shown Due To Property Constraints. Refer To Section 3.8 And Table 3.2. Centre Medians On The Cross Street May Be Required In The Future.



Client/Project

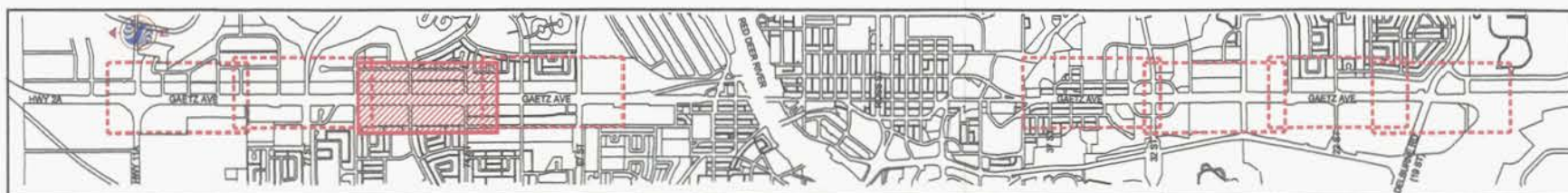
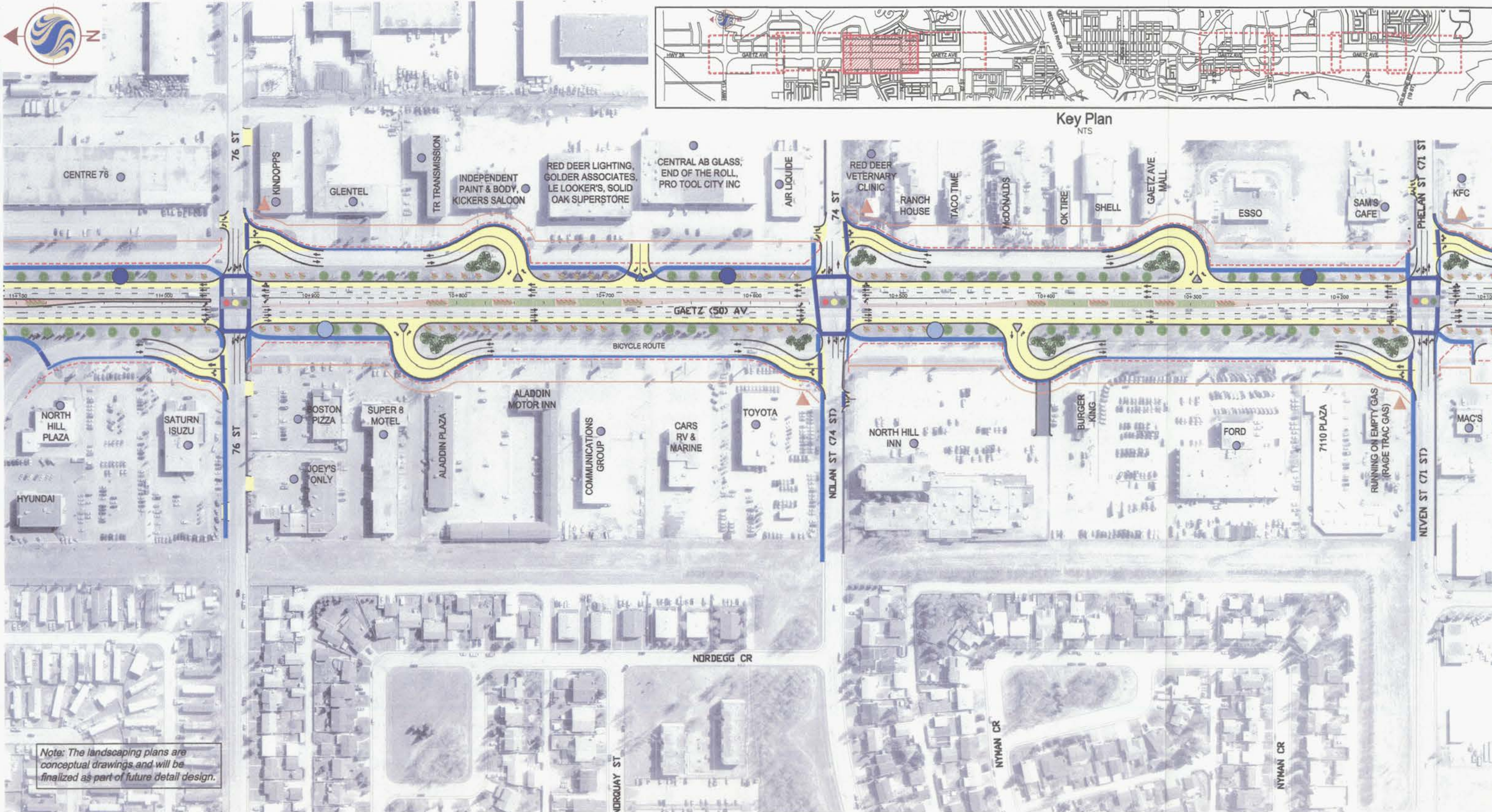
The City of Red Deer
Gaetz Avenue Redevelopment Study

Figure No.

8.2

Title

Gaetz Avenue
Landscape Concept
76 Street to 79 Street



Key Plan
NTS

Note: The landscaping plans are conceptual drawings and will be finalized as part of future detail design.

W:_166\112870826-Gaetz Ave Setback Study\112870826-Gaetz Ave North_Trees.dwg
2005-05-02 11:15AM By: kmuschke

April 2005
1128 70826



Legend:

- Existing Traffic Signals
- Future Traffic Signals
- Removal of Traffic Signals
- Participating Stakeholders
- Existing Bus Stop
- Potential New Bus Stop
- New 3.0m Bike Path / Walkway
- New 1.5m Walkway
- Crosswalk
- Existing 1.5m Walkway
- Existing 3.0m Bike Path
- Proposed Property Line / Roadway Required
- Proposed 15m/6m Setback Line

- New Construction
- Joint Access Roadway on Private Property
- Joint Access Agreement
- Coloured Concrete Medians
- Grassed Medians

Cross Street Traffic Volumes Require A 45m Bulb As Per TAC Guidelines. Non-Standard 24m Bulbs Have Been Shown Due To Property Constraints. Refer To Section 3.8 And Table 3.2. Centre Medians On The Cross Street May Be Required In The Future.

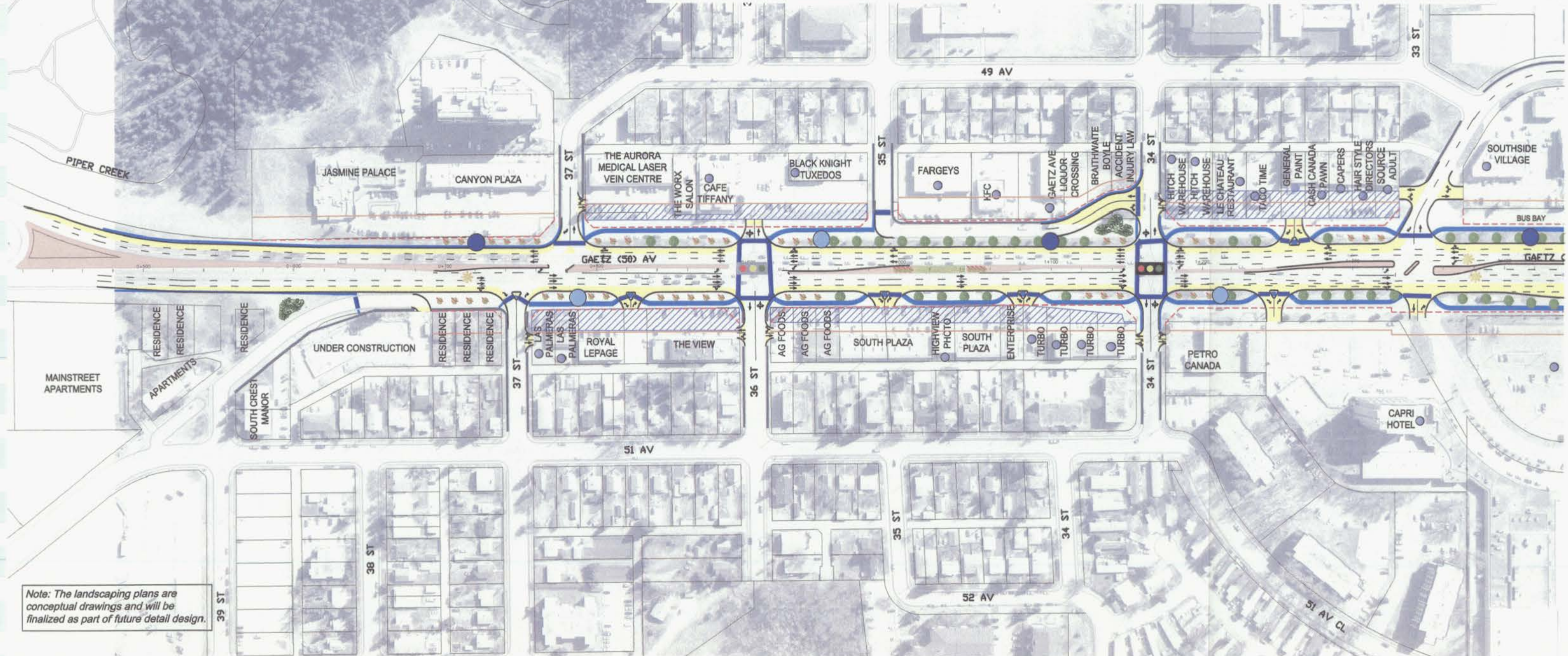
- Proposed Poplar Tree
- Proposed Spruce Tree
- Proposed Ornamental Tree
- Proposed Canopy Tree
- Proposed Planting Bed



Client/Project
The City of Red Deer
Gaetz Avenue Redevelopment Study
Figure No.
8.3
Title
Gaetz Avenue
Landscape Concept
71 Street to 76 Street



Key Plan
NTS



W:_ltd\112870826-Gaetz Ave Setback Study\dwg\70826-Gaetz Ave South_Trees.dwg
2005-05-02 10:21AM By: bmccutcheon

April 2005
1128 70826



Stantec

Legend:

- Existing Traffic Signals
- Future Traffic Signals
- Removal of Traffic Signals
- Participating Stakeholders
- Existing Bus Stop
- Potential New Bus Stop

- New 3.0m Bike Path / Walkway
- New 1.5m Walkway
- Crosswalk
- Existing 1.5m Walkway
- Existing 3.0m Bike Path
- Proposed Property Line / Roadway Required
- Proposed 15m/6m Setback Line
- Non-Standard Deceleration Taper To Accomodate Slotted Left Turn (Slotted Left Turn May Be Required To Be Removed In The Future)

- New Construction
- Joint Access Roadway on Private Property
- Joint Access Agreement
- Coloured Concrete Medians
- Grassed Medians

- Proposed Poplar Tree
- Proposed Spruce Tree
- Proposed Ornamental Tree
- Proposed Canopy Tree
- Proposed Planting Bed



Client/Project

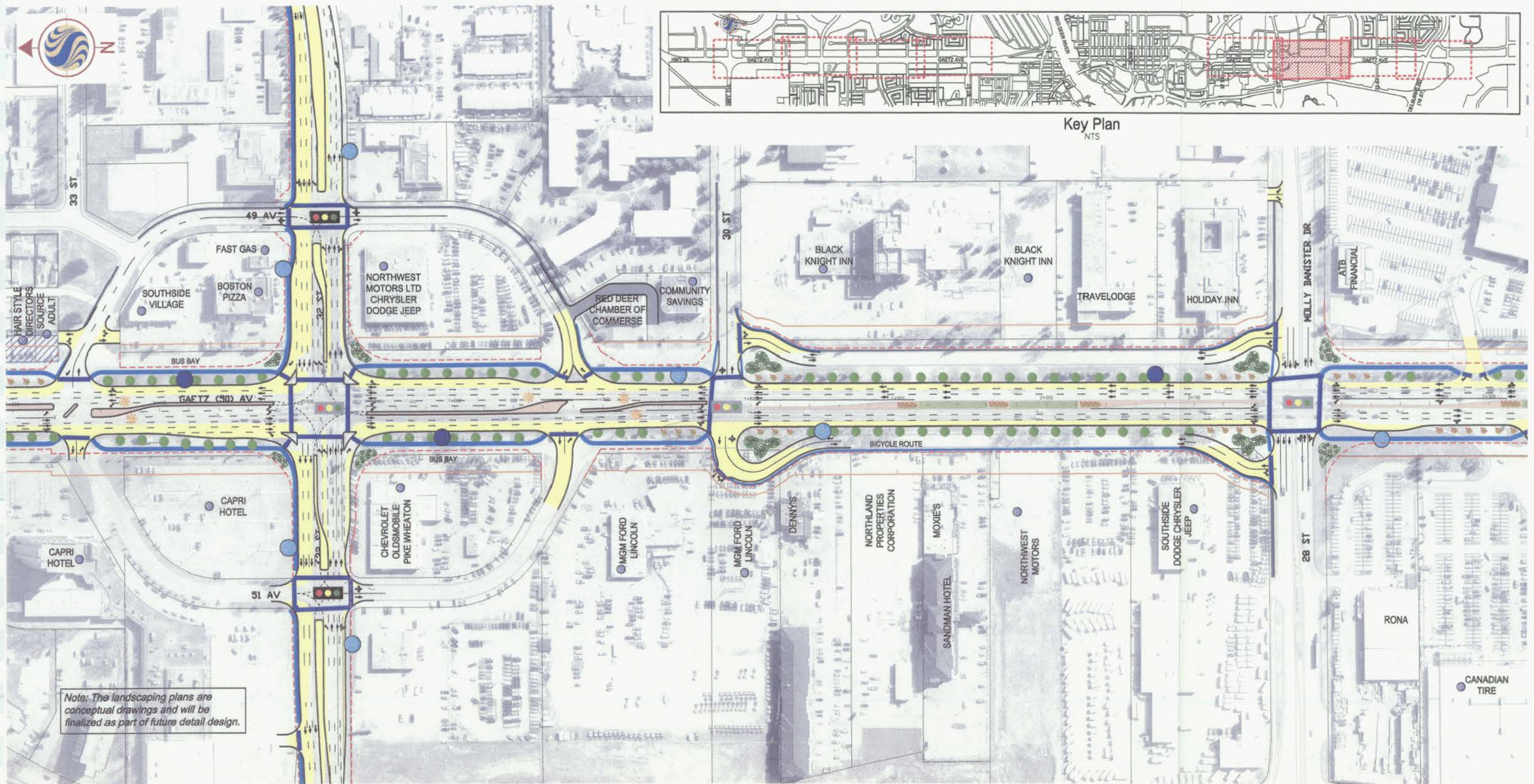
The City of Red Deer
Gaetz Avenue Redevelopment Study

Figure No.

8.5

Title

Gaetz Avenue
Landscape Concept
49 Avenue to 37 Street



W:_ltd\112870826-Gaetz Ave Setback Study\dwg\70826-Gaetz Ave South_Trees.dwg
2005-05-02 10:23AM By: bmcutecheon

April 2005
1128 70826



Stantec



Client/Project

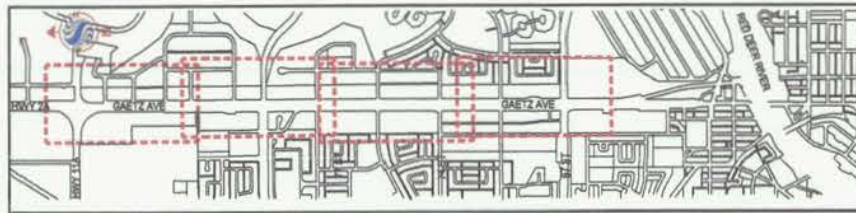
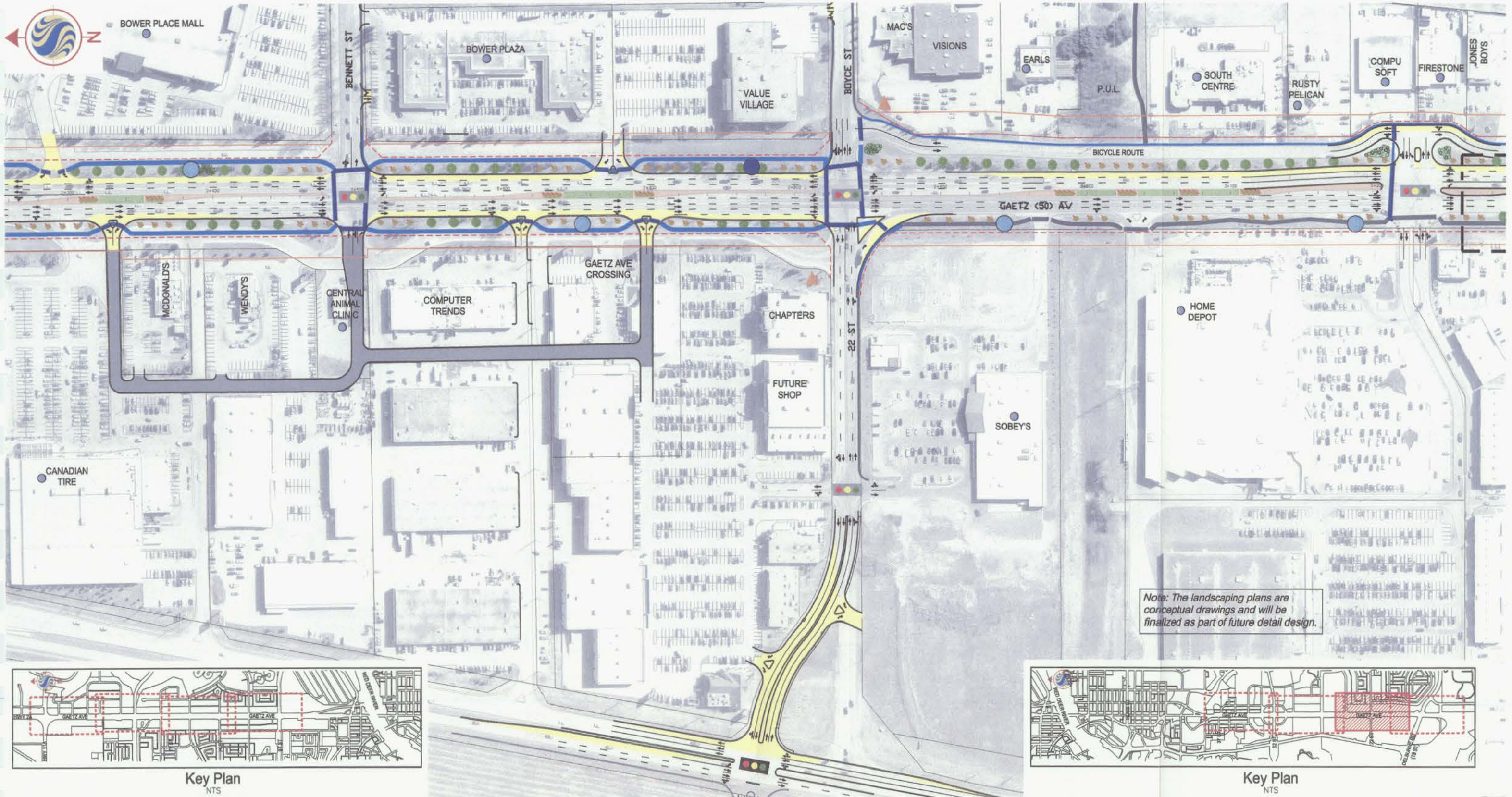
The City of Red Deer
Gaetz Avenue Redevelopment Study

Figure No.

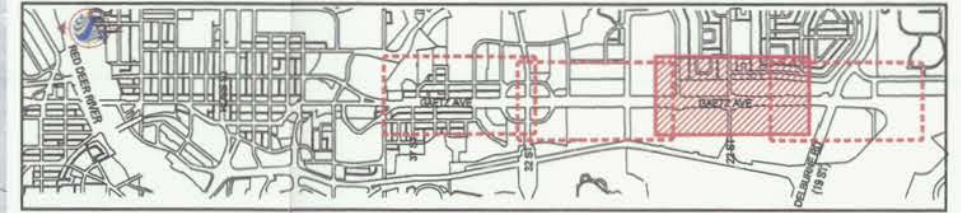
8.6

Title

Gaetz Avenue
Landscape Concept
28 Street to 49 Avenue



Key Plan
NTS



Key Plan
NTS

W:_ltd\112870826-Gaetz Ave Setback Study\dwg\70826-Gaetz Ave South_Trees.dwg
2005-05-02 10:27AM By: bmccutcheon

April 2005
1128 70826



Stantec

Legend:

- | | | | |
|--|----------------------------|--|---|
| | Existing Traffic Signals | | New 3.0m Bike Path / Walkway |
| | Future Traffic Signals | | New 1.5m Walkway |
| | Removal of Traffic Signals | | Crosswalk |
| | Participating Stakeholders | | Existing 1.5m Walkway |
| | Existing Bus Stop | | Existing 3.0m Bike Path |
| | Potential New Bus Stop | | Proposed Property Line / Roadway Required |
| | | | Proposed 15m/6m Setback Line |

- | | |
|--|--|
| | New Construction |
| | Joint Access Roadway on Private Property |
| | Joint Access Agreement |
| | Coloured Concrete Medians |
| | Grassed Medians |



Cross Street Traffic Volumes Require A 45m Bulb As Per TAC Guidelines. Non-Standard 24m Bulbs Have Been Shown Due To Property Constraints. Refer To Section 3.8 And Table 3.2. Centre Medians On The Cross Street May Be Required In The Future.

- | | |
|--|--------------------------|
| | Proposed Poplar Tree |
| | Proposed Spruce Tree |
| | Proposed Ornamental Tree |
| | Proposed Canopy Tree |
| | Proposed Planting Bed |



Client/Project

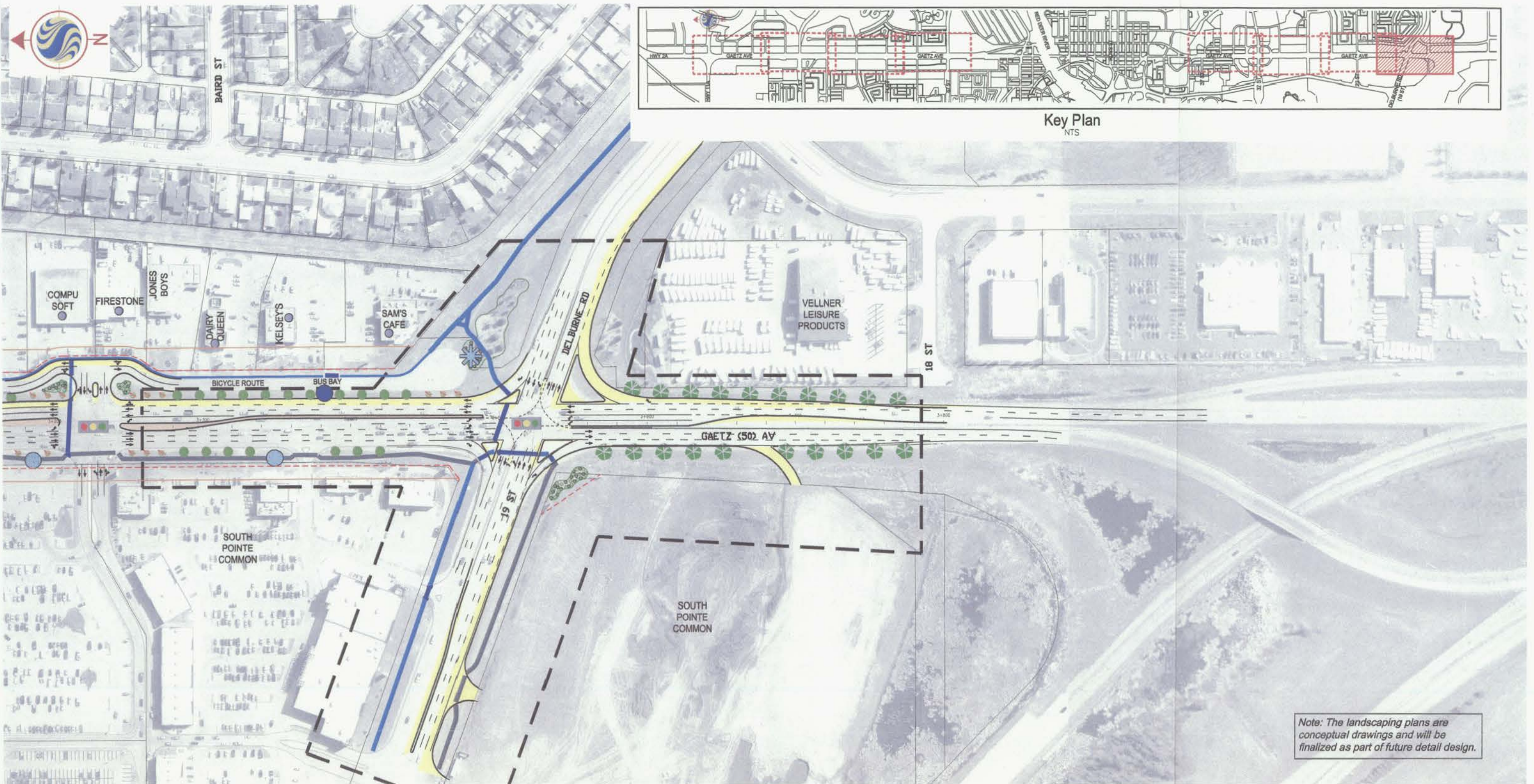
The City of Red Deer
Gaetz Avenue Redevelopment Study

Figure No.

8.7

Title

Gaetz Avenue
Landscape Concept
20 Street to 28 Street



Key Plan
NTS

Note: The landscaping plans are conceptual drawings and will be finalized as part of future detail design.

W:_ltd\112870826-Gaetz Ave Setback Study\dwg\70826-Gaetz Ave South_Trees.dwg
2005-05-02 10:36AM By: bmccutcheon

April 2005
1128 70826



Stantec

Legend:

- | | | | |
|--|----------------------------|--|---|
| | Existing Traffic Signals | | New 3.0m Bike Path / Walkway |
| | Future Traffic Signals | | New 1.5m Walkway |
| | Removal of Traffic Signals | | Crosswalk |
| | Participating Stakeholders | | Existing 1.5m Walkway |
| | Existing Bus Stop | | Existing 3.0m Bike Path |
| | Potential New Bus Stop | | Proposed Property Line / Roadway Required |
| | Proposed Entrance Sign | | Proposed 15m/6m Setback Line |

- | | |
|--|--|
| | New Construction |
| | Joint Access Roadway on Private Property |
| | Joint Access Agreement |
| | Coloured Concrete Medians |
| | Grassed Medians |

- | | |
|--|--------------------------|
| | Proposed Poplar Tree |
| | Proposed Spruce Tree |
| | Proposed Ornamental Tree |
| | Proposed Canopy Tree |
| | Proposed Planting Bed |



Client/Project

The City of Red Deer
Gaetz Avenue Redevelopment Study

Figure No.

8.8

Title

Gaetz Avenue
Landscape Concept
19 Street to 20 Street



Council Decision – May 9, 2005

Legislative & Administrative Services

DATE: May 10, 2005
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Gaetz Avenue Redevelopment Study

Reference Report:

Engineering Services Manager, dated May 3, 2005

Resolutions:

"Resolved that Council of the City of Red Deer agrees to hold a Special Meeting of Council on Wednesday, May 25, 2005 commencing at 6:30 p.m. to consider the Gaetz Avenue Redevelopment Plan."

"Resolved that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated May 3, 2005, re: Gaetz Avenue Redevelopment Study, hereby tables consideration of the Study to the May 25, 2005 Special Meeting of Council."

Comments/Further Action:

This item will be brought back to the Special Meeting of Council on May 25, 2005.


Kelly Kloss
Manager

/chk

- c Director of Development Services
- Land & Economic Development Manager
- Inspections & Licensing Manager
- Parkland Community Planning Services, City Planning Manager

Comments:

The 2005 Capital Budget includes the project for the widening of Gaetz Avenue from 71st to 78th Street as well as widening of Gaetz Avenue at the Highway 11A intersection. This project is set to proceed this summer.

Over the past year, staff have developed an overall concept for the redevelopment of Gaetz Avenue extending from 19th Street to the bottom of the South Hill in the South and extending from 67th Street to Highway 11A in the North. The concept plans for the overall Gaetz corridor address the current and future capacity needs, safety issues, and the aesthetics of this main thoroughfare.

While the widening project from 71st to 78th Street and up to Highway 11A should proceed this year, there may be some aspects from the overall concept design that may impact this project in its' latter stages of construction. Because of this we are recommending a process that would see the concept reviewed before proceeding with construction of this part of Gaetz Avenue this year. The process that we recommend for considering this concept has been influenced by a number of factors. First there is no Council meeting in early June, 2005; secondly the funding for this project this year comes from the City's Special Transportation Grant and this Grant expires on March 31, 2006; and thirdly, on May 24th, Council will be dealing with public input on the Smoking Bylaw which we anticipate will occupy most of that evening.

It is therefore our recommendation that a Special Council Meeting be called for Wednesday, May 25, 2005 to deal only with obtaining input from stakeholders and the public on the overall concept plan for Gaetz Avenue. Normally we would schedule a Special Meeting on the intervening Monday, however in reviewing schedules and absences of members of Council, and not to unduly delay this matter, it is recommended that we proceed on May 25, 2005.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager



Engineering Services

Date: May 2, 2005
To: Legislative & Administrative Services Manager
From: Engineering Services Manager
Re: 2005 Area Improvement Levies

Area Improvement levies are charges payable by a developer for the use of municipal improvements constructed or to be constructed by The City or another developer. The levy is based upon the actual or estimated cost of the improvement divided by the total development area that benefits from the improvement. Unlike trunk utility mains and arterial roadways that are funded by off-site levies and benefit all development areas, the area improvements in question only benefit specific areas.

The following table outlines the proposed area improvement rate changes for 2005.

Project/Property Owner	2004 Rate	Proposed 2005 Rate	% Change
a. Oak Drive from 175 m west of Farrell Avenue to 245 m south of Orr Drive and Oak Drive intersection	\$8,320 /ha	\$7,270 /ha	(12.6%)
b. Kingston Drive from Gaetz Avenue to west property line of Lot 1, Plan 800 HW	\$10,670 /ha	\$7,560 /ha	(29.1%)
c. Golden West Industrial Park			
Water Area (Local) Improvement Levy	\$17,980 /ha	\$20,215 /ha	12.4%
Sanitary Sewer Area (Local) Improvement Levy	\$14,275 /ha	\$15,580 /ha	9.1%

Legislative & Administrative Services Manager
May 2, 2005
Page 2

A complete review of the rate calculation was undertaken this year. The proposed rates for 2005 have been calculated using current land values and construction costs. The variance between rates for each project is based on the following:

1. Oak Drive Area Improvement

The rate for Reid World Wide Corporation lands (NW 19) and The City of Red Deer lands (SW 19) reflects a reduction in the length of roadway being constructed due to a proposed revision to the Neighbourhood Area Structure Plan for the City lands. The rate also reflects adjustments to the cost to purchase road right of way, payment of development levies, estimated roadway construction costs, and revenue received to date (including interest earned).

2. Kingston Drive (80 Street) Area Improvement

The rate for the Laebon lands, the Quantum IV lands and the Gillmar/Ordman lands reflects a significant reduction in the cost to purchase the road right of way. This land sale was recently finalized. Other smaller adjustments include development levies, estimated roadway construction costs, and revenue received to date (including interest earned).

3. Golden West Water and Sanitary Area Improvement

Properties in the Golden West Industrial Park, including those fronting onto 67 Street Service Road were subdivided in the 1960's when water and sanitary sewer mains were not available to service this area. Water and sewer mains were constructed primarily in the 1990's, although a few mains were installed earlier.

The Golden West Industrial Park Water and Sanitary Sewer Area Improvement was established in 1992 to recover the cost of constructing water mains, sanitary sewer mains and paved roadways complete with ditch drainage to service existing development. The rate for the Golden West Water and Sanitary Area Improvement reflects the as-constructed quantities and the current construction costs.

Two parcels of land fronting on the 67 Street Services Road (shown cross-hatched on the attached drawing) are the only properties that have not yet connected to City water and sanitary sewer services. These two properties received a relaxation as to when they are required to connect to the existing mains and pay their Local Improvement contributions. In addition to the Area Improvement Levy, the Trunk Water and Trunk Sanitary Off-site Levy contributions are still outstanding for these two properties.

Legislative & Administrative Services Manager

May 2, 2005

Page 3

Drawings showing the proposed area improvement project locations and the boundaries of the benefiting areas used to determine the area improvement rate are attached for information.

RECOMMENDATION

We respectfully request Council's approval of the proposed 2005 Area Improvement rates for the projects as shown in the preceding Table.



Tom C. Warder, P. Eng.
Engineering Services Manager

SS/ldr
Attach.

- c. Reid World Wide Corporation
Laebon Developments Ltd.
Quatum IV Developments Inc.
Gillmar Management Ltd.
J. Alfred Ordman Professional Corp.
Allstar Excavating Ltd (Twin Tractor Ltd.)
HayAlta Farm Equipment Ltd.
UDI Chapter Chairman, Russ Wlad



HIGHWAY 2

EDGAR INDUSTRIAL DR

87 ST

87 ST

87 ST CL

ORR DRIVE OVERSIZE
from collector roadway
to arterial roadway

OVERDOWN DR

Kerry Wood Drive / Oak Drive Area Improvements

PHASE 1

East of Fountain Drive to
West of Farrell Avenue.

(Construction included in
DA 98-09)

Cost Recovery

- 50% City of Red Deer
(General Subdivision
Fund)
- 50% "The Falls" Condo. Project

PHASE 2

West of Farrell Ave to
South of Orr Dr/Oak Dr
intersection

Cost Recovery

- 50% Development of
NW19 & SW19
- 50% City of Red Deer
General Benefit Taxation
(General Subdivision Fund)

NW19
REID WORLDWIDE CORP.
(25.04 ha)

SW19
CITY OF RED DEER
(34.86 ha)

RED DEER RIVER

RED DEER RIVER

RED DEER RIVER

PHASE 2

PHASE 1

OAK DRIVE AREA IMPROVEMENT

Dec. 2004

*****\$\$\$\$\$\$DGN\$SPEC*****

HIGHWAY 11A

HIGHWAY 11A



**GILLMAR MANAGEMENT LTD
&
J. ALFRED ORDMAN PROF. CORP.
(17.92 ha)**

**QUANTUM IV
DEV. INC.
(6.74 ha)**

KINGSTON DR

**LAEBON DEV. LTD.
(39.43 ha)**

IMPROVEMENT
AREA

GAETZ (50) AV

81 ST

80 ST

79 ST

78A ST

78 ST

GAETZ (50) AV

77 ST

COST RECOVERY

Laebon Dev. Lands 61.5%

Quantum IV 10.5%

Gillmar / Ordman Lands 28.0%

77 ST

NORTH AV

GLENDALE BV

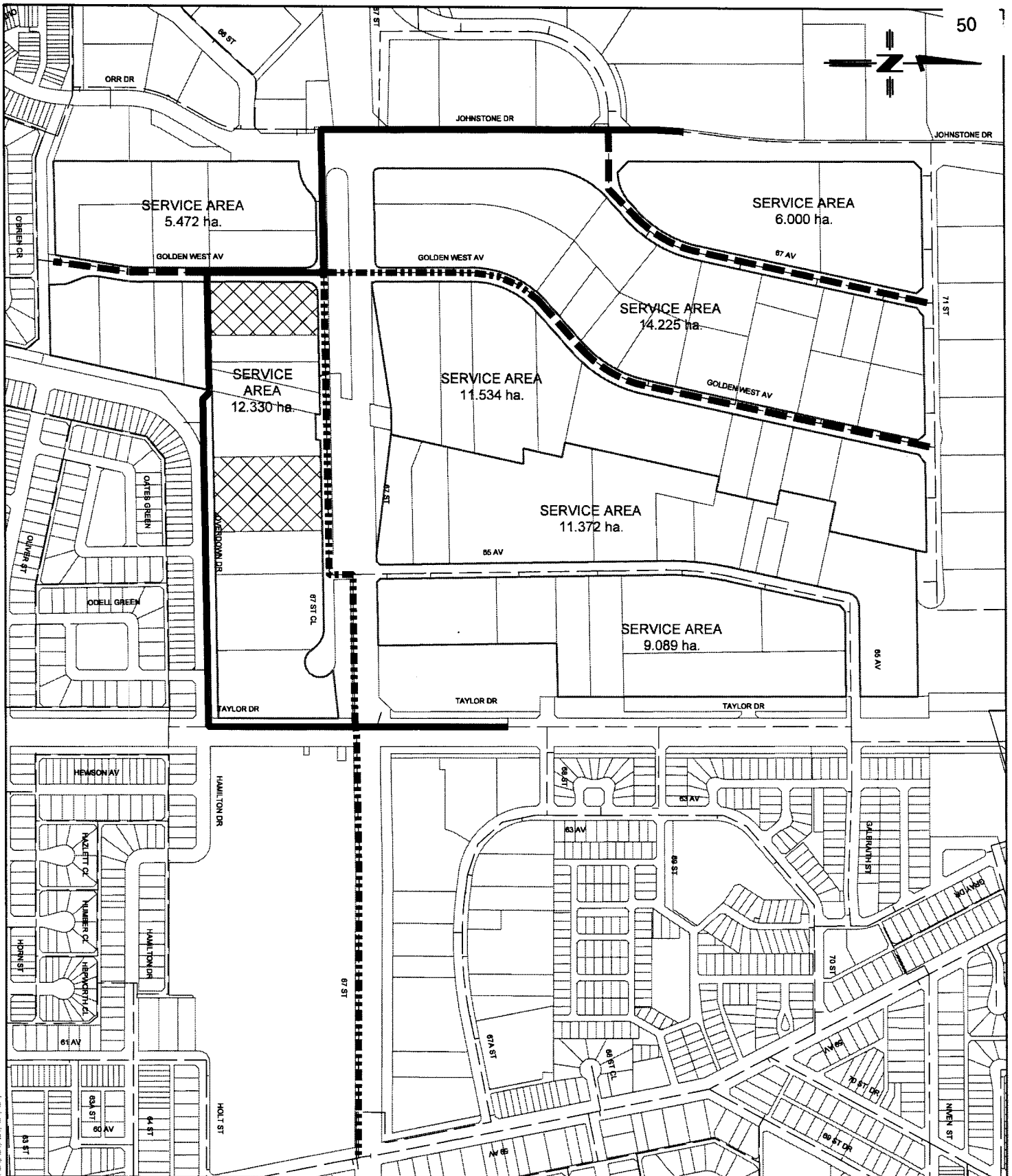
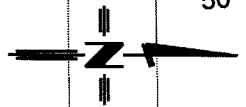
76 ST

76 ST

KINGSTON DRIVE AREA IMPROVEMENT

20 Dec, 2004

\$\$\$\$\$\$\$\$\$\$\$\$\$DGN\$SPEC

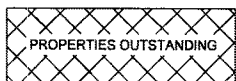


EXISTING MAINS

SUBDIVISION DISTRIBUTION MAINS INCLUDED IN AREA IMPROVEMENT LEVY

TRUNK MAINS INCLUDED IN OFF-SITE LEVY

DISTRIBUTION MAIN, CONSTRUCTED BY NEONEX IN 1972
INCLUDED IN AREA IMPROVEMENT LEVY

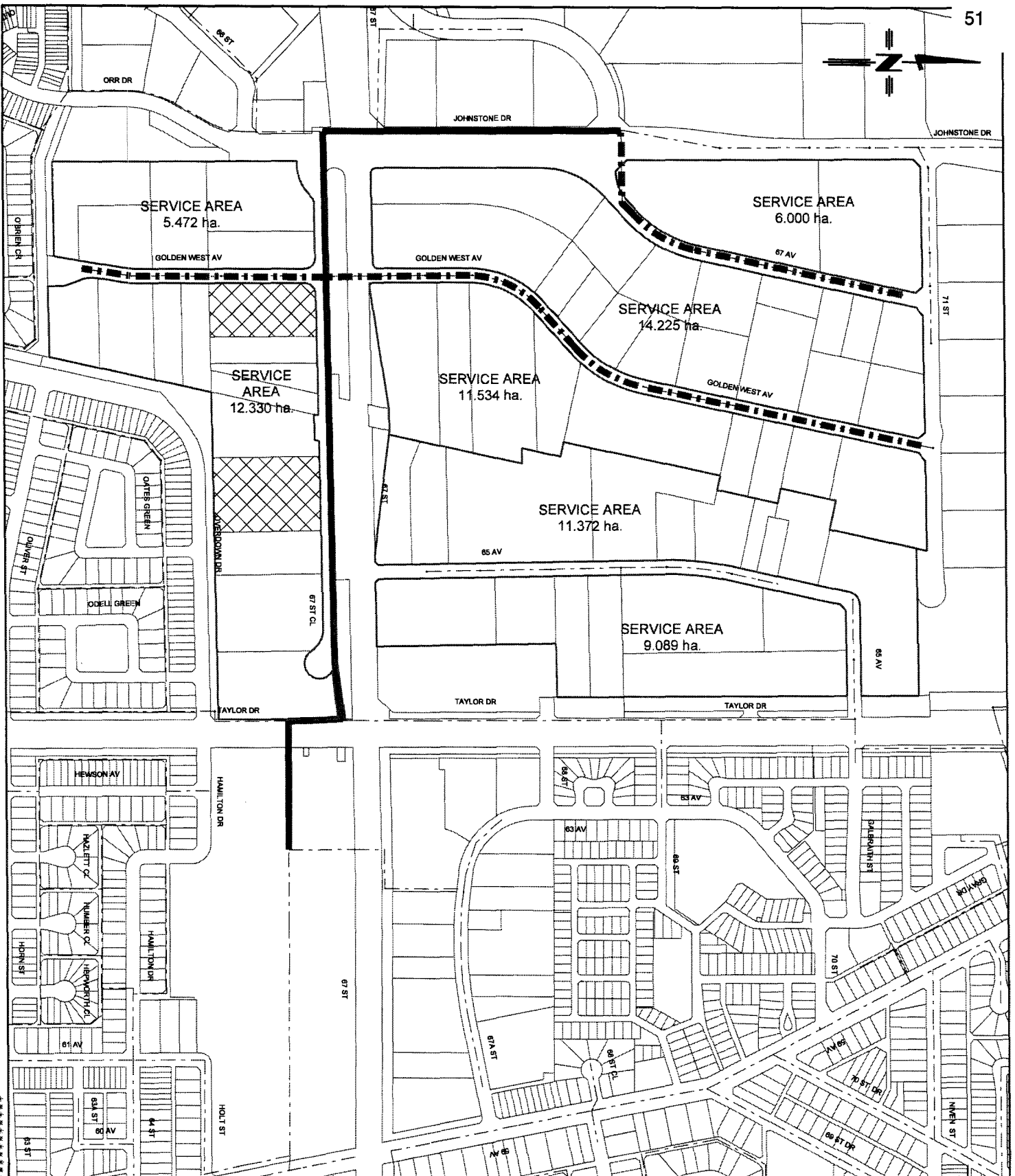


GOLDEN WEST INDUSTRIAL PARK WATER AREA IMPROVEMENT LEVY

NOV. 2004

SCALE 1:7500

*****DGN\$SPEC*****



EXISTING MAINS

SUBDIVISION DISTRIBUTION MAINS INCLUDED IN AREA IMPROVEMENT LEVY

TRUNK MAINS INCLUDED IN OFF-SITE LEVY



GOLDEN WEST INDUSTRIAL PARK SANITARY AREA IMPROVEMENT LEVY

NOV. 2004

SCALE 1:7500

*****DGN\$SPEC*****

Comments:

We agree with the recommendations of the Engineering Services Manager.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

Legislative & Administrative Services

DATE: May 10, 2005
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: 2005 Area Improvement Levies

Reference Report:

Engineering Services Manager, dated May 2, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated May 2, 2005, re: 2005 Area Improvement Levies, hereby approves the 2005 Area Improvement Levies for the projects noted below:

	Project/Property Owner	2005 Rate
a.	Oak Drive from 175 m west of Farrell Avenue to 245 m south of Orr Drive and Oak Drive intersection	\$7,270 /ha
b.	Kingston Drive from Gaetz Avenue to west property line of Lot 1, Plan 800 HW	\$7,560 /ha
c.	Golden West Industrial Park	
	Water Area (Local) Improvement Levy	\$20,215 /ha
	Sanitary Sewer Area (Local) Improvement Levy	\$15,580 /ha

Report Back to Council: No
Kelly Kloss
Manager
/chk

c Director of Development Services

Item No. 3

**Engineering Services****Date:** April 29, 2005**To:** Legislative & Administrative Services Manager**From:** Engineering Services Manager**Re:** Development Agreement Administration, Survey and Mapping Levies

The City charges Administration, Survey, and Mapping Levies on new development land within The City. Brief descriptions of the levies are as follows:

1. The Development Agreement Administration Fee covers the cost of administering Development Agreements, reviewing Construction Drawings, construction inspection, camera testing of sewers, and record drawing preparation.
2. The Legal Base Mapping Charge covers the cost of purchasing updates of the mapping base and incorporating them into our record drawing base.
3. The Survey Network Charge covers the cost of extending Alberta Survey Control Monuments into new development areas.

Each year we review the rates to ensure that our costs are adequately covered. We are currently in a surplus balance within our Administration, Survey Control Network and Mapping levy accounts. However, after reviewing the revenue and expense trends for the past few years we feel that in order to prevent incurring a deficit within our Administration account and the Legal Base Mapping account in the future, we need to raise the rates for 2005. The same review showed that we are in a position to decrease the rate being charged for the Survey Network Levy.

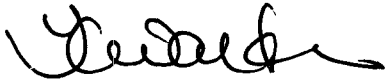
The following table outlines the current and proposed rates for 2005:

	CURRENT LEVY RATES (2004)	PROPOSED LEVY RATES FOR 2005
ADMINISTRATION LEVY (a or b)		
a. Residential/Industrial Developments	\$1,850 / ha	\$2,000 / ha
b. Minimum Charge	\$2,500 / agreement	\$2,500 / agreement
SURVEY NETWORK LEVY	\$200 / ha	\$100 / ha
LEGAL BASE MAPPING LEVY	\$100 / ha	\$150 / ha

Legislative & Administrative Services Manager
April 29, 2005
Page 2

RECOMMENDATION:

We respectfully recommend that Council approve the Proposed 2005 Administration, Survey and Mapping Levy rates as shown in the preceding Table.



Tom C. Warder, P. Eng.
Engineering Services Manager

TT

- c. Director of Development Services
Director of Corporate Services
Utilities Engineer
Subdivision Administrator
Administrative Supervisor
UDI Chapter Chairman, Guy Pelletier

Comments:

We agree with the recommendations of the Engineering Services Manager.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

Legislative & Administrative Services

DATE: May 10, 2005

TO: Tom Warder, Engineering Services Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Development Agreement Administration, Survey and Mapping Levies

Reference Report:

Engineering Services Manager, dated April 29, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Engineering Services Manager, dated April 29, 2005, re: Development Agreement Administration, Survey and Mapping Levies, hereby approves the following rates:

	PROPOSED LEVY RATES FOR 2005
ADMINISTRATION LEVY (a or b)	
a. Residential/Industrial Developments	\$2,000 / ha
b. Minimum Charge	\$2,500 / agreement
SURVEY NETWORK LEVY	\$100 / ha
LEGAL BASE MAPPING LEVY	\$150 / ha

Report Back to Council: No

Kelly Kloss
Manager
/chk

c Director of Development Services

DATE: May 3, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Howard Thompson, Land and Economic Development Manager

RE: **Johnstone Crossing Phases 4, 5 & 6 - Residential Lot Pricing**

The City is developing 144 lots in phases 4, 5 and 6 of Johnstone Crossing as shown on the attached map. Phase 4 is located in the east central area of the neighborhood and is being co-developed with the private landowner of a 10 acre parcel. The City's portion contains 25 single family (R1) and 3 pairs of duplex lots (R1A). Phases 5 and 6 are located predominantly in the central and west central area of the neighborhood with a mix of 53 single family (R1) lots, 59 single family narrow (R1N) and 4 pairs of duplex lots (R1A). This development is consistent with the land use theme identified in the Johnstone Crossing Neighborhood Area Structure Plan.

Subdivision approval has been granted for Phases 5 and 6 while the application for Phase 4 is pending. We anticipate approval of Phase 4 prior to the lot draw, however, if this phase remains pending we will delay marketing these 28 lots until approval is received. Contracts for servicing are being prepared for these phases and in keeping with our historical marketing plans, we are recommending that the City proceed with a presale lot draw for these residential lots.

Lot Pricing

As per City Policy to sell land at market value, an independent fee appraiser, Anderson Preece & Associates Inc., was hired to provide us with recommendations for land values in Johnstone Crossing. Land and Economic Development have reviewed the comprehensive report and concur with the appraiser's valuations.

The appraisal report indicated the market values for single family (R1) lots are as follows:

\$11.00 per square foot up to 4,500 square feet
\$10.75 per square foot - 4,500 to 5,000 square feet
\$10.50 to \$10.25 per square foot - 5,000 to 6,000 square feet
\$10.00 per square foot - 6,000 to 6,500 square feet
\$8.25 to \$8.50 per square foot - 7,500 to 8,000 square feet

And for single family narrow (R1N) as follows:

\$10.25 to \$9.75 per square foot up to 5,000 square feet
\$10.00 to \$9.25 per square foot - 5,000 to 6,000 square feet
\$9.00 to \$6.25 per square foot - 6,000 to 9,000 square feet
\$5.75 per square foot - 9,000 square feet and up

MEMO

57

Kelly Kloss
April 29, 2005

In general terms, the smaller the lot the higher the market value per square foot, with diminishing values for lots with more square footage than average. Further positive or negative adjustments for location, exposure, secondary suites, etc., and rounding are applied to each lot by the appraiser to determine the final lot value. Positive adjustments of \$1,000 to \$3,000 were recommended for location such as lots backing onto green or park areas and \$3,500 for secondary suite lots. Negative adjustments of -\$1,000 to -\$1,500 were applied for corner lots and for fronting onto the collector street. In addition, a minimal per lot charge will be added for a portion of the cost to install one tree per lot in the front yard and for installation of a chain link fence on those lots backing onto the linear park.

After adjustments, single-family (R1) lot prices will range from \$47,900 to \$70,000 for the largest lot with the average price of a R1 lot being approximately \$56,100 + GST. The range for single family narrow (R1N) is from \$38,100 to \$65,200 with the average price of a R1N lot being approximately \$48,700 + GST.

Duplex lots were valued from *\$10.50 per square foot* up to *\$10.75 per square foot*. With further adjustments, the lot prices will range from \$35,600 to \$40,700 for one side of a duplex lot with the average price of a R1A lot being approximately \$37,300 per side or \$74,600 + GST.

For single family (R1) lots this represents approximately a 6 to 10% increase over last year's prices depending on lot size and other attributes. The market indicates that duplex lots have not increased as much, approximately 4 to 5%. We have not developed single family narrow (R1N) lots in Johnstone Crossing previously, however, the appraiser informs us that the market increased approximately 6% over the previous year for this type of lot.

Architectural Standards and Controls

The standards and controls for these phases will be essentially the same as in the first phase of Johnstone Crossing plus a few new controls that will be finalized as part of our brochure prior to the lot draw.

Front attached garages will be required on all lots backing onto the linear park with the location of the garages to be predetermined to ensure garages are adjacent to each other. The R1 single family lots that back onto the park (Type 1) and across the street from Type 1 lots (Type 2) will require a minimum 1,100 square foot house and R1N lots will require a minimum of a 900 square foot house. No front access, driveways or parking pads will be permitted on lots fronting onto Jordan Parkway; and no carports or front parking pads will be allowed throughout the subdivision. Duplexes must provide a variation in design on the exterior elevation from one side to the other to avoid mirror imaging. In order to ensure a pleasing look and consistency to the neighborhoods, all purchasers will be encouraged to incorporate different building finishing materials; or different architectural elements or accents in all housing units built in these phases. Department staff will review all house plans to review the minimum house size requirement and to determine if the house elevations are acceptable.

.../3

MEMO

58

Kelly Kloss
April 18, 2005

Recommendation

That City Council approves the following for Johnstone Crossing Phases 4, 5 and 6:

1. Market values to be based on Anderson Preece & Associates Inc. Appraisal Report No. 42301.gj, dated April 6, 2005, and No. 42301A.gj, dated April 18, 2005, with any further lot price adjustments for individual lots and any architectural standards and controls to be approved by the City Manager.
2. Proceeding with a lot draw pre-sale.



Howard Thompson
Land & Economic Development Manager

Attach.

- c. Bryon Jeffers, Director of Development Services

Johnstone Crossing

Neighbourhood Area Structure Plan

Scale 1:5 000

August 2003

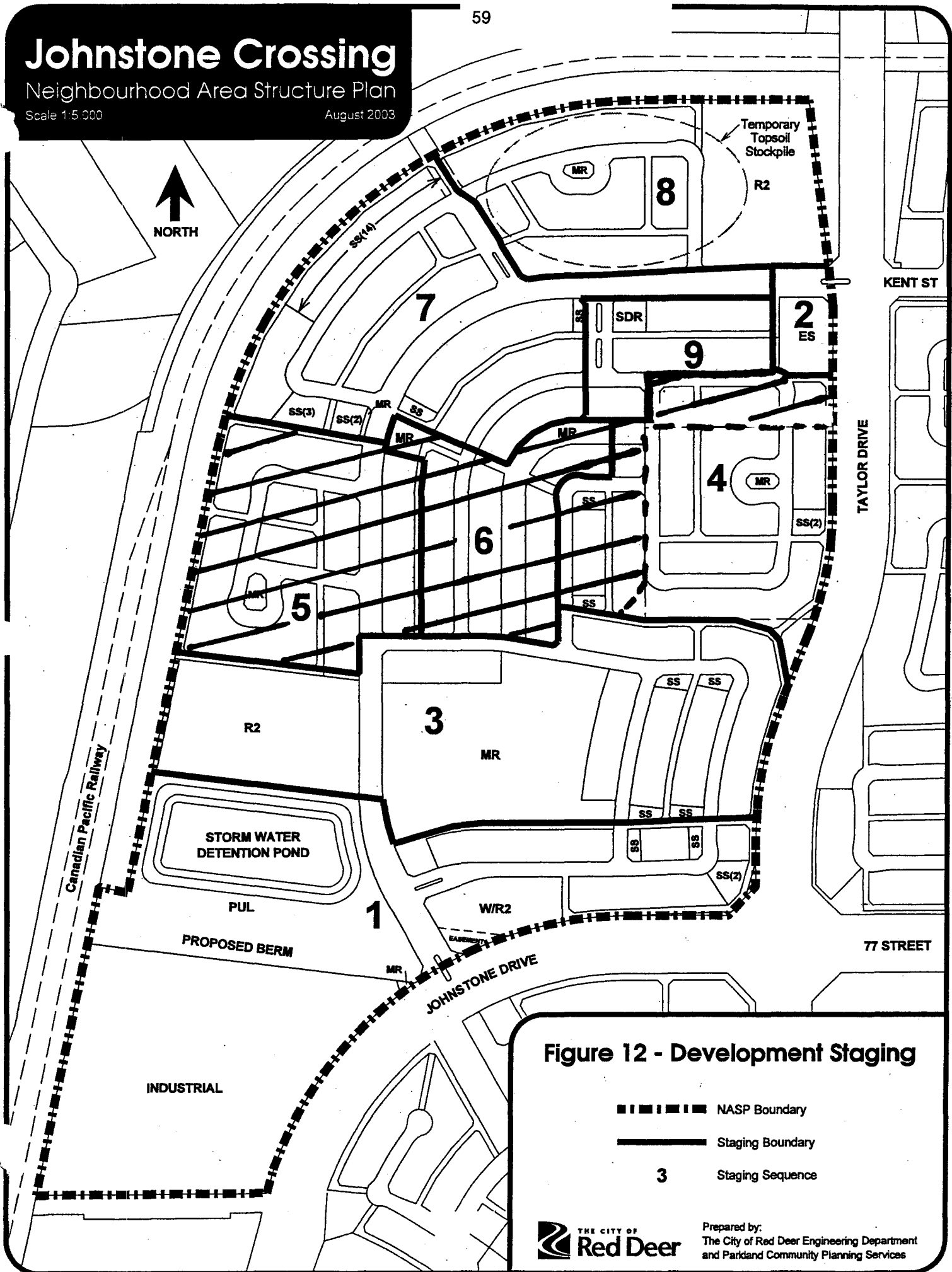


Figure 12 - Development Staging

■■■■■■■■ NASP Boundary

———— Staging Boundary

3 Staging Sequence

Comments:

We agree with the recommendations of the Land & Economic Development Manager.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

Council Decision – May 9, 2005

Legislative & Administrative Services

DATE: May 10, 2005

TO: Howard Thompson, Land and Economic Development Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Johnstone Crossing Phases 4, 5 & 6 – Residential Lot Pricing

Reference Report:

Land & Economic Development Manager, dated May 3, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Land & Economic Development Manager, dated May 3, 2005, re: Johnstone Crossing Phases 4, 5 & 6 – Residential Lot Pricing, approves the following for Johnstone Crossing Phases 4, 5 and 6:

1. Market values to be based on Anderson Preece & Associates Inc. Appraisal Report No. 43201.gj, dated April 6, 2005, and No. 42301A.gj, dated April 18, 2005, with any further lot price adjustments for individual lots and any architectural standards and controls to be approved by the City Manager.
2. Proceeding with a lot draw pre-sale."

Report Back to Council: No
Kelly Kloss
Manager
/chk

c Director of Development Services



Social Planning Department

SP -7.137

DATE: May 3, 2005**TO: Kelly Kloss, Legislative & Administrative Manager****FROM: Rick Assinger, Chair, Community Housing Advisory Committee
Lyle Keewatin Richards, Vice Chair, Community Housing Advisory Committee****SUBJECT: NEW OPTION FOR AFFORDABLE HOUSING PROJECTS
RENT SUPPLEMENTS**

Background

In June 2002 the Governments of Canada and Alberta announced an agreement to provide funding for affordable housing over the next five years. The federal contribution to this program would be \$67.12 million over the span of the program with matching funds to be provided by the Province of Alberta.

The role of municipalities is seen as one of screening proposals as to community need and fit with the local Community Housing Plan. In Red Deer, the initial proposal review takes place with the Community Housing Advisory Committee (CHAC) that in turn recommends support for the proposal to Council.

The Community Housing Advisory Committee (CHAC) considered the first submissions in February of 2003 and recommended in priority the following submissions:

1. Handicapped Housing Society of Alberta/Monarch Place Board – Kentwood
2. P&S Investments – Riverside Meadows
3. Potter's Hands/CMHA – Gaetz Avenue

In March 2003 Alberta Seniors approved funding for several projects leading to affordable housing throughout the province. The P&S Investments proposal for Riverside Meadows was approved for funding and subsequently opened 39 new affordable apartment units in May 2003. Alberta Seniors announced funding approval to Innovative Housing Society (formerly Handicapped Housing Society) later in 2003 for 26 affordable apartments in the Monarch Place 65 unit building. The Potter's Hands/CMHA request was subsequently withdrawn by the proponents as funding requests were successful elsewhere, resulting in six 2-bedroom affordable apartments on the second level above the new Canadian Mental Health Association offices. Alberta Seniors approved funding for a development in September 2004 that CHAC brought to Council in September 2003, from P&S Investments for a new 51 unit – now increased to a 105

unit apartment that would house families and individuals at affordable rates below the average rental rates in Red Deer.

Federal Minister of Labour and Housing Joe Fontana announced in April 2005 that provinces could now use Canada/Provincial Affordable Housing Initiative funding for rent supplements in addition to capital grants as it has been used to this point. CHAC met April 26, 2005 to review a proposal from the Red Deer Housing Authority (Attachment 2) to Alberta Seniors for this unique use of the Affordable Housing funding.

Proposal

The Red Deer Housing Authority is applying to the Canada/Alberta Affordable Housing Initiative for use of the fund as rent supplements to qualifying households in Red Deer. The Red Deer Housing Authority currently manages provincially funded rent supplements to support households to keep their rent in Red Deer at the 30% of income level. The Community Housing Plan identifies a need for an increased number of rent supplements as a tool for supplying affordable housing.

The proposal is for the Affordable Housing Program to provide funding for use as “fixed rate” rent supplements in partnership with the agencies of the Coordinated Outreach Team. Red Deer Housing Authority would manage the rent supplements and the assigning of the supplements would take place in partnership with the Outreach team of the partner agencies.

This proposal was reviewed by CHAC acknowledging the following criteria:

1. Appropriateness and consistency with *The Journey Home – A Community Housing Plan for the City of Red Deer – meeting the target of new rent supplements*
2. Knowledge of and support for the community organizations and individuals responsible for the development and implementation of the projects
3. Commitment to partnerships and understanding of the community housing plan by the projects
4. The affordable housing being proposed supports people in their housing at an affordable rate and addresses the priorities in the community plan.

It should be noted that the Community Housing Advisory Committee has not reviewed in any detail the financial considerations of these projects as it is expected that the Province of Alberta will undertake the detailed financial evaluations of these projects.

Recommendation:

Based on the preceding, the Community Housing Advisory Committee recommends that Council authorizes that a letter be sent to the Minister of Alberta Seniors and Community Supports supporting the proposal for rent supplements as described, subject to the following conditions:

1. The Province of Alberta undertaking detailed financial evaluations of the projects;
2. No further financial contribution from The City of Red Deer for development and/or project operations.



News Release

FEDERAL HOUSING MINISTER FONTANA ANNOUNCES NEW OPTION FOR AFFORDABLE HOUSING

Toronto – March 23, 2005 – Rent supplement programs will now be eligible for funding under the Affordable Housing Initiative, announced the Honourable Joe Fontana, Minister of Labour and Housing today. He made the announcement, accompanied by the Honourable Tony Ianno, Minister of State (Families and Caregivers), during a visit to an innovative affordable housing project in downtown Toronto.

"I have been working with provinces and territories in recent months to implement new flexibilities that improve the delivery of affordable housing. Today's announcement builds on the flexibilities announced last fall and responds to those provinces who have communities with high vacancy rates," said the Minister. "In the short term, this new tool will enable provinces and territories to offer another solution to address housing needs, on an interim basis, in those markets."

"The Nova Scotian experience has shown rent supplements to be an effective and efficient means to deliver affordable housing, especially for low income families," said the Honourable David Morse, Nova Scotia Minister of Community Services and co-chair of the Federal-Provincial-Territorial Ministers of Housing. "This is an important addition to the Provincial and Territorial menu of federal tools to address our affordable housing challenges."

A rent supplement pays the difference between the market rent for a unit and rent which is affordable for the low income household that live in that unit.

"Our cities and communities are engines of growth, employment and innovation and shelter is the foundation upon which healthy communities and individual dignity are built," said Minister Fontana. "This change will help those most in need, including low-income seniors, persons with disabilities and new Canadians who live in cities with high vacancy rates. It also demonstrates the clear commitment of the Government of Canada to ensure that Canadians have access to affordable housing solutions."

....2

-2-

These supplements will enable low income households or those currently on social housing waiting lists to move into existing vacant units, thereby utilizing current rental housing available in the market. These include vacant units in existing social housing, non-profit housing or co-operative housing projects. The units must be modest and meet basic health and safety standards in order to be considered eligible for the program.

Provinces and territories will be able to allocate a portion of the federal contribution remaining under the Affordable Housing agreements to rent supplements and will be required to match the federal contribution. The remainder of funding under the agreements will be available for the creation of new affordable housing units including community-based housing and housing for people with special needs.

As part of its commitment to meeting the housing needs of Canadians, the Government of Canada is investing \$1.8 billion by 2008 to address the increased need for affordable housing, housing services for the homeless and renovation of the existing housing stock.

In addition, the Government of Canada, through Canada Mortgage and Housing Corporation, spends approximately \$2 billion annually primarily to support some 636,000 housing units across Canada. This amount is used to support low-income households in existing social housing stock, through long term agreements.

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For more information:

Office of Minister Fontana
(819) 953-5646

Grace Thrasher
CMHC
(613)748-2375



Affordable Housing Partnerships Initiative

Application Form

1. ORGANIZATION

A. Organization:

Name RED DEER HOUSING AUTHORITYAddress 5024 Ross StreetMunicipality _____ Province AB Postal Code Red Deer, AB T4N 1Y3Contact Person Donna NyeTitle CAOPhone (403) 342-2177 Fax (403) 343-2176 E-mail donna@rdha.ab.ca

Please provide details of partnerships on Attachment A and complete Identity of Interest Statements on Attachment B (if applicable).

B. Type of Organization:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Management Body | <input type="checkbox"/> Public Non-Profit | <input type="checkbox"/> Private Non-Profit |
| <input type="checkbox"/> Housing Co-operative | <input type="checkbox"/> Municipality | <input type="checkbox"/> Private Corporation |
| <input type="checkbox"/> Charitable Organization | <input type="checkbox"/> Other (Specify) _____ | |

☐ Organization is yet to be formed.

(Organizations, other than management bodies and municipalities, are required to provide detailed information on Attachment C.)

C. Project Developer (if different from Organization):

Name _____

Address _____

Municipality _____ Province AB Postal Code _____

Contact Person _____

Title _____

Phone (____) _____ Fax (____) _____ E-mail _____

D. Project Owner:

Name to be listed on title of completed project: _____

E. If the project developer is the current landowner but will not retain ownership, briefly describe the planned process and timing for the disposition of this project.

Proposal for Rent Supplements

Purpose of the Project

To provide rent supplements to individuals and families, paying more than 40% of their income on housing. The rent supplements are to be used for up to a three-year period. Ultimately, the rent supplements provide a bridge to individuals and families as they create change in their lives. The change can be related to an increase in employment income, completed education, development/refinement of life skills, or finding permanent affordable housing.

Scope of the Project

The project will manage 42-fixed rate rent supplements. The rent supplements will be an average of \$200 and will be paid directly to the client's landlord.

Target Group

The target group, based on community priorities, includes women and children, individuals with mental illness, and individuals with acquired brain injury.

Community Need

The need for rent supplements is supported by information related to average household income, average salaries in Red Deer, waiting lists from the Red Deer Housing Authority, and average rents.

- ❑ 6850 household incomes are less than \$30,000 and 3755 household incomes are less than \$20,000 (2000) Federal Census, Statistics Canada.
- ❑ Many jobs in Red Deer pay below the provincial average. For example, a grocery clerk in Red Deer earns approximately \$8.37 ; the provincial average is \$11.01. Alberta Wage Survey 2001.
- ❑ Red Deer Housing Authority received approximately 332 applications in 2004 for housing; there are currently 292 individuals/families on their waiting list.
- ❑ Average rents in Red Deer are \$540-one bedroom; \$644 for a two bedroom and \$733 for a three bedroom.

Partners

The Red Deer Housing Authority will act as the administrator for the rent supplements. The partners will include the Coordinated Community Outreach Team and the Alberta Brain Injury Network, Central Region. The Coordinated Community Outreach Team is a partnership between Red Deer Native Friendship Centre, Central Alberta Women's Outreach Society, Central Alberta Housing Society, and Canadian Mental Health Association. The Outreach Team is responsible to assist individuals find and maintain housing. The Alberta Brain Injury Network is responsible to provide service coordination and support staff for individuals with acquired brain injury.

Operation

The partners will be responsible for screening and identifying the individuals/families with the highest needs. These individuals will then be referred to the Red Deer Housing Authority who will complete the application process.

The partners will be responsible for developing a housing plan with all individuals/families who receive rent supplements. The plan will include specific outcomes to be met within the three year period.

Budget

42 fixed rated rent supplements (Three Years)	302,400
Administration (4.7%)	<u>15,000</u>
	317,400

Comments:

We agree with the recommendations of the Community Housing Advisory Committee.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

Legislative & Administrative Services

DATE: May 10, 2005

TO: Rick Assinger, Chair, Community Housing Advisory Committee
Pam Ralston, Community Facilitator

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: New Option for Affordable Housing Projects
Rent Supplements

Reference Report:

Community Housing Advisory Committee Chair, dated May 3, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the Community Housing Advisory Committee, dated May 3, 2005, re: New Option for Affordable Housing Projects – Rent Supplements, hereby authorizes that a letter be sent to the Minister of Alberta Seniors and Community Supports supporting the proposal for rent supplements, as described in the report presented to Council, subject to the following conditions:

1. The Province of Alberta undertaking detailed financial evaluations of the projects;
2. No further financial contribution from The City of Red Deer for development and/or project operations. "

Report Back to Council: No

Comments/Further Action:

Social Planning Department to draft a letter for the Mayor's signature to the Minister of Alberta Seniors and Community Support, as noted in the above resolution.



Kelly Kloss
Manager
/chk

c Community Services Director
Social Planning Manager



Date: May 3rd, 2005
To: City Council
From: Norbert Van Wyk, City Manager
Subject: Environmental Priorities Incentive – Second Allocation

Background

At its meeting of April 5, 2004, City Council authorized the City Manager to investigate and bring forward one-time type of environmental projects for implementation and funding. In order to provide business units with capacity to move forward on environmental initiatives, Council identified and approved the use of Tax Stabilization Reserve and the Utility Reserve, as a funding source would support projects such as:

- Resources to prepare grant applications
- Funding for research and pilot projects
- Funding for one time initiatives such as public education programs
- Quick wins
- Resources to complete previously approved projects that are under resourced

Council has previously approved two initiatives under this incentive program:

1. Integrated Pest Management (IPM) Manual and Pesticide Policy Review - \$15,000
2. Staff Development Fund for Environmental Awareness - \$50,000

Project Overview

1. Pilot Enhancement of the River Valley Clean Up Program - \$5,000

This project will provide resources to enhance The City's participation in the existing river valley clean up initiative and provide support to a community organization in developing an improved clean up program aligned with Green Deer in future years.

2. Installation of Motion Sensors for Lights in Emergency Services Halls - \$10,000

This initiative will result in cost savings and future cost avoidance by reducing the consumption of electricity when rooms at emergency services halls are unoccupied. Based on initial information, it is anticipated that the payback period for an installation of this nature is in the order of 3-5 years. The Emergency Services Department is investigating the cost benefit of retrofitting the current light bulbs for more energy efficient models and may apply in the future for assistance in that initiative.

To: Kelly Kloss
Page 2 of 2

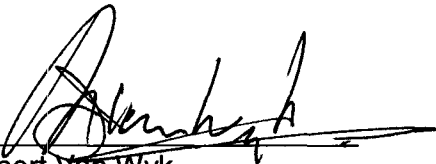
Discussion

Both project proposals fall within the guidelines established for encouraging environmental initiatives from staff. The EPI was established by City Council to encourage staff to identify and champion initiatives that would reduce impacts on the environment. Senior Management Team has reviewed these projects and recommends their approval.

Recommendation

That Council for The City of Red Deer approve that the following initiatives be approved for funding from the Tax Stabilization Reserve:

- Pilot Enhancement of the River Valley Clean Up Program - \$5,000 and
- Installation of Motion Sensors for Lights in Emergency Services Halls - \$10,000


Norbert Van Wyk

Attachment 1: Pilot Enhancement of the River Valley Clean Up Program

Attachment 2: Installation of Motion Sensors for Lights in Emergency Services Halls

Environmental Priorities Incentive

- 1. Project Name** Funds to pilot expansion of the River Valley Clean Up Campaign.
- 2. Project Description** This pilot initiative is intended to improve the current clean up program and provide support for developing a more extensive program for the future.
- 3. Project Cost** The estimated cost for this pilot is \$5,000. A portion of the funds will be used to enhance The City's involvement in the Clean Up program this year (provision of staff and vehicles) and a portion will be used to support the community organization in planning and developing a more extensive program for 2006. The City will administer the program funds and efforts will be made to coordinate this program with the Green Deer initiative in the future.
- 4. Ongoing Implications** This is a pilot initiative. Should the community organization that works with Parks be successful in developing and expanded program in 2006, City Council may be requested to approve funds to match The City's involvement with the growing community contribution to this project.

Environmental Priorities Incentive

- 1. Project Name** Installation of Motion Sensor Lights in all Emergency Services Stations
- 2. Project Description** This is a one-time project that is intended to reduce electricity consumption, provide annual cost savings initially and reduce the rate at which utility costs are inflated annually.
- 3. Project Cost** The project estimated cost is \$10,000. It is projected that this initiative will result in an annual cost savings with a projected payback period of 3-5 years.
- 4. Ongoing Implications** This one time initiative will not result in a BPFR requirement. Once this initiative is complete, ES will be investigating replacement of existing light bulbs with the low consumption variety to increase cost savings. That would be the subject of a future EPI request.

Comments:

I agree with the recommendations of the City Manager.

"Morris Flewwelling"
Mayor



FILE
Council Decision – May 9, 2005

Legislative & Administrative Services

DATE: May 10, 2005

TO: Norbert Van Wyk, City Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Environmental Priorities Incentive – Second Allocation

Reference Report:

City Manager, dated May 3, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the report from the City Manager, dated May 3, 2005, re: Environmental Priorities Incentive – Second Allocation, amends the 2005 Budget by approving the following initiatives for funding from the Tax Stabilization Reserve:

1. Pilot Enhancement of the River Valley Clean Up Program - \$5,000 and,
2. Installation of Motion Sensors for Lights in Emergency Services Halls - \$10,000."

Report Back to Council: No

A handwritten signature in black ink, appearing to read 'Kelly Kloss'.

Kelly Kloss
Manager
/chk

c M. Bovair, Financial Analyst
D. Krecji, Controller



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

Suite 404, 4808 Ross Street
Red Deer, Alberta T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570
e-mail: pcps@pcps.ab.ca

DATE: April 19, 2005

TO: Kelly Kloss, Legislative & Administrative Services Manager

RE: Land Use Bylaw Amendment 3156/F-2005
Accessory Building Regulations

The existing City Land Use Bylaw contains some deficiencies and inconsistencies with regard to how existing "accessory building" and "temporary building" regulations and related issues are defined, interpreted and applied to development permit applications. Parkland Community Planning Services in consultation with City Inspections & Licensing Department staff and City Solicitors have prepared the attached Land Use Bylaw amendment proposal.

The proposed Bylaw amendment deals with three types of accessory structures:

1. Minor accessory structures that should be exempt from the bylaw (raised planter, dog house, etc.).
2. Small sheds that do not require a development permit provided they meet minimum bylaw size, height and location criteria.
3. Larger accessory structures, whether temporary or not, which require development approval (garden shed, greenhouse, detached garage or soft sided garage shelter, permanent shed with foundation, ATCO type trailers or tents on commercial sites, etc.).

The proposed Bylaw amendment is summarized as follows:

- (a) new definitions for "accessory" and "temporary" buildings,
- (b) minor accessory structures (e.g. dog house, raised planting bed, pond landscape features, etc.) are exempted from requiring a development permit,
- (c) revisions to temporary residential building and accessory building regulations,
- (d) subject to meeting side yard requirements, accessory buildings with a floor area of 10m² or less, and a height of 2.4m or less are exempted from requiring a development permit,
- (e) accessory buildings on a permanent foundation (e.g. garage) may not be located over a gas line however, moveable accessory buildings (e.g. garden shed) not on a permanent foundation are permitted to be located over a gas line,
- (f) accessory buildings shall not be located in a residential front yard unless approved by the development authority, and
- (g) removal of the current minimum 18m front setback requirement of an accessory building from a street.

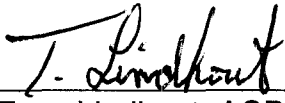
This Bylaw amendment also includes one minor housing-keeping change requiring that any vehicle parked in a residential front yard must be located on a driveway and/or parking pad.

These amendments have been compiled in consultation with the Inspections & Licensing and Engineering Services Departments and the City's legal counsel.

Kelly Kloss, Legislative & Administrative Services Manager
Land Use Bylaw Amendment 3156/F-2005
Page 2

Planning Recommendation

That City Council proceed with first reading of Land Use Bylaw Amendment 3156/F-2005.

A handwritten signature in black ink, appearing to read "T. Lindhout", written over a horizontal line.

Tony Lindhout, ACP, MCIP
CITY PLANNING MANAGER

Attachment

Comments:

We agree that Council proceed with First Reading of the Land Use Bylaw Amendment. A Public Hearing would be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

Legislative & Administrative Services

DATE: May 10, 2005

TO: Tony Lindhout, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/F-2005
Accessory Building Regulations

Reference Report:

Parkland Community Planning Services, dated April 19, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/F-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/F-2005 provides for :

1. New definitions for "accessory" and "temporary" buildings
2. Minor accessory structures (e.g. dog house, raised planting bed, pond landscape features, etc) are exempted from requiring a development permit.
3. Revisions to temporary residential building and accessory building regulations
4. Subject to meeting side yard requirements, accessory buildings with a floor area of 10 m² or less and a height of 2.4m or less are exempted from requiring a development permit
5. Accessory buildings on a permanent foundation (e.g. garage) may not be located over a gas line, however, moveable accessory buildings (e.g. garden shed) not on a permanent foundation are permitted to be located over a gas line.
6. Accessory buildings shall not be located in a residential front yard unless approved by the Development Authority, and
7. Removal of the current minimum 18m front setback requirement of an accessory building from a street.

This amendment also includes a change requiring that any vehicle parked in a residential front yard must be located on a driveway and/or parking pad. This office will now proceed with the advertising for a Public Hearing. The City will be responsible for the advertising costs in this instance.



Kelly Kloss
Manager

/chk

/attach.

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- C. Adams, Administrative Assistant
- T. Edwards, Clerk Steno

BYLAW NO. 3156/F- 2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

Bylaw No. 3156/96 is hereby amended as follows:

- 1 Section 2 - Definitions is amended by deleting the definitions of "Accessory Building" and "Temporary Building" and replacing them with the following new definitions:

 "Accessory Building" means a secondary building on a site, the use of which is subordinate and incidental to that of the principal building and includes a garage, carport, greenhouse, playhouse, treehouse, tool shed, garden shed or workshop, but does not include a temporary building.

 "Temporary Building" means a building without any foundation below grade and includes a soft-sided or other structure designed to serve as a temporary garage, storage shelter or greenhouse, but does not include an Accessory Building.
- 2 Section 4 is amended by adding new subsections (k), (l), and (m) as follows:

 "(k) Minor structures not exceeding 1.8m in height which are ancillary to Residential uses, such as a barbecue, tent for camping, dog house, lawn sculpture, bird feeder, raised planting beds or other similar structures.

 (l) Landscaping, where the existing grade and natural surface drainage pattern is not materially altered, except where Landscaping forms part of a development for which a development permit has been issued.

 (m) Accessory buildings with a floor area of 10m² or less and a height of 2.4m or less, including garden sheds, workshops, potting sheds and other similar structures provided that they are moveable and provided they otherwise comply with the provisions of section 62 of this Bylaw."
- 3 New Subsection 45 (c) is added as follows:

 "(c) a passenger vehicle to be parked in front yard except on a driveway."
- 4 Section 58 (1) (b) is deleted and replaced with the following new subsection:

 "(b) in a residential land use district provided that:

- (i) no such temporary building shall have a floor area exceeding 16.5m², be more than 3m in height or be set back less than 1.2m from the side property line; and
- (ii) the owner enters into an agreement to remove such a building in accordance with the terms and conditions stipulated by the Development Authority;
- (iii) there shall be no more than one temporary building per site;
- (iv) a temporary building being used as a garage must be placed in the rear yard only;
- (v) in the case of a pre-manufactured temporary building, the elevations shall be subject to the approval of the Development Authority.
- (vi) the temporary building must be set back at least 1.2 metres from the property line; and
- (vii) the building is completed in accordance with the terms specified by the Development Authority, provided that the temporary building permit shall expire at the end of 24 months unless renewed by the Development Authority for a further term and that such building will comply with this bylaw and all other City Bylaws."

3 Section 62(1) is deleted and replaced with the following new section 62(1):

"(1) An accessory building:

- (a) shall not be erected or placed on the rear yard of a site closer to the side boundary which is a common boundary with a street than the minimum side yard for the site; and
- (b) may not be erected or placed over a gas line if the accessory building is on a permanent foundation."

4 Section 62(3) is amended by deleting subsection (c) and replacing it with a new subsection (c) as follows:

"(c) be located in the front yard of a residential district unless approved by the Development Authority."

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK



DATE: May 2, 2005

TO: Kelly Kloss, Legislative & Administrative Services Manager

FROM: Kristina Mark, Planner

RE: Proposed Plan Amendment
Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
(Bylaw 3217/A-2005)

BACKGROUND

This is an existing plan, which is currently being developed by Laebon Developments. The amendment involves the redesign of Kirton Crescent. It is proposed to create a cul-de-sac in place of the crescent. Attached to this letter are the existing and proposed land use distribution maps (figure 5) which indicate the location of the current street design and the proposed changes. A re-alignment to the pedestrian pathway is also being proposed. Figure 11 indicates the existing alignment of the pedestrian pathway through the park and the proposed realignment of the pedestrian pathway through the park. There are also amendments to the text to indicate that the 4.0 metre MR parcel will be re-vegetated to the City's satisfaction. The proposed amendment is a minor one and was circulated to relevant City departments.

NEIGHBOURHOOD MEETING

A flyer explaining the nature of the proposed amendment was delivered to approximately 400 potentially affected homes in the area.

There were seven neighbourhood residents who attended the April 19 neighbourhood meeting. The developer representing Laebon and a representative from the City's Recreation, Parks and Culture department were also in attendance. All questions and comments received during the meeting were discussed and resolved. There were no unresolved concerns about the proposed amendment. One comment was received by phone. The resident did not support any of the proposed changes (no reasons provided).

PLANNING ANALYSIS

The proposed amendment is acceptable to all City departments. It is an improvement to the overall plan layout.

MPC Meeting May 2, 2005

The Kentwood Northeast Neighbourhood Area Structure Plan Amendment was presented to the Municipal Planning Commission on Monday May 2nd, 2005. It was resolved that the Municipal Planning Commission supports the proposed amendment to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan.

RECOMMENDATION

That City Council considers first reading of Bylaw Amendment No. 3217/A-2005.



Kristina Mark
PLANNER



OFFICE OF THE MAYOR

DATE: May 2, 2005

TO: City Council

FROM: Municipal Planning Commission

RE: Kentwood Northeast (Kingsgate) Neighborhood Area Structure Plan
(Bylaw 3217/A-2005)

On May 2, 2005 the Municipal Planning Commission gave consideration to a report from Parkland Community Planning Services, Re: Kentwood Northeast (Kingsgate) Neighborhood Area Structure Plan (Bylaw 3217/A-2005). Following discussion the motion as shown below was introduced and passed.

"Resolved, that the Municipal Planning Commission supports the proposed Kentwood Northeast (Kingsgate) Neighborhood Area Structure Plan amendments and recommends that Council of The City of Red Deer give consideration to the approval of this amended plan."

This is provided for Council's information and consideration.

Mayor Morris Flewwelling, Chair
Municipal Planning Commission

Comments:

We agree that Council proceed with First Reading of the Neighbourhood Area Structure Plan Amendment. A Public Hearing would be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

FILE



Council Decision – May 9, 2005

Legislative & Administrative Services

DATE: May 10, 2005

TO: Kristina Mark, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan
Bylaw Amendment 3217/A-2005

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

Bylaw Readings:

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Bylaw Amendment 3217/A-2005 provides for the redesign of Kirton Crescent in order to create a cul-de-sac in place of the crescent. A re-alignment to a pedestrian pathway is also proposed. This office will now advertise for a Public Hearing. Laebon Developments Ltd. will be responsible for the advertising in this instance.

A handwritten signature in black ink, appearing to read 'Kelly Kloss'.

Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
C. Adams, Administrative Assistant
T. Edwards, Clerk Steno

BYLAW NO. 3217/A-2005

Being a Bylaw to amend Bylaw No. 3217/98, the Bylaw adopting The City of Red Deer Neighbourhood Area Structure Plans, as described herein.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

- 1 Bylaw 3217/98 with regard to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan is amended by deleting therefrom text pages 4, 5, 14 and Figures 1 to 11 and substituting therefore the attached amended text pages 4, 5, 14 and Figures 1 to 11 and the addition of Figure 12 which forms part of this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

Zone 7 – Priority A – Recommendation R2. A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.

The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of Red Deer has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.

Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship site and within the worship site) has been deemed possible to preserve.

Zone 8 – Priority B – Recommendation R3. This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.

Zone 12 – Priority A – Recommendation R4. A small band of poplar trees on the south portion of the area should be dedicated as a municipal reserve.

This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the school site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for a green linkage.

It is understood the services for the proposed residential lots will be extended from the south side to the north side of the four metre municipal reserve. Where the installation of utilities results in the loss of trees, the four metre wide municipal reserve will be revegetated and landscaped to the satisfaction of the City's Recreation and Culture department.

Southeast Wetland – Priority B – Recommendation R5. The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer. Preliminary site grading in 2001 eliminated much of the wetland.

2.3 Servicing

Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.

It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary sewer and storm sewer trunks and mains which can provide service to properties beyond their own.

The site can be serviced with municipal water, sanitary sewer and storm water utilities. An engineering study, required to establish the details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.

2.4 Access

The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing service road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.

3.7.4 Laneways

The majority of lots within the plan area back onto lanes. Lots 78, 79 and 80 Block 8, Plan 042-6836 in the existing Kentwood subdivision will not have access to the lane south of the close, as shown on Figure 12. Lot 78 will have access to the lane east of the close and Lot 80 will have access to the lane west of the close. Provision for rear yard garbage pickup will be made for Lot 79 across Lot 148MR.

3.7.5 Pedestrian and Bicycle Circulation

The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands. There is potential for bicycle-pedestrian pathways through the park/school site. The potential pathway would not be continued through the four metre linear park as this area is not wide enough to accommodate both a treed buffer and a trail. The final location of the central park pathway route will be determined based on the location of sports facilities and pedestrian wear patterns through the landscaped area.

The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix B.

An additional Municipal Reserve parcel will ensure access from Kerr Close to the park area/school site to the west.

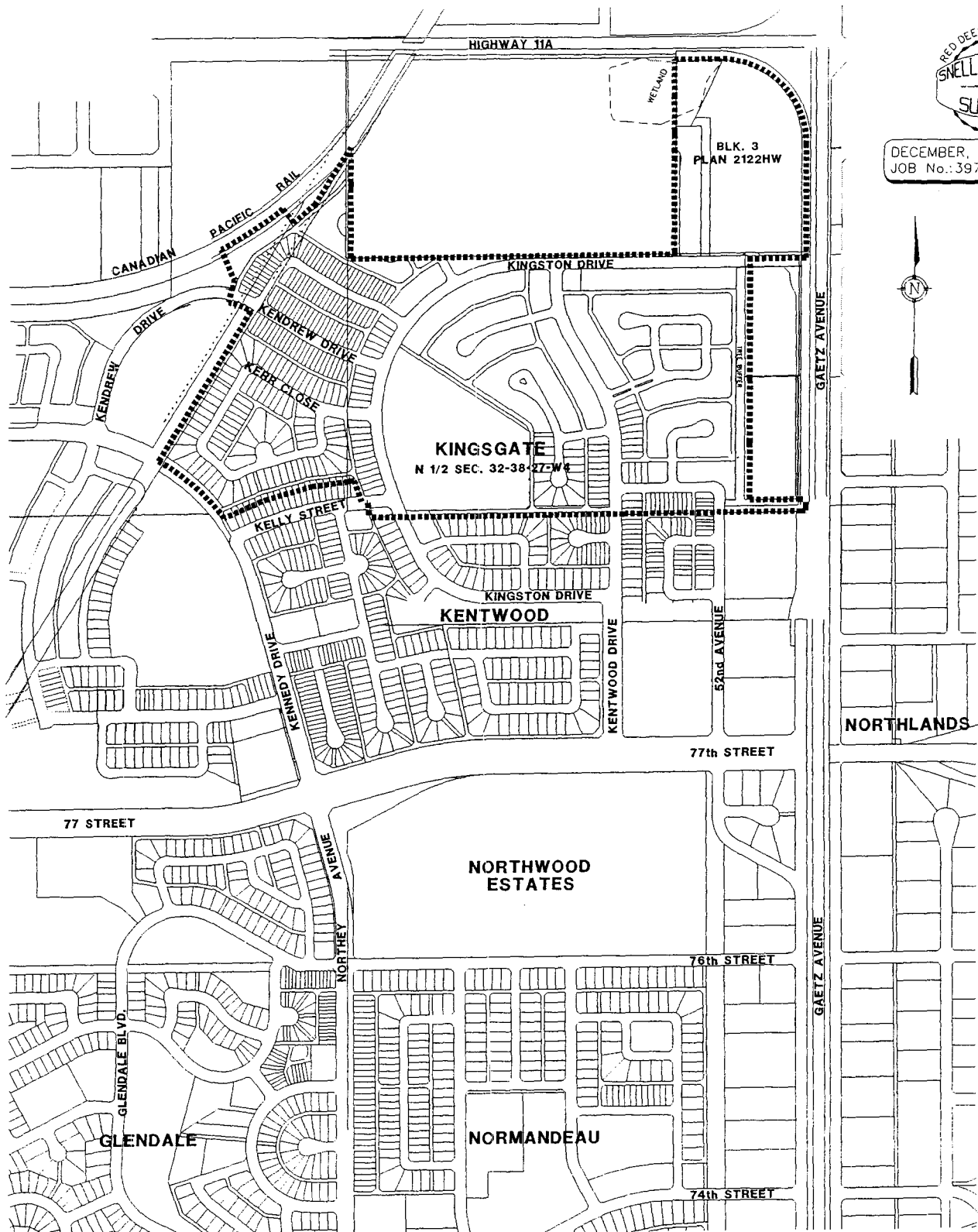
Within the right-of-way of Kingston Drive, adjacent to the west boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.

4.0 Municipal Servicing

The Kentwood Northeast Neighbourhood Area Structure Plan area is serviced from existing sanitary sewer and water mains located at the southern boundaries of the Kentwood East properties.

4.1 Water Mains

The Kentwood Northeast Neighbourhood Area Structure Plan will be serviced by water from four locations.



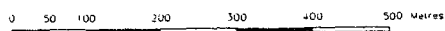
DECEMBER, 2004
 JOB No.: 397-053F

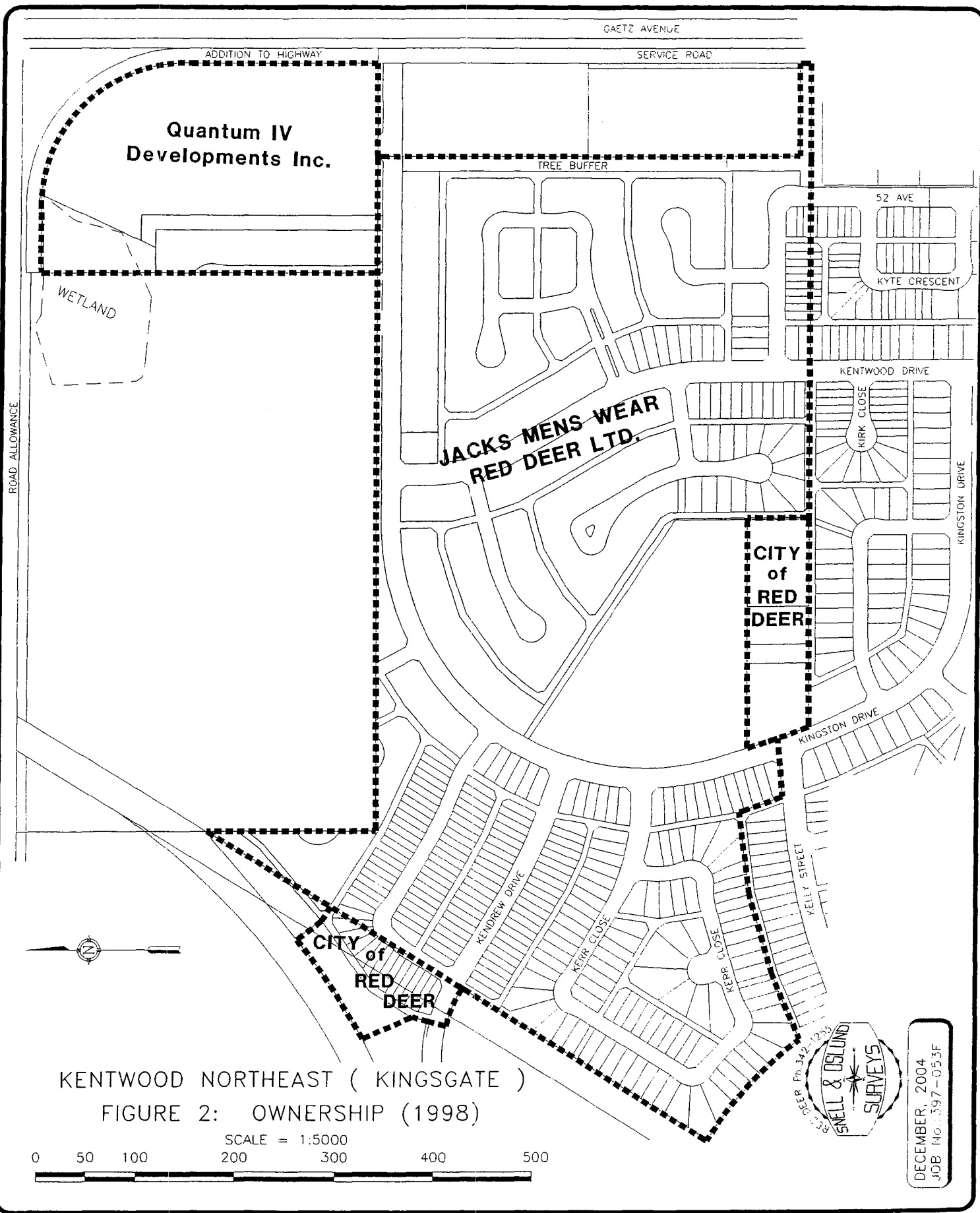


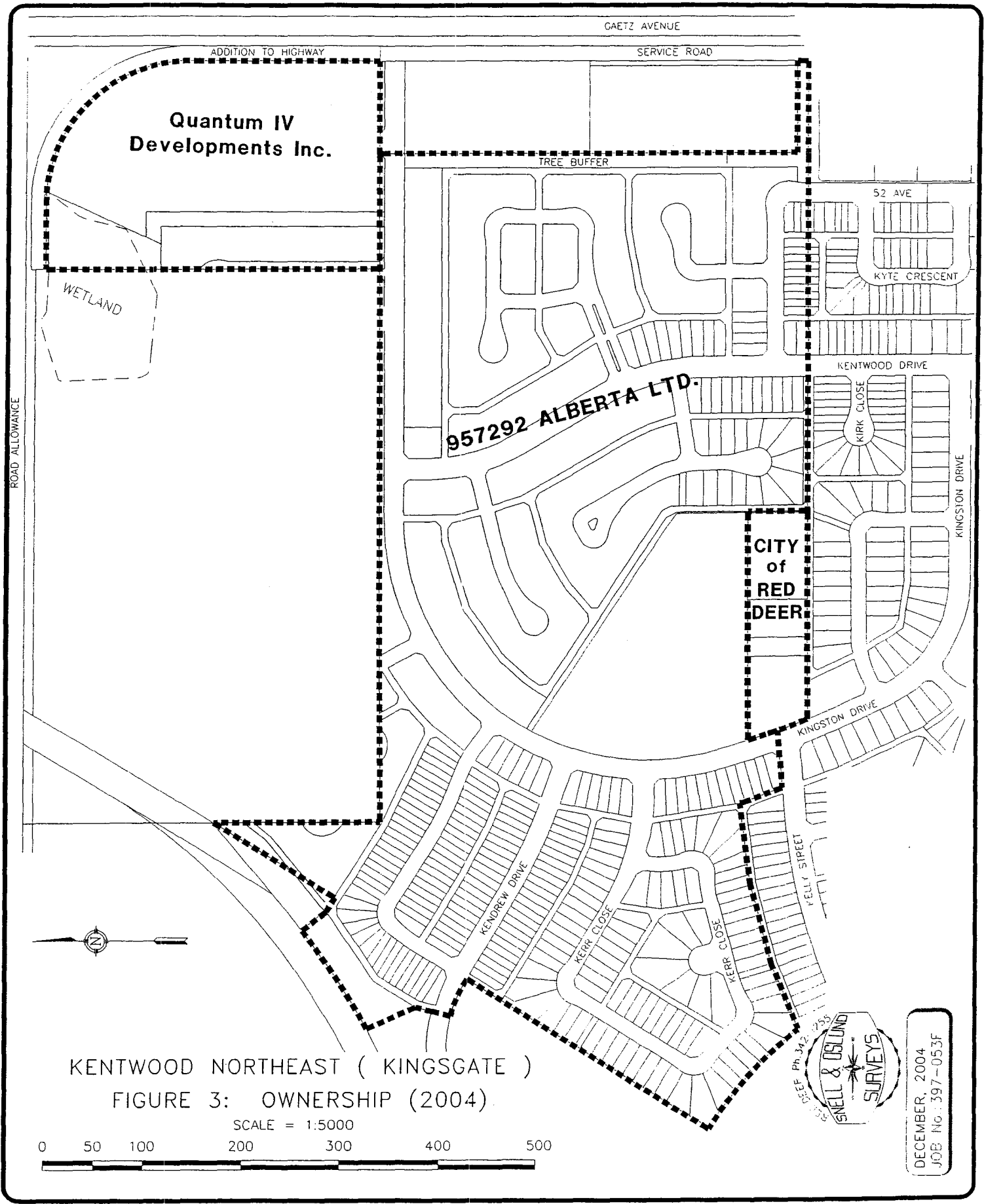
KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 1: LOCATION PLAN

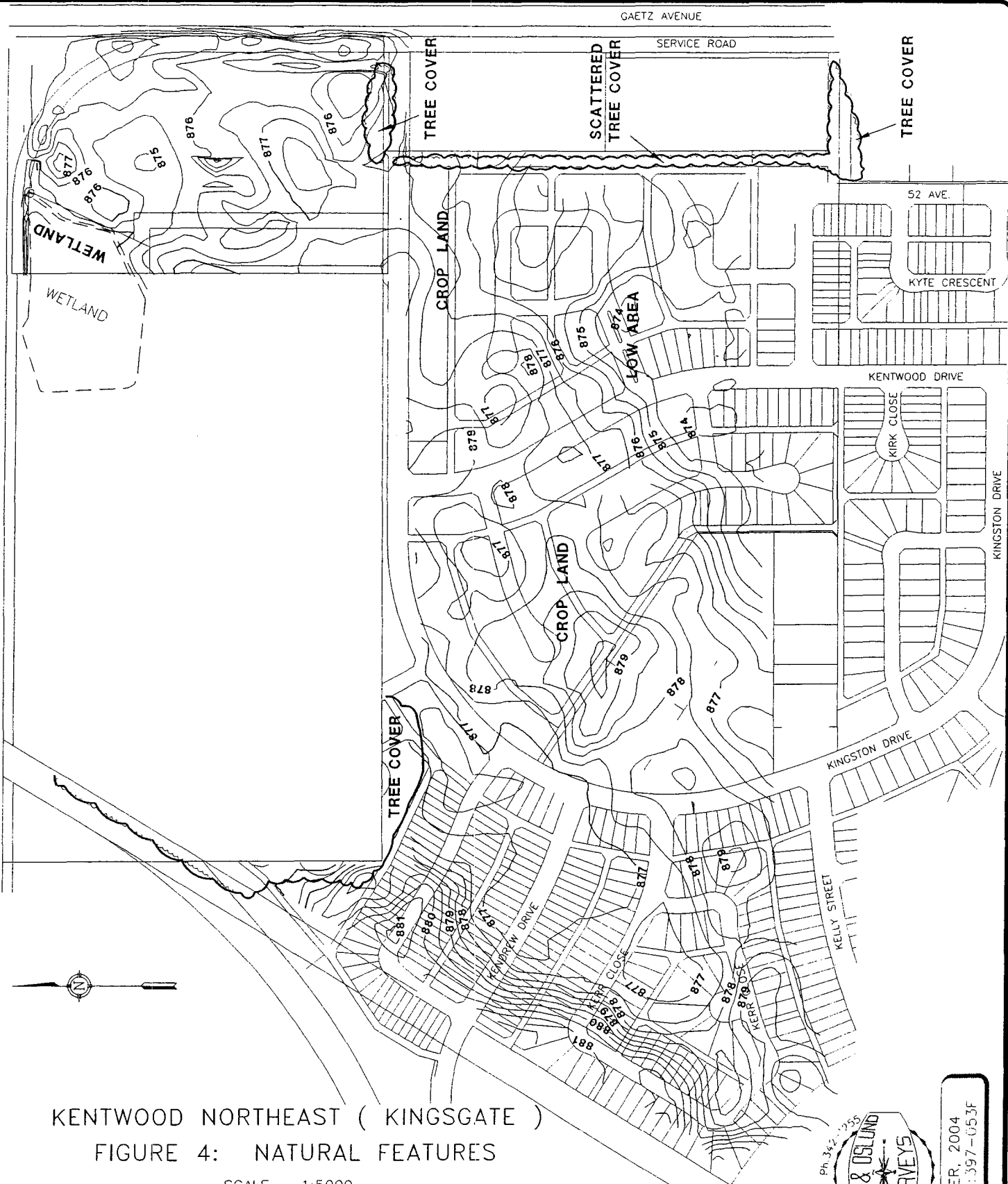
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ROAD ALLOWANCE



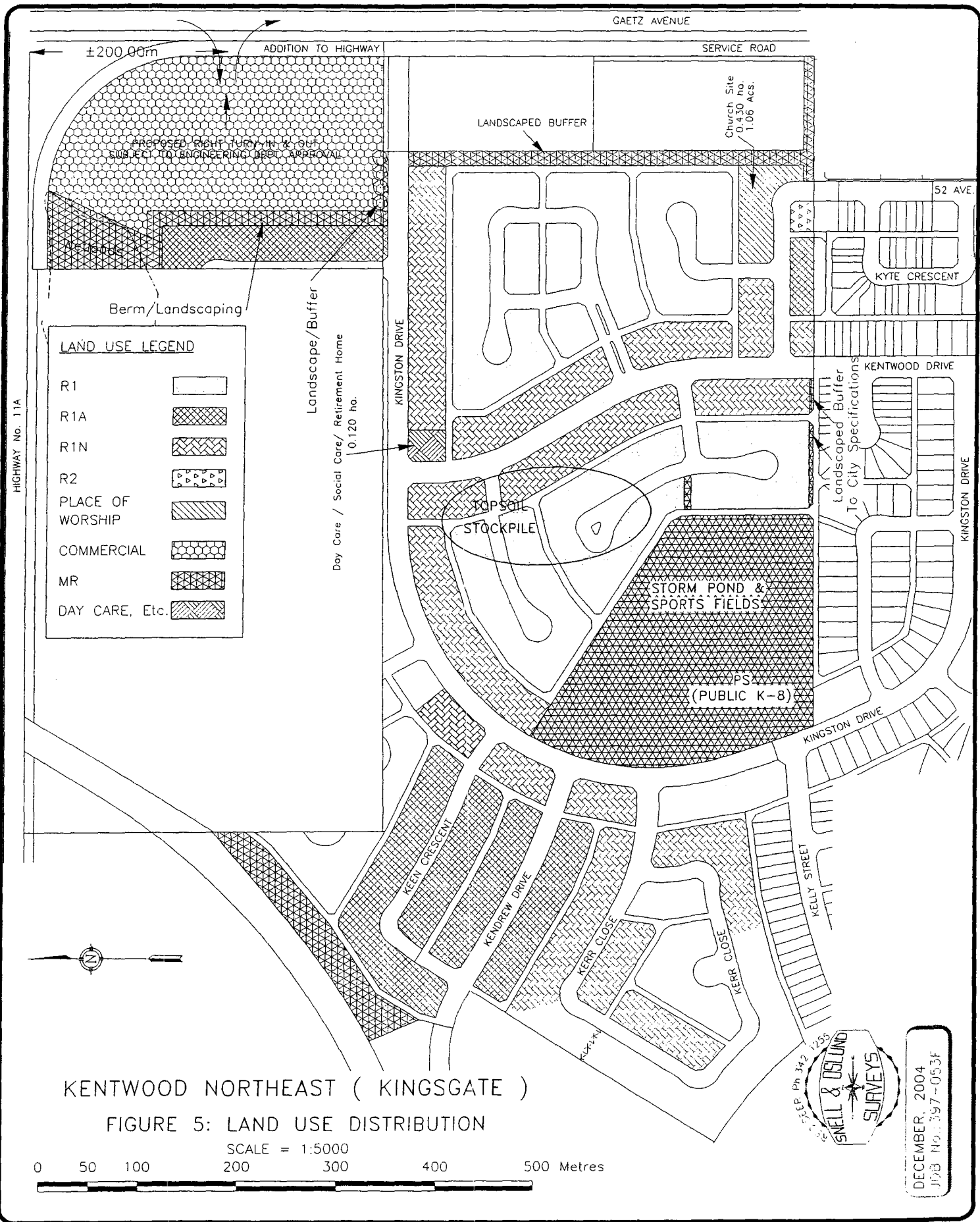
KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 4: NATURAL FEATURES

SCALE = 1:5000

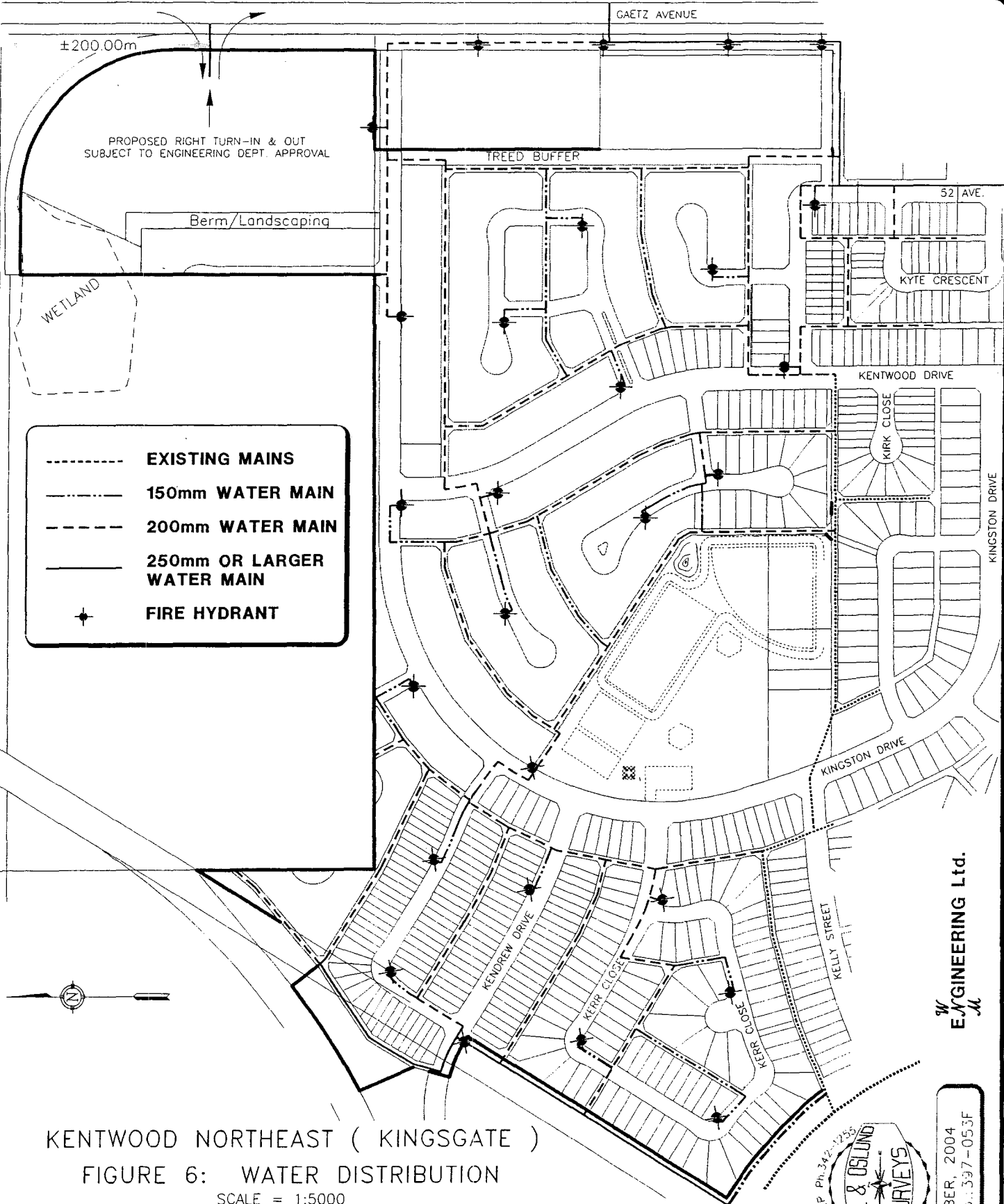
0 50 100 200 300 400 500



DECEMBER, 2004
JOB No.: 397-053F



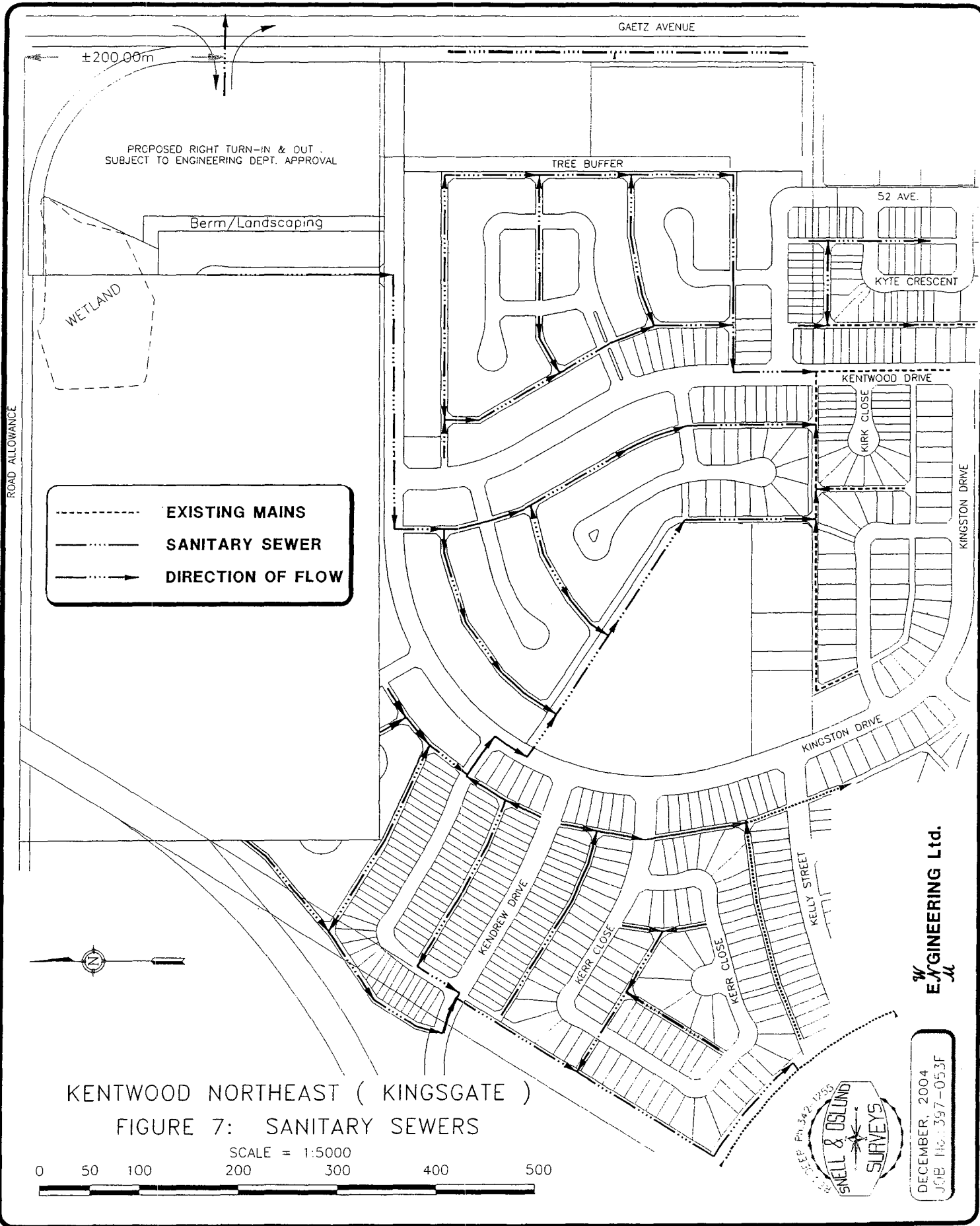
ROAD ALLOWANCE

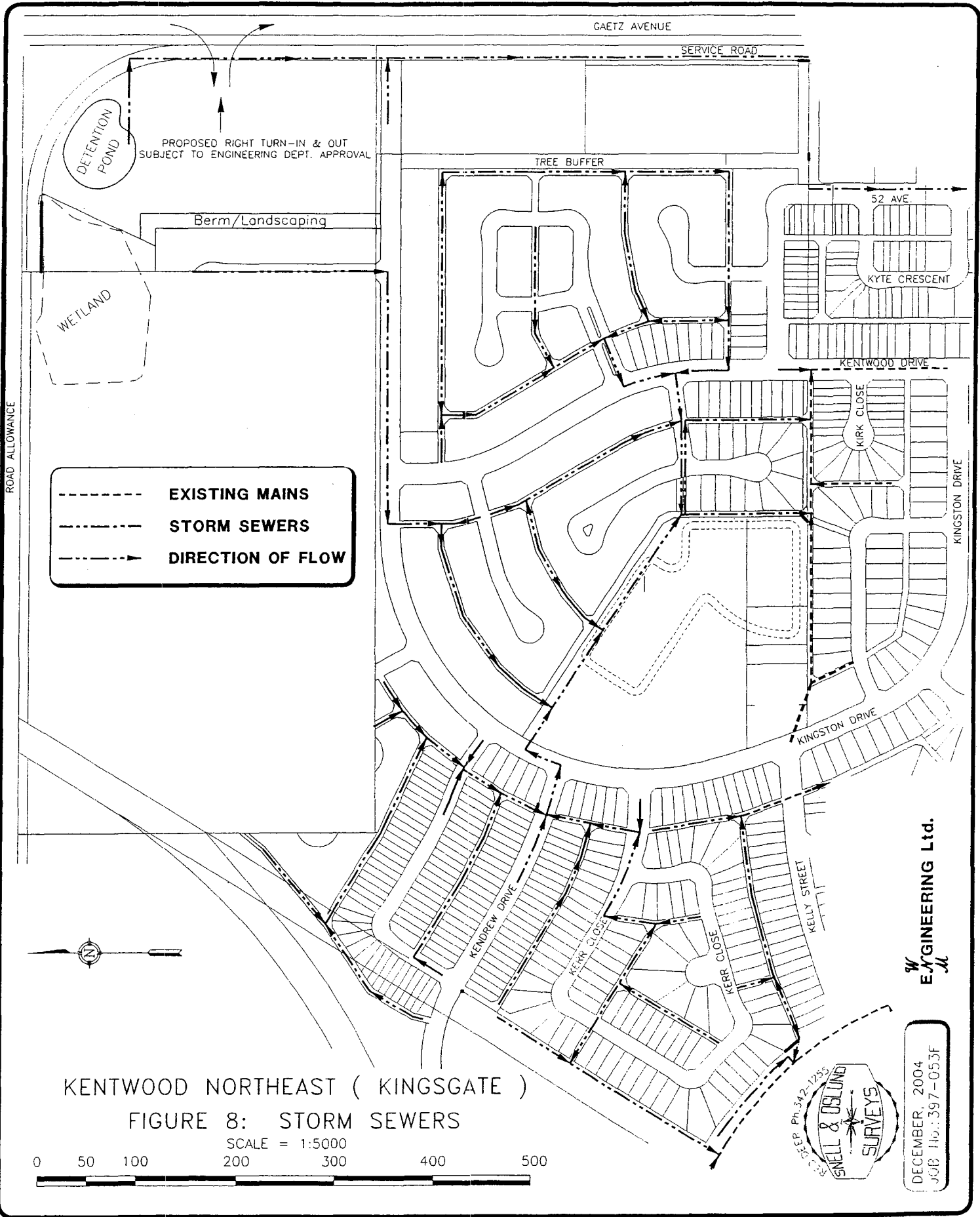


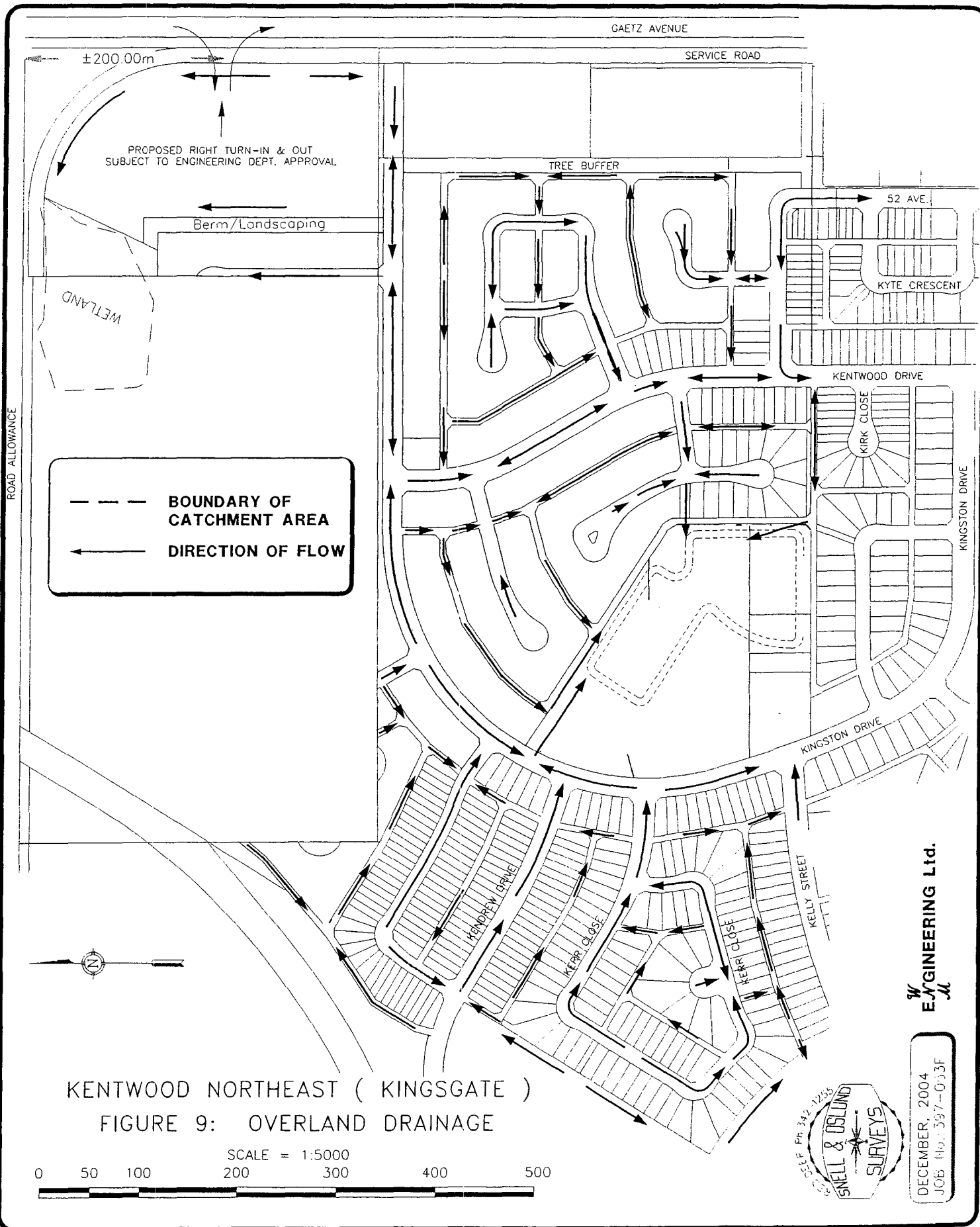
ENGINEERING Ltd.

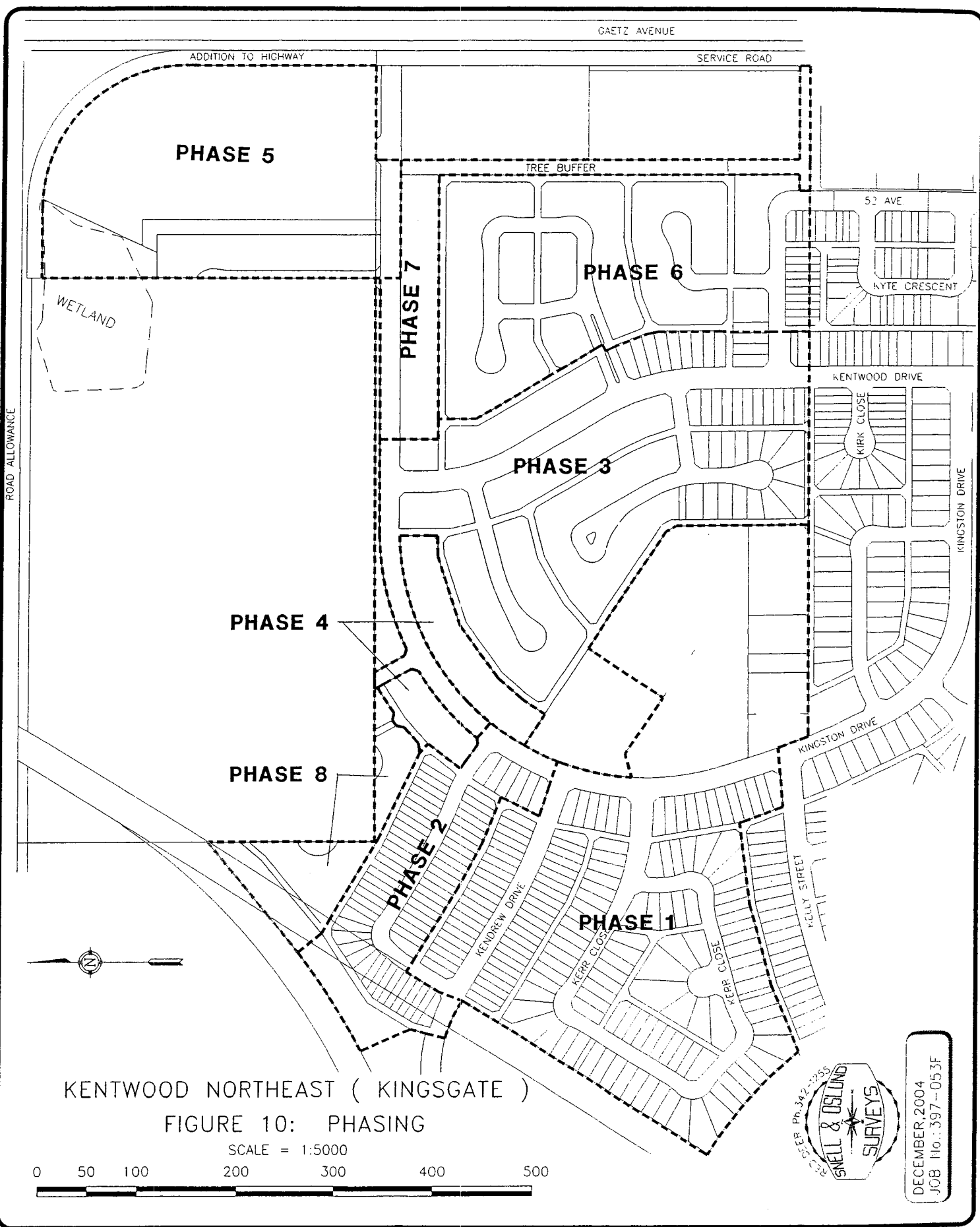


DECEMBER, 2004
JOB No. 397-053F







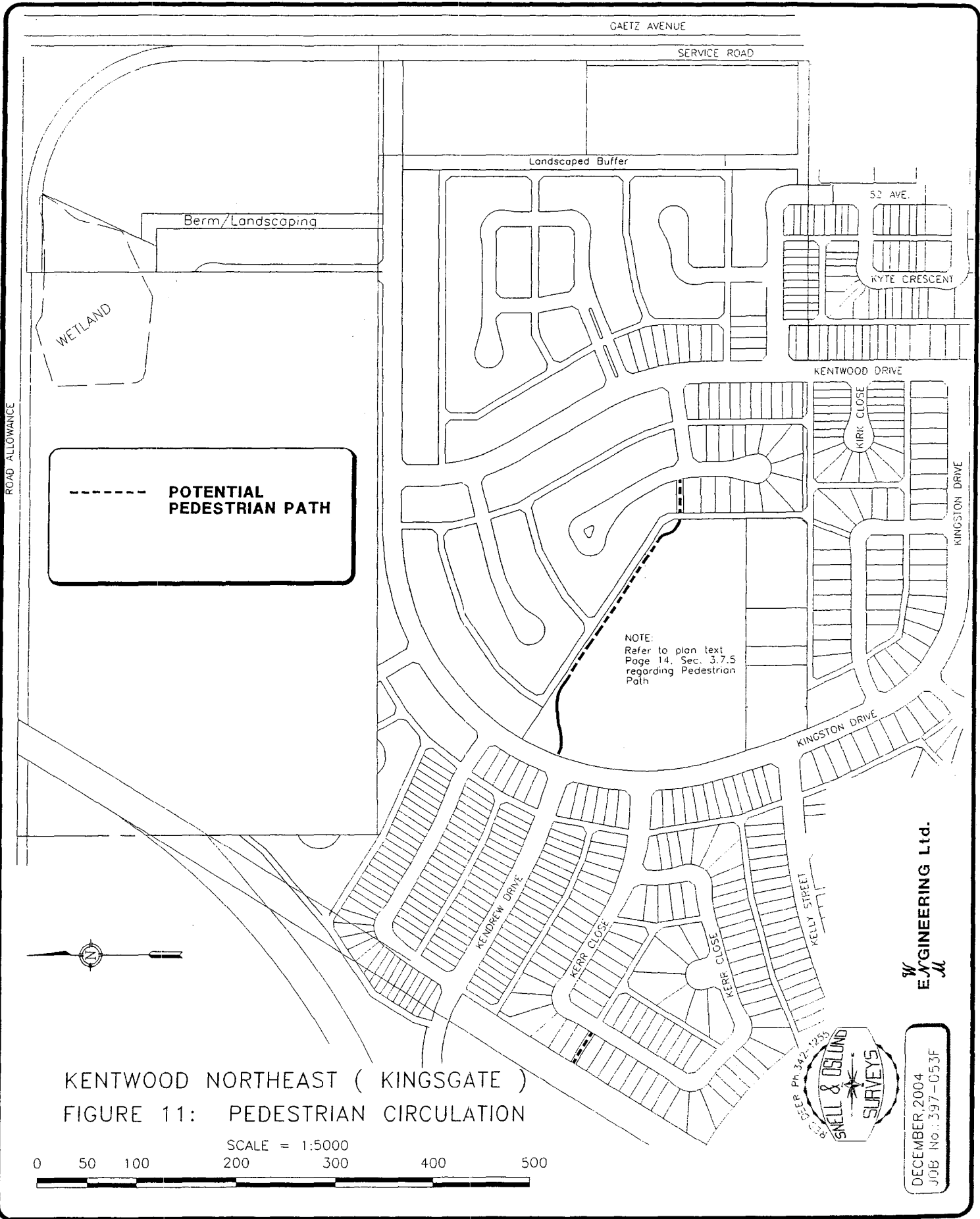


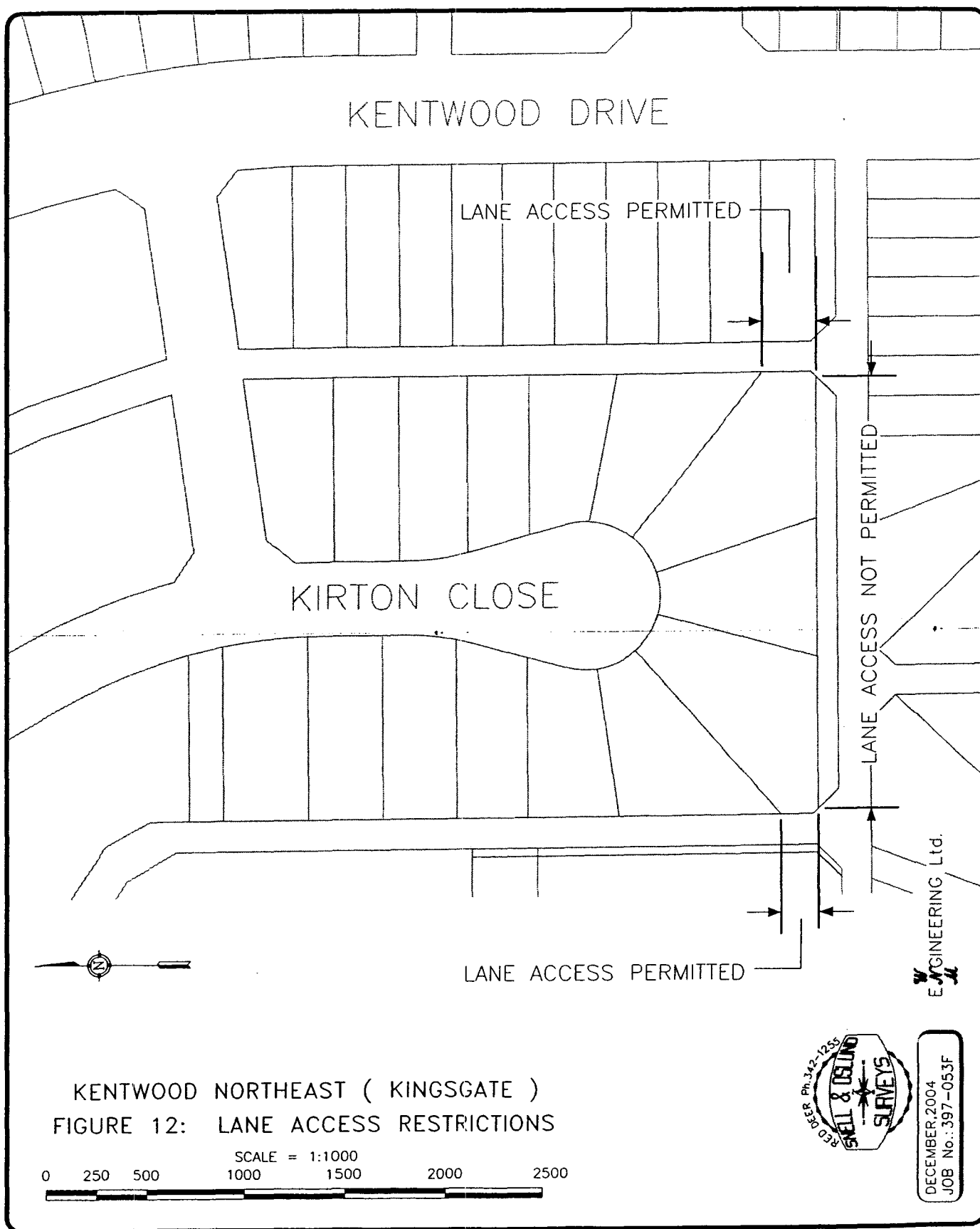
KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 10: PHASING

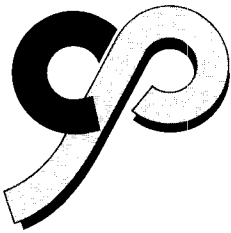
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DECEMBER, 2004
JOB NO. 1397-053F







DATE: May 2, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/E-2005
Portion of NE ¼ Sec. 32-38-27-W4M
Kentwood Northeast (Kingsgate) – Phases 26 & 27
Laebon Developments Ltd.

Proposal

Laebon Developments Ltd. is proposing to develop Phases 26 & 27 of the Kingsgate neighbourhood. Phase 26 contains extensions of Kentwood Drive and Kirton Close within the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan (NASP). The applicant seeks to rezone approximately 8.752 ha (21.63 ac.) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District, and PS Public Service District in order to create one hundred eight (107) low density residential lots, one (1) social care lot, two (2) municipal reserve lots, with two (2) remainders.

A disposed portion of municipal reserve lands is being rezoned from PS to R1 in order to accommodate residential development. A minimum 10% designation of municipal reserve lands continues within the NASP boundaries. The proposed rezonings would conform with the proposed NASP amendment and municipal reserve disposition which appear elsewhere on this Council agenda.

Staff Recommendation

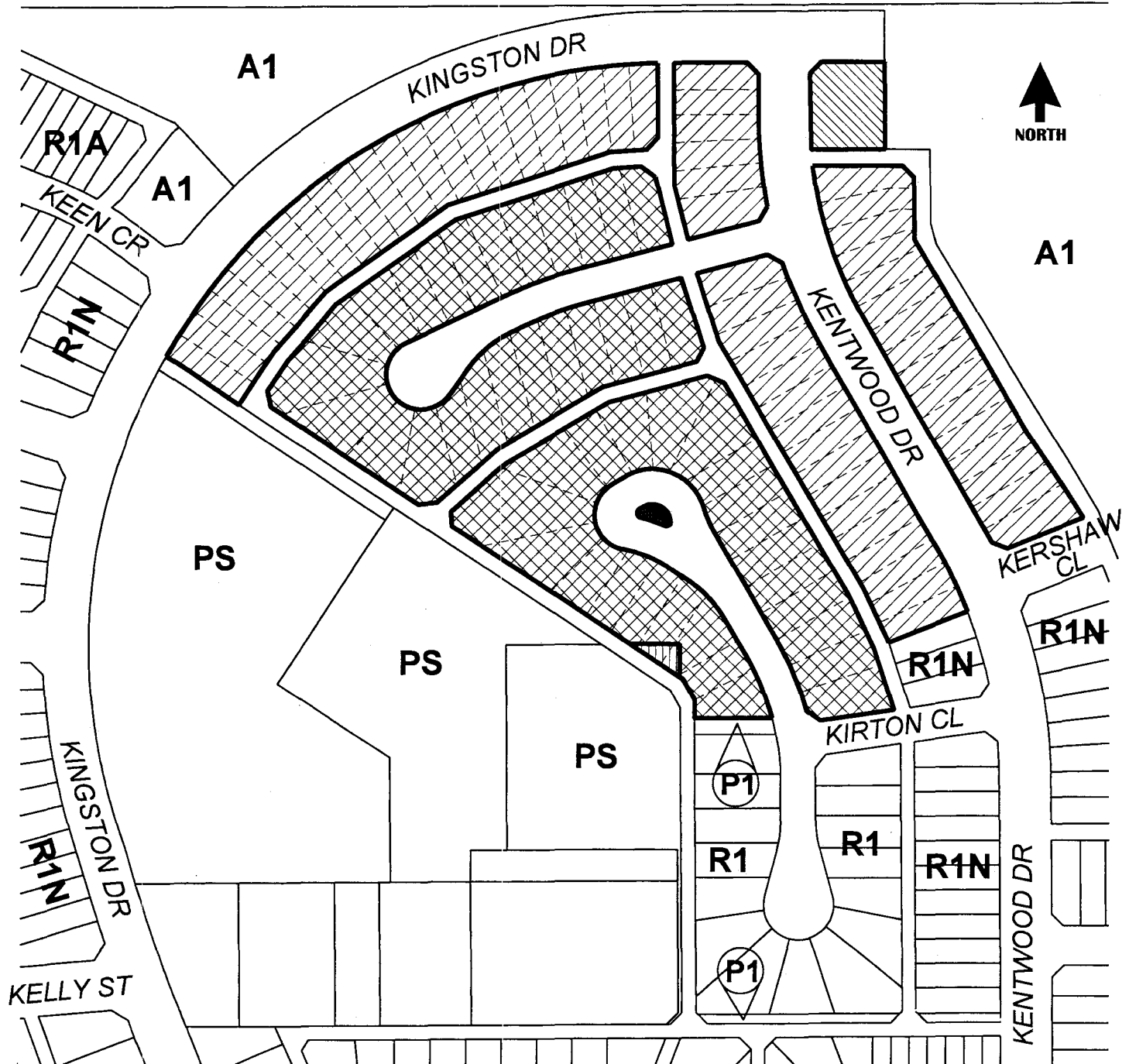
Subject to first reading of Bylaw 3217/A-2005, it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/E-2005.

Martin Kvapil

/attach.

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT

A1



AFFECTED DISTRICTS:

- A1 - Future Urban Development
- R1 - Residential (Low Density)
- R1N - Residential (Narrow Lot)
- P1 - Parks and Recreation
- PS - Public Service (Governmental or Institutional)

Change from :

A1 to R1	
A1 to R1N	
A1 to P1	
A1 to PS	
PS to R1	

MAP No. 5 / 2005
BYLAW No. 3156 / E - 2005

Comments:

We agree that Council proceed with First Reading of the Land Use Bylaw Amendment. A Public Hearing would be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

Legislative & Administrative Services

DATE: May 10, 2005
TO: Martin Kvapil, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Land Use Bylaw Amendment 3156/E-2005
Portion of NE ¼ Sec. 32-38-27-W4M
Kentwood Northeast (Kingsgate) – Phases 26 & 27
Laebon Developments Ltd.

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/E-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/E-2005 provides for the rezoning of approximately 8.752 ha (21.63 ac) of land from A1 Future Urban Development District and PS Public Service District to R1 Residential Low Density District, R1N Residential Narrow Lot District, and PS Public Service District. This will create 107 low density residential lots, 1 social care lot, 2 municipal reserve lots and 2 remainders in order to develop Phases 26 & 27 of the Kingsgate neighbourhood. This office will now advertise for a Public Hearing. Laebon Developments Ltd. will be responsible for the advertising in this instance.


Kelly Kloss
Manager

/chk

/attach.

- c Director of Development Services
- Inspections & Licensing Manager
- Land & Economic Development Manager
- C. Adams, Administrative Assistant
- T. Edwards, Clerk Steno

BYLAW NO. 3156/E-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map F15" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 5/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

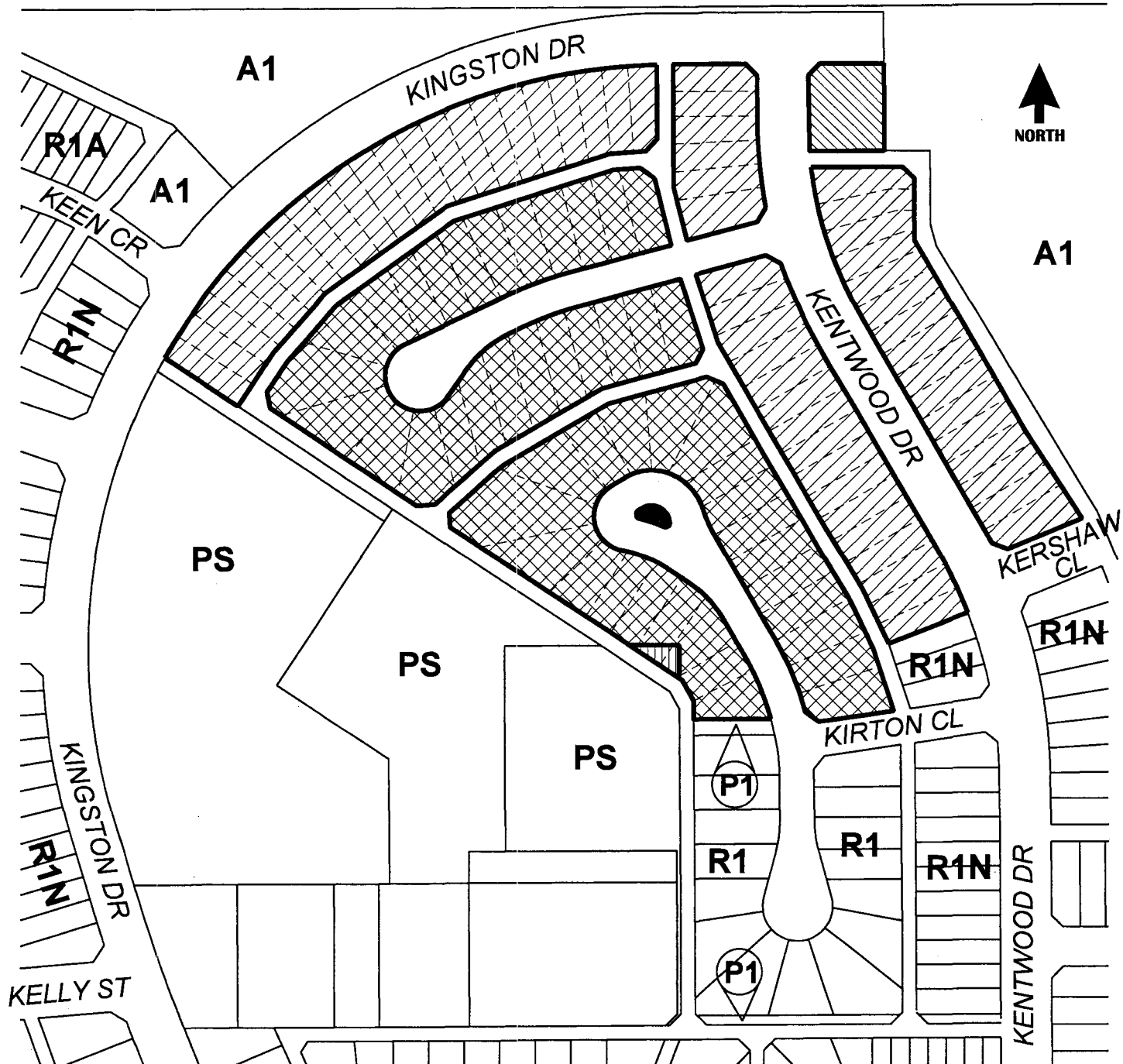
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer *PROPOSED LAND USE BYLAW AMENDMENT*

A1



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1N - Residential (Narrow Lot)

P1 - Parks and Recreation

PS - Public Service (Governmental or Institutional)

Change from :

A1 to R1

A1 to R1N

A1 to P1

A1 to PS

PS to R1

MAP No. 5 / 2005
BYLAW No. 3156 / E - 2005

Item No. 9

MEMO

Date: March 8, 2005

To: Kelly Kloss, Legislative and Administrative Manager

From: Howard Thompson, Land & Economic Development Manager

RE: **Request to Dispose Municipal Reserve in Kentwood East (Kingsgate)
Part of Lot 55MR, Block 8, Plan 992 0387
Laebon Developments Limited**

Background:

Land and Economic Development have received a request from Laebon Developments to dispose of a small portion (0.04 hectares (0.10 acres)) of the above captioned lot. The reserve was dedicated to the City under subdivision plan number 992 0387 in 1999 as per the Neighborhood Area Structure Plan adopted in 1998.

The NASP was subsequently amended in 2003 and the boundaries of the central park site and this MR lot were adjusted as shown in the attached NASP land use plan. The disposal of this portion of the MR lot does not reduce the overall dedication of reserve in this subdivision below the required 10%. At that time, Council approval of the required reserve disposal was delayed until the corresponding residential phase was ready for development. An application for subdivision has now been prepared, as shown on the attached plan, illustrating the subject area that will be adjusted from MR to lane and residential lots.


The Recreation and Parks Board received this request as information on March 25th 2004 and offered no objections as it is consistent with the NASP.

A report from PCPS requesting the rezoning of this land appears elsewhere on the agenda.

Recommendation:

That City Council approves the disposal of Municipal Reserve described as;

"All that portion of Lot 55MR, Block 8, Plan 992 0387 lying within Plan _____ and containing 0.040 ha., more or less". Excepting thereout all mines and minerals


Howard Thompson, Ec.D.
Land & Economic Development Manager

Attach.

- c. Greg Scott, Recreation, Parks & Culture Manager
- Tony Lindhout, PCPS

RED DEER KENTWOOD NORTHEAST (KINGSGATE--PHASE 26)

Plan Showing a Proposed Subdivision
of parts of
LOT 55MR, BLOCK 8, PLAN 992 0367
N.E.1/4 SEC.32-38-27-4
all within the
N.E.1/4 SEC.32-38-27-4

SCALE = 1" = 1000
BY: DAVE WOODWARD
ALL

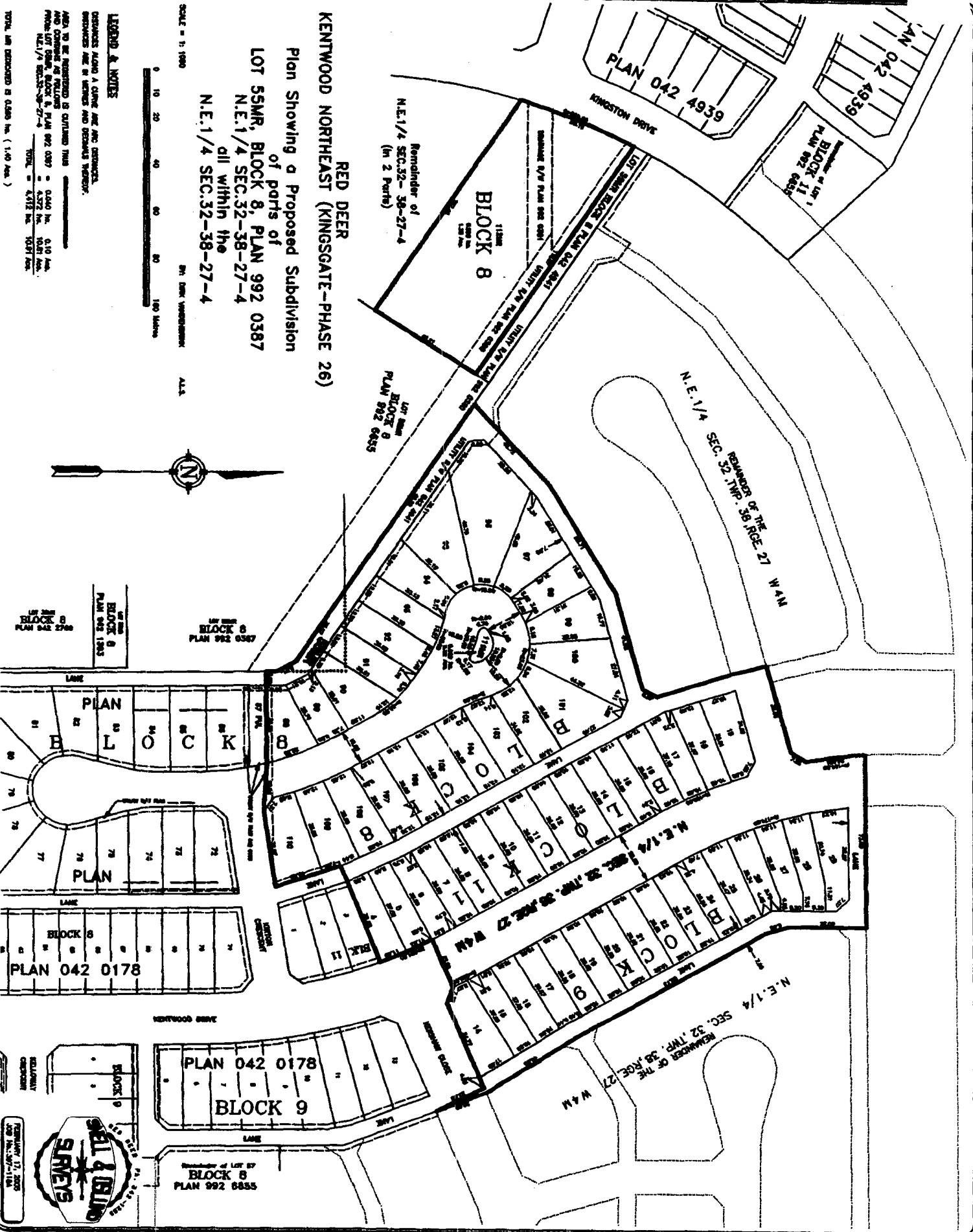


LEGEND & NOTES

DISTANCES ALONG A CURVE ARE ARC DISTANCES.
DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

ALL TO BE RECORDED IS OUTLINED THIS
PLAN 992 0367
FROM LOT 55MR, BLOCK 8, PLAN 992 0367 = 0.040 AC.
N.E.1/4 SEC.32-38-27-4
TOTAL = 4.712 AC. 10.87 AC.

TOTAL AC. DEVELOPED IS 0.040 AC. (1.40 AC.)



ESTABLISHED 1973
100 N.W. 37th Ave.
Fort Lauderdale, FL 33309

RED DEER
KENTWOOD NORTHEAST
Sketch Showing
Proposed Disposal of Reserve
(Part of LOT 55MR , BLOCK 8, PLAN 992 0387)
in the
N.E.1/4 SEC.32-38-27-4

SCALE = 1:2000

BY: DIRK VANDENBRINK A.L.S.

0 20 40 80 120 160 200 Metres



LOT 59MR
BLOCK 8
PLAN 032 4915

LOT 58MR
BLOCK 8
PLAN 992 6655

LOT 55MR
BLOCK 8
PLAN 992 0387

PORTION OF RESERVE TO BE DISPOSED OF
AND CONTAINS 0.040 ha. (0.10 Acs.)

KIRTON CRESCENT

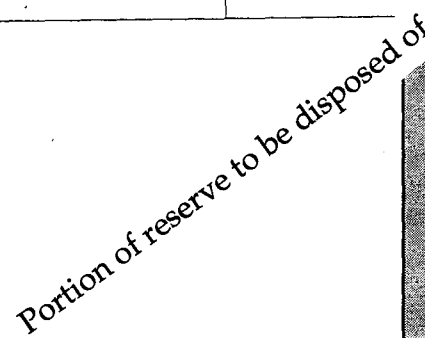
KIRTON CRESCENT

KENTWOOD DRIVE

KERSHAW
CLOSE



FEBRUARY 17, 2005
JOB No.: 397-118A



printed on
September 10, 2004

Comments:

We agree with the recommendation of the Land & Economic Development Manager.

“Morris Flewwelling”
Mayor

“Norbert Van Wyk”
City Manager

Legislative & Administrative Services

DATE: May 10, 2005

TO: Howard Thompson, Land & Economic Development Manager

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate)
Part of Lot 55MR, Block 8, Plan 992 0387
Laebon Developments Ltd.

Reference Report:

Land & Economic Development Manager, dated March 8, 2005

Resolution:

“Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated March 8, 2005, re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) – Part of Lot 55MR, Block 8, Plan 992 0387, Laebon Developments Limited, hereby agrees that the following resolution be considered at the Council meeting of Monday, June 20, 2005:

“Resolved that Council of the City of Red Deer, having considered the report from the Land & Economic Development Manager, dated March 8, 2005, re: Request to Dispose Municipal Reserve in Kentwood East (Kingsgate) – Part of Lot 55MR, Block 8, Plan 992 0387, Laebon Developments Limited, hereby agrees to the disposal of municipal reserve lands described as:

“All that portion of Lot 55MR, Block 8, Plan 992 0387 lying within Plan ____ and containing 0.040 ha., more or less”. Excepting thereout all mines and minerals.”

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council’s regular meeting for accompanying Land Use Bylaw Amendment 3156/E-2005 and Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment Bylaw 3217/A-2005.

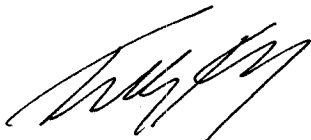
Council Decision – May 9, 2005

Disposal of Municipal Reserve – Kentwood East (Kingsgate)

Page 2

Comments/Further Action:

Laebon Developments Ltd. have requested The City to dispose of a small portion (0.04 ha (0.10 ac)) of municipal reserve land in the Kentwood East (Kingsgate) neighbourhood. The disposal of the portion of municipal reserve does not reduce the overall dedication of reserve in the subdivision below the required 10%, and will be rezoned from municipal reserve to lane and residential lots. Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan Amendment Bylaw 3217/A-2005 and Land Use Bylaw Amendment 3156/E-2005 provide for this rezoning.



Kelly Kloss
Manager

/chk

- c Director of Development Services
- Inspections & Licensing Manager
- Parkland Community Planning Services
- C. Adams, Administrative Assistant
- T. Edwards, Clerk Steno



Suite 404, 4808 Ross Street
Red Deer, Alberta T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570
e-mail: pcps@pcps.ab.ca

DATE: May 2, 2005

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Martin Kvapil, Planning Assistant

RE: Land Use Bylaw Amendment No. 3156/M-2005
Lot 2, Block 1, Plan 022 4553, part of Lot 1, Block 1, Plan 972 0461, and part of Lot 1,
Block 4, Plan 812 1569
Johnstone Crossing – Phase 4
The City of Red Deer

Proposal

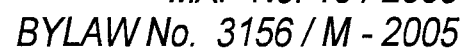
The City of Red Deer is proposing to develop Phase 4 of the Johnstone Crossing neighbourhood. Phase 4 is located within the easterly portion of the Johnstone Crossing Neighbourhood Area Structure Plan. Rezoning is being sought for approximately 6.0 ha (14.83 ac.) of land from A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-Detached Dwelling) District, and P1 Parks and Recreation District in order to create eighty-nine (89) low density residential lots, and two (2) municipal reserve lots, with two (2) remainders.

Staff Recommendation

The proposal conforms with the Johnstone Crossing Neighbourhood Area Structure Plan and therefore it is recommended that City Council proceed with first reading of Land Use Bylaw Amendment 3156/M-2005.

Martin Kvapil
Planning Assistant

/attach.



Comments:

We agree that Council proceed with First Reading of the Land Use Bylaw Amendment. A Public Hearing would be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers, during Council's regular meeting.

"Morris Flewwelling"
Mayor

"Norbert Van Wyk"
City Manager

Legislative & Administrative Services

DATE: May 10, 2005

TO: Martin Kvapil, Parkland Community Planning Services

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Land Use Bylaw Amendment 3156/M-2005
Lot 2, Block 1, Plan 022 4553, part of Lot 1, Block 1, Plan 972 0461, and part
of Lot 1, Block 4, Plan 812 1569
Johnstone Crossing – Phase 4
The City of Red Deer

Reference Report:

Parkland Community Planning Services, dated May 2, 2005

Bylaw Readings:

Land Use Bylaw Amendment 3156/M-2005 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, June 20, 2005 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/M-2005 provides for the rezoning of approximately 6.0 ha (14.83 ac) of land from A1 Future Urban Development District to R1 Residential Low Density District, R1A Residential (Semi-Detached Dwelling) District, and P1 Parks and Recreation District. This will create 89 low density residential lots, 2 municipal reserve lots and 2 remainders for Phase 4 of the Johnstone Crossing neighbourhood. This office will now advertise for a Public Hearing. The City will be responsible for the advertising in this instance.


Kelly Kloss

Manager

/chk

/attach.

c Director of Development Services
Inspections & Licensing Manager
Land & Economic Development Manager
C. Adams, Administrative Assistant
T. Edwards, Clerk Steno

BYLAW NO. 3156/M-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map D14" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 10/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 9th day of May 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

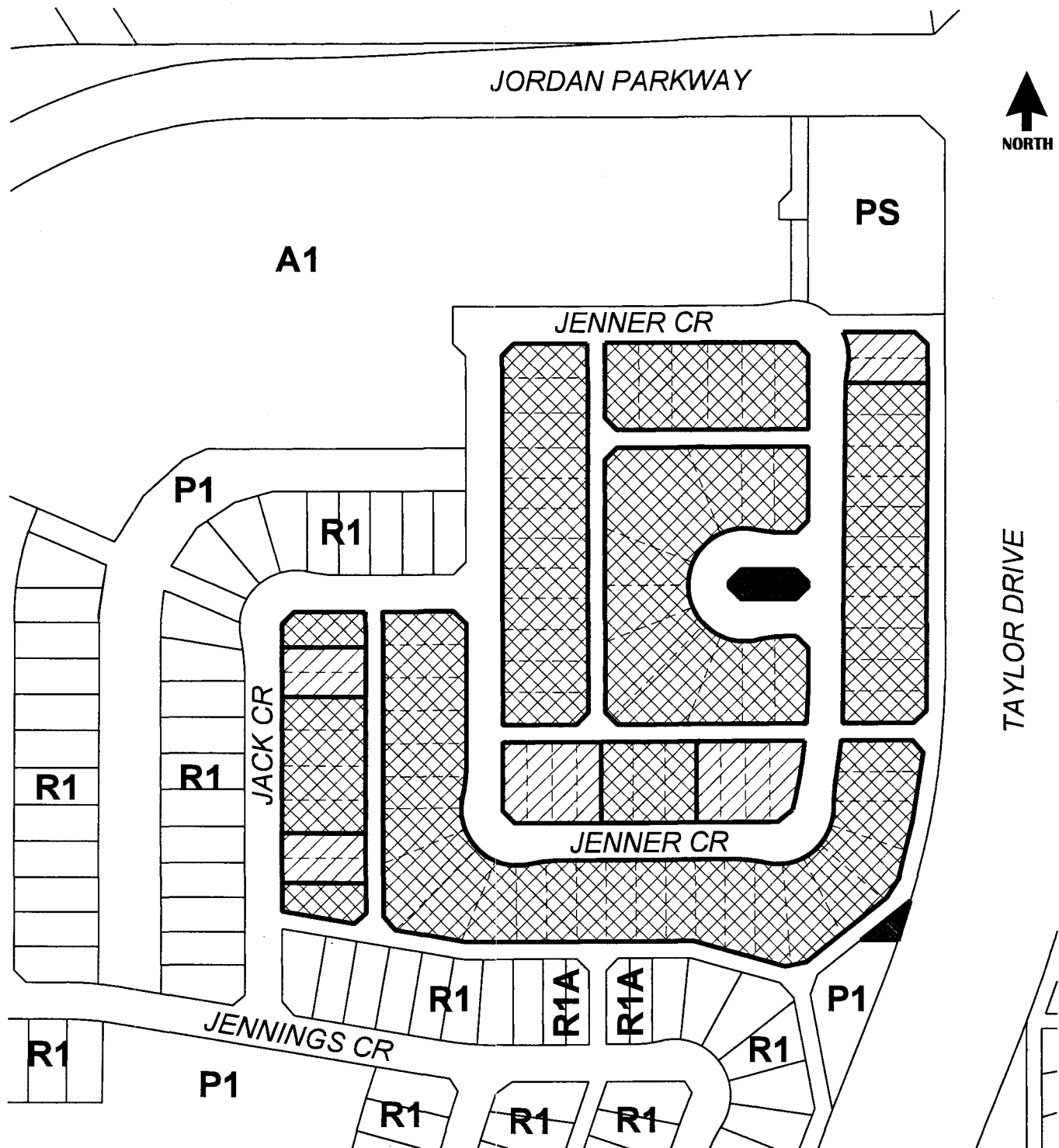
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1A - Residential (Semi-detached Dwelling)

P1 - Parks and Recreation

Change from :

A1 to R1

A1 to R1A

A1 to P1

MAP No. 10 / 2005
BYLAW No. 3156 / M - 2005

BYLAW NO. 3156/F- 2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

Bylaw No. 3156/96 is hereby amended as follows:

- 1 Section 2 - Definitions is amended by deleting the definitions of "Accessory Building" and "Temporary Building" and replacing them with the following new definitions:

"Accessory Building" means a secondary building on a site, the use of which is subordinate and incidental to that of the principal building and includes a garage, carport, greenhouse, playhouse, treehouse, tool shed, garden shed or workshop, but does not include a temporary building.

"Temporary Building" means a building without any foundation below grade and includes a soft-sided or other structure designed to serve as a temporary garage, storage shelter or greenhouse, but does not include an Accessory Building."

- 2 Section 4 is amended by adding new subsections (k), (l), and (m) as follows:

"(k) Minor structures not exceeding 1.8m in height which are ancillary to Residential uses, such as a barbecue, tent for camping, dog house, lawn sculpture, bird feeder, raised planting beds or other similar structures.

(l) Landscaping, where the existing grade and natural surface drainage pattern is not materially altered, except where Landscaping forms part of a development for which a development permit has been issued.

(m) Accessory buildings with a floor area of 10m² or less and a height of 2.4m or less, including garden sheds, workshops, potting sheds and other similar structures provided that they are moveable and provided they otherwise comply with the provisions of section 62 of this Bylaw."

- 3 New Subsection 45 (c) is added as follows:

"(c) a passenger vehicle to be parked in front yard except on a driveway."

- 4 Section 58 (1) (b) is deleted and replaced with the following new subsection:

"(b) in a residential land use district provided that:

- (i) no such temporary building shall have a floor area exceeding 16.5m², be more than 3m in height or be set back less than 1.2m from the side property line; and
- (ii) the owner enters into an agreement to remove such a building in accordance with the terms and conditions stipulated by the Development Authority;
- (iii) there shall be no more than one temporary building per site;
- (iv) a temporary building being used as a garage must be placed in the rear yard only;
- (v) in the case of a pre-manufactured temporary building, the elevations shall be subject to the approval of the Development Authority.
- (vi) the temporary building must be set back at least 1.2 metres from the property line; and
- (vii) the building is completed in accordance with the terms specified by the Development Authority, provided that the temporary building permit shall expire at the end of 24 months unless renewed by the Development Authority for a further term and that such building will comply with this bylaw and all other City Bylaws."

3 Section 62(1) is deleted and replaced with the following new section 62(1):

"(1) An accessory building:

- (a) shall not be erected or placed on the rear yard of a site closer to the side boundary which is a common boundary with a street than the minimum side yard for the site; and
- (b) may not be erected or placed over a gas line if the accessory building is on a permanent foundation."

4 Section 62(3) is amended by deleting subsection (c) and replacing it with a new subsection (c) as follows:

"(c) be located in the front yard of a residential district unless approved by the Development Authority."

READ A FIRST TIME IN OPEN COUNCIL this day of 2005.
READ A SECOND TIME IN OPEN COUNCIL this day of 2005.
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

BYLAW NO. 3156/G-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map L6" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 6/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

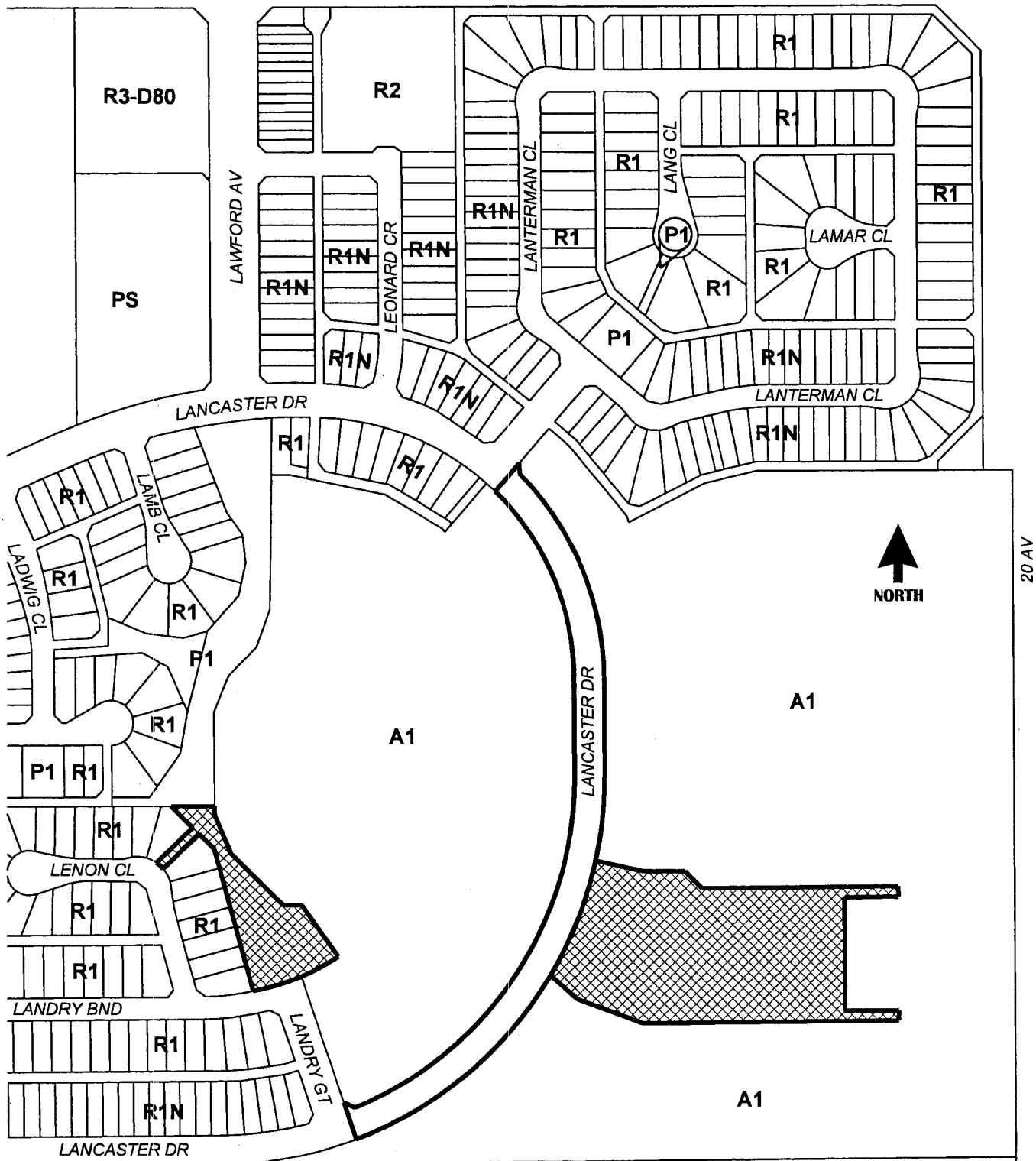
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

32 ST



AFFECTED DISTRICTS:

A1 - Future Urban Development

P1 - Parks and Recreation

Change from :

A1 to P1 

MAP No. 6 / 2005
BYLAW No. 3156 / G - 2005

BYLAW NO. 3156/I-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map D13" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 7/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

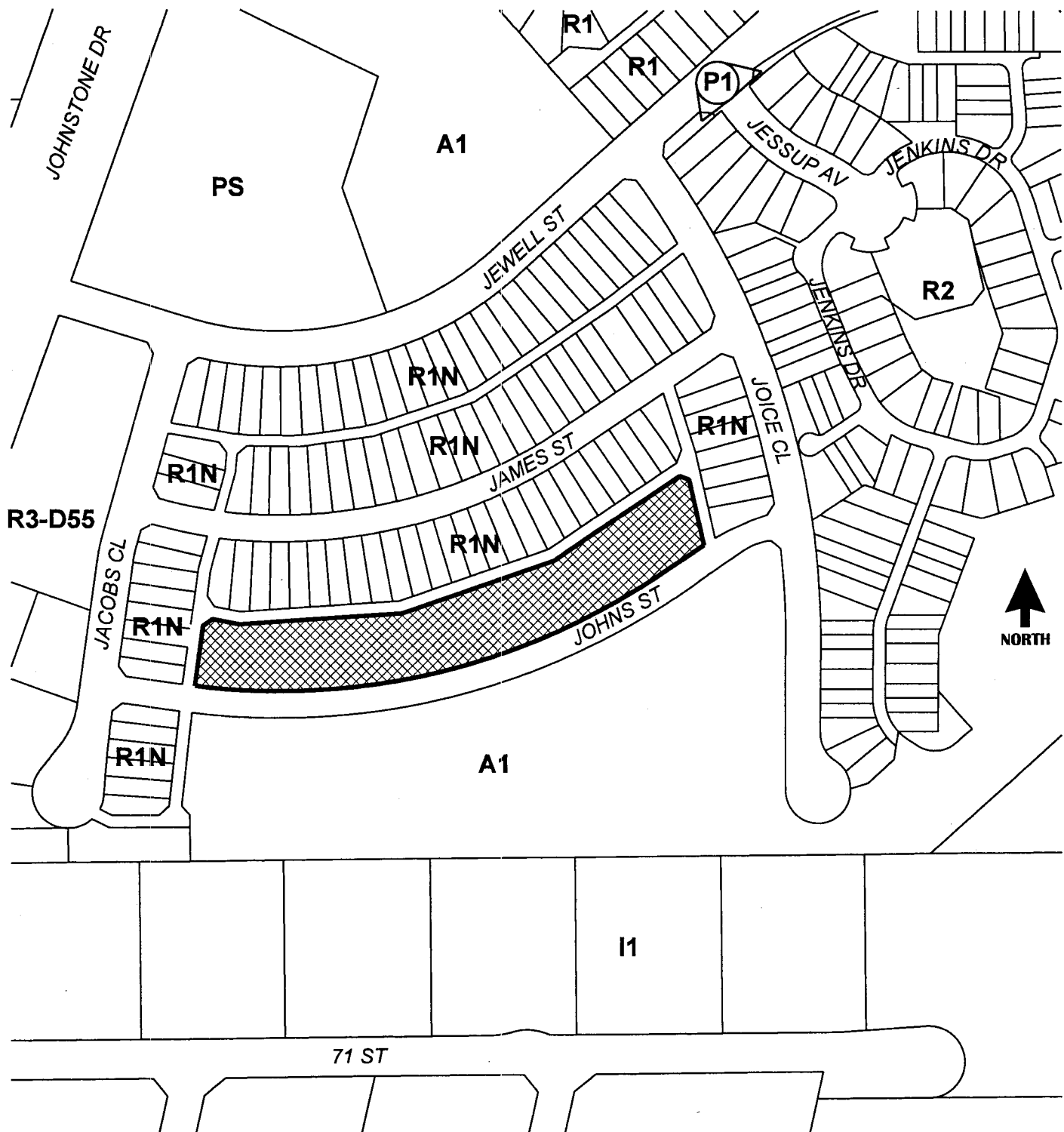
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1N - Residential (Narrow Lot)

Change from :

A1 to R1N 

MAP No. 7/2005
BYLAW No. 3156 / I - 2005

BYLAW NO. 3156/J-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map J4" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 8/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this 11th day of April 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

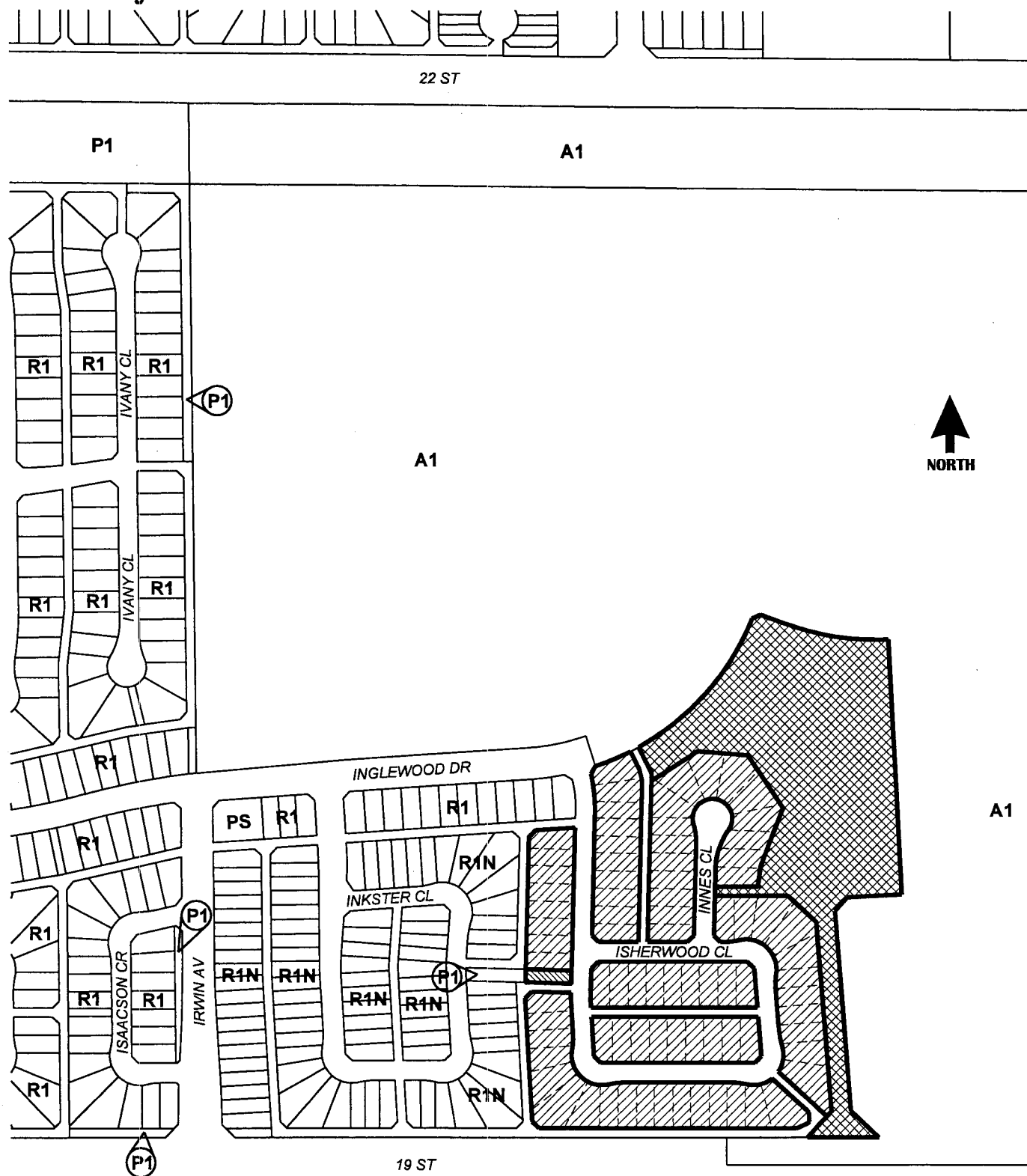
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

P1 - Parks and Recreation

PS - Public Service (Institutional or Governmental)

Change from :

A1 to R1 

A1 to P1 

A1 to PS 

MAP No. 8 / 2005
BYLAW No. 3156 / J - 2005

BYLAW NO. 3217/A-2005

Being a Bylaw to amend Bylaw No. 3217/98, the Bylaw adopting The City of Red Deer Neighbourhood Area Structure Plans, as described herein.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

- 1 Bylaw 3217/98 with regard to the Kentwood Northeast (Kingsgate) Neighbourhood Area Structure Plan is amended by deleting therefrom text pages 4, 5, 14 and Figures 1 to 11 and substituting therefore the attached amended text pages 4, 5, 14 and Figures 1 to 11 and the addition of Figure 12 which forms part of this Bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

Zone 7 – Priority A – Recommendation R2. A large mature northwest poplar wind break lines the north boundary of a commercial sales lot at the north end of Zone 7. The western edge of the commercial lot is lined with Manitoba maple, aspen, balsam and willow. A stand of mixed poplar trees runs north and south connecting Zones 6 and 7 along the boundary between the commercial lots on the west side of Gaetz Avenue and the Neighbourhood Area Structure Plan area. The profile encourages preservation of mature poplar tree stands running east and west located at the north and south ends of Zone 7. The ecological profile recommends retaining the tree stands in their entirety for use as entrance features at the collector road accesses into the neighbourhood.

The Kingston Drive/Gaetz Avenue intersection requires that additional lands be obtained from third party landowners. The City of Red Deer has developed a roadway concept for this intersection. Only those trees which need to be removed to accommodate construction of the roadway will be cleared.

Much of the poplar wind break identified along the west edge of the existing commercial area lies in a buffer area identified in the Neighbourhood Area Structure Plan. Only the portion of that site at the south end of the buffer (east of the proposed worship site and within the worship site) has been deemed possible to preserve.

Zone 8 – Priority B – Recommendation R3. This area is primarily made up of a large tree stand surrounded by a cultivated field. The north and west sides of the zone contain many aspen, poplar and various willow species, while the east side consists of mixed poplars and a few spruce trees. The profile recommends that the southeast portion of the poplar trees be incorporated into residential housing where possible. The north side of the zone extends into properties outside of the boundaries of the Neighbourhood Area Structure Plan area. As of January 2003, these tree stands had been eliminated by site grading of the plan area.

Zone 12 – Priority A – Recommendation R4. A small band of poplar trees on the south portion of the area should be dedicated as a municipal reserve.

This zone lies on the south edge of the proposed park/school site and it is feasible to retain a portion of the stand during development of the park/school site. Where the zone extends eastward from the school site along the rear of proposed residential lots, a four (4) metre wide municipal reserve is provided for a green linkage.

It is understood the services for the proposed residential lots will be extended from the south side to the north side of the four metre municipal reserve. Where the installation of utilities results in the loss of trees, the four metre wide municipal reserve will be revegetated and landscaped to the satisfaction of the City's Recreation and Culture department.

Southeast Wetland – Priority B – Recommendation R5. The area contains a dugout and drainage channel surrounded by semi aquatic grasses and a number of good quality willows and is part of a habitat area that was removed in 1997. The profile encourages preservation of this area and incorporation into future development as a linear drainage channel and passive walking area or incorporation into a future buffer. Preliminary site grading in 2001 eliminated much of the wetland.

2.3 Servicing

Existing municipal water, sewer and storm sewer facilities are in place on three sides of the Neighbourhood Area Structure plan area. Water mains, sanitary sewer trunks and mains and storm sewer trunks and mains will be extended through the Neighbourhood Area Structure plan area so as to enable servicing of properties to the north which are not part of this Neighbourhood Area Structure Plan. The municipal services will be constructed of such size and capacity so as to ensure that existing facilities which are located at the boundaries of the Neighbourhood Area Structure Plan are fully utilized.

It is the intent of the Owners of the Neighbourhood Area Structure Plan properties to maximize the potential for future development of properties outside the plan area by constructing water, sanitary sewer and storm sewer trunks and mains which can provide service to properties beyond their own.

The site can be serviced with municipal water, sanitary sewer and storm water utilities. An engineering study, required to establish the details of servicing, has been completed and supplied to the City of Red Deer, Engineering Department under separate cover.

2.4 Access

The 6.779 hectare parcel in the northeast corner of the plan area (Quantum IV lands) presently has access from the existing service road on the west side of Gaetz Avenue. The remainder of the plan area can be accessed via Kingston Drive in the west and Kentwood Drive in the southeast.

3.7.4 Laneways

The majority of lots within the plan area back onto lanes. Lots 78, 79 and 80 Block 8, Plan 042-6836 in the existing Kentwood subdivision will not have access to the lane south of the close, as shown on Figure 12. Lot 78 will have access to the lane east of the close and Lot 80 will have access to the lane west of the close. Provision for rear yard garbage pickup will be made for Lot 79 across Lot 148MR.

3.7.5 Pedestrian and Bicycle Circulation

The sidewalks proposed to be developed within the road right of ways combined with the proposed reserve dedication will link the residential areas to the major park features proposed for the plan area and adjacent lands. There is potential for bicycle-pedestrian pathways through the park/school site. The potential pathway would not be continued through the four metre linear park as this area is not wide enough to accommodate both a treed buffer and a trail. The final location of the central park pathway route will be determined based on the location of sports facilities and pedestrian wear patterns through the landscaped area.

The proposed location for the bicycle-pedestrian pathway is shown on the development concept drawing for the park/school site, prepared by the City of Red Deer, and included as Appendix B.

An additional Municipal Reserve parcel will ensure access from Kerr Close to the park area/school site to the west.

Within the right-of-way of Kingston Drive, adjacent to the west boundary of the park/school site a 2.5 metre wide bicycle path/walkway will provide pedestrian access to lands north of the plan area.

4.0 Municipal Servicing

The Kentwood Northeast Neighbourhood Area Structure Plan area is serviced from existing sanitary sewer and water mains located at the southern boundaries of the Kentwood East properties.

4.1 Water Mains

The Kentwood Northeast Neighbourhood Area Structure Plan will be serviced by water from four locations.

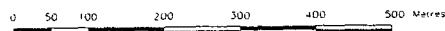


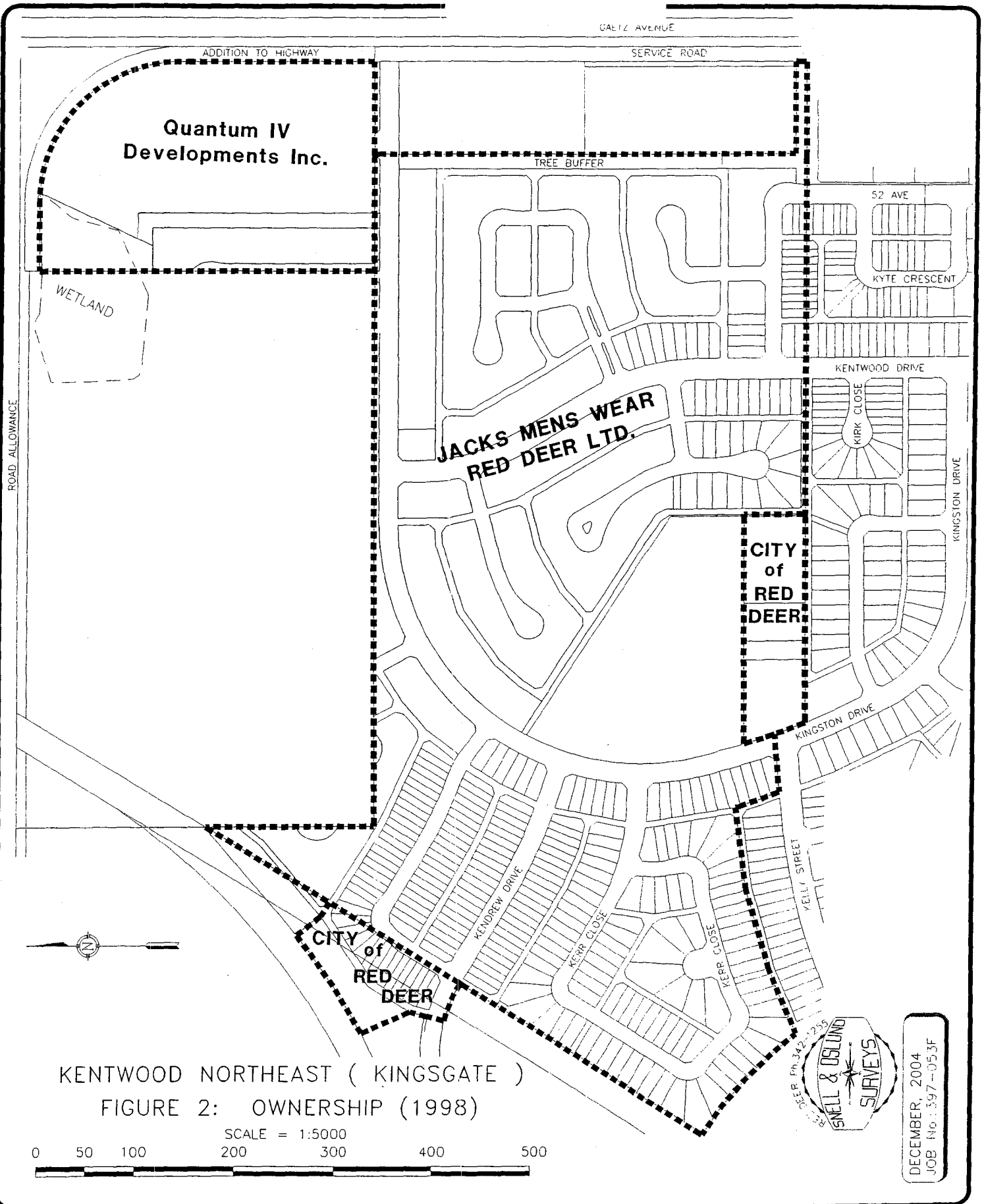
DECEMBER, 2004
JOB No.: 397-053F

KENTWOOD NORTHEAST (KINGSGATE)

FIGURE 1: LOCATION PLAN

SCALE = 1:10000





ROAD ALLOWANCE

2 AVENUE

SERVICE ROAD

ADDITION TO HIGHWAY

Quantum IV
Developments Inc.

WETLAND

TREE BUFFER

52 AVE

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

957292 ALBERTA LTD.

CITY
of
RED
DEER

KINGSTON DRIVE

VELLY STREET

KENDREW DRIVE

KERR CLOSE

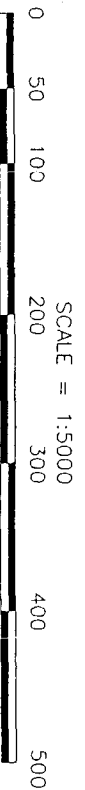
KERR CLOSE

KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 3: OWNERSHIP (2004)

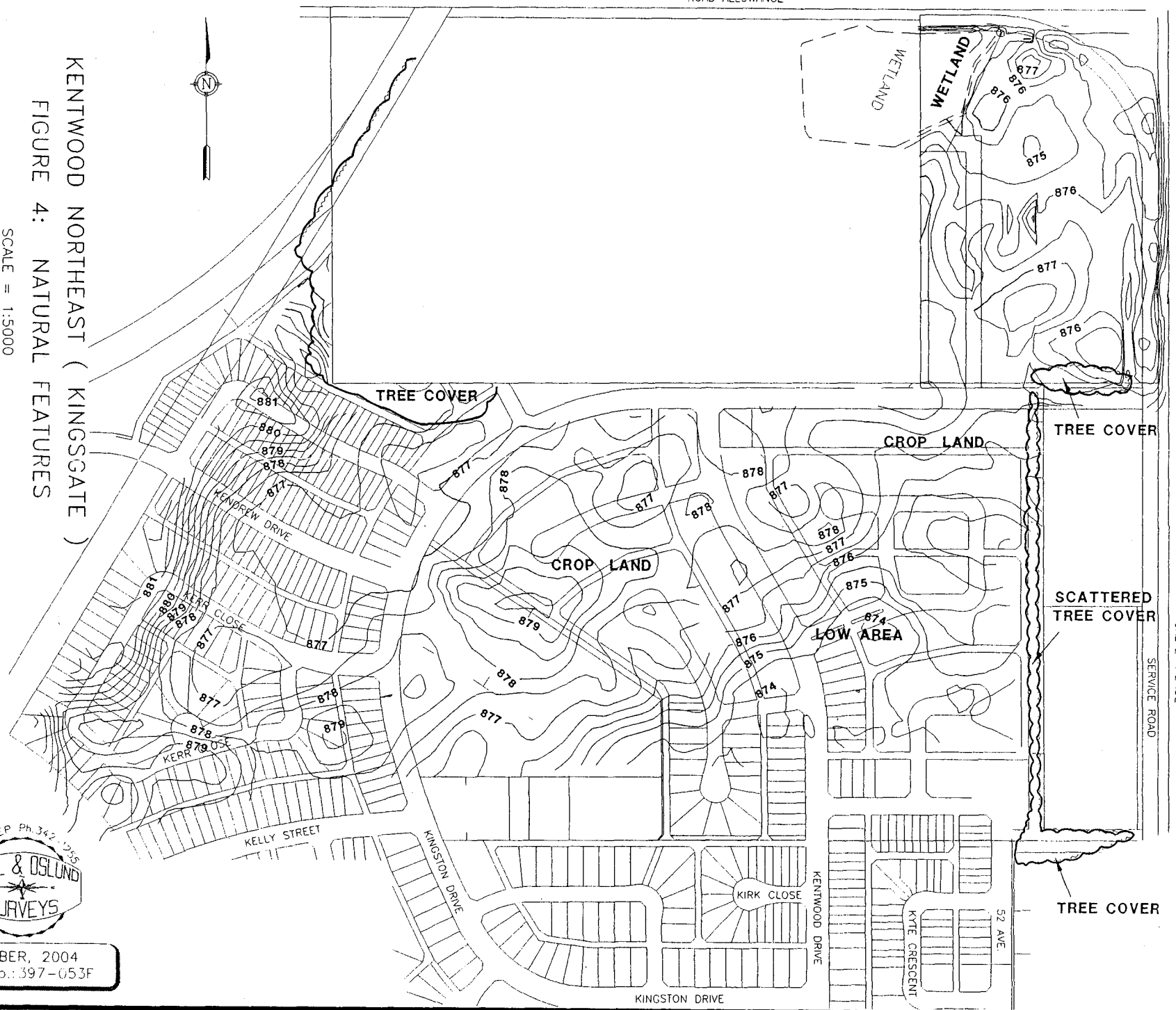
SCALE = 1:5000

0 50 100 200 300 400 500





KENTWOOD NORTHEAST (KINGSGATE)
FIGURE 4: NATURAL FEATURES

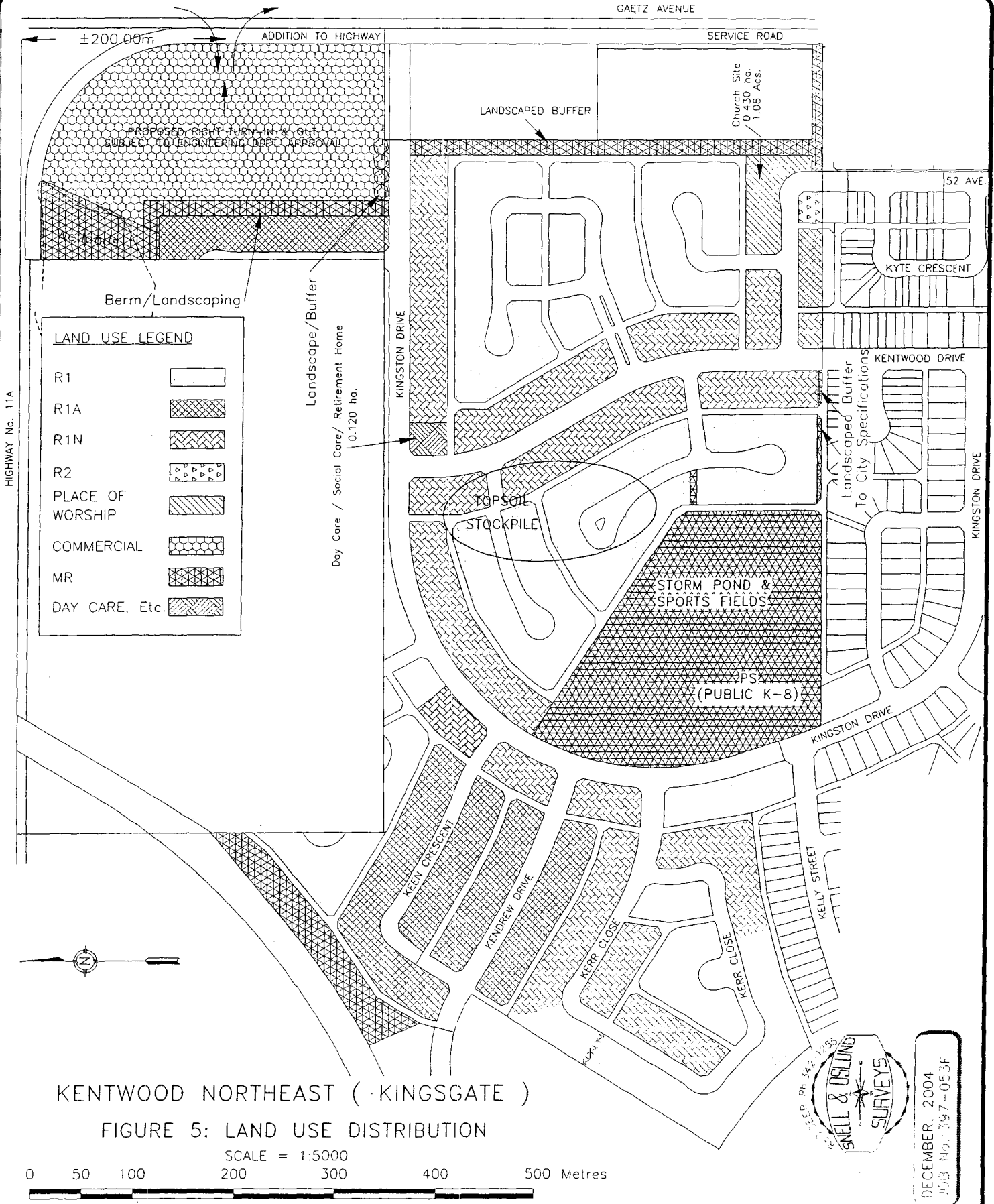


DECEMBER, 2004
JOB No. 397-053F

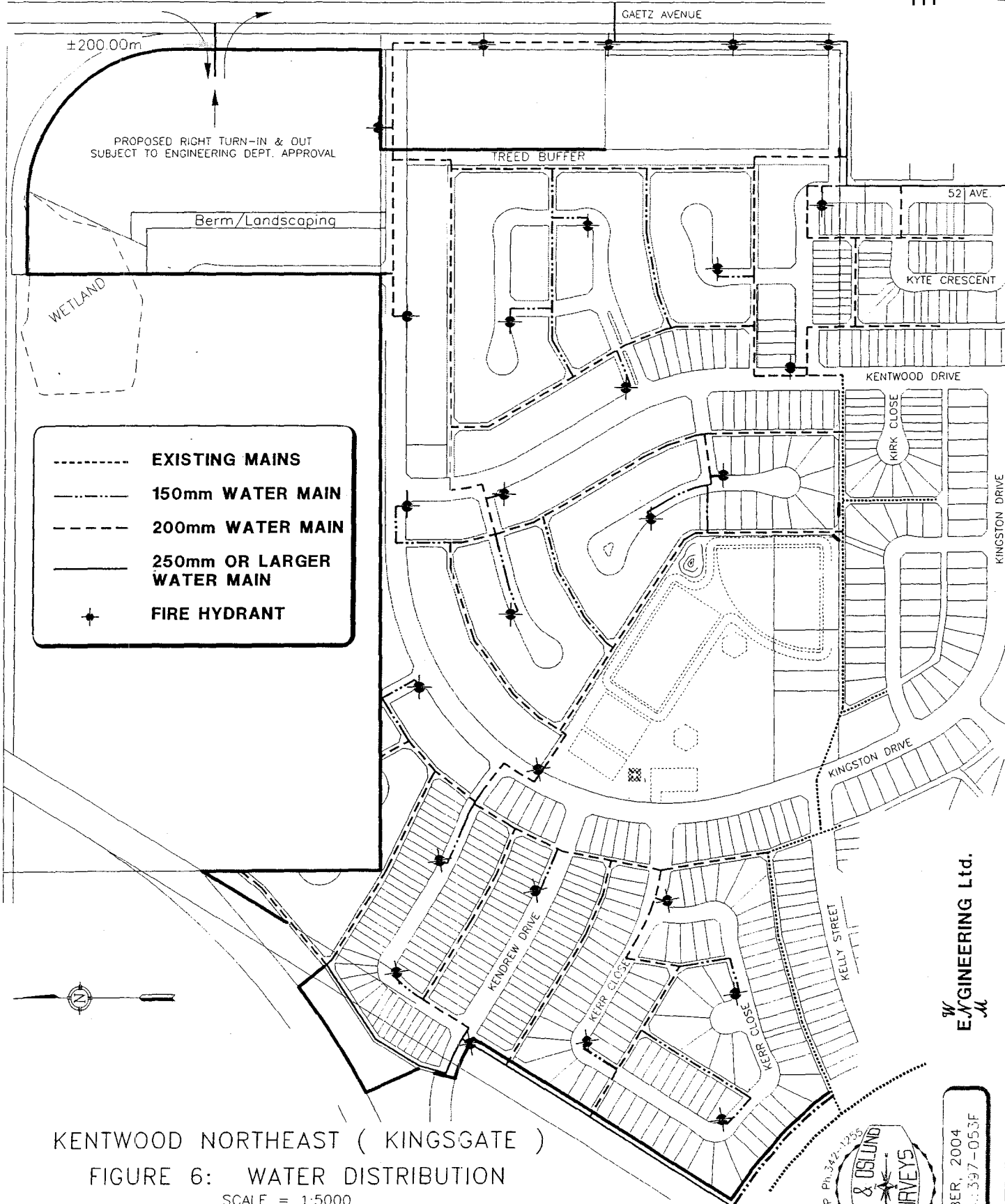
GAETZ AVENUE

SERVICE ROAD

TREE COVER



ROAD ALLOWANCE



ROAD ALLOWANCE

GAETZ AVENUE

±200.00m

PROPOSED RIGHT TURN-IN & OUT
SUBJECT TO ENGINEERING DEPT. APPROVAL

Berm/Landscaping

WETLAND

TREE BUFFER

52 AVE.

KYTE CRESCENT

KENTWOOD DRIVE

KIRK CLOSE

KINGSTON DRIVE

KINGSTON DRIVE

KELLY STREET

KENDREW DRIVE

KERR CLOSE

KERR CLOSE

--- EXISTING MAINS

— SANITARY SEWER

→ DIRECTION OF FLOW



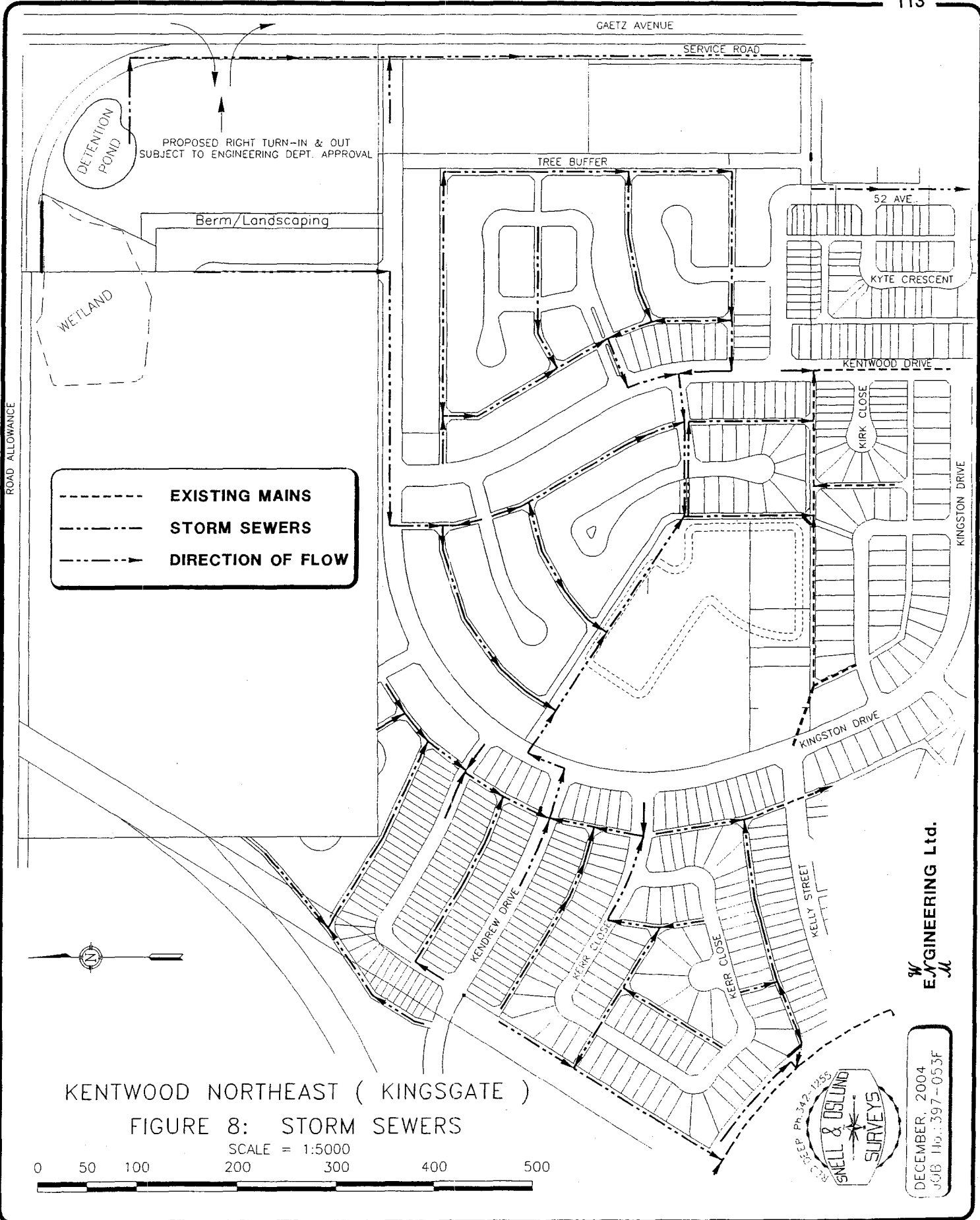
KENTWOOD NORTHEAST (KINGS_GATE)
FIGURE 7: SANITARY SEWERS

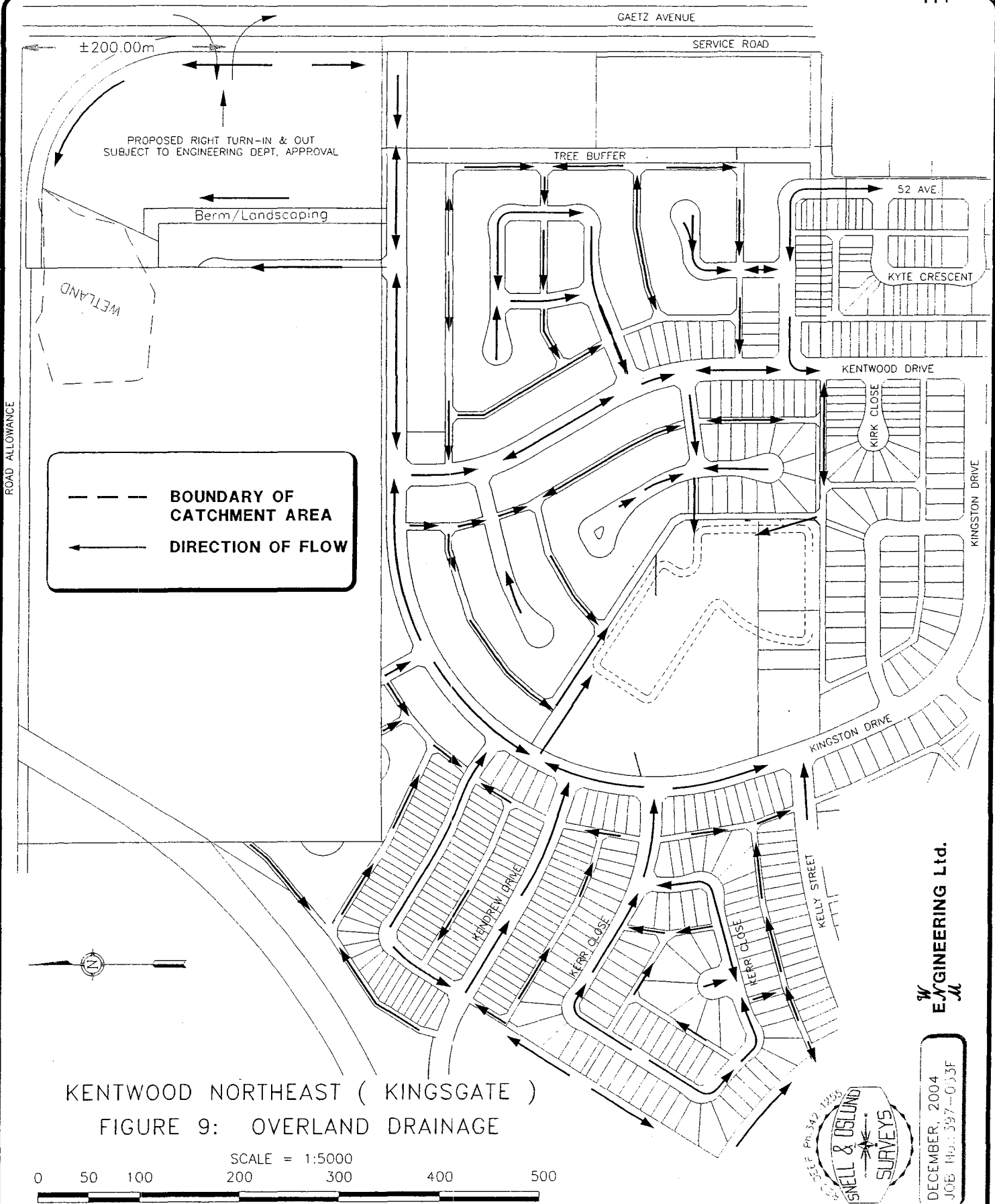
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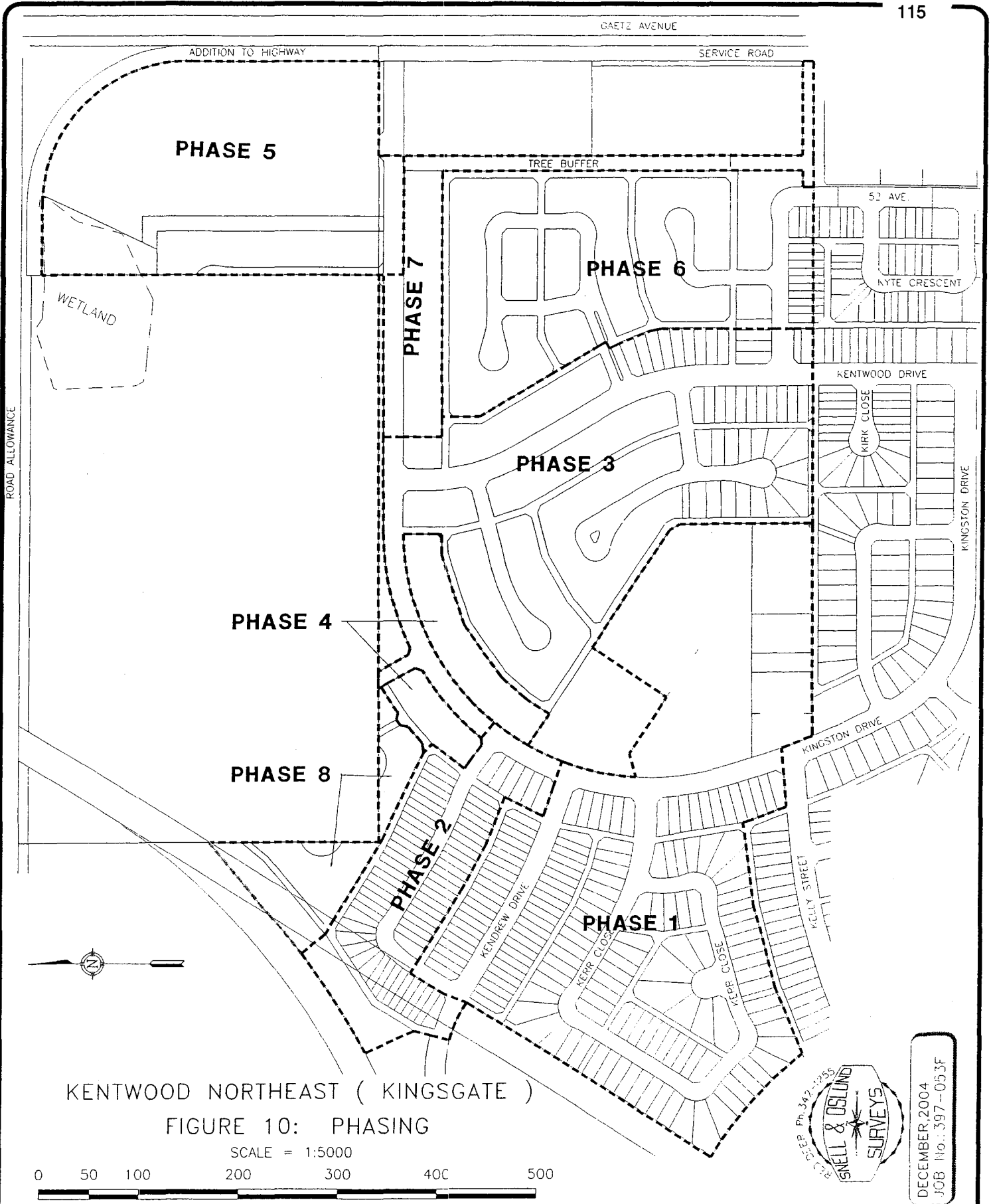


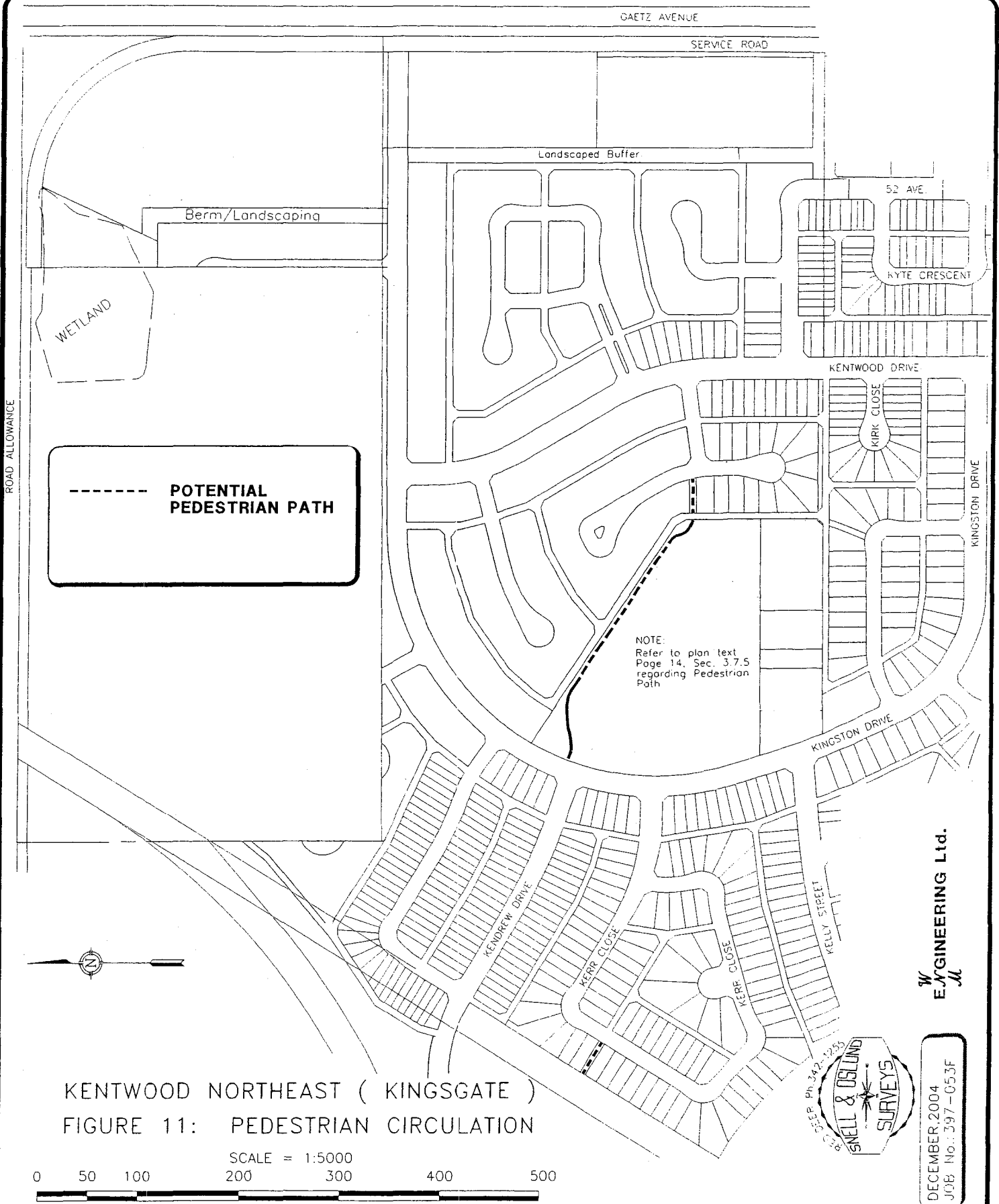
ENGINEERING Ltd.

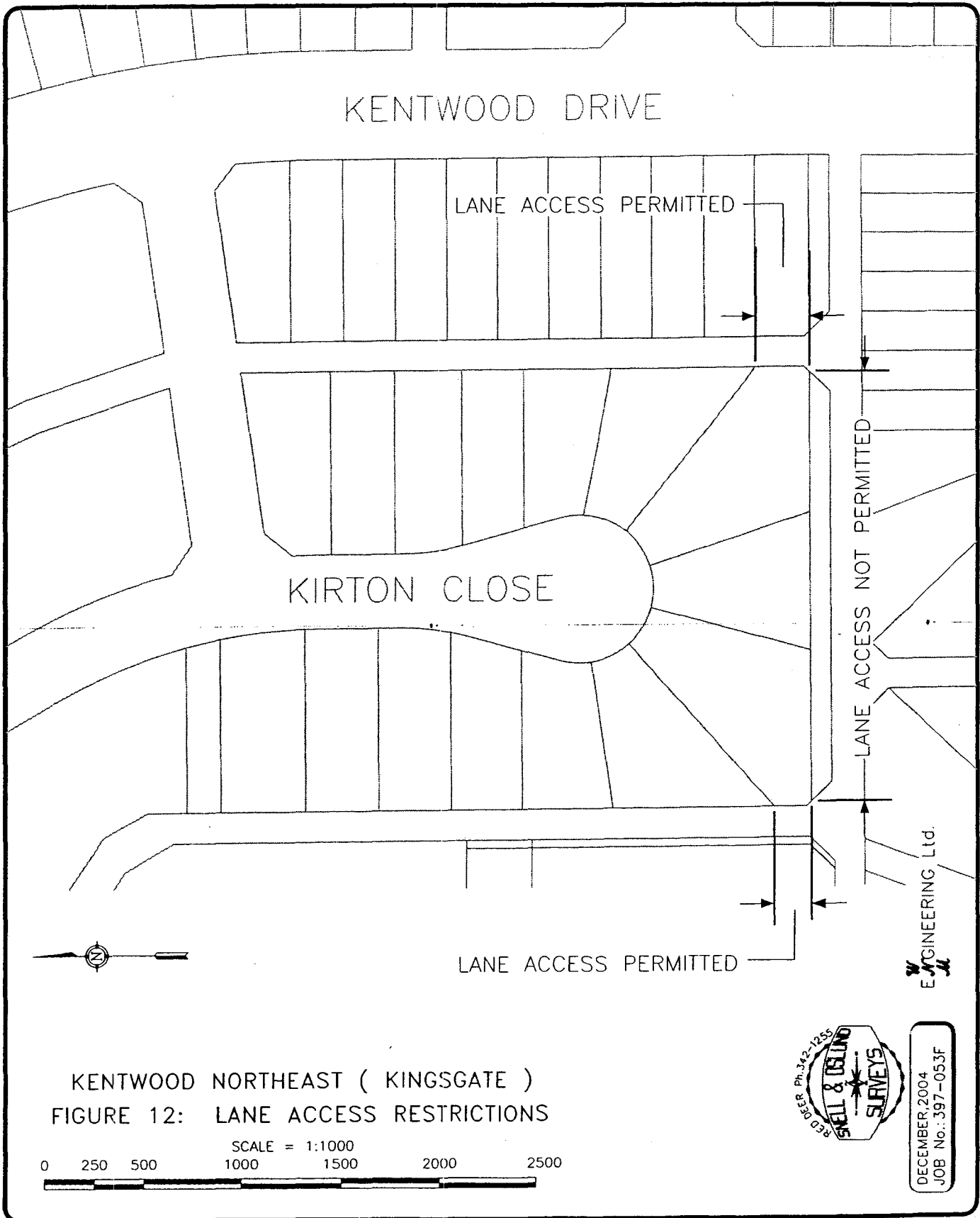
DECEMBER, 2004
JOB No. 397-053F











BYLAW NO. 3156/E-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map F15" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 5/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

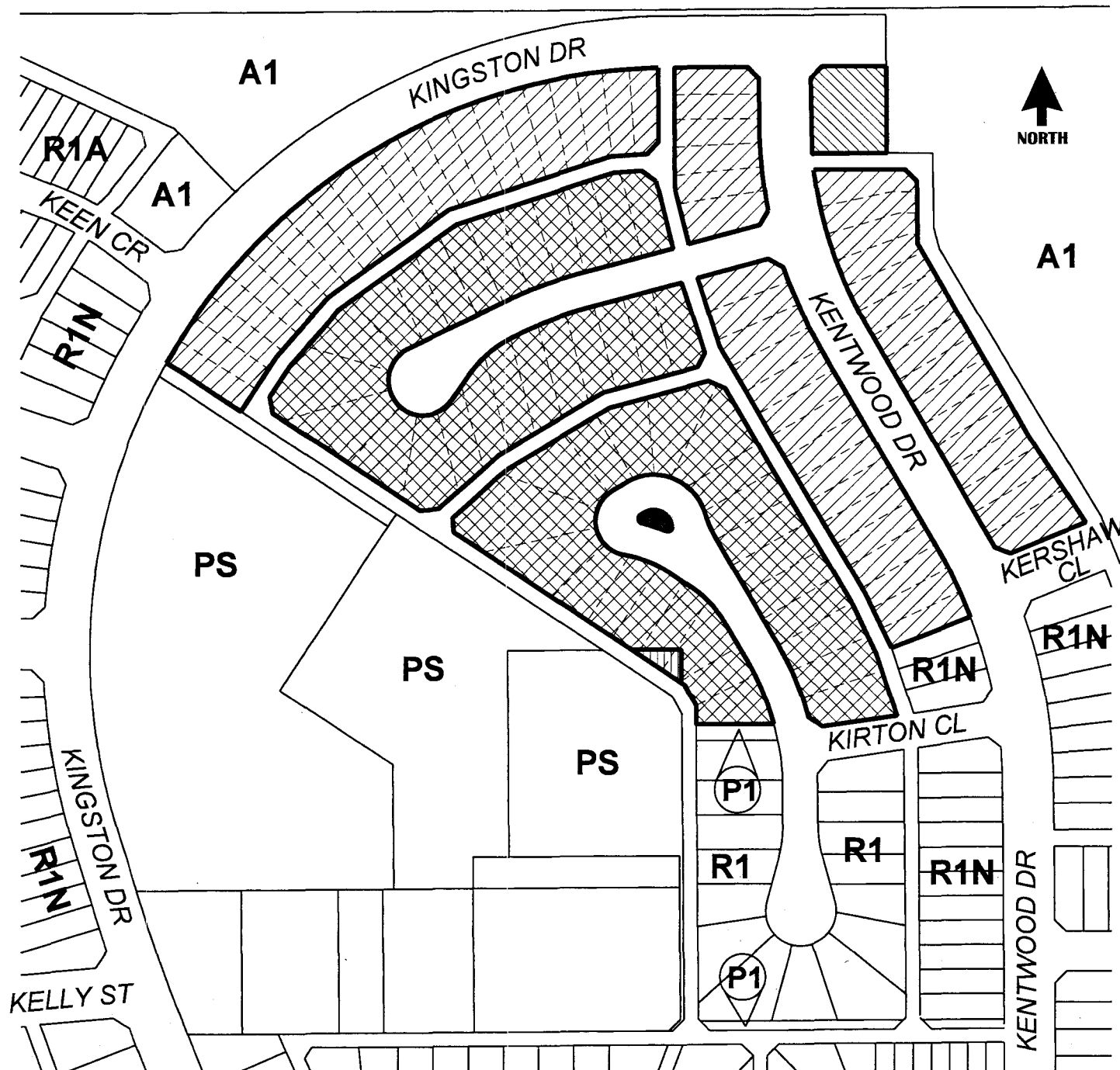
AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT

A1



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1N - Residential (Narrow Lot)

P1 - Parks and Recreation

PS - Public Service (Governmental or Institutional)

Change from :

A1 to R1

A1 to R1N

A1 to P1

A1 to PS

PS to R1

MAP No. 5 / 2005

BYLAW No. 3156 / E - 2005

BYLAW NO. 3156/M-2005

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1. That "Use District Map D14" contained within "Schedule B" of the Land Use Bylaw is hereby amended in accordance with Land Use District Map No. 10/2005 attached hereto and forming part of the bylaw.

READ A FIRST TIME IN OPEN COUNCIL this day of 2005.

READ A SECOND TIME IN OPEN COUNCIL this day of 2005.

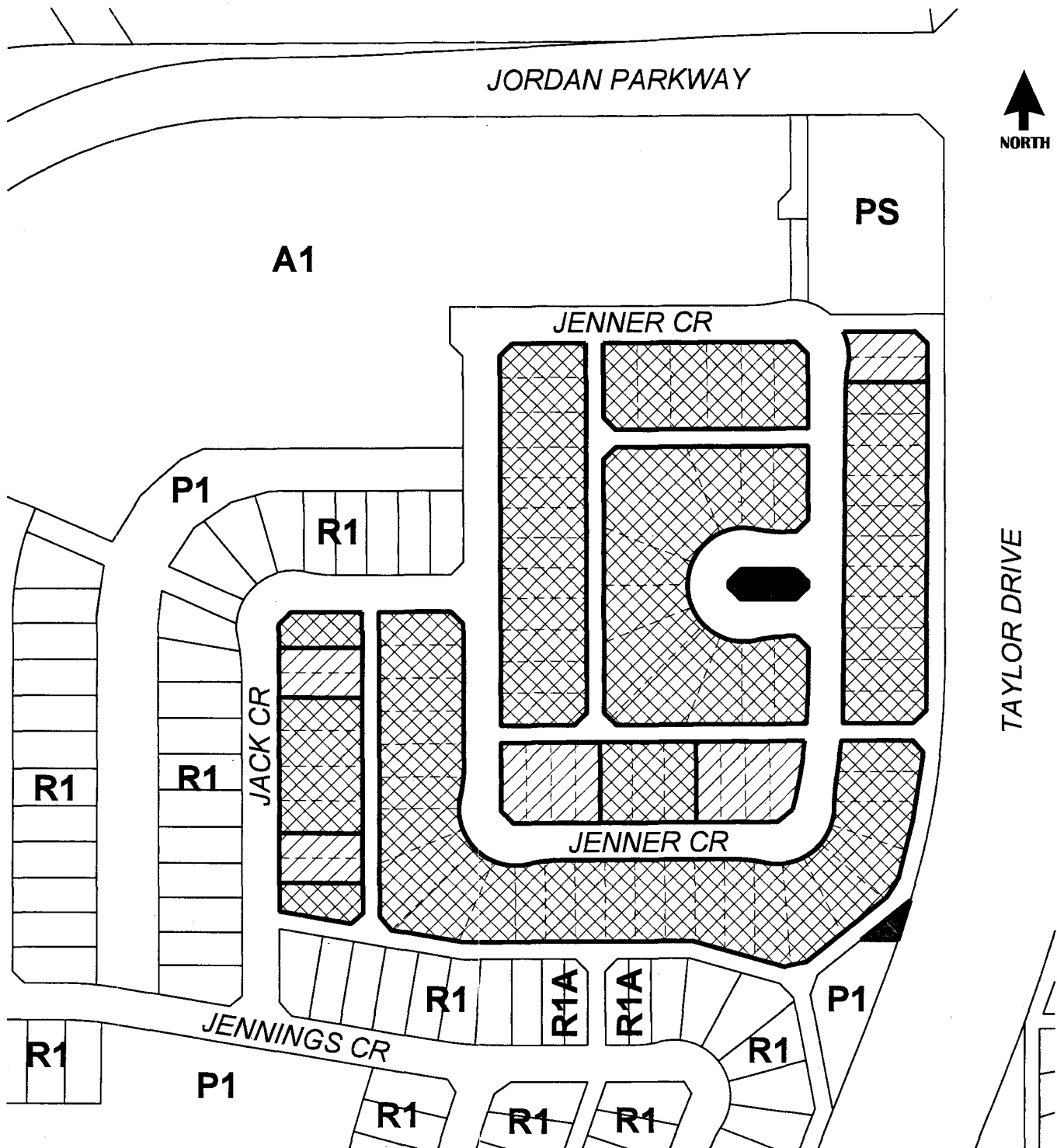
READ A THIRD TIME IN OPEN COUNCIL this day of 2005.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2005.

MAYOR

CITY CLERK

The City of Red Deer PROPOSED LAND USE BYLAW AMENDMENT



AFFECTED DISTRICTS:

A1 - Future Urban Development

R1 - Residential (Low Density)

R1A - Residential (Semi-detached Dwelling)

P1 - Parks and Recreation

Change from :

A1 to R1 

A1 to R1A 

A1 to P1 

MAP No. 10 / 2005
BYLAW No. 3156 / M - 2005