

## 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, SEPTEMBER 15, 1986,**  
commencing at 4:30 p.m.

(1) Confirmation of the minutes of September 2, 1986

(2) **UNFINISHED BUSINESS:**

- 1) Assistant City Clerk - re: **Riverside Industrial Area/Disposal of City Public Reserve** .. 1
- 2) Economic Development Manager - re: **Safety Boss Application for Training School** .. 2
- 3) Railway Transport Committee - re: **Public Hearing re Cabooseless Trains** .. 4
- 4) FCSS Board - re: **Montfort Community Services Centre** ..25

(3) **REPORTS:**

- 1) City Assessor - re: **1986 Tax Sale** ..42
- 2) Recreation, Parks & Culture Board - re: **Eastview Community School Cultural Extension** ..44
- 3) Mayor McGhee - re: **Youth Orchestra European Tour/ Keith Mann** ..46
- 4) Director of Engineering Services - re: **67 Avenue North of 67 Street/ Golden West Subdivision** ..47
- 5) Red Deer Parking Commission - re: **City of Red Deer Long Term Parking Strategy Working Paper I** ..54
- 6) Red Deer Parking Commission - re: **Petition - Downtown Parking** ..56
- 7) City Assessor - re: **AMHC Offer to Purchase - Plan 842-2029 Southern 1.63 ac. of Lot 1, Block A, and Lots 2 & 3, Block B, containing 3.97 acres±** ..62
- 8) City Assessor - re: **Recreation Development Levy; Pt. SW 14-38-27-W4th; Containing 123.89 Ac. Deer Park, Phase II** ..71
- 9) Bylaws & Inspections Manager - re: **Residential Rehabilitation Assistance Program** ..74
- 10) Chairman, Finance & Audit Committee - re: **Report on the City of Red Deer Subdivision Fund** ..78

11)	Bylaws & Inspections Manager - re: Hazardous Condition - 4806 - 52 Street	..86
12)	Director of Finance - re: Priority Employment Program	..88
(4)	<u>WRITTEN ENQUIRIES:</u>	
1)	Alderman McGregor - re: Newly Installed Traffic Lights 32 St. & Red Deer College Entrance	..90
(5)	<u>CORRESPONDENCE:</u>	
1)	P.G. Gordon Paton - re: Visually Impaired - Sidewalk Hazards	..93
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3)	Red Deer Regional Hospital Centre - re: (1) Sylvan Lake Extended Care Facility; (2) Red Deer Regional Hospital Centre Project Requests	..107
4)	Solicitor General - re: Fletcher's Fine Foods - Red Deer - Strike by United Food and Commercial Workers Union	..113
5)	Mayor McGhee, Chairman, Red Deer Regional Planning Commission - re: Proposed Bill 52: Planning Amendment Act, 1986	..115
6)	Otto Roofing - re: City Hall Roof Repairs	..122
(6)	<u>PETITIONS AND DELEGATIONS:</u>	
(7)	<u>NOTICES OF MOTION:</u>	
(8)	<u>BYLAWS:</u>	



August 7, 1986

TO: City Council

FROM: Asst. City Clerk

RE: Riverside Industrial Area/Disposal of City Public Reserve

At the Council meeting of August 5, 1986, it was agreed to proceed with disposition of the public reserve as outlined in the plan following hereafter.

In accordance with the Planning Act, the proposed disposition was advertised and posted on the site. No objections to the proposed disposal of public reserve were received by the deadline, Monday, September 8, 1986 and accordingly, a public hearing is not necessary.

The above is submitted for the information of Council and we will now proceed further with the municipal reserve designation removal.

K. Kloss  
Asst. City Clerk

COMMISSIONERS' COMMENTS

The above is submitted for the information of Council only. No action is necessary at this point on the part of Council.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

August 19, 1986.

MEMO

To: R. Strader, Bylaws & Inspections Manager

From: K. Kloss, Assist. City Clerk


RE: Disposal of Public Reserve, Lot R5, Block 3, Plan 2151 M.C.

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In accordance with The Planning Act, I would ask that you please make arrangements to post the attached Public Notice on the above noted land, and as per the attached Plan.

The said Notice should be posted as of FRIDAY, AUGUST 22ND, 1986, and should remain until MONDAY, SEPTEMBER 8, 1986.

Thank you for your assistance in this matter.

A handwritten signature in dark ink, appearing to read 'K. Kloss', is written over the typed name.

K. KLOSS  
Assistant City Clerk

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

PUBLIC NOTICE

"PLAN"

P. O. BOX 5008

RED DEER, ALBERTA

T4N 3T4

Pursuant to the provisions of the Planning Act, Chapter P-9, R.S.A. 1980 of the Province of Alberta, the Council of The City of Red Deer at their meeting of August 5, 1986, passed a resolution indicating its intention to dispose of Public Reserve as outlined in the above noted plan and described as follows:

"All that Portion of City Reserve Lot R5, Blk. 3, as shown on subdivision plan 2151 M.C. which lies to the southwest of the production south easterly of the North Easterly Boundary of Lot 10, Blk. 3, Plan 1044 R.S. all in the N.W. 1/4 Sec. 21-38-27-W4thM containing 0.032 ha. (0.08 acres).

Excepting thereout all mines and minerals."

If no objection to the proposed disposal of public reserve, as noted above, is received by Monday, September 8, 1986, the Council of The City of Red Deer will proceed without further notice.

However, if any objection to the proposed disposal of public reserve, as noted above, is received by the City Clerk, no later than Monday, September 8, 1986, the public hearing will be held in the Council Chambers, City Hall, Red Deer on Monday, September 15, 1986, commencing at 7:00 p.m. or as soon thereafter as Council may determine.

C. Sevcik  
City Clerk

*Advocate Aug 22/86*

August 8, 1986

TO: Land Supv., Bill Lees

FROM: Asst. City Clerk

RE: Disposal of City Public Reserve Lot/Riverside Industrial Area/  
Part of Lot R5, Block 3, Plan 2151 M.C. containing 0.80 acres

As per our conversation of August 8, 1986, I am requesting that you obtain a legal description and plan acceptable to the Land Titles Office for the portion of reserve as outlined on the attached plan.

I assume we shall be receiving the requested information in due course in order that this office may proceed with the disposal of said reserve.

Trusting this is satisfactory.

Thank you.

K. Kloss  
Asst. City Clerk

c.c. Econ. Dev. Mgr.

August 7, 1986

TO: Economic Development Manager

FROM: Asst. City Clerk

RE: Disposal of R.5 City Public Reserve Lot  
Riverside Light Industrial Area - Lot 5, Block 3, Plan 1044 R.S.

Your report dated July 21, 1986, concerning the above matter was presented to Council Tuesday, August 5, 1986, at which meeting Council passed the following motion in accordance with your recommendations.

"RESOLVED that Council of The City of Red Deer having considered a report from the Economic Development Manager dated July 21, 1986, re: Disposal of Lot R5, Block 3, Plan 1044 R.S. located in the Riverside Light Industrial Area and as outlined in the plan presented to Council August 5, 1986 (page 20), hereby approve the sale of the said lands to adjacent property owners subject to the following conditions:

1. Sale price to be market value as established by the City at \$34,400.00 per acre.
2. The property is to be consolidated at the expense of the purchasers
3. The usage of the property to be consistent with the I.1 zoning
4. The lands to be disposed of in accordance with the provisions of the Planning Act with the proceeds from the sale of reserve lands to be deposited in the public reserve fund.

and as recommended to Council August 5, 1986 by the Administration."

The decision of Council in this instance is submitted for your information and appropriate action. I assume you will now be contacting the interested property owners with regard to Council's decision.

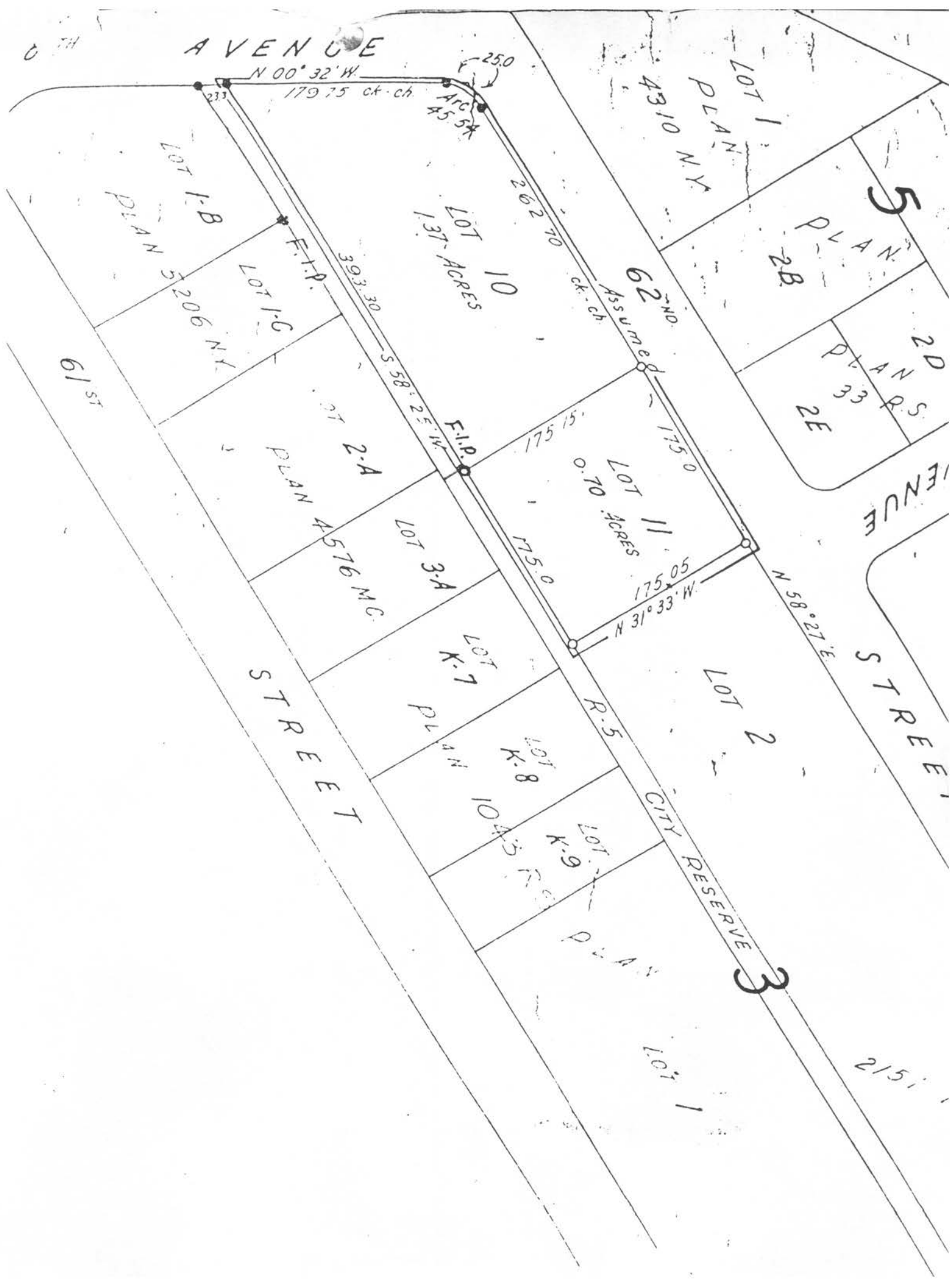
As you are aware, prior to the sale of this land, the City must go through the proceedings of disposal of public reserve in accordance with the Planning Act. This department will now prepare the necessary documentation for the disposal of said land.

At this time, I would request that you confirm to this office the proper legal description of the lands to be disposed of.

Trusting this is satisfactory.

K. Kloss, Asst. City Clerk

c.c. Dir. of Finance  
City Assessor  
Dir. of Eng. Services  
Mgr., Urban Planning Section



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

OF THE PLANNING ACT 1980 R.S.

WILLIAM F LEES 29/12/87

48785 Aug 22/86.  
Sept 15/86.

TO	CITY CLERK C. SEVICK	FROM	W. LEES
		DEPT.	LAND & TAX
		DATE	June 4 19 87

RE Disposal of Part of R5 - Plan 2151 M.C.

MESSAGE

Further to our recent discussions, we would appreciate if you would prepare and swear to a Statutory Declaration for the disposal of municipal reserve as per the attached correspondence from G. Oslund of the legal survey firm of Snell and Oslund.

REPLY

Thank You

W. Lees

DATE \_\_\_\_\_ 19 \_\_\_\_



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SUBDIVISION, MUNICIPAL, OILFIELD  
SURVEYS AND REPORTS

SPECIAL ATTENTION TO URBAN,  
RURAL AND OILFIELD SURVEYS

LAND SURVEYORS AND PROFESSIONAL ENGINEERS

GILLIS OSLUND, A.L.S., P. ENG.  
RALPH BUNTING, A.L.S.

OFFICE PHONE (403) 342-1255  
G. OSLUND, RES. 346-6342  
R. BUNTING, RES. 347-6731

P.O. BOX 610  
4826 - 47 STREET  
RED DEER, ALBERTA  
T4N 5G6

June 1, 1987  
Our File - 25-087

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

ATTENTION: W. F. LEES, LAND SUPERVISOR

Dear Sir:

Re: Description for Closure of a Portion  
of Lot R-5, Block 3, Plan 2151 M.C.

The following is a description which may be used for that  
portion of the above noted Lot R-5 to be disposed of:

ALL THAT PORTION OF RESERVE LOT R-5, BLOCK 3,  
PLAN 2151 M.C. IN THE NORTHWEST QUARTER OF SECTION  
TWENTY-ONE (21), TOWNSHIP THIRTY-EIGHT (38), RANGE  
TWENTY-SEVEN (27), WEST OF THE FOURTH MERIDIAN CONTAINED  
WITHIN THE BOUNDARIES OF A PLAN OF SURVEY PREPARED BY  
GILLIS OSLUND, A.L.S.; SURVEYED BETWEEN THE DATES OF  
APRIL 14, 1987 AND APRIL 15, 1987; REGISTERED AS PLAN  
\_\_\_\_\_ AND CONTAINING 0.073 HECTARES (0.18 ACRES)  
MORE OR LESS.

Yours truly,

SNELL & OSLUND SURVEYS (1979) LTD.



Gillis Oslund, A.L.S., P.Eng.

GO/1p

Moved by Alderman McGregor, seconded by Alderman Connelly

"RESOLVED that Council of the City of Red Deer having considered a report from the Economic Development Manager dated July 21, 1986 re: Disposal of Lot R5, Block 3, Plan 1044 R.S. located in the Riverside Light Industrial Area and as outlined in the plan presented to Council August 5, 1986 (page 20), hereby approve the sale of the said lands to adjacent property owners subject to the following conditions:

1. Sale price to be market value as established by the City at \$34,400.00 per acre.
2. The property is to be consolidated at the expense of the purchasers.
3. The usage of the property to be consistent with the I.1 zoning.
4. The lands to be disposed of in accordance with the provisions of the Planning Act with the proceeds from the sale of reserve lands to be deposited in the public reserve fund.

And as recommended to Council August 5, 1986 by the Administration."

MOTION CARRIED

Council gave consideration to the report from the Fire Chief dated July 17, 1986 regarding the second quarter operations of 1986 for the Fire Department. Following brief discussion in this instance, Council agreed that said report be filed.

Consideration was given to the report from the Red Deer Regional Planning Commission dated July 24, 1986 re: Family Farm Forum. Following discussion a resolution as noted hereunder was introduced and passed.

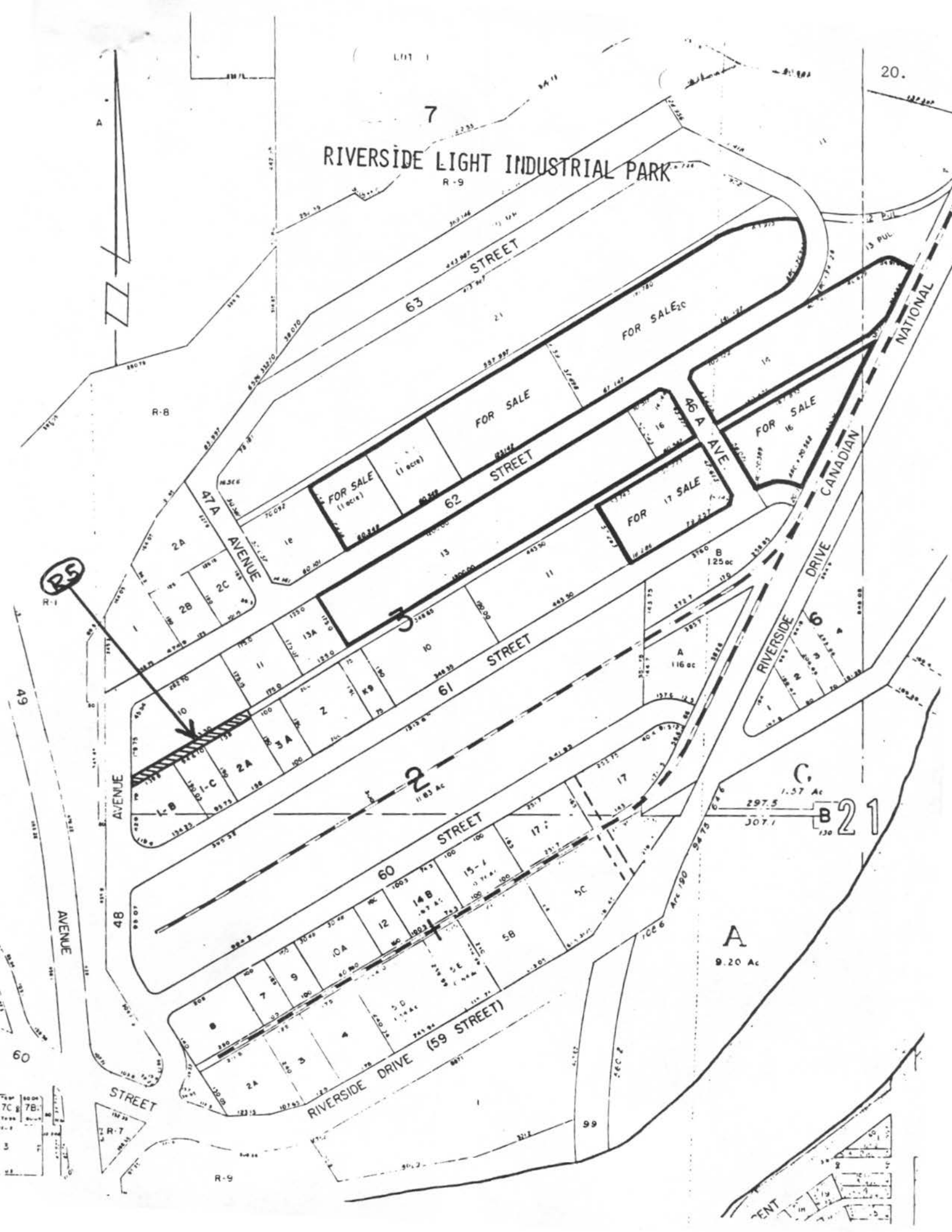
Moved by Alderman Kokotailo, seconded by Alderman Gerdtz

"RESOLVED that Council of the City of Red Deer, having considered correspondence and information re: Family Farm Forum as presented on the Council agenda of August 5, 1986, hereby agree that the Economic Development Manager be designated to specifically reply on behalf of the City to the Planning Commission."

MOTION CARRIED

Council gave consideration to the report from the Community Services Director dated July 23, 1986 with regard to the G.H. Dawe Community Centre revised legal agreement, and following discussion of the above, a resolution as noted hereunder was introduced and passed.

7  
RIVERSIDE LIGHT INDUSTRIAL PARK  
R-9



Manning Street (Lot 29, Block 1, Plan S42-0146).

2. G. King — a home occupation in connection with a "Roofing" business (office only) from 27 Baker Avenue (Lot 2, Block 3, Plan 782-1624).
3. Raines Barrett & Partners — approval to construct an addition to Eastview School at 3929-40 Avenue (Lot S, Plan 2479 K.S.).

The Planning Act 1980 provides that any person or persons may appeal the decision of the Development Officer within fourteen days of the date the decision is advertised by paying the required appeal fee, and by filing an appeal in writing against the decision with the Red Deer Development Appeal Board, City Hall, Red Deer, Alberta. Appeal forms are available at City Hall. An appeal may be lodged by one person or by a group of persons.

Should you require further information or clarification, please contact the Building Inspection Department (342-8192).

Dated at Red Deer this 22nd day of August, 1986.

## PUBLIC NOTICE



### DISPOSITION OF PUBLIC RESERVE

Pursuant to the provisions of the Planning Act, Chapter P-9, R.S.A. 1980 of the Province of Alberta, the Council of The City of Red Deer at their meeting of August 5, 1986, passed a resolution indicating its intention to dispose of Public Reserve as outlined in the above noted plan and described as follows:

"All that Portion of City Reserve Lot R5, Blk. 3, as shown on subdivision plan 2151 M.C. which lies to the southwest of the production south easterly of the North Easterly Boundary of Lot 10, Blk. 3, Plan 1044 R.S. all in the N.W. 1/4 Sec. 21-38-27-W4thM containing 0.032 ha. (0.08 acres).

Excepting thereout all mines and minerals."

If no objection to the proposed disposal of public reserve, as noted above, is received by Monday, September 8, 1986, the Council of The City of Red Deer will proceed without further notice.

However, if any objection to the proposed disposal of public reserve, as noted above, is received by the City Clerk, no later than Monday, September 8, 1986, the public hearing will be held in the Council Chambers, City Hall, Red Deer on Monday, September 15, 1986, commencing at 7:00 p.m. or as soon thereafter as Council may determine.

C. Sevcik  
City Clerk

all forms and specifications must be obtained from the City Clerk, City Hall, Red Deer.

The lowest or any tender received will not be considered.

Ru  
As

## PUBLIC NOTICE DEVELOPMENT / BOARD HEARING

Take notice the following appeals will be heard by the Development Appeal Board on THURSDAY, August 28, 1986, at the Council Chambers of City Hall, City of Red Deer, at 7 p.m.

- (1) An appeal requesting reversal of the August 1986 Planning Commission decision which denied a home occupation with retail space from 4614-40 Avenue (Lot 41, Plan K5) as said use was neither permitted nor allowed in an R3 District.
- (2) An appeal requesting reversal of the August 1986 Municipal Planning Commission decision denying a request to operate a jewellery business from 4614-40 Avenue (Lot 17, Block 3, Plan 762-0630) as said use was neither permitted nor allowed in an R3 District.

Any person claiming to be affected may appeal the decision in writing to the Red Deer Development Appeal Board on or before the specified date.

SEC  
Dev

September 16, 1986

TO: CITY ASSESSOR

FROM: CITY CLERK

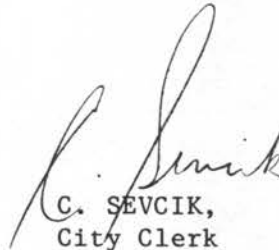
RE: RIVERSIDE INDUSTRIAL AREA/DISPOSAL OF CITY PUBLIC RESERVE

At the Council meeting of August 5, 1986, it was agreed to dispose of the Public Reserve as outlined in the plan attached herewith.

The proposed disposition was advertised in accordance with the requirements of The Planning Act and no objections were received by the deadline. Accordingly it is now in order to proceed further in accordance with the provisions of The Planning Act in requesting removal of the designation of Reserve.

In this regard, I am enclosing herewith a Statutory Declaration which will be required by the Registrar upon application.

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

  
C. SEVCIK,  
City Clerk

CS/gr

Attach:

c.c.      Economic Development Manager  
            Director of Engineering Services  
            Bylaws & Inspections Manager  
            Urban Planning Section Manager  
            Director of Finance

CANADA  
PROVINCE OF ALBERTA  
TO WIT:

IN THE MATTER OF SECTION 117  
of The Planning Act 1980 R.S.

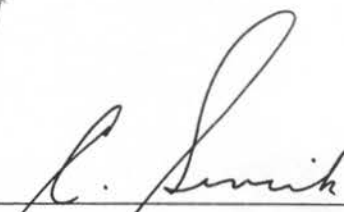
STATUTORY DECLARATION


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

- 1) That I am the duly appointed City Clerk of The City of Red Deer and its proper officer in this behalf.
- 2) That the Council of The City of Red Deer wishes to dispose of a municipal reserve.
- 3) That The City of Red Deer has complied with the provisions of Sections 115 and 116 of The Planning Act, 1980.
- 4) That The City of Red Deer in accordance with Section 117(1) of The Planning Act 1980 requests the removal of the designation of municipal reserve from the lands described as "All that Portion of City Reserve Lot R5, Blk. 3, as shown on subdivision plan 2151 M.C. which lies to the southwest of the production south easterly of the North Easterly Boundary of Lot 10, Blk.3, Plan 1044 R.S. all in the N.W. 1/4 Sec. 21-38-27-W4thm containing 0.032 ha. (0.08 acres).  
Excepting thereout all mines and minerals."

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

DECLARED before me at The City of  
Red Deer in the Province of Alberta,  
This 16 day of September, A.D. 1986.

  
C. SEVCIK  
City Clerk

  
A Commissioner for Oaths in and for the  
Province of Alberta

K KLOSS  
Appt. Expires November 20, 1987



CANADA  
 PROVINCE OF ALBERTA  
 TO WIT:

IN THE MATTER OF SECTION 117  
 of The Planning Act 1980 R.S.

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- 2) That the Council of The City of Red Deer wishes to dispose of a municipal reserve.
- 3) That The City of Red Deer has complied with the provisions of Sections 115 and 116 of The Planning Act, 1980.
- 3) That The City of Red Deer in accordance with Section 117(1) of The Planning Act 1980 requests the removal of the designation of municipal reserve from the lands described as "All that portion of Lot 5 M.R., Block 1, Plan 812-1569 described as: The most southerly 35.814 meters in perpendicular width throughout of the said lot, containing 0.107 hectares more or less."

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

DECLARED before me at The City of  
 Red Deer in the Province of Alberta,  
 this 16 day of Sept, A.D. 1986

C. SEVCIK  
 CITY CLERK

A Commissioner for Oaths in and for the  
 Province of Alberta

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

PUBLIC NOTICE

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

"PLAN"

Pursuant to the provisions of the Planning Act, Chapter P-9, R.S.A. 1980 of the Province of Alberta, the Council of The City of Red Deer at their meeting of August 5, 1986, passed a resolution indicating its intention to dispose of Public Reserve as outlined in the above noted plan and described as follows:

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Excepting thereout all mines and minerals."

If no objection to the proposed disposal of public reserve, as noted above, is received by Monday, September 8, 1986, the Council of The City of Red Deer will proceed without further notice.

However, if any objection to the proposed disposal of public reserve, as noted above, is received by the City Clerk, no later than Monday, September 8, 1986, the public hearing will be held in the Council Chambers, City Hall, Red Deer on Monday, September 15, 1986, commencing at 7:00 p.m. or as soon thereafter as Council may determine.

C. Sevcik  
City Clerk

*Advocate Aug 22/86*



DATE: September 8, 1986  
TO: City Clerk  
FROM: Manager Economic Development  
RE: Safety Boss Application for Training School

---

In June 1986, Safety Boss approached Red Deer City Council, requesting they be permitted to lease land in the Riverside Heavy Industrial area for the purpose of developing a fire-fighting training school, specializing in training for the petroleum industry. Subsequent to their application, concern was expressed by representatives of the Pines Community Association. As a result, a meeting was held involving representatives of the Pines Community Association, the Provincial Fire Marshall's office, the Provincial Fire Fighting School, Safety Boss and representatives of The City of Red Deer. The purpose of the meeting was to discuss the impact of such a facility on residential areas located adjacent to the Riverside Heavy Industrial area, and to consider alternative locations within the Red Deer district.

Following the meeting, Safety Boss indicated that alternate locations in the Red Deer area but located outside of the City might prove to be more acceptable to residents of our area. They indicated a desire to explore possible alternate locations and report back to the City at a later date. To date, we have heard nothing further from Safety Boss, and indications are that they do not intend to proceed with a fire fighting school facility at this time. Should they renew their application, we will continue to work with Safety Boss in an effort to find an attractive location.

Respectfully submitted,



ALAN SCOTT  
Manager Economic Development

AVS/mm

COMMISSIONERS' COMMENTS

This is submitted for the information of Council at this time and we would recommend the matter be filed.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

September 16, 1986

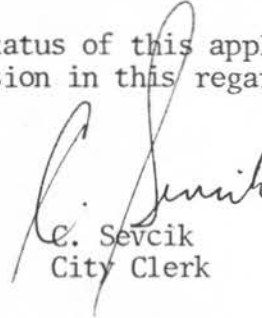
TO: Economic Development Manager

FROM: City Clerk

RE: Safety Boss Application for Training School

Your report of September 8, 1986, regarding the above was presented to Red Deer City Council at their meeting of September 15, 1986. As you mentioned, it appears that Safety Boss do not intend to proceed with a fire fighting school facility at this time, and it was agreed by the members present that this item be filed.

Council appreciates being apprised on the current status of this application, and on their behalf I wish to thank you for your submission in this regard.

  
C. Sevcik  
City Clerk

c.c. Bylaws and Inspections Mgr.  
City Assessor  
Dir. of Engineering Services  
Fire Chief  
Urban Planning Section Mgr.

June 24, 1986

TO: Economic Development Manager

FROM: Asst. City Clerk

RE: Safety Boss/Application to Lease Land  
Riverside Heavy Industrial Area

At the Council Meeting of June 23, 1986, the above matter was tabled as per the following resolution:

"RESOLVED that Council of The City of Red Deer hereby agree that the application to lease land, Riverside Heavy Industrial Area/Safety Boss be tabled for an indefinite period pending receipt of a further report."

The preceding is submitted for your information. As noted in the resolution, this matter will now be held in abeyance pending receipt of a further report.

Trusting this is satisfactory.

K. Kloss  
Asst. City Clerk

May 27, 1986

TO: ECONOMIC DEVELOPMENT MANAGER  
FROM: CITY CLERK  
RE: APPLICATION BY SAFETY BOSS TO LEASE LAND  
RIVERSIDE HEAVY INDUSTRIAL AREA

Your further report dated May 23, 1986 concerning the above topic, was presented to Council May 26, and at which meeting the following motion was passed, agreeing that the item be tabled for a further four week period.

"RESOLVED that Council of The City of Red Deer hereby agree that the application by Safety Boss to lease land in the Riverside Heavy Industrial Area be tabled for a further four week period to permit Safety Boss sufficient time to consider all possibilities including the Riverside Heavy Industrial Area location and as per recommendations submitted to Council by the Administration."

The decision of Council in this instance is submitted for your information and I trust that you will communicate this decision to Safety Boss. I also assume that you will be working with the applicant and all others concerned regarding identification of an acceptable location.

As the item has been tabled for a four week period, we will anticipate receiving a report from you by no later than June 16th for inclusion on the Council agenda of Monday, June 23rd.

Trusting you will find this satisfactory.

C. SEVCIK,  
City Clerk

CS/gr

c.c. Director of Finance  
Director of Engineering Services  
City Assessor  
Bylaws & Inspections Manager  
Urban Planning Section Manager

NO. 2

May 15, 1986

TO: CITY COUNCIL  
FROM: CITY CLERK  
RE: APPLICATION BY SAFETY BOSS LIMITED  
FIRE TRAINING CENTRE, CN HEAVY INDUSTRIAL PARK

At the Council meeting of May 12, 1986 the following motion was introduced as the result of an application by Safety Boss Limited to develop a Fire Training Centre in the CN Heavy Industrial Park.

Moved by Alderman Oldring, seconded by Alderman McGregor

"RESOLVED that Council of The City of Red Deer having considered application by Safety Boss Ltd. for the establishment of a Fire Training Centre on City owned lands in the CN Heavy Industrial Park hereby approve entering into an agreement with Safety Boss Ltd. subject to the following:

1. the initial lease to cover 1.5 acres in the CN Heavy Industrial Area with options to acquire additional acreages as required.
2. The term to be 12 months with options to renew for up to 10 years with a 30 day cancellation clause.
3. The project to satisfy in every respect the requirements of the Provincial Department of Environment.
4. The terms of the lease to be the equivalent of 13% annually of the land value plus the equivalent of taxes,

and as recommended to Council May 12, 1986, by the Administration."

Prior to voting on said resolution however, the matter was tabled for two weeks to enable a meeting among the applicants, concerned residents of the Pines and Clearview Subdivisions, the Department of Environment and the Administration in an endeavor to determine whether all of the concerns expressed might be resolved.

Following hereafter are the additional comments received for Council's consideration.

C. SEVCIK,  
City Clerk

CS/gr  
Attach:

REPORT

3.

DATE: May 23, 1986  
TO: Mayor and Members of Council  
FROM: Manager Economic Development  
RE: Application by Safety Boss  
To Lease Land - Riverside Heavy Industrial Area

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A meeting involving all parties concerned with the application by Safety Boss for land in the Riverside Heavy Industrial area, was held on Thursday, May 22, 1986. In addition to members of the administration, and officials of Safety Boss, the following parties attended the meeting:

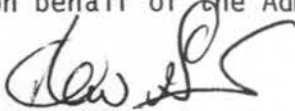
Mike Lee, representing the Pines Community Assoc.  
Frank Witthoeft, Air Quality Branch Alberta Environment  
Tom Makey, Deputy Fire Commissioner Prov. of Alberta  
Bob Moffatt, Supervisor Alberta Fire Training School, Vermillion

We had a most constructive discussion relating to the establishment of the Safety Boss facility in the Red Deer area. Mr. Moffatt was able to show the group video tape recordings of the Vermillion Fire Training School with several of the scenes depicting burns which would be similar in scope to that anticipated by Safety Boss. The meeting provided an opportunity for those present to obtain answers to a number of questions surrounding the proposal.

Safety Boss spokesman Mike Allcorn, the operations manager of the company, expressed his concerns over the Riverside Heavy Industrial area location, in view of the resistance to the development, by the Pines Community Association. He indicated that Safety Boss is in the process of evaluating at least one, and perhaps two alternate locations in the Red Deer area, which they feel would be more acceptable to the citizens of the city and surrounding area.

In view of this, we would recommend that the matter be tabled for a further four weeks to permit Safety Boss sufficient time to consider all possibilities including the Riverside Heavy Industrial area location. Should their decision be to proceed with that site, we would then have sufficient time to evaluate more thoroughly the impact on the Pines residential subdivision. In the meantime, officials of the environment department, and the fire prevention branch of the provincial government have expressed a desire to work with Safety Boss and ourselves in identifying an acceptable location.

Respectfully submitted  
on behalf of the Administration

  
ALAN SCOTT, Ec. D. Manager  
Economic Development

AVS/mm

Commissioners' Comments

We would concur with the recommendations of the Manager of Economic Development.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner



May 13, 1986

TO:       MANAGER ECONOMIC DEVELOPOMENT DEPARTMENT

FROM:     CITY CLERK

RE:       **APPLICATION BY SAFETY BOSS LIMITED**  
          **FIRE TRAINING CENTRE, CN HEAVY INDUSTRIAL PARK**

Your report dated May 6, 1986 concerning the above topic, was presented to Council May 12, 1986 and at which meeting the following motion was introduced.

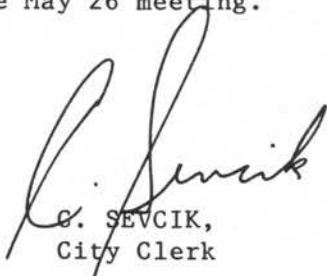
"RESOLVED that Council of The City of Red Deer having considered application by Safety Boss Ltd. for the establishment of a Fire Training Centre on City owned lands in the CN Heavy Industrial Park hereby approve entering into an agreement with Safety Boss Ltd. subject to the following:

1. the initial lease to cover 1.5 acres in the CN Heavy Industrial Area with options to acquire additional acreages as required;
2. the terms to be 12 months with options to renew for up to 10 years with a 30 day cancellation clause;
3. the project to satisfy in every respect the requirements of the Provincial Department of Environment;
4. the terms of the lease to be the equivalent of 13% annually of the land value plus the equivalent of taxes,

and as recommended to Council May 12, 1986 by the Administration."

Prior to voting on the above matter however, the item was tabled for two weeks to enable you to meet with the applicant, the concerned residents of the Pines and Clearview subdivisions and the Department of Environment in order to determine whether the concerns expressed might be resolved to the satisfaction of all parties. I assume that you will arrange for this meeting and that you will prepare a further report for Council's consideration at the next meeting.

Trusting that you will find this satisfactory and that you will endeavor to get a report back to Council for the May 26 meeting.

  
G. SEVCIK,  
City Clerk

CS/gr

TO

ASSISTANT CITY CLERK  
K. KLOSS

ATTENTION OF:

SUBJECT: DISPOSAL OF Public  
RESERVE LOTS, BLK 3  
PLAN 2151 M.C.

FROM

W. LEES

DEPT.

LAND &amp; TAX

DATE

Aug 14/86

As requested please see following description for  
By law & ADVERTISING purposes.

" ALL THAT PORTION OF CITY RESERVE LOTS, BLK 3  
As shown Subdivision PLAN 2151 M.C. which lies to the  
South west of the production SOUTH EASTERLY OF THE  
NORTH EASTERLY BOUNDARY OF LOT 10, BLK 3, PLAN  
1044 R.S. all in the N.W. 1/4 Sec 21-38-27-W 4<sup>TH</sup> M  
Containing 0.032 ha (0.08 acres).

REPLY

EXCEPTING THEREOUT all mines and minerals.

DATE OF REPLY

DEPT.

REPLY FROM

c.c.      Development Officer/Building Inspector  
            Director of Engineering Services  
            Fire Chief  
            City Assessor  
            City Treasurer  
            Manager Urban Planning Section



NO. 4

## SAFETY BOSS FIRE TRAINING CENTRE PROPOSAL

Safety Boss, due to an overwhelming response from both domestic and international customers intends to construct a world class training facility specializing in hydrocarbon firefighting, toxic gas (<sup>2</sup>S) protection and hazardous material control. This program would expand to meet advanced techniques, new product hazards and industry requirements pertinent to the facility.

Safety Boss is prepared to carry out the construction of these facilities in a three phase program over the next five years. The details of each phase is discussed in greater detail further along in this proposal.

The benefits to the City of Red Deer are:

- a) Completion of the field facilities with little or no cost to the city and its tax payers.
- b) The world recognition of the City of Red Deer as a major petroleum industry training centre, as well as the students exposure to the people, goods, services and other facets of your dynamic city and surrounding area.
- c) The direct economic benefit of the students requirements for accommodations, subsistence, transportation and entertainment while visiting your city. As an example the Texas A & M University's Fire Training extension service is presently logging 9,900 student days at their facility, an estimated 18% directly from Canada. The direct benefit from student expenditures would entail approximately \$2,000,000.00 per year to the city.
- d) At maturity the training facility will employ (19) nineteen full time people and it is estimated an additional 2.5 indirect jobs will be created per full time employee. Therefore, total job creation will be approximately (50) fifty people.

-2-

- e) A benefit that is difficult to access in spite of its obvious worth is the increased knowledge, awareness and ability to successfully control actual emergency situations in and around your city. The facility would be available to all local services as well as rural and out of province fire, hazardous material departments, once again bringing recognition to the City of Red Deer.

Safety Boss Ltd. will require a guarantee of complete use of the designated areas in order to initiate construction of Phase I and the additional Phase II-III areas. We propose a (10) ten year lease where at such time the City of Red Deer will have a purchase or extension option made available. The purchase option will entail all direct costs incurred by Safety Boss Ltd. to date for construction of all facilities and associated equipment. The alternative to this purchase option would be a (5) five year extension of our lease agreement at which time, Safety Boss Ltd., would turn over the facility and all pertinent equipment directly associated with the training center to the City of Red Deer for a nominal sum.

Our intentions, upon acceptance of this proposal, will be to begin immediate construction for completion of Phase I by April 30, 1986. The first training seminar will commence May 1, 1986 and continue through to August 31, 1986.

We require an escalating use of the complex as each phase is completed. The following guideline is an estimated proposal of each phase and the allotted time required.

- PHASE I - HYDROCARBON FIREFIGHTING  
(approximate completion cost \$100,000.00)  
May 1, 1986 - August 31, 1986
- PHASE II - MARINE FIREFIGHTING/HAZARDOUS MATERIAL CONTROL  
(approximate completion cost \$250,000.00)  
April 1, 1987 - November 30, 1987
- PHASE III - INDUSTRIAL/REFINERY FIREFIGHTING  
(approximate completion cost \$250,000.00)  
April 1, 1988 - September 30, 1988  
November 1, 1988 - November 30, 1988

In conjunction to the above we will offer Toxic Environment (H<sup>2</sup>S) protection CPR, First Aid, Confined Entry/Rescue and Emergency Response Planning training seminars.

All advertising of the Safety Boss Fire Training Center would be done with recognition to being in conjunction with the City of Red Deer.

-3-

In closing we feel that the ability to be recognized as a world class training facility equal to or exceeding the standards of existing foreign facilities will soon be a reality. Being Canada's first and one of the world's oldest oilfield firefighting companies enables us to undertake a project of this magnitude not only benefitting but providing an enormous boost to the City of Red Deer and the Province of Alberta.



MICHAEL ALLCORN  
Safety Boss Operations Manager

MA/as

## SAFETY BOSS LTD.

## TRAINING CENTER

1986 FIREFIGHTING/HYDROGEN SULPHIDE TRAININGMONDAY

0800 - 1800 hrs.

Registration and Introduction  
 Hydrogen Sulphide Alert Course - CAODC/PITS Certified  
 Life Saving Procedures (CPR)  
 Hydrogen Sulphide Protection Equipment - Onsite Set Up  
 Procedures  
 Hydrogen Sulphide Protection Equipment - Field Exercise

TUESDAY

0800 - 1800 hrs.

Confined Entry/Rescue in Toxic Environments

- Hazard Analysis
- Pre-entry Planning
- Equipment Selection
- Entry/Rescue Procedures

Confined Entry/Rescue Techniques - Field Exercise

- Smoke House
- Multilevel Search/Rescue Procedures

WEDNESDAY

0800 - 1800 hrs.

Hydrocarbon Firefighting - Introduction  
 Chemistry of Fire

- Flame Propagation
- Explosive Limits/Fuel Mixtures
- Static Electrical Ignition
- Chemical Reaction

Firefighting Agents, Systems and Selection

- Dry Chemicals, CO<sub>2</sub>, Halons, Water and Various Types of Special and Team Agents
- Portable/Fixed Systems and Fire Trucks
- Physical Properties, Effectiveness, Placement, Methods of Application, Care and Maintenance of Chemicals and Equipment

-2-

WEDNESDAY (Cont.)

0800 - 1800 hrs.

## Protective Clothing

- Fire Proof/Retardent Materials
- Entry/Proximity Suits Use, Care and Maintenance
- Hazardous Material Suits Use, Care and Maintenance

## Burn Treatment/First Aid

- Types/Degree of Burns and Safeguards
- Field Stabilization of Burn Victims

## Portable/Fixed Fire Extinguishers

- Dry Chemical Use, Care and Maintenance
- Halon, CO<sub>2</sub> and Water

Portable Fire Extinguishers - Field Exercise  
(1500 - 1800 hrs.)

THURSDAY

0800 - 2200 hrs.

Review - Portable (Dry Chemical) Extinguishers  
Hazard Analysis - Liquid Gas Pressure Fires  
Hazard Analysis

- Hydrocarbon Pumping/Transfer Operations
- Fracturing, Endless Tubing/N<sub>2</sub>, Hot Oil Services
- Bulk Storage Facilities

Portable Fire Extinguishers - Field Exercise  
(1030 - 1200 hrs.)

## Firefighting Agents and Equipment

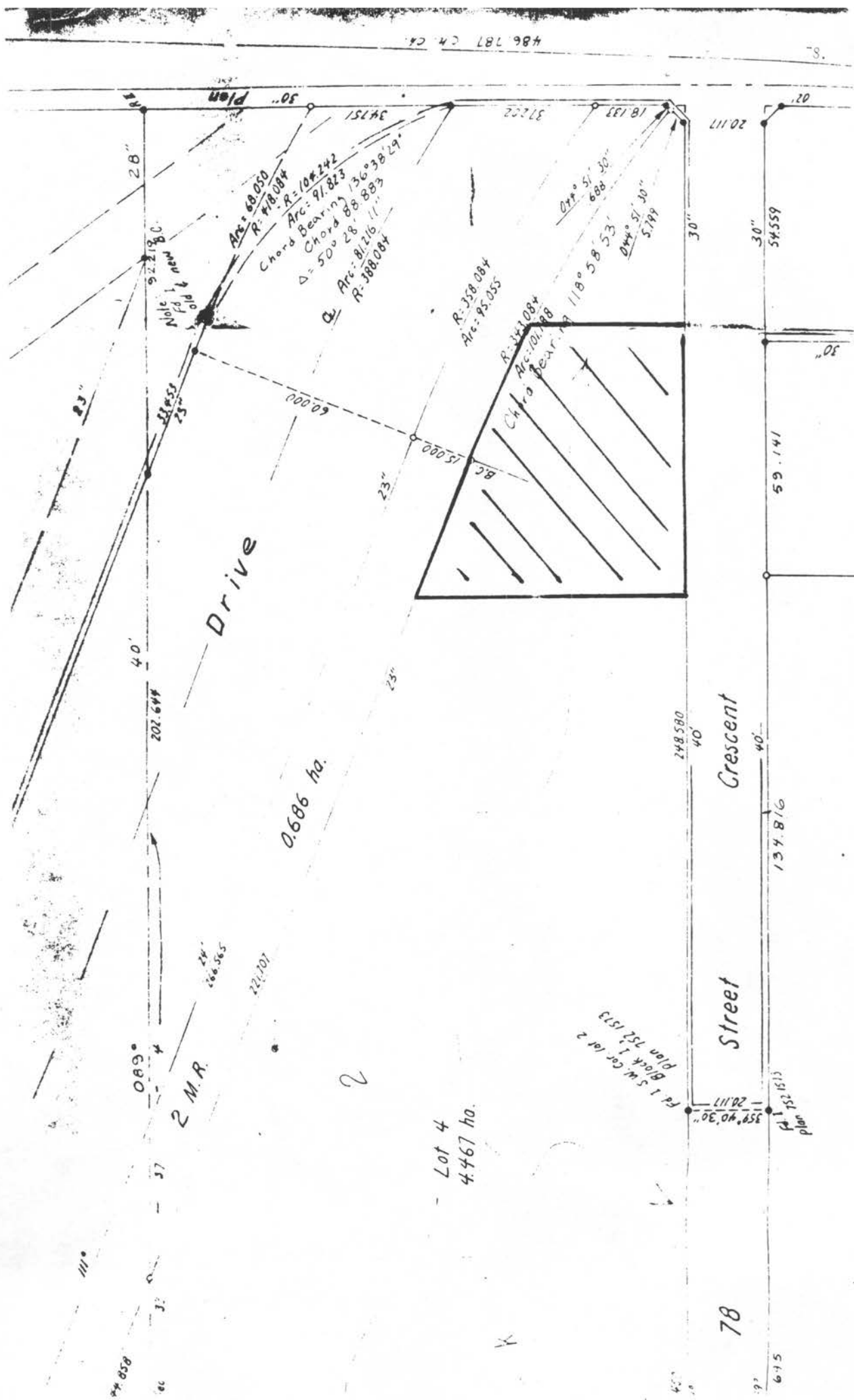
- Fire Mains, Hoses, Foam Eductors and Nozzles Use, Care and Maintenance
- Foams (AFFF-ATC - Protein - Synthetics) Use, Care and Maintenance

Hazard Analysis Critique of Actual Large Scale  
Hydrocarbon Fires

Hydrocarbon Firefighting/Team Techniques - Field Exercise  
(1500 - 1800 hrs.)

Hydrocarbon Firefighting/Team Techniques - Field Exercise  
(1900 - 2200 hrs.)





May 6, 1986

REPORT

TO: Mayor and Members of Council

FROM: Alan Scott  
Manager Economic Development

RE: Application by Safety Boss Limited  
For the Establishment of a Fire Training Centre  
CN Heavy Industrial Park

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Safety Boss Limited, a long established oilfield fire fighting operation, is making application to establish a fire training centre in the CN Heavy Industrial area in Red Deer. The proposal requests that the City of Red Deer enter into a Lease Agreement for a ten year period, covering up to eleven acres of land, which would be used to develop the facility in three phases over a period of approximately two years. Safety Boss is also requesting that they be given an option to purchase the land at the conclusion of the ten year lease, or enter into a further five year lease at that time. It is Safety Boss' intention to develop the first phase of their fire fighting facility immediately and commence operations by the end of May, 1986. The attached summary from Safety Boss, indicates the economic benefits which they see as accruing to the City of Red Deer.

The Fire Chief, the City Engineer and the Development Officer have all expressed some concerns with respect to the proposed operation. Safety Boss has indicated that it will be necessary to have up to three controlled burns per day, each of a ten minute duration. Refined petroleum product will be used for the controlled burn. The Provincial Department of Environment has expressed some concern, but has indicated that their objections would be satisfied provided the products burned were refined. There has also been some concern expressed over the potential seepage of hydrocarbon products into the soil, and subsequently the drainage system.

The City of Red Deer has entered into several leases over the years but our normal terms are twelve months with a thirty day cancellation clause. Beyond that we would normally provide the Lessee with renewable options up to the maximum term he required.

Page 2

RECOMMENDATIONS:

I would recommend that the City enter into an agreement with Safety Boss Limited on the following basis:

1. That the initial Lease cover 1.5 acres in the CN Heavy Industrial area, with options to acquire addition acreages as required.
2. That the term be twelve months with options to renew for up to ten years, with a thirty day cancellation clause.
3. That the project satisfy in every respect the requirements of the Provincial Department of Environment.
4. That the terms of the Lease be the equivalent of 13% annually of the land value, plus the equivalent of taxes.

Respectfully submitted,



ALAN SCOTT, Ec. D. Manager  
Economic Development

AVS/mm

April 29, 1986

memo to: Alan Scott, Manager  
Economic Development

memo from: Fire Chief

re: Application by Safety Boss  
Lease Option in CN Industrial Area

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There are a number of considerations to be examined before granting a lease/purchase option on this property for the purpose of establishing a specialized fire training facility.

The leasee requires a guarantee of complete use of the designated area. However, under certain atmospheric conditions or wind direction, the burning of hydrocarbon products for fire training purposes may not be desirable because of smoke contamination to adjacent properties, and to the Pines subdivision located above the escarpment.

If Council is prepared to approve this use, the initial lease should be for short duration, and with a clause to restrict use of the site should complaints be recieved from adjacent land users.

A certain amount of soil contamination from spilled hydrocarbons will occur, and perhaps the City Engineer could comment on what problems this might incur respecting leeching to ground water supplies or surface drainage.

Safety Boss indicates that following a five-year extension to their lease after the initial ten-year lease, they would turn over the facility to the City for a nominal sum. I am unsure as to what use the City would put this facility to. A facility of this type would be of limited use to the Fire Department.

Safety Boss indicates that they will make their facility available to local and regional fire and emergency services, however, in viewing their course schedules, the only time available for this use would be during cold weather periods when such training is difficult or impossible.

There is no doubt that a facility of this type would prove beneficial to the City of Red Deer, however, in the location proposed, the disadvantages may be greater than the advantages.



ROBERT OSCROFT  
Fire Chief

RO/jm  
cc: Development Officer  
City Engineer

TO: Alan Scott  
Economic Development Mngr.

FROM: R. Strader  
Development Officer

DATE: May 7, 1986

RE: APPLICATION BY SAFETY BOSS OILFIELD FIREFIGHTING


The proposed site is zoned I2 which has the following purpose:

"To provide for a wide range of manufacturing, fabrication, and processing of goods in which nuisance factors have a high probability of occurring".

Under this type of zoning, a classroom type of operation would not appear to be one of the listed uses. However, the field activities would be classed as a similar use to "fabrication, processing, material testing, and manufacturing establishments". It would appear, from the information available, that it would be similar to activities occurring at CGTX (gas flaring) or Atco Well Service (repairs) oilwell production equipment.

We do have some concerns as to the possible effect that burning of various petroleum products may have upon the adjacent property owner and those property owners in the Pines subdivision. It may be necessary to have some type of control or mechanism for dealing with potential complaints about the smoke, etc. from this site. The plans for the site development would, of course, be subject to MPC approval and checking against the Land Use Bylaw.

Yours truly,



R. Strader  
Development Officer/  
Building Inspector

RS/lf

May 5, 1986

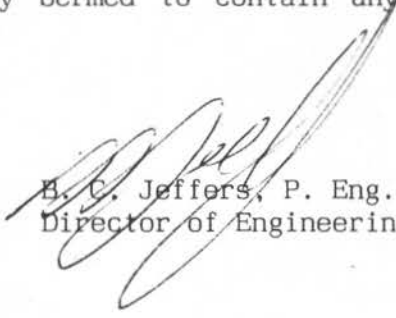
TO: City Clerk

FROM: Director of Engineering Services

RE: Safety Boss Fire Training Centre Proposal

The Engineering Department has no objections to the proposed Fire Training Centre provided the facility is operated in accordance with all regulatory agencies, particularly Alberta Environment. We share the Fire Chief's concern with respect to possible complaints from residents and adjacent industrial facilities. The ramifications of locating a facility of this nature near the two packing plants should be fully investigated.

Provision would have to be made to meter hydrant usage and the site would have to be adequately bermed to contain any hydrocarbon spills.



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

RKP/emg

cc - Development Officer

cc - Economic Development Director

cc - Fire Chief

Commissioners' Comments

We would concur with the recommendations of the Economic Development Manager providing that the concerns outlined by the administration are satisfied and it meets with the approval of the Department of Environment. With respect to the Land Use Bylaw, we understand that in the short run, the classroom portion of the training would likely be undertaken in conjunction with the College or with some other such facility and in the longer run this aspect of the operation could be considered by Council by way of a Land Use Bylaw amendment.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner



## SAFETY BOSS HYDROCARBON FIREFIGHTING/TOXIC ENVIRONMENT PROTECTION

### TRAINING CENTRE PROPOSAL

Safety Boss Ltd., due to an overwhelming response from both domestic and international customers intends to construct a world class training facility specializing in hydrocarbon firefighting, toxic gas (H<sub>2</sub>S) protection and hazardous material control. This program would expand to meet advanced techniques, new product hazards and industry requirements pertinent to the facility.

Safety Boss is prepared to carry out the construction of these facilities in a three phase program over the next five years. The details of each phase is discussed in greater detail further along in this proposal.

The benefits to the City of Red Deer are:

- a) Completion of the field facilities with little or no cost to the city and its tax payers.
- b) The world recognition of the City of Red Deer as a major petroleum industry training centre, as well as the students exposure to the people, goods, services and other facets of our dynamic city.
- c) The direct economic benefit of the students requirements for accommodations, subsistence, transportation and entertainment while visiting our city. As an example the Texas A & M University's Fire Training extension service is presently logging 9,900 student days at their facility, an estimated 18% directly from Canada. The direct benefit from student expenditures would entail approximately \$2,000,000 per year to the city.
- d) At maturity the training facility will employ (19) nineteen full time people and it is estimated an additional 2.5 indirect jobs will be created per full time employee. Therefore, total job creation will be approximately (50) fifty people.
- e) A benefit that is difficult to access in spite of its obvious worth is the increased knowledge, awareness and ability to successfully control actual emergency situations in and around our city. The facility would be available to all local services as well as rural and out of province fire, hazardous material departments, once again bringing recognition to the City of Red Deer.



Safety Boss Ltd. will require a guarantee of complete use of the designated areas in order to initiate construction of Phase I and the additional Phase II-III areas. Although our terms will be flexible, we propose a (10) ten year lease where at such time the City of Red Deer will have a purchase or extension option made available. The purchase option will entail all direct costs incurred by Safety Boss Ltd. to date for construction of all facilities and associated equipment. The alternative to this purchase option would be a (5) five year extension of our lease agreement at which time, Safety Boss Ltd., would turn over the facility and all pertinent equipment directly associated with the training centre to the City of Red Deer, in recognition of the City of Red Deer Fire Department and Disaster Services, for a nominal fee.

Our intentions, upon acceptance of this proposal, will be to begin immediate construction for completion of Phase I by June 1, 1986. The first training seminar will commence immediately afterward and continue through to August 15, 1986.

We require a escalating use of the complex as each phase is completed. The following guideline is an estimated proposal of each phase and the allotted time required.

- PHASE I - HYDROCARBON FIREFIGHTING/TOXIC ENVIRONMENT PROTECTION  
(Approximate completion cost \$250,000)  
June 2, 1986 to August 15, 1986
- PHASE II - MARINE FIREFIGHTING/HAZARDOUS MATERIAL CONTROL  
(Approximate completion cost \$500,000)  
April 1, 1987 to September 30, 1987 (Estimated)
- PHASE III - INDUSTRIAL/REFINERY FIREFIGHTING  
(Approximate completion cost \$500,000)  
April 1, 1988 to November 30, 1988 (Estimated)

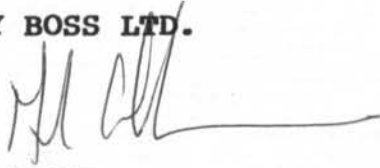
In conjunction to the above we will offer Loss Control Management, CPR, First Aid, Confined Entry/Rescue and Emergency Response Planning training seminars.



In closing we feel that the ability to be recognized as a world class training facility equal to or exceeding the standards of existing foreign facilities will soon be a reality. Being Canada's first and one of the world's oldest oilfield firefighting companies enables us to undertake a project of this magnitude not only benefiting Safety Boss but providing an enormous boost to the City of Red Deer and the Province of Alberta.

Regards,

SAFETY BOSS LTD.

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

Michael Allcorn  
Domestic and International  
Operations Manager

SAFETY BOSS LTD.  
TRAINING CENTER

1986 FIREFIGHTING/HYDROGEN SULPHIDE TRAINING

MONDAY

0800 - 1800 hrs.      Registration and Introduction  
Hydrogen Sulphide Alert Course - CAODC/PITS Certified  
Cardio Pulmonary Resuscitation (CPR)  
Hydrogen Sulphide Protection Equipment - Onsite Set Up Procedures  
Hydrogen Sulphide Protection Equipment - Field Exercise

TUESDAY

0800 - 1800 hrs.      Confined Entry/Rescue in Toxic Environments

- Hazard Analysis
- Pre-entry Planning
- Equipment Selection
- Entry/Rescue Procedures

Confined Entry/Rescue Techniques - Field Exercise

- Smoke House
- Multilevel Search/Rescue Procedures

WEDNESDAY

0800 - 1800 hrs.      Hydrocarbon Firefighting - Introduction  
Chemistry of Fire

- Flame Propagation
- Explosive Limits/Fuel Mixtures
- Static Electrical Ignition
- Chemical Reaction

Firefighting Agents, Systems and Selection

- Dry chemicals, CO<sub>2</sub>, Halons, Water and Various Types of Special and Team Agents
- Portable/Fixed Systems and Fire Trucks
- Physical Properties, Effectiveness, Placement, Methods of Application, Care and Maintenance of Chemicals and Equipment

WEDNESDAY (Cont.)

0800 - 1800 hrs.

Protective Clothing

- Fire Proof/Retardent Materials
- Entry/Proximity Suits Use, Care and Maintenance
- Hazardous Material Suits Use, Care and Maintenance
- Breathing Apparatus Use

Burn Treatment/First Aid

- Types/Degree of Burns and Safeguards
- Field Stabilization of Burn Victims

Portable/Fixed Fire Extinguishers

- Dry Chemical Use, Care and Maintenance
- Halon, CO<sub>2</sub>, and Water

Portable Fire Extinguishers - Field Exercise

THURSDAY

0800 - 2000 hrs.

Review - Portable (Dry Chemical) Extinguishers  
Hazard Analysis - Liquid Gas Pressure Fires  
Hazard Analysis

- Hydrocarbon Pumping/Transfer Operations
- Fracturing, Endless Tubing/N<sub>2</sub>, Hot Oil Services
- Bulk Storage Facilities

Portable Fire Extinguishers - Field Exercise  
Firefighting Agents and Equipment

- Fire Mains, Hoses, Foam Eductors and Nozzles Use, Care and Maintenance
- Foams (protein - Synthetics) Use, Care and Maintenance
- Water and Its Use

Hazard Analysis - Critique of Actual Large Scale Hydrocarbon Fires

Hydrocarbon Firefighting/Team Techniques - Field Exercise

Hydrocarbon Firefighting/Team Techniques - Field Exercise (Nighttime)

FRIDAY

0800 - 1500 hrs.

Review - Hydrocarbon Firefighting/Team Techniques  
Hydrocarbon Firefighting Entry/Rescue Procedures

- Aircraft/Equipment Entry, Control, Rescue and Extinguishment Techniques

Hydrocarbon Firefighting Entry/Rescue - Field Exercise  
Review and Critique of Course Material, Fire Field Techniques and Instructors



NO. 3

**COMITÉ DES TRANSPORTS PAR CHEMIN  
DE FER**

**AVIS DE CONFÉRENCE PRÉALABLE À  
L'AUDIENCE ET AVIS D'AUDIENCE  
PUBLIQUE**

RELATIVE à une requête présentée par  
Canadien Pacifique Limitée, en vue  
d'obtenir l'approbation des modifications  
aux Règles 19, 19A, 90A et 102 du  
Règlement n° 0-8 de la Commission  
canadienne des transports, Règlement  
unifié d'exploitation, C.R.C. 1978, chap.  
1175;

RELATIVE à une requête présentée par la  
Compagnie des chemins de fer nationaux  
du Canada, en vue d'être dispensée de la  
Règle 90A du Règlement n° 0-8 de la  
Commission canadienne des transports,  
Règlement unifié d'exploitation, C.R.C.  
1978, chap. 1175; et

RELATIVE à une décision du Comité des  
transports par chemin de fer, datée le  
16 septembre 1985 concernant l'essai des  
trains circulant sans fourgon de queue.

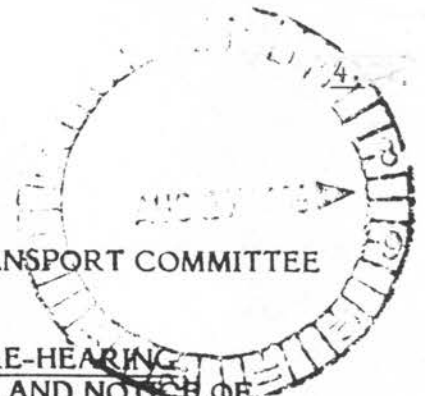
Références nos 43757R90-A.1  
43757R90-A.2

ATTENDU que le Comité des transports  
par chemin de fer a mené des audiences à  
la fin de 1984 et au début de 1985 pour  
entendre des témoignages sur la question  
préliminaire de la sécurité des essais des  
trains circulant sans fourgon de queue;

ATTENDU qu'à la suite de ces audiences,  
le Comité a rendu la décision  
susmentionnée laquelle énonçait les  
programmes d'essai à être exécutés avec le  
fourgon de queue et l'équipe arrière du  
train en place;

ATTENDU que tous les programmes  
d'essai, sauf un, sont complétés et que les  
résultats seront disponibles au plus tard le  
19 septembre 1986;

**Canada**



**RAILWAY TRANSPORT COMMITTEE**

**NOTICE OF PRE-HEARING  
CONFERENCE AND NOTICE OF  
PUBLIC HEARING**

IN THE MATTER OF an application filed  
by Canadian Pacific Limited for  
approval of amendments to Rule 19,  
19A, 90A and 102 of the Canadian  
Transport Commission's Regulations No.  
0-8, Uniform Code of Operating Rules,  
C.R.C. 1978, c. 1175;

IN THE MATTER OF an application filed  
by the Canadian National Railway  
Company for relief from Rule 90A of the  
Canadian Transport Commission's  
Regulations No. 0-8, Uniform Code of  
Operating Rules, C.R.C. 1978, c. 1175;  
and

IN THE MATTER OF a Railway  
Transport Committee Decision dated  
September 16, 1985 pertaining to the  
testing of cabooseless train operations.

File Nos. 43757R90-A.1  
43757R90-A.2

WHEREAS the Railway Transport  
Committee conducted hearings in late  
1984 and early 1985 to hear evidence on  
the preliminary issue of the safety  
implications of testing cabooseless train  
operations;

WHEREAS following those hearings, the  
Committee issued the noted Decision  
which outlined test programs to be  
conducted with the caboose and the rear  
train crew in place;

WHEREAS all but one of the test  
programs are completed and the results  
will be available by no later than  
September 19, 1986;

ATTENDU que le Comité a décidé de tenir des audiences publiques en vue d'entendre les témoignages et les plaidoiries sur les requêtes susmentionnées;

ATTENDU que le Comité commencera les audiences à Hull, dans la province de Québec, où il entendra les témoignages des requérantes, des intimées, intervenants et de tout autre témoin d'intérêt public désirant être entendus à Hull;

ATTENDU que les audiences aux autres endroits sont tenues pour entendre les témoignages des intervenants et des témoins d'intérêt public qui ne peuvent assister à l'audience à Hull; et

ATTENDU que le Comité des transports par chemin de fer est d'avis qu'une conférence préalable à l'audience réunissant les parties concernées est nécessaire dans le but de simplifier la procédure de l'audience.

Le Comité des transports par chemin de fer de la Commission canadienne des transports, a décidé d'entendre les témoignages relativement aux requêtes susmentionnées commençant aux heures, dates et endroits suivants:

<u>COMMENÇANT/COMMENCING</u>	<u>ENDROIT/LOCATION</u>	<u>ADRESSE/ADDRESS</u>
Lundi, le 6 octobre 1986 10h de l'avant-midi Monday, October 6, 1986 10:00 A.M.	Hull (Québec)	Salle Pontiac Centre de Conférence Phase IV, Place du Portage 140, Promenade du Portage/ Pontiac Room Conference Centre Phase IV, Place du Portage 140 Promenade du Portage
Lundi, le 3 novembre 1986 10h de l'avant-midi Monday, November 3, 1986 10:00 A.M.	Moncton (Nouveau-Brunswick/ New Brunswick).	Salon A Hotel Beauséjour 750, rue Main/ Room A Beauséjour Hotel 750 Main Street

WHEREAS the Committee has decided to hold public hearings for the purpose of hearing evidence and submissions on the above mentioned applications;

WHEREAS the Committee will commence the hearings in Hull, in the Province of Quebec, where it will hear the evidence of the Applicants, the respondents, intervenors and any public interest witnesses wishing to be heard in Hull;

WHEREAS the hearings at other locations are to hear the evidence of those intervenors and public interest witnesses who cannot attend the hearing in Hull; and

WHEREAS the Railway Transport Committee is of the view that a pre-hearing conference of interested parties is necessary and desirable in these proceedings.

The Railway Transport Committee of the Canadian Transport Commission has decided to hear evidence with respect to the above mentioned applications commencing at the following times, dates and places:

COMMENÇANT/COMMENCINGENDROIT/LOCATIONADRESSE/ADDRESS

Mercredi, le 5 novembre 1986  
10h de l'avant-midi  
Wednesday, November 5, 1986  
10:00 A.M.

Montréal  
(Québec)

Salon au Courant  
Holiday Inn Place  
Dupuis  
1415, rue St-Hubert/  
Room "au Courant"  
Holiday Inn Place  
Dupuis  
1415 St. Hubert Street

Mercredi, le 12 novembre 1986  
10h de l'avant-midi  
Wednesday, November 12, 1986  
10:00 A.M.

Winnipeg  
(Manitoba)

Salle de conférence n° 4  
Centre de convention  
de Winnipeg  
375, avenue York/  
Meeting Room No. 4  
Winnipeg Convention  
Centre  
375 York Avenue

Lundi, le 17 novembre 1986  
10h de l'avant-midi  
Monday, November 17, 1986  
10:00 A.M.

Toronto  
(Ontario)

Salle Embassy  
Hotel Plaza II  
90, rue Bloor est/  
Embassy Room  
Hotel Plaza II  
90 Bloor Street East

Jeudi, le 20 novembre 1986  
10h de l'avant-midi  
Thursday, November 20, 1986  
10:00 A.M.

Vancouver  
(C.-B./B.C.)

Salle de Bal Regency  
Section est  
Hyatt Regency  
Vancouver  
655, rue Burrard/  
Regency Ballroom  
East Section  
Hyatt Regency  
Vancouver  
655 Burrard Street

Lundi, le 24 novembre 1986  
10h de l'avant-midi  
Monday, November 24, 1986  
10:00 A.M.

Edmonton  
(Alberta)

Salle Manitoba  
Hôtel The Westin  
Edmonton  
10135-100<sup>e</sup> Rue  
Manitoba Room  
The Westin Hotel  
Edmonton  
10135-100th Street

Mercredi le 26 novembre 1986  
2h de l'après-midi  
Wednesday, November 26, 1986  
2:00 P.M.

Moose Jaw  
(Saskatchewan)

Salle Jubilee "B"  
Best Western Heritage  
Inn  
1590 rue Main nord/  
Jubilee "B" Room  
Best Western Heritage  
Inn  
1590 Main Street North



Toute personne désirant participer aux audiences devra, au plus tard le 1<sup>er</sup> octobre 1986, déposer, auprès du Secrétaire du Comité des transports par chemin de fer, un avis de son intention de participer. Un tel avis devra comprendre ce qui suit:

a) le nom et l'adresse du participant ou de son procureur à qui la correspondance peut être envoyée, et

b) l'endroit auquel il compte soumettre sa présentation écrite.

Chaque partie intéressée devra fournir lors de l'audience, 15 copies de leur présentation écrite, en français ou en anglais au personnel du CTCF.

Les personnes qui ne peuvent assister aux audiences pourront présenter leurs commentaires au Comité des transports par chemin de fer, en français ou en anglais en les faisant parvenir au plus tard le 1<sup>er</sup> octobre 1986.

Toute personne peut comparaître, soumettre des documents, témoigner ou s'adresser au Comité, soit en français soit en anglais et peut s'attendre à suivre les délibérations des audiences à Montréal, Moncton, Winnipeg ou à Hull, dans la langue officielle de son choix.

Toute personne désireuse de soumettre des documents, de témoigner ou de s'adresser au Comité en français, à Toronto, Vancouver, Edmonton ou Moose Jaw, est priée d'en aviser le soussigné afin de lui permettre de prendre les dispositions nécessaires.

Tout participant qui désire prendre la parole devant le Panel doit en aviser l'agent à l'établissement des audiences 30 minutes environ avant le début de l'audience.

Toute personne ayant besoin d'installations ou de services spéciaux à l'un quelconque des endroits susmentionnés devra informer le soussigné avant le 1<sup>er</sup> octobre 1986.

Anyone wishing to participate at the hearings shall file a Notice of Intention to Participate with the Secretary of the Railway Transport Committee. Such notice shall be received by the Secretary no later than October 1, 1986. Such notice shall contain the following:

(a) the name and address of the participant or his solicitor to whom communication may be sent, and

(b) the location at which the party intends to make a submission.

Each interested party shall provide at the hearing, 15 copies of their submission, in English or in French for the RTC.

Persons unable to attend the hearings may submit to the Railway Transport Committee their views in English or in French by mailing them no later than October 1, 1986.

Anyone wishing to appear and be heard in either of the two official languages at the Montreal, Moncton, Winnipeg or Hull locations may give evidence or address the Committee and expect to be able to follow the proceedings of the hearings in the official language of his or her choice.

Anyone wishing to give evidence or to address the Committee in French at the Toronto, Vancouver, Edmonton or Moose Jaw locations is requested to inform the undersigned in order that the necessary arrangements can be made.

Any participant wishing to address the Panel should register with the hearing process officer approximately 30 minutes prior to commencement of the hearing to be attended.

Anyone requiring particular facilities or services at any of the noted locations should inform the undersigned before October 1, 1986.

UNE conférence préalable à l'audience sera également tenue aux heures, date et endroit suivants, dans le but d'étudier le moyen de simplifier les questions, la procédure de l'audience et d'autres points et ainsi d'aider le Comité dans ses séances.

ALSO, a pre-hearing conference will be held at the following time, date and place for the purpose of considering the simplification of issues, the procedure at the hearing and other matters to assist the Committee in the disposition of these proceedings.

COMMENÇANT/COMMENCING

ENDROIT/LOCATION

ADRESSE/ADDRESS

**CONFÉRENCE PRÉALABLE À L'AUDIENCE/PRE-HEARING CONFERENCE**

Mardi, le 23 septembre 1986  
10h de l'avant-midi  
Tuesday, September 23, 1986  
10:00 A.M.

Hull  
(Québec)

Salle Pontiac  
Centre de conférence  
Phase IV, Place du  
Portage  
140, Promenade du  
Portage/  
Pontiac Room  
Conference Centre  
Phase IV, Place du  
Portage  
140 Promenade du  
Portage

DATE le 20 août 1986.

DATED August 20, 1986.



John O'Hara

Secrétaire  
Comité des transports par chemin de fer  
Commission canadienne des transports  
Ottawa (Ontario)  
K1A 0N9  
Tél: (819) 997-7046  
Télex: 053-4254

Secretary  
Railway Transport Committee  
Canadian Transport Commission  
Ottawa, Ontario  
K1A 0N9  
Tel: (819) 997-7046  
Telex: 053-4254





**united transportation union**  
**travailleurs unis des transports**

Suite 709 - 99 rue Bank Street  
Ottawa, Ontario, K1P 6B9  
Tel.: (613) 238-3717

August 15, 1986.

M. Day,  
Commissioner, City Hall,  
Box 5008,  
Red Deer, Alberta,  
T4N 3T4.



9.

Dear Sir/Madam:

The recent rail tragedy near Hinton, Alberta, the derailment of CP Rail's "acid train" near Parry Sound, Ontario, the VIA Rail accident near Bernieres, Quebec and other recent accidents have given urgency once again to the issue of rail transportation safety in Canada.

The United Transportation Union and many other groups across the country are concerned with the future of rail safety. We believe it is essential that the issue involve Canadian municipalities. Many communities have experienced the disruption and tragedy of rail accidents. Loss of life and property, health hazards, disruption of commerce and traffic, and the high cost of police, fire and clean-up operations have directly affected local government.

Despite all our best intentions and technology, trains derail or are involved in other types of accidents at a disturbing rate. For example, in 1984 train derailments totaled 279, and train collisions totaled 99. One-third of all train derailments and two-thirds of all train collisions involved cars carrying dangerous and special dangerous commodities. With such statistics, we feel obliged to address any move which could further erode the safety precautions of the rail system. That is why proposals by the railways to eliminate the caboose from freight trains remains a current and major rail safety issue.

For some time now, Canadian railways have been lobbying the Canadian Transport Commission (CTC) and Transport Canada for the elimination of the caboose. The railways state that the caboose and its crew can be replaced by an electronic monitoring device called an End of Train Information System (ETIS) which would be attached to the last car of a freight train.

Although the railways claim installation of the ETIS will save them millions of dollars per year, the United Transportation Union and other concerned groups believe this technology has yet to be perfected and that elimination of the caboose and its crew will further compromise the safety of rail transportation in Canada.

The ETIS cannot possibly perform all the functions of a mobile, thinking individual who has been trained in emergency procedures and can take appropriate actions depending on the situation. The ETIS, if proven effective, will be a welcome addition, not as a replacement, but as an aid which may improve the existing level of safety.

Tests are now being conducted under the direction of the CTC. The United Transportation Union, with considerable support from numerous groups and organizations, fought for and won its case that the relatively new ETIS could not be tested alone, without the back-up of a caboose and a conductor at the rear of the train. Otherwise a serious threat to safety would be posed. The back-up (caboose and crew) is now in place during the tests as a result of our action.

The UTU has other grave concerns about the process by which the ETIS is being considered. One is the validity of test evaluation. Another is the hearings procedure which may be put in place to review public comment on the issue.

It is evident that the railways are asking that only one hearing be held and that it take place as soon as possible after all tests and studies end some time this summer. The Railway Transport Committee may agree to a limited number of hearings, at a few locations across Canada. The UTU believes that a single or limited number of hearings are insufficient to provide the many concerned groups an opportunity to become involved in the hearing process. We believe Canadians are entitled to a series of public hearings across Canada on the issue of eliminating one of the prime current safety features of our rail system ---- the caboose and crew members at the rear of the train.

If you agree that elimination of the caboose and employee at the rear is a serious safety issue involving the public interest, we suggest that you write the Hon. John Crosbie, Minister of Transport, House of Commons, Ottawa, Ontario, K1A 0A6, and request that a hearing be held in your area. Correspondence should also be addressed to Mr. John O'Hara, Secretary of the Railway Transport Committee, Canadian Transport Commission, Ottawa, Ontario, K1A 0N9.

We further suggest that you consider making a representation on behalf of your community and express the concerns of your fellow residents at these public hearings.

We have taken the liberty of enclosing further information on reasons why the caboose should be retained and would be pleased to answer any specific questions you have on this issue.

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'D. V. McDuffe', written in a cursive style.

D. V. McDuffe,  
Canadian Legislative Representative.

DVM/sem

encls.

## RAILWAY COST-CUTTING ENDANGERS LIVES

# Will safety go off the rails in Canada?

As a child, did you ever watch a powerful and mysterious railway train disappear along the tracks . . . and wonder just what the "little red caboose" at the end was for?

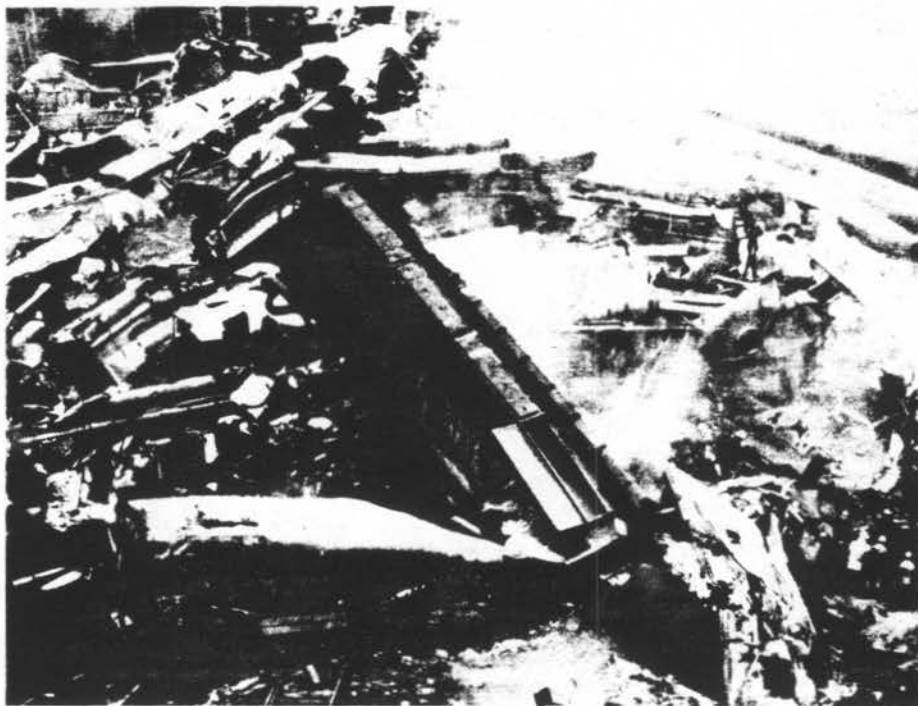
The correct answer is "safety". For generations, the caboose and the "rear crew" stationed in it have performed a number of vital jobs. The most important of these functions concern safety — the safety of the train, its cargo, the people aboard and, of course, the safety of the people who live in the communities along the train routes.

Today, however, **safety on our railways is threatened as never before.** If Canada's rail companies have their way, cabooses, their crews, and the safeguards they provide could soon be eliminated from the rails. The elimination of the caboose has those who know trains best — the people who work on them every day — very worried. They're worried about accidents.

Today's trains are well over a mile long. Many approach two miles in length. They move vast amounts of potentially lethal chemicals. They run through small and large communities whose citizens have no knowledge of what they carry. **Accidents can and do occur** — at the rate of about **300 a year** in Canada for derailments alone!

### The Safety Record

In 1984, there were 159 train accidents in Canada involving hazardous cargos. With well over 50,000 tank cars containing potentially deadly material moving every year through such large urban centres as Toronto, the list of accidents is shocking, the danger widespread and increasing.



*Gambling with safety has led to this in Canada.*

#### These are but a few examples:

- In March 1986, freight cars of a derailed train in Cambridge Ontario, narrowly missed crashing into an occupied townhouse.
- In February 1986, a passenger train rammed into a freight train near Québec City, injuring 42 people.
- That same month, near Hinton, Alberta, a freight train collided with a passenger train, killing 23 people.
- In 1978, five people were killed instantly when a tanker filled with propane exploded in Waverly, Tennessee. Seven others died later from severe burns.
- In 1978, a cloud of deadly chlorine gas escaped after a tank car ruptured in Youngstown, Florida. Eight people died and 100 were sent to hospital.

- There is also the infamous Mississauga, Ontario, train disaster of 1979 in which 25 tanker cars were derailed. The cars contained highly explosive propane and some 90 tons of liquid chlorine — enough to annihilate the population of a large city. A quarter of a million people were forced to leave their homes.

It is clear from the above events, and many more can be presented, that rail safety in Canada and the U.S. is nothing to be complacent about. If anything, more safeguards should be **added**. Certainly, to eliminate any longstanding safety measures without an **adequate and proven replacement** would be highly dangerous and irresponsible.

**However, that's exactly what Canada's major railways are seeking to do.**



## Technology Inadequate

Invoking the sacred words "New Technology", Canada's national railway companies are seeking to cut their operating costs by replacing the caboose and rear crew with a device called an "End-of-Train-Information-System" (ETIS).

This is an attempt to perform a "sleight of hand" trick with long-established safety requirements and safety measures. The fact is that this unit is by no means an adequate replacement for the caboose and the many duties of its crew. The railways contend the ETIS can perform four of the numerous safety functions now carried out by the rear caboose crew. Testing, however, has proven the device unreliable and inaccurate in many documented instances. The rail companies have **NO EFFECTIVE REPLACEMENT** for the rear crew and the safeguards it provides.

### What An ETIS Can't Do

To give an idea of the safeguards that a caboose and rear crew provide, here is a rundown of regular duties an ETIS *can't* perform:

- It doesn't smell smoke created from sticking brakes or overheated bearings.
- It can't conduct a constant visual scan of the rear portion of the train, checking for broken wheels, marks on the ties that indicate dragging equipment, seized brakes or the fires from a resulting "hot box." Nor can it perform the regular task of observing passing

trains for defects.

- It can't bring a train to a stop in an emergency such as a brake failure; nor can it make vital decisions and act quickly to avert disasters or provide medical help when accidents do happen.
- It can't ensure the alertness of the engine crew or act as a back-up when necessary. Sometimes when trains derail, the front crew is missing or prevented from reaching the rear of the train. Help is often vital at both ends of a mile-long train.
- It can't flag adjacent tracks and protect them in emergencies or call for emergency help.
- It can't carry tools for repairs, first aid kits, stretchers or fire extinguishers. And it certainly can't use them.

This is only a partial list of vital tasks fulfilled by the caboose and the rear crew. Much more routine work is performed daily.

### Gambling With Lives

Until Canada's railways have the means to assure that all the above duties are adequately performed without the rear crew, they should give safety first priority. Not to do so would simply be gambling with human lives in thousands of communities across Canada.

The ETIS should be welcomed as an **additional safety item** to prevent accidents. It's obvious, however, that it is no replacement for the rear crew and its duties — particularly the job of conducting frequent visual scans of the train and the tracks, and the ability to make instant decisions and act on them

in emergency situations.

Records of rail accidents show that it is often individual initiative, bravery and intelligence that prevent or minimize disasters. The Mississauga incident provides one good example of this.

### Keep The Bargain

Until our railway companies come up with an honest substitute for the vital human presence at the rear of our trains, they must be held to their safety bargain with the Canadian people. Since safety is the first rule they teach their employees, it would be a demonstration of insincerity if a cost-cutting decision handed down by upper management resulted in any danger to human life.

### Myth of U.S. Experience

Canadian railway companies consistently state that the caboose is on its way out in the United States and there is no reason why the same should not happen here. The truth is, the caboose south of the border has not disappeared. In fact, there are signs that a trend to reduce their numbers may be reversing.

Currently, 25 per cent of cabooses on any U.S. railway may be removed, subject to arbitration. This is a far cry from complete loss of all cabooses, as the railways would like you to believe has happened. As a result of recurring accidents and continuing threats to safety, individual states and cities are starting to wake up to the situation and the drive is on for state laws requiring cabooses on freight trains. Three such laws have now been passed and other states have legislation on the way. The cities of Atlanta and Houston have passed by-laws which require cabooseless trains passing through city limits to slow to eight km per hour. Other cities are contemplating similar restrictions.

Railways are also fond of citing the operating records of cabooseless trains in the United States. Closer scrutiny reveals that in many cases such practice occurs along systems in warmer southern climates involving less traffic, on local yard and switch runs with fewer cars and in certain cases involving less transport of dangerous goods by rail. Such



The "hidden" costs of clean-up and disruption mount.

situations do not reflect Canadian reality.

## Major Limits of Testing

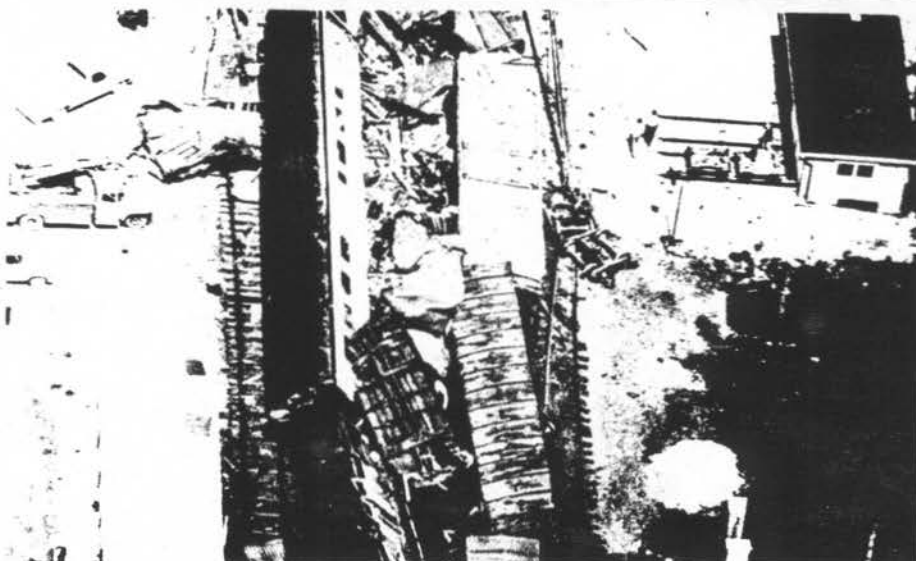
In 1984, the Canadian National Railway and the Canadian Pacific Railway applied to the Railway Transport Committee (RTC) of the Canadian Transport Commission to test the ETIS in actual performance conditions. The Québec North Shore and Labrador Railway had previously filed a similar application. The original intention of the railways was to drop the caboose from the test trains as well — eliminating the known safety factor of the caboose and its crew while trying out an unproven safety mechanism. While the UTU applauds the introduction of additional new safety technology, it cannot condone the simultaneous elimination of an established safety factor. As the result of strong UTU representation with considerable public support, the RTC ordered that the caboose and its crew could not be dropped from ETIS test trains.

Performance tests of the ETIS were initiated in December 1985 and are expected to be completed some time during the summer of 1986. Several groups, including the UTU, have strong concerns about the limitations of the tests and about the narrow view in which the results may be interpreted. The restricted test schedules and locations can in no way reflect the reality of widely diverse factors in Canadian railroading such as weather, cargo, elevations, grades, traffic volume, speeds and train lengths.

Tests are also being conducted with respect to the safety functions being performed by the rear crew. There is considerable concern that the sample method of testing, using just five days during November and December 1985, and 14 days in the first half of 1986 as authorized by the RTC, will not capture the true frequency of incidents nor of the safety functions being performed.

The complexity of full-scale rail operation cannot be reflected in a test-tube environment of controlled testing. To extrapolate the results of a limited test to the scale of actual railroading across this country is to gamble with the safety and security of life and property.

It is no small matter that the railways' evaluation of the ETIS tests



*Can we afford such loss of life and property?*

The London Free Press

ultimately becomes an exercise in attributing statistical probability to actual events — occurrences with the potential to cause irreparable damage and even death.

In the game of numbers, it can be demonstrated just as easily that the tests cannot reflect actual railway conditions. Daily operation does include mishaps which cannot be taken into account. The tests cannot acknowledge those accidents which are avoided daily through the very human judgement the railways are seeking to limit with the elimination of the rear crew.

Canadian freight trains travel a total of 88 million kilometers every year in 370,000 crew runs. Yet the railway companies would have a test of crew performance on but **five per cent** of those trips help seal the fate of a proven safety precaution represented by the caboose and its crew.

## Canadians Must Be Heard!

After the test period has finished, the Railway Transport Committee will conduct public hearings on the issues of eliminating the caboose from freight trains. It appears the railways are asking that only one hearing be held and that it take place as soon as possible after the tests.

We believe, however, that all Canadians should be given a better opportunity to express their opinions to the Committee and that public hearings should be held in several major centres across Canada.

The UTU is working toward this goal to ensure that all who wish to take part in addressing this issue will be heard.

We also strongly believe that instead of rushing into public hearings, the data collected from the series of tests should be thoroughly analyzed — with due consideration given to their limitations — and that the results should be disseminated as widely as possible.

Railway transport directly touches the lives of thousands of Canadians, and millions of other Canadians live and work every day in close proximity to passing freight trains. Therefore, we are alerting citizens in these communities to this important public issue. There is time for concerned people and groups to add their voices to the debate and to influence the decision-making process that will determine the future of rail transportation safety.

## What You Can Do

The United Transportation Union is at the disposal of any individual or group wishing to influence the decision-making process regarding the retention of the caboose. We also invite concerned people to make their views known by writing to the Hon. John Crosbie, Minister of Transport, House of Commons, Ottawa, K1A 0A6, to request that a hearing be held in their area. Correspondence should also be addressed to Mr. John O'Hara, Secretary of the CTC Railway Transport Committee, Ottawa, K1A 0N9.



We further suggest that you consider making a representation on behalf of yourself, your community, or any organization you may be affiliated with, to express your concerns at these public hearings.

For more information contact:

**Mr. David V. McDuffe**  
Canadian Legislative  
Representative

or

**Mr. J. Michael Hone**  
Research Director  
United Transportation Union  
Suite 709-99 Bank Street  
OTTAWA, Ontario  
K1P 6B9  
(613) 238-3717



## The UTU And Safety

**R**ailroad safety was among the prime concerns that prompted workers to meet in Moncton, N.B., in 1885 and form the Brotherhood of Railway Trainmen. The change in name and organization which brought that group into the new United Transportation Union in 1969 did not lose sight of the fact that safety is a top — and continuing — priority among members.

The UTU is an international union representing conductors, brakemen and certain yard employees throughout Canada's railroad network, as well as a number of train firemen and engineers in certain jurisdictions. The work and responsibilities of the UTU's 14,000 Canadian members have a major impact not only on their own safety, but on that of passengers, fellow workers and entire communities through which trains pass every day.

With such a personal and collective role, UTU members continue to work toward improving Canada's railway safety record. It's a never-ending job.

The UTU understands that new technology can complement safety measures, but only if its introduction is timely and properly conducted after thorough testing. No mechanism can substitute completely for personal diligence and one must keep constant guard against human complacency about safety which the presence of technology can promote.

With that in mind, members of the UTU's predecessor organization were major participants in the Freedman Industrial Inquiry into CNR Run-Throughs which reported in 1965. The results of that inquiry amended the Canada Labour Code in regard to the introduction of new technology. The role of mechanical failure in rail accidents, and the reduction of inspections, repairs and maintenance because of a shrinking number of employees continue as major related concerns for the UTU.

The Union also provided valuable input during the railway safety inquiry conducted by the Canadian Transport Commission in 1970-71. Once again, the fact that UTU members are in the field, perform the tasks they do and hold the responsibilities they have, rendered UTU participation a crucial element in the conclusions reached by the inquiry and in the implementation of its recommendations.

UTU activity also addresses the role of personal preparedness in promoting safety. The group's participation in the 1984 employee training study conducted by the Canadian Transport Commission (CTC) is but one example of the

Union's work in that area.

Recognizing that railroading is a changing service operating under evolving demands and conditions, UTU members and their representatives continuously participate in the revision, review and updating of the Uniform Code of Operating Rules. These regulations, supervised by the Railway Transport Committee of the CTC, form the backbone of day-to-day operating procedures in Canadian railroading. New safety considerations brought about by change are also reflected in the work of the Transport Canada committee which is studying the transport of dangerous commodities. The safety and responsibilities of UTU members have again been acknowledged through UTU representation on that committee.

The UTU's work in assuring, promoting and improving railroad safety is backed by thorough research, and by what is recognized as one of the best legislative departments in the labour movement. Members work at the local, provincial, national and international levels to monitor, study and participate in public and legislative processes contributing to the promotion of safety for all Canadians.



Produced by the  
United Transportation Union  
June 1986

Commissioners' Comments

The preceeding material is submitted for Council's information and direction.

Enclosed hereafter is correspondence previously considered by Council with Council's response and we would recommend that no further action be taken.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner



UNITED TRANSPORTATION UNION

*Presented to Council  
August 20, 1984*

NO. 3

T. J. R. Walker  
#703 10883 Saskatchewan Drive  
Edmonton, Alberta  
July 20, 1984



**TO ALL MAYORS AND REEVES IN ALBERTA:**

C.N. and C.P. Rail have been granted approval to run test trains across Canada without cabooses on the rear of them. Instead, an end of train unit (ETU or Black Box) will monitor air pressure on the last car of the train. This is all that the ETU will do. It does not aid in the visual inspection of trains in any way whatsoever.

This is not a job security issue as we have been assured that all Conductors and Trainmen who now occupy the caboose enroute will be moved up to the engine.

This is instead a **SAFETY** issue! We, as professional railroaders, feel that with the present day and future length of trains (well over one mile), dangerous commodities transported, and constant need to protect the rear of a train; that we could be dragging derailed cars through the communities of Alberta and thus causing disastrous train wrecks.

We are all citizens of Canada and fear for the safety of our own families as well. We have been denied public hearings on this issue. We can prove to the Politicians if given the chance, that we need eyes, ears and noses on the rear of trains so that we can see, hear and in some cases smell potentially dangerous situations.

We request that your Municipality pass a motion requesting public hearings on the safety of running cabooseless trains. If your Municipality will support this, please advise the Minister of Transport and the Chairman of the Canadian Transport Commission (names and addresses attached).

If we may offer further information, please do not hesitate to contact us. Time is of the essence. Please ensure that your Community at least has the opportunity to express its views on this dangerous situation.

Thank you for your time and efforts involved in this important matter. Could you please advise us of your feelings on this?

Yours Sincerely,

*T. J. R. Walker*

T. J. R. Walker  
Secretary

Commissioner's Comments

Council's direction is requested.

"R.J. McGhee"  
Mayor

## THE CITY OF RED DEER



Office of:

CITY CLERK  
342-8132

August 21, 1984.

P. O. BOX 5008

RED DEER, ALBERTA  
T4N 3T4

The Hon. Lloyd Axworthy  
Minister of Transport  
House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Sir:

The attached correspondence from United Transportation Union expressing concerns for the safety of the Canadian Public in the event of trains being operated without cabooses, was considered by Council of The City of Red Deer at a meeting held Monday, August 20, 1984.

Following is the resolution which was passed by Council agreeing to support the request for holding of public hearings:

"RESOLVED that Council of The City of Red Deer having considered correspondence dated July 20, 1984, from United Transportation Union hereby support the holding of public hearings on the safety of operating trains without cabooses and direct that the Minister of Transport and the Chairman of the Canadian Transport Commission be advised of this decision."

The decision of Council in this instance is submitted for your information and trust that you will give this matter due and serious consideration.

Yours sincerely,

C. Sevcik  
Asst. City Clerk

c.c. Mr. John Magee, Chairman, Railway Transport Committee  
Canadian Transport Commission  
Ottawa, Ontario  
K1A 0N9

United Transportation Union  
c/o T.J.R. Walker  
703, 10883 Saskatchewan Dr.  
Edmonton, Alta.

19.

UNITED TRANSPORTATION UNION  
CABOOSE COMMITTEE  
LOCAL 1233

*Presented to Council  
December 10, 1984*

T. J. R. Walker  
# 703 10883 Saskatchewan Drive  
Edmonton, Alberta  
T6E 4S6 Ph. 433 - 5083  
November 15, 1984

To all Mayors and Reeves in Alberta;

I would like to thank those of you who responded to my letter of appeal asking that your Cities and Towns petition the Minister of Transport and the Chairman of the Canadian Transport Commission for Public Hearings in the matter of running Cabooseless trains in Canada.

The Minister of Transport Mr. D. Mazankowski has recieved about 150,000 requests that the railways be required to do their End of Train Unit (ETU) tests safely and he has also recieved letters from a large number of Mayors and Reeves in Canada asking that public hearings be held across the country. The Minister has announced that in addition to the hearing that will be held for four days at Hull, Quebec beginnig on December 3, 1984, hearings will be held at Moncton, N.B. on December 11, 1984, then to Winnipeg, Manitoba on January 9, 10 and 11 and Vancouver B.C. on January 14 and 15. The purpose of these tests is to determine whether cabooseless test trains should be run.

Since the tests can be done just as safely with the caboose on the train we feel that the railways simply want to demonstrate that they can break the rules that have been developed by our government for public safety. I trust that the Minister has sent you notice of this hearing.

I urge you to write the Minister asking that more hearings be held at locations in Alberta, and I also urge you to prepare a brief for these hearings so that you may place the concerns of your communities before the Commissioner.

Persons unable to attend the hearing may submit their views in English or French, by mailing them, at least 10 days prior to the date of the hearing to:                      With a copy to:

Mr. John O'Hara  
Secretary  
Railway Transport Committee  
Canadian Transport Commission  
Ottawa, Ontario  
K1A 0N9

Mr. Serge A. Cantin  
General Solicitor  
Canadian National Railway Company  
P.O. Box 8100  
Station "A"  
Montreal, Quebec  
H3C 3N4

And a copy to:      Mr. John Bowles  
General Solicitor  
Canadian Pacific Limited  
P.O. Box 6042  
Station "A"  
Montreal, Quebec  
H3C 3E4

It is our wish that we be allowed to appear before your council to make a short presentation that will demonstrate the changes that the railways are proposing and their potential for affecting your community.

## THE CITY OF RED DEER



Office of:  
CITY CLERK

RED DEER, ALBERTA

342-8132

December 12, 1984.

United Transportation Union  
c/o T.J.R. Walker  
No. 703, 10883 Saskatchewan Drive  
Edmonton, Alberta  
T6E 4S6

Dear Sir:

I wish to acknowledge with thanks your letter of November 15, 1984, addressed to all Mayors and Reeves in the Province of Alberta.

I would advise that your correspondence above noted was presented to Council of the City of Red Deer, December 10, 1984, and at which meeting it was agreed that said correspondence be accepted and filed. This is not to be taken as though Council is not interested in the matter. As you are aware, when you initially corresponded with our Council concerning the public hearings, Council did in fact support your request and a letter was directed to the Minister requesting the holding of public hearings. As public hearings are now being conducted, Council is satisfied that all of the concerns which the United Transportation Union have raised, will be properly presented and considered by the C.T.C. prior to any decision being made.

I wish to thank you for once again bringing this matter to our attention and trust you will find same satisfactory.

Yours sincerely,

C. Sevcik  
City Clerk

CS/ds

c.c. Secy., Railway Transport Committee  
General Solicitor, C.N.R.  
General Solicitor, C.P. Ltd.  
Mr. J. McPherson, M.L.A.



## ***united transportation union***

August 29th, 1986

Mr. Michael Day  
City Commissioner  
City of Red Deer  
P. O. Box 5008  
Red Deer, Alberta  
T4N 3T4



Dear Mr. Day:

The recent rail tragedy near Hinton, the derailment of CP Rail's "acid train" near Parry Sound, the VIA Rail accident near Bernieres, Quebec, and other accidents this year have given urgency to the issue of rail transportation safety in Canada.

For reasons of community safety, The Association of Municipalities of Ontario passed a motion last week at their Annual Conference protesting the railways' proposed removal of cabooses from freight trains. In the interest of public safety in your community, we ask that you consider taking a similar approach.

The United Transportation Union (UTU) is one of many groups across the country concerned about the future of rail safety. The Union feels obligated to all Canadians to address any move that would further erode the safety precautions of the rail system. That is why proposals by the railways to eliminate the caboose from freight trains has become a major safety issue for people who live and work near rail lines.

In the area of the City of Red Deer, there are a number of major crossings through which approximately 100 trains per week travel. These trains transport such volatile materials as propane, butane, styrene, gasoline, diesel, sulphur, and cyanide. If a derailment occurred, the result could be potentially more devastating than the Cameroon natural disaster.

A conductor in a caboose has numerous duties which require a mobile individual, able to respond to emergencies. These duties certainly cannot be performed by an End of Train Information System (ETIS) -- the limited and unproven technology which the railway companies propose to attach to trains should the caboose be dropped from service. We certainly agree that the ETIS could be useful - but as an additional safety measure, not a replacement.



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The City of Red Deer will be threatened by this railway initiative and deserves representation before the Railway Transport Committee of the Canadian Transport Commission (CTC). A public hearing has been scheduled for 10:00 a.m. on Monday, November 24th, 1986 in Edmonton. The hearing will be held at the Westin Hotel, 10135 - 100 Street.

This is an opportunity for your community to influence this important decision. To participate we would ask you to:

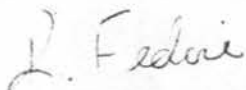
1. Encourage your council to review the issue and pass a motion to register your position.
2. Prepare a brief for presentation to the Railway Transport Committee. Each interested party is required to make available 15 copies of the submission to the hearings.
3. Notify the Canadian Transport Commission in writing, before October 1, that you will be submitting a brief in Edmonton. Send your letter to the attention of: John O'Hara, Secretary of the Railway Transport Committee, Canadian Transport Commission, Ottawa, Ontario, K1A 0N9.

Further information on the hearings can be obtained from the Information Services Department of the Canadian Transport Commission at (819) 997-0344.

We can provide extensive background print and video material to assist you. A representative from the United Transportation Union is available to discuss with your council the impact that the demise of the caboose would have on public safety. If you would like a representative to make a presentation or if you have any questions, please call me collect at (403) 276-8341.

The City of Red Deer should not be overlooked. We urge you to review this issue and take action to ensure the continued safety of your community.

Yours truly,



Kathryn Fedori

COMMISSIONERS' COMMENTS

This matter appeared on the last Council agenda (September 2, 1986) and as the latest letter from the United Transport Union (dated August 29, 1986) was handed out at the last meeting, it was agreed the matter be reproduced on this agenda.

It would be our recommendation that Council take no further action as Council had supported the holding of Public Hearings and these are now going to happen.

"R.J. McGHEE"

Mayor

"M.C. DAY"

City Commissioner



September 18, 1986

TO: Exec. Asst.

FROM: City Clerk

RE: Railway Transport Committee - Public Hearing/Cabooseless Trains

The above matter received consideration at the Council meeting held Monday, September 15, 1986, and at which meeting Council passed the following motion:

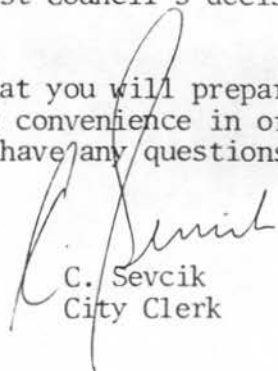
"RESOLVED that Council of The City of Red Deer having considered Notice of Public Hearing from Railway Transport Committee re: the Railway's Proposed Removal of Caboosees from Freight Trains, and having considered various correspondence received from the United Transportation Union, hereby agree that Council go on record of not supporting cabooseless trains and that the RTC be advised accordingly."

At the aforementioned meeting, Mr. Don Horne, the Alberta Legislative Representative of the United Transportation Union was present and briefly spoke to members of Council. It is a fact that rail transportation accidents do occur, that trains transport volatile materials through and/or in close proximity to densely populated areas and that if a derailment occurred under certain circumstances and in a critical location, the result could be disastrous. It is therefore the view of Council that the health and safety of our citizens should not in any way be compromised and that the end of train information system (etis) be added as an additional safety measure to the caboose, but not as a substitute therefore.

A public hearing has been scheduled for 10:00 a.m. on Monday, November 24, 1986, in Edmonton as outlined in the attached notice. In addition, the notice provides that persons unable to attend the hearings may submit to the Railway Transport Committee their views in English or in French by mailing them no later than October 1, 1986.

In discussing this matter with the Mayor, it is not our intention to attend the hearings, however the Mayor suggested that we request Council's decision be read into the minutes of the hearing.

I trust that you will find this satisfactory and that you will prepare a response for the Mayor's signature at your earliest possible convenience in order that same might be received in time for the hearing. If you have any questions, please do not hesitate to contact me.



C. Sevcik  
City Clerk



*Back up  
only*



*file.*  
CABOOSELESS TRAINS

**COMITÉ DES TRANSPORTS PAR CHEMIN  
DE FER .**

**AVIS D'AUDIENCE PUBLIQUE -  
MODIFICATION**

RELATIVE à la requête présentée par  
Canadien Pacifique Limitée, en vue  
d'obtenir l'approbation des modifications  
aux Règles 19, 19A, 90A et 102 du  
Règlement n° 0-8 de la Commission  
canadienne des transports, Règlement  
unifié d'exploitation, C.R.C. 1978, chap.  
1175;

RELATIVE à une requête présentée par la  
Compagnie des chemins de fer nationaux  
du Canada, en vue d'être dispensée de la  
Règle 90A du Règlement n° 0-8 de la  
Commission canadienne des transports,  
Règlement unifié d'exploitation, C.R.C.  
1978, chap. 1175; et

RELATIVE à un projet pour l'essai des  
trains circulant sans fourgon de queue afin  
d'expérimenter et de recueillir des données  
sur ce genre d'exploitation.

Références n<sup>os</sup> 43757R90-A.1  
43757R90-A.2

AVIS EST DONNÉ que l'audience publique  
relative à l'affaire susmentionnée devant  
commencer le lundi, 3 décembre 1984, à  
10h de l'avant-midi, dans la Salle Pontiac,  
Centre de Conférence, Phase IV, Place du  
Portage, Hull (Québec), a été prolongée  
conformément aux heures, dates et  
endroits suivants:

**RAILWAY TRANSPORT COMMITTEE**

**NOTICE OF PUBLIC HEARING -  
AMENDMENT**

IN THE MATTER OF an application filed  
by Canadian Pacific Limited, for  
approval of amendments to Rules 19,  
19A, 90A and 102 of the Canadian  
Transport Commission's Regulations  
No. 0-8, Uniform Code of Operating  
Rules, C.R.C. 1978, c. 1175;

IN THE MATTER OF an application filed  
by the Canadian National Railway  
Company for relief from Rule 90A of the  
Canadian Transport Commission's  
Regulations No. 0-8, Uniform Code of  
Operating Rules, C.R.C. 1978, c. 1175;  
and

IN THE MATTER OF a plan to test the  
operation of cabooseless trains for the  
purpose of experimentation and the  
gathering of data on such an operation.

File Nos. 43757R90-A.1  
43757R90-A.2

TAKE NOTICE that the public hearing  
on the above-noted issue scheduled to  
begin on Monday, December 3, 1984 at  
10:00 A.M. in the Pontiac Room,  
Conference Centre, Phase IV, Place du  
Portage, Hull, Quebec has been extended  
according to the following times, dates  
and places:

**Canada**

**MAYOR ✓  
COUNCIL**

**84/12/04**



COMMENÇANT/COMMENCINGENDROIT/LOCATIONADRESSE/ADDRESS

Mardi, le 11 décembre 1984  
à 10h de l'avant-midi  
Tuesday, December 11, 1984  
10:00 A.M.

Moncton  
(Nouveau-Brunswick/  
New Brunswick)

Le Grand Salon  
Section A  
Hôtel Beauséjour  
750 rue Main/  
Le Grand Salon  
Section A  
Beauséjour Hotel  
750 Main Street

Mercredi, le 9 janvier 1985  
à 10h de l'avant-midi  
Wednesday, January 9, 1985  
10:00 A.M.

Winnipeg  
(Manitoba)

Salle de conférence  
n° 4  
Centre de convention  
de Winnipeg  
375 avenue York/  
Meeting Room No. 4  
Winnipeg Convention  
Centre  
375 York Avenue

Lundi, le 14 janvier 1985  
à 10h de l'avant-midi  
Monday, January 14, 1985  
10:00 A.M.

Vancouver  
(Colombie-Britannique/  
British Columbia)

Salle Vancouver  
Island  
Hôtel Vancouver  
900 rue Georgia  
ouest/  
Vancouver Island  
Room  
900 West Georgia  
Street

Les personnes qui ne peuvent assister à  
l'audience pourront présenter leurs  
commentaires, en français ou en anglais,  
au moins dix (10) jours avant la date de  
l'audience, en les faisant parvenir à:

M. John O'Hara  
Secrétaire  
Comité des transports par chemin de fer  
Commission canadienne des transports  
Ottawa (Ontario)  
K1A 0N9

avec copie à:

M. Serge Cantin  
Procureur général  
Compagnie des chemins de fer nationaux  
du Canada  
C.P. 8100  
Succursale "A"  
Montréal (Québec)  
H3C 3N4

Persons unable to attend the hearing  
may submit their views, in English or  
French, by mailing same, at least ten  
(10) days prior to the date of the hearing  
to:

Mr. John O'Hara  
Secretary  
Railway Transport Committee  
Canadian Transport Commission  
Ottawa, Ontario  
K1A 0N9

with a copy to:

Mr. Serge A. Cantin  
General Solicitor  
Canadian National Railway Company  
P.O. Box 8100  
Station "A"  
Montreal, Quebec  
H3C 3N4

et à:

M. John Bowles  
Procureur général  
Canadien Pacifique Limitée  
C.P. 6042  
Succursale "A"  
Montréal (Québec)  
H3C 3E4

Les personnes qui le désirent pourront présenter leur point de vue sur l'affaire précitée au cours de l'audience.

Les parties et les intervenants désireux de soumettre des documents, de témoigner ou d'intervenir devant la Commission, à Winnipeg et Vancouver, en français sont priés d'en aviser la Commission afin de lui permettre de prendre les dispositions nécessaires.

Les parties et les intervenants peuvent soumettre des documents, témoigner ou intervenir devant la Commission, à Moncton, soit en anglais, soit en français et ils peuvent s'attendre à suivre les délibérations des audiences dans la langue officielle de leur choix.

Les personnes projetant de présenter un résumé devront avoir, lors de l'audience, un minimum de dix (10) copies disponibles pour distribution.

Les parties handicapées qui ont besoin d'installations ou de services spéciaux et qui entendent présenter des preuves ou prendre la parole à l'audience devront informer la Commission de leurs besoins au moins 15 jours avant le début de l'audience et la Commission fera son possible pour y satisfaire.

DATE ce 16<sup>e</sup> jour de novembre 1984.



John O'Hara

Secrétaire  
Comité des transports par chemin de fer  
Commission canadienne des transports  
Ottawa (Ontario)  
K1A 0N9  
Tél: (819) 997-7046  
Télex: 053-4254

and to:

Mr. John Bowles  
General Solicitor  
Canadian Pacific Limited  
P.O. Box 6042  
Station "A"  
Montreal, Quebec  
H3C 3E4

All persons who wish to do so, may present their views on the above-mentioned matter during the hearing.

Any party wishing to give evidence or to address the Commission, in Winnipeg and Vancouver, in French is requested to inform the Commission in order that the necessary arrangements can be made.

Any party wishing to appear and be heard in either of the two official languages, in Moncton, may give evidence or address the Commission and expect to be able to follow the proceedings of the hearing in the official language of his or her choice.

Any person proposing to present a written brief to the Commission is requested to have a minimum of ten (10) copies available for distribution at that time.

Disabled parties who require particular facilities or services intending to give evidence or to address the Commission, should inform the Commission of those requirements at least 15 days in advance of the date of the Hearing and the Commission will try to accommodate them.

DATED this 16th day of November 1984.

Secretary  
Railway Transport Committee  
Canadian Transport Commission  
Ottawa, Ontario  
K1A 0N9  
Tel: (819) 997-7046  
Telex: 053-4254

File #CS-FCSS-295

MEMORANDUM

DATE: AUGUST 21, 1986

TO: MAYOR MCGHEE AND COUNCIL

FROM: TONY CONNELLY, CHAIRMAN  
FCSS BOARD

RE: MONTFORT COMMUNITY SERVICES CENTRE

---

Council had requested a more comprehensive report on Montfort at the time of our June request to do an appraisal on People's Church. The attached report was prepared by the FCSS Department staff and reviewed by our board on August 14. We would endorse the recommendation that the City do an appraisal on People's Church and obtain a more accurate estimate of renovations that would be necessary with the costs charged to the 1986 Montfort budget.

Once the capital costs for this project are determined, it will be possible to calculate the rents necessary to recover the capital costs over the duration of the project (25 years). Given the estimates that are included in the report, it is likely that a deficit will be incurred in the first few years of the project but this deficit could be cost-shared under the FCSS program. The deficit would not likely exceed \$20,000 per year and therefore, the City costs could be held to no more than \$4,000 per year.

When considering this report, there are some additional points that Council should bear in mind as follows:

1. All of the prices quoted as sale prices are negotiable, so the City could possibly purchase any of the alternatives at a lower price.
2. All renovation costs in the lease arrangements are estimates and also assume that the City would be responsible for the total cost. In most long-term leases (ie. ten years) the lessor is often willing to cost-share a portion of leasehold improvements.

-3-

3. In each scenario an amount of space available to tenants has been outlined. Not included in this amount are the common areas (eg. gymnasium, meeting, staff areas) for which revenue is not directly recovered from tenants.

The discussion on the options available to the City in this report warrants very serious consideration by Council. Some members of the FCSS Board felt that this is a major policy question that needs to be addressed before following any specific course of action to replace Montfort. The FCSS Board was a little hesitant to recommend that the City assume major responsibilities for housing community organizations such as those at Montfort because this question is better left to City Council. Nevertheless, if Council agrees that the City should play such a coordinating and facilitating role, then the People's Church option is the best one currently available.

Council can see from the report that the organizations currently housed at Montfort will need to pay increased rents wherever they relocate. However, over the longer term it will be an advantage to be housed in a permanent facility assuming the capital costs (purchase price and renovations) are reasonable. Therefore, the course of action proposed by the FCSS Department makes good sense.



Tony Connelly, Chairman  
Red Deer & District  
Family and Community Support Services Board

TC/le



## REPORT ON RELOCATION OF MONTFORT COMMUNITY SERVICES CENTRE

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### I. BACKGROUND AND HISTORY

Montfort Community Services Centre began in June, 1982. The facility is a Catholic School that was vacated when the larger St. Patrick's Community School was built to accommodate the population in North Red Deer. The City of Red Deer leased the facility for a ten year period with the intent of sub-leasing space to community non-profit organizations serving residents of Red Deer.

The reasons for the City of Red Deer involvement were numerous. First, the City was able to exercise leadership in coordinating this project on behalf of community organizations. In addition, the City was able to provide advance funding to cover some of the capital costs of the project, which individual agencies would not have been able to manage.

Second, the city agreed to give this project leadership as a "good-will gesture" to the many community service organizations providing valuable services to residents in Red Deer. This served as a way for the City of Red Deer to recognize the value of these services without necessarily committing itself to any financial support for these services. Finally, the City recognized that this concept of a "community services centre" would provide agencies with an opportunity to share and cooperate with one another resulting in improved services to the community with some reduction in the costs of the services because of the sharing.

Montfort is 13,834 square feet in size with approximately 6,240 square feet used for offices, classrooms, and a large meeting room. Rents amounted to approximately \$6.50 per square foot. Approximately \$38,500 was spent on renovations to the facility and improvements to the parking.

Over the course of the past four years, this experience has proved to be an extremely successful one. All of the capital costs will have been repaid by the end of 1986 (5 years ahead of schedule) and all tenants in the facility report considerable satisfaction with their involvement in the project. In fact, the relationship between the community organizations housed at Montfort is an extremely harmonious one. A tremendous amount of sharing and mutual support is in evidence and we can only conclude that the community is better served by these organizations.

### II. CURRENT SITUATION

The Catholic Board of Education served us notice in February, 1986 that they would like to terminate the lease with the



- 2 -

City by June, 1988 at the latest and possibly in June, 1987. They indicated they would need this school back for a French-Immersion program that they plan to introduce into their school system. Some classrooms would be required in September, 1987 and the total facility would be required by September, 1988.

The City agreed to vacate the premises at Montfort as soon as possible after June, 1987 to comply with the request of the Catholic Board of Education. It is worth noting that the cooperation between the City of Red Deer and the Red Deer Catholic School system on this project has been exceptionally good. Everyone concerned with it has felt that it was extremely successful and we are both moving towards the termination of the lease with some regret.

### III. OPTIONS FOR THE CITY OF RED DEER

It is important to note that the City of Red Deer has made no commitment to the community organizations housed at Montfort beyond the term of the lease with the Catholic School system. Nevertheless, given the success of this project and the feeling that an alternative needs to be found, it is important to consider the options open to the City. These are:

- A. Terminate the arrangement - the City could advise all of the community organizations that they will need to secure accommodation on their own when they vacate Montfort.
- B. Lease another building - the City could agree to continue to provide leadership in this project by leasing another facility and continuing with an arrangement similar to that at Montfort.
- C. Purchase a suitable facility - the City could commit itself to the purchase of a suitable facility and act as a landlord for community organizations housed in the facility.
- D. Build a suitable facility - the City could work towards the construction of a facility to perform the functions of a community services centre.

### IV. FINANCIAL CONSIDERATIONS

In view of the above options the FCSS Department staff, with the assistance of a committee of tenants at Montfort, has investigated the feasibility of leasing or purchasing a suitable facility as an alternative to Montfort. In all cases the current interest rate available to the City (as supplied by the Director of Finance) was used to calculate

(as supplied by the Director of Finance) was used to calculate long-term debenture repayments (25 years) and short-term repayment of renovation costs (10 years). The financial considerations of these options are as follows:

OPTION A. LEASE

i. WESTBURN BUILDING -- 4319 - 55th AVENUE

- 17,280 square feet at a cost of \$4.50 per square foot with yearly escalation of \$.25 per square foot plus \$1.10 per square foot for maintenance, taxes and insurance.

- cost to the tenants is \$96,770 for year one escalating to \$118,368 for year six (in 1986 dollars).

- purchase price quoted for facility is \$525,000 (\$30.40 per square foot).

- renovation costs estimated at \$150,000 (recovered at the rate of \$25,500 per year for ten years).

- estimated space available for tenants: 9,500 square feet.

- equivalent rental per square foot: \$12.87 for year one  
: \$15.14 for year six.

ii. CRONQUIST BUSINESS PARK -- 5580 - 45th STREET

- 15,000 square feet at a cost of \$4.25 per square foot with the yearly escalation of \$.25 per square foot plus \$1.10 per square foot for triple net costs.

- cost to tenants is \$80,250 for year one escalating to \$99,000 for year six.

- there is no option to purchase this facility.

- renovation costs are estimated at \$100,000 (recovered at the rate of \$17,000 per year for 10 years).

- the estimated space available for tenants is 8,500 square feet.

- estimated rental per square foot: \$11.44 for year one  
: \$13.65 for year six.

iii. OMNI FITNESS CENTRE -- 4806 - 51st AVENUE

- 8,740 square feet at \$7.40 per square foot plus triple net of \$1.10.

(long-term lease cost increases are uncertain).

- cost to tenants is \$74,450.

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- purchase price quoted is \$400,000 or \$45.76 per square foot.
- renovation costs are estimated at \$50,000 (recovered at the rate of \$8,500 per year for ten years).
- the estimated space available for tenants is 5,000 square feet.
- the estimated equivalent rental per square foot: \$16.59.

iv. OLD SIMS FURNITURE BUILDING -- 4919 - 51st STREET

- 16,500 square feet in the newer part (east) leased at a cost of \$6.50/ft<sup>2</sup> in the first year plus a triple net charge estimate of \$1.10 per square foot.
- cost to tenants is \$159,000 per year in the first year.
- purchase price for this whole building (including east and west sides) is \$525,000. A prorated basis is estimated at \$350,000 for the east part only (\$21.00/ft<sup>2</sup>).
- renovation costs are estimated to be \$165,000 (recovered at the rate of \$33,700/year for 10 years).
- equivalent rental per square foot: \$15.90 for year one.

B. PURCHASE

i. PEOPLE'S CHURCH -- 6002 - 54th AVENUE

- 14,260 square feet.
- purchase price quoted is \$375,000 or \$29.12 per square foot.
- estimated renovation costs is \$100,000.
- the cost to tenants is \$52,250 (purchase and renovation price amortized over 25 years) plus taxes of \$7,000 and other costs usually included in a lease arrangement of approximately \$6,000: total of \$65,250.
- the estimated available space for tenants is 6,880 square feet.
- the estimated rental per square foot: \$9.48 with only taxes and some other minor costs subject to inflation in the future.

### C. BUILD

#### i. LOCATIONS - VARIOUS

Assuming that there are no land costs for such a facility and that a minimum of 12,500 square feet would be needed and assuming a cost of a minimum of \$60 per square foot for a basic facility: \$750,000.

### V. EVALUATION OF OPTIONS

The following points are offered for consideration in discussing the four options:

- A. Terminate the arrangement - Montfort has proven to be a successful way for the City to provide support to community organizations at little or no cost. In addition we can foresee that there will be additional support needed for non-profit organizations in the community due to lack of space in schools. Further, it is much more feasible for the City, acting as a 'host' and facilitating agent, to use its financial capacity to support these organizations in this fashion.
- B. Lease of the facility - There is some difficulty in locating a suitable facility, renovation costs need to be recovered over a shorter time period, there is uncertainty of the stability of such an arrangement given that the facility could be leased or sold to some other group. However, the initial costs and investment to the City is far less and there is less risk of unusual costs occurring.
- C. Purchase of the facility - There is some difficulty in arranging for the long-term finances; finding a suitable facility is difficult, renovation costs are uncertain, and initial capital costs to the City are greater. However, the long-term security offered to the tenants under such an arrangement is certainly an advantage and demonstrates the long-term commitment by the City.
- D. Building a facility - Costs of such an arrangement are excessive and demonstrate the greatest commitment by the City. Building would permit a design which optimizes the use of space and more selectivity with respect to the best location.

### VI. OTHER FINANCIAL CONSIDERATIONS

- A. Regardless of the way in which this community services centre can be continued, there will be additional costs

common to all alternatives including utilities, some maintenance, custodial care, paper supplies, etc. These are estimated to be approximately \$21,500 per year based on the Montfort experience. Of course, these costs need to be added to all the options presented. They would likely amount to approximately \$3.00 per square foot. Much of this additional operating cost can be recovered from occasional or non-tenant renters. On the basis of the experience at Montfort, there is a large demand for this type of space and a facility with a kitchen such as People's Church could realize approximately \$15,000/year from this type of rental.

- B. It is somewhat likely that many tenants will be unable to pay the higher rental rates required under an alternative arrangement to Montfort. Therefore, there will likely be a need to subsidize the operation of such a facility in the amount of \$10,000 to \$20,000 per year.

Under the Family and Community Support Services Program it would be possible to justify providing deficit funding to such an operation on the grounds that it promotes interagency cooperation and results in better services to the community. If such a deficit is to be covered under FCSS it would need to be closely scrutinized by the FCSS Board. Provincial authorities would accept funding of such a facility as coming under the guidelines of FCSS if the FCSS Board can agree that the benefit to the community justifies the cost.

## VII CONCLUSION

Although financial considerations are of primary importance in evaluating alternatives, other factors also must be considered (eg. parking, access to play space, transportation, etc). On the basis of these, as well as the cost comparisons, the purchase of People's Church stands out as clearly the superior alternative.

We recommend, therefore, that:

- 1) an appraisal be authorized,
- 2) a more accurate estimate of renovations be completed,
- 3) that the cost of the above be charged to the 1986 Montfort budget subject to approval of the Montfort Management Board. (They will be under expended if they choose to forego some improvements which were budgeted but may not be completed as a result of the lease termination.)

In addition, some consideration should be given to FCSS funding for such a project, particularly during the initial five year period.

Community Service Building - Comparison of Alternatives

Building	Total Size	Rentable Space	Purchase Price	Estimated Renovation Cost	Lease Cost	Main., Taxes & Insur.	Total Estimated Rental Charge to Tenants	Comments
Westburn Building	17,280 ft <sup>2</sup>	9,500 ft <sup>2</sup>	\$525,000 \$30.40/ft <sup>2</sup>	\$150,000	4.50/ft <sup>2</sup> yearly escalation of .25 ft <sup>2</sup>	1.10/ft <sup>2</sup>	12.87/ft <sup>2</sup>	Parking on site, Play-space possible. All costs subject to market determined increase.
Cronquist	15,000/ft <sup>2</sup>	8,500 ft <sup>2</sup>	not an option	\$100,000	4.25/ft <sup>2</sup> yearly escalation of .25 ft <sup>2</sup>	1.10/ft <sup>2</sup>	11.44/ft <sup>2</sup>	Parking on site, Play-space nearby. All costs subject to market determined increase.
Omni	8,740	4,000	\$400,000 \$45.76/ft <sup>2</sup>	\$50,000	7.40/ft <sup>2</sup>	1.10/ft <sup>2</sup>	16.59/ft <sup>2</sup>	Downtown, high traffic location, no playspace. All costs subject to market determined increase.
Sim's	16,500	10,000	\$350,000 \$21.00/ft <sup>2</sup>	\$165,000	6.50/ft <sup>2</sup>	1.10/ft <sup>2</sup>	15.90/ft <sup>2</sup>	Downtown, no playspace, no parking. All costs subject to market determined increase.
People's	14,260	6,880	\$375,000 \$29.12/ft <sup>2</sup>	\$100,000	not an option	1.90/ft <sup>2</sup>	9.48/ft <sup>2</sup>	Located adjacent to park. Ample parking on site. Operating costs subject to inflationary increase.
Build	12,500	8,750	\$750,000	nil	N/A	1.90/ft <sup>2</sup>	11.80/ft <sup>2</sup>	Built on City property. Operating costs subject to inflationary increase.

- Notes:
1. All buildings require common areas for which revenue cannot be recovered. The amount varies with design.
  2. Purchase costs would be amortized over 25 years at an annual interest rate of 11%.
  3. Renovation on leased property is amortized over 10 years at an annual interest rate of 17%.
  4. All purchase and renovation costs are estimated and subject to negotiation.
  5. Rental charges are based upon rentable floor-space and recovery of all costs including capital and interest. Actual rental rates would also have to include operating costs for utilities and custodian, etc. which would be roughly equivalent for all options.



Montfort Community Services  
Centre  
5210 - 61 Street  
Red Deer, Alberta  
T4N 6N8

August 11, 1986

Tony Connelly  
7 Bunn Crescent  
Red Deer, Alberta  
T4R 1K9

Dear Mr. Connelly:

I am writing on behalf of the Montfort Community Services Centre Management Board to express the strong support and commitment we feel for the continuation of this worthwhile project. The Montfort Community Services Centre has been a positive experience for both the public serving agencies and the general public. Collectively, the above groups feel that both the taxpayers benefit and the individual programs benefit from our joint association at this community centre in the following ways:

1. The sharing of various capital cost items - For example, tables, chairs, meeting room and staff room furniture are shared eliminating the need to have exclusive ownership by each program of these items, hence costs are reduced.
2. The sharing of common areas - For example, boardrooms, staff rooms, washrooms and child-care facilities are shared among the various tenant organizations reducing the costs to our respective budget line items (such as rent).
3. The spirit of sharing is extended by the reciprocal flow of various items being loaned and borrowed by the different programs when the need arises.
  - For example, movie projectors, screen, V.C.R.'s, the use of duplicating equipment, gym equipment.

All of the above measures are cost reducing and program enriching thus directly benefitting the taxpayer.

. . .2



4. Mutual support among the tenants is evidenced by:

- a. Supplying resource persons and speakers to each other's programs.
- b. A flow of information between the programs offering better awareness and public exposure.

All of the organizations when faced with the pending move pledged to make every effort to find other suitable accommodation. A sub-committee has investigated all the various options available. Whatever option is pursued, a rent increase cannot be avoided.

We, as the Montfort Community Service Centre Management Board feel a great deal of responsibility and ownership in keeping this very worthwhile Community Centre Concept alive. We feel that the benefits of staying together far outweigh the reasons for disbanding. On Tuesday, August 5, 1986 at the Montfort Management Board meeting, Tom Anderson moved that, "Montfort Community Services Management Board support the recommendations as outlined in the report on the relocation of the Montfort Community Services Centre." Carried, unanimously.

Yours truly,



Joanne Keen, Chairperson  
Montfort Community  
Services Centre Management  
Board

For the following groups:

Family Day Home  
St. John's Ambulance  
Red Deer Action Group  
Tiny Tots Nursery  
Highland Green E.C.S.  
Family Resource Centre  
Observation Nurseries  
of Red Deer

# Alberta

EDUCATION  
Red Deer Regional Office

3rd Floor West, Provincial Building, 4920 - 51 Street, Red Deer, Alberta, Canada T4N 6K8 403/340-5262

August 8, 1986

Mayor Robert McGhee  
City of Red Deer  
Box 5008  
RED DEER, Alberta  
T4N 3T4



Dear Mayor McGhee,

It is my understanding that City Council will be discussing the Montfort Community Services Centre concept in the near future. It is my hope that Council will respond favourably to the continuation of the concept and, thus, demonstrate its support for this highly visible component of the provincial Early Childhood Services ideal.

Since its inception in March, 1973, Early Childhood Services programs have embodied an ideal that focuses on the integration of support services to young children and their families. Practical applications of that ideal have taken many forms. The placement of ECS portables on municipal property, the joint community use of facilities, the joint funding through recreation projects, the concept of integrated ECS/Day Cares, and developmental work for special programs through F.C.S.S. are just some ways that the City of Red Deer has shared directly and indirectly in meeting our ECS philosophy. The Montfort Community Services Centre concept has undoubtedly been a beacon project in this regard.

Although the general public is not fully aware, Early Childhood Services has been involved in many of the Centre's projects/activities:

- Highland Green ECS is run at the Montfort Centre.
- The Tiny Tots Playschool and Observation Nursery follows similar philosophies, especially in regard to parent involvement.
- Some "special needs" children are jointly serviced across ECS and Playschool programs etc.
- The Red Deer & District Early Childhood Coordinating Committee funded the feasibility study which resulted in the Family Resource Centre at Montfort. This group continue to hold their meetings there.

- Mother support groups (now known by various names) were developed in Red Deer through a joint ECS/Parent Resource Unit committee, adopted provincially and now are run regularly at the Montfort Centre.

It is my feeling that, given the relatively short lifespan so far enjoyed, we have barely seen the tip of the iceberg, as it were.

Please ask your colleagues to recognize this larger picture as they contemplate the future of the Montfort Community Services Centre. Be assured of my support and that of the many city ECS operations.

Very sincerely,



Alan R. Rich  
Coordinator of ECS

ARR:ef

- c. Colleen Jensen, FCSS Liaison  
Joanne Keen, Chairman, Montfort Management Board

DATE: 1986 09 09  
TO: CITY CLERK  
FROM: DIRECTOR OF FINANCE  
RE: MONTFORT COMMUNITY SERVICES CENTRE

The report submitted to Council by the F.C.S.S. Board on the above recommends the City initiate steps to purchase the People's Church to house the Community Services Centre that has to be moved from the Montfort School. It is my understanding the F.C.S.S. Board has not recommended to Council the adoption of the report recommendations and has left the decision to Council.

The recommendations of the report represent some significant policy decisions by Council. If council agrees to the appraisal of the People's Church, it must be assumed Council is also willing to consider the purchase of the building. This could set a significant precedent for other similiar organizations to ask Council to provide facilities for them as well. Until now Council has only authorized the construction of facilities to house specific organizations such as the Day Care Centres or the Golden Circle. Now Council is being asked to provide facilities to house non-profit organizations serving Red Deer.

The implications of authorizing the City to provide facilities is the City is also absorbing any deficits. The report indicates the deficit should not exceed \$20,000 per year with the deficit possibly cost shared with the Province under the F.C.S.S. program. This cost sharing could reduce the City cost to \$4,000 maximum per year. The Provincial funds are limited and could mean funds that would have been available to another project would have to be allocated to the new Community Services Centre. The impact of this is reduced somewhat if organizations receiving F.C.S.S. funding are located in the Centre. If Council approve a new Centre, based on the report recommendations, tenant priority should be given to organizations funded by F.C.S.S.

The most economical lease option appears to be Cronquist Business Park. The comparison of this proposal with the purchase of the People's Church appears below:

. . . 2

- 2 -

ANNUAL COST  
PER SQUARE FOOT OF RENTABLE SPACE

	<u>CRONQUIST LEASED SPACE</u>	<u>PEOPLE'S CHURCH</u>
1. Lease cost per square foot of rentable space $\$63,750 \div 8,500 \text{ sq. ft.}$	\$ 7.50	\$ -
2. Amortization of lease- hold improvements for 10 years at 11% $\$16,980 \div 8,500 \text{ sq. ft.}$	2.00	
3. Amortization of purchase price and renovation cost over 25 years $\$56,402 \div 6,880$		8.20
4. Maintenance, taxes and insurance	1.94	1.90
	<u>11.44*</u>	<u>10.10</u>

\*increases at \$.44/sq. ft. per year for escalation factor.

The figures for the People's Church option are slightly higher than those in the report but it does appear this option is cheaper than the leased space option.

### DISCUSSION

It is usually cheaper for the City to provide facilities to organizations rather than have organizations lease space. If the City were to use this as criteria in making a decision, the requests for space for non profit organizations could be unlimited.

If the City were to provide space, the facility would probably operate at a deficit. Part of the deficit funding could be provided by the Provincial F.C.S.S. program. The funds from this program are not

. . . 3

- 3 -

unlimited, however, so the use of such funds for the proposed facility could reduce the amount of F.C.S.S. funds available for other purposes.

The last consideration is that by owning the facility the City must take responsibility for operating deficits. Many of the organizations may not be prepared to pay the full rental cost, there may be vacancies from time to time or unforeseen costs may occur that the tenants cannot afford.



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

AW:mrk

COMMISSIONERS' COMMENTS

As Council can see from the attached report, considerable work has been undertaken in answering the resolution of Council in this matter. It would appear that all of the alternates considered would require a subsidy which would then become part of the FCSS Budget. We cannot support any further additions to the FCSS Budget in the magnitude indicated.

Unless a facility can be obtained similar to the Montfort operation, we would recommend a discontinuation of the service centre. This would not forego the individual agencies working through FCSS to continue their service in the future.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner



July 23, 1986

TO: F.C.S.S. BOARD

FROM: CITY CLERK

RE: **MONTFORT COMMUNITY SERVICES CENTRE**  
**PEOPLE'S CHURCH PROPERTIES, 6002-54 Ave. & 5959-55 Ave.**

I would advise that your report dated June 27, 1986 concerning the above, was presented to Council Monday, July 21, 1986 and at which meeting the following motion was passed.

"RESOLVED that Council of the City of Red Deer having considered reports re: Alternatives to the Montfort Community Services Centre, and the possible acquisition of the People's Church properties, 6002 - 54 Avenue and 5959 - 55 /avenue, hereby agree that an appraisal of the People's Church properties be not authorized at this time, but rather that the F.C.S.S. Board prepare a report for Council's consideration, indicating the source of capital financing prior to any consideration of purchasing a facility, and as per recommendations submitted to Council July 21, 1986 by the Commissioner."

The decision of Council in this instance is submitted for your information and appropriate action. We trust that the F.C.S.S. Board will prepare the report as called for in the above noted resolution and submit same to Council for consideration at the earliest opportunity possible.

Trusting you will find this satisfactory.

C. SEVCIK,  
City Clerk

CS/gr

c.c. F.C.S.S. Manager  
Director of Finance  
Director of Community Services  
City Assessor

August 8, 1986

Mayor Robert McGhee  
City of Red Deer  
Box 5008  
RED DEER, Alberta  
T4N 3T4



Dear Mayor McGhee,

It is my understanding that City Council will be discussing the Montfort Community Services Centre concept in the near future. It is my hope that Council will respond favourably to the continuation of the concept and, thus, demonstrate its support for this highly visible component of the provincial Early Childhood Services ideal.

Since its inception in March, 1973, Early Childhood Services programs have embodied an ideal that focuses on the integration of support services to young children and their families. Practical applications of that ideal have taken many forms. The placement of ECS portables on municipal property, the joint community use of facilities, the joint funding through recreation projects, the concept of integrated ECS/Day Cares, and developmental work for special programs through F.C.S.S. are just some ways that the City of Red Deer has shared directly and indirectly in meeting our ECS philosophy. The Montfort Community Services Centre concept has undoubtedly been a beacon project in this regard.

Although the general public is not fully aware, Early Childhood Services has been involved in many of the Centre's projects/activities:

- Highland Green ECS is run at the Montfort Centre.
- The Tiny Tots Playschool and Observation Nursery follows similar philosophies, especially in regard to parent involvement.
- Some "special needs" children are jointly serviced across ECS and Playschool programs etc.
- The Red Deer & District Early Childhood Coordinating Committee funded the feasibility study which resulted in the Family Resource Centre at Montfort. This group continue to hold their meetings there.

- Mother support groups (now known by various names) were developed in Red Deer through a joint ECS/Parent Resource Unit committee, adopted provincially and now are run regularly at the Montfort Centre.

It is my feeling that, given the relatively short lifespan so far enjoyed, we have barely seen the tip of the iceberg, as it were.

Please ask your colleagues to recognize this larger picture as they contemplate the future of the Montfort Community Services Centre. Be assured of my support and that of the many city ECS operations.

Very sincerely,



Alan R. Rich  
Coordinator of ECS

ARR:ef

- c. Colleen Jensen, FCSS Liaison  
Joanne Keen, Chairman, Montfort Management Board

File #CS-FCSS-245

MEMORANDUM

DATE: June 27, 1986

TO: MAYOR MCGHEE & COUNCIL

FROM: TONY CONNELLY, CHAIRMAN FCSS BOARD

RE: MONTFORT COMMUNITY SERVICES CENTRE


---

As Council members are likely aware, the Red Deer Catholic School District has indicated that they would like to use Montfort School for their own purposes possibly as early as September, 1987 and definitely by September, 1988. As a result, the FCSS Department has been investigating alternative ways of continuing this highly successful project.

The attached letter from Mel C. Mullen, President, People's Church, was recently received indicating their desire to sell their church and land. It would appear, at the outset, that this facility would be quite appropriate for use as a community services centre. However, further study needs to be undertaken to determine the financial feasibility and structural suitability of the facility for such a use. Further, other alternative locations for the continuation of the Montfort Community Services Centre need to be investigated before any final decision is made.

It was the view of our Board that it would be worthwhile to do an appraisal of People's Church as soon as possible in order to obtain an objective assessment of the value of the building and property. It is our recommendation that Council give the authority to the FCSS Department to obtain such an appraisal at this time. It is important to the organizations housed at Montfort Community Services Centre that an alternative plan for another community services centre be finalized as soon as possible to reduce the uncertainty surrounding the continuation of this project.

Thank you for your consideration of this matter.

  
Tony Connelly  
FCSS Board Chairman

TC/le

Attachment

# People's Church

Pastor Mel Mullen

6002 - 54 Ave., Red Deer, Alberta T4N 4M8

ph. (403) 343-6570

June 12, 1986

Family & Community Support Services  
City Hall  
Box 5008  
Red Deer, AB  
T4N 3T4

ATTENTION: Rick Assinger

Dear Sir:

RE: SALE OF PEOPLE'S CHURCH PROPERTIES

The properties of People's Church in the city of Red Deer have been made available for sale to several churches in our community.

The following is the legal description and price of the properties:

## LEGAL DESCRIPTION

## PRICE

PROPERTY #1 (6002 - 54 Ave)  
Lots 27, 28, 29 & 30  
Block 16  
Plan 7604 S

\$375,000.00

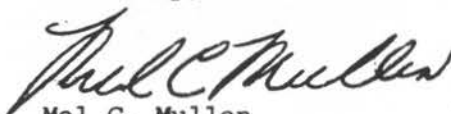
PROPERTY #2 (Vacant Land, 5959 - 55 Ave)  
Lots 9 & 10  
Block 17  
Plan 7604 S

\$ 31,700.00

We understand that the Montfort Social Services of Red Deer are interested in purchasing the property with a possession date in the fall of 1987.

Upon receipt of your offer we request a 60 day acceptance period so that we have adequate time for the development of our plans.

Sincerely,



Mel C. Mullen  
PRESIDENT

MM/dg



DATE: 1986 07 03  
TO: CITY CLERK  
FROM: DIRECTOR OF FINANCE  
RE: MONTFORT COMMUNITY SERVICES CENTRE

The F.C.S.S. Board is requesting Council approval for funds to undertake an appraisal of the People's Church building for use as a possible replacement for the Montfort Community Services Centre.

The Montfort Community Services Centre exists in a school building owned by the Red Deer Catholic School District. The School District has not charged rental for the building but the Centre has been responsible for property taxes, maintenance and utilities.

If the People's Church was to be considered for replacement, there would be a significant cost involved to purchase and renovate the building. The appraisal proposed would presumably only give the F.C.S.S. Board a market value for the property. There could be significant cost involved for renovation. This renovation cost would be difficult to identify but could presumably be hundreds of thousands of dollars.

The current tenants of the Montfort Centre are not required to pay rent for the capital cost of the building. If the People's Church was acquired, the rentals would presumably have to increase to include reimbursement of the capital cost. If the cost was, for example, \$500,000 there would be an additional \$63,000 in rental required each year. The 1986 rental revenue budget for the Montfort Centre is only \$35,890 so a significant rental increase would be required. It is questionable that the tenants would be willing to pay the rental increase required. This would require the City to provide a significant subsidy.

It would be my recommendation that approval not be given for an appraisal. Even if an appraisal was to be conducted the cost of renovation would not be known. This cost could be significant.

I would recommend that the F.C.S.S. Board locate an office area large enough to meet the needs of the various agencies. Presumably by looking for a large area as opposed to each agency looking for a small area individually, economics of scale could result in a reduced rent.

- 2 -

The City has a major committment to financing transportation projects over the next few years. It should not make other committments that could likely result in subsidies being required from the City.



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

AW:mrk

CC: F.C.S.S. Manager



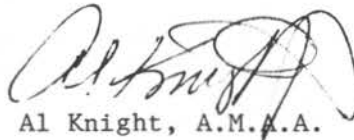
1986 07 09

TO: City Clerk

FROM: City Assessor

RE: Montfort Community Services Centre

We have no objection in authorizing the F.C.S.S. Board to acquire an appraisal of the People's Church to allow further negotiations if it is feasible to utilize these premises for their needs and if this use is permitted by the land use bylaw.



Al Knight, A.M.A.A.

AK/bt

File: CS-285

MEMORANDUM

DATE: July 7, 1986

TO: Charlie Sevick  
City Clerk

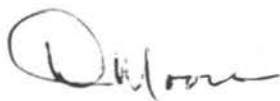
FROM: Don Moore  
Community Services Director

RE: Montfort Community Services Centre

---

I am in support of the proposal by the FCSS Board to give study to alternatives in replacing the Montfort Community Services Centre. This has been a very successful project which, for the most part, has been self sustaining and has accommodated a number of community service organizations and other community needs.

The People's Church building has some potential but considerable additional study will be required to determine how feasible or viable it would be as a replacement for Montfort and, therefore, the proposed study should be given support.



DON MOORE

DM/ks

COMMISSIONER'S COMMENTS

We would concur with the recommendations of the City Treasurer that an appraisal not be authorized at this time, but rather that the FCSS Board be requested to prepare a report for Council's consideration, indicating the source of capital financing prior to any consideration of purchasing a facility. This of course would not preclude continued efforts to locate a suitable rental property while such a report is being prepared.

"M.C. DAY"  
City Commissioner

September 16, 1986

TO: F.C.S.S. Board

FROM: City Clerk

RE: Montfort Community Services Centre

At the Council meeting of September 15, 1986, the report from the Board of August 21, 1986, along with reports from the Montfort Community Services Centre Management Board and the Co-ordinator of Early Childhood Services were presented to Council and the following motion was subsequently passed:

"RESOLVED that Council of The City of Red Deer, having considered reports to Council September 15, 1986, re: Montfort Community Services Centre, hereby agree:

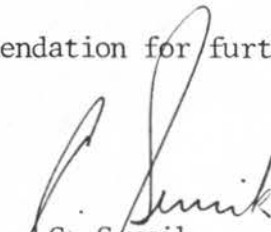
1. that an appraisal be authorized of the People's Church;
2. that a more accurate estimate of renovations be completed;
3. that the cost of the above be charged to the 1986 Montfort Budget;

and as recommended to Council September 15, 1986, by the F.C.S.S. Board.

Council further agrees that the F.C.S.S. Board indicate the level of priority of this project along with a recommendation from the Board."

The above is submitted for your information, and also attached hereto are pages 25-41 of the Council agenda which includes the above noted reports, and comments of the administration.

We look forward to receipt of your report and recommendation for further consideration by Council in due course.

  
C. Sevcik  
City Clerk

Encl.

c.c. F.C.S.S. Manager  
Dir. of Community Services  
Dir. of Finance  
Ms. J. Keen  
Mr. A. Rich

September 16, 1986

TO: F.C.S.S. Board

FROM: City Clerk

RE: Montfort Community Services Centre

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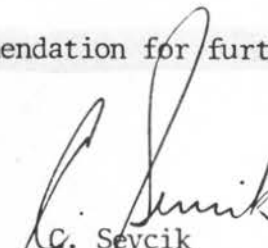
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We look forward to receipt of your report and recommendation for further consideration by Council in due course.

  
C. Sevcik  
City Clerk

Encl.

c.c. F.C.S.S. Manager  
Dir. of Community Services  
Dir. of Finance  
Ms. J. Keen  
Mr. A. Rich

*Reminder 87/05/04 LS.*

*Rich advised appraisal not undertaken  
If they decide to proceed with appraisal will come  
back to council for approval again as previous decision  
Aug 21/86 was made by former council 87/09/11*

September 22, 1986

TO: F.C.S.S. Manager

FROM: City Clerk

RE: Montfort Community Services Centre

You will recall at the Council meeting of September 15, 1986, when the above matter was discussed, Alderman Kokotailo inquired as to whether any consideration had been given to the building which was and/or is occupied by a religious group and which building is located in the vicinity of Harpers Metals. I believe the building was formerly used by Master Feeds.

Please accept this memo simply as a reminder to consider the possibility of this building as a facility in which to house the tenants of the Montfort Community Services Centre. No doubt, when you come back to Council with regard to a further report you will include comments and/or recommendations relative this building also.

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

c.c. F.C.S.S. Board  
Dir. of Community Services



Chris Sisson  
R.R.#2  
Red Deer, Alberta  
T4N 5E2

To All whom it SHOULD concern:

In response to the article "Service Groups Search for Home," in the September 16 issue of the Advocate. I can appreciate the fact that there is a need for these service groups to relocate, but for councillor Tony Connolly to suggest that perhaps the Old Court House could be used as a new home is staggering!!! The Court House belongs to the Allied Arts Council and was provided to house ARTS groups, not to become another building to house government offices. It is extremely unfortunate that the Allied Arts Club and our city fathers have put the rental of the building so high so most arts groups cannot even consider entering the building. I'm encouraging all arts groups to keep after the AAC and their city councillors to make this the building that we were promised and struggled many years to finally receive.

This city does a lot for its citizens, ie: sports programs gallore, a beautiful new performing arts centre, beautiful trails and parks but does absolutely nothing for the visual artists. A lot of fabulous work is being created right here in Red Deer but unfortunately the majority of people never get to see any of it!

I sincerely hope the Allied Arts Council hold the reins tight on what happens to the Old Court House. It would be a shame to lose sight of the dream the arts groups envisioned and that the Allied Arts Council has been advocating for the past number of years.

Sincerely,

(Mrs.) Chris Sisson



1986 09 05

TO: City Council

FROM: City Assessor

RE: 1986 Tax Sale

The attached report contains an itemized list of properties that are eligible for the 1986 tax sale.

Section 12 of the Tax Recovery Act states:

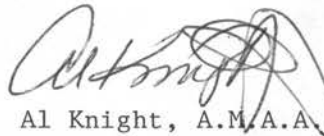
"1. Every municipality shall by resolution fix

a) a minimum sale price for each parcel which shall be the reserve bid and

b) the condition of sale on which sales are to be made."

For Council's convenience the suggested reserve bid is indicated in the report and the terms and dates that are applicable for the various advertisements.

We respectfully request Council to approve and pass the resolution as required to facilitate the tax sale for 1986.



Al Knight, A.M., A.A.

AK/bt  
att'd.

COMMISSIONERS' COMMENTS

We would concur with the recommendations of the City Assessor.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

# PROPOSED 1986 TAX SALE - TAX RECOVERY ACT

isement in the Alberta Gazette  
isement in the Red Deer Advocate

October 15, 1986  
November 21, 1986

le  
les to be approved by the Minister of Municipal Affairs

December 4, 1986

Legal Description					Assessment			Tax Arrears	Suggeste Reserve
Number	Lot	Block	Plan	Address	Land	Improvements	Total		
390	Unit 17	CDE	812-2428	54 Bell St. 117	3,570	15,960	19,530	1,924.82	36,400.
400	Unit 19	CDE	812-2428	54 Bell St. 119	3,570	15,960	19,530	1,924.82	36,400.
460	Unit 31	CDE	812-2428	54 Bell St. 131	3,570	15,960	19,530	1,924.82	36,400.
620	Unit 63	CDE	812-2428	54 Bell St. 231	3,690	16,510	20,200	1,990.97	36,400.
840	27	8	762-0826	13 Anquetel St.	17,410	40,840	58,250	2,318.55	90,000.
0920	3	8	792-2026	151 Metcalf Ave.	18,300	35,720	54,020	2,618.38	83,000.
2565	40	16	802-0563	124 Carroll Cr.	16,720	31,110	47,830	2,626.19	75,000.
2110	Unit 5	CDE	822-2661	5, 5144 - 45 Ave.	5,080	50,080	55,160	5,834.97	85,000.
1370	10	3	822-3256	4922 - 53 Ave.	42,040	77,500	119,540	15,961.48	170,000.
0995	1	6	5828 MC	2 Oldbury St.	18,030	41,160	59,190	5,477.16	90,000.

September 16, 1986

TO: City Assessor

FROM: City Clerk

RE: 1986 Tax Sale

Your report of September 5, 1986, was presented to Council at their meeting on September 15, 1986, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered report dated September 5, 1986, from the City Assessor re: 1986 Tax Sale, hereby approve a minimum sale price for each parcel and the condition of sale as outlined in the aforementioned report presented to Council September 15, 1986.

Council further agree that said Tax Sale be held in the Council Chambers of City Hall, December 4, 1986, commencing at 11:00 a.m."

The above is submitted for your information, and I would advise at this time that the Council Chambers has been booked for the Tax Sale on December 4, 1986, at 11:00 a.m.

Thank you for your report in this instance.

  
R. Sevcik  
City Clerk

R-26009

MEMORANDUM

DATE: SEPTEMBER 2, 1986  
TO: MAYOR & COUNCIL  
FROM: EUGENE KULMATYCKI, CHAIRMAN  
RECREATION, PARKS AND CULTURE BOARD  
SUBJECT: EASTVIEW COMMUNITY SCHOOL CULTURAL EXTENSION

---

Tenders closed on this project on Thursday, August 28th, 1986, with four bids being received. Bids were as follows:

Davell Construction - Red Deer	\$586,216.00
Felco Construction - Red Deer	\$599,800.00
Shunda Construction - Red Deer	\$603,767.00
Omex - Red Deer	\$672,317.00

The pre-tender estimate for this project was \$518,922.00 and our budget for this project was \$500,000.00.

The architect felt that a maximum of \$10,000.00 might be found in the low bid of \$586,216.00 leaving it still some \$76,000.00 over our budget. Based on this, and our concern for not tampering with other capital projects in future years, the Recreation, Parks and Culture Board, at their meeting held August 29th, are recommending to you that this project be shelved until the spring of 1987 and re-tendered at that time. The Board recommends that the architect be instructed to modify the project in size if necessary to stay within our \$500,000.00 budget.



Eugene Kulmatycki, Chairman  
Recreation, Parks and Culture Board

EK/cs

cc: Don Moore

COMMISSIONERS' COMMENTS

We would concur with the recommendations and that Council pass a resolution to abandon Bylaw No. 2913/86.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

September 16, 1986

TO: Recreation, Parks & Culture Board

FROM: City Clerk

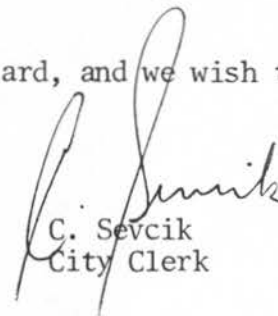
RE: Eastview Community School Cultural Extension

At the meeting of Red Deer City Council on September 15, 1986, the report from the Board dated September 2, 1986, was considered by Council members who passed the following motion in respect to the above:

"RESOLVED that Council of The City of Red Deer having considered report from the Recreation, Parks and Culture Board re: Eastview Community School Cultural Extension, hereby agree that as all of the bids are well over the budget, the said bids be rejected.

Council further agree that Debenture Bylaw 2913/86 pertaining to the construction of an addition to the Eastview Community School be abandoned, and as recommended to Council September 15, 1986."

The above is submitted for the information of the Board, and we wish to thank members for the report in this instance.

  
C. Sevcik  
City Clerk

c.c. Director of Community Services  
Recreation Manager  
Director of Finance  
Bylaws and Inspections Manager  
City Assessor  
Urban Planning Section Manager

August 20, 1986

TO: Recreation Manager

FROM: City Clerk

RE: Eastview Community School Cultural Extension/Debenture Bylaw 2913/86

I would advise that your report dated August 7, 1986, concerning the above topic was presented to Council Monday, August 18, 1986, and at which meeting first reading was given to Bylaw 2913/86 which pertains to constructing an addition to the Eastview Community School to serve as a multi-purpose cultural centre, the total cost of the aforesaid project amounting to \$500,000.00.

We will now proceed with advertising in accordance with the requirements of the Municipal Government Act, said ads to appear on Friday, August 22 and 29/86. Following the deadline for receipt of petitions, which is 15 days after the last publication of this notice, (September 13) the bylaw may be presented to Council for second and third readings (September 15).

Trusting you will find this satisfactory.

C. Sevcik  
City Clerk

c.c. Dir. of Finance  
Dir. of Community Services



PUBLIC NOTICE TO ELECTORS  
OF THE  
CITY OF RED DEER, PROVINCE OF ALBERTA

SECTIONS 324 AND 325 - THE MUNICIPAL GOVERNMENT ACT

TAKE NOTICE that the Council of The City of Red Deer, in the Province of Alberta, has given first reading to Money By-law No. 2913/86 which will, upon final passage and approval, authorize the proper officers of the said City to borrow monies by way of debenture issue, to pay for the cost of the following municipal purpose, namely Constructing an addition to the Eastview Community School to serve as a multi-purpose Cultural Centre, within the limits of the said municipality;

The total cost of the aforesaid project amounts to \$500,000.00. After deducting from this cost the amount of \$250,000.00 to be received by way of a grant from the Province of Alberta, the net amount to be borrowed on the credit and security of the municipality at large by the issue of debentures is \$250,000.00. The debentures are to be repayable to the bearer in Twenty (20) equal consecutive annual instalments of combined principal and interest, the annual interest rate not to exceed Sixteen per centum (16%), or the interest rate as fixed from time to time by the Alberta Municipal Financing Corporation;

AND WHEREAS, pursuant to Section 325 of the Municipal Government Act, a By-law of The City of Red Deer was passed on the 4th day of March, 1974, authorizing all electors to petition for a vote and to vote on money by-laws requiring the assent of the proprietary electors;

NOW THEREFORE NOTICE is hereby given by the Council of The City of Red Deer that, unless a petition of the above electors for a vote on By-law No. 2913/86 is demanded, as provided by the terms of Section 324 of the Municipal Government Act, the said Council may pass the said Money

By-law and submit it to the Local Authorities Board for final approval.

All persons interested are hereby notified and they are required to govern themselves accordingly.

DATED at The City of Red Deer, in the Province of Alberta, this 22 day of August, 1986.

CITY OF RED DEER

Per: C. SEVCIK  
City Clerk

INFORMATION FOR ELECTORS

"Elector" means a person:

- i) who is 18 years or older,
- ii) who is a Canadian citizen, and
- iii) who
  - (A) in the case of an election or the taking of a vote, is eligible to vote at that election or taking of a vote, or
  - (B) in the case of the performance of any other function or the exercise of any right with respect to a municipality, is resident in the municipality on the day on which the function is performed or the right is exercised, and has resided in Alberta for the 6 consecutive months immediately preceding that day.

(Taken from Section 1(d) of the Municipal Government Act)

A poll may be demanded in The City of Red Deer by a petition signed by electors equal in number to at least

- a) 5% of the population of a municipality as determined by the latest census, in a municipality having a population of 1,000 or more persons,

or

- b) 10% of the population of a municipality as determined by the latest census, in a municipality having a population of less than 1,000 persons,

in accordance with the provisions of Section 324 of the Municipal Government Act and By-law No. 2432/74 as passed by the Council of The City of Red Deer on March 4th, 1974, in accordance with the provisions of Section 325 of the Municipal Government Act.

The petition for a vote must be received by the Municipal Secretary within 15 days of the last publication of this notice and shall contain on each page "an accurate and identical statement of the purpose and objectives of the petition." (Further requirements of the petition are provided in Section 6 of the Municipal Government Act.)

DATE of the last publicaition of this notice is the 29 day of August, 19 86.

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 17, 1986

Omex Construction Corporation Ltd.  
#201, 5009 Gaetz Avenue  
Red Deer, Alberta  
T4N 4B2

Dear Sirs:

Re: Tender on Eastview Community School Cultural Extension

At the Council Meeting of September 15, 1986, the following resolution was passed in respect to the above tender.

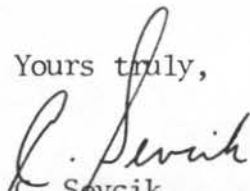
"RESOLVED that Council of The City of Red Deer having considered report from the Recreation, Parks and Culture Board re: Eastview Community School Cultural Extension, hereby agree that as all of the bids are well over the budget, the said bids be rejected.

Council further agree that Debenture Bylaw 2913/86 pertaining to the construction of an addition to the Eastview Community School be abandoned, and as recommended to Council September 15, 1986."

We wish to thank you for submitting your bid in this instance and would advise that this project will be re-tendered in the spring of 1987.

Trusting this is satisfactory.

Yours truly,

  
C. Sevcik  
City Clerk

c.c. Rec. Mgr.  
Dir. of Community Services

LA COMPAGNIE DE CAUTIONNEMENT ALTA  
ALTA SURETY COMPANY



Siège social/Head Office: Montréal (Québec) Canada

**Bid Bond**

No. 885110-14

(Approved by CCA)

KNOW ALL MEN BY THESE PRESENTS THAT OMEX CONSTRUCTION CORPORATION LTD.

as Principal, hereinafter called the Principal, and ALTA SURETY COMPANY a corporation created and existing under the laws of Canada and duly authorized to transact the business of Suretyship in Canada as Surety, hereinafter called the Surety, are held and firmly bound unto

City of Red Deer as Obligee, hereinafter  
called the Obligee, in the amount of Ten Percent of Tender Price -----

----- Dollars (\$ 10% of Tender Price )  
lawful money of Canada, for the payment of which sum, well and truly to be made, the Principal and the Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and several-ly, firmly by these presents.

WHEREAS, the Principal has submitted a written tender to the Obligee dated the  
28 day of August 19 86  
for

Eastview Junior High School, multi-purpose community hall - addition

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that if the aforesaid Principal shall have the tender accepted within sixty (60) days from the closing date of tender and the said Principal will, within the time required, enter into a formal contract and give the specified security to secure the performance of the terms and conditions of the Contract, then this obligation shall be null and void; otherwise the Principal and the Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former.

The Principal and the Surety shall not be liable for a greater sum than the specified penalty of this Bond. Any suit under this Bond must be instituted before the expiration of six months from the date of this Bond.

IN WITNESS WHEREOF, the Principal and the Surety have Signed and Sealed this bond this  
26 day of August 19 86

SIGNED AND SEALED  
In the presence of

OMEX CONSTRUCTION CORPORATION LTD

Witness as to Principal

Principal

ALTA SURETY COMPANY

Paula J. Kennedy, Attorney-In-Fact

Siège social/Head Office: Montréal (Québec) Canada

**Surety's Consent**

Date: August 26, 1986

No: 885110-14

WHEREAS OMEX CONSTRUCTION CORPORATION LTD. has submitted a written  
(Principal)

tender to City of Red Deer dated August 28 19 86 ,  
(Obligee)

concerning:

Eastview Junior High School, multi-purpose community hall - addition


and the condition of this obligation being such that the Principal shall have the tender accepted  
within sixty ( 60 ) days from the closing date of tender,

we, ALTA SURETY COMPANY, a corporation created and existing under the laws of Canada and duly  
authorized to transact the business of Suretyship in the Province of Alberta  
as Surety, agree to issue for the Principal if the Principal shall enter into a written contract with the Obligee,  
the following bonds(s):

1. - a contract performance bond of ( 50 % ) of the contract price not exceeding the maximum sum of:  
Fifty Percent of Tender Price ----- ( 50% of Tender Price )
2. - a labor and material payment bond for ( 50 % ) of the contract price not exceeding the maximum  
sum of:  
Fifty Percent of Tender Price ----- ( 50% of Tender Price )

This consent shall be null and void unless an application for the said bond(s) is made within thirty (30)  
days following the adjudication of the contract.

ALTA SURETY COMPANY

  
Paula J. Kennedy, Attorney-In-Fact



**BID**

**Project Number:** 3022C

**Project Title and Location:** Eastview Jr. High School Multipurpose Community Hall  
Addition, Red Deer

**Submitted To:** City of Red Deer  
 (Owner)

**We,** Omex Construction Corporation Ltd.  
 (Company Name)

of #201; 5009 Gaetz Avenue  
 (Business Address)  
Red Deer, Alberta T4N 4B2

having examined the Bid Documents as listed in Appendix "A" to this Bid, and Addenda  
 No. \_\_\_\_\_ to No. \_\_\_\_\_ inclusive, all as issued by \_\_\_\_\_  
 (Consultant)

and having visited the Project Site; hereby offer to enter into a Contract to perform the Work required by  
 the Bid Documents for the stipulated price of Six hundred and seventy-two thousand,  
three hundred and seventeen dollars

Dollars (\$ 672,317.00 ) in Canadian funds, which price includes any specified cash and con-  
 tingency allowances and the applicable taxes in force at this date except as may be otherwise provided  
 in the Bid Documents.

**Appendices to Bid:**

The information on Subcontractors, Unit Prices, Alternative Prices and Separate Prices as called for in  
 the Bid Documents is provided in the attached Appendices and forms an integral part of this Bid.

**Declarations:**

We hereby declare that:

- (a) we agree to perform the Work in compliance with the required completion schedule stated in the Bid Documents, or if no schedule is stated, to attain Substantial Performance of the Work within 27 weeks after receiving notice of Contract award;
- (b) no person, firm or corporation other than the undersigned has any interest in this Bid or in the proposed Contract for which this Bid is made;
- (c) this Bid is open to acceptance for a period of thirty (30) days from the date of bid closing.
- (d) If the Owner fails to make payments to the Contractor as they become due under the terms of the Contract or in an award by arbitration or court, interest of fifteen percent ( 15 %) per annum on such unpaid amounts shall also become due and payable until payment.

**Signatures:**

Signed, sealed and submitted for and on behalf of:

Company: Omex Construction Corporation Ltd.  
(Name)  
#201; 5009 Gaetz Avenue  
(Street Address or Postal Box Number)  
Red Deer, Alberta T4N 4B2  
(City, Province & Postal Code)

(Apply SEAL above)

Signature: 

Name & Title: Bill Fox - President  
(Please Print or Type)

Witness: \_\_\_\_\_

Dated at \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_\_

*N.B. Where legal jurisdiction or Owner requirement calls for proof of authority to execute this Bid, proof of such authority in the form of a certified copy of a resolution naming the person or persons in question as authorized to sign this Bid for and on behalf of the Corporation or Partnership should be attached.*

**Project Number:** 3022C

**Project Title  
and Location:** Eastview Jr. High School Multipurpose Community Hall  
Addition, Red Deer

**Bid  
Submitted by:** Omex Construction Corporation Ltd.

#### **LIST OF BID DOCUMENTS**

The following is the list or description of the Bid Documents referred to in the Bid for the above named Project.

As per Plans and Specifications

Project Number: 3022C

Project Title  
and Location. Eastview Jr. High School Multipurpose Community Hall  
Addition, Red Deer

Bid  
Submitted by: Omex Construction Corporation Ltd.

## LIST OF SUBCONTRACTORS

The following are the Subcontractors we propose to use for the Divisions or Sections of Work listed hereunder.

(If not used, bar and initial the space below)

Division or Section of Work	Name of Subcontractor
Excavation, Sitework	Bettenson's
Structural Steel	Acumen
Roofing	Hayhoe Roofing
Millwork	Castello
HMD/PSF	Canadoor
T-Bar	Intercon
Masonry	Oldford Bros.
Carpet & Resilient	Parkland
Ceramic/Quarry	HMH Tile
Mechanical	Cremac
Electrical	Stancer


Project Number: 3022C

Project Title  
and Location: Eastview Jr. High School Multipurpose Community Hall  
Addition, Red Deer

Bid  
Submitted by: Omex Construction Corporation Ltd.

## LIST OF UNIT PRICES

The following are our Unit Prices for the Units of Work listed hereunder. The Unit Prices listed apply to performing the Units of Work only during the time scheduled for such work in the project schedule.  
(If not used, bar and initial the space below)

Unit of Work	Unit Price (\$)	
	Addition	Deletion
		

Project Number: 3022C


Project Title and Location: Eastview Jr. High School Multipurpose Community Hall  
Addition, Red Deer

Bid Submitted by: Omex Construction Corporation Ltd.

**ALTERNATIVE PRICES**

The following are our prices for the Alternative Work listed hereunder. Such Alternative Work and amounts are **NOT** included in our Stipulated Price.

*(If not used, bar and initial the space below)*

Description of Alternative Work	Effect on Stipulated Price (\$)	
	Addition	Deduction
		

Project Number: 3022C

Project Title Eastview Junior High School  
 and Location: Multipurpose Community Hall Addition  
The City of Red Deer, Red Deer, Alberta

Bid  
 Submitted by: Omex Construction Corporation Ltd.

## SEPARATE PRICES

The following are our Separate Prices for the work listed hereunder. Such work and amounts are included in our Stipulated Price.

(If not used, bar and initial the space below)

Description of Separate Price Work	Separate Price Amount (\$)
Deduct for deletion of the following items:	
1. Delete acoustic deck and flute fillers; replace with non-perforated type of deck of same shape and gauge.	\$ <u>2,500.00</u>
2. Delete specified built-up wood flooring (under carpet) in multipurpose hall.	\$ <u>5,100.00</u>
3. Delete sheet metal canopy including framing and soffit over northeast exit from multipurpose hall.	\$ <u>2,239.00</u>
4. Delete cooling from air handling unit AH-1, but retain cooling coil(s).	\$ <u>2,000.00</u>



## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

P. O. BOX 5008

RED DEER, ALBERTA  
T4N 3T4

September 17, 1986

Davell Construction Ltd.  
256 Barrett Drive  
Red Deer, Alberta  
T4R 1J4

Dear Sirs:

Re: Tender on Eastview Community School Cultural Extension

At the Council Meeting of September 15, 1986, the following resolution was passed in respect to the above tender.

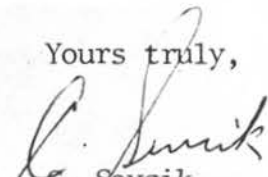
"RESOLVED that Council of The City of Red Deer having considered report from the Recreation, Parks and Culture Board re: Eastview Community School Cultural Extension, hereby agree that as all of the bids are well over the budget, the said bids be rejected.

Council further agree that Debenture Bylaw 2913/86 pertaining to the construction of an addition to the Eastview Community School be abandoned, and as recommended to Council September 15, 1986."

We wish to thank you for submitting your bid in this instance and would advise that this project will be re-tendered in the spring of 1987.

Trusting this is satisfactory.

Yours truly,

  
C. Sevcik  
City Clerk

c.c. Rec. Mgr.  
Dir. of Community Services

# stipulated price bid form

Project



Canadian construction documents committee

**BID**

Project Number: \_\_\_\_\_

Project Title  
and Location: EASTVIEW JUNIOR HIGH SCHOOL  
MULTI-PURPOSE COMMUNITY HALL ADDITION

Submitted To: CITY OF RED DEER  
(Owner)

We, DAVELL CONSTRUCTION LTD  
(Company Name)

of 256 BARRETT DRIVE  
(Business Address)

RED DEER T4R 1J4

having examined the Bid Documents as listed in Appendix "A" to this Bid, and Addenda  
No. 0 to No. \_\_\_\_\_ inclusive, all as issued by RAINES FINLAYSON BARRETT

\$ PARTNERS  
(Consultant)

and having visited the Project Site; hereby offer to enter into a Contract to perform the Work required by  
the Bid Documents for the stipulated price of FIVE HUNDRED EIGHTY SIX THOUSAND  
TWO HUNDRED AND SIXTEEN

Dollars (\$ 586,216.00 ) in Canadian funds, which price includes any specified cash and con-  
tingency allowances and the applicable taxes in force at this date except as may be otherwise provided  
in the Bid Documents.

**Appendices to Bid:**

The information on Subcontractors, Unit Prices, Alternative Prices and Separate Prices as called for in  
the Bid Documents is provided in the attached Appendices and forms an integral part of this Bid.

**Declarations:**

We hereby declare that:

- (a) we agree to perform the Work in compliance with the required completion schedule stated in the Bid Documents, or if no schedule is stated, to attain Substantial Performance of the Work within 22 weeks after receiving notice of Contract award;
- (b) no person, firm or corporation other than the undersigned has any interest in this Bid or in the proposed Contract for which this Bid is made;
- (c) this Bid is open to acceptance for a period of thirty (30) days from the date of bid closing.
- (d) If the Owner fails to make payments to the Contractor as they become due under the terms of the Contract or in an award by arbitration or court, interest of EIGHTEEN percent ( 18 %) per annum on such unpaid amounts shall also become due and payable until payment.

**Signatures:**

Signed, sealed and submitted for and on behalf of:

Company: DAVELL CONSTRUCTION LTD.  
(Name)

256 BARRETT DRIVE  
(Street Address or Postal Box Number)

RED DEER T4R 1J4  
(City, Province & Postal Code)



(Apply SEAL above)

Signature: \_\_\_\_\_

*D. Frizzell*

Name & Title: D. FRIZZELL PRESIDENT  
(Please Print or Type)

Witness: \_\_\_\_\_

Dated at RED DEER this 28 day of AUGUST, 19 86

*N.B. Where legal jurisdiction or Owner requirement calls for proof of authority to execute this Bid, proof of such authority in the form of a certified copy of a resolution naming the person or persons in question as authorized to sign this Bid for and on behalf of the Corporation or Partnership should be attached.*

Project Number: \_\_\_\_\_

Project Title  
and Location: EASTVIEW SCHOOL ADDITION

Bid  
Submitted by: DAVELL CONSTRUCTION LTD

#### LIST OF BID DOCUMENTS

The following is the list or description of the Bid Documents referred to in the Bid for the above named Project.

A1-A8  
M1-M3  
S1-S3  
E1-E3  
SPECIFICATIONS VOL.1 & VOL.2

Project Number: \_\_\_\_\_

Project Title  
and Location. EASTVIEW JUNIOR HIGH SCHOOL  
COMMUNITY HALL ADDITION

Bid  
Submitted by: DAVELL CONSTRUCTION LTD.

## LIST OF SUBCONTRACTORS

The following are the Subcontractors we propose to use for the Divisions or Sections of Work listed hereunder.

(If not used, bar and initial the space below)

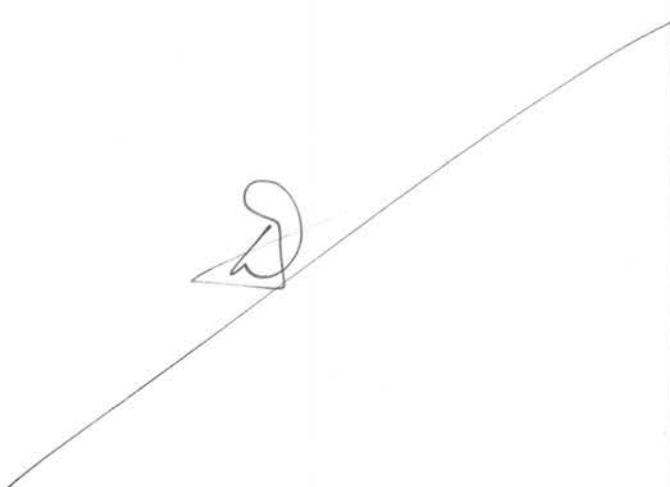
Division or Section of Work	Name of Subcontractor
REBAR	MERCURY STEEL
STRUCTURAL STEEL	ANGLIA STEEL
ROOFING	HAYHOE ROOFING
DRYWALL	ALPINE DRYWALL
ACOUSTICS	INTERCON ACOUSTICS
CERAMICS	H.M.H. TILE
PAINTING	SPEER PAINTING
MILLWORK	OWN FORCES
MECHANICAL	CREMAC
ELECTRICAL	STANCER

Project Number: \_\_\_\_\_

Project Title  
and Location: EASTVIEW COMMUNITY HALLBid  
Submitted by: DAVELL CONSTRUCTION LTD.

## LIST OF UNIT PRICES

The following are our Unit Prices for the Units of Work listed hereunder. The Unit Prices listed apply to performing the Units of Work only during the time scheduled for such work in the project schedule.  
(If not used, bar and initial the space below)

Unit of Work	Unit Price (\$)	
	Addition	Deletion
		



Project Number: \_\_\_\_\_

Project Title  
and Location: EASTVIEW COMMUNITY SCHOOL

Bid  
Submitted by: DAVELL CONSTRUCTION LTD

## ALTERNATIVE PRICES

The following are our prices for the Alternative Work listed hereunder. Such Alternative Work and amounts are **NOT** included in our Stipulated Price.  
(If not used, bar and initial the space below)

Description of Alternative Work	Effect on Stipulated Price (\$)	
	Addition	Deduction
PROVIDE MAPLE FLOORING & VENTED BASE TO RM 104 IN LIEU OF CARPET & RESILIENT BASE	+ 15,400.00	

Project Number: 3022C

Project Title      Eastview Junior High School  
 and Location:    Multipurpose Community Hall Addition  
                          The City of Red Deer, Red Deer, Alberta

Bid  
 Submitted by: \_\_\_\_\_

## SEPARATE PRICES

The following are our Separate Prices for the work listed hereunder. Such work and amounts are included in our Stipulated Price.

(If not used, bar and initial the space below)

Description of Separate Price Work	Separate Price Amount (\$)
Deduct for deletion of the following items:	
1. Delete acoustic deck and flute fillers; replace with non-perforated type of deck of same shape and gauge.	\$ <u>390.00</u>
2. Delete specified built-up wood flooring (under carpet) in multipurpose hall.	\$ <u>2635.00</u>
3. Delete sheet metal canopy including framing and soffit over northeast exit from multipurpose hall.	\$ <u>1580.00</u>
4. Delete cooling from air handling unit AH-1, but retain cooling coil(s).	\$ <u>2000.00</u>
5. Provide Maple Flooring and Vented Base to room 104 in lieu of Carpet and Resilient Base	\$ <u>SEE APPENDIX 'D'</u>

ALTERNATE  
PRICE



# Simcoe & Erie General Insurance Company

505 York Boulevard, Hamilton, Ontario L8N 3S3

CCDC 220

## BID BOND

No. L 4226

\$

KNOW ALL MEN BY THESE PRESENTS THAT DAVELL CONSTRUCTION LTD. as Principal

hereinafter called the Principal, and SIMCOE & ERIE GENERAL INSURANCE COMPANY,

a corporation created and existing under the laws of the Province of Ontario

and duly authorized to transact the business of Suretyship in ALBERTA

as Surety, hereinafter called the Surety, are held and firmly bound unto

THE CITY OF RED DEER as Obligee,

hereinafter called the Obligee, in the amount of 10% of tender price but not exceeding

SIXTY TWO THOUSAND FIVE HUNDRED Dollars (\$ 62,500.00 )

lawful money of Canada, for the payment of which sum, well and truly to be made, the Principal and the Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a written tender to the Obligee, dated the 28th

day of August 19 86, for CONSTRUCTION OF MULTIPLE PURPOSE COMMUNITY

HALL ADDITION EASTVIEW JR. HIGH SCHOOL

RED DEER, ALBERTA

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that if the aforesaid Principal shall have the tender accepted within sixty (60) days from the closing date of tender and the said Principal will, within the time required, enter into a formal contract and give the specified security to secure the performance of the terms and conditions of the Contract, then this obligation shall be null and void; otherwise the Principal and the Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former.

The Principal and the Surety shall not be liable for a greater sum than the specified penalty of this Bond.

Any suit under this Bond must be instituted before the expiration of six months from the date of this Bond.

IN WITNESS WHEREOF, the Principal and Surety have Signed and Sealed this Bond this

28th day of August 19 86

SIGNED and SEALED in the presence of

SIMCOE & ERIE GENERAL INSURANCE COMPANY

Principal

Surety

Drew E. Adam

Attorney in fact

Endorsed by: ACEC CCA CCPE CSC RAIC

Approved by: INSURANCE BUREAU OF CANADA



**Simcoe & Erie General Insurance Company**  
HAMILTON, ONTARIO

TO: THE CITY OF RED DEER

BOND NO. L 3699

**AGREEMENT TO BOND  
AND  
CONSENT OF SURETY**

The SIMCOE & ERIE GENERAL INSURANCE COMPANY, as Surety, hereby  
agrees to become bound as Surety for  
Davell Construction Ltd.  
, as Principal

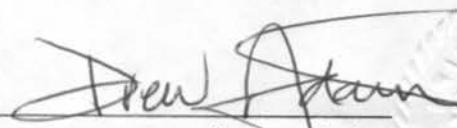
in a Performance Bond totalling 50 %, and a Labour and Material  
Payment Bond totalling 50 % of the contract amount, on approved bond  
forms, and conforming to the Instruments of Contract for the full and due  
performance of the works shown and described herein should the Principal's  
tender for CONSTRUCTION OF MULTIPLE PURPOSE COMMUNITY HALL  
ADDITION EASTVIEW JR. HIGH SCHOOL, RED DEER, ALBERTA

be accepted and a written contract entered into.

It is a condition of this Agreement and Consent that application for said  
Bond (or Bonds) must be made to the Surety within ( 60 ) days from the  
closing of tender related thereto, otherwise this Agreement and Consent  
shall be null and void.

DATED this 28th day of August 19 86

SIMCOE & ERIE GENERAL INSURANCE COMPANY

  
DREW E. ADAM *Attorney-in-fact*

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 17, 1986

Felco Construction Ltd.  
6290 Graham Drive  
Red Deer, Alberta  
T4P 3E8

Dear Sirs:                      Re: Tender on Eastview Community School Cultural Extension

At the Council Meeting of September 15, 1986, the following resolution was passed in respect to the above tender.

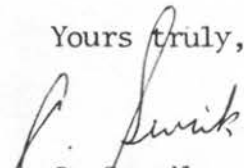
"RESOLVED that Council of The City of Red Deer having considered report from the Recreation, Parks and Culture Board re: Eastview Community School Cultural Extension, hereby agree that as all of the bids are well over the budget, the said bids be rejected.

Council further agree that Debenture Bylaw 2913/86 pertaining to the construction of an addition to the Eastview Community School be abandoned, and as recommended to Council September 15, 1986."

We wish to thank you for submitting your bid in this instance and would advise that this project will be re-tendered in the spring of 1987.

Trusting this is satisfactory.

Yours truly,

  
C. Sevcik  
City Clerk

c.c. Rec. Mgr.  
Dir. of Community Services

**BID**

Project Number: 3022C

**Project Title and Location:** EASTVIEW JUNIOR HIGH SCHOOL MULTIPURPOSE COMMUNITY  
HALL ADDITION . Red Deer, Alberta

**Submitted To:** THE CITY OF RED DEER  
*(Owner)*  
Red Deer, Alberta

**We,** FELCO CONSTRUCTION LTD.  
*(Company Name)*  
**of** 6290 Graham Drive  
*(Business Address)*  
Red Deer, Alberta T4P 3E8

having examined the Bid Documents as listed in Appendix "A" to this Bid, and Addenda No. \_\_\_\_\_ to No. \_\_\_\_\_ inclusive, all as issued by The Raines Barret Partnership  
Architects Engineers  
*(Consultant)*

and having visited the Project Site; hereby offer to enter into a Contract to perform the Work required by the Bid Documents for the stipulated price of FIVE HUNDRED NINETY NINE THOUSAND  
EIGHT HUNDRED

Dollars (\$ 599,800.00 ) in Canadian funds, which price includes any specified cash and contingency allowances and the applicable taxes in force at this date except as may be otherwise provided in the Bid Documents.

**Appendices to Bid:**

The information on Subcontractors, Unit Prices, Alternative Prices and Separate Prices as called for in the Bid Documents is provided in the attached Appendices and forms an integral part of this Bid.

**Declarations:**

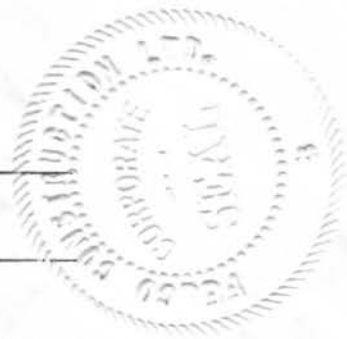
We hereby declare that:

- (a) we agree to perform the Work in compliance with the required completion schedule stated in the Bid Documents, or if no schedule is stated, to attain Substantial Performance of the Work within \_\_\_\_\_ weeks after receiving notice of Contract award;
- (b) no person, firm or corporation other than the undersigned has any interest in this Bid or in the proposed Contract for which this Bid is made;
- (c) this Bid is open to acceptance for a period of thirty (30) days from the date of bid closing.
- (d) If the Owner fails to make payments to the Contractor as they become due under the terms of the Contract or in an award by arbitration or court, interest of \_\_\_\_\_ percent (      %) per annum on such unpaid amounts shall also become due and payable until payment.

**Signatures:**

Signed, sealed and submitted for and on behalf of:

Company: FELCO CONSTRUCTION LTD.  
(Name)  
6290 Graham Drive  
(Street Address or Postal Box Number)  
Red Deer, Alberta T4P 3E8  
(City, Province & Postal Code)



(Apply SEAL above)

Signature: 

Name & Title: Doreen Grande President  
(Please Print or Type)

Witness: \_\_\_\_\_

Dated at Red Deer, Alberta this 28th day of August, 19 86

N.B. Where legal jurisdiction or Owner requirement calls for proof of authority to execute this Bid, proof of such authority in the form of a certified copy of a resolution naming the person or persons in question as authorized to sign this Bid for and on behalf of the Corporation or Partnership should be attached.

Project Number: 3022C

Project Title  
and Location: EASTVIEW JUNIOR HIGH SCHOOL MULTIPURPOSE COMMUNITY HALL  
ADDITION . Red Deer, Alberta

Bid  
Submitted by: FELCO CONSTRUCTION LTD.

#### LIST OF BID DOCUMENTS

The following is the list or description of the Bid Documents referred to in the Bid for the above named Project.

As per drawings and specs. by The Raines Barrett Partnership.



Project Number: 3022C

Project Title  
and Location. EASTVIEW JUNIOR HIGH SCHOOL, MULTIPURPOSE COMMUNITY HALL  
ADDITION, Red Deer, Alberta

Bid  
Submitted by: FELCO CONSTRUCTION LTD.

## LIST OF SUBCONTRACTORS

The following are the Subcontractors we propose to use for the Divisions or Sections of Work listed hereunder.

*(If not used, bar and initial the space below)*

Division or Section of Work	Name of Subcontractor
CONCRETE WORK	OWN FORCES
REINFORCING STEEL	CANBAR STEEL
STRUCURAL STEEL	ANGLIA STEEL FABRICATORS
CARPENTRY	OWN FORCES
MILLWORK	BENNETT MILLWORK LTD.
ROOFING	HAYHOE ROOFING LTD.
FLOORING	PARKLAND CONTRACT CARPETS
CERAMIC TILE	HMH TILE
DRYWALL	ALPINE DRYWALL
ACOUSTICAL UNITS & CEILINGS	INTERCON ACOUSTICS
PAINTING	SPEER PAINTING
MECHANICAL	CREMAC METAL PRODUCTS
ELECTRICAL	STANCR ELECTRICAL
MASONARY	OLDFORD BROS.


Project Number: 3022C

Project Title  
and Location: EASTVIEW JUNIOR HIGH SCHOOL MULTIPURPOSE COMMUNITY HALL  
ADDITION . Red Deer, Alberta

Bid  
Submitted by: FELCO CONSTRUCTION LTD.

**LIST OF UNIT PRICES**

The following are our Unit Prices for the Units of Work listed hereunder. The Unit Prices listed apply to performing the Units of Work only during the time scheduled for such work in the project schedule.  
*(If not used, bar and initial the space below)*

Unit of Work	Unit Price (\$)	
	Addition	Deletion
		



Project Number: 3022C

Project Title  
and Location: EASTVIEW JUNIOR HIGH SCHOOL, MULTIPURPOSE COMMUNITY HALL  
ADDITION. Red Deer, Alberta

Bid  
Submitted by: FELCO CONSTRUCTION LTD.

**SEPARATE PRICES**

The following are our Separate Prices for the work listed hereunder. Such work and amounts are NOT included in our Stipulated Price.

*(If not used, bar and initial the space below)*

Description of Separate Price Work	Separate Price Amount (\$)
Deduct for deletion of the following items:	
1. Delete acoustic deck and flute fillers; replace with non-perforated type of deck of same shape and gauge.	\$ <u>1,700.00</u>
2. Delete specified built-up wood flooring (under carpet) in multipurpose hall.	\$ <u>6,702.00</u>
3. Delete sheet metal canopy including framing and soffit over northeast exit from multipurpose hall.	\$ <u>1,200.00</u>
4. Delete cooling from air handling unit AH-1, but retain cooling coil (s) .	\$ <u>2,000.00</u>



THE  
**SOVEREIGN GENERAL  
INSURANCE COMPANY**  
A MEMBER OF THE CASCADE GROUP

BOND

11- 14885

\$

**BID BOND**

KNOW ALL MEN BY THESE PRESENTS THAT

FELCO CONSTRUCTION LTD.

as Principal

hereinafter called the Principal, and THE SOVEREIGN GENERAL INSURANCE COMPANY

a corporation created and existing under the laws of CANADA

and duly authorized to transact the business of Suretyship in ALBERTA

as Surety, hereinafter called the Surety, are held firmly bound unto

CITY OF RED DEER

as Obligee

hereinafter called the Obligee, in the amount of 10% OF TENDER

SIXTY FIVE THOUSAND -----xx/100 Dollars (\$ 65,000.00 )

lawful money of Canada, for the payment of which sum, well and truly to be made, the Principal and the Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a written tender to the Obligee, dated the 28th

day of August 19 86, for

EASTVIEW MULTI-PURPOSE COMMUNITY HALL ADDITION

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that if the aforesaid Principal shall have the tender accepted within sixty (60) days from the closing date of tender and the said Principal will, within the time required, enter into a formal contract and give the specified security to secure the performance of the terms and conditions of the Contract, then this obligation shall be null and void; otherwise the Principal and the Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be in excess of the former.

The Principal and the Surety shall not be liable for a greater sum than the specified penalty of this Bond.

Any suit under this Bond must be instituted before the expiration of six months from the date of this Bond.

IN WITNESS WHEREOF, the Principal and the Surety have Signed and Sealed this Bond this 28th

day of AUGUST 19 86

PRINCIPAL

FELCO CONSTRUCTION LTD.

By

SURETY

THE SOVEREIGN GENERAL INSURANCE COMPANY

By

Attorney in Fact



**SOVEREIGN GENERAL  
INSURANCE COMPANY**  
A MEMBER OF THE CASCADE GROUP

BOND NUMBER 11-14885

**AGREEMENT TO BOND**  
(Surety's Consent)

NAME OF PROJECT Eastview Multi-Purpose Community Hall Addition  
OWNER OF PROJECT City of Red Deer  
TRADE WORK COVERED General Contractor  
DATE OF TENDER AUGUST 28/86

We, the undersigned, hereby agree to become bound as Surety for **FELCO CONSTRUCTION LTD.**

(Tenderer)

in a Performance Bond in the sum of **50** % of the contract amount and a Labour & Material Payment Bond in the sum of **50** % of the Contract amount, and in the standard form(s) approved by the Canadian Construction Association, for the full and due performance of the trade work described above, PROVIDED;

1. the tender attached hereto is accepted within **60** days of the date of tender, and
2. the bond or bonds are requested within **60** days from the date of acceptance of the said tender, and
3. the contract between the Owner or General Contractor and the above tenderer shall be in a form approved by the Canadian Construction Association,

otherwise this agreement shall be null and void.

SIGNED, SEALED AND DATED this **28th** day of **AUGUST**, 19 **86**

THE SOVEREIGN GENERAL INSURANCE COMPANY



By *Danea McIntyre*  
(Attorney In Fact)

DANEA MCINTYRE

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 17, 1986

Shunda Consulting & Construction Management Ltd.  
#5, 7483 - 50 Avenue  
Red Deer, Alberta  
T4P 1M5

Dear Sirs:                    Re: Tender on Eastview Community School Cultural Extension

At the Council Meeting of September 15, 1986, the following resolution was passed in respect to the above tender.

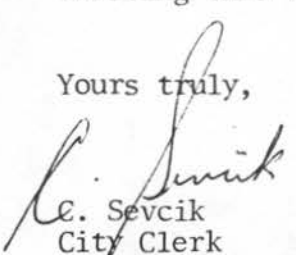
"RESOLVED that Council of The City of Red Deer having considered report from the Recreation, Parks and Culture Board re: Eastview Community School Cultural Extension, hereby agree that as all of the bids are well over the budget, the said bids be rejected.

Council further agree that Debenture Bylaw 2913/86 pertaining to the construction of an addition to the Eastview Community School be abandoned, and as recommended to Council September 15, 1986."

We wish to thank you for submitting your bid in this instance and would advise that this project will be re-tendered in the spring of 1987.

Trusting this is satisfactory.

Yours truly,

  
R. Sevcik  
City Clerk

c.c. Rec. Mgr.  
Dir. of Community Services



# stipulated price bid form

**Project** Eastview Junior High School  
Multipurpose Community Hall Addition  
Project No. 3022C



Canadian construction documents committee



**BID**

**Project Number:** 3022C

**Project Title and Location:** Multipurpose Community Hall Addition  
Eastview Junior High School, Red Deer

**Submitted To:** The City of Red Deer, City Clerk's Department  
 (Owner)  
P.O. Box 5008, Red Deer, Alberta T4N 3T4

**We,** Shunda Consulting & Construction Management Ltd.  
 (Company Name)  
**of** #5, 7483 - 50 Avenue  
 (Business Address)  
Red Deer, Alberta T4P 1M5

having examined the Bid Documents as listed in Appendix "A" to this Bid, and Addenda  
 No. 0 to No. 0 inclusive, all as issued by Raines Barrett Partnership  
 (Consultant)

and having visited the Project Site; hereby offer to enter into a Contract to perform the Work required by  
 the Bid Documents for the stipulated price of six hundred three thousand,  
seven hundred sixty seven dollars  
 Dollars (\$ 603,767<sup>00</sup>) in Canadian funds, which price includes any specified cash and con-  
 tingency allowances and the applicable taxes in force at this date except as may be otherwise provided  
 in the Bid Documents.

**Appendices to Bid:**

The information on Subcontractors, Unit Prices, Alternative Prices and Separate Prices as called for in  
 the Bid Documents is provided in the attached Appendices and forms an integral part of this Bid.

## Declarations:

We hereby declare that:

- (a) we agree to perform the Work in compliance with the required completion schedule stated in the Bid Documents, or if no schedule is stated, to attain Substantial Performance of the Work within 21 weeks after receiving notice of Contract award;
- (b) no person, firm or corporation other than the undersigned has any interest in this Bid or in the proposed Contract for which this Bid is made;
- (c) this Bid is open to acceptance for a period of thirty (30) days from the date of bid closing.
- (d) If the Owner fails to make payments to the Contractor as they become due under the terms of the Contract or in an award by arbitration or court, interest of fifteen percent ( 15 %) per annum on such unpaid amounts shall also become due and payable until payment.

## Signatures:

Signed, sealed and submitted for and on behalf of:

Company: Shunda Consulting & Construction Management Ltd.

(Name)

#5, 7483 - 50 Avenue,

(Street Address or Postal Box Number)

Red Deer, Alberta T4P 1M5

(City, Province & Postal Code)

(Apply SEAL above)

Signature: \_\_\_\_\_

Name & Title: Ben Meyer, General Manager

(Please Print or Type)

Witness: \_\_\_\_\_

Dated at Red Deer, AB. this 28 day of August, 19 86

*N.B. Where legal jurisdiction or Owner requirement calls for proof of authority to execute this Bid, proof of such authority in the form of a certified copy of a resolution naming the person or persons in question as authorized to sign this Bid for and on behalf of the Corporation or Partnership should be attached.*

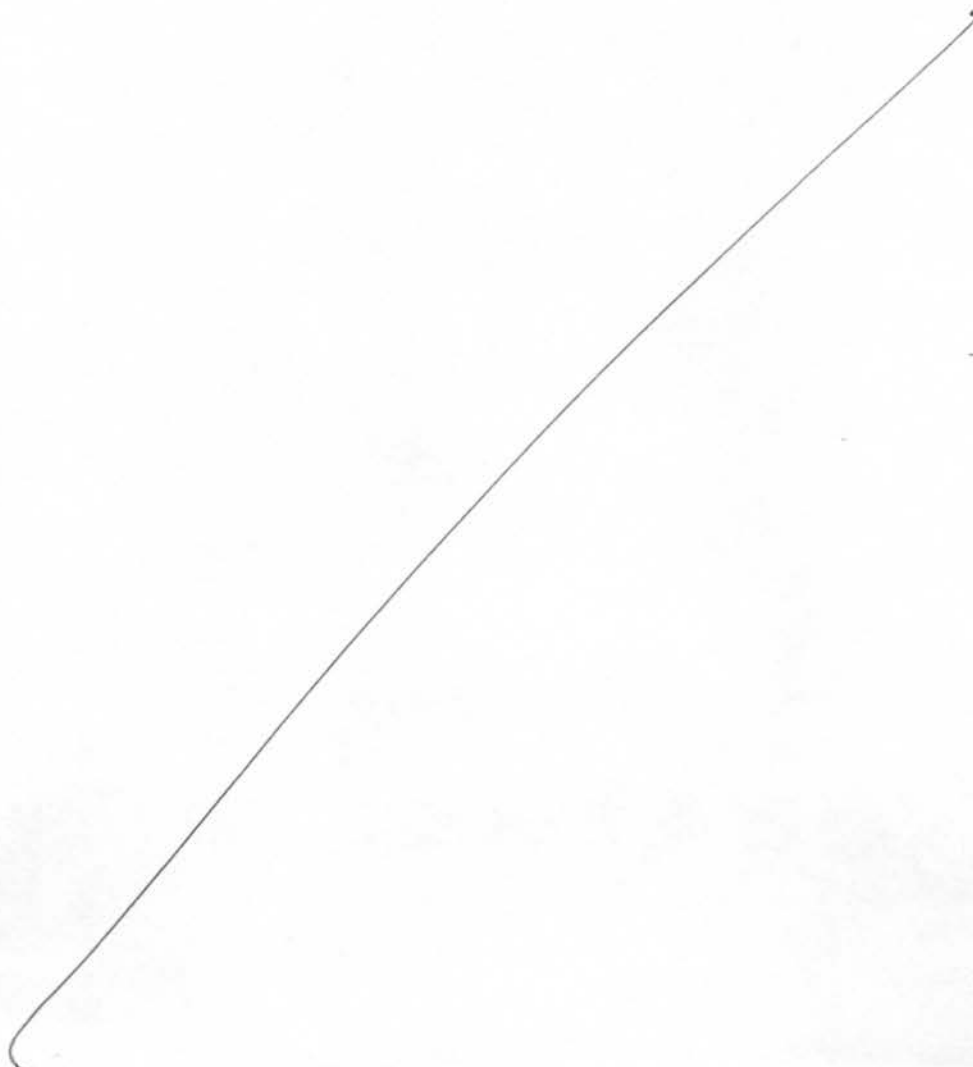
**Project Number:** 30220

**Project Title and Location:** Multipurpose Community Hall Addition  
Eastview Junior High School, Red Deer

**Bid Submitted by:** Shunda Consulting & Construction Management Ltd.

### **LIST OF BID DOCUMENTS**

The following is the list or description of the Bid Documents referred to in the Bid for the above named Project.



Project Number: 3022C

Project Title  
and Location. Multi-Purpose Community Hall Addition  
Eastview Junior High School, Red Deer, AB.

Bid  
Submitted by: Shunda Consulting & Construction Management Ltd.

## LIST OF SUBCONTRACTORS

The following are the Subcontractors we propose to use for the Divisions or Sections of Work listed hereunder.

(If not used, bar and initial the space below)

Division or Section of Work	Name of Subcontractor
Mechanical	Cremac Metals
Electrical	Stamer Electric
Structural Steel	Anglia Steel
Roofing	Houghoe Roofing
Drywall	Alpine Drywall
Acoustic work	Intercon Acoustics
Painting	Speer Painting
Tile	H.M.H. Tile

Project Number: 3022C

Project Title Eastview Junior High School  
 and Location: Multipurpose Community Hall Addition  
The City of Red Deer, Red Deer, Alberta

Bid  
 Submitted by: Shunda Consulting & Construction Mgmt Ltd.

## SEPARATE PRICES

The following are our Separate Prices for the work listed hereunder. Such work and amounts are included in our Stipulated Price.

(If not used, bar and initial the space below)

Description of Separate Price Work	Separate Price Amount (\$)
<p>Deduct for deletion of the following items:</p> <ol style="list-style-type: none"> <li>1. Delete acoustic deck and flute fillers; replace with non-perforated type of deck of same shape and gauge.</li> <li>2. Delete specified built-up wood flooring (under carpet) in multipurpose hall.</li> <li>3. Delete sheet metal canopy including framing and soffit over northeast exit from multipurpose hall.</li> <li>4. Delete cooling from air handling unit AH-1, but retain cooling coil(s).</li> </ol>	<p>\$ <u>N/A</u></p> <p>\$ <u>6703<sup>00</sup></u></p> <p>\$ <u>1717<sup>00</sup></u></p> <p>\$ <u>2000<sup>00</sup></u></p>



THE  
**SOVEREIGN GENERAL  
INSURANCE COMPANY**  
A MEMBER OF THE CASCADE GROUP

BOND

11- 15873

\$

**BID BOND**

KNOW ALL MEN BY THESE PRESENTS THAT

..... SHUNDA CONSULTING & CONSTRUCTION MANAGEMENT LTD. .... as Principal  
hereinafter called the Principal, and THE SOVEREIGN GENERAL INSURANCE COMPANY  
a corporation created and existing under the laws of CANADA  
and duly authorized to transact the business of Suretyship in ALBERTA  
as Surety, hereinafter called the Surety, are held firmly bound unto  
THE CITY OF RED DEER ..... as Obligee  
hereinafter called the Obligee, in the amount of 10% of tender price

..... Dollars (\$) )  
lawful money of Canada, for the payment of which sum, well and truly to be made, the Principal and the Surety  
bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by  
these presents.

WHEREAS, the Principal has submitted a written tender to the Obligee, dated the 28th  
day of August 19 86, for Construction of Multiple Purpose  
Community Hall Addition, Eastview  
Jr. High School, Red Deer, Alberta

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that if the aforesaid Principal shall have  
the tender accepted within sixty (60) days from the closing date of tender and the said Principal will, within the  
time required, enter into a formal contract and give the specified security to secure the performance of the  
terms and conditions of the Contract, then this obligation shall be null and void; otherwise the Principal and the  
Surety will pay unto the Obligee the difference in money between the amount of the bid of the said Principal and  
the amount for which the Obligee legally contracts with another party to perform the work if the latter amount be  
in excess of the former.

The Principal and the Surety shall not be liable for a greater sum than the specified penalty of this Bond.

Any suit under this Bond must be instituted before the expiration of six months from the date of this Bond.

IN WITNESS WHEREOF, the Principal and the Surety have Signed and Sealed this Bond this

28th day of August 19 86.

PRINCIPAL

SURETY

By

THE SOVEREIGN GENERAL INSURANCE COMPANY

By

*Sabine Pollhaus*  
Attorney in Fact





**SOVEREIGN GENERAL  
INSURANCE COMPANY**  
A MEMBER OF THE CASCADE GROUP

BOND NUMBER 11-15873

**AGREEMENT TO BOND**  
(Surety's Consent)

NAME OF PROJECT Multiple Purpose Community Hall Addition  
OWNER OF PROJECT The City of Red Deer  
TRADE WORK COVERED Construction of Multiple Purpose Community Hall Addition Eastview  
Jr. High School, Red Deer, Alberta  
DATE OF TENDER August 28, 1986

We, the undersigned, hereby agree to become bound as Surety for

SHUNDA CONSULTING & CONSTRUCTION MANAGEMENT LTD.  
(Tenderer)

in a Performance Bond in the sum of 50 % of the contract amount and a Labour & Material Payment Bond in the sum of 50 %  
of the Contract amount, and in the standard form(s) approved by the Canadian Construction Association, for the full and due performance of  
the trade work described above, PROVIDED:

1. the tender attached hereto is accepted within 60 days of the date of tender, and
2. the bond or bonds are requested within 60 days from the date of acceptance of the said tender, and
3. the contract between the Owner or General Contractor and the above tenderer shall be in a form approved by the Canadian Construction Association,

otherwise this agreement shall be null and void.

SIGNED, SEALED AND DATED this 28th day of August 19 86.

THE SOVEREIGN GENERAL INSURANCE COMPANY



By *Danea McIntyre*  
(Attorney In Fact)

DANEA MCINTYRE

Eastview J. High

DATE \_\_\_\_\_

Aug 28/86

Multipurpose Community

[illegible]



September 3, 1986

TO: CITY COUNCIL  
FROM: MAYOR McGHEE

Mr. Keith Mann, Director of Music at the Red Deer College, will be present at the Council meeting at 4:30 P.M. to make a presentation regarding a recent Youth Orchestra European Tour.

"MAYOR R.J. McGHEE"

September 8, 1986

TO: City Clerk

FROM: Director of Engineering Services

RE: 67 AVENUE NORTH OF 67 STREET - GOLDEN WEST SUBDIVISION

The City has received a complaint from Promuro Rentals and Services Ltd., located at 6767-67 Avenue, regarding the problem they are experiencing with respect to large trucks using their property due to the lack of a proper turnaround at the north end of this roadway.

We have investigated the complaint generating the following information:

1. Sixty-seventh Avenue was constructed in 1972 without the benefit of a turnaround area.
2. Two solutions were investigated, both requiring right of way acquisition as per the attached plan.

Alternative No. 1 - Estimated cost	\$23,300
Alternative No. 2 - Estimated cost	\$39,700

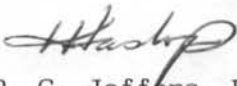
3. The Land and Tax Department was requested to discuss the land acquisition with the affected landowner (R. Angus), the results which are summarized in the attached letters.
4. The right of way is currently being used by adjacent businesses for storage of equipment and will likely require the assistance of the By-Laws Department to clear the same.
5. The manager of Promuro Rentals and Services Ltd. has been advised that this matter would be presented to City Council for consideration.

In view of the inconvenience caused and the significant expenditure involved, we would recommend Council consider Alternative No. 1 for construction, subject to:

- a) completion of the required easement agreement and legal survey. (City/R. Angus)
- b) reduction in land assessment as per the City Land Appraisers recommendation in compensation for the easement.
- c) the signing of the turnaround to be done by the City only if required to clarify traffic operation.

- d) approval of the required funds by way of an operating budget overrun for construction this year by City forces, weather permitting.

We could complete construction this fall providing the right of way was available and the weather cooperated, but unfortunately cannot identify surplus funds within the Roads Section of the Engineering budget at this time.

  
for B. C. Jeffers, P. Eng.  
Director of Engineering Services

KGH/dlk

Attached

cc: P. Shaw

LAND AREA REQ'D.  
FOR ROAD = 688 m<sup>2</sup>

C

DISTANCE

C

950  
937

67 AVE.

67 AVE.

M-3

N-1

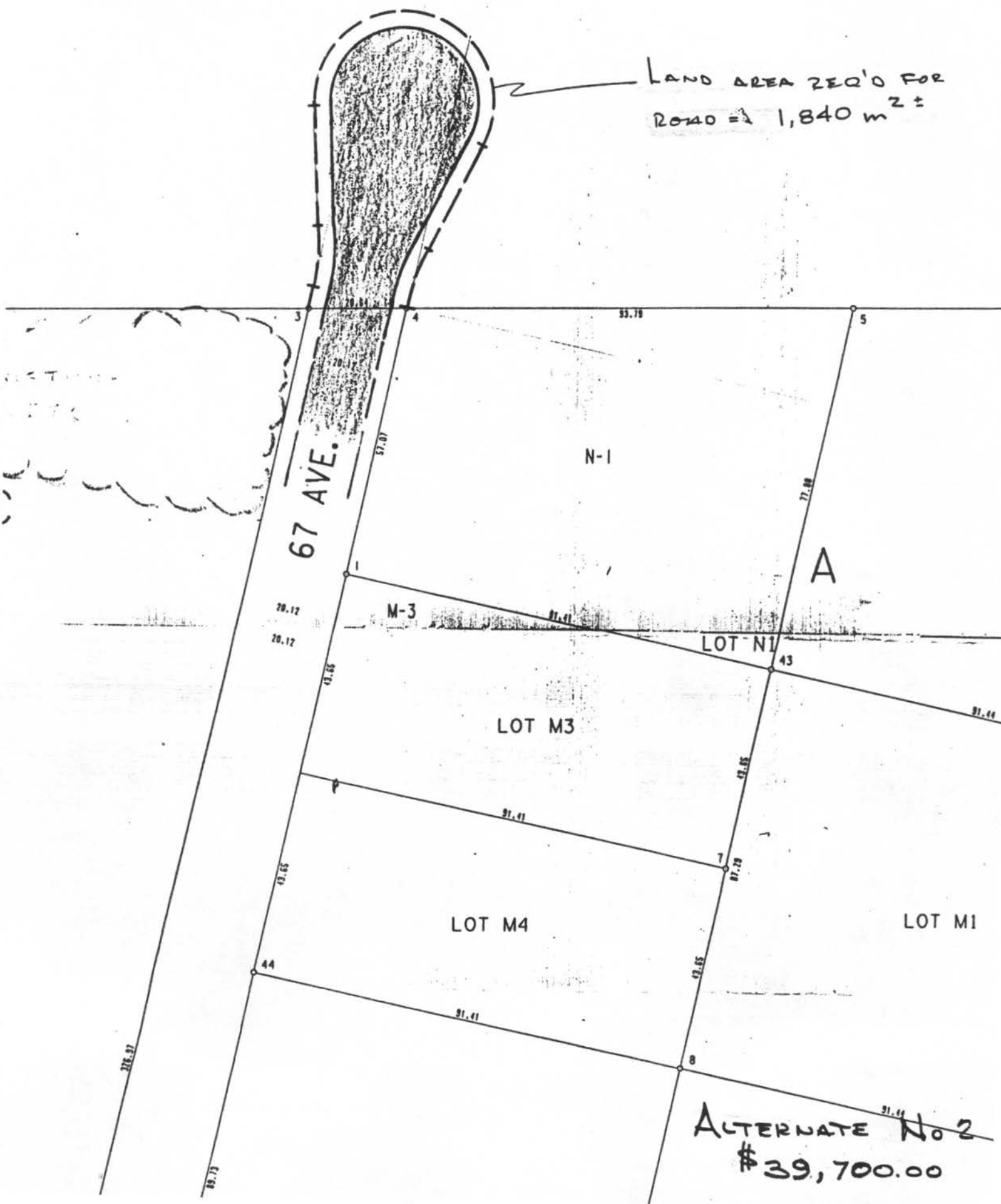
LOT N1

LOT M3

LOT M4

LOT J2

ALTERNATE No. 1  
\$ 23,300.00





67 Ave  
North of 67 St  
Golden West Subdiv 51.  
R. ANGUS ALBERTA LIMITED

Vice President and Secretary

Box 2405, Edmonton, Alberta  
Canada T5J 2S1  
(403) 483-3514

26 August 1986

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

Attention: Peter Robinson, Land Appraiser

Dear Sirs:

Subject: Lot 1, Block C, Plan 4394TR

Further to your letter of August 20th, we will approve the request for easement, the moving of the fence and the removal of the necessary trees to allow for the space required for a truck turn around. All of this work will, of course, be performed at City expense.

In return, we would expect that there should be a reduction in our property taxes. We would request that signs be posted along the roadway advising that the turn around is at the end of the road and not to use private property to do so.

Yours very truly,

Richard E. Parr  
Vice President & Secretary

cc: Frank Serink  
Larry Walters  
Terry Connell

(\*) KEN HASLOP



*if we'd we  
will install  
signs but  
do not see  
need for some  
right away!  
Ken*

1986 09 08

TO: Assistant City Engineer - Roads

FROM: Land Appraiser

RE: Lot 1, Block C, Plan 4394 TR  
R. Angus, Easement for Truck Turn Around

In response to R. Angus' letter we would confirm the following points from the Land and Tax Department.

1. Recommend a reduction in the land assessment of 95% for the land area required.
2. The current assessment is 402,080, the new assessment will be 397,460. This is a reduction of 4,613; of this we will allow 95% = 4,380. In tax dollars it is the equivalent of \$109.73, based on the 1986 mill rate.
3. All legal and survey fees ( approximately \$1,000.00) will be the City's responsibility.
4. I trust you will comment on signs and development costs.
5. We trust you will prepare a report for presentation at the next council meeting.



Peter Robinson, C.R.A., A.M.A.A.

PR/bt

COMMISSIONERS' COMMENTS

We would concur with the Director of Engineering Services and recommend Council approve the construction of the turnaround as outlined in Alternative 1 subject to the necessary arrangements with R. Angus. We would also concur with the Director of Engineering Services that the signing requested by R. Angus be the subject of review and only installed if experience proves it necessary.

We would recommend that this project be charged as an overexpenditure to the 1986 Budget.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner



Bill Lees me  
will advise me  
of outcome of R. Angus  
conversation w turn-around  
for land at 67 Ave. July 31/86 P.

COMPLAINTS  
B/F July 14  
July 18  
July 28  
Aug. 13  
Aug. 29  
Sept 5/86

June 27, 1986

TO:

K.G. Haslop, P. Eng.  
Assistant City Engineer - Roads

Mr. G. Murphy of Promuro Rentals and Services Ltd., located at 6767 - 67 Avenue (Phone 343-8860), telephoned the Mayor's office on June 26, 1986 regarding the problems he is having with respect to big trucks using his property as a turn-around.

I have discussed his situation with the City Commissioner who agrees there is a problem. Mr. Day asked that I discuss this with you, and specifically, have you determine the technical solution and the cost of rectifying the problem.

Once the Commissioner is back from vacation on July 14, 1986, he would like to discuss this with you.

Thank you for your consideration of this matter.

Pat Shaw

P.M. Shaw,  
Executive Assistant to the  
Mayor and Commissioner

PMS/jt

Discussed w. Ken H. and City  
Commissioner on July 28/86. Design  
work not yet complete.

meeting 3:30 P.M. THURS. JULY 31 - COMM. OFFICE.

KEN HASLOP  
RYAN STRADER  
BILL LEES  
MIKE DAY  
PAT SHAW

R. Angus  
easement on their  
land. Letter sent to  
Eng. K. Haslop to  
check conditions  
then forward to Council.

MAYOR ☒  
CITY COMMISSIONER ☐  
CLERK, ASSISTANT ☐  
SECRETARY ☐

URGENT ☐  
DATE June 26/86  
TIME \_\_\_\_\_ A.M./P.M.

FROM:

Gordon Murphy

OF:

Promuro Rentals & Services Ltd.

TEL. NO.

6767-67 Ave

343-8860

☒ TELEPHONED

☒ WANTS YOU TO PHONE

☐ WILL PHONE LATER

☐ WANTS TO SEE YOU

☐ CALLED TO SEE YOU

☐ WILL CALL BACK

☐ RETURNED YOUR CALL

☐ NO RESPONSE REQUIRED

RE: Purchased land last August.

Added on and was required to pave & landscape the property. They appealed but lost the appeal so this Spring they paved and landscaped (\$7000)

Did not want to landscape because big trucks use his property to turn around on and already they are destroying the pavement. He put a fence down the middle to stop them turning, but they now <sup>BY</sup> ~~now~~ back

onto the property.

He feels a cul-de-sac should be put in.

He wants some direction as to what he can do or what the possible solutions to his problem may be.

Reyan S. referred him to us.

Ken H - <sup>what is</sup> Tech. Solution and what is the cost

Cadman

(Sol. to construct a turn-around)

MAYOR ☐  
CITY COMMISSIONER ☐  
EXEC. ASSISTANT ☐  
SECRETARY ☐

URGENT ☐  
DATE June 26/86  
TIME \_\_\_\_\_ A.M./P.M.

FROM: Gordon Murphy

OF: Promuro ~~Caruso~~ Rentals

TEL. NO. 6767-67 Ave Service Ltd.

Calder West 343-8860

☐ TELEPHONED ☐ CALLED TO SEE YOU  
☐ WANTS YOU TO PHONE ☐ WILL CALL BACK  
☐ WILL PHONE LATER ☐ RETURNED YOUR CALL  
☐ WANTS TO SEE YOU ☐ NO RESPONSE REQUIRED

[Bought property last August]

RE: lost appeal to pave

& landscape.

Have paved it. Fenced it.

Vehicles have to turn

around \$7000.00

Big truck destroying

This year paved & landscaped

Have a tenant - Central

Hose & Gauge

Cul-de-sac would

BY \_\_\_\_\_

\$14 - 1500 land on 20000 ac. Rangus

\$4 - 5000 32000 ac. Cadman

- to oil

September 16, 1986

TO: Director of Engineering Services

FROM: City Clerk

RE: 67 Ave. north of 67 Street/Golden West Subdivision

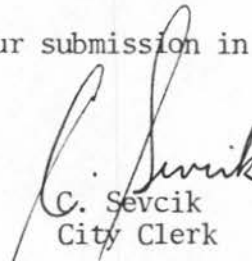
At the Council meeting of September 15, 1986, the following motion was passed following consideration of your report of September 8, 1986:

"RESOLVED that Council of The City of Red Deer having considered report dated September 8, 1986, from the Director of Engineering Services re: 67 Avenue North of 67 Street - Golden West Subdivision, hereby approve the construction of the turnaround as outlined in Alternative 1, subject to the necessary arrangements with R. Angus, and the terms and conditions as outlined in the report from the Director of Engineering and the City Assessor, as presented to Council September 15, 1986.

Council further agree that the costs of constructing the turnaround be charged as an overexpenditure to the 1986 budget."

The above is for your information and we trust that you will proceed in accordance with this resolution.

On behalf of Council, I wish to thank you for your submission in this instance.

  
C. Sevcik  
City Clerk

c.c. Director of Finance  
Urban Planning Section Manager  
City Assessor  
R. Angus Alberta Ltd.  
Mr. G. Murphy, Promuro Rentals and Services Ltd.

4 September 1986

TO: RED DEER CITY COUNCIL

RE: CITY OF RED DEER LONG TERM PARKING STRATEGY WORKING  
PAPER I

---

At the Parking Commission meeting of September 3rd, 1986, The City of Red Deer Long Term Parking Strategy Working Paper I was adopted, and the following motion was passed at that time.

"That the Red Deer Parking Commission direct that the 'Long Term Parking Strategy Working Paper I', be submitted to Red Deer City Council for their information on the progress to date."

The attached document is submitted as information only.

Respectfully submitted,



T. GUILBAULT, Chairman,  
Red Deer Parking Commission

attach.

27 August 1986

TO: THE MAYOR AND CITY COUNCIL

FROM: TIM GUILBAULT, CHAIRMAN, PARKING COMMISSION

RE: LONG TERM PARKING STRATEGY - WORKING PAPER I

---

In response to City Councils' request, the Parking Commission established an Ad Hoc Committee to develop a Long Term Parking Strategy for The City of Red Deer. A detailed process for developing this strategy was determined, and meetings commenced in April 1986.

Attached for your information and perusal is WORKING PAPER 1 of the strategy. This is the first phase only, and represents the collection of basic data, but does not reflect any conclusions or analysis of the data (completion of tasks 1.0 - 1.5, 2.0, 3.0 - 3.4 of the Flow Diagram, Exhibit A).

During the next phase of the Long Term Parking Strategy, the Ad Hoc Committee will fully analyze the data, assess current and potential future parking problems, and begin to look at alternative solutions. Some recommendations for action should be presented to the Parking Commission and later to Council by the end of 1986. Our present target for completion of the entire study realistically will not be before mid-1987.

Respectfully submitted for your information.



T. GUILBAULT, CHAIRMAN,  
RED DEER PARKING COMMISSION

September 17, 1986

TO: Red Deer Parking Commission

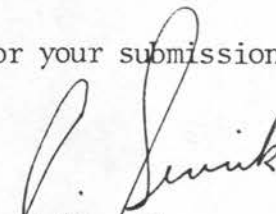
FROM: City Clerk

RE: City of Red Deer Long Term Parking Strategy Working Paper I

The report of the Parking Commission on the above topic was presented to Council at their meeting on September 15, 1986, for information purposes.

Council was most appreciative of this comprehensive report and look forward to receiving further information later this year.

On behalf of Council, I wish to thank you very much for your submission in this regard.



C. Sevcik  
City Clerk



**CITY OF RED DEER**



# LONG TERM PARKING STRATEGY

WORKING PAPER I

Submitted to City Council

Date: Sept 15/86

## INDEX

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# 1.0 WORK FLOW DIAGRAM & SCOPE OF WORKING PAPER ONE

To identify the tasks, responsibilities and schedules of the present Study, the Ad Hoc Parking Committee has adopted the Work Flow Diagram shown in Exhibit A.

The findings of Tasks 1.0 - 1.5 of the Work Flow Diagram are summarized in the present Working Paper as follows:

<u>Tasks</u>	<u>Working Paper</u> <u>Sections</u>	<u>Pages</u>	<u>Subject</u>
1.0 - 1.2	2.0 - 5.0	2 - 7	Downtown Development Plan and Objectives
1.3 - 1.4	7.0	9 - 11	Development Growth Analysis for 5, 10 and 15 year periods
1.5	6.0	8	Downtown Transportation Objectives
2.0	8.0	12	Inventory of Existing Parking Facilities
3.0 - 3.4	9.0 - 9.5	13 - 16	Identify Existing Parking Demands

CITY OF RED DEER  
DOWNTOWN PARKING STRATEGY  
WORKING PAPER I

## 2.0 INTRODUCTION

In November, 1985, City Council approved in principle the Red Deer Downtown Concept Plan. Among the many recommendations for downtown improvement was a recommendation that the City's Parking Commission undertake the preparation of a long term parking strategy:

"It is recommended that the Parking Commission develop a long term strategy for parking in the downtown in consultation with the City administration, the Towne Centre Association and the Chamber of Commerce."

As a means of implementing the recommendation, the Parking Commission in March, 1986 established an Ad Hoc Committee with representation from the Parking Commission, Towne Centre Association, Chamber of Commerce and the Red Deer Real Estate Board. The Committee also included resource people from the City Administration, the Regional Planning Commission and other people with expertise in relation to the project.

## 3.0 PURPOSE AND OBJECTIVES

The mandate of the Ad Hoc Committee is to prepare a parking strategy to serve the existing and future needs of a revitalized and expanding downtown. The present parking supply is anticipated to decrease with the growth of new development which will subsequently increase demand. Future parking will become more expensive and will eventually involve parking structures and/or underground parking. Some new developments may provide a degree of parking, but the building density will in all probability increase. The City will be faced with the problem of adding more parking within a decreasing land area.

Thus the objectives of the parking strategy are as follows:

- To ensure the development of adequate and equitable parking to enhance and promote downtown development.

- To increase the public's awareness of downtown parking options.
- To recommend a detailed policy framework for the provision of adequate parking in the downtown to accommodate demand in the short, medium and long term.
- To provide adequate parking on a priority bases for customers, loading requirements, employees and residents.

#### 4.0 DOWNTOWN DEVELOPMENT CONCEPT

The Downtown Concept Plan outlines a framework for public and private improvements which together can promote new investment and development to revitalize the downtown. In Red Deer, parking or a lack of it, is perceived as the major problem and the greatest hindrance to encouraging more people to visit or shop downtown. However, parking improvements alone will not revitalize the downtown area. Consideration must be given to the land use pattern, the interrelationship of downtown businesses, the visual environment and all the other components necessary to make the downtown an inviting, exciting and interesting place to be.

The Downtown Concept Plan proposes a series of transportation, land use, landscaping and visual improvements along with new development proposals. These development objectives, when implemented, will have a considerable impact on parking usage and, just as importantly, the parking problem as perceived by the public.

The objectives, as stated in the Downtown Concept Plan are:

- To facilitate the development of a concentrated and identifiable retail business district and reduce conflicts between retail and office uses.
- To encourage an increase in the Downtown resident population, while retaining a variety of housing.
- To provide for additional open space and green areas within the commercial core.
- To encourage the relocation of incompatible industrial uses.
- To make provision for a central outdoor public space for active recreation uses.
- To make provision for a multi-use cultural facility and art gallery within the Downtown.

- To improve the pedestrian environment in the commercial core.
- To improve pedestrian linkages between the various sectors of the Downtown, including commercial, business, parking and recreation areas.
- To provide for bicycle/pedestrian trails into the Downtown, linking with the trail system in Waskasoo Park, including areas for bicycle and motorcycle parking.
- To provide a co-ordinated directional sign program for public buildings, facilities and parking areas.

The following summarizes the main proposals designed to achieve the above objectives. The primarily involve transportation improvements associated with the Major Continuous Corridor, land use changes to create more concentrated retail and office districts, a central cultural focus, and landscaping to create an enjoyable downtown pedestrian environment.

The Downtown Concept Plan proposes that upon relocation of the railway yards as part of the Major Continuous Corridor Project, Ross and 49 Streets be connected to Taylor Drive to form an east/west arterial one-way couplet. This achieves the best traffic and cost efficiencies and creates the least land use impact as far as dividing the Downtown with a major arterial route.

Gaetz Avenue Mall and 48 Street are proposed to be developed as the major Downtown retail district. This area presently contains a concentration of retail businesses, can serve to link existing retail investment, and provides six potential sites for new major retail development. Future development of the six sites and retail infilling will effectively create a large scale Downtown open mall. It is also proposed that this area and the adjacent blocks form the main downtown commercial entertainment district and become the heart of a Downtown pedestrian environment, through development of substantial landscaping, walkways and pedestrian amenities.

A major office and business centre is proposed for the area north of Ross Street, between the Provincial Building and Central School. Government buildings and private offices presently constitute a large portion of the commercial space in this area and along Ross Street. It is proposed to further encourage this trend.

City Hall Park, situated between the proposed retail and business districts, has traditionally been a central Downtown focus. It is proposed to reinforce this major attraction through the creation of a "Town Square" with the development of cultural facilities around the park. In addition to the Community Arts Centre in the former Court House, proposals include an art gallery beside it; a performing arts theatre; an active outdoor recreational area to accommodate entertainment, special events and public gatherings; and retention of the weekend Farmer's Market within this central location.

It is recommended that historical landmarks such as the C.P.R. Station and the cenotaph be preserved. It is further proposed that historical buildings be fully examined for their reuse potential and the feasibility of incorporating them with new development.

The Concept Plan acknowledges that an increased resident Downtown population is essential to future revitalization. Therefore the majority of the Downtown residential area is designated for high density housing. As a development incentive, a ground floor commercial development bonus in conjunction with high density housing projects is proposed within two areas. In contrast, to retain a range of Downtown housing options and preserve their existing character, Parkvale and the 56 Street area are proposed to be retained as low density residential.

The preparation by a professional landscape architect of a landscaping plan for the whole Downtown core is presently underway. It is proposed that the landscaping program encompass boulevard planting along major arterials; integrated landscaping, lighting and street furniture within pedestrian areas; and additional landscaping of parks and open space areas. This could be the most effective project for visually improving the Downtown. A second proposal for creating a distinctive image recommends the establishment of a task force to prepare a commercial signage policy for the Downtown.



Finally, the relocation of the railway yards opens up enormous opportunities for Downtown rejuvenation. The transportation benefits are obvious but the full impact and total development opportunities are largely unknown at this time. It is anticipated, however, that the project will have a direct impact on the properties west of 51 Avenue. Therefore, it is recommended that the area west of Gaetz and 51 Avenues be included in a Downtown Railway Relocation Study with the objective of developing a plan for future development to complement the revitalization proposals within the commercial core area. Potential uses for the above area include commercial expansion, parking, a major conference centre, and high density housing.

#### 5.0 DOWNTOWN LAND USE

The Land Use Plan map extracted from the Downtown Concept Plan illustrates the proposed future land use within the downtown as described in the preceeding "Downtown Development Concept". (SEE EXHIBIT B)

## 6.0 TRANSPORTATION OBJECTIVES

Downtown development and the location of parking facilities will be greatly influenced by the transportation system including transit. The following are the transportation objectives as contained in the Downtown Concept Plan:

- To provide for future traffic demand and achieve a better defined separation of through traffic, circulation traffic and pedestrian movement.
- To develop a transportation system, which is acceptable to the public and Downtown businessmen and does not detrimentally affect environmental features in the area.
- To optimize the transportation and development benefits which will occur through implementation of the Major Continuous Corridor project.
- To reduce traffic/vehicle conflict along major arterial routes and develop transit facilities which encourage increased use.
- To improve accessibility for the elderly and physically handicapped.

To achieve these objectives, the Downtown Concept Plan proposes that through traffic and transit will be confined to the major arterial routes as shown on the Transportation Concept map.<sup>(EXHIBIT C)</sup> This will allow for the other downtown streets to cater to circulating traffic in search of parking or specific destinations. The map also shows some existing and possible future parking locations, most of which are adjacent to a major arterial route.

Improved separation of vehicular and pedestrian traffic should contribute to reducing conflicts and enhancing the environment for both. An improved pedestrian environment will increase the distance the public will tolerate walking between parking and destinations and create a more pleasant atmosphere for the elderly and physically handicapped.

Implementation of the Major Continuous Corridor will have a major impact of downtown traffic patterns, development opportunities and options for new parking facilities.

## 7.0 FUTURE DEVELOPMENT SCENARIOS

With the present economic uncertainty which has persisted over the past few years, it is difficult to confidently project the amount of new development which could be expected to occur in the downtown over the next fifteen years. However, the current situation can be compared with two market studies prepared in 1979. As well, the Major Continuous Corridor Project could act as a major downtown investment incentive when completed.

### Retail

The development scenarios relate to projections of new retail and office space. The retail projections are based upon an assessment of the market studies prepared by Larry Smith and Associates and the Urbanic Study along with real estate activity over the past 6 to 12 months. As the current amount of retail floor space in the City exceeds that projected by the studies, the market studies are used as an indication of a low projection and the current market situation provides a basis for a high projection over the next five years. During the five to ten year period it is assumed that the railway yards will become available for development of a major downtown retail project.

The Larry Smith and Associates Market Analysis projected that the City could accommodate approximately 500,000 sq.ft. of net new retail by 1986, assuming that the trade area population increased from 125,000 to 168,000 over that period. Since 1979, over 550,000 sq.ft. of new retail has been developed but the trade area population is estimated to be only 155,000.

The study projected that the City's total retail G.L.A. (excluding district shopping centres) would be about 1.6 million sq.ft. in 1986. It is estimated that the actual figure is closer to 1.7 million sq.ft. Thus, on the basis of the study, it would appear that there is an over supply of retail space at the present time.

The Urbanic Study takes a slightly different approach but tends to substantiate the above projection.

If it is assumed that the current 1.7 million sq.ft. of retail space is supported by the estimated 155,000 population in the trade area, then growth projections for the region suggest that up to 200,000 sq.ft. of new retail could be accommodated by 1991. However this would be the upper limit and it is doubtful that it would occur, given the economic conditions since 1982 which are not expected to substantially improve over the next few years.

Provided that nearly all of the new retail growth over the next five years is directed to the downtown (except for district shopping centre development), it is projected that approximately 100,000 sq.ft. of new retail G.L.A. could be expected by 1991.

After 1991, the railway yards are anticipated to become available for redevelopment and could accommodate a major retail project combined with office and residential space. By that time the City will have recovered from the present over supply and the economic conditions should be vastly improved. Therefore it is projected that 200,000 - 250,000 sq.ft. of new net retail G.L.A. will be developed in the downtown between 1991 and 1996.

The five year period from 1996 to 2001 is expected to be a subsequent recovery period. Thus it might be anticipated that an additional 150,000 sq.ft. of retail growth could occur.

## Office

Projections for office space have been equated with the projected City population growth rate. In 1983, the downtown office space occupied 979,634 sq.ft. G.L.A. and the City's population was 50,257. Presently, the downtown office G.L.A. is estimated to occupy over a million sq.ft. The City population growth is estimated to average a 3-4% annual increase over the next ten years. Therefore, new office space demand has been projected at 3% per annum or approximately 30,000 sq.ft. per year. Thus a net increase of 150,000 sq.ft. of office G.L.A. is projected for each 5 year period until 2001.

## Residential

Projections for downtown residential development have not been included. The Downtown Concept Plan encourages high density housing but there is presently little demand. It is difficult to determine when demand will increase and how much of that will result in downtown projects. Downtown housing will have to be the subject of a separate more detailed study. Generally, future housing projects in the downtown are anticipated to have only a marginal impact on downtown commercial core parking requirements.

## Location of New Development

The areas in which new retail and office development are expected to occur are shown on the attached map. <sup>(EXHIBIT D)</sup> Real estate activity and development interest over the past 6-12 months forms the basis for the sites of future retail and office projects.

Future new retail over the next five years is expected to be concentrated south of 49th Street between 48th and 51st Avenue with the possibility of a major development on the block south of 47th Street between 51st and 52nd Avenues. After 1991, retail growth is expected to occur on and adjacent to the railway yards south of 49th Street.

Office development may be combined with retail projects in the area described above. Major office development is also anticipated north of Ross Street, primarily between 49th and Gaetz Avenues.

## 8.0 IDENTIFICATION OF EXISTING PARKING SUPPLY

Based on a June 1986 survey, there are 1022 private residential parking stalls, 3816 private business stalls and 2272 public stalls in Downtown Red Deer. The total parking stalls available were 7110.

A block by block break down of the parking available is shown in Exhibit E.

## 9.0 IDENTIFICATION OF EXISTING PARKING DEMANDS

Downtown parking demands vary throughout different hours of the day. If the parking demand is met for the hour with the largest number of vehicles accumulated, the parking demand will be met for the other hours of the day.

The existing peak parking demand is therefore identified by:

- 1) Finding out during which hour of the day the largest number of vehicles were inside Downtown (Identify the peak parking demand hour).

- 2) Finding out how many vehicles were in Downtown during that hour (Identify the parking demand during the peak hour).

## 9.1 SURVEYED OVERALL DOWNTOWN PARKING DEMAND

Vehicle counters were used to record the number of vehicles entering and exiting Downtown (see Exhibit F - Cordon Survey). The hour by hour net accumulation of vehicles within Downtown was calculated and the peak hour was identified.

Subsequently the location and number of vehicles parked within the Downtown area were counted (Usage Survey) during the identified peak hours.

The result (see Exhibit G) showed that:

- 1) The largest number of vehicles remaining inside the Study Area and requiring a parking space was 4243.

- 2) The peak parking demand for 4243 occurred between 2 pm & 3 pm. This was followed by a parking demand for 4144 vehicles between 1 pm & 2 pm and 4100 vehicles between 10 am & 11 am.

- 3) The slight decrease of about 300 vehicles between 11 am and 1 pm was probably due to workers leaving the Downtown during the lunch hour.

- 4) There was a steady and rapid increase in the number of vehicles parking Downtown (an increase of 2088 Vehicles) between 6 am and 9 am. Since very few Downtown businesses were open before 9 am, the increase was probably due to the arrival of Downtown employee/owner vehicles.

- 5) There was a comparable steady and rapid decrease in the number of vehicles parking in the Downtown (a decrease of 1990 vehicles) between 3 pm and 6 pm. This was probably due to the



departure of Downtown employee/owner vehicles.

6) The difference in demand at 3 pm (4243 vehicles) and at 9 am (3200 vehicles) would represent the parking demand (1043 vehicles) for a mixture of shoppers, visitors and some employees.

7) The slight increase in the number of vehicles parking between 6 pm and 7 pm was probably due to the arrival of patrons for amusement / entertainment activities.

## 9.2 INDIVIDUAL DOWNTOWN DEVELOPMENT TYPE PARKING DEMAND

Section 9.1 identified the aggregate parking demand pattern of all Downtown developments. Individual Downtown development types (ie., offices, retail, industrial, residential etc.) and their aggregate total, however exhibit different parking demand patterns (See Exhibit H). Based on surveys by others, as indicated in Appendix One, the parking demand for individual development types during individual development peak hour and during the aggregate peak hour of all Downtown developments would be as follows:

	<u>Individual Development</u>		<u>All Downtown Development</u>		
	<u>Peak Hour</u>	<u>Demand</u>	<u>Peak Hour</u>	<u>Demand</u>	<u>%*</u>
Offices	10 am	2512	2 pm	1934	77
Retail stores	1 pm	2068	2 pm	1965	95
Industrial plant	2 pm	214	2 pm	214	100
Apartments	12 mn	496	2 pm	129	26
All Downtown	-	-	2 pm	4242	-

\* 2 pm parking demand as a percentage of the individual development peak parking demand.

## 9.3 PARKING DEMAND ESTIMATION BASED ON OTHER APPROACHES

To ensure the above results were reasonable and reflect the actual number of vehicles requiring parking Downtown, three cross checks were performed.

The cross checks were based on entirely independent data sources from the above field survey. The data sources used in the three cross checks were:

- 1) City census.
- 2) Federal census.
- 3) Institute of Traffic Engineers' parking survey of industrial



plants and shopping centres.

- 4) Highway Research Board's numerous parking surveys and studies on CBD office buildings, residences and retail stores.
- 5) Eno Foundation for Transportation's parking survey of medical offices.
- 6) Alberta Provincial Government's survey of industrial park employees and floor space area.
- 7) Red Deer Regional Planning Commission's inventory of Downtown floor space area and employees.
- 8) City Engineering Department's survey of employees and floor space area for selected Downtown businesses.

Results of the three independent cross checks are as follows:

Cross Check One estimated the peak period total parking demand to be 4242. The surveyed demand was 4243 based on Section 9.1. The difference was 0.02% or 1 vehicle. (Details of the analysis are outlined in Appendix One).

Cross Check Two estimated the number of vehicles accumulated Downtown between 7:30 am and 9:30 am to be 1970. The surveyed vehicle accumulation during the same period was 1971 based on Section 9.1 Exhibit G. The difference was 0.05% or 1 vehicle. (Details of the analysis are outlined in Appendix Two).

Cross Check Three estimated the number of vehicles within Downtown during the early morning hours was 1011. The surveyed demand was 1004 based on Section 9.1 Exhibit G. The difference was 0.7% or 7 vehicles. (Details of the analysis are outlined in Appendix Three).

The surveyed parking demand patterns and each of the above three cross checks/analysis were of the same order of magnitude. This would indicate that the analysis of Appendix One, Two and Three and the surveyed parking demand patterns of Section 9.1 were reasonable.

#### 9.4 EXISTING PARKING USAGE

Under a parking shortage situation, vehicles might not be able to find a vacant space Downtown and/or might be discouraged from visiting Downtown. Should this hypothesis be substantiated with facts, the Surveyed Parking Demand (in Section 9.1) would not have reflected the "Real" Parking Demand.

Appendix One therefore estimated the "Real" Parking Demand based on numerous similar developments elsewhere where

significant surplus parking spaces are available. The result indicated that the "Real" Parking Demand at 2 pm peak hour would be 4242 parking stalls.

The Surveyed Parking Demand outlined in Section 9.1 was 4243 stalls. Since the Surveyed and the "Real" Parking Demands were of the same order of magnitude (The difference was only  $4,242 - 4,243 = 1$  stall), THE SURVEYED PARKING DEMAND IS THEREFORE THE EXISTING PARKING USAGE.

The actual count of existing parking stalls used also revealed that even during the highest demand period, only 65% of all public parking stalls in the Study Area were used. Vacant parking spaces were available either at the same block or at the adjacent block of nearly all Downtown destinations (See Exhibits I, J, K, L, M, & N).

#### 9.5 FUTURE TASKS

Future tasks of this Study will address means of meeting the individual parking demand of each Downtown development type and the aggregate parking demand of all Downtown developments as a whole.

## **APPENDICES**

APPENDIX ONEA1.0 ESTIMATION OF REAL PARKING DEMAND

For developments with surplus unoccupied parking spaces at all times, the largest number of vehicles parked at that development would have been the peak "real" parking demand. The "real" parking demand can therefore be estimated based on the overall travel pattern of City residents and the parking demand of similar development types elsewhere where significant surplus parking spaces are available.

The "real" parking demand in Downtown Red Deer would be the sum of the real parking demand of Downtown industrial, office, residential and retail developments.

Outlined in this Appendix is the basis of this estimation.

A1.1 NUMBER OF EMPLOYEES PER 1000 SQ. FT. FLOOR AREA

1) Alberta Transportation - Traffic Generation From Nisku Business Industrial Park: A survey of 61 firms in the Nisku Business Industrial Park revealed that on average there are 3.6 employees per 1000 sq. ft. of office space and 1 employee per 1000 sq. ft. of shop space.

2) Exhibit D summarizes the results of different surveys for the average number of employees per 1000 sq. ft. of retail floor space in Red Deer. Based on this data, an average of 2.12 employees per 1000 sq. ft. of retail space is assumed.

3) With the above employees per floor space rates and the floor space area\* inventoried by the Planning Commission, the total number of employees within the Study Area would be:

<u>Development Type</u>	<u>Floor Space* (Sq. Ft.)</u>	<u>Rates</u>	<u>Total Employees</u>
Retail	940,203	2.12	1,993
Industrial	322,196	1.00	322
Office	1,007,309	3.60	3,626
TOTAL DOWNTOWN EMPLOYEES AS PER THE ADOPTED RATES			5,941

A1.2 VALIDATION OF THE EMPLOYEES PER FLOOR AREA RATES

Federal and City census were used to judge the overall reasonableness of the above employee per floor space rates.

1) The 1986 City Census indicated that there was a total of 4,433 city residents working Downtown (within the Study Area).

2) The 1981 Federal Census indicated that for those who worked inside the City of Red Deer, 75.6% were Red Deer residents and 24.4% were out of town residents.

3) Out of town residents working Downtown is therefore  
 $4433 \times 24.4\% / 75.6\% = 1,431$

4) THE TOTAL NUMBER OF DOWNTOWN EMPLOYEES AS PER FEDERAL & CITY CENSUS INFORMATION IS THEREFORE  
 $4,433 + 1,431 = 5,864$

The two independent approaches of estimating the total number of Downtown employees arrived at practically the same result. The difference was only 1.3%

### A1.3 ESTIMATION OF REAL PARKING DEMANDS

#### A1.3.1 INDUSTRIAL PARKING DEMAND

1) Based on Section A1.1, there were 322 Downtown industrial employees

2) To account for annual vacation, sick time, leave of absense, public holidays etc., an employee absentee rate of 5% can be assumed. The total number of industrial employees present is therefore  $322 \times 95\% = 306$ .

3) Based on the City and Federal census:  
 - 75.6% of Red Deer workers are local residents  
 - 24.4% of Red Deer workers are from out of town  
 - 64% of resident workers drove to work  
 - each employee vehicle carries an average of 1.13 workers

The peak industrial employee parking demand would be:

- out-of-town employees:	$306 \times 24.4\% / 1.13 =$	66
- resident employees:	$306 \times 75.6\% \times 64\% =$	148
Total		214

4) Exhibit P shows that for industrial plants, the 2 pm parking demand is equal to 100% of the peak parking demand. The 2 pm real parking demand is therefore 214.

#### A1.3.2 OFFICE PARKING DEMAND

1) Based on Section 9.1, there were 3626 Downtown office employees.

2) With the same factors outlined in Section A1.3.1, the peak office employee parking demand would be:

- out-of-town employees:  $3626 \times 95\% \times 24.4\% / 1.13 = 744$
- resident employees:  $3626 \times 95\% \times 75.6\% \times 64\% = 1,667$
- Total  $= 2,411$

3) A study (Highway Research Board Parking Committee) of parkers by trip purpose found that CBD office buildings generated a peak-hour demand of 0.1 short term space per 1,000 sq. ft. for visitors.

The peak hour office visitor parking demand is therefore estimated to be  $1,007,309 \text{ sq. ft.} \times 0.1 / 1000 \text{ sq. ft.} = 101$ .

4) The peak parking demand for Downtown offices is therefore  $2,411 + 101 = 2,512$ .

5) Exhibit Q shows the accumulation of employee parkers at medical centres. The "Administrative Day Shift" curve represents office employee parking accumulation pattern. This curve shows that the 2 pm parking demand represents approximately 77% of the peak office employee parking demand. The 2 pm Downtown office real parking demand is therefore  $2,512 \times 77\% = 1934$ .

#### A1.3.3 RESIDENTIAL PARKING DEMAND

1) Planning Commission: Total number of dwelling units within the Study Area = 1028 (700 were apartment units).

2) 1981 City Census: Total number of vehicles owned by Study Area residents = 496.

3) Highway Research Board - Parking Principles: Exhibit R shows the survey results of residential parking variations by time of day. The peak apartment parking demand occurs at 12 midnight and declines to a plateau between 1:30 am and 7:00 am. This plateau probably represents the peak tenant parking demand period. The 2 pm parking demand is approximately equal to 26% ( $160 / 610$ ) of the peak tenant parking demand period.

4) The 2 pm real residential parking demand is therefore  $496 \text{ stalls} \times 26\% = 129 \text{ stalls}$ .

#### A1.3.4 RETAIL PARKING DEMAND

1) Planning Commission: Total floor area that can be categorized for retail use within the Study Area = 940,203

square feet.

2) Highway Research Board - Parking Principles: "The peak hour parking generation of small retail stores, as sampled in the CBDs of 10 cities, ranged from 0.9 to 3.8 spaces per 1000 sq. ft. of building area. The average was 2.1 spaces.

Institute of Transportation Engineer - Parking Generation Report: The peak parking generation rate surveyed at 4 shopping centres of 800,000 - 899,999 square feet gross floor area (sfgfa) was 1.8 stalls per 1000 sfgfa (Exhibit O). The rate surveyed at 1 shopping centre of 1,000,000 - 1,250,000 sfgfa was 2.2 stalls per 1000 sfgfa (Exhibit P).

Based on the above surveyed real parking demand of retail developments similar to Downtown Red Deer, the peak parking generation rate of 2.2 stalls per 1000 square feet was adopted.

3) The Study Area retail developments real peak parking demand would be 940,203 sq. ft.  $\times$  2.2 stalls/1000 sq. ft. = 2068 stalls.

4) Institute of Transportation Engineers' Journal - Parking at the Regionals: Exhibit U shows the 2 pm parking demand of a shopping centre is approximately equal to 95% of the peak parking demand.

5) The 2 pm real parking demand for Study Area retail developments would be 2068 stalls  $\times$  95% = 1965 stalls.

#### A1.3.5 TOTAL PARKING DEMAND

Based on the above experiences and data on REAL PARKING DEMAND, the downtown Red Deer "REAL" PARKING DEMAND at 2 PM PEAK HOUR is therefore:

Industrial Parking Demand	214
Office Parking Demand	1,934
Residential Parking Demand	129
Retail Parking Demand	1,965
TOTAL	4,242 PARKING STALLS

The SURVEYED PARKING DEMAND as identified in Section 9.1 was 4,243 PARKING STALLS. The SURVEYED PARKING DEMAND and the REAL PARKING DEMAND were practically the same. The DIFFERENCE was only 4,242 - 4,243 = 1 STALL. THE SURVEYED PARKING DEMAND IS THEREFORE THE REAL PARKING DEMAND.



APPENDIX TWOA2.0 VEHICLE ACCUMULATION BETWEEN 7:30 AM AND 9:30 AM

Outlined in this Appendix is the estimation of vehicle accumulation based on Federal and City census. This estimation was used to judge the overall reasonableness of the surveyed vehicle accumulation outlined in Section 9.1. The present Study Area (Exhibit F) generally corresponds to census zones 1B and 3A or trip zones 1 and 2 of the 1981 City of Red Deer census. Trip zones 1, 2, 3 and 4 of the 1981 City census corresponds to zone N of the City census.

A2.1 ESTIMATION BY CENSUS INFORMATION

The net accumulation of vehicles between 7:30 am and 9:30 am would be approximately equal to the number of in town and out-of-town employee vehicles entering the Study Area minus the number of residence employee vehicles leaving this area between 7:30 am and 9:30 am.

1) 1981 City census: approximately 4029 (Exhibit V) Red Deer residents worked within the Study Area in 1981.

2) 1981 City census: 4563 Red Deer residents worked in Zone N.

3) 1984 City census: 4851 Red Deer residents worked in Zone N.

ESTIMATION:  $(4029 \times 4851/4563) = 4283$  Red Deer residents worked within the Study Area in 1984.

4) With the same census information outlined in Section A1.3.1, the number of vehicles added by Study Area employees would be:

- resident employees:	$4283 \times 64\%$	= 2,741
- out-of-town employees:	$4283 \times 24.4 / 75.6 / 1.13$	= 1,223
Total		= 3,964

5) 1981 City census: 53.6% (Exhibit W) of all Red Deer workers left for work between 7:30 am and 9:30 am

ESTIMATION: The number of employee/owner vehicles arrived in the Study Area between 7:30 am and 9:30 am of 1984  
 $= 3964 \times 53.6\% = 2,125$

6) 1981 City census: 290 residents (Exhibit X) in the Study Area drove to work.

ESTIMATION: The number of employee/owner vehicles left (or did



not contribute to the addition of vehicles in) the Study Area would be:

$$290 \times 53.6\% = 155$$

7) ESTIMATION: The net accumulation of vehicles in the Study Area between 7:30 am and 9:30 am would be:

$$2125 - 155 = 1,970$$

#### A2.2 ESTIMATION BY CORDON SURVEY DATA (EXHIBIT 6).

Number of vehicles at 9:30 am	3,507
Number of vehicles at 7:30 am	<u>1,536</u>
Vehicles accumulated between 7:30 am and 9:30 am	1,971

The two independent estimate approaches arrived at practically the same result. The difference was only  $1971 - 1970 = 1$  vehicles (0.05%).

APPENDIX THREEA3.0 INITIAL NUMBER OF VEHICLES WITHIN THE STUDY AREA

Outlined in this Appendix is the estimation of the number of vehicles inside the Study Area during the early morning hours based on census and parking surveys conducted by others. This estimation was used to judge the overall reasonableness of the surveyed number of vehicles during the early morning hours as outlined in Section 9.1.

A3.1 ESTIMATION BY CENSUS & PARKING SURVEY CONDUCTED BY OTHERS

The number of vehicles inside the Study Area between 7 pm and 6 am would be approximately equal to the number of vehicles owned by residents within that area plus the number of employee vehicles present at that time.

## 1) 1981 City census (Exhibits Y &amp; Z):

Number of vehicles owned by Zone 3A residents = (Total vehicles owned by residents in trip zones 2 and 4) x (Population of Zone 3a / Population of Zones 3A and 3B)

$$= (185 + 423) \times (614) / (614 + 594) = 309$$

+ Number of vehicles owned by trip zone 1 residents = 187

Number of vehicles owned by the Study Area residents = 496

2) 1981 City census: Total population in Zone N = 2774

1985 City census: Total population in Zone N = 2797

Since the population within the Study Area is practically unchanged between 1981 and 1985, the total number of vehicles owned by the residents within the Study Area were assumed to be the same at 496.

3) Institute of Traffic Engineers' Parking Facilities for Industrial Plants: Approximately 13 % of industrial plant employee vehicles arrived during the minimum parking occupancy period of 4:00 am (Exhibit P).

Eno Foundation for Transportation's Parking for Institutions and Special Events: For medical centre employees, the parking demand during the minimum demand period of 6:00 am was approximately equal to 10 % of the peak period demand.

ESTIMATION: As indicated in Section A2.1, the total number of employee / owner vehicles arriving daily within the Study Area was estimated to be 3964. The number of employee / owner vehicles within the Study Area during the minimum parking

occupancy period (between 7:00 pm and 6:00 am) can be estimated to be  $3964 \times 13 \% = 515$  vehicles.

4) During the minimum parking occupancy period between 7:00 pm and 6:00 am,

Study Area residents vehicles	= 496
Study Area Employee / Owner vehicles present	= <u>515</u>
Total number of vehicles within the Study Area	= 1011

#### A3.2 ESTIMATION BY CORDON SURVEY AND USAGE SURVEY DATA

11:00 am total parking demand as per Usage Survey	= 4100
11:00 am net vehicle accumulation as per Cordon Survey	= <u>3096</u>
Vehicles within the Study Area during the base period	= 1004

The two independent estimate approaches arrived at practically the same result. The difference was only  $1011 - 1004 = 7$  vehicles (0.7%).

## APPENDIX 4

August 18, 1986

TO: Ad Hoc Parking Committee

FROM: Director of Engineering Services

RE: ADULT BUS PASS USAGE SURVEY

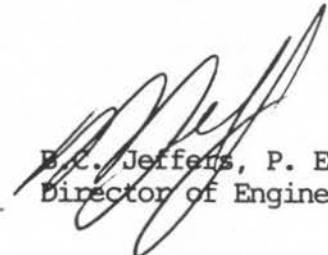
As per the request of the Committee, the Transit Department has completed the above captioned Survey with the assistance of the Treasury Department.

For the months of May, June, and July 1986, 374 questionnaires were returned from adult pass purchasers. Results of the Survey are summarized as follows:

- Of the 374 adult pass purchasers, 123 (33%) worked downtown and 251 (67%) worked elsewhere.
- Of the 123 downtown workers, 121 (98%) used the bus pass to go to work.
- Of the remaining 251 workers, 172 (69%) used the bus pass to go to work.

We trust the above is what you need. Should you require further information, please contact us.

CYL/dlk



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

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APPENDIX 5

Downtown Employee Parking Survey  
June, 1986

Submitted by  
RPRPC  
in the July 2/86  
meeting

### Introduction

In June, 1986, the Red Deer Regional Planning Commission in conjunction with the Towne Centre Association conducted a survey of employee parking patterns in the downtown business district for the Red Deer Parking Commission. The survey was prepared and analyzed by the Regional Planning Commission with distribution and collection undertaken by the Towne Centre Association. A total of 503 questionnaires were distributed and 329 returned for a response rate of 65%.

The City census indicates that 4,093 residents are employed in the survey area. The survey results indicate that 21% of the downtown employees reside out of town and thus the total employees within the survey area is estimated to be 5181. On this basis, the 329 responses represents 6.4% of the downtown employees.

The questionnaires were distributed on a block by block basis throughout the study area in proportion to the number of employees per block. The distribution was intended to be random, however the returns may not be a truly representative random sample as the distribution to employees was not tightly controlled. In a random sample of this size, the results are considered to be accurate within  $\pm 5.5\%$ , 19 times out of 20. On this basis, the survey can be considered as a reasonable reflection of the downtown employee parking pattern.

### Summary of Results

The survey results indicate that 21% of downtown employees live outside the City and that 81.9% of employees drive to work most of the time. Of the 33.5% (107) who indicated they drive home for lunch, 76% (81) indicated it was their preference whereas 24% (28) indicated they needed to go home. However 66.5% (216) stated they do not drive home for lunch.

In regard to when people work downtown, 74% (243) of all respondents work daily, Monday to Friday. This figure represents 83% of those who drive to work. Only 38.3% (126) work Saturday and 5.5% (18) work on Sundays.

One-third (33.2%) of the respondents indicated that they park at a private parking lot of their employer. A total of 29.6% use on-street parking spaces, 21.2% park at public parking lots and 16.0% lease private parking space. Surprising, 53.7% indicated that they do not pay for parking compared to 38.8% who do and only 7.5% whose parking is either employer paid or subsidized.

With regard to the use of their cars during working hours, 46.9% do not require them, 29.5% require their car occasionally and 23.6% use their cars regularly. In regard to alternatives, 54.7% indicated they have no alternative to using their cars, 29.8% stated that transit is or could be an alternative, 6.7% could car pool or ride as a passenger and 15.5% have other alternatives.

City transit was indicated as a reasonable alternative by only 18.6% of the total respondents. For those who drive regularly, it is a reasonable alternative for only 14.5%. The main reasons transit is considered not to be an alternative are because the car is needed for work (35.9%), the route is too long (25.8%), downtown arrival is inconvenient (21%), they are not served by transit (17.6%), and the residential stop is more than 400 m from the home (10.0%). On the positive side, only 2.1% considered the downtown transit stop to be too far from their business location.











#### Parking Location

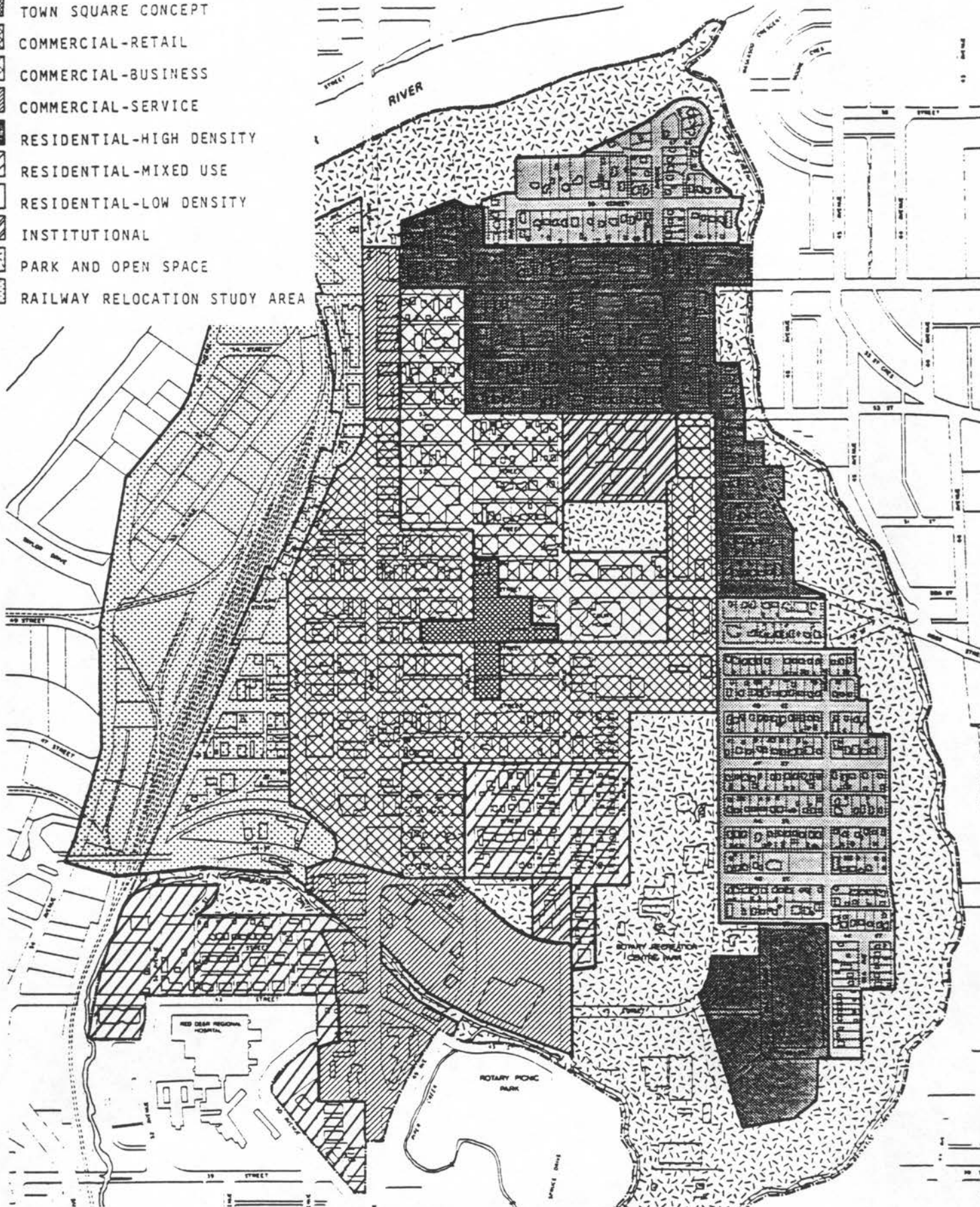
##### EXHIBIT AA EXHIBIT BB

The attached chart<sup>A</sup> and map<sup>A</sup> show where employees park in relation to their employment location and provides a ranking according to parking deficiency on a block by block basis. The survey information indicates that within the total survey area (areas 1-20) approximately 90% of the employees are able to park and that the other 10% park elsewhere in the downtown. It also substantiates that the employee parking demand within 9 blocks cannot be accommodated in those blocks according to present usage. Overall, 46.9% of the respondents park within the block in which they work, 39.6% park in an adjacent block, and 13.5% park at least two blocks away from where they work.

## EXHIBITS








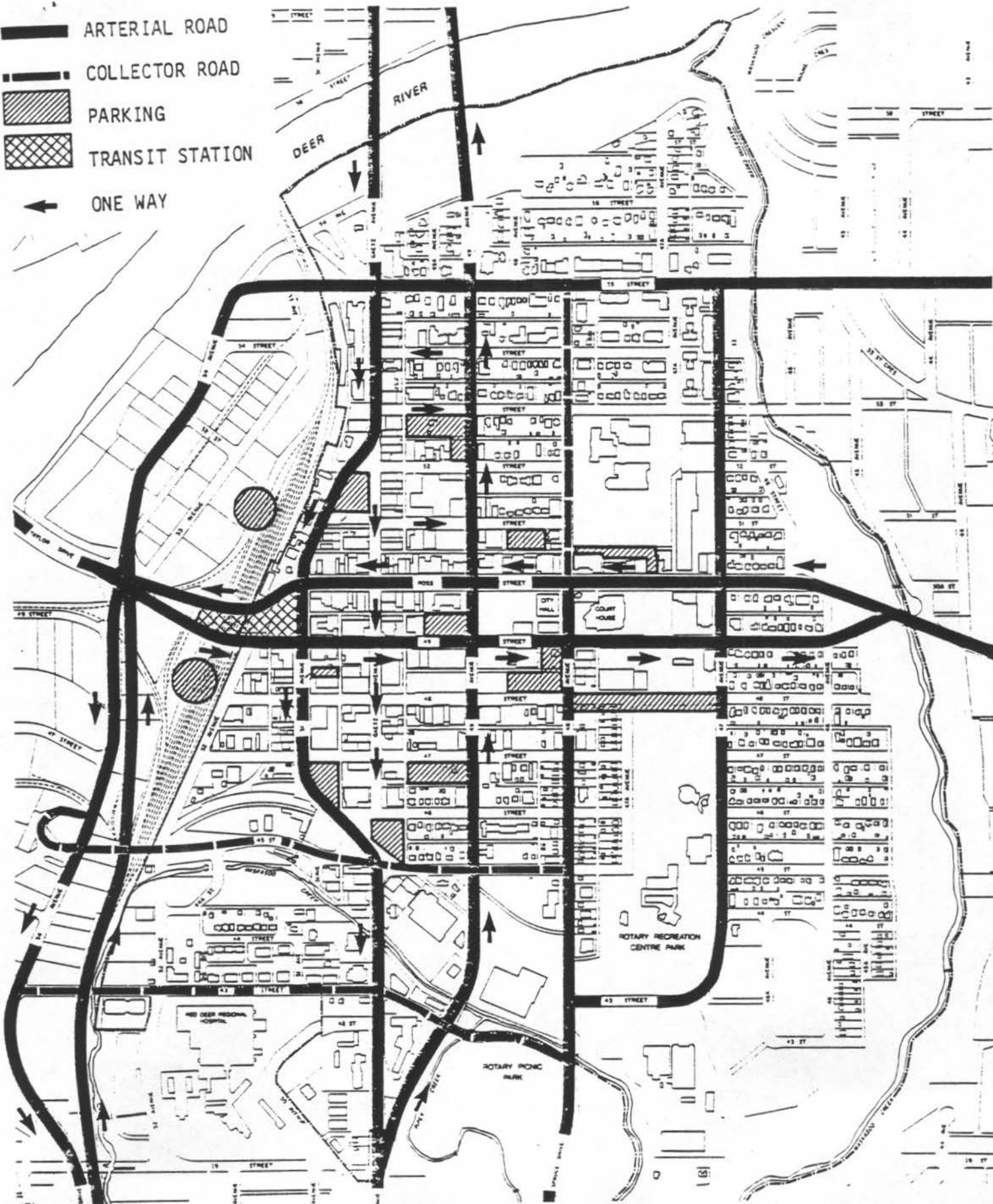
-  TOWN SQUARE CONCEPT
-  COMMERCIAL-RETAIL
-  COMMERCIAL-BUSINESS
-  COMMERCIAL-SERVICE
-  RESIDENTIAL-HIGH DENSITY
-  RESIDENTIAL-MIXED USE
-  RESIDENTIAL-LOW DENSITY
-  INSTITUTIONAL
-  PARK AND OPEN SPACE
-  RAILWAY RELOCATION STUDY AREA



## LAND USE CONCEPT



-  ARTERIAL ROAD
-  COLLECTOR ROAD
-  PARKING
-  TRANSIT STATION
-  ONE WAY



## TRANSPORTATION CONCEPT

Net Additional Retail:

1986-91 100,000 ft.<sup>2</sup>  
(20,000 ft.<sup>2</sup> per annum)

1991-96 250,000 ft.<sup>2</sup>  
(railway yards development  
plus infill)

1996-01 150,000 ft.<sup>2</sup> (infill)

Net Additional Office:  
(projected at 3% per annum)

1986-91 150,000 ft.<sup>2</sup>

1991-96 150,000 ft.<sup>2</sup>

1996-01 150,000 ft.<sup>2</sup>

 Retail Sites

 Office Sites

● Development Sites  
proposed in the  
Downtown Concept Plan.



## CITY OF RED DEER - 1986 PARKING INVENTORY

BLOCK	STUDY AREA - PARKING AVAILABLE				
	PRIVATE PARKING			PUBLIC PARKING	TOTAL PARKING
	RESIDENTIAL	BUSINESS	TOTAL		
A	0	43	43	0	43
B	0	97	97	114	201
C	4	73	77	40	117
D	14	169	183	50	243
E	0	325	325	158	483
F	4	250	254	71	325
G	29	154	183	47	230
H	0	188	188	6	194
I	4	164	168	21	189
J	16	96	112	46	158
K	17	72	89	36	125
L	48	41	89	45	134
M	41	133	174	17	191
N	81	9	90	23	113
O	0	71	71	27	98
P	1	38	39	149	188
Q	0	6	6	21	27
R	0	174	174	44	218
S	0	58	58	26	84
T	0	44	44	46	90
U	0	178	178	34	212
V	0	131	131	144	275
W	83	280	363	43	406
X	2	52	54	43	97
Y	0	109	109	28	137
Z	24	119	143	51	194
AA	2	172	174	32	206
BB	13	44	57	22	79
CC	0	60	60	97	157
DD	9	141	150	56	206
EE	34	44	78	40	118
FF	37	0	37	36	73
GG	0	22	22	14	36
HH	17	0	17	117	134
II	70	27	97	16	113
JJ	15	0	15	35	50
KK	0	0	0	0	0
LL	0	0	0	0	0
MM	218	0	218	42	260
NN	0	0	0	0	0
OO	101	0	101	60	161
PP	138	0	138	49	187
RR	0	0	0	0	0
SS	0	0	0	0	0
VV	0	0	0	0	0
WW	0	0	0	0	0
XX	0	0	0	0	0
YY	0	0	0	0	0
ZZ	0	75	75	126	201
AB	0	0	0	25	25
AC	0	0	0	47	47
AD	0	0	0	8	8
AE	0	0	0	7	7
AF	0	0	0	7	7
AG	0	0	0	9	9
AH	0	0	0	0	0
AI	0	0	0	0	0
AJ	0	0	0	0	0
AK	0	0	0	0	0
AL	0	0	0	0	0
AM	0	167	167	87	254
TOTAL	1022	7816	4838	2272	7110



- - - - - STUDY AREA BOUNDARY  
 ——— TRIP ZONES 1,2,4 BOUNDARY  
 ——— CENSUS ZONES 1B,3A BOUNDARY  
 ○ LOCATION OF CORDON COUNT  
 (APRIL/MAY 1986)

AA

BLOCK IDENTIFICATION



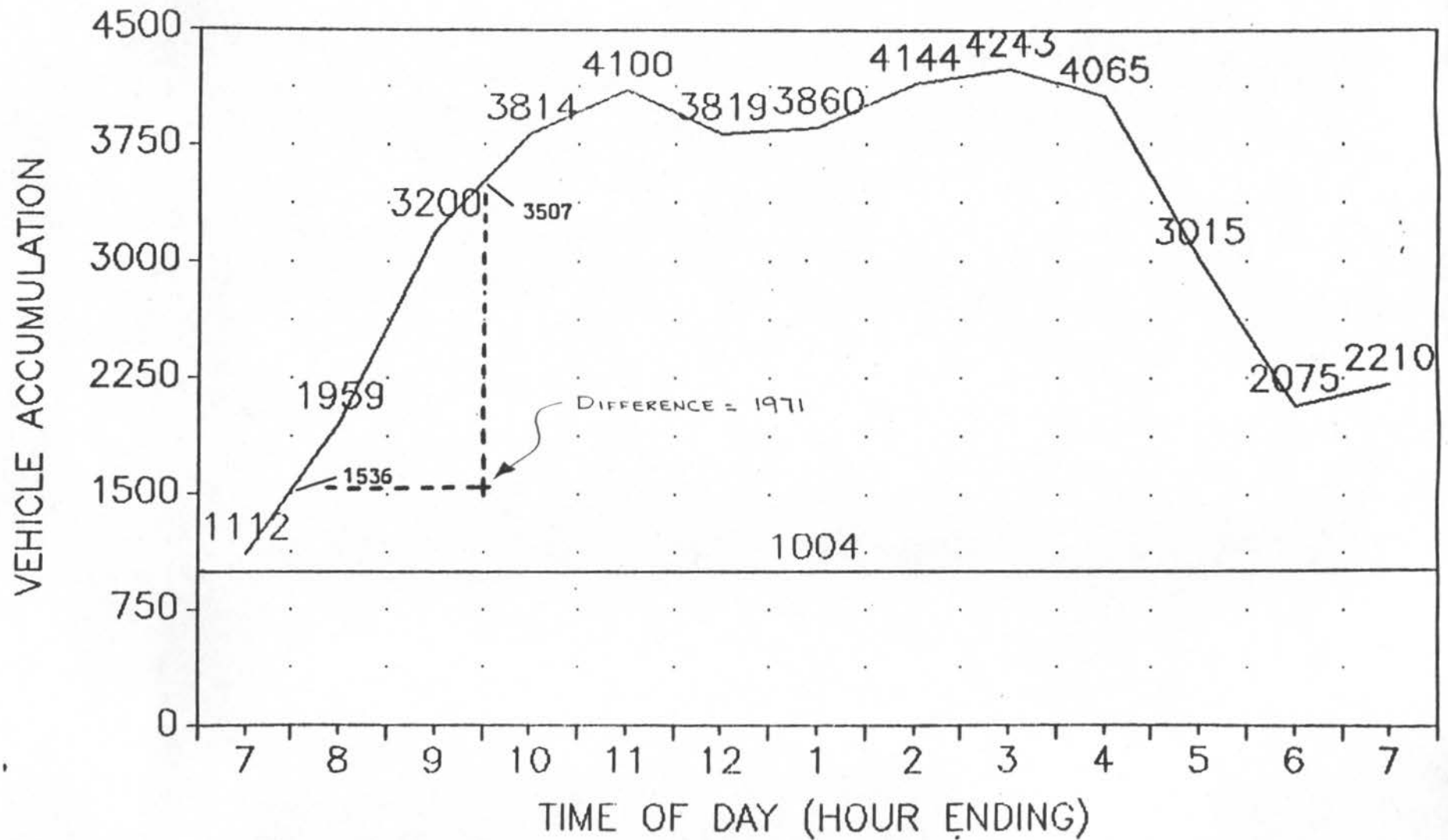
TRAFFIC

CITY OF RED DEER - ENGINEERING DEPARTMENT

DRAWING NO.

# TYPICAL WEEKDAY PARKING ACCUMULATION

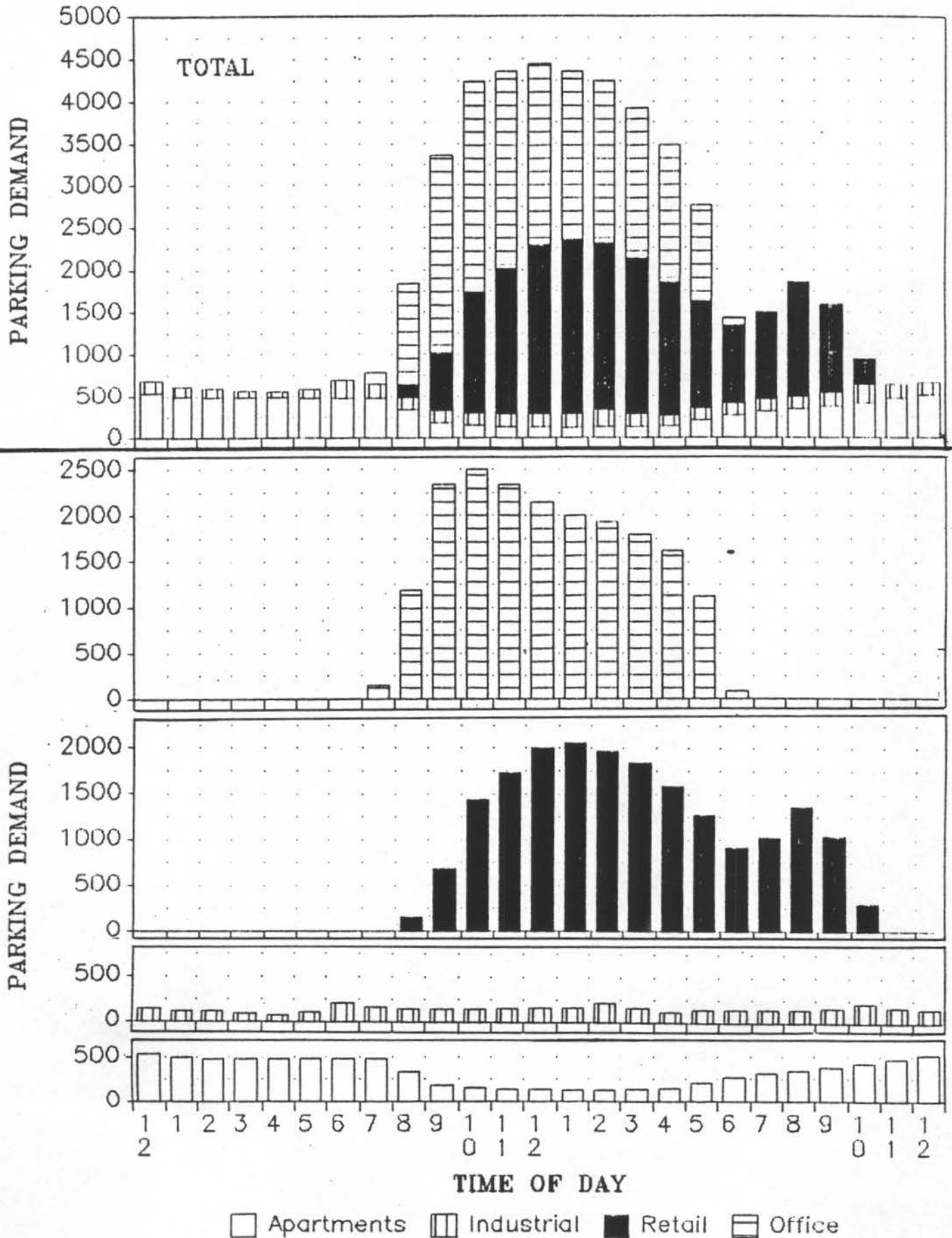
APRIL - MAY 1986





35  
TYPICAL DEVELOPMENT TYPE  
PARKING DEMAND PATTERN

EXHIBIT H



# LOCATIONS OF AVAILABLE PARKING THURSDAY MAY 8/1986

EXHIBIT I



O - OCCUPIED  
V - VACANT  
TA - TOTAL AVAILABLE

**TRAFFIC**  
CITY OF RED DEER - ENGINEERING DEPARTMENT

DRAWING NO.

# LOCATIONS OF AVAILABLE PARKING THURSDAY MAY 8/1986

EXHIBIT J



O - OCCUPIED  
V - VACANT  
TA - TOTAL AVAILABLE

**TRAFFIC**  
CITY OF RED DEER - ENGINEERING DEPARTMENT

DRAWING NO.



LOCATIONS OF AVAILABLE PARKING  
THURSDAY MAY 8/1986

EXHIBIT K



O - OCCUPIED  
V - VACANT  
TA - TOTAL AVAILABLE

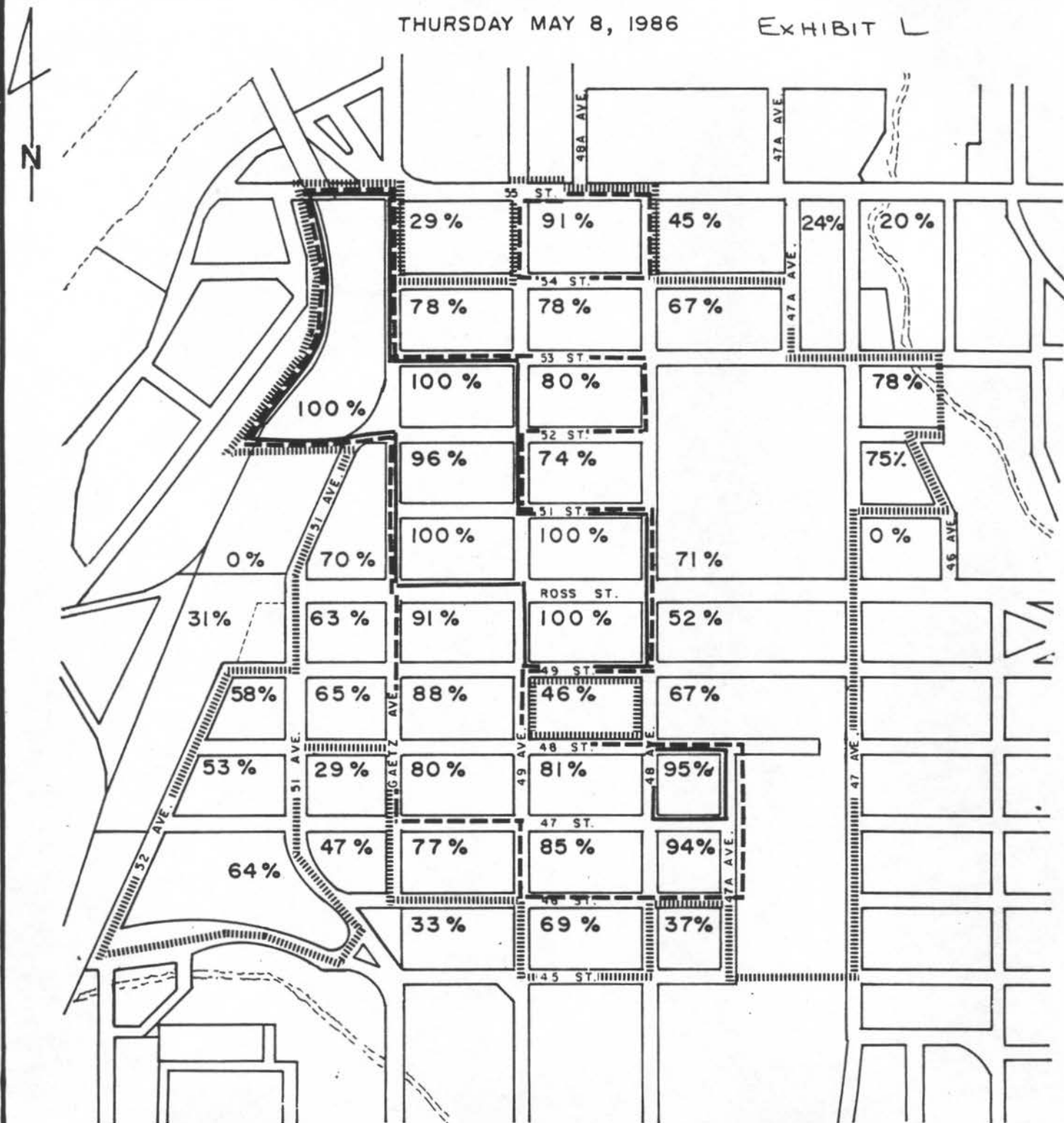
**TRAFFIC**  
CITY OF RED DEER - ENGINEERING DEPARTMENT

DRAWING NO.

# 2 P.M. PUBLIC PARKING OCCUPANCY RATE

THURSDAY MAY 8, 1986

EXHIBIT L



## LEGEND

- ..... - 50% PARKING OCCUPANCY CONTOUR
- - 80% PARKING OCCUPANCY CONTOUR
- - 95% PARKING OCCUPANCY CONTOUR

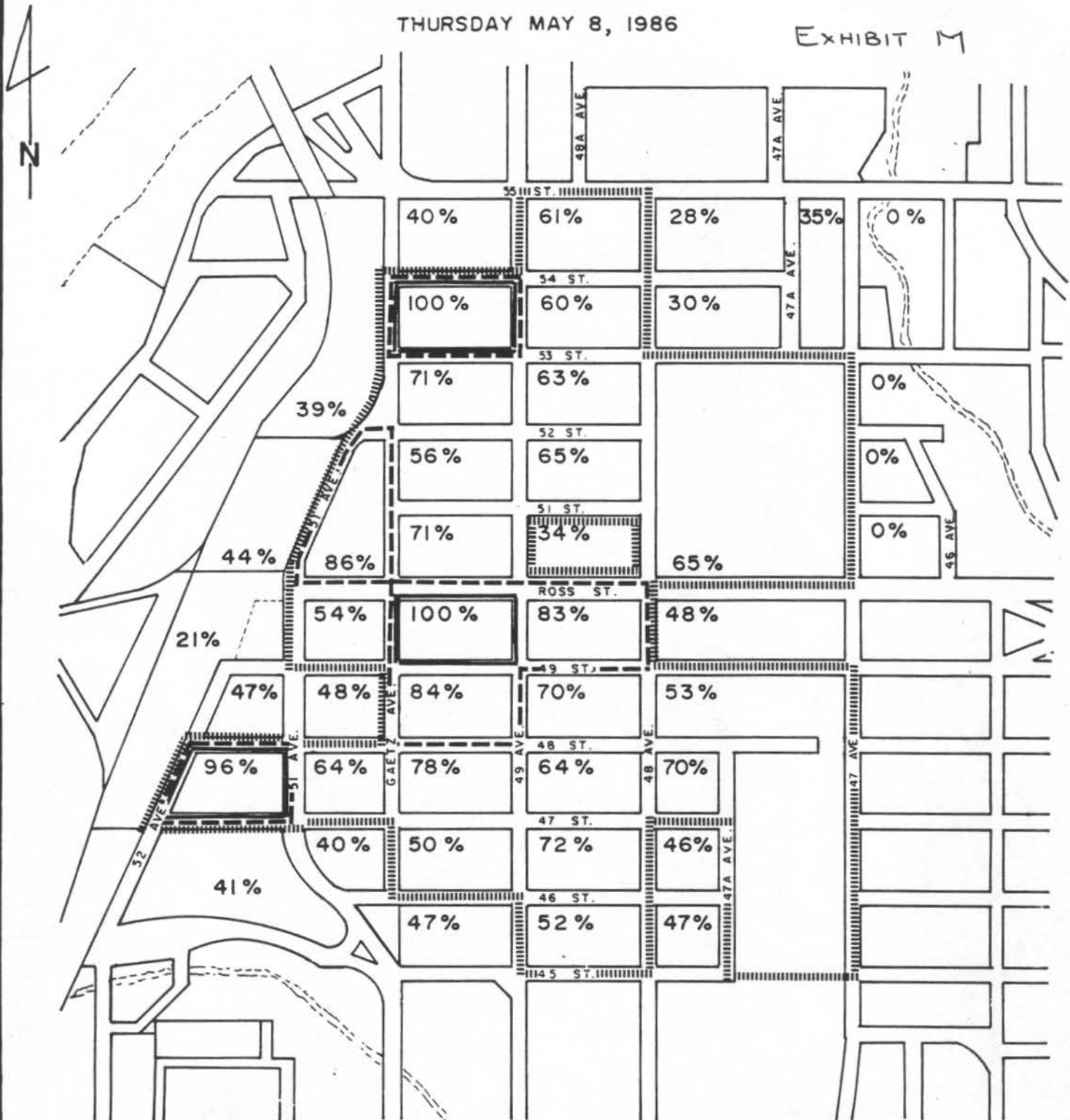
 **TRAFFIC**  
CITY OF NEW YORK DEPARTMENT

DRAWING NO.

# 2 P.M. PRIVATE PARKING OCCUPANCY RATE

THURSDAY MAY 8, 1986

EXHIBIT M



## LEGEND

- 50% PARKING OCCUPANCY CONTOUR
- 80% PARKING OCCUPANCY CONTOUR
- 95% PARKING OCCUPANCY CONTOUR

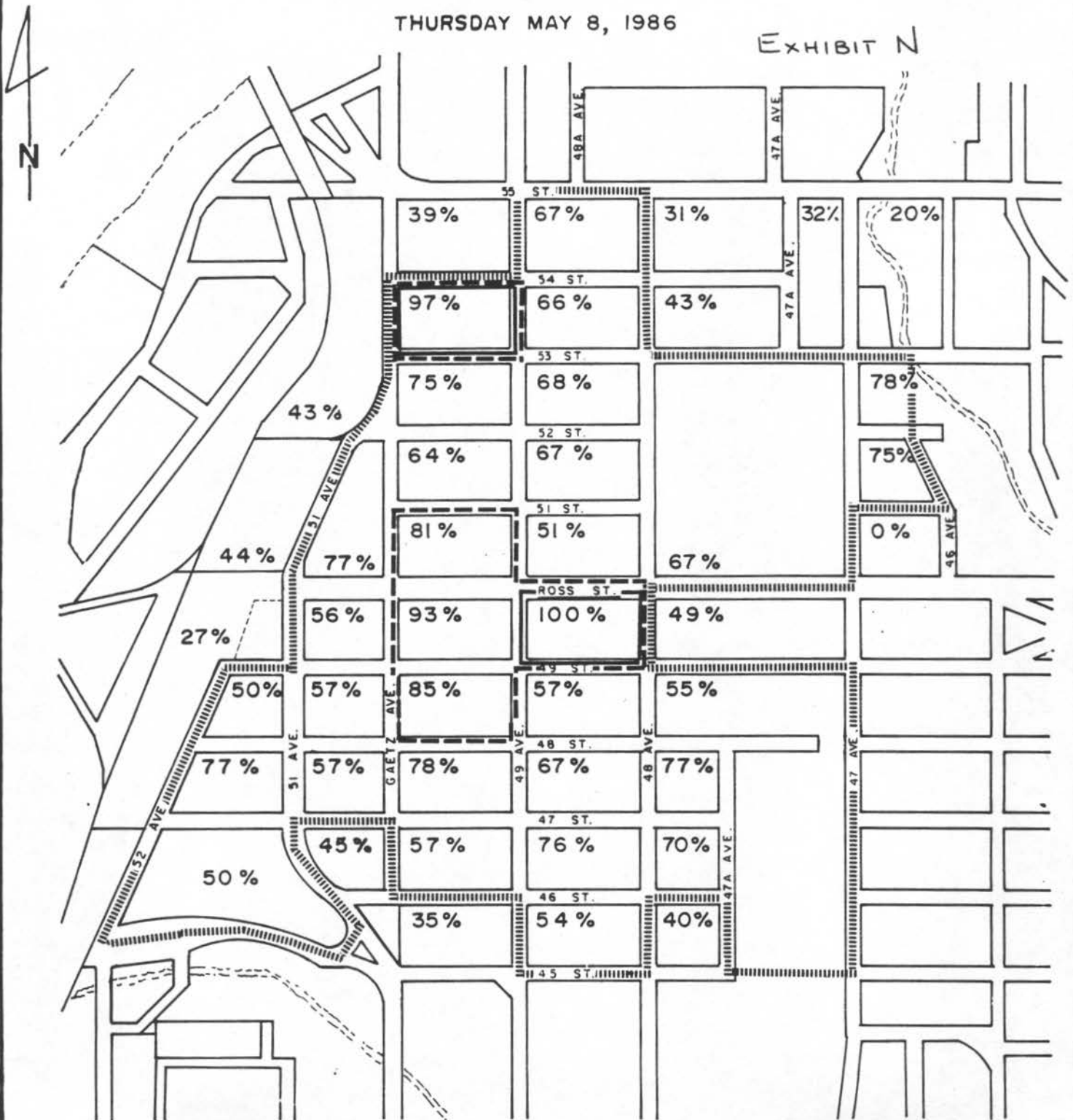
**TRAFFIC**  
THE OFFICE OF THE CHIEF OF POLICE DEPARTMENT

DRAWING NO.

# 2 P.M. TOTAL PARKING OCCUPANCY RATE

THURSDAY MAY 8, 1986

EXHIBIT N



## LEGEND

- 50% PARKING OCCUPANCY CONTOUR
- 80% PARKING OCCUPANCY CONTOUR
- 95% PARKING OCCUPANCY CONTOUR

**TRAFFIC**  
ENGINEERING & PLANNING

DRAWING NO.

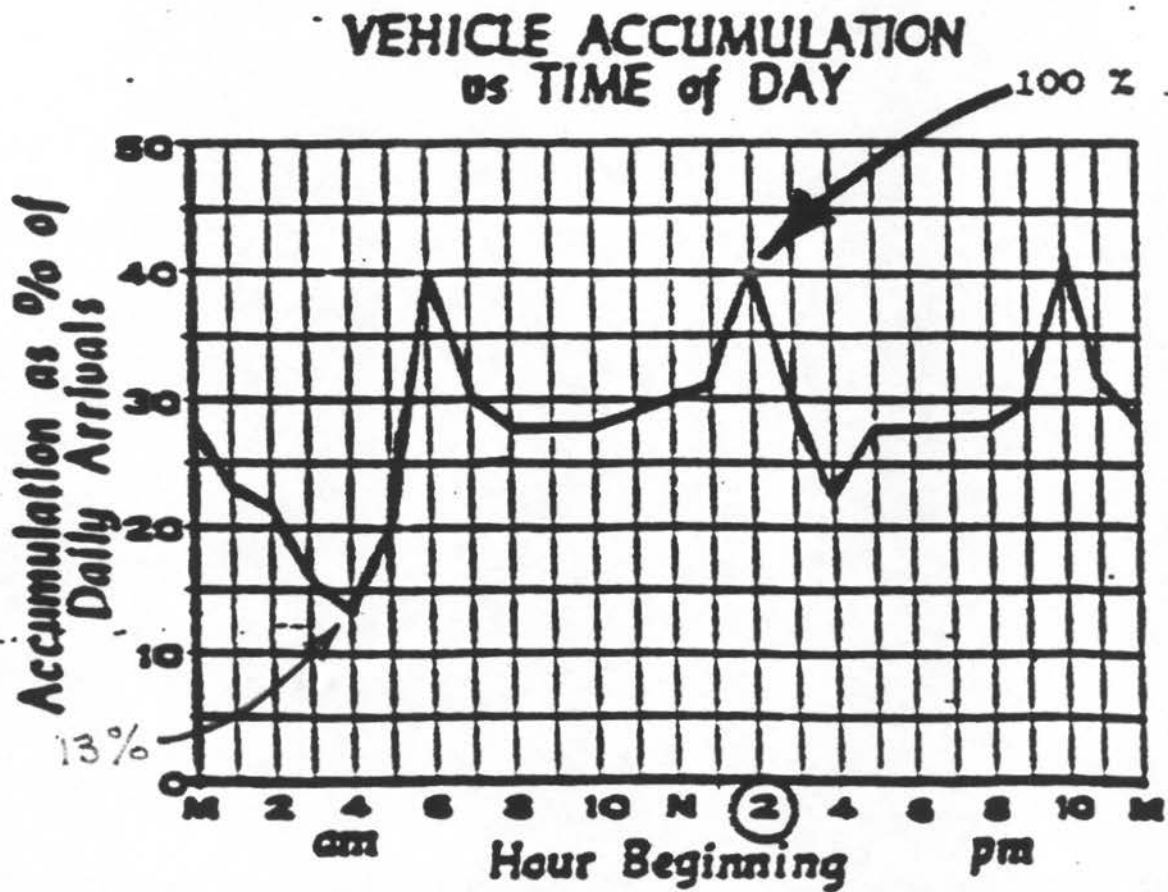
# RED DEER RETAIL EMPLOYEES PER 1000 SQ FT FLOOR SPACE

<u>Sources</u>	<u>Retail Facilities</u>	<u>Employees</u>	<u>Floor Area (Sq Ft)</u>	<u>Employees/1000 Sq Ft</u>
Phone survey	1) IGA	30	17,643	1.70
Phone survey	2) SAFEWAY	115	37,860	3.04
Phone survey	3) TOMBOY	21	9,219	2.28
Phone survey	4) BAY	125	72,489	1.72
Phone survey	5) WOODWARD'S GROCERY	117	37,386	3.13
Phone survey	6) WOODWARD'S DEPT.	160	105,475	1.52
Phone survey	7) SEARS	222	98,560	2.25
RDRPC	8) Parkland Mall	721 City	422,794	
Fed. Census		<u>233 Out-of-town</u> 954		2.26
RDRPC	9) Bower Mall	701 City	429,217	
Fed. Census		<u>226 Out-of-town</u> 927		2.16

Average of all surveyed Downtown businesses (1) + (2) + (3) + (4)  
 $\frac{30 + 115 + 21 + 125}{17643 + 37860 + 9219 + 72489} = 2.12$  employees per 1000 square feet.

Average of all surveyed businesses (1) + (2) + (3) + (4) + (8) + (9)  
 $\frac{30 + 115 + 21 + 125 + 954 + 927}{17643 + 37860 + 9219 + 72489 + 422794 + 429217} = 2.20$  employees per 1000 square feet.

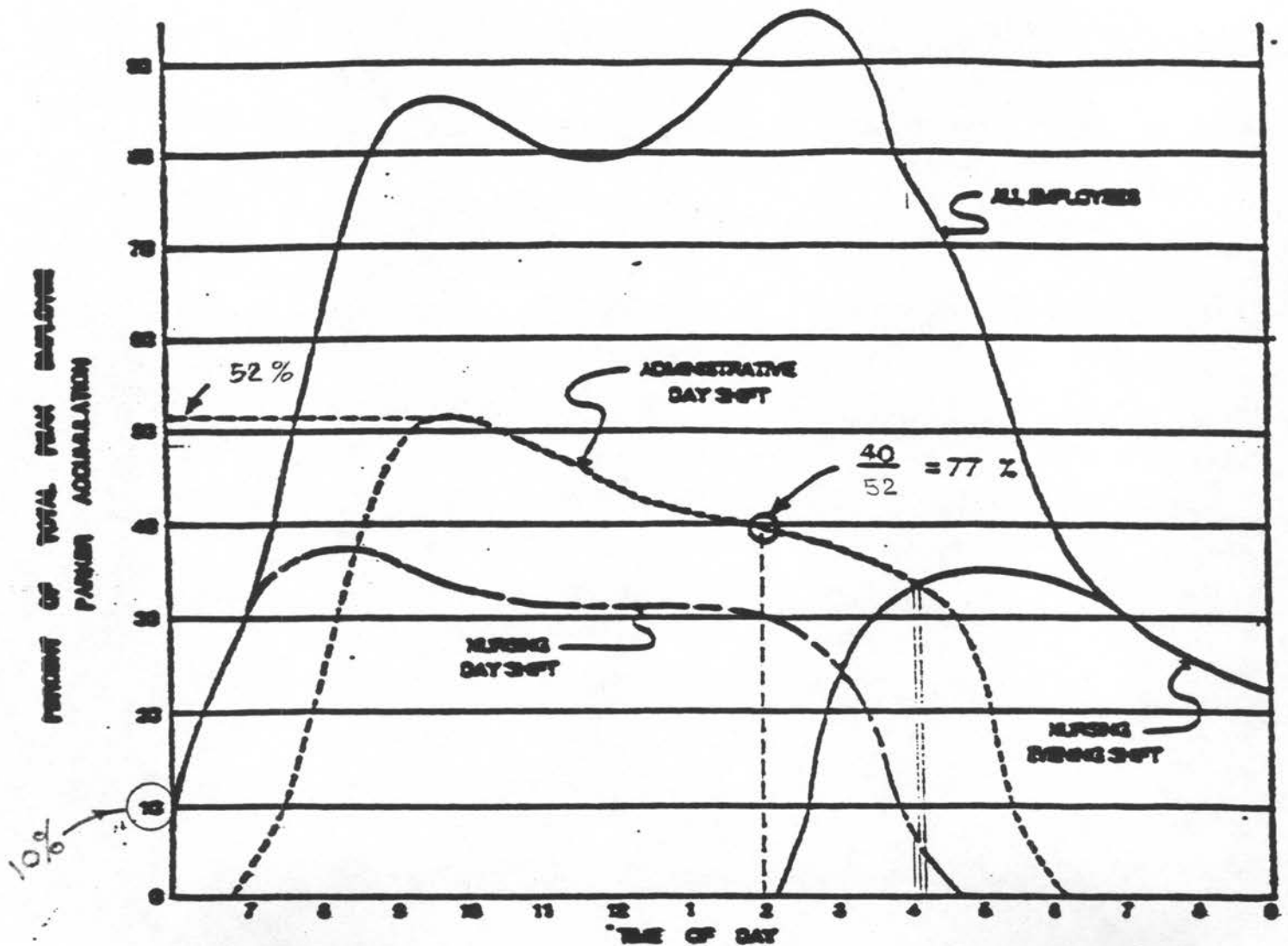




ACCUMULATION OF VEHICLES FOR AN INDUSTRIAL PLANT

Source: Institute of Traffic Engineer: Parking Facilities for Industrial Plants

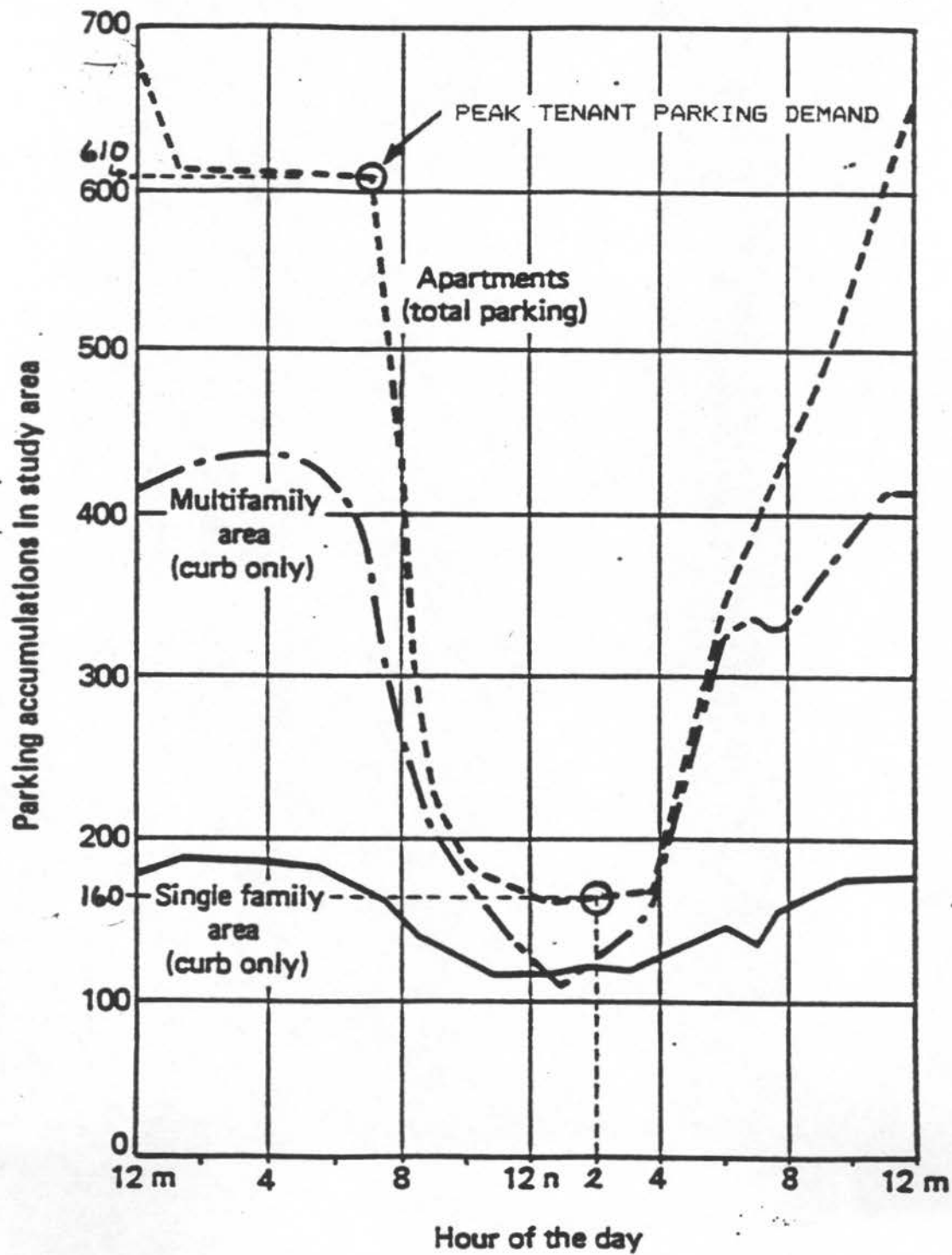
## BASE PERIOD PARKING DEMAND



ACCUMULATION OF EMPLOYEE PARKERS AT MEDICAL CENTRES  
 Source: Eric Foundation For Transportation: Parking for  
 Institution & Special Events



RESIDENTIAL PARKING VARIATIONS BY TIME OF DAY



# SUMMARY OF PARKING GENERATION RATES

Shopping Center (800,000-899,999 SFGFA) 821  
 Land Use/Building Type \_\_\_\_\_ ITE Land Use Code \_\_\_\_\_  
 Independent Variable—Occupied Parking Spaces Per 1000 SFGLA

	Peak Parking Rates		Standard Deviation	Number of Studies	Average Size of Independent Variable
	Average	Range (Min. to Max.)			
Weekday Parking Rates →	3.8 <sup>a</sup>	2.1-5.3		15	838.9
	1.8 <sup>b</sup>	1.7-1.9		4	806.6
Saturday Parking Rates	4.3 <sup>a</sup>	2.9-6.0		21	848.3
	3.1 <sup>b</sup>	2.15-3.6		5	823.5
Sunday Parking Rates					
Reported Peak Parking Time Period					

Source Numbers \_\_\_\_\_

ITE Technical Committee 5-BB-Parking Generation

Date: Jan. 1985

<sup>a</sup> Surveyed during Easter, Thanksgiving, December.

<sup>b</sup> Surveyed during times other than listed in Footnote a.  
 ITE Parking Generation Report

## SUMMARY OF PARKING GENERATION RATES

Shopping Center (1,000,000-1,250,000 SFGFA)		823	
Land Use/Building Type	ITE Land Use Code		
1000 SFGLA			
Independent Variable—Occupied Parking Spaces Per			

	Peak Parking Rates		Standard Deviation	Number of Studies	Average Size of Independent Variable
	Average	Range (Min. to Max.)			
Weekday Parking Rates →	4.2 <sup>a</sup>	2.0-6.2		28	1,081.1
	2.2 <sup>b</sup>			1	1,006.1
Saturday Parking Rates	4.4 <sup>a</sup>	2.2-5.6		53	1,137.9
	2.3 <sup>b</sup>			1	1,203.5
Sunday Parking Rates					
Reported Peak Parking Time Period					

Source Numbers \_\_\_\_\_

ITE Technical Committee 5-88-Parking Generation

Date: Jan. 1985

<sup>a</sup> Surveyed during Easter, Thanksgiving, December.

<sup>b</sup> Surveyed during times other than listed in Footnote a.  
ITE Parking Generation Report

SHOPPING CENTRE PARKING VARIATIONS  
BY TIME OF DAY

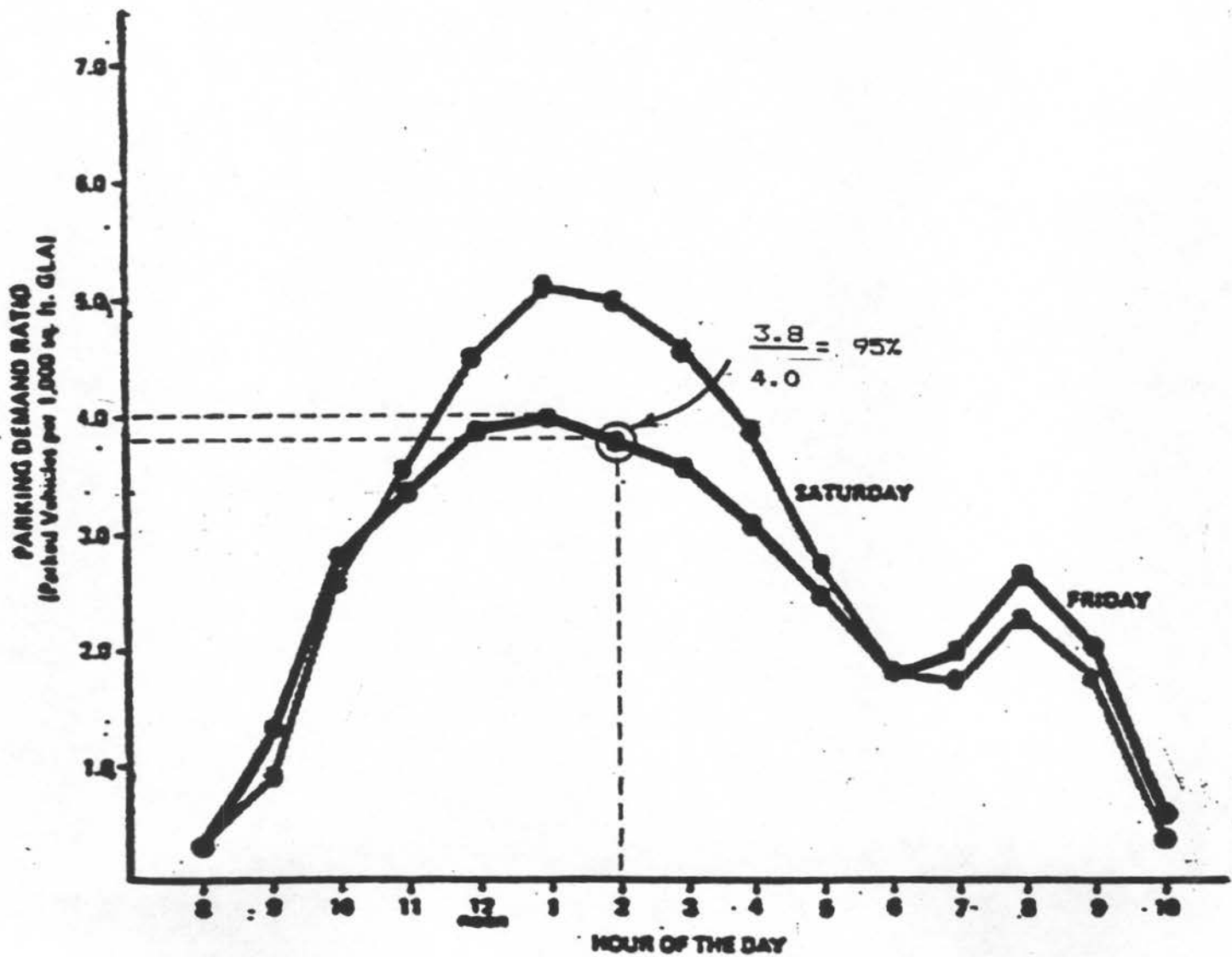


Table 4.181

## CITY OF RED DEER MUNICIPAL CENSUS 1981

MODE OF TRANSPORTATION											
	Auto Dr. (1)	Auto Pass. (2)	Bus (3)	Walk (4)	Bicy. (5)	Mtrc. (6)	Taxi (7)	Truck Dr. (8)	Truck Pass. (9)	Total	%
1	1564	205	245	252	7	9	23	159	10	2474	7.8
2	1011	130	132	169	7	8	5	84	9	1555	4.9
3	117	11	10	17	1	1	112	22	1	182	0.6
4	233	19	15	49	1	1	4	29	1	352	1.1
E 5	182	10	10	21	3	-	-	15	1	242	0.8
M 6	157	22	11	8	3	-	3	18	1	223	0.7
P 7	37	1	2	5	-	-	-	10	-	55	0.2
L 8	873	120	55	265	8	5	10	58	7	1401	4.4
O 9	201	20	8	43	-	-	-	30	7	309	1.0
10	96	19	4	7	-	-	1	23	1	151	0.5
11	62	5	1	10	1	-	3	7	1	90	0.3
Y 12	67	4	3	3	-	-	-	9	-	86	0.3
13	1219	96	95	332	6	-	14	115	8	1885	5.9
M 14	774	70	81	122	7	5	5	142	10	1216	3.8
E 15	544	41	17	52	7	1	1	174	8	845	2.7
16	204	25	14	49	1	-	-	39	-	332	1.0
N 17	236	20	38	17	2	2	3	14	1	333	1.0
T 18	114	13	4	30	2	1	2	36	2	204	0.6
19	410	41	33	71	4	2	5	110	6	682	2.1
20	114	7	5	15	1	1	1	78	1	223	0.7
21	673	62	32	64	12	4	5	248	13	1113	3.5
22	408	46	2	30	6	6	1	223	14	736	2.3
23	466	53	19	28	4	3	2	118	12	705	2.2
Z 24	517	69	90	86	1	2	7	43	6	821	2.6
25	592	67	60	49	4	12	5	212	13	1014	3.2
O 26	725	86	16	35	3	15	3	326	27	1236	3.9
N 50	1657	213	22	31	3	14	3	648	92	2682	8.4
E ?	6835	984	794	1195	25	14	62	647	90	10,645	33.5
	20,087	2459	1818	3055	119	105	170	3637	342	31,792	100
%	63.2	7.7	5.7	9.6	0.4	0.3	0.5	11.4	1.1	100	

## CITY OF RED DEER MUNICIPAL CENSUS 1981

		D E P A R T U R E								T I M E		Total	%
		7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	Other		
C E N S U S	1 A	91	71	55	33	24	28	7	2	4	363	678	2.1
	1 B	96	57	17	7	26	30	-	2	1	441	677	2.1
	2 A	177	118	25	13	47	35	-	1	4	119	539	1.7
	2 B	42	53	122	12	35	14	3	1	3	228	513	1.6
	3 A	215	163	11	18	6	30	-	1	-	118	562	1.8
	3 B	37	75	30	14	24	11	11	-	1	308	511	1.6
	4 A	95	52	174	22	46	11	38	2	6	329	775	2.4
	4 B	58	97	46	27	82	17	18	2	1	273	621	2.0
	4 C	70	71	66	18	45	45	11	-	4	242	572	1.8
	4 D	55	38	52	20	46	18	17	2	3	189	440	1.4
	4 E	58	37	68	35	38	14	20	1	2	180	453	1.4
	5 A	121	48	44	27	25	35	19	-	2	342	663	2.1
	5 B	87	63	59	57	53	16	8	4	1	499	847	2.7
	5 C	89	26	30	8	19	10	4	4	1	321	512	1.6
	5 D	44	41	142	11	31	6	12	2	5	203	497	1.6
Z O N E	5 E	73	54	52	28	28	28	13	3	3	230	512	1.6
	5 F	125	93	112	58	46	32	26	1	1	246	740	2.3
	6 A	65	67	92	19	74	21	48	-	3	205	594	1.9
	6 B	94	47	30	37	39	18	4	1	-	239	509	1.6
	6 C	60	54	45	22	24	35	41	-	7	267	555	1.7
	7 A	33	31	22	25	36	35	-	1	6	292	481	1.5
	7 B	77	38	37	14	19	33	8	2	7	186	421	1.3
	7 C	43	60	27	19	17	34	37	1	-	212	450	1.4
	8 A	95	75	101	30	51	35	9	3	1	216	616	1.9
	8 B	112	83	48	27	28	13	32	5	11	456	815	2.6
	8 C	80	116	65	26	43	25	40	-	2	300	697	2.2
	8 D	78	47	65	6	30	8	20	-	1	219	474	1.5
	9 A	42	49	73	37	46	27	25	7	2	161	469	1.5
	9 B	105	72	68	51	43	19	13	4	2	189	566	1.8
	10 A	81	79	70	34	50	16	7	-	3	283	623	2.0
	10 B	74	33	42	20	43	10	13	4	2	189	566	1.8
	10 C	130	75	57	106	34	12	18	1	-	411	844	2.7
	10 D	74	100	107	32	44	23	22	2	8	338	750	2.4
	10 E	71	69	32	17	26	6	20	4	2	245	492	1.5
	10 F	88	83	85	36	30	26	20	2	5	312	687	2.2
	11 A	99	60	103	12	58	23	12	-	4	424	795	2.5
	11 B	84	61	43	14	35	19	7	11	6	332	612	1.9
	11 C	71	36	48	19	27	9	8	1	3	274	496	1.6
	11 D	68	84	88	16	31	6	31	2	-	406	732	2.3
	11 E	81	69	50	17	41	7	9	1	6	303	584	1.8
	12 A	34	76	53	22	54	30	11	2	5	199	486	1.5
	12 B	64	57	82	26	61	44	27	4	-	200	565	1.8
	12 C	55	55	49	21	25	4	4	2	3	160	378	1.2
	13 A	104	61	117	12	49	8	25	-	-	380	756	2.4
	13 B	88	52	47	7	29	13	3	-	2	108	349	1.1
	13 C	125	94	108	24	49	8	25	-	-	380	756	2.4
	13 D	68	96	40	23	28	29	5	3	2	337	631	2.0
	13 E	59	67	45	20	39	15	15	-	6	257	523	1.6
	13 F	96	104	81	28	31	20	26	5	-	233	624	2.0
	14 A	75	62	44	42	45	24	11	3	3	242	551	1.7
	14 B	95	47	59	41	68	20	31	-	-	208	569	1.8
	15 A	97	59	115	23	53	16	29	4	7	318	721	2.3
	15 B	66	45	31	25	27	19	16	8	-	209	446	1.4
	15 C	36	48	89	18	47	8	11	10	8	158	433	1.4
		4400	3568	3463	1376	2095	1129	877	124	164	14,596	31,792	100
		13.8	11.2	10.9	4.3	6.6	3.6	2.8	.4	.5	45.9		100

53.6%

Table 4.184

## CITY OF RED DEER MUNICIPAL CENSUS 1981

## MODE OF TRANSPORTATION

	Auto Dr. (1)	Auto Pass. (2)	Bus (3)	Walk (4)	Bicy. (5)	Mtro. (6)	Taxi (7)	Truck Dr. (8)	Truck Pass. (9)	Total	%
290											
1	148	55	8	168	3	1	2	-	8	393	1.2
2	142	34	22	287	-	2	2	54	-	543	1.7
3	315	44	62	268	3	7	4	80	29	812	2.6
4	372	98	12	127	3	5	10	45	8	680	2.1
5	398	40	19	77	1	-	-	-	4	539	1.7
R 6	717	83	45	126	8	-	9	6	-	994	3.1
E 7	569	52	68	50	14	1	1	15	1	871	2.7
S 8	675	75	75	174	3	3	7	74	4	1090	3.4
I 9	2041	264	187	202	6	8	9	194	30	2941	9.3
D 10	863	122	92	32	2	-	1	100	2	1214	3.8
E 11	1062	162	109	53	9	1	6	75	2	1479	4.7
N 12	883	60	49	3	3	3	2	102	15	1120	3.5
C 13	1060	210	100	477	9	6	9	132	19	2022	6.4
E 14	1052	103	160	170	6	8	13	218	19	1749	5.5
15	147	6	6	16	-	1	-	18	-	194	0.6
16	1807	100	128	141	6	3	10	232	18	2445	7.7
17	156	15	11	7	1	-	-	28	4	222	0.7
18	1047	167	99	142	8	7	26	263	12	1771	5.6
19	1803	276	191	133	10	15	28	533	37	3026	9.5
20	1414	167	130	71	6	5	2	459	57	2311	7.3
21	2302	203	174	124	12	17	24	658	36	3550	11.2
Z 22											
O 23											
N 24	66	7	2	15	-	-	-	14	-	104	0.3
E 25	893	97	55	184	5	11	3	213	35	1496	4.7
26											
27	155	19	14	8	1	1	2	24	2	226	0.7
	20,087	2459	1818	3055	119	105	170	3637	342	31,792	100
%	63.2	7.7	5.7	9.6	0.4	0.3	0.5	11.4	1.1	100	



Table 4.180

## CITY OF RED DEER MUNICIPAL CENSUS 1981

		NO. OF VEHICLES										Total	%
		0	1	2	3	4	5	6	7	8	9		
R E S I D E N C E	1	105	145	17	1	-	1	-	-	-	-	187	0.7
	2	195	135	20	2	1	-	-	-	-	-	185	0.7
	3	203	234	192	11	-	-	-	-	-	-	451	1.7
	4	107	183	81	19	4	1	-	-	-	-	423	1.6
	5	49	164	71	12	2	-	1	-	-	-	356	1.3
	6	84	241	145	34	13	1	1	1	-	-	703	2.6
	7	38	151	147	68	14	4	3	-	1	-	743	2.8
	8	43	231	287	54	17	2	2	1	-	-	1064	4.0
	9	99	494	684	189	43	12	3	-	-	-	2679	10.1
	10	29	211	240	78	21	11	1	-	-	-	1070	4.0
	11	34	255	282	114	36	12	3	-	-	-	1383	5.2
	12	10	95	316	92	20	9	-	-	-	-	1128	4.2
	13	309	637	243	34	19	2	1	-	-	1	1326	5.0
	14	29	340	395	100	23	2	1	-	-	-	1538	5.8
	15	2	33	41	13	3	2	1	1	1	1	206	0.8
Z O N E	16	65	525	497	161	55	10	2	-	1	-	2292	8.6
	17	9	36	8	4	1	-	-	-	-	-	68	0.3
	18	130	392	287	75	33	7	3	-	-	-	1376	5.2
	19	155	664	620	150	29	13	2	-	1	-	2555	9.6
	20	30	349	510	171	46	17	5	-	-	-	2181	8.2
	21	314	657	874	200	50	9	1	1	1	1	3280	12.3
	22												
	23												
	24	1	22	23	5	-	-	-	-	-	-	83	0.3
	25	109	268	252	95	30	7	2	-	-	-	1224	4.6
	26												
	27	10	46	53	-	-	-	-	-	-	-	152	0.6
		2159	6508	6181	1682	460	122	32	4	5	3	26,653	- Vehicles
		12.6	37.9	36.0	9.8	2.7	0.7	0.2	0.0	0.0	0.0	17,156	- Households
												100	

(1) ZONE	(2) ADULT	(3) PRE- SCHOOL	(4) STUDENT	(5) TOTAL NAIES	(6) VACANCIES
1A	678	65	53	796	42
1B	677	25	68	770	27
✓ 2A	541	36	63	640	12
✓ 2B	513	32	62	607	4
3A	562	25	27	614	26
3B	511	34	49	594	15
4A	776	87	201	1064	18
4B	624	80	115	819	6
4C	572	50	164	786	2
4D	442	94	179	715	34 (COLLEGE) 2
4E	453	79	216	748	4
5A	663	41	61	765	29
5B	828	70	58	956	42
5C	512	57	54	623	11
5D	497	56	39	592	1
5E	514	94	111	719	47
5F	740	202	210	1152	9
✓ 6A	594	31	155	780	2
✓ 6B	509	48	105	662	4
✓ 6C	556	47	96	699	18
✓ 7A	481	40	59	580	9
✓ 7B	421	28	93	542	3
✓ 7C	450	23	70	543	2
* ✓ 8A	2003	80	215	2298	33
✓ 8B	814	74	130	1018	7
✓ 8C	700	51	166	917	4
✓ 8D	474	87	61	622	106

	33,183	4,537	7,685	45,405	1091

TOTAL (2) \_\_\_\_\_

TOTAL PERSONS \_\_\_\_\_

PAY \_\_\_\_\_

(3) \_\_\_\_\_

SHEET (1) \_\_\_\_\_

MITCHENER CENTRE - 1,387

(4) \_\_\_\_\_

(2) \_\_\_\_\_

(5) \_\_\_\_\_

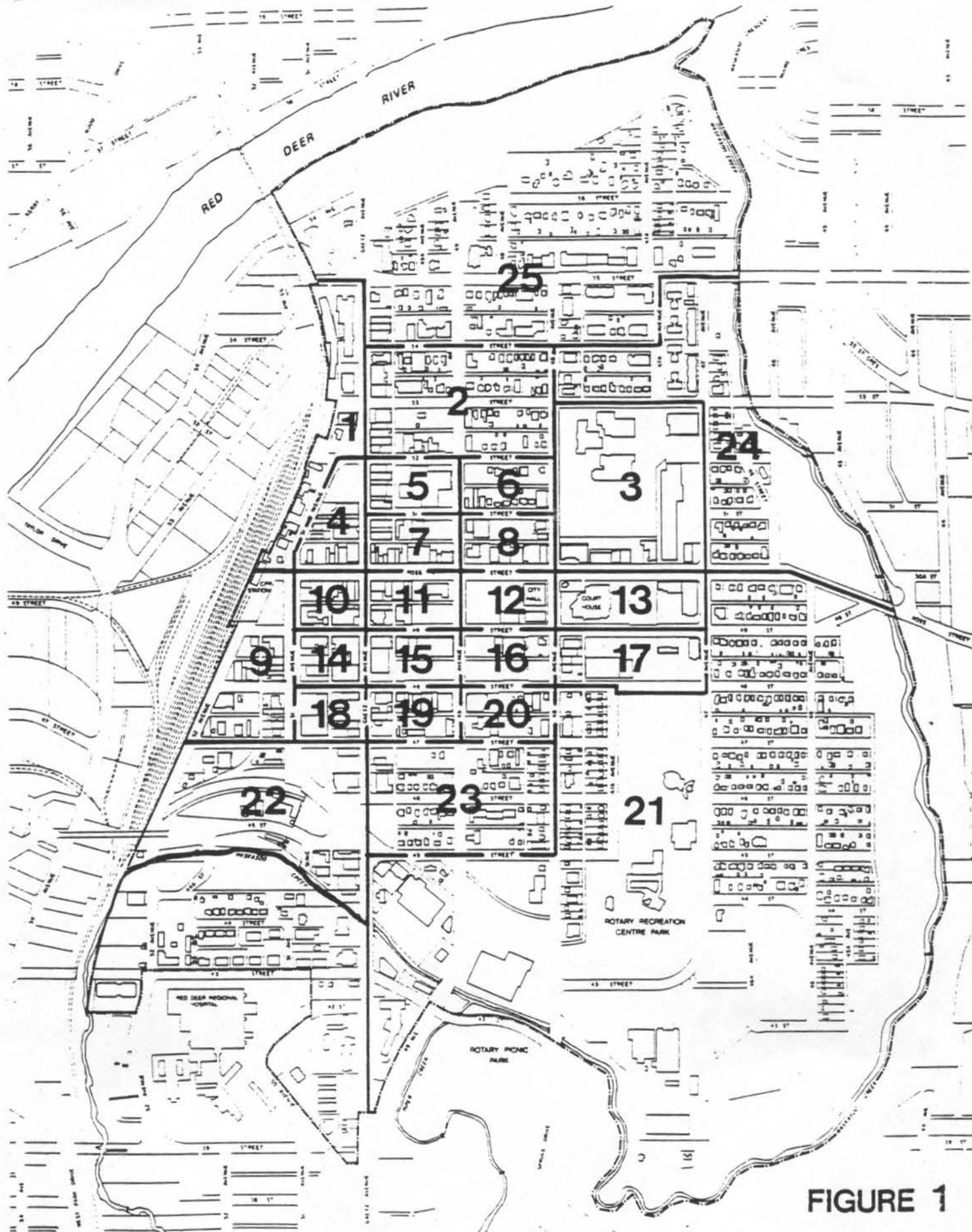
TOTAL POPULATION - 45,405

EMPLOYEE PARKING DEMAND RANKING

Rank	Block	Spaces		% Supply Re: Employee		% Park Within		% Park In an		% Park beyond		No. of Employees (Census)	Response as % of employees
		Used	Employees Responding	Demand - compared to average		Block - compared to average		adjacent block		an adjacent block			
1	12	1	14	Less	7.0%	Less	7.0%	Greater	93.0%	-	-	261	5.4%
2	5	13	45	Less	29.0%	Less	22.0%	Greater	64.0%	Less	13.0%	525	8.6%
3	8	11	38	Less	29.0%	Less	26.0%	Greater	45.0%	Greater	29.0%	486	7.8%
4	14	3	9	Less	33.0%	Less	25.0%	Greater	42.0%	Less	8.0%	109	8.3%
5	11	13	23	Less	57.0%	Less	39.0%	Less	17.0%	Greater	44.0%	327	7.0%
6	10	5	7	Less	71.0%	Less	43.0%	Less	29.0%	Greater	29.0%	95	7.4%
7	20	9	11	Less	82.0%	Greater	82.0%	Less	18.0%	-	-	182	6.0%
8	19	14	17	Less	82.0%	Greater	53.0%	Less	35.0%	Less	12.0%	268	6.3%
9	7	8	9	Less	89.0%	Less	33.0%	Greater	67.0%	-	-	171	5.3%
10	16	8	7	Greater	114.0%	Greater	57.0%	Greater	43.0%	-	-	94	7.4%
11	3	22	19	Greater	116.0%	Greater	68.0%	Less	26.0%	Less	5.0%	329	5.8%
12	13	7	6	Greater	116.0%	Greater	100.0%	-	-	-	-	103	5.8%
13	15	8	6	Greater	133.0%	Greater	50.0%	-	-	Greater	50.0%	241	2.5%
14	9	12	8	Greater	150.0%	Greater	75.0%	Less	13.0%	Less	13.0%	114	7.0%
14	18	9	6	Greater	150.0%	Less	33.0%	Greater	67.0%	-	-	83	7.2%
15	1	16	10	Greater	160.0%	Greater	100.0%	-	-	-	-	182	5.5%
16	2	34	21	Greater	162.0%	Greater	52.0%	Greater	48.0%	-	-	202	10.4%
17	4	15	9	Greater	167.0%	Greater	78.0%	Less	22.0%	-	-	164	5.5%
18	17	21	8	Greater	263.0%	Greater	100.0%	-	-	-	-	107	7.5%
19	6	18	2	Greater	900.0%	Greater	100.0%	-	-	-	-	50	4.0%
Average					89.8%		46.9%		39.6%		13.5%		6.7%
Total							129		109		37	4,093	

54

EXHIBIT AA



4 September 1986

TO: RED DEER CITY COUNCIL

RE: PETITION - DOWNTOWN PARKING

At the Red Deer Parking Commission meeting of September 3rd, 1986, consideration was given to a petition and accompanying correspondence from the Towne Centre Association regarding Downtown Parking, and the following motion was passed..

"That the Red Deer Parking Commission recommend that Red Deer City Council support the letters sent to the Red Deer M.L.A.'s re: Petition from Downtown Employees regarding Downtown Parking, and specifically the policy contained in the Downtown Concept Plan which reads as follows:

'It is recommended that the City urge the Province to consider the expansion of the existing Provincial parking area as a parkade'.

The appropriate correspondence is attached for the information of Council.

Respectfully submitted,



T. GUILBAULT, Chairman,  
Red DEer Parking Commission

attach.

## TOWNE CENTRE ASSOCIATION of RED DEER

#300, 4929 ROSS ST., RED DEER, ALBERTA T4N 1X9 (403) 340-8696



JULY 8th., 1986

To: Mayor McGhee and members of City Council.

Re: Public petition for additional parking areas in the downtown.

Dear Mayor McGhee and Council,

The Association has just received the enclosed petition, with a request that we forward it to the appropriate City Departments. Accordingly, we have forwarded the original to your office with a copy to the Parking Commission Ad-Hoc Committee, studying the immediate problem and planning for future parking needs.

To our best knowledge, the petition has originated in the provincial building and was circulated to, the Royal Bank, Bank of Commerce, Treasury Branch, A.G.T., Towne Centre Mall, Federal Building and Royal Trust. This is representative of a portion only of the downtown employee parking demand, but in containing approximately 519 signatures, points out very graphically the current parking problem.

In reading through the comments in the petition, it is clear that the majority of people on the petition are from the Provincial building. Perhaps this response from the employees will provide another incentive for the Province to consider remedial action by, as suggested in the petition, constructing a parkade on their property.

We will also forward a copy of this petition to both MLA's for comment. As a member of the Ad-Hoc Parking Committee, I would hope that the extent of the problem in specific nodes of the downtown will be defined in the immediate future and that some of the suggestions in the petition will be recommended to the Parking Commission.

Should you wish to respond in writing to this petition, you may forward a response to our office. We will enclose your response in our next newsletter along with a brief article on the progress of the Ad-Hoc parking Committee.

Thank you for your attention to this matter.

Respectfully yours,

John P. Ferguson, Project Manager.







## TOWNE CENTRE ASSOCIATION of RED DEER

#300, 4929 ROSS ST., RED DEER, ALBERTA T4N 1X9 (403) 340-8696

July 8th., 1986

TO: Mr T.Gilbeault  
RE: Parking Petition.

Dear Tim,

As previously discussed, here is a copy of the employees petition regarding the parking problem in the area of the Provincial Building. To bring you up to date on the Associations action regarding this petition, we have sent letters to the City, Mr.Oldring and Mr.Day, copies of which are attached.

In reading the remarks, it is clear that the majority of signatures are from Provincial employees which only strengthens our position on this being a major shortage area.



Respectfully yours,

John P.Ferguson, Project Manager.





## TOWNE CENTRE ASSOCIATION of RED DEER

#300, 4929 ROSS ST., RED DEER, ALBERTA T4N 1X9 (403) 340-8696

July 8th., 1986

TO: Mr.J.Oldring, MLA, Red Deer.

RE: Parking shortage in the downtown (Provincial Building).

Dear Mr.Oldring,

As a past downtown businessman, you are fully aware of the extent of parking shortages in the City Centre and specifically in the area surrounding the Provincial Building. Only recently, as part of a study for the Ad-Hoc Parking Committee, it became very evident to us, how big a problem this shortage really is.

I have enclosed for you a petition that originated from the employees of this area. A copy has been sent to Mr.Day, the City of Red Deer and the Parking Commission. In reading through the comments, it is clear that the large majority of the 519 signatures come from the Provincial Building. It is also clear that the employees need more parking and as suggested in the petition, a parking structure is most appropriate.

The Province supplies less than 20% of the spaces needed for its own employees from information we have received, and is placing a heavy burden on available space as a result of this extremely low number. There is no doubt that the Provincial Building is a major asset in the downtown area, however it is also creating considerable problem for the parking situation. It seems that an arrangement between the City and the Province regarding the development of additional parking facilities is long overdue, and we would greatly appreciate your views and advice on this issue.

Inasmuch as the employees of the area have initiated and produced this petition on their own, it is clear that this is a daily problem for a large number of Red Deer constituents. The Association appreciates the costs involved in constructing a parking structure, but we also consider that there is little alternative in a development the scale of the Provincial Building and A.G.T. building combined.

Thank you for your attention and response to this concern. We look forward to discussing it with you in detail.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'John P. Ferguson', is written over a horizontal line.

John P.Ferguson, Project Manager.

## TOWNE CENTRE ASSOCIATION of RED DEER

#300, 4929 ROSS ST., RED DEER, ALBERTA T4N 1X9 (403) 340-8696



July 8th., 1986

TO: Mr.S.Day, MLA, Red Deer.

RE: Parking shortage in the downtown ( Provincial Building ).

Dear Mr.Day,

As a relative newcomer to Red Deer, you have likely not been exposed to the above captioned problem to the same extent as many downtown employees and businesses alike. Parking in the downtown is not unique to our City, and the potential solutions to the problems will be similar to other Cities as well. The enclosed petition may make the extent of the problem more obvious to our Provincial representatives.

The Association has received this petition, which was originated and produced by the employees, and has been asked to forward it to the appropriate offices for response. Accordingly, we have sent copies to the City of Red Deer, the Parking Commission, yourself and your colleague Mr.Oldring. The petition contains approximately 519 signatures and upon reading through the comments, it is obvious that the majority are employees in the Provincial Government.

To very quickly illustrate the extent of the problem, the following numbers must be considered. Between the Provincial building and the AGT building, there are in excess of 1200 employees. Less than 20% of the parking spaces needed for these people is supplied by these two properties. It is very clear that both properties are a major asset to the City and the downtown, but it is also very clear that they are producing a major burden on the limited amount of parking available in the affected area. The petition clearly shows that a major number of Red Deer constituents are negatively affected by this situation daily.

It is obvious that these people feel an arrangement between the City and the Province is long overdue in addressing the parking situation and while a parking structure, as suggested clearly in the petition, is a very expensive proposition, it also viewed as a necessity . Considering the scale of the two buildings most directly affected, a structure appears to be a viable solution.

We appreciate your attention and response to this problem and we look forward to discussing it with you in detail.

Respectfully yours,

John P.Ferguson, Project Manager.

COMMISSIONERS' COMMENTS

As Council is aware, the Parking Commission is undertaking a major study on Downtown Parking to both define the problem, if one exists, and to recommend solutions as called for in the Downtown Concept Plan. A progress report on this study is attached with the agenda for your information only at this time. In the meantime, we see no reason why Council could not support the recommendations of the Parking Commission as the petition emanated primarily from the employees of the Provincial Building.

We would recommend the resolution be forwarded to the Provincial Government through our two M.L.A.'s.

NOTE: The petition is very bulky and therefore is not being re-produced on this agenda. Any member of Council wishing to view same may do so at the City Clerk's office. The petition will also be available for viewing at the Council meeting.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 18, 1986

Mr. J. Oldring, M.L.A.  
503 Parkland Square  
4901 - 48 Ave.  
Red Deer, Alberta  
T4N 6M4

Dear Sir:                      Re: Petition Provincial Employees - Parkade

Further to the letter which you received from Mr. J. Ferguson concerning the parking shortage in the downtown relative to a petition which appears to have been originated by employees of the Provincial Government, I would advise as follows:

The aforesaid petition was referred to Council of The City of Red Deer and at the meeting held on Monday, September 15, 1986, a resolution was passed as quoted hereunder:

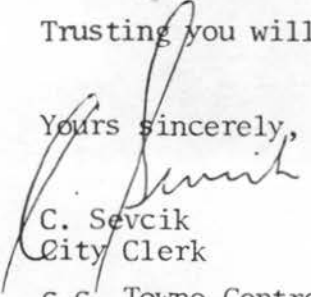
"RESOLVED that Council of The City of Red Deer having considered petition from Downtown employees regarding parking in the downtown, and having considered recommendations from the Parking Commission regarding said petition, hereby agree to urge the Province to consider the expansion of the existing Provincial parking area as a parkade.

Council further agree that a copy of said resolution be forwarded to the Provincial government through the two City of Red Deer M.L.A.'s."

In accordance with the above resolution, we are referring this matter to your attention to take whatever action you deem appropriate. If we can be of any assistance or if you require further information, please do not hesitate to contact the undersigned.

Trusting you will find this satisfactory.

Yours sincerely,

  
C. Sevcik  
City Clerk

c.c. Towne Centre Assoc., Attn: Mr. J.P. Ferguson, Proj. Mgr.  
The Commissioners  
Parking Commission

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

September 18, 1986

P. O. BOX 5008

RED DEER, ALBERTA  
T4N 3T4

Mr. S. Day, M.L.A.  
#507, 4808 Ross St.  
Red Deer, Alberta  
T4N 1X5

Dear Sir:                      Re: Petition Provincial Employees - Parkade

Further to the letter which you received from Mr. J. Ferguson concerning the parking shortage in the downtown relative to a petition which appears to have been originated by employees of the Provincial Government, I would advise as follows:

The aforesaid petition was referred to Council of The City of Red Deer and at the meeting held on Monday, September 15, 1986, a resolution was passed as quoted hereunder:

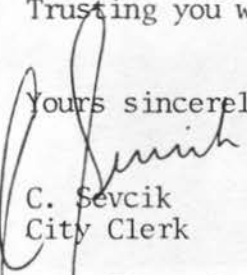
"RESOLVED that Council of The City of Red Deer having considered petition from Downtown employees regarding parking in the downtown, and having considered recommendations from the Parking Commission regarding said petition, hereby agree to urge the Province to consider the expansion of the existing Provincial parking area as a parkade.

Council further agree that a copy of said resolution be forwarded to the Provincial government through the two City of Red Deer M.L.A.'s."

In accordance with the above resolution, we are referring this matter to your attention to take whatever action you deem appropriate. If we can be of any assistance or if you require further information, please do not hesitate to contact the undersigned.

Trusting you will find this satisfactory.

Yours sincerely,

  
C. Sevcik  
City Clerk

c.c. Towne Centre Assoc.,  
Attn: Mr. J.P. Ferguson, Project Mgr.  
Commissioners  
Parking Commission

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

September 18, 1986

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

The Towne Centre Association  
#300, 4929 Ross St.  
Red Deer, Alberta  
T4N 1X9

Attention: Mr. J.P. Ferguson

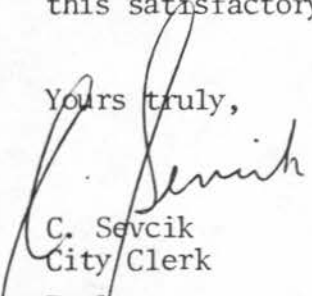
Dear Sir:                      Re: Petition/Provincial Employees/Parkade

As you are aware, the above matter was considered by Council Monday, September 15, 1986. I am enclosing herewith copies of letters sent to our two M.L.A.'s which quote the resolution passed by Council in this instance.

As the petition was presented to Council through the Towne Centre Association, I have been directed to refer Council's decision in this instance to your attention on the understanding that you in turn would communicate the decision back to the petitioners.

We thank you for bringing this matter to our attention and trust you will find this satisfactory.

Yours truly,

  
C. Sevcik  
City Clerk

Encl.  
c.c. The Commissioners  
Parking Commission

Charlie

JUNE CHICKAK

Ald. Public Works

8th Floor College Plaza

8215- 112 St.

Edm.

T66 5A9 427-3928

She called and would like the information  
that was presented to Council tonight and  
the decision of Council.

Lilly.



Please pass on!

To NEXT OFFICE

THIS IS A PETITION REGARDING THE PARKING DOWNTOWN.  
WE FEEL THAT A NEW PARKING AREA SHOULD BE OPENED  
DOWNTOWN TO SOLVE PARKING ON THE STREET IN FRONT  
OF HOUSES, APARTMENTS, ETC. WE FEEL THAT THE  
PEOPLE WHO LIVE DOWNTOWN, THE PEOPLE WHO WORK  
DOWNTOWN, AND THE PEOPLE WHO DO BUSINESS DOWNTOWN,  
ETC. WOULD BENEFIT BY A NEW PARKING AREA.

PLEASE BEAR IN MIND THAT A NEW OFFICE COMPLEX IS  
ALSO BEING BUILT DOWNTOWN. THE PEOPLE WORKING IN  
THERE WILL ALSO NEED PARKING SPACES.

THANK YOU.

TOTAL 519 SIGNATURES

Heather Lawrence

Louise Smith

M. Nicholl

Cynthia Kuiper

Judith

Should be enough space for our staff.

Irene Lank

Jean Naciuk

Sharon Hleucke

Bridgette Graham

Rod Liske

More Provincial Bldg. Employee parking required, rates same as present rates for underground parking. Place Provincial staff who require material from the office at the job site in the underground parking (easier to load and unload cars and trucks) while the rest use the new parkade.

City Parking \$1.00 a day!!

All provincial employees should be given opportunity to park @ cost --- not just a few!

Jean Smathers Crown Prosecutors

Gail Ford

Leslie Selos

Wai Wai

Eva Komulainen

Kaseline Joo  
Karen Almcl.  
~~ADJ~~  
Marey

The \$1 parking lot  
beside Merit Store was  
ideal - now it's a disaster.  
The working people are the  
shoppers downtown but  
we are constantly being  
discriminated against when  
it comes to parking. Public  
will go to malls where  
it's free. \$1 a day  
would still be the best  
solution in my mind.

P. Rohatyn  
Donna James  
Elsie Fisher

The downtown  
clerical staff need  
somewhere close to park,  
especially in the winter?

B. Strull  
Alberta Education  
J. Bactimore

More parking need  
for all staff in  
downtown area!

Nancy Seldon  
Chris Lebett

" "

Marion Keeling

Provincial Bldg. Employees  
should have access to  
parking - affordable +  
consistent availability!

Davies

Susan Adams  
Prov. Bldg Emp.

Marilyn Blair  
PROV. BLDG.

Dorlene Brantford  
Provincial Bldg.

Jane Smith  
Provincial Bldg.

Kat. Nadon  
Prov Bldg

Ian Michael

Marilyn Little

we need more parking  
- Not everyone can  
take a bus.

Desperately in need  
of a better arrangement  
with a reasonable  
price tag attached.

yes, we need more  
parking.

affordable parking  
needed for Provincial  
Clerical staff. \$1.00/day.  
So many stalls at Prov. Bldg.  
allocated to "field staff"  
and a lot of underground  
stalls are empty most  
of the day for that reason.  
"could be better used"

11

Plus a downtown parkade  
would encourage downtown  
growth.

ROD KENNEDY  
Prov. BLDG.

THE DECISION TO DEVELOP  
A LONG TERM SOLUTION  
TO PARKING (ON A LARGE  
SCALE) IS LONG PAST  
DUE.

Patricia Cain

Gayle Holt

F.B. Koteles

(PARKADE PLEASE!)

For a building this size,  
they sure don't supply  
any parking.

Don't understand why  
big office buildings are  
built without sufficient  
parking made available  
for employees in these  
offices. "Parkade is a must  
for downtown areas"

Rhita O. Murhaz

Fullsen.

King

7

Parking downtown - STINKS.  
That's why people shop at  
malls.

I do agree!

I agree completely!

Ann Marie Siegfried  
#3, 55 Nyberg Ave  
Red Deer, AB T4P1R5

More parking  
needed!

Jane Potlacher  
#5344 - 76 St #226  
Red Deer

More parking  
+ if paying  
need plug ins

H. Bousvert  
171 Barrett Dr.  
Red Deer T4R1H3

L. Bousvert  
90 Bellman St.  
Red Deer, T4R1J9

Definitely need more  
parking for the shops  
to work downtown!

Louis E. Lester

Joy DeMaere

Charlene Young

Nessie Duff

Ken Lamm

Grasmussen

Lindy Chynoweth

D. McGill

G. Gilman

Kim Krebs

Glenn

Hemington

March

John Butts

Carol Lezzer

Ken Adams

Harry Gensinger

Brett

L. Turner

Janet Hall

Peggy Dwyer

Shelly W.



Gottler

Amair

J. Guining

KATHA MMS.

Lynn Boyer

Fogg

Darla Baker

J. Porschau

Steinfinger

B. Quinn

M. McFarlane

Sharon Mitchell

C. Fagan

W. H. Hanes

W. J. Hanes

W. J. Hanes

D. Hanes

H. Hanes

C. J. Hanes

B. Hanes

B. Hanes

B. Hanes

A. Hanes

Murray Carter

We need a Parkade!

Parkade most definately!!

Parkade (lower rates??)

Multi Level ~~Parkade~~ Parkade.

parkade + lower rates

(with reasonable rates) Parkade.

less parking meters - more attendant parking

all day parking somewhere?

I agree.

Ray Scott  
Wynn

7 A Parkade  
Free Parkade

Lemise Brütten

Marion Beckley

J. Hauld

D. Miller  
Elizabeth

M. F. Brucker

agree (at a reasonable rate)

Sandy Hoo

Phil

Will

Kimberly

Bobnet

Ansonia

~~Steve Jones~~

Tom Kinlay

Mona Lewis

Spencer

Jane Johnson

John Hall

Grayer

Shipton

Weld

C. Lusk

Beth Gray

Daria Skeltz

PHYLISS THOMPSON

Isabel Duck

Karen Pilgr

S. Longie

Redfisher

M. J. Fenton

~~Malcolm~~

Karen Jones

Linda Shippey

Linda Gordon

~~Tracy S.~~

George Arnwin

V. Johnson

Linda Harkew

~~Theresa~~

~~George Johnson~~

Gladys M. Burt

Brauni Simpson

Penelope Tabler

~~Edith Dalley~~

Janet Sacuta

Suggested Name  
"DONS DOMAIN"

Madeline Ferrell  
Suzanne Ringguth  
Larlene Garner  
Cathy Lahanatto  
Janice Badger  
Dale Waldron  
Linda O'Brien  
Paula Katsberg  
Carla McMaster

- a 2 or 3 story parkade <sup>(or more floors)</sup> would benefit everyone. They could have 2 floors for working people and charge a flat monthly fee, and keep 1 floor for other's who need parking for short periods of time throughout the day i.e. 1 or 2 hrs. A good spot would be right across the street <sup>"visitor parking" as only a few cars <sup>(beside DADS' sub-shop)</sup> are ever there - it hardly seems worthwhile for the owner to go on this way - and it always gets so muddy, or icy people don't like to park there in case they get stuck. I know I don't.</sup>  
Please let all of us mentioned on these pages, the result of this petition. We definitely need better parking!  
YES we definitely need a place to PARK!!

Kathy Hingesser  
Brenda Jensen  
Jandra J. Jones  
Jean Salade  
Lori Leming

- A PARKADE IN DOWNTOWN CORE OR AN EFFICIENT SHUTTLE SERVICE FROM PARKING AREAS IN OUTLYING AREAS. WINTER MONTHS ARE A TORTURE TO SOME DUE TO COLD AND STARTING.

Marlene B. B. B.  
Don Liff  
Fred  
Karen Brown

(18) Parkade & more parking needed is essential !!! (Forget the metal sculptures)

NAME

IDEAS

Sam Bui  
Eric Chulil



## NAME

## IDEAS

Keta Coughlin

Kim I. Griffiths

Lynne Strangier

Lorraine Edmiston

Lorna Neill

Gloria Williamson

Jocci Lawton

Judy Long

H.J. French.

C. HARKIE.

Judy Hannah.

Om. Paul

Whitman.

E. Rosoff

Dianna Hywood

Rhonda Rosie

Judy Stone

Prinda Hansen.

R. Toth

J. Burt

F.E. REINER

Z. Swickard

Michelle Benier

Parkade style -- rental  
by day week or month

Reasonable RATES.

take a good look @  
existing designated  
parking - too many empty ->



Edna Sullivan

M. Stirling

H. Keller

~~W. J. Bott~~

W. J. Bott

W. J. Bott

R. T. Curran

R. T. Curran

Joan Mitchell

Shirley Ayotte

Ruth Farn

Myrna Rue

J. Brunkens

Shard

O. E. E.

~~Shirley~~

~~W. J. Bott~~

Bruce Dolstave

B. Dolstave

Kick Lyland

Margaret Kell

M. Blaney

W. J. Bott

B. H. H. H.

Margo Lyland

Shirley Lane

Linda Stark

Reasonable Rates

specific: not only downtown parking  
but specifically in the  
area of the Prov. Bldg.

Kulittig  
Linda Gordon

G. Morrell

J. Cheever

Ryan.

C. Allgren

E. Wilberg

H. Hannak

D. Soller

Lars Rye

D. Schindler

D. Litke

B. McCholech

F. Harris

~~M. Gorman~~ (T. O'Gorman)

D. McKee

Al. Hahn

W. F. Hahn II

Al. Beecher

J. C. Miller

Shula Thomson

D. M. Ranta

M. Wessell

Build a Parkade. Down Town

Specimen Prod. Gov't park

## NAME

## IDEAS

Melody Vander Molen.

parkade.

Madeline Anagnost.

parkade.

RAT AGGARWAL  
TOWNE CENTRE MALL

PARCADE.

Carrie Bowes.

Parcade.

Samela Mullin

Parcade

Diane Dolan

Parcade.

Colleen Hyck

anything to improve  
the situation.~~Alfred~~

Jack Banows

" "  
a parcade would  
be the answer because  
of space.

Paul Beach.

Parkade

Tammie Beek

"

Lillian Holland

Mr. R. Lyle Smith.

city's - purchase of properties  
for parking + parkade  
for immediate + future needs  
Parkade.

Mill Campbell

PARKADE

S. Don Larned

Ruth Harris

Improvement needed.

Nelson Harrison

Instead of expanding theaters and taking  
up valuable parking spaces the City of Red Deer  
should step in and make better decisions about  
what to do with the extra space downtown.  
The buses aren't always convenient."

## NAME

Michael McCulloch

Dalton & Mang Jeffrey.

Sam & Beth Shaw

Red MacPherson

Boaty Baskier

Dodie Forech

A. Caldwell

John Sterling

## IDEAS

Parkade - we're from  
out of town & find the  
parking very frustrating.  
The parking down town  
is something else - no wonder  
everyone from out of  
town go to the Mall's to shop.

The parking downtown isn't  
available. What we need is  
a parkade tower behind the  
post office.

Parkade

Parkade.

① The majority of business brought to  
downtown is by the people who  
work there. Out of town employees must  
bring a car to get to work which is not  
considered. ② The meter that are available  
last over time & the majority are limited  
to 2 hrs. The list goes on - what a  
mess!! P.S. What ever happened  
to the questionnaire that was sent  
out for suggestions for downtown  
parking!!!

Malls provide free parking for  
customers and employees as part of  
their operating expenses. It is time  
that City Council and downtown merchants  
got smart and realized that a major  
part of revitalizing the downtown core  
involves providing minimal cost parking  
to draw customers back downtown. Why  
should I pay to shop downtown by plugging  
parking meters when the mall wants my  
business enough to provide parking?

Eileen Lubyk.

George Muck

Green Hopkins Hills

- Large Parkade downtown

~~I-Daniel~~

Colman Foster

~~Briggs~~

Murray.

Lynette Zuke



Betty Ann Baich

Pauline Heron

Parkade needed  
desparately!!!

Reasonable costs, by  
month or year for all  
downtown employees.  
Govt works are not only  
in Provincial Building  
Parking space is needed  
desperately!

Nickel Mackintosh

Sharon Greig

Parkades - would  
solve the parking problem  
Parkades needed!  
(special rates for employees).

Hebbie Li

Sandi Halliday

Parkade needed badly!

- the downtown core as a whole  
could use a parkade. I think  
the demand is there for it to be  
money making. Building on a  
vacant site near or within  
walking distance of downtown  
core would be feasible.

Downtown needs more parking  
period!! - many downtown  
employees who need their  
vehicles have no parking.  
PARKADE!!

Cindy Molyneux

JULIE BROWN

~~ANNA BABCOCK~~

KEITH GIBSON

WEIMAN ING

LYNDA KNECHTEL

LUCY MATHESON

KALLA RANFORD

BRENDA ROBINSON-BOWNESS

JOANNE LANGLOIS

~~STILL SAVAGE~~

CHRIS GIBSON

KAREN SALTER-ALLEN

TRUDY RICE

JAN BERGERON

VAL POCHA

C. V. Ramana  
E. A. H. Fertley

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*[Signature]*

*Have signed another one  
for main office*



Kalla Ranford

Cain Y

Lynde Knechtel

Jager

Wilson

Brown

Langlois

Hindley

Kathy Donnelly  
 Joyce Kenty  
 Bonnie Havelka  
 John Dorman  
 Sylvia McDaniel  
 M. Trithart  
 Kinny  
 Olicks  
 Hogan  
 Benson  
 Deana Davis

~~James~~  
 Helen Math

Jo Ann Delenda

Chris Duncan  
 Marjorie Shelest

Betty Lou Bowden

Janice Schlacht

ADL

Val Wilson

D. Brown

Karen L. Saltall

Should be cheaper  
 parking than by the  
 old Merit store also.

Should be designated  
 places for everyone  
 with no meters.

Designated parking close -  
 Walking three or four blocks  
 when physically impaired.

Would be nice  
 to see some  
 more parking.


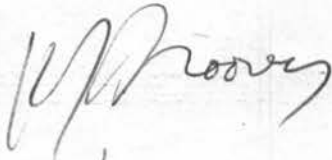
If downtown parking space  
 a problem, perhaps utilizing  
 parking lot into shuttle bus  
 for one hour in am & one hr in pm.

In this harsh climate,  
 it is very difficult to walk  
 six blocks every few hours  
 in the winter. To ensure your  
 car starts, also lot of people  
 commute to Red Deer for work.



D. Buggie

For people who need to bring their car <sup>to</sup> work, the city could perhaps look at selling a parking pass for the month similar to bus passes.

M. Lee

D. Allen

I think it's unfair to discourage employees from parking downtown to make room for customers (eg. raising meter prices and shortening time limits) because we employees are the majority of the customers downtown. Out of town people, like myself, can't take the bus.

Name

Address

Phone Nbr.

C Klehner

87 Noble Ave 342.1168

H. H. Huel

29 Wilson Cres 343-1407

M. H. H. H. H.

6568-58 Ave.

343-0424

L. M. Daudin

31 Beekink Blvd.

340-8757

C. BAYANT

16 Oliver St.

347-1593

D. Barrett

RR1. Red Deer

347-5456

B. B. B.

103, 4313 - 55 St  
Red Deer

347-7016

S. FUNG

79 BARRETT DR. R.D.

346-6545

J. Glover

—

342-6819

J. B. B.

16 Sydney Close

347-7579

C. volin

153 Banno V Dr Red Deer

346-2390

S. L. Aisk

164 Nash St. Red Deer

343-2274

Yellowknife.

149.2128

D. Allen

RR2 Red Deer

347-7503

Shirley M. Clark.

Lucy Matteson - Less hassles with privately owned lot.

Lanage - If the downtown area wishes to continue to serve the public for shopping purposes, more & better designated parking is required. Otherwise they cannot compete with shopping malls.

L. Patte Allen - Parking is becoming such a problem downtown & has become more convenient to take previous business to shopping malls.

RUTH BERASKA	346-3806	Lofbeck
KAREN CHRISTENSEN	342-4930	Christensen
LINDA FEENSTRA	346-8404	Linda Feenstra
JALCOOT CHAPROWIERE	347-2817	M. Lyp
Debbie Bantull	886-5563	Bantull
GLEN TISOAK	346-4674	Chap
KERRY KELM	782-6894	K. K.
Kay Born	748-2771	Kay Born
Wayne Phillips	347-3674	Phillips

Laurie Kupakuyich

Possible 2 or three story parking facility by the Provincial Bldg or by Summit Sports?

Lorrie David

agree with above

June McDonald

agree we need more parking space

Spete Labaucane

more parking space is required <sup>downtown</sup>

Marjorie J. Stafford

a multi-level parkade is needed desperately.

Moris Petersen

parkade.

Shirley Wyse

we need more parking.

Susanne Lundquist

parkade would be great!

Heather McLevin

"

Kim Brandt

definitely need more parking.

Luck Sahlin

multi level parking.

CHERYL AMEL

"  
" PARKADE PLEASE!! "

Christine Hampel

more parking please.

Merideth Wigle

need more parking

Patricia Wessel

No-meters or parkade

Jay Beddingfield

need more parking (4 hr. meters).  
parkade

Lynda LaRose

anything more (5 hr. meters)

John Elough

parkade

Julie LaRose

Parkade - need more parking  
places downtown

B. Berthelme



Yvonne MacBeth.

Linda M. Klein

Lani Zachko

Blow Bolman

Maureen Raker

Roxanne Lappe

Sylvia Gauthier

Regay Morrison

Sharon E. Ross.

Janet Sydorko

Sylvia Webster

Maia Lauer

Marybelle Alchick

Terrie Chick

Teresa Davis

Marilyn Hickey

Ludick Afferus

Del Emmett

Lynn Henderson

Palen Palm

Val Houseman

Maxine Brooks

A parkade would be great.

We need a parkade

definitely need a parkade of  
some sort.

definitely more parking

A parkade would be great

more hrs. on meters or  
parkade

more parking is needed with  
longer hrs. on meters.

parkade or more time on meters

longer hours on meters or  
a parkade.

definitely more parking!

more parking for pure or extended time  
on meters

Parkade or longer time on  
meters.

more hours on meters

need more parking, longer hrs. on meters

Parkade would be nice

about time for a parkade!

parkade would be good.

parkade definitely needed

excellent idea!

definitely more Parking.

Betha Pyette

Move some of these old  
buildings so we'll have more  
parking space.

Diana Eldrissi

parkade

Janet De Leeuw

We need a parkade.

Heri Schneider

more parking please.

A. Lulsky

Parking lot

Sharon Howard

need parking lot

Debbie Womack

need parking lot

Susan Baltimore

more parking please

Anna Small

need parking lot.

Sharon Murchant

need parking

Heanie Driers.

need reasonably priced parking lot

Jay Barclay.

need parking lot.

Doreen MacDonald

parkade or parking lot req'd.

Margery Myrie

more parking.

Wendy Beller

more parking required.

Heather MacGregor

more parking

Loita Richardson

need parking lots

Jean Pypew

more parking, for sure!

Brenda Campbell

definitely need something!

Gail Nye

more parking

Lou Chidlow

more parking

Lynn Tanne

" "

J England.

" "

Guliy Campbell

" "

Name

Idea

P. Raman

Parkade

B. Simonson

Parkade

La Maples

Parkade

D. Clark

Parkade

C. Bateman

Parking lot

J. Whiting

Parking lot

J. E. Graynor

"

S. Coates

"

B. Shaffer

"

X. Simonson

"

L. Johnson

Parkade or parking lot

H. Gelowitz

"

E. Sumlar

"

D. Johnston

more Parking

Phyllis Chick (AGT)

Parkade or more parking lots

Mary Asphelton (AGT)

" "

Sylvia Riley (AGT)

" "

Tamara Linton

" "

Cameron Ake

Parking lots

Harvey Schaller

" "

Linda Ness (AGT)

" "

Faye Kriekle

need cheap parking like at Golden west (\$48 per year)

Shane Roy

PARKING LOT (REASONABLE)

(23)

Judy Proctor

Suzanne Corsiatto

Eloence Bishop

Bill  
all

Barbara

Idea

cheap parking

day parking at  
reasonable rates  
for those employed  
in the downtown  
core.

Parkade  
PARKADE

# NAMES

Joanne Rousseau - Motor Transport  
4th floor.  
17A CARDINAL AVE  
RED DEER.

Lise Hewson  
127 Dundee Cresc  
Penhold, ALTA

Vera Lewis  
RR#1 Lacombe  
Vermuda Refuse.

Wendy Darda  
54 Rogers Crescent

Bonnie Yauch  
24 Aikman Close

Karen Pennock.  
42 Glendale Blvd.

Brenda Ebeling  
R.R. #1 Lacombe  
Sydney Dowling

# IDEAS

REDUCE City PARKING  
(ACROSS FROM WEI'S) BACK TO \$1.00  
A DAY.

MORE PARKING  
PROV. BLDG

Change spot lot to city parking  
East from Prov Bldg.

More parking for Provincial Bldg.  
Heidi Glasgow  
6230 - 61 Ave

more parking for Provincial Bldg.  
Judy Haynesse  
2, 5816 - 58 Ave.

more parking for  
Prov. Bldg.

I strongly agree, but  
will we have to pay?!



Winters. 2000-2001  
month or year.

Penelope G. Gully  
Marion Ten Have  
637 Hyman Cres.  
R. D. 347-6839

Phyllis Green  
Blackfalds, AB

Charlene Tenfel  
154 Metcalf Ave  
Red Deer

S. Nimmo  
Red Deer, Alta.

Sage Shumate  
Red Deer

Lana Nelson  
4313-46 Ave.  
Red Deer, AB

Diane Mitchell  
Red Deer

A. Baldwin  
R. D.

Evelyn Jenkins  
Red Deer

More Provincial Bldg. Employee  
Parking Required! New Parkade.

How about a Parkade  
downtown?

Red Deer 143

Kathleen Dunlap  
Red Deer, AB. (Joffe)

Weatherstone

C. LaPrade

Val Penny  
Red Deer, Alberta

Karen Nickel  
Red Deer

Dianne Matishak  
Red Deer

Frank Richards  
Marge Power

M. L. Mullin

Marilyn Nelson.

Debbie Watson

N. Gauthier

J. Matuski

I need to bring a car  
so parking (cheap) is  
necessary.

Government employees  
should get a  
break, as well  
as downtown  
employees.

I also have to  
bring my car  
to work and  
pay a fortune  
in parking  
right now!

Any parking at all -  
without having to plug a  
meter - would be appreciated!

Low cost parking  
J. Badger

more parking  
for everyone.

Submitted Gov't parking  
for at least 50% off staff.  
If presented to Prov. Gov't.  
If presented to City of Red Deer  
reduce daily parking to  
\$1.00/day.



especially when you  
must drive to work  
from out of town.

Jean Gledade

Shirley Cleveland

Carla McMaster  
SS & CH  
Red Deer, AB

I would like to see  
a parkade built  
downtown

- more parking for clerical!!!  
how about a parkade? It  
would be full as there is so  
many of us needing parking.  
I would be willing to pay  
anything. Right now if you  
don't come early you can't find  
a parking spot except meters  
and then you have to run out!!!  
every 2 hrs, this takes "time"!!!

Kathy Kammgesser

anything would be better  
than we have!

Brenda Forster

Cannot afford to plug  
a meter 5 days a week.  
I think parking for employees  
of any business is  
IMPERATIVE!

Cyndee Brack  
Red Deer, Alberta

Debra Matheson  
Red Deer, AB

We definitely need  
parking down town. If  
you want a spot, you  
either have to come early  
or plug meters which is  
costly.

Judy Robinson

Mavis Skutala

We need a Parkade.

We aren't allowed to run  
out & plug meters & make  
cars every 2 hours.

How about filling some "holes"  
with lumber or tearing down

Y. McKeen

Dandra K. Louis

Ann Pearce  
Provincial Building

Sinda Reunis

Martina Herock  
PROVINCIAL Bldg.

Downtown Parkade needed  
badly!

— We need inexpensive downtown parking. Right now we have to come earlier and earlier in the morning to compete for spots.

Cathy Montuik — ASSCH

Leinda Rognvatter — ASSCH

B. Svenson — ASSCH

Cynthia Mowall

Paula Katberg ASSCH

Aziz Nylir - W.H.S.C. who do you think spends their money downtown during the week!

Howard Bennett W.H.S.C.

Mark Cameron W.H.S.C.

Sandi Hilde - EOP

A parkade would be a real boon east of Prov. Bldg. as opposed to ground level parking. A must for "out of towners".

Betty Lower - Education

Frances Jones E.O.P.

Fred Ermanovics - E.O.P.

{ Parkade on corner across from the provincial bldg. (empty corner lot)

1986 09 04

TO: City Clerk

FROM: City Assessor

RE: A.M.H.C. Offer to Purchase - Plan 842-2029  
Southern 1.63 acres of Lot 1, Block A and  
Lots 2 & 3, Block B, containing 3.97 Acres ±

Alberta Mortgage and Housing have requested to purchase the public utility lot that separates Lots 2 & 3. Lots 2 & 3 were sold to them by resolution at the April 28, 1986, Council meeting for \$177,750.00 per acre.

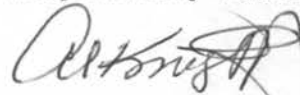
Administration comments on this proposal are attached. No objection to the sale and consolidation of these lots has been expressed subject to the Corporation agreeing to pay the additional costs of looping the water line to the area. Projected additional costs of looping the water line are \$4,000.00±.

We respectfully request Council approve the sale of Public Utility Lot 9 containing 0.115 ha (0.284 acres) at \$177,750.00 per acre with the conditions that:

- a) Lot 2, Public Utility Lot 9 and Lot 3 must be consolidated and survey costs for consolidation be paid by A.M.H.C.
- b) Additional costs to loop the water line, estimated at \$4,000.00± be paid by A.M.H.C.

and subject to all necessary government approvals to close the utility lot and consolidation being obtained.

Respectfully Submitted



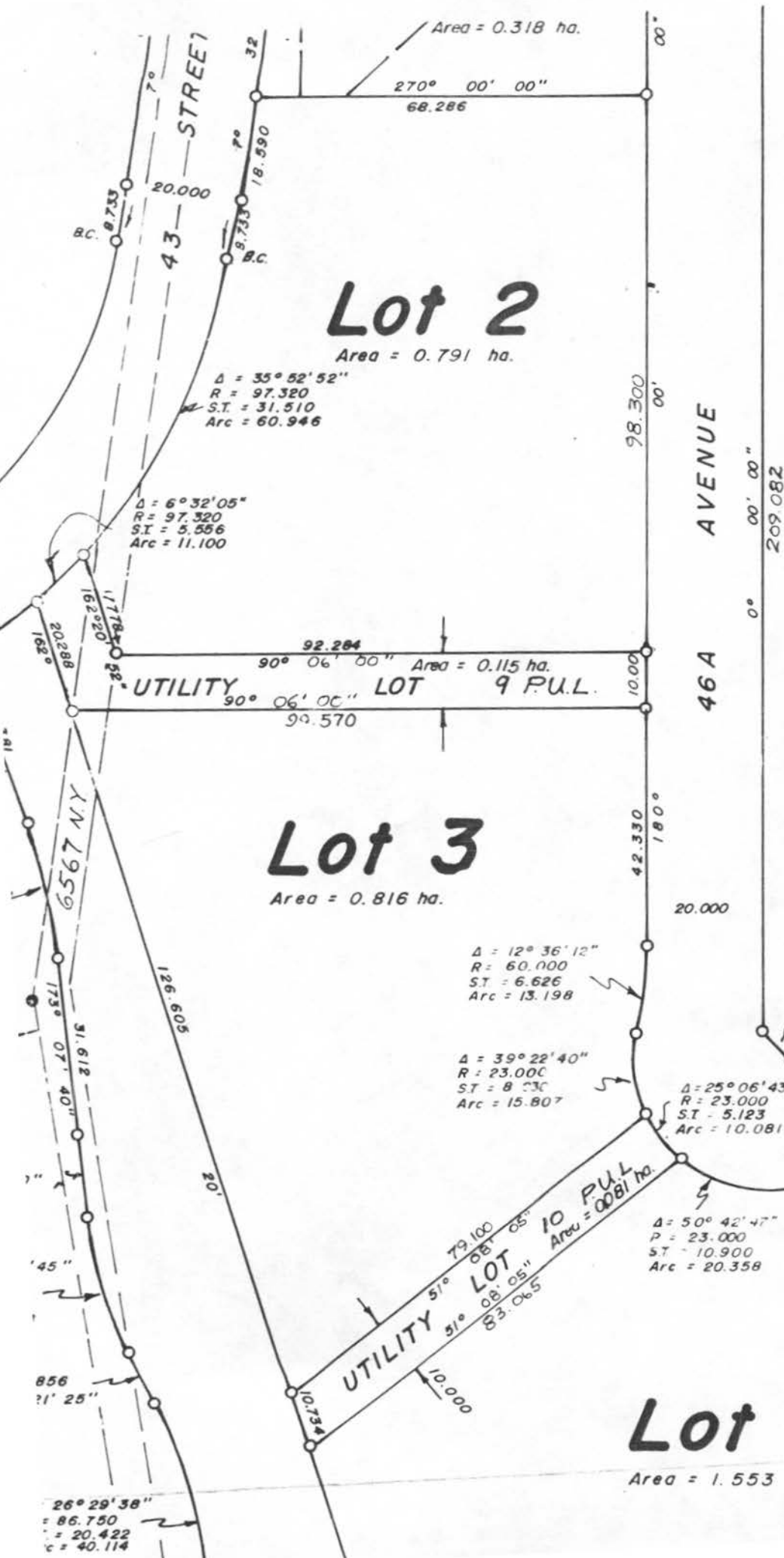
Al Knight, A.M.A.A.

AK/bt

cc Director of Finance

A.M.H.C., ATTN: Al Van Ierland

att'd.



# **Lot 1** **Block A**

Area = 1.948 ha.

# **Lot 4**

Area = 1.553 ha.

42  
43 STREET  
CHANGED BY COUNCIL SEPT. 16/85

**AMHC**

Alberta

Mortgage  
and Housing  
Corporation

August 26, 1986

2924 - 11 Street N.E.  
Calgary, Alberta  
Canada T2E 7L7  
(403) 250-4600The City of Red Deer  
Assessment Taxation Office  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4Attention: Mr. Al Knight, City Assessor

Dear Sir:

Re: A.M.H.C. Offer to Purchase - Plan 8422029,  
Southern 1.63 Acres of Lot 1 in Block A and  
3.97 Acres in Lots 2 and 3 in Block B  
Our File No. 1663-2799-2581

As discussed by phone, this letter confirms that the Corporation on behalf of the Red Deer Regional Hospital Centre wishes to pursue the consolidation of the captioned lots as illustrated on the attached map titled "Alternative No. 1".

It is understood that this will require the additional purchase of Public Utility Lot 9 at 0.115 ha. (0.284 acres) likely at the same price as lots 2 and 3 or 0.284 acres x \$177,750 = \$50,481.00 and the cost of relocating a water service loop estimated at approximately \$4,000.00.

Kindly present the foregoing to Council, and if approved, please incorporate the same into a similar agreement as drafted for lots 2 and 3 which then simultaneously can be presented for Alberta Mortgage and Housing Corporation Executive approval.

Sincerely,

ALBERTA MORTGAGE AND HOUSING CORPORATION

  
AL VAN IERLAND, FRI, AACI  
Land Management  
Southern Region
AVI:dcw  
att.



1	2
14	15
16	17A
18	19
20	21
22	A
23	24
7	6A
6	5
B	5
2	1

ALTERNATE No 1

M E M O

TO: Al Knight

DATE: 22 07 1986

FROM: Daryle Scheelar

Re: Lot 1, Block A, Plan 842 2029  
Lots 2 & 3, Block 6, Plan 842 2029

In reply to your memo of 86/07/15 and the letter from AMHC, E. L. & P. have the following comments.

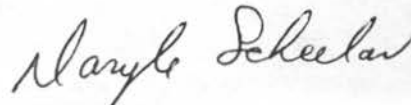
1. An existing aerial power line in lots 2 and 3 remains to be relocated. Costs associated with this relocation have been collected as part of the on site costs.
2. Alternative #1  
Single phase U.G. power is readily available for the remainder of Lot 1 and we would prefer that this lot be developed as single phase. Three phase power would be available if required. Easements will be required and will depend on the type of development.

Three phase and/or single phase U.G. power is available for lots 2 and 3. Easements may be required depending on the development.

3. Alternative #2  
Three phase and/or single phase U.G. power is available. Easements will be required and will be dependent on the development.

An estimate can be prepared and easement requirements finalized once development plans are complete.

If you have any questions please advise.



Daryle Scheelar,  
Distribution Engineer



August 6, 1986

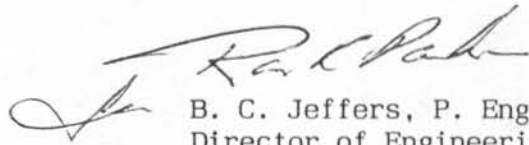
TO: City Assessor

FROM: Director of Engineering Services

RE: Purchase by Alberta Mortgage and Housing Corporation  
Remainder of Lot 1, Block A, Plan 842-2029 and Lots 2 and 3,  
Block 6, Plan 842-2029

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The Engineering Department has no objection to the proposed lot consolidation. The extra cost to the subdivision will be approximately \$4,000 and should perhaps be recovered from the Developers.



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

SS/RKP/emg

cc - RDRPC

cc - By-laws and Inspections Manager

cc - E. L. & P. Manager

cc - Director of Finance

*Submitted  
10/2*

*only*

TO: City Assessor  
FROM: Bylaws & Inspections Manager  
DATE: July 16, 1986

RE: PURCHASE BY A.M.H.C.  
RMDR. OF LOT 1, BLOCK A, PLAN 842-2029  
AND LOTS 2 & 3, BLOCK 6, PLAN 842-2029

Please be advised that we have no objections to the above proposal at this time.

Yours truly,



R. Strader  
Bylaws & Inspections Manager  
City of Red Deer

RS/lf



## RED DEER REGIONAL PLANNING COMMISSION

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

DIRECTOR CITY OF RED DEER  
LAND & TAX DEPARTMENT

Telephone: (403) 343-3394

July 23, 1986.

RECEIVED	
TIME	1:35
DATE	July 23/86
BY	CS

Mr. A. Knight,  
City Assessor,  
City of Red Deer,  
Red Deer, Alberta T4N 3T4

Dear Sir:

Re: Purchase by A.M.H.C.  
Remainder of Lot 1, Block A, Plan 842-2029  
& Lots 2 & 3, Block 6, Plan 842-2029

A.M.H.C. has submitted a request to consolidate Lots 2 and 3 located to the west of 46A Avenue as they show on Alternative No. 1. They have also attached an Alternative No. 2 showing the remaining portion of Lot 1 consolidated with Lots 2 & 3 and resulting in 46A Avenue being terminated in a cul-de-sac. Their letter indicates that all of the sketches were prepared by the Red Deer Regional Hospital Centre but they are requesting consideration only for Alternative No. 1.

With regard to Alternative No. 1 as shown, we would have no objection to the consolidation of Lots 2 and 3 provided that the revised location and width of the utility lots is satisfactory to the various departments concerned. Only 1.6 acres remains in Lot 1 and A.M.H.C. have indicated this is an adequate size for the proposed development.

Since Alternative No. 2 has also been attached, we want to express our strong opposition to any proposal to consolidate the remainder of Lot 1 with Lots 2 and 3. The total redevelopment concept for this area was based on the premise that traffic related to the new development would not be required to use 46 Avenue. This design consideration has been accommodated with 46A Avenue planned as a direct link from 44 Street to 42 Street. In an area proposed for a high concentration of older residents, it is considered important to provide for alternative access in case of emergency. Terminating 46A Avenue in a cul-de-sac would force increased traffic on to 46 Avenue,

.... /2

## MUNICIPALITIES WITHIN COMMISSION AREA

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


Mr. A. Knight

- 2 -

July 23, 1986.

prevent any alternative access, and be inconsistent with intent of the redevelopment plan.

Yours truly,



Vernon Parker,  
Associate Planner,  
Urban Planning Section

VP/t

COMMISSIONERS' COMMENTS

We would concur with the recommendations of the City Assessor.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

September 17, 1986

TO: City Assessor

FROM: City Clerk

RE: AMHC Offer to Purchase - Plan 842-2029  
Southern 1.63 acres of Lot 1, Block A and  
Lots 2 & 3, Block B, containing 3.97 acres±

At the Council Meeting of September 15, 1986, your report of September 4, 1986, was considered and the following motion was subsequently passed by Council:

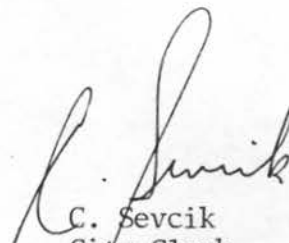
"RESOLVED that Council of The City of Red Deer hereby agree to the sale of Public Utility Lot 9, located between Lots 2 and 3, Block B, Plan 842-2029, to Alberta Mortgage & Housing Corporation, containing 0.115 hectares (0.284 acres) at \$177,750.00 per acre, subject to the following conditions:

- 1) Consolidation of Public Utility Lot 9 with Lots 2 and 3. All costs associated therewith to be paid for by A.M.H.C.
- 2) A.M.H.C. to pay for all costs associated with looping the water line, estimated at \$4,000.00±
- 3) All necessary Government approvals to close the utility lot and consolidation being obtained,

and as recommended to Council September 15, 1986, by the Administration."

We trust you will now proceed in accordance with the above resolution and ensure that the appropriate agreement is prepared in this instance. We also trust that you will inform Alberta Mortgage & Housing Corporation of Council's decision on this matter.

Thank you for your submission in this regard.

  
C. Sevcik  
City Clerk

c.c. Dir. of Finance  
Distribution Engineer, D. Scheelar  
Dir. of Engineering Services  
E.L. & P. Manager  
Bylaws & Inspections Mgr.  
R.D.R.P.C., Assoc. Planner, Urban Planning Sec.

*Duss*

1986 07 15

*not for agenda*

TO: ✓ Director of Engineering Services  
✓ Senior Planner  
✓ Inspections & Bylaws Manager  
✓ E&P Manager  
✓ Director of Finance

FROM: City Assessor

RE: Purchase by A.M.H.C.  
Rmdr. of Lot 1, Block A, Plan 842-2029  
& Lots 2 & 3, Block 6, Plan 842-2029

We are forwarding a request as submitted by Mr. Van Ierland on behalf of A.M.H.C., regarding the feasibility of consolidation as proposed.

Please submit comments so we may react to this proposal. Your earliest attention to this matter would be appreciated.

Al Knight, A.M.A.A.

AK/bt  
att'd.

*Alan Wilcoed has no  
problem with this proposal*

*860728*

*PS.*

NO. 8

1986 09 09

TO: Director of Finance

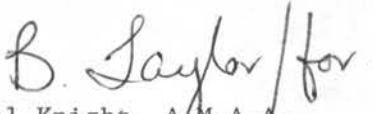
FROM: City Assessor

RE: Recreation Development Levy  
Pt. SW 14-38-27-W4th  
Containing 123.89 acres  
Deer Park, Phase II

Recreation development charges were imposed on the above noted parcel by City Council bylaw pursuant to the Recreation Development Act in the amount of \$246,600.00 in April of 1986. This amount has not been paid to date and is subject to penalties under Bylaw #2247. The total outstanding amount of taxes including penalties as of September 8, 1986, is \$280,889.73.

The developer, Melcor Homes, has subdivided a portion of the above noted 123.89 acres in 1986. This portion contains 14.3 acres and is registered as Plan 862-1357. Melcor has posted a letter of credit in the amount of \$10,000.00, to satisfy a portion of the above noted original amount of \$246,000.00.

We respectfully request Council pass a resolution under Section 106 of the Municipal Taxation Act, copy attached, to cancel the portion of the recreation tax levy that applies to Phase II of the Deer Park Subdivision, being 14.3 acres and registered as Plan 862-1357, in an amount to be provided by the Director of Community Services. This resolution should have specific reference to the recreation tax levy as it applies to the 14.3 acres and should specifically refer to Plan 862-1357 to facilitate the issuing of tax certificates for these lots.

  
Al Knight, A.M.A.A.

AK/bt  
cc Director of Community Services  
att'd.



shape or size, or of varying depths, or in respect of land fronting or abutting on more than one street, lane, square or public place, shall be ascertained and determined by the authority and in a manner directed by the council.

(5) The official in whose charge the tax rolls are prepared shall enter the amount of the tax in the rolls against the respective land affected in the same manner as and as part of the ordinary rates and taxes of the municipality.

(6) The tax shall be assessed, levied and collected irrespective of whether the land is vacant or occupied.

RSA 1980 cM-31 s102

**Taxable property** **103** Subject to this Act, the municipal and school taxes of a municipality shall be levied on the assessable land and improvements and special franchises, and if the by-laws require the levy of a tax for hospital purposes that tax shall also be levied on the assessable land and improvements and special franchises.

RSA 1980 cM-31 s103

**Compromise of arrears of taxes** **104** A council may pass a resolution for the purpose of compromising payment of arrears of taxes on any terms that may be agreed on.

RSA 1980 cM-31 s104

**Cancellation of arrears of taxes** **105** A council may pass a resolution for the purpose of cancelling arrears of taxes that appear on the assessment and tax roll and that are no longer secured by a charge against land or other property and no longer collectible from the person taxed.

RSA 1980 cM-31 s105

**Refund of tax levy** **106** A council may with respect to a specific property or business pass a resolution in any case where the council considers it equitable to do so

(a) to cancel or refund all or any part of a tax levy, or

(b) to suspend and defer for the period of time and on the terms and conditions that to the council seem proper, a special frontage or a special local benefit assessment.

RSA 1980 cM-31 s106

**Remission of mobile unit licence fee** **107** A council may with respect to a licence fee payable under this Act, or taxes payable under this Act, in respect of a mobile unit, pass a resolution, in any case where the council considers it equitable to do so, to cancel or refund all or any part of the licence fee or taxes.

RSA 1980 cM-31 s107

**Tax collection** **108(1)** The municipal secretary shall on or before the date in each year fixed by the council prepare a tax roll and shall proceed to collect the taxes specified in it.

(2) If a tax collector is appointed by the council, the collector shall deposit the tax money collected with the municipal treasurer.

RSA 1980 cM-31 s108

COMMISSIONERS' COMMENTS

We would concur with the recommendations. The Director of Community Services will provide Council with the amount of taxes to be cancelled in this instance.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

September 17, 1986

TO: City Assessor

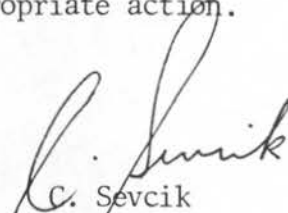
FROM: City Clerk

RE: Recreation Development Levy/Pt. SW 14-38-27-W4th  
Containing 123.89 acres/Deer Park, Phase II

Red Deer City Council, at its meeting of September 15, 1986, considered your report dated September 9, 1986, and passed the following motion in respect to same.

"RESOLVED that Council of The City of Red Deer, having considered report dated September 9, 1986, from the City Assessor re: Recreation Development Levy, Pt. of SW $\frac{1}{4}$  of 14-38-27-4, containing 123.89 acres, Deer Park Phase II, hereby agree to cancel the portion of Recreation tax levy and penalties that applies to Phase II of the Deer Park Subdivision, being 14.3 acres and registered as Plan 862-1357, in the total amount of \$11,418.28, and as recommended to Council September 15, 1986, by the Administration."

The above is submitted for your information and appropriate action.

  
C. Sevcik  
City Clerk

c.c. Dir. of Finance  
Dir. of Community Services  
Rec. Mgr.

NO. 9

TO: City Clerk  
FROM: Bylaws & Inspections Manager  
DATE: September 8, 1986

**RE: RESIDENTIAL REHABILITATION ASSISTANCE PROGRAM**

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

Central Mortgage & Housing Corp. has informed us that in order for the City of Red Deer to be eligible for inclusion in the R.R.A.P. Program, a new agreement between the City of Red Deer and C.M.H.C. must be signed. A new agreement is required as there have been changes in the qualification rules and administration of the R.R.A.P. Program Guidelines. Some of these changes are:

- 1) R.R.A.P. is now available to all areas of the City of Red Deer to qualified eligible persons. Under the previous regulations, only certain prescribed areas were eligible for the R.R.A.P. Program.
- 2) Another significant change is in determining the total income of the household. Under previous regulation, a sliding scale was used with \$23,000 for the total household being the top end of the scale. Under the new regulations, the income is based using the number of people in the entire household.

It may be useful to review the purpose and history of the Residential Rehabilitation Assistance Program in Red Deer. R.R.A.P. is a federally funded program that provides funds for repair and maintenance of dwelling units including single family and rental units. A maximum of \$10,000 per unit is available for a Home Owner's Loan of which \$5,000 may be forgiven depending on the total household income and continued ownership of the dwelling. The money must be used for repairs to one or more of the following components of the building:

- |               |                |
|---------------|----------------|
| 1) Structural | 4) Heating     |
| 2) Electrical | 5) Fire Safety |
| 3) Plumbing   |                |

Repairs not eligible for R.R.A.P. would be cosmetic items such as wallpaper, building additions, fences, etc.

. . . Continued . . .

Page 2

The R.R.A.P. Program was initiated in Red Deer in April of 1981 and was under the direction of the F.C.S.S. Director, Mr. Assinger. Mr. Assinger had done considerable work in reviewing consumer programs in other Alberta cities, and once the program was in place, sponsored numerous public meetings and informational seminars in the various neighborhoods selected for R.R.A.P. The first area approved for participation in the R.R.A.P. Program was the Parkvale area, followed by Waskasoo and the Lower Fairview area.

In February 1983, the responsibility for delivering the program was transferred to the Building Inspection Department. There are presently two staff members working on the program on a part-time basis.

Since the inception of R.R.A.P., the number of approved units on a yearly basis has been:

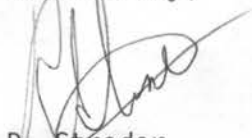
1981 - 22 Units  
1982 - 60 Units  
1983 - 79 Units  
1984 - 47 Units  
1985 - 32 Units

To date, in 1986, there has been only eight approvals and, at present, we have eight applications under review.

The program has, to this date, been successful in Red Deer and should continue to do especially now that it is applicable to the entire City instead of specific neighborhoods. The only limitation that will eventually befall the program is that all eligible applicants will have been able to receive assistance through the program, and the demand may fall off at that time.

We recommend that Council approve the signing of this agreement so that the citizens of Red Deer can continue to have this program made available to them.

Yours truly,



R. Strader  
Bylaws & Inspections Manager  
City of Red Deer

RS/lis

File: CS-FCSS-321

MEMORANDUM

DATE: September 9, 1986

TO: Charlie Sevcik  
City Clerk

FROM: Rick Assinger  
FCSS Manager

RE: Residential Rehabilitation Assistance Program


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I was asked to comment on the merits of the City continuing in the above program.

The Residential Rehabilitation Assistance Program is one of the better social housing programs available in that it concentrates the benefits of public expenditures on those with the greatest need, without the stigma usually associated with such "selective" programs. It has been well received in the community, particularly by the elderly and handicapped in need of home repairs. From the point of view of the City's general community improvement, RRAP has contributed to general upgrading of housing stock, particularly in older neighborhoods.

The changes to the program outlined by Mr. Strader will affect the location and number of people eligible for this service. The fact that RRAP is now available throughout the City is an improvement and means we can provide assistance to people who qualify, regardless of the neighborhood in which they are living. The income eligibility changes will mean that it is more difficult for people to qualify because the income ceiling will generally be lowered. The income ceiling may exclude a number of families who really need this assistance but it is too soon to determine.

RRAP is a valuable program to residents of Red Deer and we would urge City Council to continue with the program.

  
RICK ASSINGER  
FCSS Manager

RA/k1

COMMISSIONERS' COMMENTS

We would concur with the recommendations of the Bylaws and Inspections Manager.

"R.J. McGHEE" ~~SECRET~~  
Mayor

"M.C. DAY"  
City Commissioner



September 17, 1986

TO: Bylaws & Inspections Mgr.

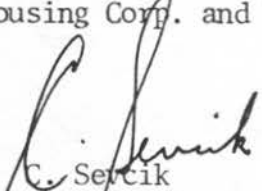
FROM: City Clerk

RE: Residential Rehabilitation Assistance Program

Your report of September 8, 1986, was presented to Red Deer City Council at its meeting on September 15, 1986. The following motion was passed by Council in regard to this matter.

"RESOLVED that Council of The City of Red Deer, having considered report dated September 8, 1986, from the Bylaws & Inspections Manager re: Residential Rehabilitation Assistance Program, hereby approve the new agreement between the City of Red Deer and C.M.H.C. as presented to Council September 15, 1986, and authorize the Mayor and City Clerk to execute same on behalf of the City."

The above is submitted for your information and I wish to thank you for your report in this instance. We enclose 3 signed copies of the agreement and would request that you forward same to Central Mortgage & Housing Corp. and have them return one fully executed copy to us.

  
C. Sercik  
City Clerk

/ds

c.c. F.C.S.S. Manager

Note: Ryan would you please check the schedules before they are mailed out especially D & E as some may require additional information to be inserted.

BETWEEN:

CANADA MORTGAGE AND HOUSING CORPORATION  
(hereinafter called "the Corporation")

- OR -

(hereinafter called "the Active Party")

OF THE FIRST PART

- and -

**CITY OF RED DEER**

(hereinafter called "the Agent")

OF THE SECOND PART

WHEREAS the Corporation may, pursuant to Parts I, IV and IV.1 of the National Housing Act (hereinafter referred to as "the Act") make loans or insure loans for the repair and improvement of family housing units or housing accommodation of the hostel or dormitory type or for the modification of such units to improve their accessibility for disabled persons in such circumstances as may be prescribed by regulation of the Governor-in-Council.

AND WHEREAS the Corporation has entered into an Operating Agreement with the Active Party whereby the Active Party will deliver the programs hereinafter referred to on behalf of the Corporation.

AND WHEREAS the Corporation/Active Party has agreed that the Agent will act as a delivery agent for the Corporation/Active Party in the processing of loans for:

- (A) The repair and improvement of family housing units in the manner and to the extent hereinafter set forth (Homeowner RRAP);
- (B) The processing of loans for the repair and improvement of rental accommodation, hostel or dormitory accommodation in the manner and to the extent hereinafter set forth (Rental RRAP); and
- (C) The processing of loans for the repair, improvement or modification of existing family housing units or housing accommodation of the hostel or dormitory type to improve the accessibility of disabled persons in the manner and to the extent hereinafter set forth (RRAP for the Disabled).

AND WHEREAS occupancy and building maintenance standards acceptable to the Corporation/Active Party have been adopted by the province, municipality or authority having jurisdiction, unless excepted therefrom by the Corporation/Active Party.

AND WHEREAS the Agent hereby agrees to deliver the program(s) in accordance with CMHC Standards for the Rehabilitation of Residential Buildings hereinafter referred to as "RRAP Standards".

NOW THEREFORE this Agreement witnesseth that in consideration of the mutual covenants herein contained, the parties hereto undertake and agree as follows:

1. The definitions forming a part of this Agreement are attached hereto as Schedule "A".
2. Loans pursuant to this Agreement will be made to provide financial assistance to:
  - (A) Homeowners, to repair or improve existing substandard family housing units which are in need of major repairs up to minimum health and safety standards (RRAP Standards) to extend their useful life with normal care and maintenance by about fifteen (15) years (Homeowner RRAP);

AND/OR

- (B) To provide financial assistance to owners of rental, hostel or dormitory accommodation, to repair or improve existing substandard rental units which are in need of major repairs up to minimum health and safety standards (RRAP Standards) and to extend their useful life with normal care and maintenance of about fifteen (15) years (Rental RRAP);

AND/OR

- (C) To provide financial assistance to owners of existing housing accommodation to improve the accessibility of rental and ownership units occupied or intended to be occupied by disabled persons (RRAP for the Disabled).
3. Local Authorities are expected to use the Residential Rehabilitation Assistance Program as an incentive in their efforts to implement Occupancy and Building Maintenance Standards. RRAP will therefore provide, within the limits permitted by the RRAP Standards, funding to property owners to help them bring their residential properties up to the local Occupancy and Building Maintenance Standards' requirements.

#### LEVEL OF PROFICIENCY

4. The Agent shall carry out its responsibilities pursuant to this Agreement in a manner satisfactory to the Corporation/Active Party.

##### (A) Administrative Knowledge and Skills

The Agent shall have knowledge and ability in the following areas:

###### (i) General Administration

- Plan;
- Control a budget;
- Focus efforts on targets;
- Communicate in both official languages in bilingual regions designated by the Federal Government.

###### (ii) Program Administration

- Interpret program policies and procedures;
- Obtain accurate basic loan data;
- Consider all the factors that affect the ability to repay a loan and to make a recommendation accordingly;
- Understand legal implications and responsibilities of a loan (e.g. repayment, default).

###### (iii) Administrative Services

- Monitor budget take-up;
- Complete program forms;
- Recommend loan disbursements;
- Maintain filing and BF systems.

##### (B) Technical Knowledge and Skills

The Agent shall have knowledge of:

- common construction techniques and industry practices;
- building systems and their functions;
- applicable codes;
- material and labour costs;
- cost estimating technique;
- specification writing techniques and methods;
- common deficiencies encountered and their causes;
- what is acceptable workmanship.

- write clear and accurate specifications;
- interpret description of the work;
- assess the value of completed work;
- identify the causes of deficiencies and recommend measures to correct them;
- interpret codes and standards.

Refer to Schedule "F" for Performance Criteria.

#### RESPONSIBILITIES OF AGENT

5. (A) The Agent agrees to process applications for loans and to carry out inspection duties on behalf of and as Agent for the Corporation/Active Party and to exercise reasonable care in the performance of its duties.
- (B) The Agent agrees to provide service in both official languages in bilingual regions designated by the Federal Government as per the Treasury Board Circular No. 1982-6, January 29, 1982, being:
  - (i) the province of New Brunswick;
  - (ii) parts of the Gaspé, the Eastern Townships, Montreal and parts of Western Quebec;
  - (iii) Northern and Eastern Ontario;
  - (iv) Metropolitan Toronto;
  - (v) the City of Winnipeg;
6. The processing of each loan and the inspection of each unit shall include:
  - (A) assessing eligibility of the applicant, verifying ownership of the dwelling, explaining the program and arranging for an inspection of the dwelling unit;
  - (B) performing a detailed interior and exterior inspection according to the RRAP Standards, assessing the eligibility of the dwelling under the program, listing all actual deficiencies, reviewing the results with the property owner, and determining any additional work the property owner may be eligible to undertake;
  - (C) preparing a detailed work write-up, a cost estimate on an itemized basis, a bid package and discussing and finalizing the package with the applicant;
  - (D) counselling the applicant in the most appropriate financing arrangements and assessing his borrowing capability; and in the case of rental loans, securing such data on operating costs as required by the Corporation/Active Party and providing an explanation of the Agreement Non-Resident Owners which the applicant will be required to enter into with the Corporation/Active Party;
  - (E) assisting the applicant in obtaining bids from a general contractor or from a number of sub-contractors to perform the work;
  - (F) receiving and completing the final application, and recommending to the Corporation the approval or rejection of the loan;
  - (G)
    - (i) where the amount of the loan does not exceed the amounts set out in paragraph 1(D) of Schedule "C", preparing and arranging the execution of a promissory note in a form prescribed by the Corporation;
    - (ii) where the amount of the loan exceeds the amounts set out in paragraph 1(D) of Schedule "C" or where deemed appropriate, arranging for the preparation, execution and registration of a mortgage in a form prescribed by the Corporation/Active Party and for a full solicitor's report when required;
    - (iii) by arranging for such other security as may be approved by the Corporation/Active Party;
  - (H) carrying out progress inspections to ensure compliance with work write-ups and RRAP Standards and recommending to the Corporation/Active Party the making of progress advances;
  - (I) preparing any required revised work write-ups during construction; and
  - (J) carrying out a final inspection, and recommending a final advance and the close-out of the loan.
7. (A) An application for a RRAP loan shall be made on a form prescribed by the Corporation/Active Party; and
- (B) the Agent agrees to comply in all respects with directions given to it from time to time by the Corporation/Active Party with respect to communications, the forms to be used and the procedures to be carried out with respect to the matters covered by this Agreement.

write-up, cost estimate and the acceptable contractor's bid, a description of the rehabilitation work, and verification of income, and in the case of a landlord, an Agreement Non-Resident Owners and a Statement Revenue and Expenses.

9. Where the Corporation/Active Party has approved a loan to an applicant, the Corporation/Active Party will forward to both the applicant and the Agent a signed, approved copy of the applicant's final application.
10. When the Agent has received from the Corporation/Active Party notification of approval of the loan, the Agent shall obtain and forward to the Corporation/Active Party the security appropriate to the loan as detailed in 6(G) above.

#### TERMS AND CONDITIONS OF LOANS

11. Loans may be made by the Corporation/Active Party in accordance with the Terms and Conditions in Schedule "C".

#### PROGRESS OF WORK

12. During the period of effecting the rehabilitation work, the Agent shall make such inspections as will ensure that the rehabilitation work as specified by the Agent is carried out in reasonable conformity with the RRAP Standards attached hereto as Schedule "E", but the Agent shall not be required to provide supervision of the said work; and subject to such inspections, the Agent shall recommend to the Corporation/Active Party the making of advances with respect to the work in place.
13. (A) If the rehabilitation work specified by the Agent is carried out in a manner which does not comply with the RRAP Standards attached hereto as Schedule "E", the Agent shall inform the owner of such non-compliance and require that the rehabilitation work be corrected;  
  
(B) if the non-compliance is not corrected as required, the Agent may recommend to the Corporation/Active Party such reduction in the amount of the loan as the Agent may determine;  
  
(C) any changes to the terms, work write-ups and conditions of the loan as originally approved by the Corporation/Active Party must receive the Corporation's/Active Party's approval.

#### AGENCY FEES

14. In respect of loans covered by this Agreement the Agent shall be paid in accordance with Schedule "B".
15. The Agent shall keep accurate books, records and accounts of all disbursements made pursuant to paragraphs 5 to 10 of this Agreement and, from time to time as requested, shall furnish to the Corporation/Active Party particulars of such disbursements and permit representatives of the Corporation/Active Party to inspect all such books, records and accounts at any time within six years from the final advance.

#### SECURITY REQUIREMENTS

16. The Agent shall immediately inform the Corporation/Active Party of any irregularity or potential legal infraction in the delivery or administration of the program, and shall make available for immediate access all information in the possession of the Agent including files, reports, financial statements, vouchers, receipts and all other documentation relating to the delivery or administration of the program. The Agent shall also ensure that its employees or other representatives are available for interaction and dialogue with the Corporation/Active Party and its representatives to facilitate all investigations undertaken in respect of any irregularity or potential legal infraction in the delivery and administration of the program.

#### TERMINATION OR VARIATION

17. This Agreement may be terminated by either party by giving three (3) months' notice in writing to the other party and may also be terminated by the Corporation/Active Party without notice if at any time, in the opinion of the Corporation/Active Party, the Agent is in breach of any provision of this Agreement. Schedules "A", "B", "C" and "E" may be varied by the Corporation/Active Party at any time upon giving the Agent notice of such change.

#### EVALUATION

18. The parties to this Agreement acknowledge the need to carry out a process of evaluation of the rehabilitation program. For such purpose, the Agent agrees to provide the Corporation/Active Party with information or access to such information to the fullest extent as may reasonably be possible in respect of all matters arising from the administration of this Agreement.

#### PUBLICITY

19. The Agent will ensure that any literature or other information and material published by the Agent with respect to this Agreement will contain reference to the assistance provided by the Corporation/Active Party with respect to its program of residential rehabilitation assistance and, where there is a significant demand, the aforesaid information published by the Agent shall appear in a unilingual format in both the French and English media where available.

20. Subject to paragraph 4, the Agent may sub-contract its responsibilities under this Agreement, in whole or in part, provided that prior written approval is obtained from the Corporation/Active Party.

#### INDEMNIFICATION

21. The Corporation/Active Party covenants to indemnify the Agent from all claims for damages arising from this Agreement that are chargeable against the Agent in respect to the said application or approval of grants and loans made under or in respect of the Residential Rehabilitation Assistance Program, except those arising from fraud or negligence by the Agent or its employees.

IN WITNESS WHEREOF this Agreement has been executed by the parties hereto who have affixed their Corporate Seals duly attested to by their proper signing officers in that behalf.

CANADA MORTGAGE AND HOUSING CORPORATION

OR

ACTIVE PARTY

PER: \_\_\_\_\_

PER: \_\_\_\_\_

CITY OF RED DEER

AGENT

MAYOR

CITY CLERK

TITLE

TITLE

## DEFINITIONS

In this agreement:

- (1) "ACTIVE PARTY" means the party responsible for the delivery and administration of RRAP (e.g. CMHC, Provincial Housing Agency).
- (2) "ADJUSTED INCOME": For the purpose of establishing the forgivable loan amount, the Active Party will determine the annual "adjusted income" of the household in the following manner:
  - Exclude from the total household income:
    - family allowances;
    - alimony maintenance payments or child support paid to a separated or divorced spouse.
  - Deduct from the total household income:
    - \$300 for each dependent, includes children in full-time attendance at school and any other dependents with no income;
    - work-related earnings of a single parent or working spouse to a maximum of \$1 000.
- (3) "AVERAGE MARKET RENT" means average basic shelter costs in a specific geographic area for unsubsidized, non-farm, rental dwellings where rent is reported as greater than zero and where no rent is attributable to commercial space.
- (4) "BASIC SHELTER COSTS" for homeowners for purposes of determining Core Housing Need means the following costs associated with a household's principal residence:
  - mortgage payment of principal;
  - mortgage payment of interest;
  - property taxes;
  - payments for oil, gas, coal, wood or other fuels;
  - payments for electricity;
  - payments for water, sewerage and related costs;
  - payments for regular maintenance and repair;
  - payments for homeowners comprehensive insurance; and
  - condominium fees, where applicable.
- (5) "BASIC SHELTER COSTS" for renter households for purposes of determining Core Housing Need means the following costs associated with a household's principal residence:
  - rent;
  - payments for oil, gas, coal, wood or other fuels, electricity, water, sewerage and related costs.
- (6) "CORE HOUSING NEED" means those households in need who cannot afford or cannot obtain adequate and suitable accommodation. This includes those households:
  - who occupy a crowded or inadequate dwelling and who currently pay less than 30% of their income for shelter but for whom basic shelter costs for an adequate and suitable dwelling available in their market area would consume 30% or more of their income; or
  - who pay 30% or more of their income for shelter and for whom an adequate and suitable dwelling available in their market area would consume 30% or more of their income.
- (7) "COST-SHARING" means the sharing between Canada and "A Province" of the eligible program costs covered by the Operating Agreement according to the terms, conditions, frequency of payments and method or methods of calculation as set out in the Operating Agreement.
- (8) "CROWDED DWELLING" means a dwelling with more than one person per room with the exception of bathrooms, halls, pantries, and closets, and any rooms used for business purposes; all rooms in the dwelling considered separate by the household are counted.
- (9) "DELIVERY" means all activity associated with RRAP prior to a project's Interest Adjustment Date. This includes direct dealings with clients or the overseeing of a delivery agent who deals directly with the client.
- (10) "DISABLED PERSON" means any person who, as a result of a deficiency, either congenital or not in his or her physical or mental capability, is unable to ensure by himself or herself the necessities and social life of a normal individual.
- (11) "HOUSEHOLD" means a person or a group of persons who occupy or who have need of a dwelling in "A Province" and do not have a principal place of residence elsewhere in Canada.
- (12) "HOUSING AGENCY" means CMHC, a "Provincial Housing Agency (PHA)", or any municipality, non-profit corporation or Native organization with whom CMHC or "PHA" may enter into agreements to carry out any program or initiative covered by the Global Agreement and Operating Agreement.



- (13) "INADEQUATE DWELLING" means a dwelling needing major repairs or lacking basic facilities. Major repairs include, but are not limited to defective plumbing, defective electrical wiring, structural repairs to walls, floors, ceilings, inadequate or defective heating system or fire safety hazards. Basic facilities are hot and cold running water, an indoor toilet and a bathtub or shower.
- (14) "INTEREST ADJUSTMENT DATE (IAD)" is the date on which the accrued interest is due, computed on the various repayable advances made during the course of repairs. The regular schedule of repayment begins and interest is calculated from the Interest Adjustment Date. The Interest Adjustment Date is the first of the month following the final advance of loan funds.
- (15) "MAJOR REPAIR" means those repairs required to correct deficiencies which represent a threat to the health and safety of the occupants, the cost of which represents a major burden on the property owner.
- (16) "NATIVE" means Metis, non-status Indian, Indian as defined in the Indian Act, or Inuit.
- (17) "OCCUPIER" means occupants who can show reasonably long term uninterrupted occupancy of a given unit; and can provide evidence of ownership of the unit notwithstanding the fact that the land on which the unit is located is not owned by the occupant.
- (18) "OWNER" means "owner(s)" of a family housing unit including the person(s) to whom one or more of the following conditions apply:
- the freehold owner(s) with clear title to the family housing unit;
  - the executor(s), administrator(s) or other legal representative(s) of the estate of such person(s);
  - the mortgagor(s) who has/have an equity of redemption in the family housing unit under a mortgage, trust agreement or contract;
  - purchaser(s) of property under a signed agreement for sale;
  - lessee(s) of property under a lease expiring not less than three years after the maturity of any loan made to the lessee(s) under the Act;
  - lessee(s) of land under a lease from the Crown or from any municipality when the lessee(s) owns a home located thereon; and
  - veteran(s) with whom the Director, Veterans' Land Act, has a subsisting contract for the sale of land made pursuant to Part I or the Veterans' Land Act.
- (19) "POST REHABILITATION RENTS" means those maximum monthly rents which can be charged immediately following the completion of the repairs.
- (20) "PRIORITY GROUPS" means all those households in Core Housing Need.
- (21) "RURAL" means rural areas or communities, off reserve, having a population of 2 500 or less. Rural municipal jurisdictions having a population of greater than 2 500 but where the population is dispersed (i.e. no population core or centre of more than 2 500) are considered rural areas.
- (22) "SPECIAL PURPOSE HOUSING" means hostel or self-contained housing, used as a principal residence, which includes on-site care services and facilities, excluding food, related to residents' common physical, social and emotional condition or disability.
- (23) "SUITABLE DWELLING": For purposes of determining Core Housing Need, means a dwelling which can accommodate a household according to the following household size/dwelling size relationship:
- 1 person - studio;
  - 2 people - 1 bedroom;
  - 3 - 4 people - 2 bedrooms;
  - 5 or more people - 3 or more bedrooms.
- (24) "SWEAT EQUITY" means the value of labour that clients contribute without charge to repair or improve the housing unit.
- (25) "TOTAL DEBT SERVICE (TDS) RATIO" is the ratio of the owner and spouse's annual basic shelter costs and fixed debts to their total income.
- (26) "TOTAL HOUSEHOLD INCOME" is the aggregate income, in whatever form received, of the owner-occupier and spouse and 25% of the income of all other permanent household members, excluding the income of children in full-time attendance at school.

Income includes:

- Salary, wages, commissions, rents, investment income, part-time earnings, tips, alimony maintenance payments and child support received from a separated/divorced spouse, etc.;
- Unemployment Insurance Benefits, Social Assistance, Mother's Allowance, Welfare, and Family Allowances;
- Old Age Security Pension, Canada Pension Plan, private pensions, disability pensions, annuities, etc.

In those cases where an applicant or permanent household member is self-employed, the following applies: The annual income for self-employed individuals is the net income (gross revenue minus expenses) plus capital cost allowances. Examples of assets subject to capital cost allowance are vehicles, buildings, equipment, etc.

Active Party.

Boarders unrelated to the applicant or spouse are not considered to be permanent household members. The net rents received from such boarders for room and board are to be included in total household income.

- (27) "URBAN" means communities having a population of more than 2 500, except rural municipal jurisdictions having a population greater than 2 500 but where the population is dispersed.

**NOTE:** The definitions contained in the National Housing Act and the National Housing Loan Regulations shall also apply.

## 1. DELIVERY FUNCTIONS

1. Administrative
  - preliminary counselling;
  - bid review, financial counselling and final loan application;
  - processing loan increases/decreases.
2. Technical - Initial Inspection
  - initial inspection;
  - work specification and costs estimate;
  - revised work specification (increases/decreases).
3. Technical - Progress Inspections
  - job site meeting;
  - progress inspections;
  - final inspection.

## 2. AGENCY FEES

Agency fees are payable on applications approved by the Corporation/Active Party only. No partial payment will be made for delivery functions performed on applications which do not proceed to approval. Agency fees shall be paid either upon final advance or in two stages: upon loan approval and upon final advance.

### 2.1 LOANS WHERE ALL DELIVERY FUNCTIONS ARE CARRIED OUT

In respect of loans for family housing units and loans for housing accommodation of the hostel or dormitory type, where the Agent carries out all delivery functions as described above, the Agent shall be paid as follows:

CATEGORY I - where the unit is accessible by road.

- \$600.00 when the distance to the unit from the nearest agency office (one way) is less than or equal to 100km;
- \$685.00 when the distance to the unit from the nearest agency office (one way) is greater than 100km, but less than or equal to 250km;
- \$750.00 when the distance to the unit from the nearest agency office (one way) is greater than 250km.

CATEGORY II - where the unit is not accessible by road.

- \$835.00 when the distance to the unit from the nearest agency office (one way) is less than or equal to 250km;
- \$935.00 when the distance to the unit from the nearest agency office (one way) is greater than 250km.

Where the loan covers more than one family housing unit, the Corporation/Active Party shall pay an additional sum of \$70.00 for each unit in excess of one unit for all services of the Agent, regardless of distance.

In respect of loans for housing accommodation of the hostel or dormitory type, where the loan covers more than one bed-unit, the Corporation/Active Party shall pay an additional sum of \$35.00 for each bed-unit in excess of one bed-unit for all services of the Agent, regardless of distance.

**NOTE:** Where the total cost to the Agent of rendering the services exceeds the amount of the said fee, the excess shall be borne by the Agent.

### 2.2 LOANS WHERE NOT ALL DELIVERY FUNCTIONS ARE CARRIED OUT

In respect of loans for family housing units and loans for housing accommodation of the hostel or dormitory type, where the Agent does not discharge all of the functions as described in this sub-section the Agent shall be paid as follows:

- for the services carried out and described as "Administrative Functions", the Corporation/Active Party shall with respect to each loan where the unit is accessible by road, pay to the Agent a fee of:
  - \$230.00, when the distance to the unit from the nearest agency office (one way) is less than or equal to 100km;
  - \$260.00, when the distance to the unit from the nearest agency office (one way) is greater than 100km, but less than or equal to 250km;
  - \$285.00, when the distance to the unit from the nearest agency office (one way) is greater than 250km;
- for the services carried out and described as "Administrative Functions", the Corporation/Active Party shall with respect to each loan where the unit is not accessible by road, pay to the Agent a fee of:
  - \$315.00, when the distance to the unit from the nearest agency office (one way) is less than or equal to 250km;
  - \$350.00, when the distance to the unit from the nearest agency office (one way) is greater than 250km;
- for the services carried out and described as "Administrative Functions", where the loan covers more than one family housing unit, the Corporation/Active Party will pay the Agent an additional sum of \$15.00 for each unit in excess of one unit regardless of distance.

described as "Administrative Functions", where the loan covers more than one bed-unit, the Corporation/Active Party will pay the Agent an additional sum of \$7.00 for each bed-unit in excess of one bed-unit regardless of distance;

- for the services carried out and described as "Technical-Initial Inspection-Functions", the Corporation/Active Party shall at the time the final advance is made with respect to each loan where the unit is accessible by road, pay to the Agent a fee of:
  - \$160.00, when the distance to the unit from the nearest agency office (one way) is less than or equal to 100km;
  - \$185.00, when the distance to the unit from the nearest agency office (one way) is greater than 100km, but less than or equal to 250km;
  - \$200.00, when the distance to the unit from the nearest agency office (one way) is greater than 250km;
- for the services carried out and described as "Technical-Initial Inspection-Functions", the Corporation/Active Party shall at the time the final advance is made with respect to each loan where the unit is not accessible by road, pay to the Agent a fee of:
  - \$230.00, when the distance to the unit from the nearest agency office (one way) is less than or equal to 250km;
  - \$255.00, when the distance to the unit from the nearest agency office (one way) is greater than 250km;
- for the services carried out and described as "Technical-Initial Inspection-Functions", where the loan covers more than one family housing unit, the Corporation/Active Party will pay the Agent an additional sum of \$35.00 for each unit in excess of one unit regardless of distance;
- for the services carried out in respect of loans for housing accommodation of the hostel or dormitory type and described as "Technical-Initial Inspection-Functions", where the loan covers more than one bed-unit, the Corporation/Active Party will pay the Agent an additional sum of \$17.50 for each bed-unit in excess of one bed-unit regardless of distance;
- for the services carried out and described as "Technical-Progress Inspection-Functions", the Corporation/Active Party shall with respect to each loan where the unit is accessible by road, pay to the Agent a fee of:
  - \$210.00, when the distance to the unit from the nearest agency office (one way) is less than or equal to 100km;
  - \$240.00, when the distance to the unit from the nearest agency office (one way) is greater than 100km, but less than or equal to 250km;
  - \$265.00, when the distance to the unit from the nearest agency office (one way) is greater than 250km;
- for the services carried out and described as "Technical-Progress Inspection-Functions", the Corporation/Active Party shall with respect to each loan where the unit is not accessible by road, pay to the Agent a fee of:
  - \$290.00, when the distance to the unit from the nearest agency office (one way) is less than or equal to 250km;
  - \$330.00, when the distance to the unit from the nearest agency office (one way) is greater than 250km;
- for the services carried out and described as "Technical-Progress Inspection-Functions", where the loan covers more than one family housing unit, the Corporation/Active Party will pay the Agent an additional sum of \$20.00 for each unit in excess of one unit regardless of distance;
- for the services carried out in respect of loans for housing accommodation of the hostel or dormitory type and described as "Technical-Progress Inspection-Functions", where the loan covers more than one bed-unit, the Corporation/Active Party will pay the Agent an additional sum of \$10.50 for each bed-unit in excess of one bed-unit regardless of distance.

- I Administrative  
Functions Only
- Each Additional Unit
  - Each Additional Bed-unit

- II Technical-Initial  
Inspection-Functions Only
- Each Additional Unit
  - Each Additional Bed-unit

- III Technical-Progress  
Inspection-Functions Only
- Each Additional Unit
  - Each Additional Bed-unit

- IV All Delivery Functions  
Carried Out
- Each Additional Unit
  - Each Additional Bed-unit

Category I Unit is Accessible by Road			Category II Unit is not Accessible by Road	
UP TO 100KM	101 TO 250KM	251KM +	UP TO 250KM	251KM +
\$230.00	\$260.00	\$285.00	\$315.00	\$350.00
15.00	15.00	15.00	15.00	15.00
7.00	7.00	7.00	7.00	7.00
\$160.00	\$185.00	\$200.00	\$230.00	\$255.00
35.00	35.00	35.00	35.00	35.00
17.50	17.50	17.50	17.50	17.50
\$210.00	\$240.00	\$265.00	\$290.00	\$330.00
20.00	20.00	20.00	20.00	20.00
10.50	10.50	10.50	10.50	10.50
\$600.00	\$685.00	\$750.00	\$835.00	\$935.00
70.00	70.00	70.00	70.00	70.00
35.00	35.00	35.00	35.00	35.00

**NOTE:** Agency fees are payable on applications approved by the Corporation/Active Party only. No partial payment will be made for delivery functions performed on applications which do not proceed to approval. Agency fees shall be paid either upon final advance or in two stages: upon loan approval and upon final advance.

## TERMS AND CONDITIONS OF LOANS

## 1. Loans pursuant to this agreement:

- (A) shall bear such rates of interest as shall be specified from time to time in writing by the Corporation/Active Party;
- (B) shall be for a term not exceeding the useful life of the housing unit as determined by the Corporation/Active Party and in any case not exceeding twenty years from the date of completion of the repair or improvement of the housing unit;
- (C) shall be repayable by monthly payments of principal and interest; (or as otherwise agreed to between the Corporation/Active Party and the borrower);
- (D) shall be secured:
  - (i) by a promissory note in favour of the Corporation/Active Party where the amount of the loan does not exceed \$10 000; or
  - (ii) by a mortgage in favour of the Corporation/Active Party where the amount of the loan exceeds \$10 000 and a full solicitors report when required; or
  - (iii) by such other security as may be approved by the Corporation/Active Party; and
  - (iv) by separate security for each loan where an applicant is obtaining RRAP loans on the same property, e.g. Homeowner RRAP and RRAP for the Disabled.
- (E) shall require:
  - (i) a full title search, title report and tax certificate when the loan amount exceeds \$25 000 or if deemed appropriate by the Corporation/Active Party; or
  - (ii) a subsearch of title when the loan amount is less than \$25 000.

## 2. The maximum amount of loan (including the forgivable loan), shall not exceed:

Homeowner RRAP

- \$10 000 per unit for urban homeowners and "occupiers" in rural areas who do not own the land on which the unit is located;
- \$25 000 per unit for other rural homeowners;

Rental RRAP

- \$17 000 for each family housing unit in rental accommodation;
- \$ 8 500 for each hostel bed;

RRAP for the Disabled

- \$10 000 for a homeowner-occupied family housing unit;
- \$ 5 000 for each family housing unit in rental accommodation;
- \$ 2 500 for each hostel bed.

## 3. The maximum amount of loan, the repayment of which may be forgiven, shall not exceed:

Homeowner RRAP

- Southern Zone:  
\$5 000 for a homeowner-occupied family housing unit;
- Northern Zone:  
\$6 250 for a homeowner-occupied family housing unit;
- Far Northern Zone:  
\$8 250 for a homeowner-occupied family housing unit;

Rental RRAP

- \$17 000 for each family housing unit in rental accommodation;
- \$ 8 500 for each hostel bed;

RRAP for the Disabled

- \$5 000 for a homeowner-occupied family housing unit;
- \$5 000 for each family housing unit in rental accommodation;
- \$2 500 for each hostel bed.

- (A) Homeowner RRAP
  - Subject to the continued ownership and occupancy of the dwelling the forgivable loan will be earned by the homeowner over five years.
- (B) Rental RRAP
  - Subject to the adherence to the terms and conditions of the rental agreement, and continued ownership of the project the forgivable loan will be earned over fifteen years.
- (C) RRAP for the Disabled
  - (i) Homeowners - Subject to the continued ownership and occupancy of the dwelling the forgivable loan will be earned by the homeowner over five years.
  - (ii) Landlords - Subject to the adherence to the terms and conditions of the rental agreement, and continued ownership of the project the forgivable loan will be earned over fifteen years.

PROVIDED, however, that where

- (D) in respect of a family housing unit, referred to in paragraph 4(A) and 4(C)(i) hereof, the borrower ceases to own or occupy the unit without the prior written consent of the Corporation/Active Party during the period of time in which the borrower is earning the forgivable portion of the loan, the borrower shall be required to repay, forthwith, the balance of the loan. Such repayment shall be in accordance with the terms of the loan security, including that part of the loan the payment of which would have been earned by the borrower. Repayment shall be made following the date on which the borrower ceased to own or occupy the aforesaid unit. The Corporation/Active Party may waive the foregoing requirement for payment of the said balance of the loan, and continue to grant forgiveness of part of the loan to the borrower, where the borrower leases his unit to a lessee subject to terms and conditions satisfactory to the Corporation/Active Party; and
  - (E) in respect of a family housing unit referred to in paragraph 4(B) and 4(C)(ii) hereof and in which the borrower does not reside, the borrower sells or otherwise disposes of the unit without the prior written consent of the Corporation/Active Party, or where the borrower shall be in default under the terms of payment of the loan or the provisions of the Agreement Non-Resident Owners referred to in paragraph 6(D) of the Agreement, the borrower shall be required to repay forthwith the balance of the loan in accordance with the terms of the loan security.
5. (A) The total amount of forgiveness of each loan in respect of a family housing unit referred to in paragraph 4(A) and 4(C)(i) shall be determined in relation to the adjusted household income of the borrower.
  - (B) The total amount of forgiveness of each loan in respect of a family housing unit referred to in paragraph 4(B) shall be determined by the relationship of the post-rehabilitation rents to the average market rents.
  - (C) The total amount of forgiveness of each loan in respect of a family housing unit referred to in paragraph 4(C)(ii) shall be equal to the cost of modifications up to the maximum available.
  6. (A) The Agent shall require a borrower, in respect of a family housing unit in which the borrower resides, to furnish a statement of total household income as defined in Schedule "A", and
  - (B) The application for loan shall provide that it is a condition of the loan that if the statement referred to in paragraph 6(A) was false at the time of the said statement, the whole of the monies remaining unpaid on the loan together with the entire amount which may have otherwise been forgiven under the loan shall forthwith become due and payable.
  7. The Agent shall use its best efforts to ensure, when considering an application for a loan in respect of a family housing unit in which the owner resides, that the total debt service ratio shall not exceed 40% of the total income of the owner-occupier and spouse in whatever form received.

In computing the ratio referred to above, where the Agent considers that an owner would be a satisfactory borrower, notwithstanding a debt service ratio exceeding the debt service ratio set out above, the Agent may recommend that a loan be made to such owner.

8. Where a loan is applied for by the owner of a family housing unit who does not reside in the unit, it shall be a condition of the loan that the borrower enter into an Agreement Non-Resident Owners with the Corporation, which places a ceiling on rentals that may be charged.



Attached to and forming part of an agreement between

and the Agent dated the

17

of September 19 86.

Areas which are more particularly described as:

SCHEDULE "E"

Attached to and forming part of an agreement between Canada Mortgage and Housing Corporation and the Agent

dated the

17

of

September

19 86

Residential Rehabilitation Assistance Program Standards for the Rehabilitation of Residential Buildings - NHA 5132 82 / 07  
attached.

Agents will be selected and expected to perform in accordance with the following Performance Criteria.

A - COMPETENCE AREA: ADMINISTRATIVE KNOWLEDGE AND SKILLS

Task	Conditions/Quality Standards	Knowledge and Skills
1.1 Explain conditions of program	<ul style="list-style-type: none"> <li>- In compliance with the program policies and procedures</li> <li>- Accurately, thoroughly in simple and clear language</li> <li>- Both official languages (in bilingual areas)</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of program policies and procedures</li> <li>- Ability to interpret program policies and procedures</li> <li>- Ability to communicate concepts and complex procedures in simple and clear language</li> <li>- Ability to communicate in both official languages in bilingual regions designated by the Federal Government</li> </ul>
1.2 Explain conditions of the loan	<ul style="list-style-type: none"> <li>- Same as above</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of program policies and procedures</li> <li>- Ability to interpret program policies and procedures</li> <li>- Knowledge of legal implications and responsibilities of a loan (e.g. repayment default)</li> <li>- Ability to communicate in simple and clear language</li> <li>- Ability to communicate in both official languages</li> </ul>
1.3 Establish forgivable and repayable loans and monthly instalments	<ul style="list-style-type: none"> <li>- In compliance with the program policies and requirements</li> <li>- 100% accurate</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of program policies and requirements</li> <li>- Ability to use interest rate factors and/or monthly payment tables</li> <li>- Ability to establish the required financing</li> <li>- Ability to obtain accurate basic loan data</li> </ul>
1.4 Prepare final loan application	<ul style="list-style-type: none"> <li>- Use forms provided for the program</li> <li>- 100% accurate</li> <li>- All copies legible</li> <li>- Corrections made cleanly</li> <li>- All fields completed</li> <li>- Signed by applicant and agent</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of the required information on the form</li> <li>- Ability to make all calculations</li> <li>- Knowledge of program policies and regulations</li> </ul>
1.5 Prepare promissory note	<ul style="list-style-type: none"> <li>- Use form provided for the program</li> <li>- 100% accurate</li> <li>- 2 copies (original)</li> <li>- All fields completed</li> <li>- Signed by applicant</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of related laws</li> <li>- Knowledge of required information on the form</li> </ul>
1.6 Prepare mortgage instructions to solicitor	<ul style="list-style-type: none"> <li>- Use form provided for the program</li> <li>- 100% accurate</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of mortgage law</li> <li>- Knowledge of mortgage contents</li> <li>- Knowledge of information required by the solicitor</li> <li>- Ability to explain to solicitor program requirements</li> <li>- Ability to explain to applicant the contents of the mortgage</li> <li>- Ability to verify if the mortgage prepared is complete and conforms to the instructions provided</li> </ul>
1.7 Assess applicants' financial capacity	<ul style="list-style-type: none"> <li>- Use program form</li> <li>- All fields completed</li> <li>- Maximum rent identified</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of program policy</li> <li>- Knowledge of provincial law and regulations</li> <li>- Ability to interpret interface between program and provincial requirements</li> </ul>

Task	Conditions/Quality Standards	Knowledge and Skills
1.8 Recommend approval or rejection of the loan application	<ul style="list-style-type: none"> <li>- Conform to all eligibility criteria</li> <li>- 100% accurate</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of program priorities</li> <li>- Knowledge of eligibility criteria of the property, owner revenue, owner capacity to repay - See 2.1</li> <li>- Ability to interpret eligibility criteria</li> <li>- Ability to make difficult decision and to justify it</li> <li>- Ability to communicate decision to the applicant</li> </ul>
1.9 Monitor budget take-up	<ul style="list-style-type: none"> <li>- Within budget allocation</li> <li>- Within program targets</li> <li>- Quarterly take-up plan develop</li> </ul>	<ul style="list-style-type: none"> <li>- Ability to plan</li> <li>- Ability to control a budget</li> <li>- Ability to focus efforts on targets</li> </ul>
1.10 Complete program forms	<ul style="list-style-type: none"> <li>- Compliance with the program policies and guidelines</li> <li>- 100% accurate</li> <li>- All fields completed</li> <li>- Legible</li> <li>- Corrections made cleanly</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of the required information on the form</li> <li>- Ability to make calculations</li> <li>- Knowledge of program policies and guidelines</li> </ul>
1.11 Recommend loan disbursements	<ul style="list-style-type: none"> <li>- See 2.4</li> <li>- Using program form</li> <li>- Within a three-day turnaround time</li> </ul>	<ul style="list-style-type: none"> <li>- See 2.4</li> <li>- Ability to run an efficient operation</li> </ul>
1.12 Maintain filing and BF systems	<ul style="list-style-type: none"> <li>- Compliance with program guidelines and requirements</li> </ul>	<ul style="list-style-type: none"> <li>- Ability to run an efficient office</li> </ul>
1.13 Prepare Agreement Non-Resident Owner	<ul style="list-style-type: none"> <li>- Use program form</li> <li>- All fields completed</li> <li>- Maximum rent identified</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of program policy</li> <li>- Knowledge of provincial landlord and tenant law and regulations</li> <li>- Ability to interpret interface between program and provincial requirements</li> </ul>
1.14 Establish project viability (rental loans)	<ul style="list-style-type: none"> <li>- Use program form</li> <li>- Establish current and anticipated project revenues and expenses and/or appraisal. Detailed rent schedule attached</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of what project revenues consist of</li> <li>- Knowledge of what project expenses consist of</li> <li>- Ability to obtain and identify the required information</li> <li>- Ability to foresee revenues and expenses following the renovation</li> <li>- Knowledge of the rental market area</li> </ul>

Task	Conditions/Quality Standards	Knowledge and Skills
2.1 Assess condition of the property and identify RRAP eligible work	<ul style="list-style-type: none"> <li>- All building systems inspected</li> <li>- In conformity with the applicable municipal, provincial and federal codes</li> <li>- In conformity with the program standards</li> <li>- Clear and accurate inspection report prepared</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of the common construction techniques used in an area</li> <li>- Knowledge of the building systems and their function</li> <li>- Knowledge of the common deficiencies encountered and their causes</li> <li>- Knowledge of applicable codes</li> <li>- Ability to interpret these codes</li> <li>- Knowledge of the RRAP Standards</li> <li>- Ability to interpret RRAP Standards</li> <li>- Ability to identify the causes of deficiencies and recommend measures to correct them</li> <li>- Ability to write clearly and accurately</li> <li>- Ability to use assistance of expert when required</li> </ul>
2.2 Select cost-effective corrective measures	<ul style="list-style-type: none"> <li>- Within program policies and guidelines</li> <li>- Meeting the needs of the applicant</li> <li>- Workable solutions</li> <li>- Respecting the architectural characteristics of the building and the neighbourhood</li> <li>- Within applicant's ability to pay</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of program policies and guidelines</li> <li>- Ability to assess applicant's needs</li> <li>- Knowledge of materials and methods</li> <li>- Knowledge of material and labour costs</li> <li>- Ability to appreciate architectural characteristics</li> <li>- Ability to select aesthetic solutions and material</li> <li>- Ability to work within a tight budget</li> </ul>
2.3 Write a description of the work	<ul style="list-style-type: none"> <li>- Conform to applicable codes</li> <li>- Clear, accurate and concise description</li> <li>- Materials performance standards identified</li> <li>- Special installation procedures described when non-standard industry practices are required</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of applicable codes</li> <li>- Knowledge of materials and construction techniques</li> <li>- Knowledge of industry practices</li> <li>- Knowledge of applicable codes and material standards</li> <li>- Ability to write clear and accurate specifications</li> <li>- Knowledge of specification writing techniques and methods</li> </ul>
2.4 Establish cost of the work	<ul style="list-style-type: none"> <li>- Cost of materials identified per work item</li> <li>- Cost of labour identified per work item</li> <li>- Cost of contractors' overhead and profit identified per work item</li> </ul>	<ul style="list-style-type: none"> <li>- Knowledge of a cost estimating technique</li> <li>- Knowledge of material and labour costs in an area</li> <li>- Knowledge of industry in an area</li> <li>- Ability to develop unit costs and data bank</li> <li>- Knowledge of factors that affect prices</li> </ul>
2.5 Examine bid of contractors	<ul style="list-style-type: none"> <li>- Variance with inspectors' estimate within program guidelines</li> </ul>	<ul style="list-style-type: none"> <li>- Same as 2.4</li> <li>- Ability to negotiate prices</li> <li>- Ability to correct estimate</li> </ul>
2.6 Monitor progress of the work	<ul style="list-style-type: none"> <li>- Conformity with description of the work</li> <li>- Quality of material ensured</li> <li>- Quality of workmanship ensured</li> <li>- Change orders agreed by all parties before work is implemented</li> <li>- Change orders cost-estimated</li> <li>- Credit or price increase identified and agreed by all parties</li> </ul>	<ul style="list-style-type: none"> <li>- Ability to interpret description of the work</li> <li>- Knowledge of what is acceptable workmanship</li> <li>- Ability to negotiate change orders with all parties and assess the cost</li> <li>- Ability to assess the value of completed work</li> <li>- Ability to prepare a change order</li> <li>- Knowledge of the process to obtain loan increase or decrease</li> </ul>

NO. 10

DATE: 1986 09 08  
TO: CITY COUNCIL  
FROM: CHAIRMAN, FINANCE AND AUDIT COMMITTEE  
RE: REPORT ON THE  
CITY OF RED DEER SUBDIVISION FUND

### PURPOSE

The purpose of this report is to provide information to Council on the background and current status of the City of Red Deer Subdivision Fund.

### HISTORY

In the postwar period from 1946 to 1957, the City of Red Deer experienced continuous growth at an unusually rapid rate with the population increasing from 4,042 to 13,580 or 236% (average 21% per year). This rapid growth resulted in the need for very significant funds to be spent for the following purposes:

1. Upgrade the Water Treatment Plant to meet heavy demands in hot weather or for a large fire.
2. Improve the existing roads which were rapidly disintegrating with many of the main roads, even downtown, being impassible after heavy rains.
3. The absence of storm sewers necessitated the draining of surface water from streets into the sanitary sewer system. This system, already overloaded by the increased volume of sewage, backed up in numerous areas of the City in heavy rains and flooded a large number of basements. Raw sewage was also being discharged into the river.
4. New areas of the City would have to be serviced to meet the demands of the growing population.

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The only method of financing the urgently required improvements was by borrowing. The City could not afford to carry out major capital programs in existing areas and at the same time finance utilities and roads in new subdivisions which had, up to 1957, been financed mainly from borrowed funds repaid by property taxation. Some City owned development had occurred prior to 1957 on the East Hill with servicing costs recovered from the lot sales.

In 1957 the City decided to extend the method of development that had occurred on the East Hill by purchasing substantial areas of land in West Park and Eastview and installing services with the cost of land and services to be recovered from lot sales revenue. This enabled the City to finance residential expansion without the drain on the City's long-term borrowing powers and without placing demands on property taxation.

Between 1957 to 1967 the population increased from 13,580 to 26,173 or 93% (Average 9% per year). During this period the demand for new areas of the City to be serviced to meet the almost doubled population was paid for from the lot sales proceeds. This avoided the need to issue borrowings to finance \$6.4 million of expenditure. If the \$6.4 million had been borrowed, it would have added significantly to the \$9.5 million of debt outstanding in 1967 which was repayable from property taxes and utility rates.

From 1967 to 1972 the City experienced a period of slow growth from 26,173 to 26,907 or 3% (Average .6% per year). During this time the accumulated subdivision expenditures increased from \$6.4 to 8.6 million.

Starting in 1972 another period of rapid growth occurred in Red Deer that has continued to the present. The growth, while not as startling as the postwar period, was nevertheless significant. The population increased from 26,173 in 1972 to 54,192 in 1986. This increase of 107% represented an average yearly increase of 5%. In recent years the actual yearly increase has been 3%. Since 1972 the accumulated subdivision expenditure has increased to \$100 million from \$8.6 million. This expenditure would have been financed from property taxes or utility rates if funding had not been provided by the Subdivision Fund. In addition, it would have increased the \$76 million outstanding debt at December 31, 1985 by about \$75 million.

. . . 3



- 3 -

PRESENT STATUS

Since December 31, 1985; when the net investment in subdivisions was \$25.5 million, the investment has been reduced and is now approximately \$24.5 million. By net investment is meant the net of accumulated expenditures and revenues since 1957.

The recoverable assets of the subdivision fund consist of the following:

LISTING OF MAJOR SUBDIVISION FUND ASSETS

<u>ASSET DESCRIPTION</u>	<u>CURRENT MARKET VALUE (IN MILLIONS OF \$)</u>
1. Approximately 1,600 acres of raw land held for future development.	\$16.6
2. Residential lots available for sale -	
a) Rosedale - 1 lot	
b) Glendale - 42 lots	
c) Normandeau - 3 mobile home lots	
An additional 5 lots in Glendale to be sold.	
- Total value based on asking price	1.4
3. Servicing costs incurred	
- to be recovered - approximately	19.0
<b>TOTAL SUBDIVISION FUND ASSETS</b>	<b>37.0</b>

The current market value of the major subdivision fund assets is

- 4 -

\$37 million or \$12.5 million more than the current net investment of approximately \$24.5 million.

The current apparent subdivision surplus of \$12.5 million does not mean the City can afford to subsidize and sell its land below market value. This surplus must be retained as a contingency to cover possible unforeseen losses in the future. This will avoid the need to fund servicing costs from property taxation as occurred prior to 1957.

It should be recognized the market value of raw land of 16.6 million on the above table is significantly less than the original purchase price and accumulated carrying charges. A net loss in value in excess of \$9 million is recognized in the \$16.6 million. The \$9 million net loss is the net of gains and losses on various land purchases. The net loss can be mainly attributed to the purchase of 288.53 acres from Carma Developers. The net loss in value to date on this land purchase is \$10.5 million based on current market values. In addition, the City purchased 60 acres that was part of lands required for the Urban Park system. The loss in value of this land is \$1 million.

It should be noted that most of the loss experienced by the Subdivision Fund was not due just to the operation of the Fund itself. The purchase of the Carma land occurred mainly to protect the expected right-of-way required for railway relocation. The purchase of the 60 acres, which was part of a land purchase for Urban Parks, was done to assist the accumulation of lands required for the Urban Parks system. In addition, the subdivision fund was used to assist in the relocation of the Westerner by banking land expected to be sold to pay for the Westerner relocation costs. If these three activities had not been charged to the Subdivision Fund, the net investment of approximately \$24.5 million would be about \$17.6 million less. The obvious benefits that occurred because of these purchases were:

1. Land was assembled to make the rail relocation project more viable.
2. Land required for the Urban Parks program was acquired that otherwise might not have been acquired.
3. The Westerner relocation might not have occurred.

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At the present time the City has available for sale the following residential lots:

CITY OWNED RESIDENTIAL LOTS PRESENTLY FOR SALE

<u>LOCATION</u>	<u>NUMBER OF LOTS</u>
Normandeau (Mobile Home)	3
Rosedale	1
Glendale	42
	<hr/>
Total Lots	46
	<hr/>

It is anticipated the City will have an additional 5 lots available in Glendale in Summer, 1987.

The only other residential lots that Council has approved commencing of servicing for sale is the new Deerpark subdivision. It is anticipated that about 130 lots in the first stage of this subdivision will be available in late 1987 or early 1988. This will mean the City could be without lots for sale for most of 1987.

The City is planning on servicing lots in Kentwood (subject to Council approval). Development of these lots is being held up waiting for the commencement of a nearby private development. Services for the City subdivision will have to pass through the private subdivision.

FUTURE

City Council has approved a number of policies that govern the operation of the Subdivision Fund. The main policies are:

1. The City should try and maintain a 10 year supply of City owned land for development.
2. All residential and industrial land is to be sold at market value.
3. Profits from residential land sales will be used to offset losses on industrial land sales.

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4. The City will try to maintain a sales ratio of 60% by private developers/40% by the City for residential lots. The City provides 100% of industrial land because of a lack of interest by private developers.

Council, in its decisions, has been generally following the above policies. It is important that the policies be maintained to reduce the net subdivision investment to a more manageable level. To achieve this:

1. Land must be sold at market value.
2. The City must maintain a cash flow by making a reasonable number of City owned lots available.
3. Expenditures should only be incurred as necessary to maintain (2).

Attached is Appendix "A" that provides a rough projection of net subdivision investment for the next few years. If the City continues to follow the existing policies for management of the Subdivision Fund, and sales of land maintain or exceed the present level, it is expected the investment in subdivision development will be gradually reduced to a more appropriate level.

#### BENEFITS OF THE SUBDIVISION FUND

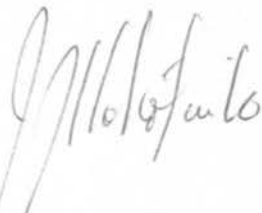
Benefits that have accrued to the City of Red Deer because of operating a Subdivision Fund are:

1. The recovery of \$75 million in costs that otherwise could have been recoverable by property taxes or utility rates.
2. The development of City owned subdivisions that are more attractive than would otherwise have occurred if provided by private developers.

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3. The assisting of various City capital projects such as rail relocation, urban park development and Westerner relocation that otherwise would have meant higher property taxes.
4. Orderly development of the City.
5. Competition to the private sector in providing serviced lots that has:
  - a) Made lots available to small builders or individuals.
  - b) Kept lot sale prices at reasonable levels.

It is anticipated with continued careful management of the Subdivision Fund and a reasonable economic climate that the Subdivision Fund will continue to benefit the taxpayers and future homeowners of Red Deer for many years to come without requiring subsidization by property taxation or utility rates.



Alderman J. Kokotailo  
Chairman, Finance and  
Audit Committee

AW:mrk

Att'd.

## PROJECTION OF NET SUBDIVISION INVESTMENT

(IN MILLIONS OF \$)

	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
NET INVESTMENT - BEGINNING OF YEAR	\$25.5	\$24.5	\$28.0	\$24.6	\$22.9
<u>ADD:</u> Debt Charges and Working Capital					
Interest	2.4	2.5	2.6	2.3	2.1
Servicing Costs	3.0	3.5	3.0	3.0	3.0
	5.4	6.0	5.6	5.3	5.1
<u>DEDUCT:</u> Recoveries	6.4	2.0	9.0	7.0	7.0
NET INVESTMENT END OF YEAR	24.5	28.0	24.6	22.9	21.0
INCREASE (DECREASE) IN NET INVESTMENT	(1.0)	3.5	(3.4)	(1.7)	(1.9)

September 17, 1986


TO: Finance & Audit Committee

FROM: City Clerk

RE: Report on the City of Red Deer Subdivision Fund

The above noted report was presented to Council at their meeting on September 15, 1986, for information purposes.

Council members wish to convey their appreciation to you for your time and effort required in compiling this report and to thank you for the details on the history and status of the Subdivision Fund.



C. Sevcik  
City Clerk

c.c. Dir. of Finance



NO. 11

TO: City Clerk

FROM: R. Strader  
Bylaws & Inspections Manager

DATE: September 9, 1986

We have received numerous complaints from residents within the neighborhood that the house located at 4806 - 52 Street is potentially hazardous to the safety of the public and somewhat deteriorated. Owner is Mr. John Wong of 10255 - 96 Street, Edmonton, Alberta, T5H 2H1. We recommend Council declare the house unsightly and unsafe as defined in the Nuisance Bylaw 2060, authorized by Section 161 of the Municipal Government Act, giving the owner thirty (30) days to demolish the dilapidated house and level the site. Should the owner fail to remedy the condition, City forces will be authorized to do the required work. All costs incurred to be charged against the property as taxes due and owing. Letters were sent to the owner August 13, 1986, and May 23, 1986.

Under Section 161 (6) of the Municipal Government Act, Council must give the owner fourteen (14) days notice of its intent to consider an order to demolish the house.

We recommend Council send Mr. Wong such a notice indicating that the following resolution will be considered at the Council meeting of October 13, 1986.

If Council agrees the house is unsightly and in an unsafe condition, we recommend the following resolution be approved:

"Resolved that, Council being of the opinion that the building hereinafter described is unsightly and constitutes a nuisance by reason of being a dilapidated building and dangerous to public safety, Mr. John Wong being the owner of 4806 - 52 Street, in the City of Red Deer, Province of Alberta (hereinafter called 'the premises'), be and is hereby ordered and directed within thirty (30) days of a copy of this resolution being mailed to him by registered mail, to demolish the dilapidated building and have the site cleared of debris, failing which the Bylaws and Inspections Manager of the City is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to Mr. John Wong and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such."



R. Strader  
Bylaws & Inspections Manager  
City of Red Deer

RS/lis

COMMISSIONERS' COMMENTS

We would concur with the recommendations of the Bylaws and Inspections Manager.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 17, 1986

Mr. John Wong  
10255 - 96 Street  
Edmonton, Alberta  
T5H 2H1

Dear Mr. Wong:

Re: Hazardous Condition/4806 - 52 Street

At the Meeting of Red Deer City Council on September 15, 1986, a report from the Bylaws & Inspections Manager was considered by Council regarding the above property.

Please take notice that Council of the City of Red Deer will, at its meeting to be held at the Council Chambers, City Hall, Red Deer, Alberta the 14th day of October 1986, commencing at 7:00 p.m., consider making the Order hereunto annexed and forming part hereof.

And further take notice that you will be given the opportunity of appearing and being heard by Council at the meeting before the making of the Order.

Yours truly,

  
C. Sevcik  
City Clerk


Encl.

REGISTERED

c.c. Bylaws & Inspections Manager

ORDER WHICH COUNCIL WILL CONSIDER PASSING AT THE OCTOBER 14, 1986, MEETING

RESOLVED that, Council being of the opinion that the building hereinafter described is unsightly and constitutes a nuisance by reason of being a dilapidated building and dangerous to public safety, Mr. John Wong being the owner of 4806 - 52 Street, in the City of Red Deer, Province of Alberta (hereinafter called 'the premises'), be and is hereby ordered and directed within thirty (30) days of a copy of this resolution being mailed to him by registered mail, to demolish the dilapidated building and have the site cleared of debris, failing which the Bylaws and Inspections Manager of the City is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to Mr. John Wong and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such.



NO. 12

DATE: 1986 09 09  
TO: CITY CLERK  
FROM: DIRECTOR OF FINANCE  
RE: PRIORITY EMPLOYMENT PROGRAM

The F.C.S.S. Department has requested approval to submit an application under the above Provincial program.

The proposal is to hire a Research Assistant for an eight week period commencing November 3, 1986 to assist in:

1. Program review of two community services.
2. Determining the need for Downtown day care.
3. Developing a plan for Preventive Child Welfare.

The cost of hiring is estimated as follows:

Gross salary and benefit cost	\$2,515.50*
Estimated Recovery from P.E.P.	1,254.00
	<hr/>
Net Cost after P.E.P. grant	1,261.50
	<hr/>

\*Subject to negotiation with C.U.P.E.

The net cost can apparently be funded from existing budget funds approved for 1986. The net cost to the City will be less than the \$1,261.50 due to F.C.S.S. Provincial cost sharing.

#### REQUESTED ACTION

Council approval is respectfully requested to submit the proposed projects for funding under the P.E.P. program with the City share to be funded from the approved 1986 budget.

The actual cost will be subject to negotiation with C.U.P.E. on the rate of pay.



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

AW:mrk

COMMISSIONERS' COMMENTS

We would concur with the recommendations on the understanding that the cost can be absorbed without an increase in the approved budget.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Clerk

September 17, 1986

TO: Director of Finance

FROM: City Clerk

RE: Priority Employment Program

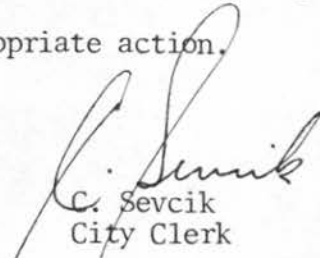
At the Council Meeting of September 15, 1986, your report of September 9, 1986, was considered and the following resolution was passed:

"RESOLVED that Council of the City of Red Deer, having considered report dated September 9, 1986, from the Director of Finance re: Priority Employment Program, hereby approve submission of an application under the aforementioned program to hire a Research Assistant for an eight week period commencing November 3, 1986, to assist in:

- 1) A program review of two community services
- 2) Determining the need for Downtown day care
- 3) Developing a plan for Preventive Child Welfare

at an estimated gross salary and benefit cost of \$2,515.50, net cost to the City after P.E.P. grant, \$1,261.50, and as recommended to Council September 15, 1986, by the Administration, and subject to the cost being absorbed without an increase in the approved FCSS Budget."

The above is submitted for your information and appropriate action.

  
C. Sevcik  
City Clerk

c.c. F.C.S.S. Mgr.



August 29, 1986

TO: BYLAW & INSPECTION MANAGER  
DIRECTOR OF COMMUNITY SERVICES  
DIRECTOR OF ENGINEERING SERVICES  
DIRECTOR OF FINANCE  
ECONOMIC DEVELOPMENT MANAGER  
E.L. & P. MANAGER  
FCSS MANAGER  
FIRE CHIEF  
PARKS MANAGER  
PERSONNEL MANAGER  
RECREATION MANAGER  
RCMP CITY DETACHMENT (INSPECTOR LARRY PEARSON)  
TRANSIT MANAGER

FROM: CITY CLERK

**RE: 1986/87 PRIORITY EMPLOYMENT PROGRAM (PEP)**

The attached letter and guidelines highlight the above captioned program.

An application form may be obtained from Joan Leadley, Grants Assistant.

If you are thinking in terms of obtaining 1986 funding, please submit your completed application form(s) to Alan Wilcock, Director of Finance by September 8, 1986 for inclusion on the Council agenda of September 15.

Those completed application form(s) which include the use of funding for 1987 only should be submitted to Jack Pallo. Any application submitted after the Provincial deadline date of September 30, 1986 will be assessed depending on availability of funding and compliance with the program guidelines.

In preparing your application, please bear in mind the following three points:

- (1) Projects can form part of your 1987 budget.
- (2) Travel and other expenses (wage fringe benefits excluded) remain the responsibility of the employer.
- (3) It will be necessary for you to provide sufficient additional funds from your budget to underwrite the rate of wages to be paid. Alberta Manpower will reimburse the employer the amount of the minimum wage or \$3.80 per hour.

  
C. SEVCIK,  
City Clerk

c.c. City Commissioner  
Grants Manager  
Recreation Office Supervisor

For Information Only:  
Chief Librarian  
Day Care Administrator  
Director of Museums



AUG 22 1986

Park Square Building, 17th Floor, 10001 Bellamy Hill, Edmonton, Alberta, Canada T5J 3W5

Dear Sir/Madam:

Enclosed are application forms and guidelines for the Community Employment Element of the 1986/87 Priority Employment Program (P.E.P.). Accompanying brochures on the program are also included.

Under this provincial job creation program, Alberta Manpower will be providing funding assistance to eligible employers for the hiring of unemployed Albertans on approved project activity during the winter months. The following guidelines of this year's program are highlighted.

1. Projects may run from November 3, 1986 to April 30, 1987.
2. Projects must be full-time (at least 35 hours per week) and a minimum of eight weeks duration. Supervision must be provided during the project period.
3. Employees must be Alberta residents for the proceeding three years and must not have worked full-time in the previous three months for the employer.  
NOTE: Employers may work 20 hours or less per week prior to being hired under this program.
4. The employer will be reimbursed \$3.80 per hour plus an additional 10% to help defray the employer's cost of benefits. Priority will be given to employers who top up wages.
5. The deadline date for submission of applications is September 30, 1986 if a start date of November 3, 1986 is required. Any application received after September 30, 1986 will be assessed depending on availability of funding and compliance with the program guidelines.

You are requested to appoint an administrator who would be responsible for all P.E.P. applications submitted by your organization. This person would ensure that P.E.P. information is made available to staff in all departments. In addition, the person would be responsible for coordinating your submission. All completed applications should be returned to the administrator, prioritized numerically in order of importance, then forwarded to Alberta Manpower at the above-noted address in one submission.

Should you require any assistance please feel free to contact our office at 422-1184 or Zenith 22078 (toll free).

Yours truly,

Archie Clark  
A/Director  
Employment Initiatives Branch

AC/cb  
Attach.  
(a)

- (d) Municipal Government,
  - (b) Indian Bands and Metis Settlements,
  - (c) Incorporated Non-profit Organizations, and
  - (d) Publicly funded organizations including school boards, hospitals and post secondary institutions.
2. Only employers as defined or approved for participation by the Employment Initiatives Branch are eligible for participation under this element.
  3. All applicants must demonstrate competent management, sound financial and administrative control, and be able to provide the necessary supervision, training and support for project employees.

#### B. How Does The Funding Work?

1. The funding is available between November 3, 1986 and April 30, 1987.
2. Alberta Manpower will fund participating employers \$3.80 per hour for an APPROVED position. Employers are encouraged to pay more than \$3.80 per hour, and they are responsible for this additional amount.
3. The employer will be reimbursed an additional 10% of the funded wage rate to help defray employer cost towards vacation pay, general (statutory) holiday pay and employer contributions to the Canada Pension Plan and Unemployment Insurance.
4. EMPLOYERS MUST PAY THE FULL WAGES OF THE P.E.P. EMPLOYEE EACH PAY PERIOD. AT THE END OF EACH CALENDAR MONTH, THE EMPLOYER MUST SUBMIT A CLAIM FORM TO ALBERTA MANPOWER IN ORDER TO RECEIVE REIMBURSEMENT FOR THE GOVERNMENT PORTION OF THE WAGE.
5. The employer is responsible for any financial arrangements necessary to cover the P.E.P. employees wages prior to reimbursement.

#### C. What Positions Can Be Funded?

1. Only positions which are filled AFTER NOTIFICATION OF APPROVAL from the Employment Initiatives Branch will be funded under this program.
2. P.E.P. positions must be full-time for the program period. Full-time employment is defined as a minimum of 35 hours per week. A maximum of 40 hours per week will be funded.

NOTE: JOB SHARING IS NOT PERMITTED UNDER THIS PROGRAM.

3. P.E.P. positions must provide at least eight weeks continuous employment within the program period.
4. A P.E.P. position must not eliminate, amend or otherwise affect the security or hours of work of any person employed by the employer if P.E.P. did not exist.
5. P.E.P. employee activity must not take place in nor contribute to the enhancement or maintenance of personal property or residences owned, in whole or in part, by members of the organization or management personnel of the board or council.
6. Positions receiving other wage support from any provincial or federal department, board or agency can not be funded under this program.
7. Applications for positions or employees funded under previous employment subsidy programs will be considered only after a six months period following the end date of the previous funding.

#### D. Who is Eligible To Be A P.E.P. Employee?

1. P.E.P. employees must be:
  - (a) unemployed and at least 16 years of age prior to being hired under this program,
  - (b) legally entitled to work in Canada,
  - (c) residents of Alberta for the past three years, and
  - (d) available to work full-time for the period approved under P.E.P.
2. P.E.P. employees must NOT:
  - (a) be supervised by an immediate family member ("immediate family" is defined as father, mother, son, daughter, husband, wife, brother or sister),
  - (b) be attending school full-time,
  - (c) have another full-time job while on funding,
  - (d) be a member of the board or council of the organization,
  - (e) have been employed full-time by the employer in the previous three months.
3. P.E.P. employees may work 20 hours or less per week for the employer prior to being hired under this program.

#### E. How Does One Apply?

1. Employers must apply on an original 1986/87 P.E.P. Community Employment Element Application form. Photocopied application forms will NOT be accepted.
2. Application forms are available from the Employment Initiatives Branch and all offices of Alberta MANPOWER.
3. Instructions on how to complete the form are provided on the reverse of this page. Further questions should be directed to the Employment Initiatives Branch BEFORE the application is submitted.
4. All application forms must be signed by a person with signing authority for the organization. A consultant must not sign nor be the contact

cation. Applications received after September 30, 1986 will be assessed depending on availability of funding and compliance with the programs' guidelines.

7. Applications are to be submitted for review to:  
 EMPLOYMENT INITIATIVES BRANCH  
 Alberta Manpower  
 17th Floor, Park Square Building  
 10001 Bellamy Hill  
 Edmonton, Alberta T5J 3W5  
 Phone: 427-4740 or Zenith 22078 (toll free)

#### F. How Are Applications Reviewed and Approved?

1. Employers will be contacted by staff from the Employment Initiatives Branch in order to obtain more information for reviewing the application. Revisions to applications may be required.
2. Each P.E.P. application will be approved, reduced or rejected based on the following criteria:
  - (a) compliance with the program guidelines,
  - (b) program funding availability, and
  - (c) participation of the employer in other job creation programs.
3. Priority will be given to:
  - (a) EMPLOYERS WHO TOP UP WAGES, and
  - (b) positions which provide meaningful work experience or career development opportunities for the employee.
4. Final authority for project approval is vested in the Minister of Manpower or his delegate. Appeals for proposals not approved must be submitted in writing to the Employment Initiatives Branch.
5. Amendments to the contract (or approved application) must be requested in writing and must be approved by the Employment Initiatives Branch prior to implementation.

NOTE: EMPLOYERS MUST NOT HIRE UNTIL NOTIFICATION OF APPROVAL IS RECEIVED

#### G. What Are The Conditions Of Employment?

1. P.E.P. employers are responsible for:
  - (a) recruiting their P.E.P. employee (The use of local Canada Employment Centres and the Employment Opportunities offices of Alberta Social Services and Community Health is encouraged),
  - (b) complying with the P.E.P. program guidelines, the Employment Standards Act, and all other statutes, legislation, regulations and by-laws that may be applicable,
  - (c) administering and supervising their employees,
  - (d) informing P.E.P. employees of their program participation,
  - (e) obtaining an employer registration number from Revenue Canada, completing employee commencement documentation, records of employment (required for UIC benefits) and T4 slips,
  - (f) placing P.E.P. employees on their payroll, making appropriate deductions and issuing paycheques,
  - (g) obtaining third party liability insurance, and
  - (h) ensuring safe working conditions for their employees, and
  - (i) allowing staff of Alberta Manpower and the Auditor General to interview project employees and inspect employment records during and after the program period.
2. Employees are subject to normal procedures and regulations of the employer concerning statutory holidays and occasional leave.
3. Employees should be responsible for payment of their own Alberta Health Care Insurance premiums unless covered by the employer.
4. Alberta Manpower will provide Workers' Compensation coverage for P.E.P. employees.
5. An employer may dismiss or suspend an employee if he/she is unable to satisfactorily perform his/her duties. In such instances the employer should give the employee notice in writing.
6. If a P.E.P. position becomes vacant it can be refilled subject to the employee eligibility criteria. If it is not filled within one month from the approved start date or from the date the position became vacant, the position is subject to cancellation.

#### H. How Does The Claim Reimbursement Process Work?

1. Claim forms must be submitted to the Employment Initiatives Branch within 15 days following each monthly period being claimed.
2. The maximum number of hours on a monthly basis for which a position may be reimbursed is based on 8 hours per day times the number of normal working days.
3. The employer can only claim for hours actually worked by the employee.
4. The employer cannot claim for the employees vacation leave, sick leave or paid overtime. However, overtime may be reimbursed if time off in lieu is taken in the same month and an overtime agreement is provided.
5. Expenditures exceeding contracted amounts are the responsibility of the employer.



## P.E.P. COMMUNITY EMPLOYMENT ELEMENT APPLICATION INSTRUCTIONS

**NOTE:** These instructions will ensure the accurate completion of application forms for the 1986/87 P.E.P. Community Employment Element. Any areas not outlined in these instructions should be left blank. Failure to carefully read these instructions may result in an incomplete or incorrect application. Project approval may be delayed or denied. Any questions should be directed to the Employment Initiatives Branch BEFORE the application is completed.

1. **LEGAL (Registered) NAME OF THE EMPLOYER** — the exact name under which your organization is registered with Consumer and Corporate Affairs.
2. **PRIORITY RATING** — if your organization is submitting more than one application, each one should be prioritized numerically in order of importance.
3. **MAILING ADDRESS** — the address to which all correspondence regarding your application is to be sent (including cheques).
4. **WORKSITE OR STREET ADDRESS** — the location where the P.E.P. employee would actually be working (if different from the mailing address).
5. **REVENUE CANADA EMPLOYER REGISTRATION NUMBER** — the account number under which you send C.P.P., U.I.C. and income tax deductions to Revenue Canada.
6. **TOTAL NUMBER OF CURRENT EMPLOYEES** — the number of full-time and part-time paid employees on staff. (Do not include staff acting in a volunteer capacity.)
7. **MAIN ACTIVITY OF ORGANIZATION** — the purpose or type of work done by your organization.
8. **SOCIETY REGISTRATION NUMBER** (if applicable) — your organization's corporate access number on record with Consumer and Corporate Affairs.
9. **CONTACT PERSON** — the name and phone number of the person to contact during business hours regarding ALL P.E.P. applications from your organization. (This individual should have responsibility for all P.E.P. applications).
10. **P.E.P. EMPLOYEE SUPERVISOR** — the name of the person who will directly supervise the P.E.P. employee.
11. **P.E.P. EMPLOYEE JOB TITLE** — e.g. Labourer, Research Assistant, etc.
12. **NUMBER APPLYING FOR** — the number of P.E.P. employees that would be hired to do the job on this application. NOTE: a separate application should be submitted for each P.E.P. job unless the employees have the same job title, work the same time period and are paid the same wage rate.
13. **PROPOSED START DATE** — the date that the P.E.P. employee would commence employment.
14. **PROPOSED END DATE** — the date that the P.E.P. employee would end employment.
15. **HOURS PER DAY** — the number of hours the P.E.P. employee would work each day.
16. **DAYS PER WEEK** — the number of days per week the P.E.P. employee would work.
17. **HOURS PER WEEK** — the number of hours the P.E.P. employee would work each week. A minimum of 35 hours per week is required. NOTE: Days per week (space 16) x hours per day (space 15) should equal hours per week (space 17).
18. **ACTUAL RATE OF PAY PER HOUR** — the gross hourly wage the P.E.P. employee will be paid (this is the total of the subsidized amount and any supplement amounts contributed by the employer).
19. **P.E.P. EMPLOYEE JOB DUTIES** (attach a page if necessary) — list the day to day tasks and responsibilities of the P.E.P. employee.
20. **TRAINING AND SKILLS INVOLVED** (attached a page if necessary) — indicate the skills that would be developed by doing this job and any specific training that will be provided.
21. **SIGNATURE OF EMPLOYER** — the application must be signed by a person with signing authority for the employer. NOTE: This signature also indicates a commitment to the terms and conditions listed on the back of the application form.

Forward the first two copies of the application form (white and yellow) to the Employment Initiatives Branch. Retain the third copy (pink) and the Program Guidelines (top page) for your records.

WRITTEN ENQUIRIESNO. 1

September 2, 1986

WRITTEN ENQUIRY FROM ALDERMAN R. McGREGOR

RE: NEWLY INSTALLED TRAFFIC LIGHTS  
32nd ST. & RED DEER COLLEGE ENTRANCE

This traffic light was badly needed, however it is not completely fulfilling the need as it was installed without a "Left Turn Arrow". I experienced a four light change delay at this intersection this day at about 12:45 to 1:00 P.M. due to the heavy east-bound traffic on 32nd Street. Traffic westbound wishing to enter the College was backed up east of 54 Avenue on 32 Street.

In order for this light to be effective, consideration for a "left turn arrow" is imperative. Comments from Administration would be appreciated.

"R.N. McGREGOR"

September 8, 1986

TO: City Clerk


FROM: Director of Engineering Services

RE: NEWLY INSTALLED TRAFFIC LIGHTS AT  
32 STREET AND THE ENTRANCE TO RED DEER COLLEGE

The traffic signal controller installed at this intersection was a new actuated controller which was intended to serve the current traffic at the intersection.

Due to technical problems with the new controller, we were unable to have the intersection functioning as designed by September 1, of this year. In the interim, a fixed-time electro-mechanical controller was installed. A fixed-time controller allocates the same amount of time to each of the phases throughout the day, regardless of the traffic demand. This accounts for the large queue of traffic on 32 Street, Tuesday and Wednesday, September 2 and 3, as it was necessary to allocate sufficient time to the Red Deer College entrance to allow pedestrians to cross 32 Street.

As of 8:00 p.m. on Wednesday, September 3, 1986, the actuated controller was re-installed and working as designed, with a westbound advanced left-turn phase for the traffic entering the college. Subsequent site visits by the Engineering Department, E. L. & P., and the R.C.M.P., during the a.m. peak period, have shown that even the large westbound queues are clearing the intersection, and the maximum wait for a motorist is one cycle after arriving at the intersection.

  
for B. C. Jeffers, P. Eng.  
Director of Engineering Services

BW/dlk

cc: E. L. & P. Manager  
Fire Chief  
R.C.M.P.

COMMISSIONERS' COMMENTS

We think that the Director of Engineering Services' comments address the concerns expressed by Alderman McGregor.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner



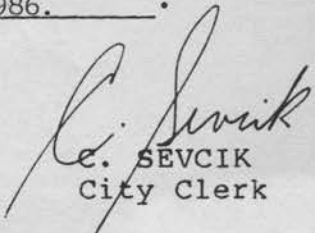
DATE September 3, 1986

TO: ☐ DIRECTOR OF COMMUNITY SERVICES  
☒ DIRECTOR OF ENGINEERING SERVICES  
☐ DIRECTOR OF FINANCE  
☐ BYLAWS & INSPECTIONS MANAGER  
☐ CITY ASSESSOR  
☐ ECONOMIC DEVELOPMENT MANAGER  
☐ E. L. & P. MANAGER  
☐ F.C.S.S. MANAGER  
☒ FIRE CHIEF  
☐ PARKS MANAGER  
☐ PERSONNEL MANAGER  
☒ R.C.M.P. INSPECTOR  
☐ RECREATION MANAGER  
☐ TRANSIT MANAGER  
☐ URBAN PLANNING SECTION MANAGER  
☐ \_\_\_\_\_

FROM: CITY CLERK

RE: WRITTEN ENQUIRY FROM ALDERMAN MCGREGOR

Please submit comments on the attached to this office by September 8  
for the Council Agenda of September 15, 1986.

  
E. SEVCIK  
City Clerk

THE CITY OF RED DEER

DATE

Please type  
into agenda 1  
Sept 2/1986

NO. \_\_\_\_\_

Moved by Councillor \_\_\_\_\_, Seconded by Councillor \_\_\_\_\_

Written Inquiry - from Alderman B. McRuer

Re: Newly installed Traffic light  
32nd St & R.U. College entrance.

This traffic light was badly needed, however it is not completely fulfilling the need as it was installed without a "left turn arrow." I experienced a few light change delay at this intersection this day at about 12:45 to 1 pm due to the heavy eastbound traffic on 32nd street. Traffic westbound wishing to enter the college was backed up east of 54 Avenue on 32nd Street.

In order for this light to be effective consideration for a "left turn arrow" is imperative. Comments from Administration would be appreciated

	<u>FOR</u>	<u>AGAINST</u>	<u>ABSENT</u>
Councillor Pimm	_____	_____	_____
Councillor Hood	_____	_____	_____
Councillor Kokotailo	_____	_____	_____
Councillor Moffat	_____	_____	_____

	<u>FOR</u>	<u>AGAINST</u>	<u>ABSENT</u>
Councillor Oldring	_____	_____	_____
Councillor Gerds	_____	_____	_____
Councillor McGregor	_____	_____	_____
Councillor Connelly	_____	_____	_____
Mayor McGhee	_____	_____	_____

September 8, 1986

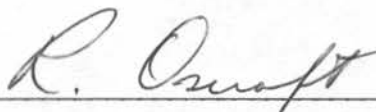
To: City Clerk

From: Fire Chief

RE: Alderman McGregor - Written Enquiry

To date I have not received any complaints from our people regarding congestion at this particular location, however the traffic light installation is new and we have not had opportunity to experience the congestion noted at peak traffic time.

From the experience Alderman McGregor has noted, I would support his suggestion for a left hand arrow at this location in order to reduce our response times to West Park subdivision.



R. Oscroft, Fire Chief

RO/cb

*do not include  
on agenda*



Royal Canadian  
Mounted Police

Gendarmerie royale  
du Canada

86 09 10

Your file    Votre référence

Our file    Notre référence

City Clerk  
City of Red Deer  
Red Deer, AB

RE:    Written Inquiry from Alderman R. McGREGOR  
         Traffic Lights at 32nd Street and  
         Entrance to Red Deer College

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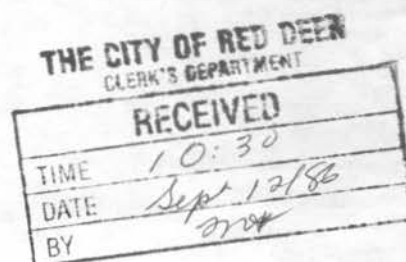
On 86 09 03 these lights were a topic of discussion at the Traffic Advisory Board Meeting. At this time there was a mechanical problem with the phasing and the Engineering Department was attempting to do repairs.

On 86 09 05 the lights were monitored by members of this office and Mr. Brian WATSON. At this time there appeared to be no problem with the phasing and traffic moved normally.

Again on 86 09 08 and 09 the traffic lights were monitored with no evident problems. Traffic was moving normally.

(W.A. HUTMACHER) S/Sgt. for  
Insp. L.L. PEARSON  
Officer In Charge  
Red Deer City Detachment

/clp



September 18, 1986

TO: Manager, Urban Planning Section

FROM: City Clerk

RE: Sidewalk Hazards - Site Impaired

Enclosed herewith is a letter from Mr. Gordon Paton, along with administrative comments that appeared on the Council agenda of September 15, 1986, concerning the above noted topic.

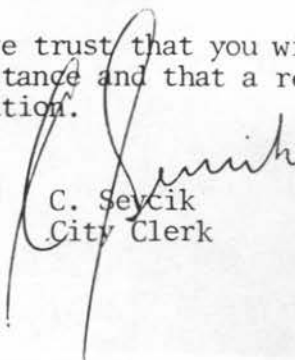
At the aforesaid Council meeting, the following motion was passed by Council agreeing that an Ad-Hoc Committee be established to investigate this matter and report back to Council by no later than October 30, 1986.

"RESOLVED that Council of the City of Red Deer, having considered correspondence from Gordon Paton dated August 14, 1986 and various reports from the Administration re: the Visually Impaired - Sidewalk Hazards, hereby agree that an Ad Hoc Committee comprised of representatives of the Towne Centre Association, the Urban Planning Section of the Red Deer Regional Planning Commission and appropriate representation from the various advocacy groups be struck to evaluate the current situation downtown, and all future plans in order that an appropriate compromise can be reached between the worthwhile improvements and the concerns of the disabled and/or sight impaired, and as recommended to Council September 15, 1986.

Council further agree that a report be submitted back to Council by no later than October 30, 1986."

Having discussed this matter with the Commissioners, we are requesting that you coordinate the committee and oversee the preparation of a report back to Council as directed in the above resolution. It was also suggested at the Council meeting that Mr. Gordon Paton be invited to serve on this committee.

The above is submitted for your information and we trust that you will take whatever action is deemed appropriate in this instance and that a report will be forthcoming in due course for Council's consideration.

  
C. Seycik  
City Clerk

Encl.

c.c. Dir. of Community Services  
Bylaws & Inspections Mgr.  
Dir. of Engineering Services  
Parks Mgr.  
Towne Centre Association  
Mr. Gordon Paton

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 18, 1986

Mr. Gordon Paton  
3956 - 52 Ave.  
Red Deer, Alberta

Dear Sir:

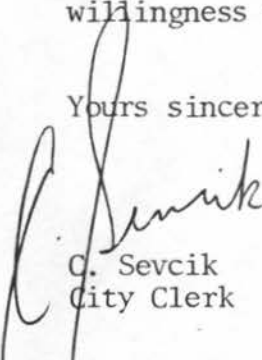
Rè: Site Impaired - Sidewalk Hazards

I would advise that your letter of August 14, 1986, concerning the above matter was presented to Council September 15, 1986, and at which meeting, Council passed a motion as noted in the attached memo to the Planning Commission.

The decision of Council in this instance is submitted for your information and no doubt you will be contacted in the very near future with regard to service on the Ad Hoc Committee established by Council.

We wish to thank you for bringing this matter to our attention and for your willingness to assist in making improvements to the downtown.

Yours sincerely,

  
C. Sevcik  
City Clerk

c.c. Urban Planning Section Mgr.  
Dir. of Community Services  
Dir. of Engineering Services  
Bylaws & Inspections Mgr.  
Parks Mgr.  
Towne Centre Association



CORRESPONDENCENO. 1

3956 52 ave.

Red Deer

Re 342 7739

Work 347 3646

August 14, 1986

Dear City Council Members,

I am writing this letter while still under the frustrations of the day. I should first introduce myself. I am one of many individuals with a visual impairment, and President of the Red Deer Chapter of Canadian Council of the Blind "C.C.B. Red Deer". All members are legally blind, 10% of normal vision and less.

We are finding the downtown core a very hazardous place to negotiate.

Today, Thursday, August 14, 1986 emphasized what problems exist to prompt this letter. At 10:30 a.m. while walking along the southside of 48 St. between 51 Ave. and Gaetz Ave., I tripped over a parking bumper which was across the breadth of the sidewalk. Between Gaetz Ave. and 51 Ave. on 48 St. southside, there are several A-frame sidewalk signs staggered along the street, also three of four planters also staggered. To make this 2 block journey more aggravating, there are four sidewalk plant stands with plant pots at head level. Between this obstacle course we have our usual walking traffic. This 2 block sojourn will tax a fully sighted person. Try it as a blind or visually impaired one.

This aggravating journey was made more frustrating with a stroll, if you can call it that, along Gaetz Ave. between 48 St. and Ross St. It must have been my day. The sidewalk sales were in full swing with merchandise on racks square in the middle of the sidewalk. It didn't matter where you walked, you fought clothes racks or other pedestrians.

Now this will stretch most any persons tolerance, yet there is more to come.

At the corner of Gaetz Ave. and Ross St., outside the Royal Bank, a group of six entertainers were gathered for a parley vue, prior to performing, with a satchel spread over the sidewalk. That is when I got on the phone and started calling Aldermen.

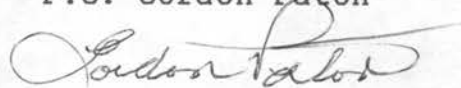


I have been going to approach City Council on these individual problems faced by the visually impaired and blind persons of Red Deer earlier but have procrastinated. Now is the time to sit down and discuss them. I wish to come to City Council and discuss the ways how to make the downtown core accessible to those of us who are visually impaired.

Thank you for taking the time to discuss these matters.

Yours Sincerely,

P.G. Gordon Paton



CS-342

MEMORANDUM

DATE: August 26, 1986

TO: C. Sevcik  
City ClerkFROM: Don Moore  
Community Services Director

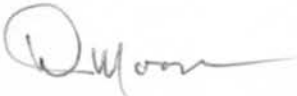
RE: Visually Impaired Sidewalk Hazards

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I have met with Lloyd McMurdo, Parks Manager, and Rick Assinger, Family and Community Support Services Manager, with respect to this matter, and it is our opinion that positive action is necessary.

First, it should be pointed out that the City has made a commitment to make services as accessible and barrier free as possible. Examples include recent initiatives taken in the development and renovations of new buildings, the extensive consultation with the action group for the physically disabled with respect to Waskasoo Park and the positive action taken with respect to the provision of curb cuts throughout the City. In spite of these worthwhile endeavours, Mr. Paton has certainly identified a segment of the population that has been overlooked. It should also be noted that we feel downtown improvements are very worthwhile and highly beneficial to most both aesthetically and in terms of an improved service. It is obvious that some of these changes are contributing to the problems that have been identified, and therefore, we would recommend that a committee comprised of representatives of the Town Centre Association, the Urban Planning Section of the Regional Planning Commission and appropriate representation from the various advocacy groups be struck to evaluate the current situation and all future plans in order that an appropriate compromise can be reached between the worthwhile improvements and the concerns of the disabled and/or sight impaired.

The responsibility for making certain that the committee remains active and involved in a meaningful way should be assigned by Council.



DON MOORE

DM/cjm

cc: City Commissioner

TO: City Clerk

FROM: Bylaws & Inspections Manager

DATE: August 27, 1986

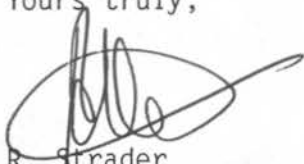
**RE: SIDEWALK HAZARDS**

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

The problems experienced by Mr. Paton are certainly frustrating to everyone who is using the downtown sidewalks. Presently, there are various temporary sandwich board signs, some permanent signs, and, in some locations, plant boxes and stands for holding flower pots located on City sidewalks; all of which present some hazard to the pedestrian using the downtown sidewalks.

In our opinion, the removal of these various obstacles from the sidewalks would be a very definite improvement.

Yours truly,

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

R. Strader  
Bylaws & Inspections Manager  
City of Red Deer

RS/lis

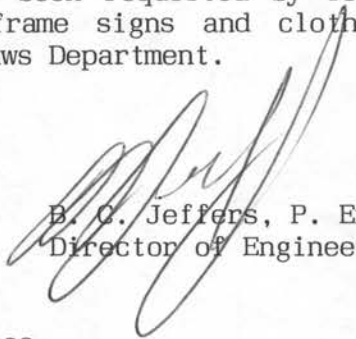
September 2, 1986

TO: City Clerk

FROM: Director of Engineering Services

RE: Visually Impaired Using Sidewalks

Most of the points made by Mr. Paton are essentially accurate. There are, on the sidewalks in downtown Red Deer, a number of obstacles for the visually impaired. Items such as telephone, power and street-light poles are essential as well as meter posts. Items such as steps, planters, and hanging pots have been requested by Towne Centre and/or approved by City Council. A-frame signs and clothes racks must, I believe, be approved by the By-laws Department.



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

BCJ/emg  
cc - Director of Community Services  
cc - By-laws and Inspections Manager  
cc - Parks Manager  
cc - Urban Planning Section Manager  
cc - Towne Centre Association



# RED DEER REGIONAL PLANNING COMMISSION

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

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

Telephone: (403) 343-3394

September 4, 1986

Mr. C. Sevcik,  
City Clerk  
City of Red Deer  
Red Deer, Alta.  
T4N 3T4

## THE CITY OF RED DEER CLERK'S DEPARTMENT

RECEIVED	
TIME	12:10
DATE	Sept 5/86
BY	AP

Dear Sir:

Re: Visually Impaired Sidewalk Hazards

City Council has received a letter from Mr. Paton which outlines a number of hazardous situations for the visually impaired in the downtown core. Some of the problems he identifies are temporary in that they relate to various promotions such as the sidewalk sales. Others, such as the planters, are more permanent and some situations have arisen undoubtedly from a lack of understanding of the hazard created for the visually impaired.

As Council is aware, one of the objectives of the Downtown Concept Plan is to create a more enjoyable pedestrian environment in the downtown. Some of the improvements recommended include widening of the sidewalks, the addition of benches, improved lighting and landscaping. To ensure that such improvements are beneficial, careful consideration must be given to the design and location of planters and benches so as to minimize or avoid hazards for the visually impaired. A detailed plan for landscaping and pedestrian improvements is presently being prepared and, in this regard, Mr. Paton's letter is very timely.

With respect to some of the specific concerns that Mr. Paton raises, Council could consider the preparation of guidelines or requirements for the placement of planters, A-frame sidewalk signs and sidewalk sales promotions in the downtown.

Yours truly,

Vernon Parker  
ASSOCIATE PLANNER  
URBAN PLANNING SECTION  
VP/cc

### MUNICIPALITIES WITHIN COMMISSION AREA

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



## TOWNE CENTRE ASSOCIATION of RED DEER

#300, 4929 ROSS ST., RED DEER, ALBERTA T4N 1X9 (403) 340-8696

AUGUST 17th., 1986

TO: Mayor McGhee and members of Council.

RE: LETTER FROM MR.PATON REGARDING  
HAZARDS FOR THE VISION IMPAIRED.

Dear Mayor McGhee,

THE CITY OF RED DEER  
CLERK'S DEPARTMENT

RECEIVED	
TIME	1:20
DATE	Sept 2/86
BY	ds

On monday of this week, I had a personal meeting with Mr.Paton on the subject of his correspondence with the City regarding sidewalk hazards for the vision impaired of our community. During our discussion, Mr.Paton learned that the Association was in agreement with the majority of his concerns.

The Association is very much aware of the difficulties he has described and suggest that the solution to the majority of the concerns raised lies in the completion of the downtown landscape plan. Many of the obstacles described in Mr.Paton's letter are a result of the temporary improvements being employed in an effort to upgrade the downtown environment.

To address his specific points, we offer the following responses;

**PARKING BUMPER-** It would seem that a precast parking curb from the Ranch House Restaurant became misplaced either by vandals or some other unknown source. The curb is described as being across the pedestrian walk adjacent to this site. It is our opinion that this is a very rare occurrence and as such we can offer no solution. It is unfortunate that these kinds of vandalism can occur.

**SIDEWALK SIGNS-** The Association does not endorse the use of sidewalk signs. Many merchants find it necessary to use this type of sign to ensure that shoppers are aware of the individual storefronts. Again, an improved pedestrian environment will greatly enhance the shopping experience and the businesses may once again be encouraged to use effective window display to replace the sandwich signs. The Association would prefer the elimination of sandwich signs on a voluntary basis.

**SIDEWALK PLANTERS-** Both the Parks Department and the Association would be glad to see the elimination of these temporary and substandard planters. Again, the completion of the public improvements offer the solution.

**PLANT HANGERS-** This type of improvement has had a dramatic visual change to the street and again is considered a temporary detail that would be eliminated by the completion of the landscape program.

(page 2 cont'd)

**SIDEWALK SALES-** To date, sidewalk sales have been featured on two occasions per year. The Towne Centre Festival in June and the More In Store Promotion in August. These are well advertised and the entire idea of the sidewalk sale is to return the streets to a "pedestrian experience". It may be that some merchants spread their displays to far into the path of the pedestrians. However, the response we have received regarding the appeal of this type of occasional sidewalk sale has been excellent and the visitors in our downtown have expressed a good deal of enjoyment with the atmosphere and fun of these promotions. We would hope that a happy medium can be found that will not unduly inconvenience the vision impaired.

**STREET ENTERTAINERS-** This item has me somewhat confused because we do not have six musicians. We have three members of the Towne Centre Trio who have performed in various locations of the downtown between May 25th and August 22nd. I have personally supervised their activities and they have consistently made an effort to make the pedestrian experience more enjoyable and not impede traffic flow. Again, the objective is to make downtown a far more enjoyable experience than it has been in the past. In most cases the Trio tries to perform in a nook or space that does not occupy any portion of the sidewalk.

In summary, I can only assume that all of Mr.Paton's complaints were additive making his entire day a poor experience. He has raised some very legitimate complaints and as outlined, the Association supports his position. Some complaints however are not representative of a normal day downtown and as a result, are not justifiable.

The Association has been very determined in our perspective on downtown pedestrian improvements. The projects that have been completed have been very successful and to our knowledge have not generated any of the problems voiced in Mr.Paton's letter. We are convinced that the completion of the downtown landscape program will eliminate the majority of the problems voiced by Mr.Paton.

The situation of various handicapped members of our community present some very special problems. These individuals have as much right to enjoy our community as any one else. I feel the City has made a genuine effort to address some of the problems over the past few years. More improvements are being designed and developed all the time and the downtown landscape program has addressed these problems as well.

The beautification of our downtown is crucial to the Cities growth and development. It is an integral part of making downtown a source of community pride, an attractive investment area and a center of business.



(page 3 cont'd)

Until the downtown landscape plan can be committed to and completed, temporary improvements will tend to continue. This is a natural process and one that every community studied has gone through. We have made significant progress in the downtown through the revitalization program as a joint effort by the public and private sectors. The completion of the revitalization program will provide many of the solutions needed for the handicapped and the entire community.

Thank you for the opportunity to respond to Mr. Paton's letter and your consideration of our response.

Respectfully yours,

A handwritten signature in dark ink, appearing to read 'J. P. Ferguson', with a long horizontal flourish extending to the right.

John P. Ferguson, Project Manager,  
for the Board of Directors.

COMMISSIONERS' COMMENTS

We have reviewed the contents of the attached letter and very much regret the problems Mr. Paton experienced. As outlined in the various comments, one or two of the problems outlined by Mr. Paton have been of an accidental or temporary nature which unfortunately will occur from time to time.

With respect to the majority of the concerns expressed however, we believe that these can be effectively dealt with and would support the recommendations of the Community Services Director that a committee be established as outlined to address the problem. The Towne Centre Association should very definitely be an active part of this Committee as we are surprised at their comments because the improvements which are causing the concern have been instigated by the Downtown Business Community.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

Council Agenda & Minutes  
June 14, 1982

86.

NO. 8

3 June 1982

TO: COUNCIL  
FROM: MAYOR MCGHEE

We would request that Council direct the administration to look into the possibility of issuing temporary permits for temporary business sidewalk sign advertising in the downtown area i.e. sandwich board type signs, and that a report be brought back for Council's consideration on the pros and cons of this request.

"R.J. MCGHEE"  
Mayor

67 Street Sidewalk Contract, hereby agree that the said contracts be awarded to the low bidder, Border Paving Ltd. in the amounts of \$325,132.50 and \$535,473.50 respectively, and as presented to Council June 14th, 1982."

MOTION CARRIED

During discussion of the above item, Alderman Pimm noted that the Sidewalk, which is used as a cycling path and which has expansion joints at regular intervals, becomes tiring when you are cycling over continuous bumps, and he requested the City Engineer to consider the possibility of constructing same without expansion joints.

The following resolution was passed by Council directing the administration to look into the possibility of issuing temporary permits for temporary business sidewalk sign advertising in the downtown area.

Moved by Alderman Lawrence, seconded by Alderman Shandera

"RESOLVED that Council of The City of Red Deer having considered report dated June 3rd, 1982 from Mayor McGhee, hereby direct the Administration to look into the possibility of issuing temporary permits for temporary business sidewalk sign advertising in the downtown area i.e. sandwich board type signs, and that a report be brought back for Council's consideration on the pros and cons of this request."

MOTION CARRIED

Following is a resolution which was passed by Council in regard to the report from City Assessor regarding the lane right-of-way north of McBride Crescent and west of McIntosh Avenue in the Morrisroe Subdivision and in accordance with the recommendations from the City Assessor.

Moved by Alderman Moffat, seconded by Alderman Lawrence

"RESOLVED that Council of The City of Red Deer having considered report dated May 28th, 1982 from the City Assessor re: Lane Right-of-Way - Morrisroe Subdivision North of McBride Crescent and West of McIntosh Avenue, hereby agree to grant F. Friesen, W. McCool and D. Pasutto the necessary license to occupy the lane right-of-way as per plans submitted to Council June 14, 1982, subject to the terms and conditions as outlined in the above noted report from the City Assessor, and as presented to Council June 14, 1982."

MOTION CARRIED

UNFINISHED BUSINESS

At this time C. Barnaby, Vice/President of C.U.P.E. Local 417

# Council Agenda July 19, 82

19.

July 8, 1982

TO: City Clerk

FROM: R. Strader, Development Officer/Building Inspector

RE: SIDEWALK SIGNS

In response to Councils resolution of June 3, 1982 concerning the above, we have the following comments for Councils consideration.

The City Sign Bylaw presently does not permit "temporary" or "A-Board signs". The definition of "A-Board Signs is "an A-shaped sign which is set upon the ground and has no external supporting structure", which would fit the type of sign mentioned in the Council resolution in our opinion. These types of signs have been prohibited because of their mobility which allows them to be located on City Boulevards, streets, medians, and other unsuitable locations. There have been exceptions, which although not specifically mentioned in the bylaw, have been used in various locations. These are mainly real estate signs (open house directions) or signs in service stations advertising gas prices etc. While a strict interpretation of the bylaw would prohibit their use, our Department has not required their removal todate. Signs of the type mentioned in the Council resolution have been prohibited for two reasons:

1. Their location on the sidewalk impedes pedestrian traffec,
2. The question of liability if the sign causes injury to persons on property.

In dealing with item one, if the signs were located next to the building or as close as possible, their presence would have a minor effect on pedestrian traffic. However, it is doubtful that we could achieve this level of control or that potential users would be able to live with this type of restriction. Therefore, we can expect these signs to be located anywhere on the sidewalk.

The Cities of Calgary, Edmonton, Lethbridge, and Medicine Hat all have indicated these types of signs are prohibited because of the question of liability. We therefore requested that the City Solicitor investigate the request and attached his findings for Councils information.

R. Strader  
Development Officer/  
Building Inspector

RS/l  
Attached

THOMAS H. CHAPMAN PROFESSIONAL CORPORATION

Barrister, Solicitor, Notary Public

20.

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

TELEPHONE (403) 346-6603  
TWX 510-841-5684

T.H. CHAPMAN, B.A., L.L.B.  
D.J. SIMPSON, B.A., L.L.B.

YOUR FILE \_\_\_\_\_

OUR FILE \_\_\_\_\_

July 7, 1982

The City of Red Deer  
City Hall  
RED DEER, Alberta

ATTENTION: Ryan Strader  
Development Officer

Dear Sir:

RE: Legal Opinion on Erection of  
Sandwich Board Sign on Sidewalks

This letter is written in response to your request that we provide you with a legal opinion on the possible liability the City of Red Deer might face in the event that it were to permit merchants to display sandwich board type signs on public sidewalks. It is my understanding that the proposal is to delete those portions of the Signs By-law making this illegal and to make changes to the Licensing By-law permitting such signs to be erected in the event that the owner of the business has first obtained a license from the City.

The City has the clear authority under Section 166 of the Municipal Government Act (R.S.A. 1980) to pass a by-law requiring a permit to be obtained for the erection of any "signboard, billboard or other advertising device". Presumably this provision will apply throughout the territorial jurisdiction of the municipality both in respect of private and public property. I would also note that this Section contains several important differences from the section previously in existence. As a new section, there is little case law to give guidance on whether it absolutely entitles the City to license the use of sandwich boards on sidewalks.

The City also has a duty to maintain public highways and thoroughfares in a proper state of repair, and this duty would also extend to sidewalks. Case history on this duty indicates that the title to public thoroughfares is vested in the municipality as Trustee for the public good. The public has an ancient and inalienable right of free passage along public thoroughfares and the City will have a duty to make sure thoroughfares can be used for this

- 2 -

purpose. Would sandwich boards constitute an "obstruction" of the public highway?

The concept an "obstruction" of a sidewalk or highway appears to vary greatly depending on the circumstances of each case, but it would appear that certain constructions normally associated with sidewalks, such as parking meters, traffic signs, telephone poles, mailboxes and garbage enclosures have now become a normal use of the sidewalk which do not obstruct the public's right of free passage. Similarly, traffic barriers designed to change the flow of traffic on a particular street or portion of it, have been held not to constitute obstructions even though they may restrict the public's right to travel on a portion of the road, since they tend to redirect traffic rather than to obstruct or eliminate it. It is arguable that sandwich boards would not constitute an obstruction provided they were sufficiently small that people could easily walk around them and their progress along the sidewalk was not impeded. In summary then, there is a good argument to be made that a sandwich board sign placed on the sidewalk does not constitute an obstruction to the public right of passage.

In this context, I have enclosed a copy of the case of Dye vs. Village of Elnora for your information. This is admittedly an old case, and its implications will be altered as a result of the recent changes to the Municipal Government Act, but I include it for its value in providing an indication of the extent to which municipalities have been found liable for similar obstructions in the past.

It should also be noted that Section 16 of the Highway Traffic Act also empowers a municipal Council "to make by-laws, not inconsistent with (other provisions of the Highway Traffic Act)... for the regulation and control of vehicle, animal and pedestrian traffic and,... (a.1) controlling and regulating the use of all highways, sidewalks and other public places ...." The general power to control the use of sidewalks would appear to give the City the necessary authority in the present case.

In light of the foregoing, my conclusion is that the City probably does have the authority to go ahead and license persons to set up sandwich board signs on the sidewalk, subject to the reservations I have expressed above, but that a possibility of attracting liability still exists. After discussing the matter with Mr. Chapman, it is our strong recommendation that if the City does decide to issue such licenses, it should also require the following:

- (a) the license holder is to maintain adequate public liability insurance to cover possible claims against either the shop owner or the City for personal injury or property damage suffered as a result of the signs being placed on the sidewalk;



- 3 -

- (b) such insurance must show the City as a named insured;
- (c) the license holder be required to provide proof of such insurance to the License Inspector prior to being permitted to erect such a sign; and
- (d) the license holder be required to enter into an agreement with the City whereby the license holder agrees to indemnify the City for any liability in respect of the signs.

If these precautions are taken, it is our opinion that the City will likely be able to cover itself against the possibility of liability for sandwich board signs and can proceed to regulate them as proposed.

Yours truly,

DONALD J. SIMPSON  
DJS/jll  
Encls.

**166** A council may pass by-laws

- (a) prohibiting the posting or exhibition of placards, play-bills, posters, writing or pictures or the writing of words, or the making of pictures or drawings that are indecent or that may tend to corrupt or demoralize, on any wall or fence or elsewhere on or adjacent to a highway or public place;
- (b) requiring a permit from the council or an official designated for the purpose, as a condition of erecting any signboard, billboard or other advertising device;
- (c) imposing an annual licence fee in respect of each billboard, signboard or other advertising device;
- (d) authorizing the removal and destruction of signboards or billboards or other advertising devices erected or maintained without permit or licence;
- (e) requiring the licensee to pay a proportionate share of the cost of a bond of indemnity indemnifying the municipality and all concerned against claims, demands, actions, proceedings and costs for loss, damage or injury to persons or property arising by reason of the erection, maintenance, use or existence of any such billboard, sign or other advertising device;
- (f) regulating and licensing billposters and preventing the pulling down and defacing of signboards and billboards or printed or other notices lawfully affixed and preventing the defacing of private or other property by printed or other notices;
- (g) prohibiting or controlling and regulating the use of loud-speakers or other devices for the amplification of sound on any street or other public place or in any building or premises.

RSA 1970 c246 s163:1977 c89 s164(c)

ALTA.  
1950  
FIELDER  
v.  
SWANSON  
J.B.R.  
Co. LTD.  
—  
GLOVER  
v.  
SWANSON  
J.B.R.  
Co. LTD.  
—  
Macdonald  
J.A.

the date of the filing of a lien (1) either upon the premises of the mill where it was milled; or (2) at or near any railway siding or spur track; and (3) has not been loaded on cars for delivery to or been delivered to a *bona fide* purchaser for value without notice of the lien.

I have carefully considered the evidence and I am unable to hold that at the date of filing the lien the lumber was either upon the premises of the mill where it was milled or at or near any siding or spur track.

It is necessary to determine the effect of the provision "and has not been loaded on cars for delivery to or been delivered to a *bona fide* purchaser for value without notice of the lien; or having been so loaded or delivered remains unpaid for." It was argued that under this provision the lien continued to be effective after the lumber had been shipped from the premises of the mill and was no longer at or near any siding or spur track, so long as it remained in the possession of the owner and had not been sold to a *bona fide* purchaser for value.

Sec. 6 (2) (c) (i) clearly limits the duration of the lien. It seems to me that (c) (ii) imposes a further limitation. It simply means that even when the lumber is still at the millsite or siding or spur track and is subject to the lien, the lien will be lost if the lumber is loaded on cars for delivery to a *bona fide* purchaser for value without notice of the lien. The lien is protected despite the loading and delivery so long as the lumber remains unpaid for.

The 1948 amendment (ch. 66, sec. 1) to sec. 2 of the Act enlarges the scope of the services for which a lien may be claimed. It confers a lien for work done by any persons employed in any capacity in or about a mill where lumber is processed. But this amendment does not affect in any way the limitations on the life of the lien set forth in sec. 6 (2) (c). The respondents rendered no services in respect of the processing carried on at Chisholm. The evidence is clear that they had nothing to do with the lumber after it emerged from the Harris mill in the bush.

I see no escape from the conclusion that each of the respondents had lost his lien before his claim for lien was filed, and the appeal must be allowed but, as the issue involved is new, there will be no costs either of the trial or of the appeal.

I have reached the conclusion to allow the appeal with regret. The respondents have rendered services of a value in excess of \$3,000. The appellant has benefited from these services without incurring liability therefor. On the date on which the claims for lien were filed the appellant took a bill of sale from Harris covering the mill and a large quantity of equipment. This bill of sale, doubtless, will effectively forestall any successful effort on the part of the respondents to realize under their judgment against Harris.

PARLEE and CLINTON J. FORD, J.J.A. concur with W. A. Macdonald, J.A.

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J.B.R.  
Co. LTD.  
—  
GLOVER  
v.  
SWANSON  
J.B.R.  
Co. LTD.  
—  
Parlee and  
Clinton J.  
Ford, J.J.A.

## ALBERTA

### SUPREME COURT

SHEPHERD, J.

### Dye and Dye v. Village of Elnora and Fortune

*Municipal Corporations — Streets — Misfeasance — Injury from — Hose Left Lying on Sidewalk by Villager — Pedestrian Tripping Over It in Dark — Hose Used with Knowledge and Consent of Village — Limitation Section (198) of Town and Village Act Inapplicable to Misfeasance.*

*Tender — Unconditional Tender of Amounts for Tort Admission of Liability by — Immateriality of Later Payment into Court with Denial of Liability.*

The female plaintiff while walking on a sidewalk in the defendant village when it was dark tripped and fell over a one inch hose pipe. It had been placed across the sidewalk by the defendant Fortune for the purpose of conveying water from the village well over the sidewalk and street to his cistern on the opposite side of the street. The hose had been in use for this purpose from about the middle of the afternoon of the day of the accident. Other residents of the village had on various occasions used the hose for similar purposes. It was the property of the village and was kept by the village in an unlocked pump house near the well. Fortune was using the hose on this occasion, and for said purpose, with the full knowledge and consent of the village.

*Held:* (1) In the circumstances the hose was a nuisance and a danger to persons walking on the sidewalk and the village was liable in damages for the female plaintiff's injuries to the same extent as it would have been liable if it had placed the hose where it was; (2) The case was one of misfeasance, therefore the limitation section (198) of *The Town and Village Act*, RSA, 1942, ch. 150, did not apply; (3) Since the defendants had made, before the action was begun, an unconditional tender to the plaintiffs of a certain amount in settlement of the claim they thereby admitted liability and were bound by the

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admission, even though they pleaded that the tender was made without any admission of liability, and their defence was accompanied by the payment of said amount into Court with a denial of liability. *Haines v. Can. Ry. Accident Insur. Co.* (1911) 44 SCR 380, at 390, 23 Can Abr 380, followed.

[Note up with 2 CED (CS) *Highways*, secs. 26, 28; 3 CED (CS) *Practice*, sec. 108; *Tender*, sec. 3 (original work).]

H. H. Riley, K.C., and H. G. Chipman, for plaintiffs.

I. F. Fitch, K.C., for defendant, Fortune.

D. M. Gardiner, for defendant, village of Elnora.

July, 1950.

Shepherd, J.

SHEPHERD, J. — The plaintiffs are husband and wife who reside in the defendant village of Elnora. The defendant Fortune is also a resident of the said village. On or about October 26, 1946, the plaintiff, Vera Beulah Dye, while walking along the sidewalk on one of the streets in the said village at about 8:30 in the evening, when it was dark, tripped and fell over a one-inch hose pipe that had been placed across the sidewalk by the defendant Fortune for the purpose of conveying water from the village well over the sidewalk and street to Fortune's cistern on the opposite side of the street. The hose was in operation for this purpose from about 3 o'clock in the afternoon of the same day. It is apparent from the evidence that other residents of the village besides Fortune had on various occasions used this hose for similar purposes. The hose in question was the property of the village and was kept by the village in an unlocked pump house near the well. The secretary-treasurer of the village says that on two occasions he saw Fortune using this hose to fill his cistern, and Fortune states that on the occasion in question he had the permission of one of the councillors of the village to use the hose in order to fill his cistern with water. I am satisfied on the evidence that Fortune was using the hose on this occasion and for the purpose mentioned with the full knowledge, approval and consent of the village.

The pertinent statute law of Alberta applicable here is found in sec. 198 of *The Town and Village Act*, RSA, 1942, ch. 150, which reads as follows:

"198.—(1) Subject to the provisions of section 195 of this Act every public road, street, bridge, highway, lane, alley, square, or other public place which is subject to the direction, management and control of the council includ-

ing all crossings, sewers, culverts and approaches, grades, sidewalks and other works made or done therein or thereon by the town or by the village or by any person with the permission of the council shall be kept in a reasonable state of repair by the town or village having regard to the character of the road or other thing hereinbefore mentioned, and the locality in which the same is situated, or through which it passes, and in default of the council so to keep the same in repair, the town or village shall be liable for all damages sustained by any person by reason of such default.

"(2) Default under this section shall not be imputed to a town or village in any action without proof by the plaintiff that the town or village knew or should have known of the disrepair of the road or other thing hereinbefore mentioned.

"(3) No action shall be brought under the provisions of this section except within one year after the date on which the cause of action arose, and unless notice in writing of the accident has been mailed to or served upon the secretary-treasurer within one month after the date on which the cause of action arose:

"Provided, that in the case of the death of the person injured, or if the Court or the Judge before whom the action is tried, considers there is a reasonable excuse for the want or insufficiency of the notice and that the defendant has not been prejudiced in its defence, the want of notice required under this section shall be no bar to the maintenance of the action."

There can be no doubt that in the darkness that prevailed at the time on a poorly-lighted street this one-inch black hose lying across the sidewalk constituted a nuisance and a danger to people walking on the sidewalk. The defendant Fortune appears to have been quite conscious of this fact as he stated on discovery that, had he seen Mrs. Dye on the sidewalk, he would have warned her of the danger.

The hose having been placed on the sidewalk by Fortune with the knowledge, approval and consent of the village, the latter must be held responsible for any resulting damage to the same extent as it would have been responsible if the village corporation itself had placed the hose where it was.

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Notice of the accident which befell Mrs. Dye was given to the council of the village by letter addressed to the secretary-treasurer on November 21, 1946 (Ex. 1), and negotiations looking to a settlement by way of correspondence continued for nearly a year. On October 25, 1947, the village wrote to Mrs. Dye as follows:

"We would like to arrange a meeting of the Village Council and yourself, in order to come to an agreement in respect to your claim for compensation.

"We would like to have this meeting Monday, October 27th, at 8 p.m. either at your residence, or at the home of the Secretary-Treasurer, or if you would prefer to meet elsewhere, please advise.

"Yours very truly,

"[Sgd.] H. T. PROTHOROG

"Secretary-Treasurer."

Denton in his book on *The Law of Municipal Negligence Respecting Highways*, states at p. 28:

"Where there is an obstruction or an excavation in a highway, recently placed or made by the municipal corporation itself, thereby creating a nuisance in the highway, and injuries are caused by such obstruction or excavation, an action to recover damages for such injuries is an action for misfeasance and not for non-repair or nonfeasance, and the plaintiff in such action is not subject to the statutory limitations as to time and notice: *Roece v. Leeds and Grenville* (1863) 13 UCCP 515; *Borough of Bathurst v. Macpherson* (1870) 4 App Cas 256, 48 L.J.P.C. 61; *Max. Gregor v. Harwich* (1899) 29 SCR 443; *Dickson v. Haldimand* (1903) 3 OWR 52; *Chemens v. Berlin Town* (1904) 7 OLR 33."

See also *Biggar v. Crowland Tp.* (1906) 13 OLR 164.

While the accident occurred on October 26, 1946, this suit was not commenced until March 24, 1948, and the defendant village pleads the provisions of *The Town and Village Act*, quoted *supra*.

While many seemingly fine distinctions are made in the cases to which I have been referred as to what may be considered misfeasance or nonfeasance on the part of a corporation such as we have in the case at bar, I am of the opinion that

this is a case of misfeasance on the part of the village, and that, therefore, the limitation provided for in said sec. 198 of *The Town and Village Act* does not apply.

The defendants also plead that without admitting any liability to the plaintiffs they tendered amends to the plaintiffs in the sum of \$250 before the commencement of the action, and now bring into Court and pay it into Court with the defence in satisfaction of all claims of the plaintiffs. By this admission of liability the defendants are bound: *Haines v. Can. Ry. Accident Insur. Co.* (1911) 44 SCR 386, where at p. 390 Duff, J. states:

"It was proved by them at the trial that, before the action was brought, they tendered the sum of one hundred dollars as payable under the policy. This tender as mentioned was pleaded and the sum tendered was paid into court. The plea did not admit, but on the contrary was accompanied by a denial of liability. The tender, however, appears not to have been qualified by any such denial. The effect of it, in the circumstances, was, I think, an unqualified admission that the defendants were liable upon the footing that the plaintiff was entitled to recover the amount payable under 'Part G' \* \* \*"

The evidence in the case at bar indicates that the tender before action was unconditional.

Mrs. Dye, when tripped by coming in contact with the hose, says that she fell on her back into a ditch, but that she got up and went on to a picture show whither she was bound at the time, but that soon afterwards she developed pain in her neck, her left foot and in her back. Prior to the accident she claims to have been in good health but for the fact that her right foot was partially paralysed as the result of infantile paralysis suffered many years before, but this incapacity did not prevent her doing her own housework and also earning some money by working in a restaurant. She endeavoured to consult a doctor the day after the accident but was unable to do so and did not see a doctor until some two weeks later, and the doctor she saw on this occasion is now deceased. Medical evidence was given by Dr. Townsend who, however, did not see Mrs. Dye until May 29, 1947, some seven months after the accident. At this time she complained of the pains above described. Dr. Townsend saw her again on October 30, 1947, when her complaints were the same. Dr. Townsend says he found no fractures or displacements but that the injuries were in the

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nature of muscular strain and bruises which could have been caused by the type of fall she described to him, but he did not think that such pains would likely persist for a year. The doctor also found some evidence of arthritis.

One Dr. Gibson saw her on October 28, 1949, and he says she still complained of these various pains, and he gave it as his opinion that no doubt these pains were very real. Other physicians were consulted by Mrs. Dye, but none of these appeared as a witness.

The plaintiffs state that they incurred doctors' bills as the result of this accident totalling \$95, some \$40 for medicines, and that they also made several trips to Calgary for the purpose of consulting doctors, and for that I allow \$75. The male plaintiff is liable for these various sums. Any amendments required to cover these items are granted. The male plaintiff claims for loss of his wife's services the sum of \$250 due to the accident, but there is little evidence to support this claim, and I consider an allowance of \$50 would be ample.

As to what I should allow for general damages to the plaintiff, Mrs. Dye, the usual difficulties present themselves. At the trial I allowed an amendment to the statement of claim where the claim under this head of general damages was increased from \$1,000 to \$3,000. Assessing such damages is never easy. Mrs. Dye is 53 years old and she no doubt has endured considerable pain and discomfort as the result of this accident, and I think a fair allowance would be \$800.

In the result, I allow special damages to the male plaintiff in the sum of \$210 and general damages in the sum of \$50. I allow to the female plaintiff general damages in the sum of \$800. There will, therefore, be judgment for the plaintiffs accordingly in the sum of \$1,060, with costs, including discovery. Rule 738 not to apply.

## MANITOBA

KING'S BENCH

BEAUBIEN, J.

### City Dray Company Limited

v. Scott and W. A. Scott & Sons Limited

*Contracts — Restraint of Trade — Agreement between Company and Former Employee in Lieu of Pension Covenant by Him Not to Engage in Competing Business — Organization by Him of Competing Company Action for Injunction — Agreement Held Invalid as Inter Alia Too Wide in Respect to Business Covered and Territory.*

The defendant S. had been employed for a long period as the managing director of the plaintiff company. After (as the trial judge found) he was discharged from said employment the agreement on which the plaintiff sued herein for an injunction was entered into between the plaintiff and him. By it, after reciting that the company had not provided any pension plan for S., the plaintiff covenanted to pay him \$200 per month for life provided he was not in default under the agreement and also to pay the premiums on his life insurance policy. He covenanted that so long as he was in receipt of the monthly payments he would not, directly or indirectly, be interested or engaged in any business or occupation in Manitoba in competition with the plaintiff or any company which might be a successor to the plaintiff, and that he would not during the said period do any act which, in the opinion of the plaintiff's board of directors, was inimical to its interests, and would at all times co-operate with the plaintiff and use his influence and best endeavours to assist it in retaining its present customers and in securing new business and new customers. Soon after the agreement was executed S. caused the defendant company to be incorporated and became its president and managing director. It began to carry on and continued to carry on a freight and transportation business in competition with the plaintiff. S. admitted that he solicited a number of the old customers of the plaintiff and obtained business from them for the defendant company. He published an announcement in the local newspapers that he had re-entered the cartage business and had organized the defendant company. Payment of the \$200 in cash provided by the agreement was tendered by the plaintiff for the months of June to September, 1949, both inclusive, and was refused by S. Payment of the insurance premium was also tendered by the plaintiff to the Great West Life Assurance Company and was returned on account of S. having himself paid it.

*Held, dismissing the action with costs:*

The case did not involve an agreement falling under any of the heads referred to by *Leake on Contracts*, 7th ed., p. 542, because when S. entered into the agreement he was no longer an employee of the plaintiff.

The covenant was not limited to the "business of cartage and freight and transportation" but applied to "any business or occupation in the Province of Manitoba in competition with the plaintiff or any company which may be its successor."

Commissioner's Comments

The attached reports indicate that Council has the authority to permit the use of the signs in question and to regulate any conditions regarding their use. In addition the report from the City Solicitor recommends a four step procedure regarding the licensing of such signs to protect the City from liability. Neither report, however, addresses the questions of the purpose or desirability of such signs.

As indicated in the Solicitor's report sidewalks have come to be used for such things as parking meters, traffic signs, telephone poles, mail boxes, telephone booths, garbage enclosures, etc., all of which tend to clutter the sidewalk, reducing somewhat its purpose as a pedestrian walkway and creating an untidy, aesthetically undesirable visual effect. To add temporary signs to these other obstructions would, we believe, add significantly to an already poor situation. In addition as these signs are not fixed we could anticipate them being knocked over and randomly located further exacerbating the situation. This is evidenced by the significant problems the City experiences when such signs are periodically used for snow removal and street sweeping. Also as pointed out by the Building Inspector, once these signs are permitted we have to contend with their use not only on sidewalks, but on boulevards, streets, medians, and other unsuitable locations.

It has been suggested by the City Solicitor that to protect the City's interest the use of such signs should be governed by licenses and insurance policies. In practise this would be extremely difficult to enforce and likely would require the services of one or more additional staff members to enforce depending upon the number of signs in use. As provision is made on most store fronts for adequate signing and because of the foregoing concerns we would strongly recommend that Council not approve the use of such signs.

"M.C. DAY"  
City Commissioner



Moved by Alderman Moffat, seconded by Alderman Shandera

"RESOLVED that Council of The City of Red Deer, having considered proposal for a multi-level Senior Citizens Care Facility by the Piper Creek Foundation, hereby approve in principle sale of the designated land for this purpose as presented to Council, July 19, 1982, and as per the recommendations of the City Commissioners."

MOTION CARRIED

UNFINISHED BUSINESS

Reports from City Clerk, R. Stollings, Development Officer, R. Strader, and a legal opinion of City Solicitor, T. Chapman, regarding Proposed Temporary Business Sidewalk Sign Advertising were considered by Council and the following motions were introduced concerning this matter.

Moved by Alderman Moffat, seconded by Alderman Hood

"RESOLVED that Council of The City of Red Deer having considered reports from the Administration re: Proposed Temporary Business Sidewalk Sign Advertising, hereby agree that the use of such signs be not approved and as recommended to Council, July 19, 1982, by the City Commissioner."

Alderman Shandera, Alderman Oldring, Alderman Lawrence and Alderman Kokotailo registered dissenting votes.

MOTION DEFEATED

Moved by Alderman Oldring, seconded by Alderman Lawrence

"RESOLVED that Council of The City of Red Deer having considered reports from the administration re: Proposed Temporary Business Sidewalk Sign Advertising, hereby agree that same be approved and that the necessary amendments be brought forward to City Council."

Alderman Hood and Alderman Moffat registered dissenting votes.

MOTION CARRIED

REPORTS

The report from City Clerk, R. Stollings, with respect to Membership on the Museum Management Board was considered by Council, and the following resolution was passed as noted hereunder.

Moved by Alderman Oldring, seconded by Alderman Shandera

"RESOLVED that Council of The City of Red Deer hereby agree to appoint Mr. Peter Marryat of 3722 - 43A Avenue to serve on the Museum Management Board for a term of office to expire October, 1982 and as recommended to Council, July 19, 1982.

.. 7

MOTION CARRIED

Moved by Alderman Hood, seconded by Alderman Lawrence

"RESOLVED that Council of the City of Red Deer having considered Land Use Bylaw Amendment 2672/I-82, Waskasoo Area of the City of Red Deer, hereby agree this matter be tabled pending the receipt of additional information including a map outlining required multi-family lots to be excluded from dawn zoning."

Alderman Pimm and Alderman Oldring registered dissenting votes.

MOTION TO TABLE - CARRIED

Bylaw 2672/K-82

Moved by Alderman Kokotailo, seconded by Alderman Pimm

First Reading: That a Bylaw to amend Bylaw 2672/80, being the Land Use Bylaw of the City of Red Deer be now read a first time and be entitled Bylaw No. 2672/K-82.

CARRIED

Bylaw 2699/B-82

Moved by Alderman Lawrence, seconded by Alderman Oldring

First Reading: That a Bylaw to amend the Sign Bylaw No. 2699/80 be now read a first time and be entitled Bylaw No. 2699/B-82.

Prior to voting on first reading, Council considered amending this Bylaw to restrict the size of the maximum widths of the sign to 24" rather than 3'. Alderman Lawrence moved an amendment, however there was no seconder and the amendment was not forthcoming.

A vote was then recorded on first reading.

CARRIED

Second Reading: That Bylaw No. 2699/B-82 be now read a second time in open Council.

CARRIED

Moved by Alderman Hood, seconded by Alderman Lawrence

"That with the unanimous consent of Council members present, Bylaw 2699/B-82 be introduced for third reading."

MOTION CARRIED

Third Reading: That Bylaw No. 2699/B-82 be now read a third time and do finally pass any rules to the contrary notwithstanding, and the Mayor and City Clerk be authorized to sign same in Open Council and affix the corporate seal thereto.

CARRIED

NO. 22

June 10, 1981


TO: City Clerk  
FROM: City Engineer  
RE: Downtown Beautification - Planter Boxes

Attached hereto is a letter from the Parks Superintendent. I believe that Mr. McMurdo's comments are self explanatory and I would concur with his comments.

I would reiterate that the Engineering Department (Parks Department) is very much interested in beautifying the downtown area. It would appear, however, that planter boxes are not the method.

Mr. McMurdo is of the opinion that the planting of mature trees below the sidewalk would be the most effective method. It is also probably the most expensive method.

I would respectfully request Council's endorsement of Mr. McMurdo's recommendations as indicated on Page 3 of his report. Should it be the wish of Council, Mr. McMurdo could prepare a further report for Council's information on method's of downtown beautification. It would not be possible to plant trees along all blocks because of physical constraint, eg. sidewalk width, underground utilities, etc. This report could be prepared this fall/winter for the 1982 budget.

*for*   
B. C. Jeffers, P. Eng.  
City Engineer

BCJ/emg  
cc - Parks Supt.  
attach

*prior to planter boxes. 1979 or 80*  
*Dick Jewel } began hanging flower boxes.*  
*Fields }*  
*Eatons }*

May 28, 1981

TO: City Engineer  
FROM: Parks Superintendent  
RE: Downtown Beautification - Planter Boxes

On May 29, 1980, Mr. Peter Hansum, acting as Chairman of the Downtown Redevelopment Committee, wrote a letter to City Council asking for endorsement and financial support for a scheme to place wooden planter boxes on the sidewalks of downtown Red Deer.

The Parks Division was asked to comment on the plan and although we essentially are supportive of downtown beautification, we expressed some concerns at that time. (My letter to you - May 30, 1980). In brief, our concerns were as follows:

1. Small above ground planters do not allow plants adequate root space to grow vigorously, thus they suffer a high incidence of winter kill.
2. Plants in small planters are necessarily small, thus easily vandalized.
3. The wooden finished planters will be an extremely high maintenance problem.

At that time you had a special concern regarding loss of sidewalk space to planters.

At the regular meeting of Council of June 23, 1980, a resolution was passed to the effect that Council would provide a maximum of \$6,750.00 from the 1981 Parks budget which would pay for 50% of the first 45 planter boxes, and that the Parks Division would undertake total maintenance. It was further agreed that the group would work with the Parks Superintendent in setting the program up. Subsequently, it was agreed that the 45 planters be

placed by the group on a trial basis. We accepted (approved) them on Oct. 6, 1980.

60.

We have given the planters good maintenance and care. There have been problems. Within the first month last fall, eight plants were destroyed by vandals. At that time the soil froze and they could no longer be pulled up. Throughout the winter we replaced some 30 of the wooden slats which had been hit and broken by cars coming over the curbs. On May 11, 1981, Mr. Williams did a careful inspection with the following results:

- 6 - Containers had damage to the wooden slats
- 3 - Schubert Choke Cherries were vandalized during the winter and we cut them back to firm wood, they are showing growth but now have a very poor form
- 1 - Malus - same as above

The following plants show no sign of growth and will need replacement.

- 20 - Mugo Pine
- 4 - Russian Olive
- 3 - Potentilla
- 2 - Cranberry
- 2 - Hansa Rose
- 2 - Spirea
- 1 - Nest Spruce
- 1 - Golden Pfitzer Juniper


This level of damage and winter kill is significant and bears out our earlier concerns. Having open-mindedly appraised this project and giving consideration to all the factors, my recommendation at this time is as follows:

1. We continue to maintain the existing 45 boxes and associated plant material as well as possible, but when a given box is at the point where repair is no longer reasonably possible, it be taken out of service and not replaced.
2. No further such boxes be constructed or placed.
3. If the Downtown Redevelopment Committee (or any other group) wishes to pursue the project further, thought should be given to placing more mature trees below the sidewalk level, such as trees placed two years ago around the Provincial Building. These have been very successful.

We do remain interested in downtown beautification, but I wish to reiterate that any such efforts should be first class. No other city, to my knowledge, uses any above ground planters except very large concrete ones in mall areas, the trend being to mature trees planted below grade.

This is submitted for information and the attention of the Commissioner and Council.

61.

  
J.A. McMurdo  
Parks Superintendent

LAM/mp

cc: Mr. P. Hansum

Commissioners' comments

This report was prepared after a review at the completion of a trial period. The Parks Supt. has summarized our earlier concerns and we concur with his observations outlined above.

As the planters, initiated by the downtown business community, have not proved as successful as had been hoped, we would recommend that the Parks Supt. prepare a more detailed report on the planting of mature trees outlining the location, timing and the costs involved, including the extent of participation by the downtown business community.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

August 25, 1986

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

Attn: J. Ferguson, Project Manager

Dear Sir:

RE: ATTACHED LETTER

Attached please find a letter from Mr. P.G. Gordon Paton concerning the problems faced by the visually impaired on some of the downtown City streets.

It would be appreciated if we could receive your comments on this problem for inclusion on the Council agenda of September 15, 1986. These comments should be received in this office on or before September 8th, 1986.

Thank you for your attention to this matter.

Yours sincerely,

C. SEVCIK,  
City Clerk

/gr

Attach:



## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

August 25, 1986

P.G. Gordon Paton,  
3956 - 52 Avenue,  
RED DEER, Alberta  
T4N 4J7

Dear Mr. Paton:

RE: Hazardous Conditions of Downtown Core for Visually Impaired

We acknowledge with thanks your letter of August 14, 1986 relative the above noted topic.

Your letter will be placed on the Council agenda of September 15, 1986, and you will be contacted prior to that meeting to discuss the time Council will be discussing this matter.

Trusting you will find this satisfactory.

Yours sincerely,

C. SEVCIK,  
City Clerk

gr

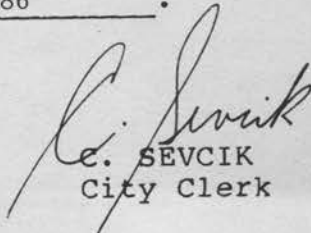
DATE August 25, 1986

TO: ☒ DIRECTOR OF COMMUNITY SERVICES  
☒ DIRECTOR OF ENGINEERING SERVICES  
☐ DIRECTOR OF FINANCE  
☒ BYLAWS & INSPECTIONS MANAGER  
☐ CITY ASSESSOR  
☐ ECONOMIC DEVELOPMENT MANAGER  
☐ E. L. & P. MANAGER  
☐ F.C.S.S. MANAGER  
☐ FIRE CHIEF  
☒ PARKS MANAGER  
☐ PERSONNEL MANAGER  
☐ R.C.M.P. INSPECTOR  
☐ RECREATION MANAGER  
☐ TRANSIT MANAGER  
☒ URBAN PLANNING SECTION MANAGER  
☒ TOWNE CENTRE ASSOCIATION

FROM: CITY CLERK

RE: ATTACHED LETTER RE: VISUALLY IMPAIRED SIDEWALK HAZARDS

Please submit comments on the attached to this office by Sept. 8/86  
for the Council Agenda of September 15, 1986.

  
C. SEVCIK  
City Clerk

NO. 2

**Peavey**  
INDUSTRIES  
LIMITED

September 4, 1986

City Council  
City of Red Deer, Alberta

ATTENTION: MR. A SCOTT

Dear Sir:

RE: MOST NORTHERLY 170 FT. (51.88M) OF  
LOT 1 BLK 2 PLAN 822 2274 1.16 ACRES

Peavey Industries Limited wishes to purchase referenced property from the City of Red Deer for the purposes of building a warehouse and a future store as approved by the Municipal Planning Commission.

Purchase price to be \$125,000.00 per acre for a total purchase price of \$145,000.00.

As we hope to build before the end of this year, approval of this purchase is of the utmost urgency.

Yours truly,

PEAVEY INDUSTRIES LIMITED



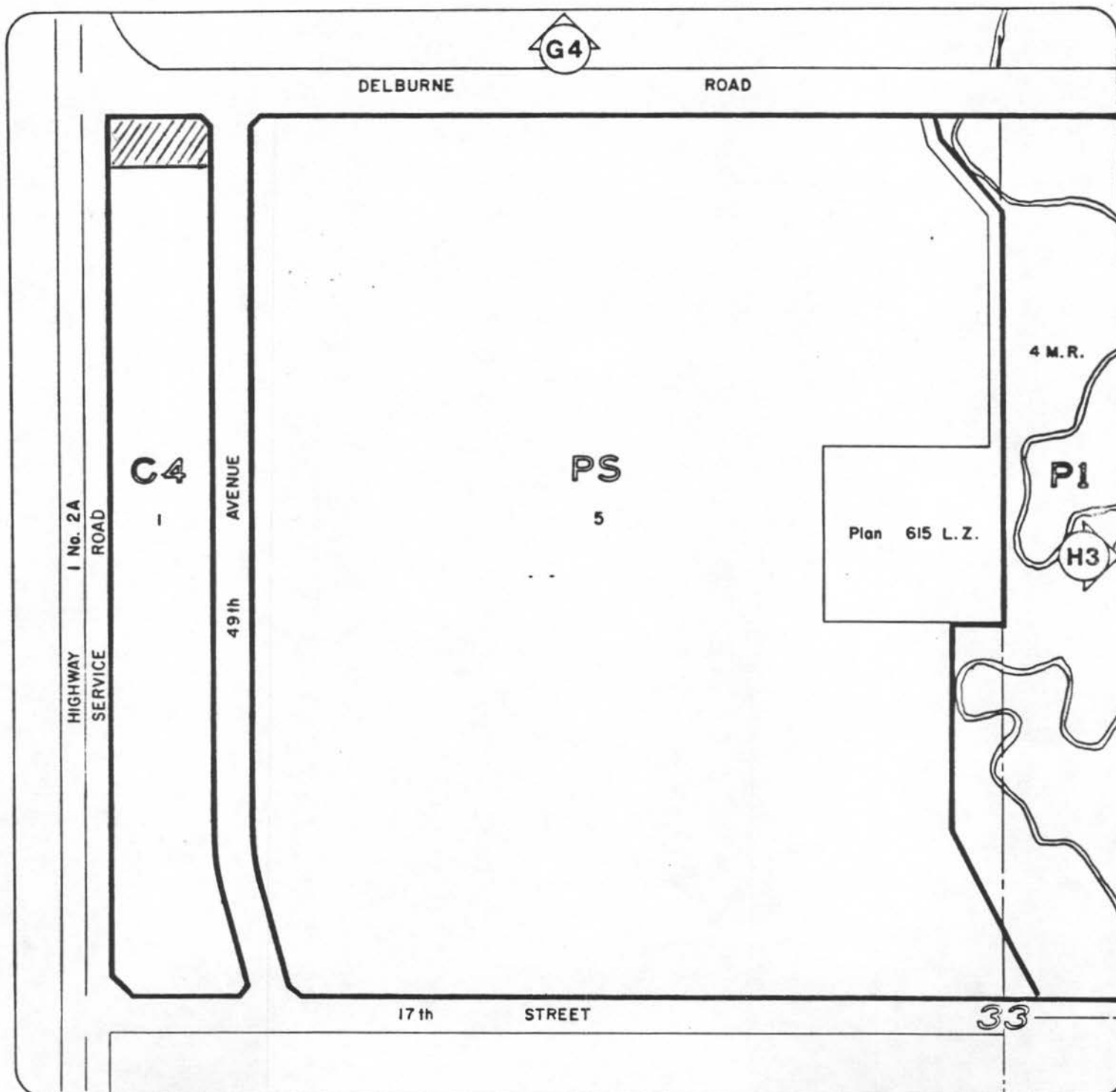
K. N. Nilsson  
President & General Manager

KNN:dlr

# City of Red Deer --- Land Use Bylaw

## Land Use Districts

# G3



### Revisions :

2672/Q-80 (5/1/80)  
2672/G-82 (20/12/82)

DATE: September 4, 1986  
TO: Mayor and Members of Council  
FROM: Manager Economic Development  
RE: Application to Purchase Westerner Commercial Strip  
by Peavey Industries Limited

---

Peavey Industries Limited has made application to The City of Red Deer to acquire 1.16 acres, consisting of the most northerly 170 feet (51.88m) of Lot 1, Block 2, Plan 822-2274, in the commercial subdivision immediately west of the new Westerner Exhibition. It is Peavey Industries' intention to construct a warehouse which could be converted to a future store. As a result, they are prepared to develop the facility in a relatively attractive manner, including a high grade of landscaping on both the east and west sides of the property. The facility proposed, is approximately 12,000 sq. ft., representing a site coverage of approximately 24%. Peavey Industries is offering the City \$125,000 per acre, which is consistent with the City's asking price, and the most recent sale completed in the subdivision.

I would recommend that Council approve the sale of 1.16 acres in the Westerner Commercial Site to Peavey Industries Limited for the purpose of developing a warehouse and future store. I would further recommend that the selling price be \$125,000 per acre.

Respectfully submitted,



ALAN SCOTT  
Manager Economic Development

AVS/mm

COMMISSIONERS' COMMENTS

We would concur with the recommendations of the Economic Development Manager.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

September 17, 1986

TO: Economic Development Manager

FROM: City Clerk

RE: Peavey Industries Limited/Most Northerly 170 ft. (51.88 m) of  
Lot 1, Block 2, Plan 822-2274, 1.16 acres.

At the Council Meeting of September 15, 1986, your report of September 4, 1986, was considered by Council and the following resolution was passed:

"RESOLVED that Council of The City of Red Deer hereby agree to the sale of the most Northerly 170 feet of Lot 1, Block 2, Plan 822-2274 containing 1.16 acres, to Peavey Industries Limited for the purposes of building a warehouse and a future store thereon, said facility to contain approximately 12,000 square feet, representing a site coverage of approximately 24%.

Council further agree that the selling price be \$125,000.00 per acre for a total purchase price of \$145,000.00, and as recommended to Council September 15, 1986, by the Administration."

The above is submitted for your informaton and we would ask you to convey this decision of Council to Peavey Industries Limited and prepare the necessary documentation in this instance.

Thank you for your report in this regard.

  
C. Sevcik  
City Clerk

c.c. Dir. of Finance  
City Assessor  
Bylaws and Inspections Mgr.  
Dir. of Engineering Services  
Mgr., Urban Planning Section





## Red Deer Regional Hospital Centre

107.  
Telephone 343-4422

3942 - 50A Avenue  
Red Deer, Alberta  
T4N 4E7

**MAILING ADDRESS**  
P.O. Bag 5030  
Red Deer, Alberta  
T4N 6R2

1986 08 27



Mayor R.J. McGhee  
City of Red Deer  
4914 48 Avenue  
Red Deer, Alberta

Dear Mayor McGhee:

Re: Sylvan Lake Extended Care Facility Request

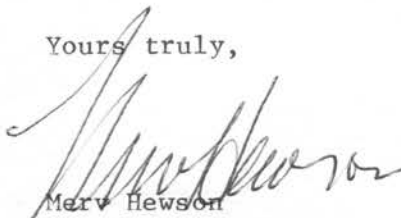
The Red Deer Regional Hospital Centre Board has received, and is in support of, a proposal for the development of an Extended Care Facility submitted by the Committee for Geriatric Care in Sylvan Lake. The Town of Sylvan Lake lies within the Auxiliary and Nursing Home District under the direction of the Red Deer Regional Hospital Centre Board and it is proposed that the Board operate the facility.

The introduction and summary portions of the proposal are attached for information; a complete copy of the proposal is available on request.

In order for the proposal to proceed in the planning process through Alberta Hospitals and Medical Care evidence that each of the Municipalities included in the District endorse the submissions is required. On behalf of the Board, your endorsement of this project is requested.

We would appreciate an early review of this request as we are required, in order to have the request considered in the next fiscal year, to have the proposal submitted prior to October 1, 1986 to Alberta Hospitals and Medical Care.

Yours truly,



Merv Hewson  
Board Chairman

/dv

OWNERS & OPERATORS OF:

Red Deer General Hospital  
3942 - 50A Avenue  
343-4422

Dr. Richard Parsons Auxiliary Hospital  
3929 - 52 Avenue  
343-4422

Valley Park Manor Nursing Home  
5505 - 60 Avenue  
347-7727

Red Deer Nursing Home  
4736 - 30 Street  
347-4436

Westpark Nursing Home  
5715 - 41 St. Cr.  
346-3383

- 3 -

## I INTRODUCTION

There is little doubt that the rising geriatric population is and will be creating demands that are difficult to meet, both in financial and human terms. Our elderly require adequate health care, adequate personal care and adequate housing. Unfortunately, in the past, these three realms have fallen under different ministries of government which has prevented effective planning to meet the total needs of the elderly.

In its recent election promises the Alberta Government has made a strong commitment to meet both the present and future needs of the elderly in our province. It is in this light that we submit this proposal for an extended care facility in Sylvan Lake.

Thus far, we have obtained tremendous support for this proposal from the community at large. Our MLA and the Minister of Hospitals and Medicare have already received numerous letters requesting the government's consideration of this proposal and we have collected almost 1000 signatures of support for this facility. (See appendix iii).

As required by the province, Town Council supports this proposal and will supply land and utilities for the facility. (See appendix iii). Virtually, all the service clubs in the town, including the Chamber of Commerce, have pledged their support for this facility and the pastoral community has united to lend its support as well. In addition, we have support from the Order of the Royal Purple Benalto Lodge which consists of 75 members.

## II SUMMARY

In our presentation we have outlined the current need for extended care in Sylvan Lake. This need will only increase with time. If not met, it will create additional stress on the overloaded facilities in Red Deer, requiring expensive manpower additions to current programs and services which can only be used as stop-gap measures.

In an attempt to resolve the problem in Sylvan Lake, we have formed a Committee for Geriatric Care which consists of experts in all fields related to this issue. It is members of this committee who have provided the leadership, research and other related work involved in the writing of this proposal. It is also this team which will follow through with the steps to be taken to provide Sylvan Lake and area with a comprehensive program of Geriatric Care for the future.

- 4 -

Our proposal points out that for any particular situation, we are willing and able to seek and to use whatever alternatives to institutionalization may be available. Nevertheless, many individuals require institutionalization, both now and in the future. We would like to be given the opportunity to apply some unique solutions in our community by way of a combined level care facility and a geriatric day care facility similar to the Dickensfield Extended Care Concept in Edmonton. The facility we are requesting is proposed to contain 50 nursing home level beds, 25 auxiliary beds and a 10 place day care centre. Two beds from the facility would be reserved for respite care. We have estimated cost of the facility at approximately \$3,837,500, however, this does not include the cost of a day care centre.

In order to increase operational cost efficiency, we are also proposing the inclusion of a small emergency centre with a one-bed treatment area and a three-bed holding area. This centre would utilize staff from the facility, and would serve as an examination and treatment area, both for facility residents as well as Sylvan Lake community members in general.

The development of such a facility under the jurisdiction of the Red Deer Regional Hospital Board would benefit several communities by allowing residents to remain closer to home and by easing the pressure for extended care beds in Red Deer and surrounding areas in Central Alberta.

### III THE PROBLEM

In terms of receiving consideration for the construction of any major public facility, Sylvan Lake's proximity to Red Deer has been a major stumbling block. Thus, although it is a growing economic centre of 4100 people, it is only one of five towns in Alberta over 4000 which has no hospital facility of any kind to serve its population.

For most people this does not represent a major problem. However, for the elderly, and infirm, it poses many problems, particularly, for those who require chronic care in an institution. This is the segment of the population which adapts least readily to change. To force them to reside outside their community and familiar surroundings is to decrease their chances for rehabilitation and survival. (Harel, Rosenberg, Matthews).

Currently there is no chronic care institution in the rural area circumscribed by Red Deer west, Rimbey south, Rocky



## Red Deer Regional Hospital Centre

1986 08 26

Mayor R.J. McGhee  
City of Red Deer  
4914 48 Avenue  
Red Deer, Alberta

Dear Mayor McGhee:

Re: Red Deer Regional Hospital  
Centre Project Requests

The Red Deer Regional Hospital Centre, under the regulations governing project requests is in the process of submitting three project requests to Alberta Hospitals and Medical Care. The project request process requires documentation providing "evidence that the Councils of each of the Municipalities included in the District endorse the submission of the project request".

We, therefore, respectfully request your support for the project requests listed below. It should be noted that none of the project requests identified involves items subject to requisition under current provincial legislation and regulation.

1. Psychiatric Unit Expansion:

The project would involve expansion of the current psychiatric unit from 23 beds to 46 beds. Current occupancy levels are approaching 100%, and; given increased population and additional specialists, it is not expected that there would be any change in the occupancy levels without expansion. Failure to expand would result in less than adequate care of the residents of Central Alberta.

2. Pediatric Unit Relocation:

It is proposed that the current pediatric unit be relocated from Level 3 of the Red Deer General building to Level 2 of the Regional Hospital building. The present unit, providing 25 beds, has severe physical limitations (area provided, type of space, support services) which can only be overcome by relocating to a shelled area located on Level 2 in the Regional Hospital building.

The hospital has the specialists and support staff for an excellent regional pediatric service, however the physical limitations of the current unit hamper their efforts.



3942 - 50A Avenue  
Red Deer, Alberta  
T4N 4E7

**MAILING ADDRESS**  
P.O. Bag 5030  
Red Deer, Alberta  
T4N 6R2

OWNERS & OPERATORS OF:

Red Deer General Hospital  
3942 - 50A Avenue  
343-4422

Dr. Richard Parsons Auxiliary Hospital  
3929 - 52 Avenue  
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Valley Park Manor Nursing Home  
5505 - 60 Avenue  
347-7727

Red Deer Nursing Home  
4736 - 30 Street  
347-4436

Westpark Nursing Home  
5715 - 41 St. Cr.  
346-3383

- 2 -

3. Medical Nursing Unit Relocation:

It is proposed that the three medical nursing units (Units 27, 37, and 38) be relocated to shelled areas on Level 3 of the Regional Hospital. It is essential that Unit 27 be relocated to allow expansion of psychiatric services, while relocation of Units 37 and 38 will result in provision of some additional medical beds to serve the residents of Central Alberta.

We would be pleased to meet with you to discuss the project requests in greater detail. We would also note that we are required to submit the projects prior to October 1, 1986 in order to receive consideration in the next fiscal year.

In summary, if the projects receive your support and the approval of the Provincial Government, certain benefits will accrue:

1. Improved health services for the residents of Central Alberta (approximately 46% of our patients are from outside the City of Red Deer).
2. Short-term, there would be a number of construction jobs created by the projects.
3. Long-term, additional jobs would be created in Central Alberta by the expansion of services.

Your support of these projects is requested.

Yours truly,



Mr. M. Hewson  
Board Chairman  
Red Deer Regional Hospital Centre

/dv

COMMISSIONERS' COMMENTS

The President and/or Chairman will be contacted to attend the Council meeting should Council have any questions regarding the requests.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner



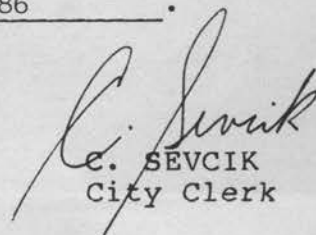
DATE August 29, 1986

TO: ☐ DIRECTOR OF COMMUNITY SERVICES  
☐ DIRECTOR OF ENGINEERING SERVICES  
☒ DIRECTOR OF FINANCE  
☐ BYLAWS & INSPECTIONS MANAGER  
☐ CITY ASSESSOR  
☐ ECONOMIC DEVELOPMENT MANAGER  
☐ E. L. & P. MANAGER  
☐ F.C.S.S. MANAGER  
☐ FIRE CHIEF  
☐ PARKS MANAGER  
☐ PERSONNEL MANAGER  
☐ R.C.M.P. INSPECTOR  
☐ RECREATION MANAGER  
☐ TRANSIT MANAGER  
☐ URBAN PLANNING SECTION MANAGER  
☐ \_\_\_\_\_

FROM: CITY CLERK

RE: ATTACHED LETTERS FROM RED DEER REGIONAL HOSPITAL

Please submit comments on the attached to this office by Sept. 8/86  
for the Council Agenda of September 15, 1986.

  
C. SEVCIK  
City Clerk



## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 2, 1986

RED DEER REGIONAL HOSPITAL CENTRE,  
P.O. Box 5030,  
RED DEER, Alberta  
T4N 6R2

Attn: Merv Hewson, Board Chairman

Dear Sir:

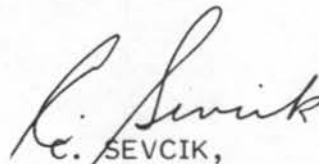
RE: SYLVAN LAKE EXTENDED CARE FACILITY REQUEST  
RE: RED DEER REGIONAL HOSPITAL CENTRE PROJECT REQUESTS

We acknowledge with thanks your letters of August 26 and August 27, 1986 regarding the above captioned topics.

These items will be placed on the Council agenda of September 15, 1986. You will be contacted prior to that time in the event that you wish to be present during discussion of these items.

We trust that you will find this satisfactory.

Yours sincerely,

  
C. SEVCIK,  
City Clerk

CS/gr

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 18, 1986

The Red Deer Regional Hospital Centre  
P.O. Bag 5030  
Red Deer, Alberta  
T4N 6R2

Attention: Mr. M. Hewson, Board Chairman

Dear Sir:

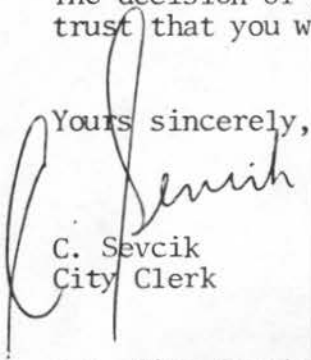
Re: Sylvan Lake Extended Care Facility Request

Your letter of August 27, 1986, concerning the above matter, specifically requesting Council of the City of Red Deer support of the submission was presented to Council Monday, September 15, 1986, and at which meeting, Council passed the following motion:

"RESOLVED that Council of The City of Red Deer hereby endorse the proposal for development of an Extended Care Facility submitted by the Committee for Geriatric Care in Sylvan Lake, and as presented to Council September 15, 1986."

The decision of Council in this instance is submitted for your information and I trust that you will find same satisfactory.

Yours sincerely,

  
C. Sevcik  
City Clerk

c.c. City Commissioners

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

P. O. BOX 5008

RED DEER, ALBERTA  
T4N 3T4

September 18, 1986

Red Deer Regional Hospital Centre  
P.O. Bag 5030  
Red Deer, Alberta  
T4N 6R2

Attention: Mr. M. Hewson, Board Chairman

Dear Sir:

Re: Red Deer Regional Hospital Centre Project Requests

1. Psychiatric Unit Expansion
2. Pediatric Unit Relocation
3. Medical Nursing Unit Relocation

Your letter of August 26, concerning the above project requests and in particular requesting Council of the City of Red Deer endorsement was presented to Council Monday, September 15, 1986.

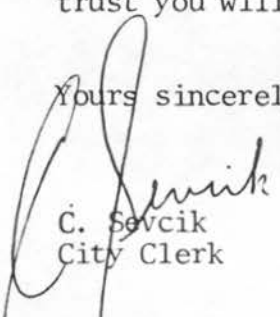
Following is the resolution which was passed by Council at the aforesaid meeting.

"RESOLVED that Council of The City of Red Deer hereby support the project requests submitted by the Red Deer Regional Hospital Centre, listed below and as presented to Council September 15, 1986:

- 1) Psychiatric Unit Expansion
- 2) Pediatric Unit Relocation
- 3) Medical Nursing Unit Relocation"

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

Yours sincerely,

  
C. Sevcik  
City Clerk

c.c. Commissioners



## SOLICITOR GENERAL

Office of the Solicitor General

127 Legislature Building, Edmonton, Alberta, Canada T5K 2B6 403/427-2468

August 12, 1986

Mayor R. J. McGhee  
City of Red Deer  
P. O. Box 5008  
Red Deer, Alberta  
T4N 3T4



Dear Mayor McGhee:

Re: Fletcher's Fine Foods - Red Deer - Strike By  
United Food and Commercial Workers Union

I refer to your request of July 17, 1986, for some financial assistance to offset the overtime expenditures incurred by the RCMP under contract to the City of Red Deer as the result of a strike between Fletcher's Fine Foods and the United Food and Commercial Workers Union.

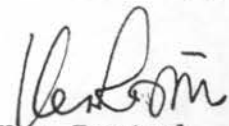
While I can appreciate the problem that Red Deer faces as a result of having expended an inordinate portion of its overtime budget on this incident, I respectfully do not accept the position that the Province is obliged to accept financial responsibility because of its existing labour legislation.

Additionally, the Province provides an annual unconditional law enforcement assistance grant to all municipalities with a population over 1,500 and funding in addition to this grant is not available, simply because no additional funds are available within the existing departmental law enforcement budget for this purpose.

I regret that I am unable to be of assistance in this matter.

COPIED TO: Mr. J. Oldring, M.L.A., R.D.S.  
Mr. S. Day, M.L.A., R.D.N.  
Council Members  
Chairman, Police Commission  
City Commissioner  
Inspector L.L. Pearson  
Director of Finance  
City Clerk  
(Aug.19/86-bd)

Yours truly,

  
Ken Rostad  
Solicitor General

COMMISSIONERS' COMMENTS

This is just submitted for the information of Council.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

NO. 5



## RED DEER REGIONAL PLANNING COMMISSION

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

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

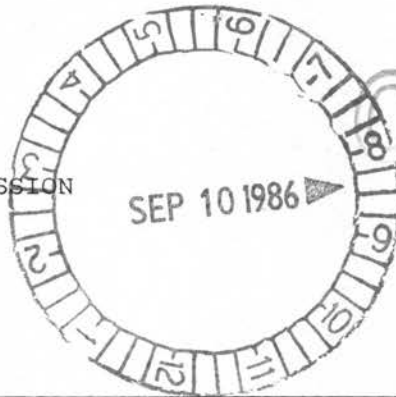
Telephone: (403) 343-3394

TO: THE HONOURABLE NEIL CRAWFORD  
MINISTER OF MUNICIPAL AFFAIRS

FROM: ROBERT J. MCGHEE, CHAIRMAN,  
RED DEER REGIONAL PLANNING COMMISSION

RE: PROPOSED BILL 52:  
PLANNING AMENDMENT ACT, 1986

DATE: 9th SEPTEMBER 1986



COPY

The proposed Bill 52 will have major implications for planning throughout the Province. Consequently, it is considered that it is essential that municipalities be given a reasonable opportunity to review and comment on the proposed legislation prior to its adoption.

I am aware that the Government has recently formalized a procedure to facilitate greater public participation in the regulation making process. A delay in approving this Bill at this stage would provide an opportunity for greater input and ensure that a number of problems are resolved.

Specifically, I would like to express the following major concerns regarding the proposed legislation.

1. Bill 52 appears to have been designed to resolve a specific issue. It is considered that an amendment to the Planning Act, which has major implications for the whole planning process in the Province, is not an appropriate way to solve a specific local problem.
2. The acquisition requirements outlined in the legislation may be easily circumvented by amending a statutory plan in accordance with subsection (3)(c) and removing reference to park, school and recreation facilities etc. Therefore, the legislation will not solve the problem it is intended to address.
3. Subsection (3)(c) appears to be unworkable as reserve land cannot be provided prior to subdivision and development in the area may only be contemplated many years in the future.
4. The result of the legislation will be that municipalities will be reluctant to designate parks, school and recreation facilities in their statutory plans. This would likely result in a proliferation of non-statutory and "bottom drawer" plans and complicate the whole process of long range planning.

.... / 2

## MUNICIPALITIES WITHIN COMMISSION AREA

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

The Honourable Neil Crawford  
9th September, 1986  
Page two

5. The present legislation encourages the involvement of the public in the preparation of statutory plans. However the new legislation would result in municipalities developing "confidential" plans for parks, school and recreation facilities in order to avoid possible acquisition requirements in terms of subsection (3)(c).

In conclusion, the proposed legislation will affect a large number of municipalities in the Red Deer Regional Planning Commission. Therefore, I respectfully request that this legislation be deferred to the next sitting of the Legislature to allow for full and open debate on this important issue.

A signed copy to the Minister of Municipal Affairs will follow by mail.

- c.c. - All municipalities in the R.D.R.P.C.
- Roy Brassard, MLA
  - Stockwell Day, MLA
  - Robert Fischer, MLA
  - Ron Moore, MLA
  - Nigel Pengelly, MLA
  - Jack Campbell, MLA
  - Brian Downey, MLA
  - Henry Kroeger, MLA
  - John Oldring, MLA
  - Archie Grover, Deputy Minister  
Alberta Municipal Affairs
  - Jack Thomas, Assistant Deputy Minister  
Alberta Municipal Affairs



1986 BILL 52

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First Session, 21st Legislature, 35 Elizabeth II

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THE LEGISLATIVE ASSEMBLY OF ALBERTA

## **BILL 52**

**PLANNING AMENDMENT ACT, 1986**

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DR. CASSIN

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First Reading .....

Second Reading .....

Committee of the Whole .....

Third Reading .....

Royal Assent .....

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Bill 52  
Dr. Cassin

## BILL 52

1986

### PLANNING AMENDMENT ACT, 1986

(Assented to , 1986)

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of Alberta, enacts as follows:

1 *The Planning Act is amended by this Act.*

2 *Section 72 is amended by adding the following after subsection (2):*

(3) If, before, on or after the date on which this subsection comes into force, a council

(a) has adopted or adopts a statutory plan that describes a use or intended use referred to in subsection (1) with respect to private land, and

(b) after the adoption of the statutory plan, has amended or enacted or amends or enacts the land use by-law of the municipality to permit more intensive development on any adjacent land than was previously permitted on that adjacent land,

the council shall, within 6 months of the date on which the land use by-law was so amended or enacted or within 6 months of the date on which this subsection comes into force, whichever date is later,

(c) acquire the private land or require it to be provided as reserve land pursuant to this Act,

(d) commence proceedings to acquire the private land or to require it to be provided as reserve land and thereafter acquire it within a reasonable time, or

(e) amend the statutory plan and the land use by-law to describe a use or intended use other than a use or intended use described in subsection (1) or any similar use with respect to the private land.

(4) Notwithstanding subsection (3), if the Crown in right of Canada, the Crown in right of Alberta or another local authority within 6 months from the date the land use by-law is amended or enacted as described in that subsection

(a) acquires the private land referred to in subsection (3), or

(b) commences proceedings to acquire the private land or requires it to be provided as reserve land and thereafter acquires it within a reasonable time,

subsection (3) does not apply.

(5) In this section,

(a) "adjacent land" means land that is contiguous in whole or in part to the private land referred to in subsection (3) and includes land or a portion of land that would be contiguous except for a public roadway, river or stream;

(b) "private land" means land that is not owned by the municipality.

3 *This Act comes into force on Proclamation.*

### Explanatory Notes

1 This Bill will amend chapter P-9 of the Revised Statutes of Alberta 1980.

2 Section 72 presently reads:

*72(1) If land is designated under a land use by-law for use or intended use as a municipal public building, school facility, park or recreation facility and the municipal corporation does not own the land, the council shall*

*(a) within 6 months from the date the land is so designated*

*(i) acquire the land or require it to be provided as reserve land pursuant to this Act, or*

*(ii) amend the land use by-law to designate the land for another use or intended use,*

*or*

*(b) within 6 months from the date the land is so designated commence proceedings to acquire the land or require it to be provided as reserve land and thereafter acquire it within a reasonable time.*

*(2) Notwithstanding subsection (1), if the Crown in right of Canada, the Crown in right of Alberta or another local authority, within 6 months from the date the land referred to in subsection (1) is designated as described in that subsection,*

*(a) acquires the land, or*

*(b) commences proceedings to acquire the land or requires it to be provided as reserve land and thereafter acquires it within a reasonable time.*

*subsection (1) does not apply.*

COMMISSIONERS' COMMENTS

We would strongly recommend that Council endorse the attached course of action.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

September 18, 1986

TO: Red Deer Regional Planning Commission

FROM: City Clerk

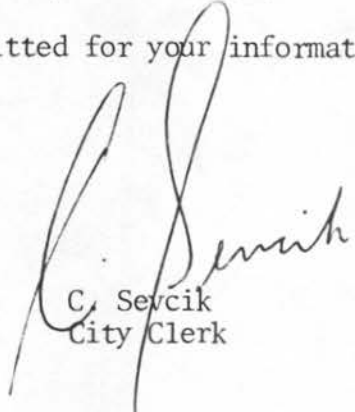
RE: Proposed Bill 52 Planning Amendment Act 1986

The letter dated September 9, 1986, from the Regional Planning Commission to the Honorable Neil Crawford, Minister of Municipal Affairs, relative to the above topic, was presented to Council Monday, September 15, 1986, and at which meeting Council passed the following motion.

"RESOLVED that Council of The City of Red Deer having considered correspondence dated September 9, 1986, from the Chairman of the Red Deer Regional Planning Commission to the Honourable Neil Crawford, Minister of Municipal Affairs, re: Proposed Bill 52, Planning Amendment Act, 1986, hereby concur with the course of action outlined in the aforesaid correspondence, that said legislation be deferred to the next sitting of the Legislature to allow for full and open debate on this important issue."

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

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

c.c. City Commissioners

*Mayor M. Shee  
Bundy*

1986 BILL 52

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First Session, 21st Legislature, 35 Elizabeth II

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THE LEGISLATIVE ASSEMBLY OF ALBERTA

## BILL 52

PLANNING AMENDMENT ACT, 1986

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DR. CASSIN

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First Reading .....

Second Reading .....

Committee of the Whole .....

Third Reading .....

Royal Assent .....

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Bill 52  
Dr. Cassin

## BILL 52

1986

### PLANNING AMENDMENT ACT, 1986

(Assented to , 1986)

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of Alberta, enacts as follows:

- 1 *The Planning Act is amended by this Act.*
- 2 *Section 72 is amended by adding the following after subsection (2):*

(3) If, before, on or after the date on which this subsection comes into force, a council

(a) has adopted or adopts a statutory plan that describes a use or intended use referred to in subsection (1) with respect to private land, and

(b) after the adoption of the statutory plan, has amended or enacted or amends or enacts the land use by-law of the municipality to permit more intensive development on any adjacent land than was previously permitted on that adjacent land.

the council shall, within 6 months of the date on which the land use by-law was so amended or enacted or within 6 months of the date on which this subsection comes into force, whichever date is later.

(c) acquire the private land or require it to be provided as reserve land pursuant to this Act,

(d) commence proceedings to acquire the private land or to require it to be provided as reserve land and thereafter acquire it within a reasonable time, or

(e) amend the statutory plan and the land use by-law to describe a use or intended use other than a use or intended use described in subsection (1) or any similar use with respect to the private land.

(4) Notwithstanding subsection (3), if the Crown in right of Canada, the Crown in right of Alberta or another local authority within 6 months from the date the land use by-law is amended or enacted as described in that subsection

(a) acquires the private land referred to in subsection (3), or

## Explanatory Notes

1 This Bill will amend chapter P-9 of the Revised Statutes of Alberta 1980.

2 Section 72 presently reads:

*72(1) If land is designated under a land use by-law for use or intended use as a municipal public building, school facility, park or recreation facility and the municipal corporation does not own the land, the council shall*

*(a) within 6 months from the date the land is so designated*

*(i) acquire the land or require it to be provided as reserve land pursuant to this Act, or*

*(ii) amend the land use by-law to designate the land for another use or intended use,*

*or*

*(b) within 6 months from the date the land is so designated commence proceedings to acquire the land or require it to be provided as reserve land and thereafter acquire it within a reasonable time.*

*(2) Notwithstanding subsection (1), if the Crown in right of Canada, the Crown in right of Alberta or another local authority, within 6 months from the date the land referred to in subsection (1) is designated as described in that subsection,*

*(a) acquires the land, or*

*(b) commences proceedings to acquire the land or requires it to be provided as reserve land and thereafter acquires it within a reasonable time.*

*subsection (1) does not apply.*

(b) commences proceedings to acquire the private land or requires it to be provided as reserve land and thereafter acquires it within a reasonable time,

subsection (3) does not apply.

(5) In this section,

(a) "adjacent land" means land that is contiguous in whole or in part to the private land referred to in subsection (3) and includes land or a portion of land that would be contiguous except for a public roadway, river or stream;

(b) "private land" means land that is not owned by the municipality.

3 *This Act comes into force on Proclamation.*



# RED DEER REGIONAL PLANNING COMMISSION

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

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

Telephone: (403) 343-3394

28 April 1986

To Municipal Administrators of all  
Cities, Towns, Villages and Summer  
Villages in the Red Deer Regional  
Planning Commission Area

Dear Sir/Madam,

Re: Circular from Nose Hill Park Communities Board

Many of you have received a letter from the Nose Hill Park Communities Board of Calgary concerning a possible amendment to the Planning Act which could affect General Municipal Plans and provision for future open space. A few of you have contacted Commission staff about this circular.

No legislation to amend the Planning Act has been introduced in the Provincial Legislature which would require municipalities to acquire park-land designated in a General Municipal Plan within a specified time. It would therefore be premature at this time to comment on such possible legislation until something definite is proposed.

Commission staff are looking into the matter. We assume that any proposed legislation will be circulated to the Commission for comment. At that time we would be prepared to make specific recommendations.

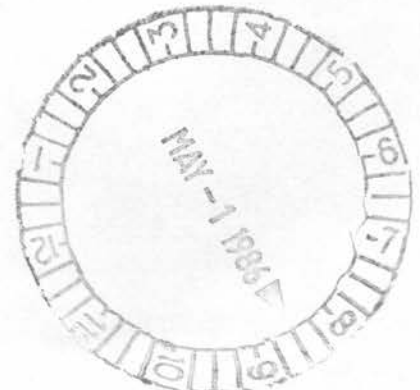
Yours truly,

CRAIG CURTIS

MANAGER

URBAN PLANNING SECTION

CD/lr



MUNICIPALITIES WITHIN COMMISSION AREA

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

# Office of the Mayor



April 11, 1986

Mr. W. M. Eirich  
Chairman  
Nose Hill Park Communities Board  
408 Huntley Way N.E.  
CALGARY, Alberta  
T2K 4Z8

Dear Mr. Eirich:

Thank you for your letter, dated March 18, 1986, outlining certain concerns with respect to possible amendments to The Planning Act.

Your letter has been referred to the Red Deer Regional Planning Commission, which body advises the City on matters related to The Planning Act, and they will be monitoring the situation.

It would seem inappropriate at this time to comment on this issue until it is determined that an amendment is being proposed.

We do thank you for bringing this to our attention.

Yours truly,



R. J. MCGHEE  
Mayor

PMS/bd

cc: Mr. R. Cundy, R.D.R.P.C.  
Mr. C. Curtis, R.D.R.P.C.  
City Clerk

# NOSE HILL PARK COMMUNITIES BOARD



BEDDINGTON HEIGHTS  
BRENTWOOD  
CAMBRIAN HEIGHTS  
CROWCHILD - RANCHLANDS  
DALHOUSIE  
EDGEMONT  
HIGHWOOD  
HUNTINGTON HILLS  
NORTH HAVEN  
THORNCLIFFE - GREENVIEW  
TRI-WOOD  
VARSITY

408 Huntley Way N.E.  
Calgary, Alberta  
T2K 4Z8

March 18, 1986

Dear *Ms. Sevcik, City Clerk.*

The Nose Hill Park Communities Board, formed in 1972 to secure for future generations a large natural park in North Calgary, wishes to focus your attention on a suggested amendment to The Planning Act which could seriously affect your municipality's ability to make long term plans for land acquisition for parks and related sports facilities. The attached Information Sheet outlines the background and summarizes our concerns.

The suggested amendment by itself is only a partial solution to the problem of parkland acquisition. However, the amendment would seriously compromise the ability of all municipal governments to make long term plans regarding open space and parks. Such planning becomes increasingly important as Alberta grows. A more complete solution is needed.

We hope you share our concerns and request that you forward copies of our letter to appropriate people in your jurisdiction. It would be very helpful if you talk with your MLA in the near future as we expect the amendment to be proposed in the Spring Sitting of the Legislature, starting April 3, 1986. We invite your comments regarding this suggested amendment to The Planning Act.

Thank you for your attention.

Yours sincerely,

W.M. Eirich  
Chairman

WME/gs  
Attach.

cc: Most cities, towns and Municipal Districts in Alberta.

1. The Hon. J. Koziak, Minister of Municipal Affairs, has discussed a future amendment to The Planning Act regarding the acquisition of parkland designated in a general municipal plan. The consequence of the suggested amendment would be to force municipalities into expropriation at unpredictable prices soon after adopting a general municipal plan. The only alternative would be to avoid including parkland in general municipal plans. The negative implications for the ability of all Alberta municipal governments to make balanced long term plans, which include parks, are profound.
2. Currently, a municipality can designate parkland in a general municipal plan and restrict the land-use classification of that land to protect it from development that does not suit its future use. The Planning Act (Sec. 72) presently requires municipalities to acquire land designated in a land-use bylaw for any public use within six months. In the future, the suggested amendment would require municipalities to acquire parkland designated in a general municipal plan within a specified time after such designation.
3. We have discussed the suggested amendment with the Minister. We questioned the change on the grounds that:
  - a) municipalities would be prevented from planning future parks because they would be forced into expropriation at unpredictable prices soon after adopting a general municipal plan which designated future park areas.
  - b) A precedent which should be considered is the manner in which the province plans transportation and utility corridors. Using laws similar to The Planning Act the province can effectively freeze development in such areas until it is ready to proceed with its plan. Surely the concept of planning for the future good of the public should include parks and open space.
  - c) In the specific case of Nose Hill Park the negotiating balance between the City of Calgary and the developers would be unfairly upset.

The Minister was not swayed by these arguments. He suggested that the City has refused to negotiate with the Nose Hill landowners. In fact, the City has bought over half of the 2700 acres designated for the future Nose Hill Park since 1972. These purchases were made as recently as 1983 at prices consistent with the land's current classification as agriculture/urban reserve and with its proposed use as a park.

4. The problem with the suggested amendment by itself is that it forces municipalities into choosing between expropriation at unknown cost and giving up all plans for future parks. The Expropriation Act (1974) directs the Alberta Land Compensation Board to determine the fair market value of expropriated land. Such a valuation method assumes that previous sales of comparable property can be used to establish value. In reality, expropriation occurs only when all attempts at negotiation have failed and there is no agreement on fair market value. Thus the Board is left with a wide range of choice for value, and its decisions are unpredictable.
5. The issue is clearly complex. One solution would be to pair the suggested amendment to The Planning Act with an amendment to The Expropriation Act (1974). That second amendment should modernize and clarify the criteria for determining the value of land being expropriated. These new criteria should minimize the effect of speculation on land valuation. Values for expropriated land should be determined by: 1) the current land-use classification; 2) the intended use; 3) the assessed value; 4) any relevant market transactions. This paired amendment approach would ensure proper planning for parks as well as fairness to all parties in the expropriation process.



NO. 6



ROOFING (RED DEER) LTD.

10, 7460 - 49 Avenue, Red Deer, Alberta T4P 1M2

24 Hour Answering Service

342-6866

Res. 782-3767

Ben G. de Boon  
Manager

347-1146

347-1145

File No. 15289C

September 2, 1986

The City of Red Deer  
4914 - 48 Avenue  
Red Deer, AlbertaAttention: Mayor McGee  
Members of Council  
Commissioner

Dear Sirs/Madams:

After the two weeks of dry weather that we have had, we have finally completed all of the work on the City Hall, and we believe that we have now fulfilled our commitment to the City in regards to this roof.

All leaks, as far as we know, have now been stopped, and all items have been cleaned up. The only thing that we would ask the City to consider is to look at our previous, original report where we recommended that this roof be maintained as it has many weak spots.

Thank you for the privilege of being of service to the City of Red Deer, and ask that if there are any problems or questions, you will call.

With regards.

Yours truly,

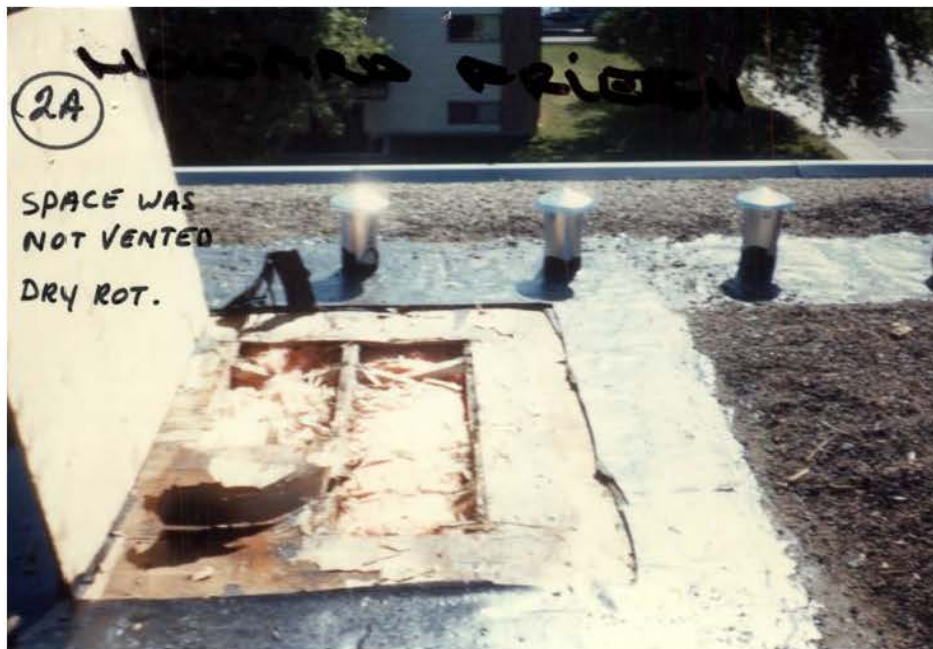
OTTO Roofing (Red Deer) Ltd.

Per: B. G. de Boon  
Pres./Manager

CW







(2A)

HOMER PRITCH

SPACE WAS  
NOT VENTED  
DRY ROT.



APARTMENT IN NORTH  
REDDEER ③  
74RS OLD.

ATTIC PACKED WITH  
INSULATION BUT  
NOT VENTED.  
RAFTERS ROTTEN AND  
PLYWOOD DECK ROTTEN.



ROOF SHOULD BE VENTED AT  
CONTROL JOINT.

5



N.I.S ROOF





TO: City Council  
FROM: Bylaws & Inspections Manager  
DATE: September 10, 1986

RE: CITY HALL ROOF

In response to the letter from Otto Roofing, we have the following comments for Council's consideration:

Firstly, all leaks have not been stopped as there is still a leak in the coffee room area. This area was still leaking during the last rainstorm during the first week of September, and while Mr. De Boon's crews have been in since that time to do repairs, we do not know if the leak has been stopped.

The second item that would concern us is that in Mr. De Boon's letter he indicates that the roof be maintained as it has many weak spots. To the best of our knowledge, this is the first time that we have been made aware that the roof has weak spots. For reference, we referred to Mr. De Boon's letter to the City of September 27, 1985 (copy attached) in which he makes the following points:

1. "We believe that you have the same problem on your building and that although the roofing membrane in the roof itself seems to be in good condition and well applied, this problem with the insulation has caused considerable damage to your roof and to your building."
2. "We believe that your roof could be repaired and corrected and that this roof would still last another 15 - 20 years with only minor maintenance."
3. "I am 90% certain that this is your solution at this time and that this repair would last 15 - 20 years if you allow the amount of \$900 per year for maintenance."

Otto Roofing was subsequently given a contract to do repair to the roof for the amount of \$16,128 which was to cover the repair of the roof, the repair of the roof of the penthouse, replacement of flashings, and of doing a flood test of the roof after all the work was completed. After the repairs had started, we were informed by Otto Roofing that the problems in the roof were, perhaps, caused by the fact that not enough insulation had been applied on the underside of the roof decking. Therefore, we had this insulation installed for the sum of \$1700. Sometime after that, we were informed that the subsequent leaks that were found in the roof after Otto Roofing had completed the majority of its repairs, were coming from the exhaust fan or vents that were located on top of the roof and that vent caps should be installed on top of these locations; which we authorized Otto Roofing to do at a cost of \$160. As well, it was pointed out to us that there was a pipe coming through the roof from the air conditioning unit which should be re-insulated. This also was done by Otto Roofing at a cost of \$48.00.

. . . Continued . . .

Page 2

It should be noted that after the work was done, the leaks continued and that, as mentioned previously, the leak in the coffee room has never been successfully stopped. Crews from Otto Roofing were back on the roof on the following dates: December 16, 1985, December 19 (new leaks), February 27, 1986, March 3, April 15, May 5, and July 25 - 28.

This summarizes the situation to date, and is submitted for Council's information.

Yours truly,

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

R. Strader  
Bylaws & Inspections Manager  
City of Red Deer

RS/lis

Attachment



**ROOFING (RED DEER) LTD.**

10, 7460 - 49 Avenue, Red Deer, Alberta T4P 1M2

*24 Hour Answering Service*

Res. 782-3767

**Ben G. de Boon**  
Manager

347-1146

347-1145

File No. 15040C

September 27, 1985

The City of Red Deer  
Box 5008 (4914 - 48 Ave.)  
Red Deer, Alberta

Attention: Mr. Pat Grainger

Dear Sir:

Re: The roof on City Hall, and  
Your tender form dated September 19, 1985

Further to our meeting at City Hall on September 26, 1985, we are herewith returning your tender form as we will not be bidding in accordance with the plans or specifications that you supplied. The reason for this is because we can not guarantee this type of roof for more than 2 years, and we are not doing any more roofs that we can not guarantee for the full life, as it should be, as a minimum.

We object to the specifications and maintain that the problems you have on the roof is due to two factors:

1. That the insulation used on the roof of the building has been shrinking, and, therefore, you have a 40 ft. split in your roof on the east side of the penthouse (see photographs attached); and
2. That your roofing membrane is pulling away from the edges and, therefore, the water is going under the insulation and into the steel deck. The same is happening wherever you have an opening, as the roofing membrane can not stand the strain.

We are sending you, attached to this letter Report, photographs of two buildings with the same problems.

First, Photographs no. 15 and 16, for the Drumheller Co-op, shows the roofing membrane on the edge of the building being pulled and the joints in the membrane or the felt being stretched and open. If you look at photographs no. 17 and 18, of the same area on this roof, after I cut it open to do a cut test, you will see that a hook blade utility knife is sticking up and sitting between the wood fascia and the insulation. This is because the insulation has shrunk away 4" from the wood fascia. This insulation used is the same roofmate insulation that you have on your building. There is also evidence that the blue insulation was stuck to the wood as the blue stain was still visible. There is no vapor barrier wrapped around the insulation and therefore the insulation has shrunk and caused the membrane to crack around the outside edge, causing continual leaks for the owners.

. . . /?

**WE HAVE QUALIFIED ROOFING CONSULTANTS AVAILABLE.**

September 27, 1985  
The City of Red Deer  
Page 2

Second, we refer you to photographs no. 1 and 2 of a building in Red Deer, which is now occupied by Campbell Furniture. Again you can see that the roofmate insulation was glued to the steel deck, and also evidence that it was completely to the outside edge, but again it shrunk and pulled the membrane away from the wall causing problems, which we have corrected.

We believe that you have the same problem on your building, and that although the roofing membrane and the roof itself seem to be in good condition and well applied, this problem with the insulation has caused considerable damage to your roof and to your building.

If we were asked by the schools and hospitals, for which we act and are recognized as consultants, we would recommend that they consider the following minimum work for which we would make cut tests on the roof in order to make certain of our facts before we would do, and guarantee, any work.

We believe that your roof could be repaired and corrected, and that this roof would still last another 15 - 20 years with only minor maintenance.

The work that would have to be done is as follows:

1. Remove all base flashing from the outside edge of the building and store so that it can be reused and reinstalled again;
2. Scrape the gravel away from the outside edge of the building, or wherever there is an opening or wherever it is split, as by the penthouse;
3. Cut roofing membrane on the bottom of the cant strip and as far away as the insulation has shrunk away from the outside wall;
4. Install a vapor seal down to the concrete and up on the edge of the wall or fascia in such a manner that it can be wrapped over the new insulation;
5. Fill the gap with fiberglass insulation and on top of this install  $\frac{1}{2}$ " or 1" fiberboard to make it even with the balance of the roof;
6. Seal the joint with 5 ply of membrane and allow for venting behind the membrane so that any pressure buildup in the roof system can get out rather than causing blisters and buckles;
7. Regravel the sealed area;
8. Reinstall the base flashing;
9. As shown on the drawings attached, install 270 ft. of control joints to break this roof up so that it can expand and contract without causing strain on the membrane; (The control joints are to be built as per the attached details, complete with 2x10 down to the deck, cant strip on each side, roofing membrane, and flashing.)

. . . /3

September 27, 1985  
 The City of Red Deer  
 Page 3

10. In order to allow for proper draining, install 2 new roof drains; Our price includes the roof drains, flashing and insulation, but not the hookup of the drains, which would have to be done by a plumbing contractor.
11. Cut, scrape, and repair where the roof is cracked, of which we estimate a replacement of 160 sq. ft. of roof and insulation is required because it has gotten wet;
12. Replace approximately 300 sq. ft. of additional roof and insulation where it is wet;

(Note: The last 2 items are an estimate and we can not give you an exact amount of replacement required of roof and insulation until cut tests are made. If we are allowed to make the cut tests we would charge you the amount of \$200.00 to work the cut tests and repair the same. At that time we could give you the exact amount of the insulation to be replaced and the cost thereof.)

The Contract Price, based on the above, and a replacement of a total of 460 sq. ft. of wet roof and insulation, would be: \$11,400.00

I am 90% certain that this is your solution for this time and that this repair would last 15 - 20 years if you allow, the amount of \$900.00 per year, for maintenance.

Our second recommendation, if you want to go further than the above work outlined, is to consider doing the work around the outside edge, the control joints, and the roof drains, as recommended above, and in addition, replace 8,350 sq. ft. of your roof now (shaded area) where it has been leaking.

Replacement of the roof would be based on the work as follows:

1. Remove old roofing and insulation down to the concrete;
2. Supply and install 2 ply, 15 lb., felt, mopped down over the concrete and stuck up so that it can be wrapped around the insulation to make it water and air tight;
3. The application of 1 layer of 2" beaverfoam insulation, glued down with a special adhesive;
4. The application of 1" fiberboard insulation, over the beaverfoam, before the buildup roofing is applied;
5. The price would also include the can strip, and the 4 ply, 20 year type, asphalt and gravel roof;

. . . /4

September 27, 1985  
 The City of Red Deer  
 Page 4

6. A 20 year Guarantee and Maintenance Contract on the area that we replaced.

The Contract Price for the work as outlined would be: \$45,105.00

Our next recommendation, which we feel is not necessary, is complete re-roofing of:

A. All area's except the penthouse;

And our price would again include the control joints and the reuse of the flashing and the following:

1. Remove old roofing and insulation and clean up;
2. Install a 2 ply vapor barrier, mopped, and up on the walls so that it can be wrapped around the insulation;
3. Install 1 layer of 2" beaverfoam glued down with a special adhesive;
4. Install 1 layer of 1" fiberboard glued down with a special adhesive;
5. Install a 4 ply, 20 year type, asphalt and gravel roof, including can strip and all control joints as shown on the drawing attached;
6. Reinstall the outside edge flashing;
7. Seal in all units with the allowance of venting under the membrane, as much as possible, on the outside edge;
8. Supply a 20 year Guarantee and Maintenance Contract, as per attached copy.

The contract price for the above would be: \$73,022.00

B. The penthouse;

Reroofing of the penthouse would cost: \$ 9,268.00

The total cost for complete reroofing, including the penthouse would be: \$82,290.00

We are sending you, attached, our resume as to our experience in the roofing trade and we would challenge you to have us do the cut test so that we can prove what we believe to be the problem with your roof.

. . . /5



September 27, 1985  
The City of Red Deer  
Page 5

As we have plenty of work, if you feel that you want us to do a complete report and cut test on the roof, with the right specifications for the repair we would be quite willing to do it. The reason for this is because we do not feel that the City of Red Deer, will get what they require in the invitation to tender that was sent to us.

If you require any further information please feel free to call.

Yours truly,



B.G. de Boon  
Pres./Manager

enclosures

Note:

The cost of our report and investigation including cut tests, drawings and photos, will be: \$ 750.00.  
We would then not bid on the reroofing job.



COMMISSIONERS' COMMENTS

The attached letter from Otto Roofing indicates that in their opinion they have completed all the work on the City Hall roof and believe they have fulfilled their commitment. Attached also is a report from the Bylaws & Inspections Manager indicating that notwithstanding numerous visits to do additional work, we are still not certain that all the leaks have been cured.

Council's direction is requested as to whether or not they believe the contractual obligation has been fulfilled.

"R.J. McGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

## THE CITY OF RED DEER



OFFICE of CITY CLERK  
342-8132

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

September 19, 1986

Otto Roofing (Red Deer) Ltd.  
10, 7460 - 49 Ave.  
Red Deer, Alberta  
T4P 1M2

Attention: Mr. B.G. de Boon, Pres./Manager

Dear Sir:                      Re: City Hall Roof

Your letter of September 2, 1986, wherein you indicated you believe that you have fulfilled your commitment to the City in regards to the aforementioned roof was presented to Council September 15, 1986. I am enclosing herewith a report from the Bylaws & Inspections Manager dated September 10, 1986, which also was presented to Council September 15 and in which report it is noted that the leaks continue in certain locations.

At the aforementioned meeting, the following motion was introduced.

Moved by Alderman Kokotailo, seconded by Alderman Moffat

"RESOLVED that Council of the City of Red Deer having considered correspondence dated September 2, 1986, from Otto Roofing (Red Deer) Ltd., and report dated September 10, 1986, from the Bylaws and Inspections Manager re: City Hall Roof, hereby agree to enter into a maintenance contract with Otto Roofing at a cost of up to \$900.00 per year subject to annual review and same being in a form satisfactory to the City Solicitor."

Prior to voting on the above motion, however, the matter was tabled pending further repairs by yourself and until such time as we hear further from you.

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

Yours sincerely,

*h*  
C. Sevcik  
City Clerk  
Encl.

c.c. The City Commissioners  
Bylaws & Inspections Mgr.