



A G E N D A



FOR THE *SPECIAL MEETING OF RED DEER CITY COUNCIL*

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL

WEDNESDAY, MAY 25, 2005

COMMENCING AT 6:30 P.M.



(1) UNFINISHED BUSINESS

1. Engineering Services Manager - Re: *Gaetz Avenue
Redevelopment Study*

..1



Legislative & Administrative Services

DATE: May 16, 2005

TO: City Council

FROM: Kelly Kloss, Legislative & Administrative Services Manager

SUBJECT: Gaetz Avenue Redevelopment Study

At the Monday, May 9, 2005 Red Deer City Council Meeting, Council tabled consideration of the Gaetz Avenue Redevelopment Study to allow public feedback at a Special Council Meeting on Wednesday, May 25, 2005.

The report regarding the Gaetz Avenue Redevelopment Study, presented by the Engineering Services Manager at the May 9, 2005 Council Meeting, is attached. Also letters received from the public are attached.

A handwritten signature in black ink, appearing to be 'KKloss', written over a horizontal line.

Kelly Kloss
Manager

/attach.



Black Knight Inn

1-800-661-8793
Phone: (403) 343-6666
Fax: (403) 340-8970
www.blackknightinn.ca

16 May 2005

Mayor & Council Members
City of Red Deer
4914 - 48 Ave
Red Deer, Ab, T4N 3T4

Dear Sirs:

We have received the Gaetz Avenue Redevelopment Study and have concerns regarding the proposed changes that will affect our property at 2929 - 50 Ave.

We request the opportunity to review these changes with the adjoining property owners (Travelodge Hotel, Holiday Inn Express) and the City of Red Deer Engineering department so that we may develop a more favourable solution.

Thank you for your consideration in this matter.

Yours truly,

B.K.I. Holdings Ltd
o/a Black Knight Inn Ltd.

Ken Mandrusiak
President



Date: May 3, 2005
To: Legislative & Administrative Manager
From: Engineering Services Manager
Re: Gaetz Avenue Redevelopment Study

1. **Introduction**

The above noted study was commissioned approximately one year ago to guide road improvements that will be needed along Gaetz Avenue over the next decade or more. As these road improvements will affect access to adjacent businesses as well as land needed for road expansion and land made available from road elimination, it is important to establish a long term plan to help guide redevelopment of businesses along the corridor.

The study extends along the entire length of Gaetz Avenue, with the exception of the downtown core and considers the needs of motorists, pedestrians, cyclists, transit and access to adjacent businesses.

As discussed later in this report, one section of north Gaetz Avenue is proposed to be widened this summer and will utilize some of the concepts developed in this study, subject to Council approval of the Study.

2. **Study Process and Presentation**

Attached is a copy of the Executive Summary for the Gaetz Avenue Redevelopment Study prepared by Stantec Consulting Ltd. The full report is available for review in the Engineering Services Department if desired.

The Study has been guided by a Steering Committee represented by the following offices:

- Parkland Community Planning Services
- Recreation, Parks, and Culture Department
- Inspections & Licensing Department
- Land and Economic Development Department
- Engineering Services Department

Legislative & Administrative Manager
May 3, 2005
Page 2

Mr. Russ Wlad, the Project Manager of the Study with Stantec Consulting will present the findings and recommendation of the Study and answer questions from City Council at the May 9, 2005 Council meeting. We suggest the report then be tabled for approximately two weeks to provide Council, stakeholders and the public time to review and consider the report.

At a subsequent meeting of Council, Stantec will again be available to answer questions. Council may also wish to hear from stakeholders and interested members of the public before debating, amending, and adopting the report.

3. **Public Input**

Public consultation included discussions from various stakeholder groups including the adjacent business owners along Gaetz Avenue, Red Deer Chamber of Commerce, Trails and Pathway Study Steering Committee, and Transit. We also met with the public throughout this study.

- Initially, over the course of two days in July, block-by-block meetings were held with the business community to outline the objectives of the Study, present some initial concept ideas, identify issues, and provide an opportunity for feedback. These meetings were open to the public, but primarily attended by the owners of adjacent properties.
- In December, two open houses were held to present the Study to the public and seek their input.
- In January a focus meeting was held with Northland Industrial Business Park and those businesses along Gaetz Avenue, north of 77 Street to review future signal light locations and accesses along Gaetz Avenue. This meeting was open to the public.
- Many other meetings and discussions have been held with various business owners or groups to further discuss their specific concerns and possible solutions.

The attached Table outlines comments received from attendees at the meetings noted above and the responses and/or actions taken to address the comments. The major focuses of the public concern were related to access to and from businesses, the future of service roads, and landscaping along the corridor. Many

Legislative & Administrative Manager
May 3, 2005
Page 3

plan changes were made to address concerns, although not all concerns could be resolved without compromising important study objectives (e.g. traffic safety).

4. **Study Findings**

The main Study findings and recommendations are outlined in the attached Executive Summary. Some of the key points are as follows:

- Implementation of the Study recommendations will be staged over a relatively long period and will be largely driven by business redevelopment and road improvement requirements.
- To ensure an acceptable level of operation and safety along the Gaetz Avenue corridor, improvements are required. These include the following:
 - Gaetz Avenue will require widening to six lanes in stages extending over the next 10 years or more.
 - Major intersection improvements are required within the next 5 years at 19 Street, 32 Street, 77 Street, and Highway 11A.
 - Traffic signals are required at several intersections, including 80 Street, 78A Street, 78 Street, and 34 Street.
 - Service roads intersections will require further separation from Gaetz Avenue. This is commonly referred to as service road bulbing. Some service roads are identified for removal.
 - Changes to business accesses will be required as a result of modification or elimination of the service roads. This includes consolidation of some accesses, restricting others to side streets, or provision of one-way direct access to Gaetz Avenue.
- The proposed Gaetz Avenue right-of-way width will vary depending upon land availability, the need to retain adjacent service roads, service road bulbing, and turn bay requirements. Typically, if the service road is removed the width of Gaetz Avenue can be reduced to as little as 54 metres. Where service roads are to remain, the width will remain as is (varies from 60 to 74 metres).

Legislative & Administrative Manager
May 3, 2005
Page 5

Recommendation

We recommend that City Council accept the Gaetz Avenue Redevelopment Plan for information and table consideration of the report to a subsequent meeting of City Council. Subject to Council requests for report amendments, we will later ask Council to approve the report as a planning document for the purpose of guiding future development and improvements along the Gaetz Avenue Corridor.



Tom Warder, P. Eng.
Engineering Services Manager

TCW/ FC/ldr

- c. Director of Development Services
Russ Wlad, Stantec Consulting Ltd.
Traffic Engineer
City Planning Manager, PCPS
Linda Feddes, Urban Forester
Vicki Swanson, Inspections & Licensing Department
Permit & Licensing Supervisor
Land and Economic Development Manager
Land & Appraisal Coordinator
Streets Engineer

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments from 80 Street to Highway 11A				
8071 Gaetz Ave.	23-Aug-04	W-1-39	Concerned about the location of the access from Gaetz Ave. and would prefer to retain the existing approach location, concerned about joint access with Boatmart and would like to see the service road being redeveloped	The final plan shows the service road remaining in place with no right in right out access at 81 Street. A service road bulb will be required on the Boatmart property which would be subject to redevelopment of the lot.
Gaetz Ave	07-Feb-05	W-1-128	Do not agree to widening of Gaetz Ave. Wants a left turn at 81 Street.	No change to the existing form of access. The final plan shows the service road remaining in place with no right in right out access at 81 Street. A service road bulb will be required on the Boatmart property which would be subject to redevelopment of the lot.
7920 50 Ave.	08-Sep-04	W-1-43	Concerned about the change to the service road into Royal Service and M&K homes. Worried that they will be disadvantaged by the new access because their patrons will not know how to access them. Do not like the bulbs at 80th Street because it will severely impact the trailer park.	Service road access remains unchanged to M&K homes. Patrons route to business will not change. Size of final service road bulb is dependant upon ongoing land negotiations with Sandy Oaks. Service road bulbs are a requirement for truck turning and queue storage at the 80 Street. Bulb size will be negotiated with the owner of the trailer park property.
8027 50 Ave.	17-Dec-04	W-1-87	In favor of purchasing the service road to the west of Boatmart. Would like to have ability to park on 80th Street and loading Bay. Consider visibility of high importance.	The plan shows the service road to remain in place in front of Boatmart. This will not permit purchase of the service road property. A small service road bulb is required at 80th Street. The construction of the bulb will most likely require redevelopment of the Boatmart property.
8000 50 Ave	28-Dec-04	W-1-104	South entrance to proposed property is approx 50 m west of the Gaetz Ave property line on proposed drawings however on the owners development plan the entrance shows 90m offset The owner wishes to see this change reflected in the final drawings prior to council	Final report drawing reflect the 90 meter distance.
#19 - 7920 50 Ave.	28-Dec-04	W-1-107	Insists that the City provided reassurance that her lot would not be affected by future development. Strongly opposed to the redevelopment of the service road that may intersect her lot.	Located adjacent future Kingsgate Drive. Alignment to be confirmed at the time of detail design. Final design based on negotiations with M & K Homes.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7619, 7667, 7743, 7891 Gaetz Ave.	28-Sep-04	W-1-45	7619 and 7667 - Tenants at Center 76 oppose to the removal of the service road, strong opposition to the proposed rear entrance to the north side of the property from 77th St., Generally do not like the proposed accesses near the north and the south end of the Center 76 parking lot	A series of meetings lead to several design iterations resulting in the concept shown on the redevelopment drawings. Rear access is not shown in the final report drawings. Access to 77th Street is also not shown as the location is in conflict with the right turn lane from Gaetz Ave. The service road can not remain connected to 77th St. A right in right out access with a slotted left turn on Gaetz Avenue has been shown as an alternative access to removing the service road.
103 5920 Gaetz Ave.	01-Jan-05	W-1-111	" I think the overall plan is good and once completed will result in positive changes" Likes the pedestrian and bike pathways. As a consumer he would be more likely to visit businesses if there are safer accesses.	No Action Required.
Comments from 78A Street to 80 Street				
7899 Gaetz Ave	08-Jul-04	W-1-8	Need access to both north and south (presumably on service road)	Southbound access provided through the service road to 80 Street, northbound access via Gaetz Ave right-in /right-out at 79 Street.
78A - 49th Ave	unknown	W-1-36 & W-1-123B	Expects traffic jams at 49th Avenue and 78A Ave if the light were removed from 78th and installed at 78A. Notices that parking on 49th currently limits traffic. Recommend that the lights remain at 78th Street and install additional lights at 80th or 79th Streets. If light at 78A Street parking would need to be removed on 49 Ave. Traffic controls at T intersections, Large Trucks could not make the turns at the T intersections and stay in thier lanes.	The 78 St intersection blocks during peak hours as there is insufficient vehicle storage between 77 St and 78 St. The installation of new lights at 78A St and 80 St provides the best spacing of signals for traffic flow on Gaetz Ave. The removal of the lights at 78 St provides for the needed vehicle storage on Gaetz Ave at 77 St. 78A St is wider than 78 St. Parking will be limited on 78A St and 49 Ave to reduce congestion. A WB-20 design truck is able to make all corners providing parking is limited. The removal of the light at 78 St may take place after the installation of the light at 80 St providing a period of time to evaluate changes in driver behavior and patterns that may alleviate some of the congestion at 78 St. Allthough the light at 80 St may releave 78 St of some traffic, eventually the volume of traffic will reach a point where the vehical storage between 77 St and 78 St will become a problem again. The Long-term plan includes the removal of the traffic lights at 78 St. Section 5.9.4 of the report describes the pros and cons of a lighted intersection at 79 St vs 78A St.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7860 50 Ave.	17-Dec-04	W-1-88	In favor of changes provided that least disturbed their lot. Poor drainage in front of Best Buy Homes.	Drainage is outside the scope of the study, however would be addressed as part of any detailed design. Access to Gaetz Avenue provided at 78A Street and 78 Street with no affect to the property.
7899 50 Ave	21-Dec-04	W-1-98	Disagrees with the proposed changes to 79th Street and the bulbing. Concerned with loss of grass areas, signs, and north access to parking lot.	The service road bulb diameter of 24 meters is a requirement for WB15 truck turning and queue storage on 79 Street. Sign may be relocated north and parking lot access may be maintained from the service road.
7842A 50th Ave.	14-Jul-04	W-1-18	Lights at 80th St. overdue, install lights at 78A Street, agrees with the bulbing concept at 80th Street, keep lights at 80th Street.	Long-term option of traffic light removal at 78 Street a shown on the re-development drawings. See also W-1-36
7898A Gaetz Ave.	24-Aug-04	W-1-42	Generally opposed to lights at 78A St., worried about how the setback changes their property and wish to see the exiting setback "grandfathered", Perceives the proposed intersection at 78A as unsafe, feels that the needs of the mobile home sales business was not met.	The location of the double bulb at 78A St coincides with the lighted intersection. See W-1-136 comments. The bulb in this location is mid block between 80 St and 78 St creating an equal distance to Gaetz Ave access for both end of the block. The bulb shown is for the minimal requirement by TAC standards and can accomdate a WB15 truck. The text of the report identifies that a small 9 meter diameter bulb may be considered to lessen the impact on property. If this option were implemented the bulb would only accomodate an SU9 truck. Larger trucks would be required to use the access at 78 St or 80 St. The location of the Commonwealth Homes building in relation to the service road bulb would require investigation at the time of detailed design in order to evaluate safety issues. Redevelopment or relocation of the building may be required. The set back distance in relation to the building would also be reviewed as part of any roadway improvements.
Comments from 78 Street to 78A Street				
7883 and 7445 Gaetz	12-Aug-04	W-1-23	7883 - property does not generate enough revenue to justify thru movements and parking lot reconfiguration. Would like to see a back alley access. 7445 - would like to see leaving Gaetz Ave open with a double turning lane in the middle of Gaetz Avenue.	Back alley access not favorable as per other tenant / owner comments. Service road from Kickers Saloon to 76 Street is shown to remain in place. Providing uncontrolled all turns access at the service road bulb can not be provided due to issues of safety and the geomentics of the existing turn bays for 74 Street and 76 Street.
7803 Gaetz Av	28-Jun-04	W-1-13	No comments attached just acknowledgement that he received the initial mail out and info delivery	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
#7 7887 Gaetz Ave.	20-Aug-04	W-1-40	Concerned about the loss of parking if 78A is widened, worried about the congestion of traffic in the parking lot if joint access happens, sees the existing condition with respect to parking and access as being acceptable.	78A Street will have some parking restrictions east of the service road intersection. 78A is not intended to be widened. The service road is shown to remain in place from 78A to 78 Street providing for some parking on the service road.
7803 Gaetz Av	12 July-04 - 10 Mar-05	W-1-13 & W-1-130	In favor of removal of lights at 78th Street and add lights at 80th or 78A to both. Concerned about access for large vehicles. Favors improved alignment of 49th to make it more of a ring road. Improve the grading of the transition at 78th to Gaetz so that when it snows vehicles can get through the lights.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. Providing large vehicle access is part of the design of the intersections. Improved alignment of 49th Street was reviewed and could be incorporated into detail design. Similarly the grade at 78 Street could be addressed in detail design.
7849 48 Ave	16-Dec-04	W-1-80	Prefer to leave the lights at 78th Street and wants to attend the meeting scheduled to discuss the removal of the lights at 78th Street.	Special meeting was held. See W-1-36 for comment response
4848 78A St.	16-Dec-04	W-1-80	Prefer to leave the lights at 78th Street and wants to attend the meeting scheduled to discuss the removal of the lights at 78th Street.	Meeting held , See W-1-36 for comment.
7891 49 Ave.	16-Dec-04	W-1-96	See's an existing problem with parking on 49th Avenue. Need to remove parking once improvements take place. Prefer to see the lights at 78A rather than 78th Street.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. See W-1-36 for comment response. Congestion of intersection of 49 Avenue and 78A Street is caused by parking of large vehicles along this roadway. The detail design will investigate the limitaion of parking in some areas along 49 Avenue.
7891 49th Ave.	30-Dec-04	W-1-124	Agrees with the proposed changes	No action required.
7891 49th Ave.	14-Mar-05	W-1-125	In favor of removal of lights at 78th Street and add lights at 80th or 78A to both. Concerned about access for large vehicles.	See W-1-36 description
A3 - 7860-49th Ave	08-Mar-05	W-1-129	Recognises congestion at 78th Street, property tax and assesment concerns, prefers 79th Street for the light. One additional light in the short term and one in the future should be adequate.	See W-1-36 description

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
4811-78th Street	30-Dec-04	W-1-108	Concerned over the removal of the traffic lights at 78th Street and the effect on the traffic flow and access for the industrial area. Feel that they are being disadvantaged by changing access thus limiting their southern customer base.	Lights at 78A Street and 80 Street will provide two all turns signalized intersections with access to the industrial subdivision. Access from the south will still be provided at 78 Street. Access from the north will still be provided at 78 Street. Exiting the industrial subdivision will be take place at 78A Street or 80 Street.
7894 48th Street	04-Jan-05	W-1-112	Strongly opposed to placing traffic lights at 78A Street because of "T" intersection at 49th Ave. Feels that the placement of lights at 78A street would "destroy" retail business in terms of employee and truck /trailer access. Prefer to see lights placed at 79th Street.	See W-1-36 and W-1-96
Comments from 77 Street to 78 Street				
7711 - 50 Ave	30-Jul-04	W-1-21	NOT in favor of removing lights at 78th Street. Feels that an undesirable existing access configuration combined with a poor management access plan would make it difficult to acquire and retain tenants.	See W-1-36 comment. It is the objective of the study to provide all businesses with reasonable access. A slotted left turn has been shown at 78 Street where modifications are required to address an existing traffic problem. Access to 77th Street would provide access to an all turns intersection of 77 Street and Gaetz Ave.
7711 Gaetz Av	13-Jul-04	W-1-17	feels that the lights should remain at 78th Street and install lights at 80th Street.	See W-1-36 comment
#15 7727 Gaetz Av		W-1-12	Removal of lights at 78th Street would restrict access lead to a drop in business and reduce in the value of the property	See W-1-36 comment
77 and 78 Blocks of Gaetz Ave.	12-Aug-04	W-1-35-32	See problem with queue storage on Gaetz Ave southbound at 77 St, insist on having a left turn from 78 St Gaetz Ave t. southbound, are happy with the current access, 78A and 49 Ave are not wide enough for large truck access, would like to see lights on 79th	See W-1-36 in response to other comments. Southbound left at 78 Street cannot be accommodated due to storage issues on Gaetz Avenue at 77 Street. Parking to be removed along 49 Avenue. Slotted left turn provided at 79 Street.
7727 Gaetz Ave	13-Sep-04	W-1-44	Concerned with changes in access from Gaetz Ave, sees the merit in providing lights at an intersection further north to reduce the 78th St. congestion, does not like the idea of access to 77th St. behind the Center 77 building,	See W-1-36 comment. Access to 77 Street east of Center 77 shown at the property owners request. Traffic control measures will be required to prevent shortcutting from 78 Street.
11 7727 Gaetz Avenue	13-Dec-04	V-1-64	Concerned over removing the 78th Street light, trees blocking visibility, and access during construction.	Access during construction is not part of the scope of the study, however is expect to be part the requirements of the construction contract. See W-1-52 for response to tree comment.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
#17 7727 50th Ave.	16-Dec-04	W-1-79	Does not want light removed at 78th Street. Does not want to backtrack to 80th Street to go south from Center 77. Wants to attend additional meeting for the 78th Street light removal.	See W-1-36 comment. Additional meeting occurred to receive business input from the area.
#7 7727 50 Ave.	16-Dec-04	W-1-82	Worried about not having any access to southbound Gaetz Ave. Feels that once light is moved to 78A Street the traffic congestion will move with it. Feels that the proposed access on the east side of the building to 77th Street will cause congestion.	See W-1-36 comment. Traffic control measures will be required to prevent cut through traffic from 78 Street to 77 Street.
7711-50 Ave	28-Dec-04	W-1-106	Owners are concerned that the proposed property line combined with the enlarged turnaround bulb blocks access to the south parking lot. The owner will not accept a plan that does not provide access to the south parking lot from the service road.	Cul-de-sac closed to facilitate the re-configuration of the intersection of 77 Street and Gaetz Avenue. Access to south parking lot provided. Changes shown on drawings.
#15 7727 50 Ave	02-Jan-05	W-1-109	Add to objectives - "to maintain or improve access to existing businesses such that present real estate values will be maintained, and that no one will experience financial difficulties as a result of the change". Additional Comments - feel that removal of the lights will be detrimental to the life of the businesses.	See W-1-36 comment. It is the objective of the study to provide all businesses with reasonable access. A slotted left turn has been shown at 78 Street where modifications are required to address an existing traffic problem. Access to 77th Street would provide access to an all turns intersection of 77 Street and Gaetz Ave.
7743 Gaetz Center 77	13-Aug-04	W-1-31	Feel that customers are missing the turn to their business. Business depends on drop ins and the easy access that they now have. Feel that service roads were a mistake to build for the long term.	The building portion of Center 77 near 77 Street requires service road access or shared access if the service road is removed. The option with the service road in place is shown on the redevelopment drawings.
Comments from 76 Street to 77 Street				
Center 76	12-Aug	W-1-24	NO thru traffic to 77 Street, do not want joint access to include rear lot. No bulbs at 77 and 76 Street, prefers right in/ right out at the mid block. Wants to keep the service roads. Existing trees obscure sight lines.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Access to 77 Street cannot be provided due to the proximity to the new slotted right turn lane. Rear access from 77 Street removed from drawings. If service roads remain in place bulbs are required therefore Right in Right out access from Gaetz Ave have been provided as desired. See W-1-52 for tree comment response.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Bay #2 Center 76	unknown	W-1-25	Make NO changes to the service road. No entrance at mid block, No entrance from north end of the lot, concerned for access to Gaetz Avenue in winter.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. If the service road is left in place changes are required by implementing service road bulbs which are highly impactful at the end of the building. See W-1-24 comments
Bay #15 Center 76	31-Jul-04	W-1-26	NOT in favor of access to rear of the building. LEAVE the service road. North end access would delete the front door parking. Feel that more accidents will occur in parking lot if the service road is removed. Place entrances out away from the building	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. North end access not shown. Rear access not shown. See W-1-24 Comments
Center 76	Unknown	W-1-27	NOT in favor of the rear entrance on the North side of rear parking lot. KEEP service road, would like to see right in / right out access to Gaetz Avenue.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. See W-1-45 & W-1-25 comments.
Center 76	12-Aug-04	W-1-28	KEEP service road as is, no road behind the building, entrance is too close to the buildings. Does not like large trees	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Landscaping requirements to be reviewed prior to implementation. See W-1-45 & 25 comments. See Also W-1-52 for comment in response to trees.
Bay 9 Center 76		W-1-29	AGREES with having a mid block entrance. Not in favor of rear access to 77 Street. Lights should remain at 78 Street and a new light should be placed at 79 Street.	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Mid block right in right out access provide. Access to 77 Street not shown. See W-1-45 & 25 comments. See also W-1-36 comments.
Center 76	Unknown	W-1-30	Concerned with the negative impact on business as a result of the proposed changes. Mid block right-in /right-out access OK, worried that additional traffic will congest the parking lot and access during construction	A series of meetings led to several design iterations resulting in the concept shown on the re-development drawings. Access during construction is not part of the scope of work of this study, however it is expected to be reviewed as part of detailed design.
#1 - 4999 - 76th Street.	30-Nov-04	W-1-49	Is in favor of a right in right out concept with a subsequent joint access agreement.	Other property owner in the block were not in favour of joint access. For this reason a portion of the service road is shown to remain in place with a service road bulb at the Kindopps property.
#1 7619 50th Avenue.		W-1-53A	Acknowledgment of receipt of mailed out information. Did note that they would be attending the open house.	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Bay 9 7667 - 50 ave	06-Dec-04	W-1- 53	Does not see the merit in placing th lights at 78A Street due to the perceived function of the "T" intersection at 78A and 49 Street. Prefers to see the lights installed at 79 Street.	Long-term option of traffic light removal at 78 Street and introduction of opposing left access shown on the re-development drawings. See also W-1-36
7644 Gaetz Ave.	12-Jul-04	V-1-15	Interested in the one way service road, would like to see light at midblock, liked the road planned west of the blocked does not want to see a median on 77th and would prefer to see signage is the route to his business becomes confusing	Design revised leaving existing service road in place with 24 meter bulb at 76 Street. Grade separation at the location of a right-in/right-out where the service road turns south is significant.
7644 50 Ave	21-Dec-04	W-1-101	"much in favor of the option to remove the service road and create a mid block access if the new road adjacent the trailer park or a dedicated left turn in from Gaetz could be constructed".	Left turn from Gaetz Avenue at the east bend in the service road is not possible due to the the left turn bays at 77 Street and at 76 Street. The construction of a rear access road adjacent the trailer park is not desired by these residences. Construction of a rear access is not cost effective when from access can be provided by the existing service road. The existing service road is planned to remain with the construction of a 24 meter service road bulb at 76 Street.
5117-76A 50 Ave	20-Dec-04	W-1-103	Stakeholder is concerned that the right in / right out planned just south of the property will restrict customers from the south entering his property. Does not want patrons to have to go to 77th Street then west to 52nd Street to get to his business	Detailed design shows the right-in/right-out access as possible in overcoming the grade separation, however in the interest of owner and tenant concerns the service road will be maintained with a 24 m bulb at 76 Street.
Comments from 74 Street to 76 Street				
7403 / 7419 Gaetz	15-Jul-04	W-1-20	Feels joint access will not work, thought that a marketing consultant should have been employed, NOT in favor of removing service roads, feels that bulbing would have a negative impact on the businesses.	Although a joint access has the least impact on properties response from property owners was mixed. If the service road is left in place the required bulbs will affect corner properties such as Air Liquid concern. The design plan leaves the service road in place between 76 Street and Kickers Saloon. Red Deer Lighting will obtain access from the corner of the service road. Air Liquid property will have access to 74 Street.
Block 71st St. to 74th St.	10-Dec-04	W-1-63	Re: Nov 24, 2004 Discussions. - Issues are; City is forcing the accesses to be placed, joint access is a non starter, feels that Engineers opinion was forced upon business and requires further thought. He prefers the use of right-in /right-out with pave	See W-1-20

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7483 50 Ave	13-Jul-04	W-1-16	MAIN concern - Need service road in the front for parking, space required for large vehicle servicing, changes could lead to altering lease agreements, prefer to see the service road stay in place and in use. NOT interested in a common access agreement.	Service road left in place in front of Glentel. See W-1-20.
#1-7429 Gaetz Avenue	25-Nov-04	W-1-46	Prefer to have right in right our access to property but are concerned that the right-in /right-out access for southbound destinations has to be addressed. Sees merit in common access. Inquire about the ATCO gas line right of way as an access	See W-1- 20, Atco Gas right of way can not be used as access. Excess service road land may be acquired with the right-in/right-out bulb located at north property line.
#1-7429 Gaetz Avenue	29-Nov-04	W-1-48	His tenants do not seem adverse to the right in / right out concept. Inquire about the ATCO gas line right of way as an access. States that he would be in favor of purchasing the service road to covert to parking at fair market value.	See W-1-20 - Unable to provide access over ATCO gas line. See Also W-1-46
#2 7453 and #2 7445	25-Nov-04	W-1-50	Is in favor of a right in right our concept with a subsequent joint access agreement, Also, would prefer to see the area behind the buildings improves as part of the negotiation.	See W-1-20 Other business in the block not interested in joint access. Rear improvements must be worked out between owners and is outside the scope of work the study. Unable to provide access over ATCO gas line. See Also W-1-46
#9B 7483 50 Ave.	15-Dec-04	W-1-76	Need access for northbound and southbound vehicles for delivery trucks and patrons. Worried about property value, leases, and compensation.	See W-1-20 Service road and existing access access for trucks will remain. Trucks will need to use 76 Street if the mid block bulb is constructed to 18.0 meter diameter.
7453 50 Ave.	16-Dec-04	W-1-81	Does not support the right in / right out concept from 74 to 76 Street. Prefers to have the service road left in place along with north access to 76 Street.	See W-1-20, Partial service road left in place. A service road bulb at Air Liquid would greatly impact the property.
7483 - 50	23-Dec-04	W-1-114	As per Russel Crook Comments from meeting - Glentel require access at rear of building, do not support access over the ATCO pipeline right of way, Do not support the right-in/right- out from Gaetz Avenue and the grade difference at the approach, Concerned with patron confusion due to new access, they feel they may have to move if access remains a problem, They do support the service road bulbing at the end of the block.	As per request service road has been left in place in front of Glentel from 76 Street to mid block location.
7424 50th Avenue	04-Dec-04	W-1-54	Concerned as to why there is a bicycle route in front of their business as it is perceived as dangerous. Questions why each (bike path) does not have a designated route.	Bicycle path is designated for the west side of Gaetz Avenue. The lesser traffic on the service road is acceptable from a safety perspective. There is no room for a 3 meter wide pathway in the boulevard.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7414 50 ave.	16-Dec-04	W-1-84	Letter to Stantec - Concerned for the lack of visibility expected with the addition of trees to Gaetz Avenue. Sees the bicycle route as not required and a disruption to service road vehicle movement.	See W-1-52 & W-1-54
7414 50 ave.	16-Dec-04	W-1-83	Referring to previous submission via letter to Stantec - Prefers that the service road stays and use a small bulb rather than a joint access. Appears satisfied with the proposed work.	Small service road bulb implemented.
7414 50 ave.	19-Feb-05	W-1-130	States that Gaetz Avenue could be widened without affecting property. Other problems in the city worse than north Gaetz. Does not see value in walkways in this part of Gaetz. Concerned with trees and visibility of business. Does not like the impact of a small service road bulb on property or the fact that it is designated for when the property is redeveloped.	A small service road bulb will be required when the property is redeveloped. Shared access is not favored by other in the block. The 24 meter bulb has no relationship to boulevard width as it is based on the required distance from the new curb line of Gaetz Avenue. Property will be impacted. See W-1-52 for tree and landscape response.
Gaetz Avenue	30-Dec-04	W-1-132	Has not been contacted directly in regard to 2005 widening. Not in favor of shared access. Does not want traffic at front door. Interested in turning phases at lights at 76 Street.	City's land agent made contact with regard to 2005 work. Budget constraints will not permit redevelopment of service roads. The final drawing shows the service road remaining in place with no shared access required. Boston Pizza has direct access to 76 Street. Street light phase is not part of the scope of work for the study.
7444 50 Ave	23-Dec-04	W-1-115	Do not support the location of the mid block bulb reviewed in the open house. Do not want to lose parking in front of the pizza business. They do not want to enter into a joint access agreement with Super 8. They DO support the mid block access bulb allowing access to the service road north and south.	The service road bulb has been adjusted to the area between Aladdin Plaza and the Super 8 Motel. The text of the report describes the option of installing a 18.0 meter diameter bulb to lessen the impact on property.
Comments from 71 Street to 74 Street				
7101 50 Ave.	07-Jul-04	W-1-22	Wishes to have a joint access with Esso lot to the north if the service road is removed. In addition he would like to purchase the service road if it becomes available.	Purchase of service road land possible. Final option and shared access with Esso pending land negotiation.
7150 50 Ave	08-Jul-04	W-1-10	In principle the removal of service roads is a good idea.	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
7150 - 50 Ave	12-Jan-05	W-1-131	Concerned with loss of access to 74 Street. Concerned with loss of service road access to the north. Concerned with visibility and tree plantings.	Service road access to 74th Street needs to be closed due to the significant number of vehicles on this cross street. The bulb size at the Toyota property is shown as a 24 meter bulb when a 45 meter bulb is recommend by TAC. Closing one leg of the intersection is highly recommend as shown on the drawing. Access to the Burger King from the north will be provided by a right in right out near their property. Service road access to 71 Street will remain. See W-1-52 for landscape and tree response.
7110 Plaza	17-Dec-04	W-1-90	Sees problems with routes for accommodating delivery trucks. Too much foliage is not good for business. They wish to have the land that they gave up for the service road bulb reverted back to them if it is not being used as a service road..	See W-1-52 in response to landscape design. Intent is to have adequate area for access to Plaza. A mid block access to the existing service road is shown at the Burger King location. The land purchased will be required for the service road 24 meter bulb.
7150 50 Ave.	17-Dec-04	W-1-94	Does not want joint access through property. Wants service road to remain in place with access to 71st Street.	Service road access to 71 Street will remain with a midblock bulb at the Burger King location. Service road access to 74 Street is closed.
Comments from 68 Street to 71 Street				
6868 Gaetz Ave	30-Jun-04	W-1-11	Concerned for access to building and requests a timeframe for the project	Timeframewas announced in open house after comment was submitted. Figure 1.2 in the report illustrates the timing for redevelopment. Those north Gaetz improvements not incoportated into the 2005 roadwork will likely occur within the 6 to 10 year time frame.
6868 50th Ave	10-Dec-04	W-1 56	Questioned how the traffic was accessing the Macs store and if it was going to go through his property.	Macs will have have their own access to 71st Street and will not need to cut through the Williams Stationary lot. The service road will remain in place from the Pizza Hut driveway to Nash Street.
6868 50th Avenue.	12-Dec-04	W-1-62	In response to the proposed plan, he has no problem with the layout and the (positive) effects on the traffic. Is concerned that the species of trees is correctly chosen to provide proper visual access to the business.	See W-1-52
6842 Gaetz Ave	14-Dec-04	W-1-66	Concerned with loss of access from 71st Street.	Mid block bulbing is shown with service road access to 68 Street provide. Service road bulb at Macs (71 Street) not recommned due to significant loss of parking.
6868 Gaetz Ave.	13-Dec-04	W-1-67	Concerned with; patron access out of property not favorable at right in / right out, if 68th Street access is missed then 71st Street access would cause drivers to use the alley. Feels that removing service road would create confusion and be unsafe.	If patrons miss the trun northbound at 68th Street they use 52 Avenue to backtrack. Access at both end of the service road is not recommended. A service road bulb at 71st Street greatly impacats the Mac'a store.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
6842 50 Ave.	17-Dec-04	W-1-92	Worried about parking loss, property loss and compensation, and pylon signs.	Comment incorporated in the re-development setback plan. The minimum available size bulb was used .
6888 50 Ave.	17-Dec-04	W-1-92	Question the viability of the joint access near the location.	Joint access NOT shown on the drawings.
Comments from 35 Street to 37 Street				
3515 Gaetz Ave	07-Jul-04	W-1-22	Prefers that the light to stay at 36th Street. In AGREEMENT to joint access if he can purchase and develop the existing service road.	Through various meetings and option revisions the configuration shown on the drawings is the most favorable. If the service road is closed shared access is required for the businesses north of 37 Street. The text of the report describes an alternate plan of leaving a one way southbound service road in place. The slotted left turn onto 37 Street as shown in the plan will improve the access to the business north of 37 Street and take some of the traffic pressure from the shared access or service road if this option is implemented. The traffic lights will remain at 36 Street as shown on the drawings.
3515 Gaetz Ave	14-Dec-04	W-1-71	Prefers that the traffic light at 36th Street to stay, worried that joint access will affect parking space.	Through various meetings and option revisions the configuration shown on the drawings was found to be the best. See W-1-22
4912 35 Street	08-Jul-04	W-1-2	If bulb is placed at mid block he prefers that his property line becomes part of it. Also, he is interested in purchasing the land to the south (35th Street if it becomes available).	See W-1-22 The bulb concept was not used.
3617 50th Avenue.	06-Dec-04	W-1-51	Sees visibility as a an important issue to the success of his business. Is OPPOSED to the inclusion of landscaping in front of his business.	See W-1-52
3617 50 Ave	14-Dec-04	W-1-70	Landscaping will block view to businesses, need good access to the clinic, worried that joint access does not work and that vehicles will pass through a school zone to reach his business.	See W-1-52 for response to tree concerns. Access facilitated by shared access to 37 Street as shown on the redevelopment drawings. The slotted left turn at 37 Street lessens the number of vehicles using the shared access. A one way service road is an alternative. Traffic is not expected to use 49 Avenue.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
#F 3617 Gaetz Ave.	14-Dec-04	W-1-65	Feels that the joint access is detrimental to business. Suggests a 3 lane access from 37th Street to Gaetz Avenue. Felt that the public Open House was short on presenting a business friendly solution to their area.	Boulevard width is very narrow in this portion of Gaetz Ave. A shared access implemented between businesses would likely require some of the boulevard space to implement. The boulevard design width would be compromised. The businesses north of the light at 35 St depend on the existing service road for south bound Gaetz traffic to access their businesses. The alternative to shared access from 36 St to 37 St is a one-way service road as an alternative with the implementation of 18.0 meter service road bulbs at both 37 St and 36 St. These bulbs would have an affect on existing property. A slotted left turn at 37 St will be a valuable improvement over the existing condition. The shared access option has been shown on the drawings with the recognition that neither of the options will fully addresses business concerns and still meet the traffic and safety issues in the area with respect to service roads.
3701 50 ave	15-Dec-04	W-1-73	Strongly opposed to removing service road between 36th and 37th Street (east), See joint access as problematic. Prefer to have block by block meeting on the proposed changes.	See W-1-65
37th Street to 35thStreet Block	15-Dec-04	W-1 97	Letter received before block meeting - Does not agree with the closure of the service roads, and sees access to this block as a problem as the route is too long and involves residential areas and school zones.	See W-1-22, W-1-70 , W1-65
37th Street to 35thStreet Block	12-Jan-05	W-1-120	Letter received after block meeting - Concerned with additional traffic on 49th Avenue. Supports the establishment of lights at 37th Street. Feels that the lights at 36th Street will only serve the best interest of Café Tiffany's	See W-1-22, W-1-70 , W1-65
3617, Gaetz Ave	05-Jan-05	W-1-121	Letter in response to Ness letter of Dec 15, 2004 - Concerned with the additional traffic on 49th avenue. Feels that if placing traffic signals on 37th Street is not possible then a one way access northbound between 36th and 37th Streets would help alleviate the accessibility problem.	See W-1-22, W-1-70 , W1-65
37th Street 49 Ave.	08-Jan-05	W-1-116	As per Chi Lee conversation with Resident - resident concerned with the proposed right in / right out. Did not see the use of 49th as access being a good idea.	See W-1-22, W-1-70 , W1-65

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
3650 50 Ave	06-Jul-04	N/A	Felt that he had unfair parking requirements, was not directly opposed but wanted further confirmation with partners	Visit to landowner to clarify and discuss issues prior to open house. Revised reconfiguration of 35 Street found and is shown in re-development drawings.
3751 50 Ave	Jan	NA	As per comments from Block Meeting Jan 12, 2005 the following comments were expressed - 1) prefers to see new light at 37th Street, 2) If traffic light stays at 36th Street and the service road is closed needs access through a shared access agreement with the properties between 36th and 378th Street.	See W-1-120
3622 50 Ave.	15-Dec-04	W-1-72	Strongly opposed to removing service road between 36th and 37th Street (west), See joint access as problematic, Prefer to have block by block meeting on the proposed changes.	Service road removal in this location is integral to the widening of Gaetz Ave. The distance from the service road to Gaetz Avenue would cause safety concerns. Removal of the service road has the least impact on property The text of the report also states that a one way service road is an alternative that may be considered. Bulbs, however, would be required at the cross street intersections.
Comments from 34 Street to 35 Street				
Bay C, 3440 50 ave	07-Dec-04	W-1-58	Does not like the idea of redeveloping Gaetz Avenue. Feels that access will be restricted to her business and potential customers will pass by the business.	Share access with right-in/right-out from Gaetz Avenue is the least disruptive option.
Comments from 32 Street to 34 Street				
3433 Gaetz	21-Jan-05	W-1-127	Desires service road to remain in place, would like to see narrower boulevard, not in favor of shared access agreement. Suggests that the drawings show two bicycle routes when one is enough.	The final plan has been revised to show the service road remaining between 34th and 35th Streets. The boulevard space may be reduced when the the detailed design for the widening of Gaetz Ave. occurs. A shares access agreement has been listed only as an option. If the service road is left in place between 35th and 37th Streets a bulb would be required at 36th Street that would significantly impact property. A bicycle path is designated for only one side of Gaetz Ave. Where the service roads are removed that walkway will be 3 meters wide.
4719 - 33rd St	unknown	W-1-37	Concerned about road noise and emergency access to condo units backing on 32nd Street.	Noise on 32 Street beyond the scope of this study.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
Comments From 30 Street to 32 Street				
32nd Street	26-Jan-05	W-1-126	Concerned with access to the lot and orientation to the pumps if and access to 49th Avenue is closed	Right lane away on 32nd Ave. removed from the plan in order to permit access to 49th Ave. to remain in place.
3115 50 ave	14-Dec-04	W-1-68	Access as shown in the Open House is not acceptable. Corner cuts detrimental to the life of the business. Recommend to remove the trees and widen Gaetz Avenue.	Corner cuts in the final report have been revised to a radius rather than a straight line in order to minimize the effect on property and yet provide for the future space requirements and site lines at major intersections. The intersection of the existing service road and 32 Street is currently an unsafe condition given the short distance from Gaetz Avenue. The volume of traffic on 32 Street in conjunction with the widening of Gaetz Avenue and the widening of the 32 Street intersection, closure of the service road is required. Closing the service road with driveway access at 49 Avenue will have less of an impact on the property than leaving a dead end service road in place and a service road bulb at 49 Avenue. See W-1-52 for response to tree comments.
Comments from Bennet Street to Molly Banister Drive				
2404 Gaetz Ave.	20-Jul-04	W-1-5 & 6	Intersection adjacent to his clinic is confusing. Suggesting to use space on the south side of building for thru-road. Does not like the proposed bulb configuration. Does not support selling off the service roads.	The space on the south side of the building was investigated for a potential roadway. It was felt that the roadway would not fit with adequate space on each side to the buildings. A bend in the roadway near the intersection of Gaetz Avenue would be causing difficulties in aligning the drive lanes at the intersection. The straight road on the plan reflects the long term objective and would require acquisition of land and building by the City.
2404 50 Ave	15-Dec-04	W-1-85	Does not like the proposed road as presented in the open house.	See V-1-5&6
Comments from Boyce Street to Bennet Street				
Gaetz Avenue Crossing	30-Dec-04	W-1-113	Predicts positive impact in his business as a result of the proposed changes.	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
2310 50 Ave	07-Jan-05	W-1-119	Concerns are: 1) what is the time frame ?, 2) how will the business be inconvenienced during changes (construction)?, 3) impact on property taxes?, 4) what happens to the access road in front of the business ?, 5) what happens to the parking?, 6) what happens to the signage?, 7) Worried about the trees blocking the view of the store front.	The timeframe for improvements in this portion of Gaetz Ave would be 6 to 10 years. Access issues during construction will be addressed at that time and are not part of the scope of work of this study. Issues regarding taxation and property values are not part of the scope of work of this study. As per the proposed changes presented the access road no longer functions as a service road. Provisions for parking would be provided for on the site occupied by Computer Trends Canada. The service road would be available for acquisition. Access would be provided to joint access roadways. See W-1-52 for tree/landscape concerns.
Comments from Delburne Road to Boyce Street				
1890-49th Avenue.	06-Dec-04	W-1-52	Feels that he is disadvantaged by the "wall" of trees in front of his business. Trees will reduce visibility to his business and he feels that the poplars will leave sticky residue and unwanted maintenance related to leaves and poplar "fuzz"	The comment originates from the apparent size of the trees shown on the drawings at the open house. The final report drawings have been revised to clearly depict the landscape plan. Poplar trees are shown only to be planted at the north and south entrances to the corridor. Trees will be spaced at the same distance as the existing condition of 15 meters apart and will be a more appropriate species than the existing. Trees located in the median will be grouped with significance spaces between for site lines to businesses. No spruce trees will be planted between the blocks, and they will only be located in the larger planting islands of service road bulbs.
1890 49th Avenue	08-Dec-04	W-1-60	Major Concern is the access to the lot from 49th Avenue and Delburne Road is unsafe. Also concerned that the trees shown on the drawings would block visibility to the lot from Gaetz Avenue and that the poplars proposed for the boulevard would create a mess.	49 Street and Delborne Road is out of the scope area of the study, however the safety comment was noted by both Stantec and City Engineers for future reference. The poplar tree comment originates from the apparent size of the trees shown on the drawings during the open house. The final report drawings reflect the spacing and proper scale of trees. The poplar trees are shown to be spaced at 20 meters, providing space between to see the business.
90 D 5250 - 22nd Street	09-Dec-04	W-1-61	Based on development plans he believes that the overall redevelopment will improve traffic flow along Gaetz Avenue, and access in and out of businesses with the expectation that the pedestrian and bicycle safety will be improved. Main concern is good access to the property.	No Action Required.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
1975 50 Ave.	15-Dec-04	W-1-75	Removal of the service road cul-de-sac at Sams South will make it difficult for vehicles to turn	The final report drawings show the service road cul-du-sac in question as remaining in place.
Unit C6&C7 2310 50 Ave.	19-Dec-04	W-1-86	Not in favor of roadway (joint access) west of Computer Trends as it conflicts with loading docks.	Shared access drive lane at the rear of computer trends is dependant on the redevelopment of the Tom Blast Sports, previous location of Tim Hortons and the Computer Trends location. The location of the access will be more closely defined with detail design.
1959 50 Ave	17-Dec-04	W-1-89	Against removing the cul-de-sac in front of Sam's Café South. Not in favor of removing bike route in front of stores. Prefer to have another meeting to discuss the issues.	The final report drawings show the cul-du-sac to remain in place. Bike route in on service road in front of stores.
1939 Gaetz Ave.	22-Dec-04	W-1-102	Concerned over the removal of the cul-de-sac on front of Sam's Café' south. Emphasized the importance of the cul-de-sac as a turning point for delivery vehicles. Fears a loss of business if the cul-de-sac is removed.	See W-1-89
1939, 1935, 1927 50 ave	28-Dec-04	W-1-105	Strongly objecting to the removal of the bulb at the end of the service road. Feels that the plan forces vehicles onto private property that was not designed for the volume or size of vehicles that may use the parking area. Fear for the safety of patrons	See-W-89
22nd Street		W-1-19	In letter to Howard Thompson at the City of Red Deer - Solicitors make reference to the land transaction under the presumption that the land was originally zoned C2.	No Action Required.
South Pointe Common.	20-Dec-04	W-1-95	Worried about visibility to the pylon signs.	Size and location of trees dependant on final review from City of Red Deer.
1935 50th Ave.	05-Jan-05	W-1-118	Concerned with the removal of the service road cul-de-sac near Sam's Café (south side)	See W-1-89
Comments from Areas Other Than Gaetz Avenue				
unknown	23-Aug-04	W-1-41	No Comment attached.	
Red Deer	22-Jul-04	W-1-57	Not satisfied with current state of the bicycle pathways. Feels that the existing condition has some locations that may be considered dangerous.	The plan provides for a designated bicycle path on the west side of Gaetz Avenue.
None	21-Dec-04	W-1-99	Feels that widening Gaetz Avenue would cost a lot of money that would otherwise be used to develop the downtown core.	The redevelopment of Gaetz Avenue is required to accommodate existing and future traffic volumes within the City. It is the City's main roadway and could arguably be as important to the city as the downtown core.

TABLE 6.1 - Gaetz Avenue Re-Development Study - Summary of Stakeholder Written Comments

Address of Affected Business	Date of Comment	Document source	Stakeholder Comments	Response and/or Action Taken to Address Stakeholder Comments
	15-Dec-04	W-1-74	Prefer to see a high standard of landscaping while keeping business owners happy. Not affect directly by the proposed changes.	Landscaping is an integral part of the Study.
4512 Waskasoo Creek	16-Dec-04	W-1-77	Prefers the use of alternative forms of transportation and complements the City and Stantec for its inclusion in the report.	No Action Required.
#6 7920 Gaetz Ave.	16-Dec-04	W-1-78	Concerned for the effects of the 80th Street service road and improvements on the mobile home park south west of the 80th Street / Gaetz Intersection.	Size of final service road bulb is dependant upon the land occupancy at the time of redevelopment. Mobile homes presumably would be removed at that time. Service road bulbs are a requirement for truck turning and queue storage at the Gaetz intersection.
6519 67th Street	17-Dec-04	W-1-91	Very positive reaction to proposed changes to Gaetz Ave.	No Action Required.
21 Nance Ave	17-Dec-04	W-1- 93	In favor of improvements to Gaetz Avenue.	No Action Required.
31 Parkview	16-Dec-04	W-1-99	Does not see the benefit of spending money to widen Gaetz Avenue.	No Action Required.
#7 5105 76A Street	06-Jan-05	W-1-117	Changes to 76th and 77th Streets would pose serious economic impact on their business and property values. Envision more congestion and increased safety issues with proposed changes. Recommend 1) Create opposing left on Gaetz Ave. for right in /right out at Truck outfitters, 2)Leave service road in place with bulb at Saturn Izuzu, 3) Extend 52nd Street to 76th Street. In addition concerned about the canopy trees blocking view of their business.	These comments are a response to the proposed changes viewed in the open house. Since the open house the detailed design has lead to the removal of the right in / right out in favor of retaining the service road with the bulb at Saturn Izuzu. Detailed design will involve the placement and species of trees used. See W-1-52 for tree comment.
#3, 6782 50 Ave	08-Dec-04	W-1-59	Feel that the issue of access and visibility need to be addressed in the design criteria.	This is part of the design criteria as stated in the Report.

DATE: May 26, 2005
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Services Manager
SUBJECT: Gaetz Avenue Redevelopment Study

Reference Report:

Engineering Services Manager, dated May 3, 2005 and May 24, 2005

Resolutions:

"Resolved that Council of the City of Red Deer having considered the reports from the Engineering Services Manager, dated May 3, 2005 re: Gaetz Avenue Redevelopment Study and May 24, 2005, re: Gaetz Avenue Redevelopment Study Public Consultation and Plan Adoption hereby reaffirms that Administration be directed to proceed with the following, based only on the 2005 Gaetz Avenue Road Construction Plan between 71 Street and Highway 11A:

1. Widening Gaetz Avenue to 6 lanes between 71 Street and 77 Street.
2. Intersection widening at Gaetz Avenue and 77 Street to improve turning movement capacity.
3. New traffic signals at Gaetz Avenue and 80 Street Intersection widening at Gaetz Avenue and Highway 11A to improve turning movement capacity.
4. Improvements to street lighting and landscaping.
5. Termination of the north end of the east service road at 77 Street, subject to agreement with the adjacent landowner.
6. Minor modifications to various service roads between 71 Street and 77 Street.

Council further agrees that other service road improvements may be considered as part of this construction if adjacent landowners are in agreement."

“Resolved that Council of the City of Red Deer having considered the reports from the Engineering Services Manager, dated May 3, 2005 re: Gaetz Avenue Redevelopment Study and May 24, 2005, re: Gaetz Avenue Redevelopment Study Public Consultation and Plan Adoption, hereby agrees:

1. That the Study objectives of traffic operational efficiency and safety, pedestrian and cyclist accessibility, aesthetically pleasing landscape concepts, and reasonable business access, be used as a basis for future discussion with stakeholders in developing a long term plan for Gaetz Avenue redevelopment.
2. That stakeholders be included in working groups to review each component of the plan.”

Report Back to Council: Yes

Comments/Further Action:

The City Manager advised Council that the Administration will come back to Council with terms of reference and proposed membership for the Steering Committee and the working groups.

Please consult with the City Manager on the next steps, and timing for it to be brought back to Council.



Kelly Kloss
Manager

- c Director of Development Services
 Inspections & Licensing Manager
 Land & Economic Development Manager



SPECIAL COUNCIL MEETING OF MAY 25TH, 2005

ATTACHMENT

DOCUMENT STATUS: PUBLIC

**REFERS TO: GAETZ AVENUE REDEVELOPMENT
STUDY: PUBLIC CONSULTATION
AND PLAN ADOPTION REPORT -
MAY 24, 2005**

Date: May 24, 2005

To: Legislative & Administrative Manager

From: Engineering Services Manager

Re: **Gaetz Avenue Redevelopment Study
Public Consultation and Plan Adoption**

Council Meeting Process and Recommendation

The above noted Study was presented to City Council on May 9 and tabled until May 25, at which time interested members of the public will be given an opportunity to present their views about the plan to City Council. Russ Wlad of Stantec Consulting, Frank Colosimo, the City Project Leader for this Study, and I will be available to answer questions that may arise from Council.

Following public input, we respectfully recommend that City Council adopt the Gaetz Avenue Redevelopment Study as a planning document to guide the future development and road improvements along the Gaetz Avenue Corridor.

If specific issues arise during public consultation or debate that require further review, we respectfully request that Council adopt the Study, with the exception that such specific issues be further reviewed. This would allow Administration to proceed with construction of the north portion of Gaetz Avenue while the issues of concern are reviewed.

We feel that the work done to date has tried to balance the needs of the majority of affected business while meeting the Study objectives. Any further review must consider traffic operational efficiency and safety, pedestrian and cyclist accessibility, aesthetically pleasing landscape concept, reasonable business access and use the tools developed in the Study.

Concept Plan Use and Flexibility

This Plan is intended to guide road improvements along Gaetz Avenue, as well as the redevelopment of adjacent properties well into the future. It will identify lands needed for future improvements (e.g. service road bulbs) as well as surplus land that could be

offered to adjacent properties for sale at fair market prices. It will also guide new building setbacks and appropriate signage placement.

The Plan has also identified several traffic management tools that could be used to amend the plan as time goes on to better meet the needs of road users and adjacent businesses.

The Redevelopment Plan itself is not a Statutory Plan. However, some of the Plan information such as proposed service road bulb locations and associated land needs and setbacks would be added to the Land Use Bylaw (subject to future Council Approval) so that these needs will be identified for future property redevelopment. The Inspections and Licensing Manager has indicated that minor redevelopment such as a small addition or interior renovation would not be affected by such land use amendments unless the addition encroached onto the lands needed for future road use.

As noted earlier, if The City and the affected businesses were to agree to change the plan in a specific area in the future, the matter would likely come before City Council as a Land Use Bylaw amendment. Also, before any road lands are sold to or purchased from adjacent property owners, City Council would be advised through Road Closure Bylaw, budget approval, and/or subdivision.

Gaetz Avenue North Construction

The portion of Gaetz Avenue that will be constructed under the recently tendered contract includes the following:

- Widening Gaetz Avenue to 6 lanes between 71 Street and 77 Street.
- Intersection widening at Gaetz Avenue and 77 Street to improve turning movement capacity.
- New traffic signals at Gaetz Avenue and 80 Street.
- Intersection widening at Gaetz Avenue and Highway 11A to improve turning movement capacity.
- Improvements to street lighting and landscaping in accordance with the Gaetz Avenue Redevelopment Study.
- Minor modifications to service roads at some intersections.
- The only significant service road change proposed is termination of the north end of the east service road at 77 Street. This service road intersection is too close to the main intersection of Gaetz Avenue and 77 Street and would encroach on the right turn lane if not removed.

Legislative & Administrative Manager
May 24, 2005
Page 3

- Other service road improvements will be considered if the adjacent landowners are in agreement.

This work is expected to commence in June and be complete in the fall. The work would be done in stages to minimize disruption to traffic. The project is funded from several sources, including:

• Alberta Transportation (Highway 11A)	\$ 1,000,000	
• Special Cities Transportation Grant	\$ 3,000,000	
• Basic Capital Transportation Grant	\$ 450,000	
• City Capital Project Reserves	<u>\$ 1,150,000</u>	(21%)
Total Budget:	<u>\$ 5,600,000</u>	

Widening of the Delburne Road and Gaetz Avenue intersection is currently under design and will be tendered for construction this summer.



Tom Warder, P. Eng.
Engineering Services Manager

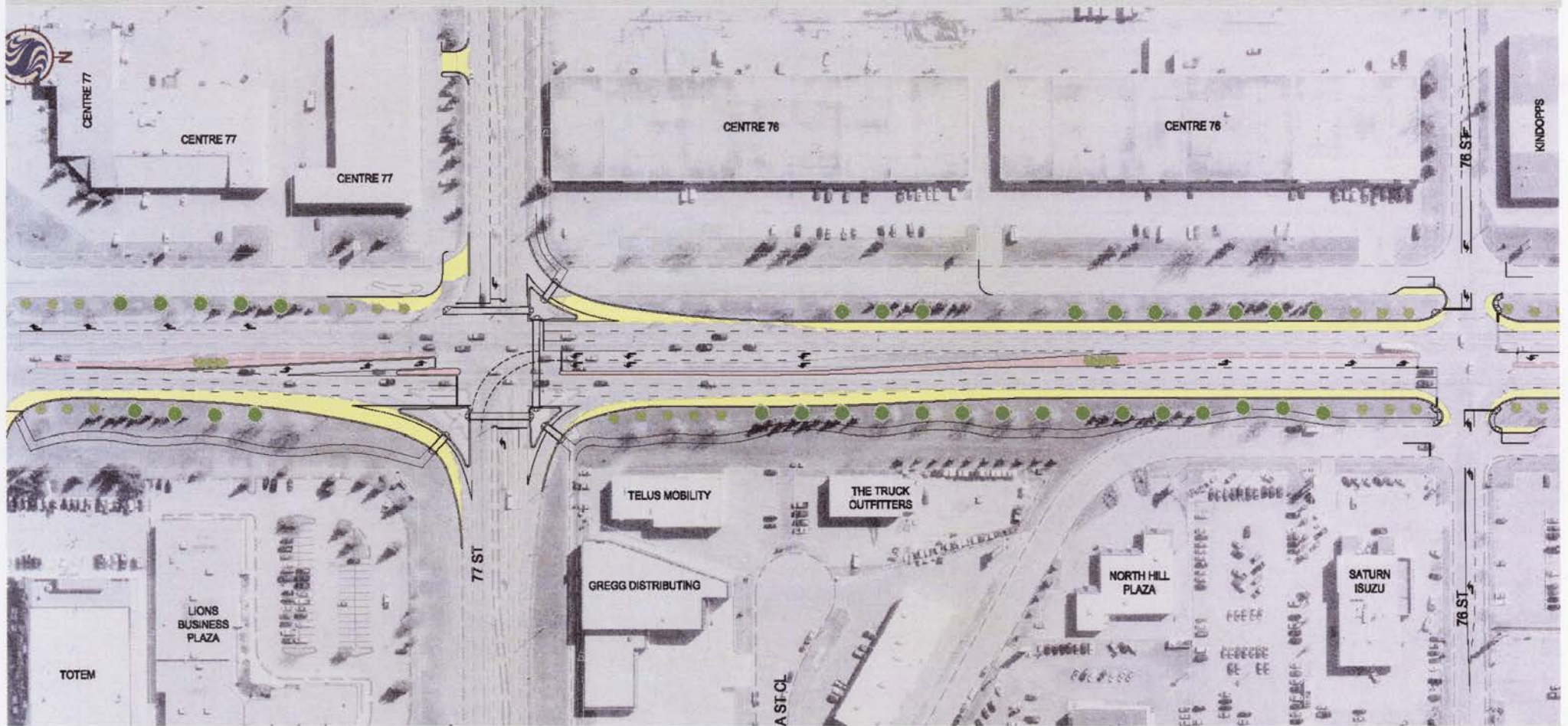
TCW/ldr

- c. Director of Development Services
Inspections and Licensing Manager
City Planner, Parkland Community Planning Services
Streets Engineer
Russ Wlad, Stantec

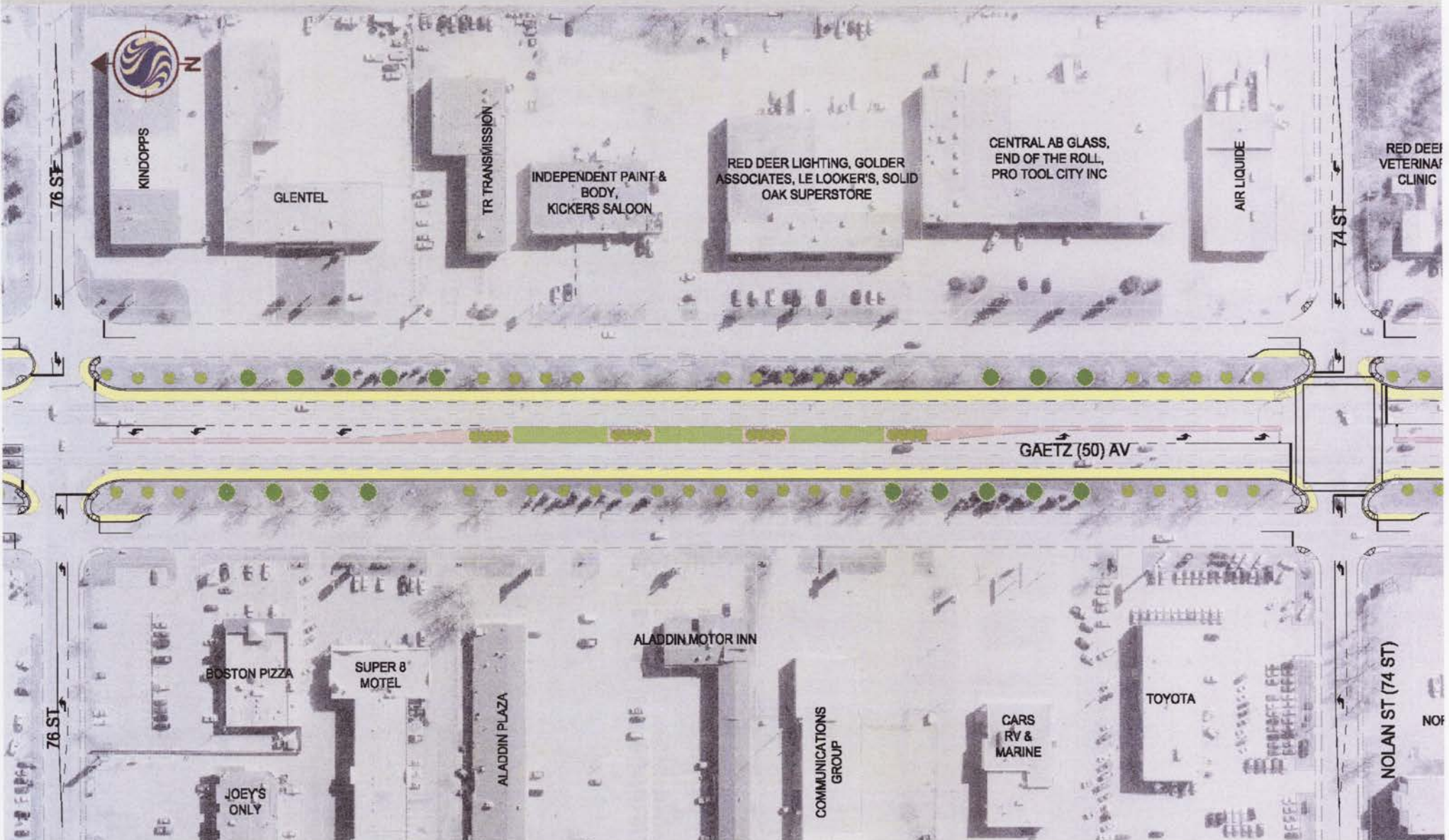
HIGHWAY 11A



78 STREET TO 76 STREET



76 STREET 74 STREET



74 STREET TO 71 STREET



May 6, 2005

Mr. Brian Neeland
Gerig Hamilton Neeland
Barristers & Solicitors
501 Parkland Square
4901 - 48 Street
Red Deer, AB T4N 6M7

Dear Mr. Neeland:

**Re: Business Owners Concerns, 34 Street to 28 Street
Gaetz Avenue Redevelopment Study**

Thank you for arranging a meeting on April 1 with your clients to review their concerns with the Gaetz Avenue Redevelopment Study. As stated in the meeting, we value input from the business community in preparing the Study and wish to accommodate as many of their concerns as possible. We would like to also apologize for the length of time it took to respond to the 32 issues raised, but we wanted to be thorough in our evaluation of the issues.

The following is a brief summary of the issues raised at the meeting (in italics) and the response or action taken to address them in the Study. Attached for your reference are 8 copies of two revised plans for Gaetz Avenue between 34 Street and 28 Street.

Northeast Quadrant (Southside Village)

Issue 1. The January plan would result in a non-direct route into this parcel, specifically southbound Gaetz Avenue.

The revised plan now shows a slotted left turn from southbound Gaetz Avenue to eastbound 49 Avenue (33 Street) to accommodate the southbound motorists.

Issue 2. The access on the north side of the parcel is shown to go through an existing drive-through.

The revised plan has moved the north access west of the drive-through. The final location of the access will be determined in the future, during detail design.

Issue 3. By removing the service road in front of this parcel, the number of accesses has been reduced from 3 to 1.

Improvements are required to the intersection of Gaetz Avenue and 32 Street to accommodate the high demand for westbound to northbound vehicle turning movements and to accommodate safe pedestrian crossing of the intersection. As such, it is not possible to retain the existing service road connection at this corner and also allow for a right turn lane and island. Alternative access has been provided on the north side of the parcel.

Issue 4. Is a right-in/right-out access directly to Gaetz Avenue possible?

There is insufficient space between 32 Street and 49 Avenue (33 Street) to accommodate another access.

Issue 5. The plan proposes unacceptable loss of parking on the south side of the parcel.

The plan has been revised to minimize the land required for future widening of 32 Street and therefore reduces the impact to the existing south parking area. The revised plan also identifies surplus service road area along the west side of the parcel that could be used to replace parking affected by future widening. This item will be reviewed in closer detail in the future during detail design.

Issue 6. The recommendation of the plan should consider not a reduction of development standards to reduce parking requirements, but maintain existing stalls and, if possible, provide an opportunity for more.

As described in Issue 5, the plan has been revised to show the opportunity for relocation of disrupted parking on the south side to the west side of the parcel if required. Also, there may be an opportunity by the owner to increase parking by redeveloping the surplus service road area. This requires further detail investigation beyond the scope of the functional study.

Issue 7. The plan affects a large propane tank at the Fas Gas site.

The plan has been revised to minimize the land required for future road widening of 32 Street. The current plan should not impact the propane tank.

Issue 8. The plan affects the south access to the Fas Gas site and affects the circular pattern usage of the pump island.

The plan has been revised to remove the dedicated right turn lane on 32 Street at 49 Avenue and should not impact the south access to the Fas Gas. There will be more review of the turning movements into this parcel as part of detail design for the 32 Street Intersection Improvement work.

Issue 9. The 30 metre by 30-metre corner cut off has a large impact on the parcel.

This property line requirement has been reviewed and the plan has been revised to show a 30-metre radius arc at the corner of all arterial-to-arterial intersections as opposed to a corner cut-off. This reduction to the road right of way requirement should be sufficient to provide reasonable motorist sight lines, and provide space for street furniture (signal light posts, electrical boxes, etc.) and sidewalks, and minimize the impact to adjacent businesses.

Issue 10. The property (building) setbacks should be reviewed.

This Study is recommending that the existing building setback as outlined in the Land Use Bylaws be maintained. The building setback is shown on the attached drawing.

Item 11. Why are we widening this section of 32 Street if you cannot widen 32 Street east of Spruce Drive.

Widening of 32 Street, east of Gaetz Avenue is required as part of the overall improvements to the intersection of Gaetz Avenue / 32 Street Intersection to relieve growing congestion and operational difficulties already being experienced at the intersection. This work will be needed regardless of whether or not 32 Street is widened east of 49 Avenue.

Item 12. Why do we not widen Taylor Drive as opposed to Gaetz Avenue.

As part of the 2003/2004 Transportation Study, the capacity requirements for all of the major arterials were reviewed including these two. It was found that the vehicle growth on Gaetz Avenue will continue until current capacity of a four lane roadway is exceeded and widening is required to ensure roadway safety and adequate operations are maintained. Much of the growth of Gaetz Avenue is related to the desire of motorists to access the businesses along Gaetz Avenue or the Downtown Business Core.

It was also found that the vehicle growth expected along Taylor Drive will not be great enough to exceed the capacity of its current configuration.

Item 13. Is the 12.9 metre boulevard required along the Gaetz Avenue or can it be further reduced?

The 12.9 metre boulevard is proposed in areas that the service road is removed. Where the service road is being maintained, the boulevard is generally being left as is.

The boulevard width considers many needs such as transit bays, separation from streetlights or trees to motorists, and the provision for a 3 metre asphalt pathway that is comfortable to use by pedestrians and bicyclists. For this reason we would not recommend reduction in the width of the boulevard.

Item 14. Is there a need for sidewalks or pathway for bicyclists and pedestrians along Gaetz Avenue?

Pedestrians and bicyclists do use Gaetz Avenue, if not to access businesses from adjacent residential subdivisions, then to go from transit stops to businesses for the purpose of work or shopping. Currently, there is a 1.5 metre sidewalk adjacent to the service road for the majority of Gaetz Avenue for pedestrians and provisions for bicyclists along the service roads. This plan is proposing no changes to areas where the service roads are to remain, but where the service road is to be removed, a 3 metre asphalt trail is proposed.

We agree that pedestrian and cyclist activity is far less than vehicle use, but The City wishes to encourage alternative transportation and must provide adequate pedestrian/cyclist facilities for safety and accessibility.

Item 15. What types of trees are proposed in the boulevard? There is issue with density of planting and obstruction of business signs.

Trees proposed for the boulevard are canopy trees (eg. Elm, Ash) and Ornamental Trees (eg. Chokecherry, Crabapple). Coniferous Trees are not part of the typical planting program between blocks as they may block sightlines to the businesses. Coniferous Trees are only proposed in specific areas where boulevard space is wider than normal. Spacing between trees has been increased to distances similar to typical existing conditions (i.e. approximately 15 metres). Trees proposed along medians have been grouped to provide large spaces between groupings.

Plans have been revised to reflect this new landscaping concept, and drawn to scale for offset and canopy size. It should be noted that the landscaping plan is conceptual and will be refined during detail design.

Issue 16. Businesses want exposure and access.

From the revisions made to the plan, we have attempted to balance the needs of the business community, with the needs and safety of pedestrians and road users. The current plan does provide more exposure and access to the businesses than the previous version.

Issue 17. Concerned with congestion at 49 Avenue and Gaetz Avenue.

The proposed concept plan will improve the operation of this intersection as well as the intersection at 32 Street and Gaetz Avenue. As discussed in earlier meetings with this business group, of the options for improvements to this intersection, the one-way couplets provided the best traffic operation. But considering the needs of the business community in this area we are recommending a more conventional intersection. At the 115,000 population it is likely that this intersection will not operate as efficiently as the couplet option, but it will be acceptable.

South of 32 Street to 28 Street (Northwest Pike, MGM, Southside)

Issue 18. Removal of the service road adjacent to Southside will affect access. One access point at 30 Street is not adequate.

The plan has been revised to retain the service road and a 24 metre bulb is proposed at 28 Street.

Issue 19. Removal of the service road may make the vacant land adjacent to the Sandman Hotel un-leaseable.

See Issue 18 response.

Issue 20. Removal of service road will affect businesses as it is currently being used for parking by the staff and patrons of most of the businesses.

See Issue 18 response.

Issue 21. The removal of the service road from 32 Street to 30 Street in front of Pike Wheaton Chevrolet and MGM Ford is not desired by the businesses south of 30 Street.

The plans have been revised to leave the service road in front of Pike Wheaton. However, the service road is being removed in front of MGM Ford. To maintain the service road in this vicinity would require another bulb to the north of 30 Street located in front of MGM Ford sales building. MGM Ford had previously indicated that this was undesirable.

Issue 22. Site lines to businesses and signs could be affected by trees.

See Issue 15 response.

Issue 23. Removal of the service road is undesirable, as Southside Dodge requires it for unloading of vehicles, staff parking and patrons.

See Issue 18 response.

Issue 24. What is the Bike Route for?

Service roads that are to be retained will be designated as bicycle routes. The use of the service road for vehicles will not change due to this designation.

Issue 25. Service road access from 32 Street to MGM Ford is being lost.

The plans have been revised to retain the service road from 32 Street to MGM Ford.

Issue 26. No access to 30 Street Intersection.

The plans have been revised to show a slotted left turn lane to Pike Wheaton as an alternative to the service road being removed in front of MGM Ford.

Issue 27. With the plan proposed and requirements for road widening, access to the north side of the Pike Wheaton building is being limited.

The plan has been revised to illustrate a reduced boulevard width along 32 Street. The impact to Pike Wheaton has been minimized and access to overhead doors will be retained. This will be reviewed further at time of detail design.

Northwest Quadrant (Capri)

Issue 28. Concern with north bound traffic that misses the 32 Street intersection and does not have another opportunity to access the Capri Hotel.

The plans have been revised to show a slotted left turn into the Capri Hotel at 51 Avenue (31 Street).

Issue 29. Do not want a joint access with Petro Canada site.

The plans have been revised to remove the joint access and show a right-in/right-out access on the north edge of the Capri Hotel property.

Issue 30. Is it possible to install a set of signal lights at 33 Street?

Signal lights are not desirable at this location because it would be very difficult to coordinate with 32 Street and Gaetz Avenue signal lights due to their close proximity. With signals at 34 Street, there should be sufficient gaps in traffic to allow the left turn into the Capri Hotel.

General Comments from Lloyd Morashe

Issue 31. Should explore left turn to Capri Hotel. Suggest a slotted left turn be used. An example of this is in Calgary at some of the large commercial locations.

We have explored this option and have introduced the use of slotted left turns in this plan to address various business owner's concerns, including the Capri Hotel.

Mr. Brian Neeland

May 6, 2005

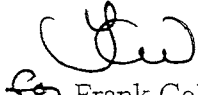
Page 7

Issue 32. Should explore the needs of the service road from 32 Street to 28 Street.

As noted above, the plan has been revised to retain the service road between 28 Street and 30 Street as well as from 32 Street to Gaetz Avenue (31 Street). Only one section of service road (30 Street to 31 Street) is now shown for removal.

We trust that the information provided meets the needs of your clients. If you require any further information, please feel free to contact me or Tom Warder at 342-8158.

Sincerely,



Frank Colosimo, P.Eng.
Streets Engineer

FC/ldr

c. Engineering Services Manager
Russ Wlad, Stantec Consulting Ltd.

Gerig Hamilton Neeland

Barristers & Solicitors

BARRY W. HAMILTON, Q.C.
BRIAN D. NEELAND, B.A., LL.B.*
BUDDY G. MELNYK, B. COMM., LL.B.
MONICA R. ZUMBUSCH, LL.B.
DAMON D. PARK, B.A., B.C.L., LL.B.

501 Parkland Square
4901 - 48 Street
RED DEER, ALBERTA, T4N 6M4
TELEPHONE: (403) 343-2444
FACSIMILE: (403) 343-6522

ALLAN F. GERIG, B. COMM., LL.B. (1944-1997)

Your File:

Our File:

May 20, 2005

To The Honourable Mayor Morris Flewwelling
and Members of City Council
City of Red Deer
Red Deer, AB

Dear Sirs/Madames:

RE: Gaetz Avenue South Business Owners - Redevelopment of Gaetz Avenue

Further to our correspondence of February 24, 2005 with respect to this matter our clients have instructed us to correspond to you for the purposes of expressing the universal discontent and concern held by our clients relating to the proposed plan for the widening of Gaetz Avenue between 34th Street and 28th Street. (The Plan)

Our clients were in attendance at the Monday, May 9th, 2005 meeting of City Council when the proposed Plan was presented to Council. The consensus of the group was that City Council was left with the distinct impression that all business owners were content and satisfied with the Plan as presented, and that the plan represented a compromise acceptable to business and property owners located adjacent to Gaetz Avenue.

In the case of the business and property owners that we represent this representation was inaccurate and highly misleading. These business owners are greatly dissatisfied with the Plan as presented, insofar as it impacts their property and business enterprises as well as the process which has led to the development of the Plan.

We will be acting as spokesperson for the above-noted group at the May 25th, 2005 meeting of Council, at which time specific concerns and dissatisfaction will be voiced. Further, we anticipate that our clients transportation consultant, Mr. Loyde Morasch of Morasch Transportation Consultants Ltd. will address Council on matters relating to the Plan.

* Denotes Lawyer whose Professional Corporation is a member of the partnership

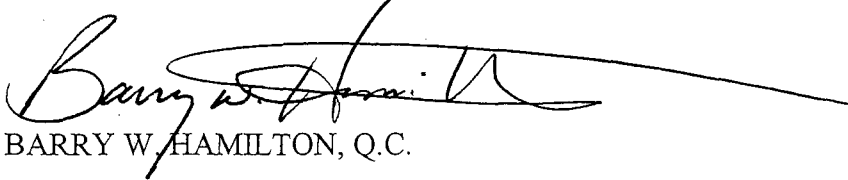
- Page 2 -

We thank you on behalf of our clients for allowing us the opportunity to address their concerns on this very important issue.

Yours truly,

GERIG HAMILTON NEELAND

Per:

A handwritten signature in dark ink, appearing to read "Barry W. Hamilton", with a long horizontal flourish extending to the right.

BARRY W. HAMILTON, Q.C.

/dmn

c.c. Capri Hotel
Sandman Inn
Pike Wheaton Chevrolet
MGM Ford Lincoln Sales
Southside Village
Boston Pizza
Fas Gas Oil Ltd.
Southside Dodge Chrysler Jeep
Northwest Motors (Red Deer) Ltd.

Four Up Holdings Ltd.

PHONE (403) 346-2147

7483 - 50TH AVENUE
RED DEER, ALBERTA T4P 1M5

To: Frank Colosimo
The City of Red Deer
Fax: (403) 342-8211

RE: Gaetz Ave Re-development Study Site Plan: April, 2005 1128 70826

Dear Frank,

We have reviewed above mentioned site plan and have discussed it with our main tenant, Glentel. We can support this plan for the 7400 block east side from the bulb in front of Kickers Saloon to 76th street. This will give us access for large vehicles like semis into our property thru 76th street entrance coming from north or south, and also leaving north or south. Vehicles from the south will also have the option of using bulb in front of Kickers Saloon. We have not discussed this plan with other property owners in the block.

Thank you for your cooperation of keeping us informed.

Yours Truly,

Sid Postma
Four Up Holdings Ltd.



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

May 19, 2005

Mr. Ken Mandrusiak, President
Black Knight Inn Ltd.
2929 – 50 Avenue
Red Deer, AB T4R 1H1

Dear Mr. Mandrusiak:

Gaetz Avenue Redevelopment Study

In response to your letter dated May 16, 2005, I have forwarded your request to the City of Red Deer's Engineering Department.

The Gaetz Avenue Redevelopment Study will be considered by Council at a Special Meeting on Wednesday, May 25, 2005 at 6:30 p.m. You are welcome to attend and express your concerns to Council at that time.

Sincerely,

Kelly Kloss
Manager

c Engineering Services Manager