

File

A G E N D A

for the NOVEMBER 14, 1983, REGULAR MEETING
of RED DEER CITY COUNCIL to be held in the
Council Chambers, City Hall, commencing at
4:30 p.m.

- (1) Confirmation of the October 31, 1983 minutes of the Organizational Meeting and the Regular Meeting.
- (2) UNFINISHED BUSINESS
 - 1) City Clerk - Re: Unsightly and Unsafe Sites .. 1
 - 2) City Clerk - Re: Bylaw 2828/83 - Adoption Bylaw for Assessments .. 4
- (3) REPORTS
 - 1) Airport Commission - Re: Red Deer Industrial Airport Sanitary Sewage Connection .. 5
 - 2) City Clerk - Re: A.U.M.A. Resolutions .. 13
 - 3) R.D.R.P.C. - Re: Proposed Land Use Amendment Bylaw 2672/P-83 .. 14
 - 4) E.L. & P. Supt. - Re: Electric Rate Increase/Bylaw Amendment 2085/H-83 .. 15
 - 5) City Clerk - Re: Council Meeting scheduled for December 26/83 .. 18
- (4) WRITTEN ENQUIRIES
- (5) CORRESPONDENCE
 - 1) Waskasoo Park Project Manager - Re: Private Land Sale
No. PLS 830065 - Wayside Camp
Plan 459 LZ. Pt. S.W. 13-38-28-W4/Agreement .. 19
 - 2) R.D.R.P.C. - Re: Seminar on Planning Matters in Alberta .. 20
 - 3) R.J. Frappier - Re: Application for Taxi Drivers License .. 22
 - 4) Ed Makarenko - Re: Apartment Licensing .. 31
 - 5) Doug Aman & Inez Corbett - Re: Traffic in Pines lane .. 34
 - 6) Alta. Housing Corp. - Re: Nominating Committee for Red Deer Housing Authority .. 50

(6) PETITIONS & DELEGATIONS

- 1) Highland Green Residents - Re: Traffic in Vicinity of Highland
Green Mall .. 52

(7) NOTICES OF MOTION

(8) BYLAWS

- 1) Bylaw 2085/H-83 - Electric Utility Bylaw/Rate Increase - 3 readings p.15
2) Bylaw 2672/P-83 - Land Use Bylaw Amendment/permitted and discretionary
uses/Western Site - 1st reading p.14
3) Bylaw 2828/83 - Assessment Adoption Bylaw - 3rd reading p.4

COMMITTEE OF THE WHOLE OF COUNCIL

- 1) Legal Matter

UNFINISHED BUSINESSNO. 1

November 8, 1983.

TO: City Council

FROM: City Clerk

RE: Report of Development Officer/Unsightly and Unsafe Sites

The following report appeared upon the October 31st, 1983, Council Agenda and was tabled for a period of two weeks to enable the City Solicitor to review the proposed resolutions concerning these items.

The Solicitor has approved the resolutions which appear in the resolution sheets. In addition, it has now been confirmed that it will not be necessary to pass a resolution in respect of the first site as same has been cleaned up to the satisfaction of the Building Inspection Department.

R. Stollings
City Clerk

RS/ds

OCTOBER 26, 1983

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR

RE: UNSIGHTLY AND UNSAFE SITES

City Council at its August 15, 1983 meeting passed several resolutions requiring that certain sites in the downtown area be upgraded through various means.

Our department has sent letters to these property owners advising them of Council's resolutions and requesting that the resolutions be complied with within a specific time period. The result of these letters were that several property owners responded with counter proposals which the Chamber committee, the Economic Development department and ourselves are requesting further information about for further consideration.

The following sites are those sites which the Chamber and ourselves feel should receive some attention at this time (weather permitting).

- 1) Parking lot west of Sim's Store (Lots 31-32, Block 17 Plan H.)
Lots to be cleaned up and entire site graded to level condition.
- 2) Parking area south of Fletchers Printing (Lots 37-39, Block 27, Plan K) 4835 - 52 Street.
Site to be cleaned up and graded.
*NOTE - Owner has indicated this will be done by October 31, 1983; however at the time of writing this memo no action has started.
- 3) Firestone Property - 4902 - 50 Avenue (Lots 21-24, Block 10, Plan H)
Building to be painted.
- 4) Warehouse - 4606 - 50 Avenue (Lots 18-22, Block 7 Plan 3732 P)
Attached wooden structure at rear of building to be removed, building painted and remainder of lot to be cleaned up.

It should be noted that the owners of the property at 4124 - 50 Avenue (Gemini Inn) have cleaned up their site in an acceptable manner in our opinion.

We request that Council under Authority of the City Nuisance Bylaw and the Municipal Government Act pass resolutions requiring the above property owners to do the requested work and authorizing City crews to do the work with costs being assessed to the property owner if the owner fails to do the work.



R. Strader
Development Officer

Commissioners' Comments

We concur with the recommendations of the Development Officer and which recommendations we understand have been discussed with the Chamber Committee.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

NO. 2

November 3, 1983.

TO: Council
FROM: City Clerk

RE: Bylaw 2828/83 - Adoption Bylaw for Assessments

The above mentioned bylaw received first and second reading by Council at their meeting, October 31, 1983, and was set over pending receipt of confirmation from the Minister's Office that it is in order to pass such bylaw. The confirmation has now been received and Council may proceed with third reading of this bylaw.

Respectfully submitted

R. Stollings
City Clerk

RS/ds

REPORTSNO. 1

26 October 1983

TO: CITY COUNCIL

RE: RED DEER INDUSTRIAL AIRPORT SANITARY SEWAGE CONNECTION

At the October 25th, 1983 meeting of the Red Deer Industrial Airport Commission consideration was given to reports from the City Treasurer and City Engineer regarding the above captioned matter. The following recommendation is submitted for Council's consideration.

"That the Red Deer Industrial Airport Commission recommend to Red Deer City Council endorsement and implementation of Alternative #3 re: Airport Sanitary Sewage Connection."

Accompanying this memo are the reports submitted by the City Treasurer and City Engineer for the information of Council.

Respectfully submitted,

DR. J. RADOMSKY, Chairman,
Red Deer Industrial Airport
Commission

attach.

September 29, 1983.

TO: CITY CLERK

FROM: CITY TREASURER

RE: RED DEER INDUSTRIAL AIRPORT SANITARY SEWAGE CONNECTION

The City Engineer's report of September 13, 1983 indicated additional costs to the Airport to connect to the County sanitary sewage line. This report will consider the method of funding in more detail showing the effect on the sewage users at the Airport.

The estimated annual costs are as follows:

1. Debenture payment on \$303,000	\$34,600
2. Operating Costs	<u>10,000</u>
Total Annual Costs	<u>44,600</u>

To determine the effect on the tenants of the above costs the water consumption for the period January to August, 1983 was determined (see Appendix "A"). This schedule determined the average water consumption was 10,886 gpd. Normally the sewage flow should be less than this.

The contracted sewage flow with the County is 40,000 gpd. This means there is an excess capacity of 300% at present. This excess capacity can vary significantly, however, as disclosed on Appendix "B". This appendix discloses the average daily flow was as high as 22,676 gpd in 1976.

It would be my recommendation that the following alternatives should be considered for recovery of costs:

...2

<u>Alternatives</u>	<u>Recovery of Costs</u>	
	<u>Operating Costs</u>	<u>Capital Costs</u>
1. Recover all costs	100%	100%
2. Recover capital costs based on a capacity of 20,000 gpd.	100%	50%
3. Recover capital costs based on existing usage of 10,000 gpd.	100%	25%

The effect of recovering based on the various alternatives appears on Appendix "A". These recoveries are based on:

<u>Alternative</u>	<u>Total Costs</u>	<u>City Subsidized Portion</u>	<u>Net Recovery</u>	<u>Rate Per 1000 Cu. Ft.</u>
1	\$44,600	\$ --	\$44,600	\$69.93
2	44,600	17,300	27,300	42.80
3	44,600	25,950	18,650	29.24

The existing rate is \$5.00 per 1,000 cu. ft. This means any of the above alternatives would result in a significant increase over the existing rates. For comparison, the City of Red Deer charges consumers in the City \$5.60 per 1,000 cu. ft.

The Airport Commission is presently reviewing Airport Rental rates to determine a fair rental excluding utilities. This means as a minimum the City should recover its costs of providing sewer services according to Alternative 3. As it is normal, however, to charge the customer for excess capacity I would recommend the recovery be based on Alternative (2). I do not recommend Alternative (1) because it includes capacity well above that required by existing tenants.

The City Engineer indicated that a possible alternative would be to include the costs as part of the sewer utility and recover the capital costs from the County recovery. I do not agree with this because:

1. Recoveries from the County must be applied against the debenture borrowings.
2. The true cost of operating the Airport is not disclosed.
3. The Sewer Utility would subsidize the Airport operation.

...3

It may be possible to apply the debenture funds surplus as a result of (1) above to the \$303,000. This would reduce the annual debenture payment because it would be based on an 11% interest rate.

I do not recommend an offsite acreage assessment be considered unless requested by the present tenants. An acreage charge would probably be applicable to only one tenant as the other are all renting City owned buildings. If expansion does occur in the future, an offsite assessment could be considered. It would be preferable, in my opinion, to recover the capital costs through sewer rates.

A. Wilcock, B. Comm., C. A.
City Treasurer

AW/jm

cc: Assistant City Engineer - W & S
City Engineer

APPENDIX "A"

RED DEER INDUSTRIAL AIRPORT
WATER CONSUMPTION (In Cu. Ft.)
January 1, 1983 - August 31, 1983

Building	J	F	M	A	M	J	J	A	Total	Monthly Avg.	Annual	Present Monthly Avg. Sewer Charge	Monthly Recovery Based on		
													Alternative 1	Alternative 2	Alternative
Hanger No. 1	910	1,556	550	1,590	690	690	980	950	7,916	990		\$ 4.95	69.23	42.37	28.95
Hanger No. 2	3,040	2,650	1,710	920	2,970	1,150	380	260	13,080	1,635		8.18	114.34	69.98	47.81
Hanger No. 3	12,100	8,510	4,080	3,010	3,470	6,230	4,020	4,560	45,980	5,748		28.75	401.96	246.01	168.07
Kanata House	13,740	12,650	9,010	11,570	10,000	8,720	10,000	7,380	83,070	10,384		51.95	726.15	444.44	303.63
No. 3B	10,860	9,220	8,440	9,810	9,840	11,310	10,790	11,900	82,170	10,271		51.38	718.25	439.60	300.32
No. 1 & Radar	3,069	3,291	2,091	4,180	3,719	2,171	3,748	5,222	27,491	3,436		17.19	240.28	147.06	100.47
J.C. Workshop	780	740	780	860	980	900	1,790	940	7,770	971		4.86	67.90	41.56	28.39
House No. 51	1,269	1,310	1,266	1,000	1,200	1,300	1,100	1,000	9,445	1,180		5.90	82.52	50.50	34.50
Pentad A	14,760	14,760	14,760	14,760	14,760	14,760	18,170	11,350	118,080	14,760		71.84	1,032.17	631.73	431.58
Terminal Bldg.	2,435	2,330	2,370	2,754	3,213	3,990	2,895	3,425	23,372	2,922		14.62	204.34	125.06	85.44
House #50	1,052	912	--	118	200	2,455	2,000	73	6,810	851		4.26	59.51	36.42	24.88
Totals (In Cu. Ft.)	64,015	57,929	45,017	50,572	51,042	53,676	55,873	47,060	425,184	53,148	637,776	265.88	3,716.65	2,274.73	1,554.04
Totals (In Gal. x 6.21)	198,811	360,898	280,456	315,064	317,992	334,401	348,089	293,184	2,648,897	331,112	3,973,344				
Avg. Per Day											10,886				

* Estimated for Jan.-June inclusive based on average for July-Aug.

TOTAL MONTHLY CONSUMPTION OF WATER AT THE RED DEER INDUSTRIAL AIRPORT

APPENDIX "B"

	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
January		56,862	118,886	100,029	86,762	33,100	86,889	72,579	41,958	
February		75,420	94,783	92,929	94,913	43,775	89,088	59,080	37,724	
March		82,727	107,652	105,096	81,394	62,471	113,817	70,414	37,955	
April		80,260	98,851	102,430	107,715	70,064	91,535	68,094	36,202	
May		89,662	116,828	110,101	99,642	81,753	97,670	87,773	30,224	
June	43,010	85,086	157,918	108,609	79,570	86,032	113,534	81,308	34,724	
July	57,600	77,905	151,379	114,101	126,281	98,592	83,020	86,023	30,001	
August	71,503	81,297	164,108	114,670	89,460	81,970	88,440	79,587	32,793	
September	64,760	83,188	101,701	73,991	82,330	83,247	97,121	78,710	28,830	
October	80,691	86,079	73,456	102,777	51,023	77,196	106,623	99,203	31,295	
November	71,360	101,987	67,205	86,938	59,950	72,139	69,959	84,521	40,282	
December	55,957	12,580	79,399	91,568	34,940	73,590	130,679	65,906	37,149	
TRANSPORT CANADA TOTALS FOR ENTIRE YEAR OF					(32,949)	(69,181)				
Cubic Feet/Year	444,881	913,053	1,332,166	1,203,239	1,026,929	933,160	1,168,375	933,198	413,137	
Imp. Gallons/Yr.	2,771,608	5,688,320	8,299,394	7,496,179	6,397,768	5,813,587	7,278,916	5,813,824	2,611,224	
Litres/Year	12,599,733	25,859,104	37,729,046	34,077,630	29,084,252	26,428,566	33,090,226	26,429,642	11,870,622	
Gallons/Day (Average)		15,584	22,676	20,537	17,528	15,928	19,888	15,928	7,154	
Gallons/Day (Peak Month)		3,400	5,294	3,699	3,977	3,180	4,215	3,200	1,353	

September 13, 1983

TO: City Commissioner

FROM: City Engineer

RE: Red Deer Industrial Airport
Sanitary Sewer Connection

As you are aware, the Industrial Airport's connection charge to provide 40,000 i.g.d. treatment capacity is \$302,942.86. Currently the City of Red Deer pays the Federal Government the rate of 98¢/1000 imperial gallons for sewage treatment. This rate is applied to sixty-six percent (66%) of the metered water which equates to an equivalent City rate of 65¢/1000 gallons (based on one hundred percent (100%) of water consumed). The City in turn bills the owners at the Airport at a rate of \$1.21/1000 gallons applied to sixty-six percent (66%) of the water consumption, thereby generating a small profit to offset maintenance and related costs.

Reviewing the past five (5) years water consumption records reveals an average cost for sewage treatment of \$3,620/year and revenue at \$4,480/year. The Airport will be billed approximately \$2.25/1000 gallons once the connection is made based on preliminary discussions with Reid, Crowther & Partners Ltd.. Assuming the \$302,000 is to be debentured over a twenty (20) year period at thirteen and one half percent (13 ½%) interest, then yearly recoveries of \$44,300 will be required in addition to standard charges. Clearly it is not practical to recover this amount in the rates from Airport tenants.

An alternative is that the \$302,942.86 be charged in total to the sewer utility and the facility treated as City of Red Deer property. This money could be funded from the monies that the County is required to pay for their portion of the capital cost of the plant.

Alternatively, or perhaps coincidentally an offsite acreage assessment could be established to recover these funds. This method requires that growth occur at the Airport and it would appear that development potential in the immediate future is

quite limited. The acreage assessment alternatives are as follows:

12.

1. ALTERNATIVE 1

Charge to all developable lands at Airport.

$$\text{Rate} = \frac{\$303,000}{75.6 \times 2.47} = \$1,620/\text{acre}$$

NOTE: (a) This rate would only be applicable to year one (1) as carrying charges based on outstanding balance would be required to be included for future years.

(b) May be difficult to collect from existing owners/lessees.

2. ALTERNATIVE 2

Charge to all developable lands at Airport and assume twenty (20) years to full recovery of funds.

$$\text{Rate} = \frac{\$888,700}{75.6 \times 2.47} = \$4,760/\text{acre}$$

NOTE: (a) Constant rate per year.

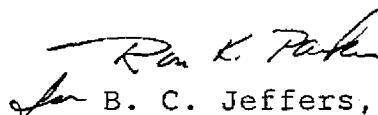
(b) May be difficult to collect from existing owners/lessess.

(c) 75.6 developable/developed hectares

I would suggest that the Airport Commission review this matter and submit a recommendation to City Council for their Consideration.

With respect to the timing of the payments, the City Treasurer has advised that a debenture will be required which takes approximately three (3) months.

During the interim, we will request that Mr. Lorne MacLeod provide a detailed cost analysis for our review. In addition, we will initiate negotiations with the Base with respect to an agreement between the Airport and the Base as there is a combined sewage flow.


B. C. Jeffers, P. Eng.
City Engineer

RKP/emg

THE CITY OF RED DEER

13.



P. O. BOX 5008

RED DEER, ALBERTA

T4N 3T4

NO. 2

November 3, 1983

TO: CITY COUNCIL

FROM: CITY CLERK

Re: Resolutions for forthcoming
A.U.M.A. Convention

The resolutions for the forthcoming Convention have been delivered to each member of Council and it is proposed these resolutions be reviewed by Council between 4:30 p.m. and 6:00 p.m., Monday, November 14, 1983.

We would remind members of Council to bring their copy of the resolutions (green covered booklet) to the meeting November 14th as we do not have extra copies of same available.

Respectfully submitted,

R. STOLLINGS
City Clerk

RS/ca

RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE

RED DEER, ALBERTA, CANADA T4R 1M9

14.

DIRECTOR: NO. 3
Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No.

Our File No.

November 7, 1983

Mr. R. Stollings,
City Clerk
City of Red Deer
Box 5008
Red Deer, Alta.

Dear Sir:

Re: Proposed Land Use Amendment By-law 2672/P-83

Since the opening of the new Westerner Grounds, discussion has taken place as to the proper use of the facilities on the site. The Land Use By-law under 'discretionary use' permits:

' Any use in connection with Red Deer Fair or Exhibition "

The Municipal Planning Commission felt that this is a very broad definition and requires further refinement.

The proposed Land Use Amendment divides the uses into two categories of "permitted" and "discretionary" uses, and clearly defines the uses.

The required Land Use Amendment is attached for the consideration of City Council.

Yours truly,



D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION

DR/cc

c.c. - City Solicitor
- Development Officer

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 NORGLAND—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 —IMPROVEMENT DISTRICT No. 10

TO: City Clerk

DATE: 03 11 1983

FROM: E. L. & P. Supt.

Re: Electric Rate IncreaseRECOMMENDATION:

It is recommended that the City of Red Deer Electric Utility By-Law 2085 be revised to reflect a 14.2% increase in all rates effective for all billings mailed after November 18, 1983 to recover the additional purchase costs resulting from the most recent TransAlta Utilities rate increase. A further report will be submitted to Council in late December regarding the possibility of reducing the new rates by 2.4% in early January 1984.

It is further recommended that the required three readings of the by-law revision be passed on November 14th to avoid the need of applying a larger increase which will result if approval is delayed.

BACKGROUND INFORMATION

On October 31st we were advised that the Alberta Public Utilities Board approved new rates for TransAlta Utilities pursuant to their application for a rate increase which was filed November 22, 1982. The impact on the City of Red Deer is as follows:

- 1) An increase in cost of 13.8% for all consumption after October 1, 1983.
- 2) An increase in cost of 4.5% applied as a Revenue Rider for all consumption during October and November, 1983.
- 3) An increase in the Alberta Income Tax Rebate to 18% from 11.5% applicable to all consumption after October 1, 1983.
- 4) An additional increase in the Alberta Income Tax Rebate of 4.5% to 22.5% applicable to all consumption during October and November 1983.

5) The above are effective until December 31, 1983 by which time TAU must file new rates with the PUB to be in effect January 1, 1984.

16.

The above changes require an increase in the E. L. & P. rates of 14.2% for the remainder of 1983 if the additional cost is to be recovered and if a 1983 operating deficit is to be avoided. This increase recovers the cost of both components of the increase on the 2½ months of 1983 consumption to which we are able to allocate the cost increase.

The elimination of the TAU Revenue Rider as of November 30th and a 14.2% increase in E. L. & P. rates at this time, will enable the E. L. & P. rates to be reduced by 2.4% in early January 1984 on the condition that no further changes are permitted to the TAU rates on January 1, 1984 and that no further E. L. & P. operating revenues are required for 1984.

The above E. L. & P. rate change excludes the effect of the increase in the Alberta Income Tax Rebate which will reduce the net impact of the rate change to the consumer. The E. L. & P. rates and the Tax Rebate must be handled under separate accounts and the rate change can therefore not reflect the net effect.

The net effect to our consumers of the 4.5% Revenue Rider is zero as the cost increase is completely offset by an identical credit.

The increase in the Tax Rebate returned to the City by TAU from the present 11.5% to 18% will result in an increased rebate being applied to City accounts which will offset the rate increase to some extent. While the Tax Rebate is calculated by the City Treasurer, I would estimate that this figure would increase from the present 7% to approximately 14% until the E. L. & P. rates are possibly reduced in mid January. With an estimated 14% Tax Rebate and 14.2% rate increase, the net increase to the City consumer would be 5.6%.


The recommendation above involves the averaging of a two month increase and a three month increase over the whole three month period.

The major advantages of doing this are:

17.

- a) a lower increase but over a longer time which reduces the impact
- b) can incorporate any further TAU rate changes which may take place January 1, 1984 with the proposed rate reduction
- c) can incorporate any rate changes required pursuant to a review of the 1984 E. L. & P. Budget with the proposed rate reduction
- d) the frequency of rate changes will be reduced

It should be noted that the proposed rate increase provides additional revenue to cover only the additional cost of purchasing power from TAU - there is no provision for additional operating funds.


A. Roth,
E. L. & P. Supt.

AR/jjd

CC: City Treasurer
City Commissioner

Commissioners' Comments

Regrettably we would concur with the recommendations of the E.L. & P. Supt. and recommend Council give 3 readings to the Bylaw.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

THE CITY OF RED DEER

18.



P. O. BOX 5008

RED DEER, ALBERTA

T4N 3T4

November 3, 1983

NO. 5

TO: CITY COUNCIL

FROM: CITY CLERK

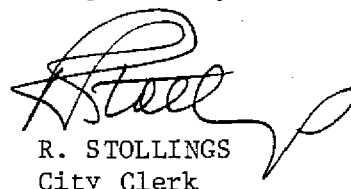
Re: Meeting of Council scheduled for December 26, 1983

In accordance with the resolution passed by Council October 31, 1983 the meeting of Council normally scheduled for December 26, 1983 would be set over until December 28, 1983 (the 26th and 27th being taken as stat holidays). In the past it has been difficult to arrange a quorum for meetings held between Christmas and New Years day and accordingly we would seek Council's direction as to whether or not they wish to:

- a) hold the meeting December 28th, or
- b) cancel the December 28th meeting entirely, or
- c) re-schedule same to another date, or
- d) cancel both the 28th of December and the January 9th, 1984 meetings and call a special meeting for January 3, 1984.

In the past two or three years we have received very little correspondence for Council consideration during the Christmas week.

Respectfully submitted,


R. STOLLINGS
City Clerk

RS/ca

Commissioner's Comments

We would recommend that Council cancel the December 28th meeting entirely.

"R.J. MCGHEE"

Mayor

"M.C. DAY"

City Commissioner

CORRESPONDENCE

19.

NO. 1

FILE: WP 1038
OCTOBER 31, 1983

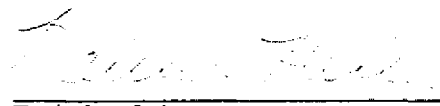
MEMORANDUM

Office of:
Ted G. Johnson
Waskasoo Park Project Manager

To:
R. Stollings
City Clerk

RE: Private Land Sale
No. PLS830065 - Wayside Camp
Plan 459 LZ. Pt. S.W. 13-38-28-W4

The Waskasoo Parks Policy Committee have resolved at the Meeting of October 28, 1983 that The Memorandum of Agreement should be presented to Council on the next agenda, for their approval prior to signing by the City of Red Deer.



Ted G. Johnson

TGJ/mh

File

MEMORANDUM OF AGREEMENT

THIS AGREEMENT made this day of , 1983

BETWEEN:

HER MAJESTY THE QUEEN in right of the Province
of Alberta, as represented by the Associate Minister
of Public Lands and Wildlife (the "Minister")

- and -

CITY OF RED DEER, a municipal corporation in the
Province of Alberta (the "Purchaser")

WHEREAS the Minister is the owner of a certain tract or parcel of land (the "land") situated in the Province of Alberta, more particularly described in the attached Appendix "A"; and

WHEREAS the Minister is authorized to sell the land to the Purchaser pursuant to an Order of the Lieutenant Governor in Council under section 7 (a) of the Public Lands Act; and

WHEREAS the Minister, under section 20 (1) of the Public Lands Act, has the authority to restrict the purposes to which the land may be used and to require the Purchaser or his successors in title to retransfer the land to the Crown in the event that the land is no longer used for those purposes, upon such terms and conditions as the Minister prescribes; and

WHEREAS the intention of both parties hereto is that the title to the land shall revert to the Minister if the land ceases to be used for any other purposes set out in this Agreement.

THEREFORE, the parties to this Agreement agree with each other as follows:

1. The Minister agrees to sell the land to the Purchaser for one (\$1.00) dollar and other good and valuable consideration.
2. The following restriction is hereby made on the purposes for which the Land may be used:

The Land shall be used for outdoor recreation purposes only.

3. If the Land is no longer used solely for the purposes referred to in section 2 or if the Land is used in breach of the restriction in section 2, the Purchaser or its successors or approved assigns shall transfer the Land to the Crown in right of Alberta.
4. The Crown in right of Alberta shall not be required to pay the Purchaser any money on a transfer of the Land under section 3.

5. The Purchaser shall not sell the Land to any person other than the Crown except with the prior written consent of the Minister, and any sale made without that consent is void and of no effect.
6. The provisions of this Agreement shall enure to the benefit of and be binding upon the parties hereto and their successors and approved assigns.

IN WITNESS WHEREOF the parties have set their hands the day and year above written.

HER MAJESTY THE QUEEN in right of the
Province of Alberta, as represented by
the Associate Minister of Public Lands
and Wildlife

For: Associate Minister of
Public Lands and Wildlife

CITY OF RED DEER

Per: _____ (seal)
(name) (title)

Per: _____
(name) (title)

APPENDIX A

All that parcel or tract of land, situate lying and being in the thirty-eight (38) township, in the twenty-eight (28) range, west of the fourth (4) meridian, in the Province of Alberta, Canada, and being composed of:

All that portion of the south west quarter of section thirteen (13) of the said township required for a campsite, as shown upon the plan of survey of record in the Land Titles Office at Edmonton for the North Alberta Land Registration District as No. 459 L.Z., containing eight and fifty-three hundredths (8.53) acres, more or less.

RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE

RED DEER, ALBERTA, CANADA T4R 1M9 20.

DIRECTOR: NO. 2
Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No.

November 2nd, 1983

Our File No.

City & County Commissioners,
Municipal Managers & Secretary-Treasurers of
Municipalities Located Within the
Jurisdiction of the Red Deer Regional Planning Commission

Dear Sir/Madam:

Following consultation with the Commission, it was felt that the Commission should sponsor a one or two day seminar for Council members and their senior administrative staff on planning matters in Alberta, and in particular how planning affects our planning region and your municipality.

Some subject matters, which could be reviewed by the staff of the Commission would be as follows:

- History of Planning in Alberta
- Highlights of Planning Legislation in Alberta
- Role and Function of Regional Planning Commissions
- Role and Function of Alberta Planning Board
- Role and Function of Municipal Planning Commissions
- Role and Function of Development Appeal Boards
- Different types of Planning Documents
- Etc.

Costs associated with delegates expenses for such a seminar would be at Council's expense, except for possibly a dinner, which, depending upon circumstances, may be covered by the Commission. However, details on this aspect can be worked out at a later date.

I would appreciate hearing from your Council, as soon as possible, if they favour such a program. Any suggestions on topics to be discussed, and format of the seminar, would also be appreciated.

. . . /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 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 ELDORA—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 PAINTEARTH No. 18 —COUNTY OF RED DEER No. 23 —COUNTY OF STETTLE No. 6 —IMPROVEMENT DISTRICT No. 10

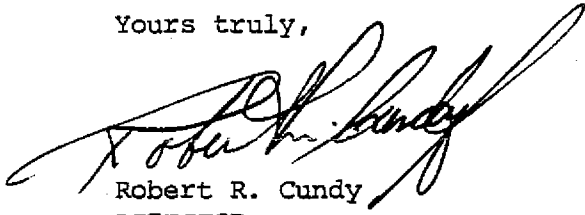
City & County Commissioners,
Municipal Managers & Secretary-Treasurers of
Municipalities Located Within the
Jurisdiction of the Red Deer Regional Planning Commission

21.

Page 2
November 2nd, 1983

Council's general views on time and date, or dates, would also be helpful to us in arranging such a Seminar if Councils so feel that such a program would be helpful to them.

Yours truly,



Robert R. Cundy
DIRECTOR

RRC/vl

Commissioner's Comments

The direction of Council is requested.

"R.J. MCGHEE"
Mayor

NO. 3

Oct 20/83

Letter of Appeal:

I, Robert James Troppier, am requesting to be permitted a Red Deer Taxi Badge. I believe that the judgement on my driving abstract was unfair. I went to great inconvenience and expense to comply with all the class four requirements as listed below:

- 1) Physical - \$30~~xx~~
- 2) Class 4 Licence - \$10~~xx~~
- 3) Driving abstract - \$8~~xx~~
- 4) Defensive driving course (pre-paid) \$35~~xx~~
- 5) Letter of recommendation from Ass. Cals signed by Paul Miclaski.
- 6) Taxi badge \$20~~xx~~ (refunded)

For my dangerous driving charge:

In December 1981 my truck was about to be illegally seized. I therefore tried; unsuccessfully; to remove my truck and person until such time it could be straightened out legally. I was charged and convicted of dangerous driving. I was unable to afford an intelligent lawyer otherwise would probably have not been convicted.

I have already paid for the conviction of 2 years ago and cannot understand why I should be paying for it once more.

Please reconsider your decision as
taxi driving is my only means of
support at this time.

Yours Truly
Bob Krappin

Contact - ph. 887-2062

Recd. 11/11/83
1:50 PM
Oct. 20/83
AS

OCTOBER 24, 1983


TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR

RE: MR. R.J. FÄPPIER - APPLICATION FOR TAXI DRIVERS LICENSE

Mr. Fäppier's license application was reviewed after obtaining a "Summary of Driving Record" and a search of police records. Copies of the license application, summary of Driving record and employment form from Associated Cab is attached. The result of the review was that Mr. Fäppier application was refused by this department and in accordance with the provision of the Taxi Business Bylaw he was advised that he could appeal this decision to City Council. The report from the RCMP will include summary of the available information from their files.

It is our opinion, after the review of the applicable information, that it was not in the best interest of the City of Red Deer to issue a Taxi Drivers License to Mr. Fäppier.



R. Strader
Development Officer/
Building Inspector

RS/dm

THE CITY OF RED DEER

25.



P.O. BOX 5008

RED DEER, ALBERTA

T4N 3T4

Sept. 19, 1983

Robert James Frappier
General Delivery
Sylvan Lake, Alberta
T0M 1Z0

Dear Mr. Frappier:

Re: City of Red Deer - Taxi License

In reference to the above, on Sept. 15, 1983 you applied to obtain a Taxi Drivers License to drive taxi in the City of Red Deer.

We regret to inform you that due to your previous driving record this office will not issue you a Taxi Drivers License for the City of Red Deer.

You have the right to appeal the decision of this department to City Council by submitting your appeal in writing to the City Clerk within thirty (30) days from the date of this letter.

Returned herewith is your motor vehicle branch abstract driving record. A cheque in the amount of \$20.00 for license fee paid will be returned to you.

Yours truly,

T.J. ANDERSON
Supervisor of Licensing
and Bylaws

aes/TJA.

The applicant acknowledges that he has received notice that a search of Police Records will be made by the City of Red Deer to determine the existence of any previous convictions of the applicant for any offences in Canada.



Motor Vehicles Division
Post Office Box 3140
Edmonton, Alberta T5J 207

Summary of Driving Record

FRAPPIER ROBERT JAMES
6351 58 AVE
RED DEER ALTA

T4N 6E2

Licence No.	Class	Expiry Date	Suspended	Points	Search No.
B20381	5	30/04/83	NO	06	
		Day Mon. Yr.	Day Mon. Yr.		
		13/09/83	30/04/57	183	077 M
Acct.	Search Date	Date of Birth	Conditions	Height	Weight Sex

Date	Reference No.	Description of Conviction or Other Record	Section	Act	Demerit Points	Prohibition or Suspension Term	
80/09/20	7179103	LICENCE REINSTATED			0		
80/12/05	0290025535	SPEED OVER BY 15 TO 30 KM/H	53	H75	0		
82/02/17	0292000289	FAILING TO STOP AS REQUIRED	91	H75	3		
81/12/22	0291030631	DANGEROUS DRIVING	233	CCC	0	6MOS	
82/06/22	7217784	LICENCE REINSTATED			0		
83/01/06	0293000377	SPEED OVER BY 15 TO 30 KM/H	70	H75	3		
					2		
					15		
					75		
					150		
							2
							x 36
							400
							00
							00
							144000

MVAA - Motor Vehicles Administration Act

HTA - Highway Traffic Act, 1975

CCC - Criminal Code of Canada

OTH - Other Acts



Royal Canadian
Mounted Police

Gendarmes royales
du Canada

28.

Your file Votre référence

.83 OCT 25

Mr. R. STOLLINGS
City Clerk
City of Red Deer

Our file Notre référence
C83-18183

Dear Sir:

Re: Robert James FRAPPIER
Application for Taxi Lic.

This will acknowledge receipt of your memo with regard to the above dated 83-10-20.

The following is a resume of R.C.M.P. involvement with FRAPPIER.

File C81-9691. On 81-09-14 at 1155 FRAPPIER attended Cenalta Oil Services office on Sylvan Lake Trail, Red Deer, in an attempt to obtain monies he felt were owed to him because of his previous employment with that firm. When the payment of money to him was refused he became very upset and violent and leaving drove his truck into a glass door causing damage in the amount of \$150.00. Subject entered a plea of "Not Guilty", trial was held at Red Deer 81-12-23 at which time he was found guilty and sentenced to 14 days in gaol.

File C81-13546. On 81-12-21 at 1100 hours the accused was noted fleeing in an auto that was to be seized by the Sheriff's Dept. at 58 Avenue and 65 Street in Red Deer, Alberta. Apparently previously the accused had words with the tow truck operator threatening to kill him if he got out of his truck, the sheriff was also threatened. In an attempt to prevent seizure of his vehicle, he jumped inside the vehicle and rammed the tow truck 4 times then finally drove through the backyard fence. At this time the police vehicle gave chase. The accused proceeded through a stop sign without stopping, then through a red light without stopping and then through another stop sign. The vehicle would not stop for the police vehicle (ALL EMERGENCY EQUIPMENT ON), the suspect vehicle was cutting corners and driving at speeds of 70 to 80 kph in 50 kph zone. The accused was now west bound on 67th St. passing vehicle and proceeded onto the off ramp on Hwy # 2 northbound. Upon approaching the Hwy # 11 over pass the accused turned west onto Hwy # 11. While on Hwy # 2 the accused was driving at speeds up to 120 kph and ducking his head under the dash as though trying to hide or find something under the seat, then looking back to check on the police vehicle in pursuit, very little time spent on watching the road on which he was driving. Now proceeding west on Hwy # 11 speeds ranged from 120 to 130 kph in a 100 kph zone. Twice the accused was noted to pass westbound traffic on the shoulder of the road at the aforementioned speeds. Upon approaching a moving Police car road block, the accused went around the police car in the ditch and back onto the Hwy at approximately 90 kph. Throughout the chase the accused showed no signs of

Canada

page 2 . . .

stopping for the police cars with emergency equipment activated. Therefore the accused was forced into the ditch just about 1/8 of a mile from Sylvan Lake and subsequently arrested. The accused was placed before the breathalyzer to determine if he was impaired, the readings were negative, he was not impaired. Total chase time 1100 hours to 1115 hours. When the accused was being transported to Red Deer City Detachment, threats were made by the accused against the sheriff and arresting officers.

On 81 DEC 22 subject appeared with counsel and entered a plea of guilty to charges of Dangerous Driving and Obstruction of a Public/Peace Officer and was sentenced to 1 month in goal on each charge, same to be served concurrently. FRAPPIER later entered an appeal against sentence, however, abandoned that appeal on 82-01-11 and the convictions stand.

File C82-00561. On 81-12-15 FRAPPIER was given a traffic ticket for failing to remain stopped at a Red Traffic Light, contrary to Section 91(1)(b) of the Highway Traffic Act 1975. When given the ticket in this instance he stated "He knew why he was being stopped but he gets tired of waiting for lights in Town". Fined \$25.00 which was paid.

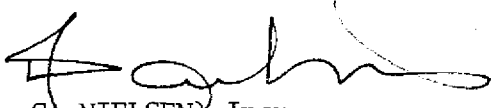
File C82-2081. On 82-03-02 at 0730 FRAPPIER went to residence of Dalyn SISSON, # 11 Fairbanks Apartments, # 1 Fir Street. In the apartment he went to SISSON's bedroom where he struck SISSON on the head then grabbed her by the shoulder and threw her on the bed. On 82-04-10 FRAPPIER appeared in court and entered a plea of guilty to a common assault on SISSON. The presiding Judge sentenced FRAPPIER to three months in gaol following which FRAPPIER caused a disturbance in the court room by swearing at the judge and was sentenced to a consecutive thirty days in gaol.

C83-16934. On 83-04-01 at 1440 hours FRAPPIER was checked operating a vehicle at Sylvan Lake, Alberta. A search of FRAPPIER resulted in the seizure of 10 grams of marihuana and 1 hit of acid. Subject charged and convicted under Section 3(1) of the Narcotic Control Act, for possession of marihuana and fined \$100.00, Section 41(1) of the Food and Drug Act for possession of acid and was fined \$400.00.

From the foregoing I would recommend that FRAPPIER is not a desirable person to be given a City license to operate a taxi. He has a less than desirable driving record, is well known to have a violent, uncontrollable temper and has been convicted for possession of drugs.

Yours truly,

(W. A. HUTMACHER) S/Sgt.
Ops. N.C.O.


(D. C. NIELSEN) Insp.
O. i/c Red Deer City Detachment

Commissioners' Comments

Recognizing that the City has a responsibility to protect the public interest when issuing licenses for Taxi Drivers, we have reviewed the evidence associated with the attached application very carefully.

In view of the nature of the offences committed by the applicant, we would strongly recommend that Council uphold the decision of the Licensing Supervisor and deny this appeal.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

NO. 4ED MAKARENKO
3715 - 43A Avenue, Red Deer, Alta. T4N 3W6

Sept. 28/83

Mayor McGhee & City Council
City of Red Deer
City Hall

Thank you for providing me time from your busy schedule to hear my concerns.

You have been invoicing me and many other apartment owners for a license of \$5.00 per suite. An explanation of fire inspection was offered to me by Mr. Strader and again by Mr. Day, to substantiate the reason for the charge. I pay between 8,000.00 or \$9,000.00 taxes on that property, and feel the 5.00 per suite is a charge to try and substantiate another form of bureaucracy that is being levelled at citizens. It would seem to me that it would cost more than 5.00 per suite to administer the levy. My request is that this levy and many more forms of licensing be removed as the average citizen is very weary of constant legislation being passed and administered by all forms of governments.

Governments, including Municipal, should not measure their accomplishments, by the amount of legislation they pass during their term in office. Why then, the question, does Alberta Housing not pay the 5.00 per suite license that I as a taxpayer must?

I would be pleased to discuss this at your earliest council meeting.

Yours very truly,

"Ed Makarenko"

OCTOBER 27, 1983

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR

RE: APARTMENT LICENSING

In response to your memo on the above subject, we have the following comments for Councils consideration:

The licensing department levies a license fee based on a charge of \$5.00 per suite on all apartment buildings in the City. An apartment building is defined in the licensing Bylaw as "a building containing three or more individual units or suites". Revenue from this source is approximately \$30,000 per year.

The City fire department does a yearly inspection of all apartment buildings to ensure that the fire alarm system is working and to check for general safety concerns. The funds from licensing while not directly applied to the expense incurred by the City for these checks helps offset deficits.

Mr. Makarenko's letter refer's to the cost of the levying of the license exceeding the revenue. The revenue of \$30,000. is not exceeded by the expenditure of sending out a license form and in some cases several notices. Our salary account for the two persons in the department, one of which is responsible for supervision of the Bylaw section which occupies at least 50% of his time is \$62,000. The revenue for the entire licensing department is \$280,000.

Licensing is not directed at the average citizen, as indicated in Mr. Makarenko's letter. A license is required when a business is being carried on, whether the business is transportation, selling or in this case providing a service. The purpose of licensing business is to:

- A) provide a measure of control, that is if a business does not conduct itself in a manner acceptable to the community then its license or approval to operate can be revoked.
- B) provide revenue to offset an expenditure incurred in connection with that license; such as the fire inspection for apartments.
- C) provide different rates for out of town business, business operated as home occupations and business operating in commercial areas.

Licensing also provides a revenue source for the City to use to offset deficits in that a surplus is produced each year.

Mr. Makarenko's last question regarding Alberta Housing Corporation is one we have looked at several times. The Corporation is classified as a Crown Corporation which means it is exempt from any municipal legislation.

We trust this will be of information to Council.

R. Strader
Development Officer/Building Inspector

Commissioners' Comments

The license fee as outlined by Mr. Makarenko in his letter is found in the licensing bylaw.

It is our view that this bylaw should be reviewed and this would be one of the areas considered in the review. We further suggest 2 members of Council also take part in the review and report back to Council at the earliest date. We cannot recommend a relaxation at this time as requested.

"R.J. MCGHEE"

Mayor

"M.C. DAY"

City Commissioner

NO. 5

156 Pamely Avenue
RED DEER, Alta
T4P 1J2

October 11, 1983

Mr. Bob McGhee
City Hall
City of Red Deer
RED DEER, Alta

Dear Mr. McGhee:

My family and I live at the corner of Pamely Avenue and Patterson Crescent in the Pines in Red Deer. We find the neighborhood very satisfactory except for the following factors which are caused by a horrendous amount of traffic through the alley bordering our back yard:

- 1) dust
- 2) noise
- 3) dangerous speeding

May I elaborate on the three above points to some greater extent.

1) The traffic carries on day and night into the alley and out onto Patterson Crescent. It is a somewhat gravelled alley and the continuous comings and goings result in clouds of dust. In the summer we dare not open our windows.

2) A majority of these vehicles are in a poor state of repair with loud mufflers. Also there are a lot of trucks using this alley way. Day and night the vehicles coming roaring through this access.

3) Last, but not least, this traffic has a tendency to drive carelessly and speeding seems to be the way for them to drive. We have a four year old who must be supervised at all times as he plays outside whether on the sidewalk or in our yard. There are also a lot of children who use Patterson Crescent to go to the school and playground across the street. They have to be wary of speeding vehicles through the alley.

(cont'd)

Mr. Bob McGhee

'2'

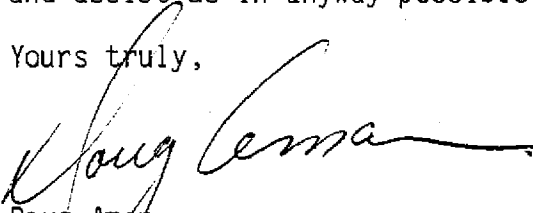
October 11, 1983

We have monitored this traffic which mainly consists of residents who live on Page Avenue. They have a paved street from their homes, but primarily choose to access this dusty alley behind our home.

We feel that somehow this constant noise and dust could be somewhat reduced. Also our neighborhood would be a little safer for the children.

We would sincerely appreciate it if the city could look into this matter and assist us in anyway possible.

Yours truly,



Doug Aman

DOUG AMAN

**LOOKER OFFICE
EQUIPMENT LTD.**

4620 - 50 Avenue
Red Deer

346-8927

7 Patterson Crescent,
RED DEER, Alberta.

August 31, 1983

Mr. R.J. McGhee, Mayor,
City of Red Deer,
RED DEER, Alberta.

Dear Sir:

I would like to draw your attention to a matter which is the cause of considerable discomfort in the area in which I live.

We are situated on the corner lot, bounded by the two back lanes servicing Pamley Avenue and Piper Drive. Both of these roads are used as throughfares being used as much, if not more than Pamley Avenue.

I don't think I need to tell you the amount of dust this creates, especially if one is to open windows, which is a necessity in this hot weather. My kitchen counter top is always gritty, as well as appliances, furniture and lino floors. We cannot enjoy our deck because we are literally "biting the dust" all the time.

I know there is very little you can do to stop the traffic but I am sure you can do something about the roads.

Would it not be a good idea to put oil on these Roads? It seems to me it would help immensely.

I hope you will consider my complaint, because I think it is a legitimate one, and as a taxpayer I think I am entitled to the enjoyment of my own home without all this dust -- not to mention the noise these vehicles create.

Yours truly,

Inez Corbett

RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE

RED DEER, ALBERTA, CANADA T4R 1M9

37.

DIRECTOR:

Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No.

Our File No.

October 21, 1983

Mr. R. Stollings,
City Clerk
City of Red Deer
Box 5008
Red Deer, Alta.

Dear Sir:

Re: Letters from Inez Corbett & Doug Aman

The City received two letters regarding the traffic in the lane in the Pines subdivision.

Inez Corbett, 7 Patterson Cresc.

The Corbett property is located on the south side of Patterson Crescent, close to the Pines Lodge. The lot is bordered by two lanes, one on the east and the other one on the south side. The property has not been fenced off separating it from the lane. The applicant is very concerned with the amount of dust created by the traffic in the lane.

The dust problem can be eliminated by paving the north-south lane at a length of about 80 metres (264 feet). This would not reduce the amount of traffic in the lane. To reduce the traffic in the lane and limit it to local traffic, a barrier could be placed between lots 56-54 making the lane "L" shape rather than "T" shape. This may cause some inconvenience for some people who are using the lane at the present time.

Our recommendation would be to pave the short north-south section of the lane, with the cost being assessed against the adjacent property owners.

Doug Aman, 156 Pamelv Avenue

This property is located at the north-west corner of Pamelv Avenue and Patterson Crescent, across from Pines School. There is gravel on the lane at the west side of this property. The owner of this property is concerned with the excessive level of dust, noise and speeding in the lane.

/ 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 STETTLER—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE
VILLAGE OF ALIX—VILLAGE OF BENTLEY—VILLAGE OF BIG VALLEY—VILLAGE OF BOTHA—VILLAGE OF CAROLINE—VILLAGE OF CLIVE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE
VILLAGE OF DONALDA—VILLAGE OF ELDORA—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 NORGLINWOLD—SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14
COUNTY OF MOUNTAIN VIEW No. 17 —COUNTY OF PAINTEARTH No. 18 —COUNTY OF RED DEER No. 23 —COUNTY OF STETTLER No. 6 —IMPROVEMENT DISTRICT No. 10

Mr. R. Stollings

Re: Letters from Corbett & Aman

pg. 2

Dust - again, dust can be eliminated by paving the gravelled lane. The cost of paving to be shared by all the property owners backing onto the lane.

Noise - the traffic noise is normally related to three factors; the type of vehicle, the condition of the vehicle, and the traffic volume. It would be difficult to ban certain types of vehicles, such as pick-up trucks, from the lane. They are used by many people for day to day use. The condition of cars, such as cars with no muffler, is a matter for the traffic police to enforce. Traffic volume can be reduced if a certain section of the lane is blocked, but this normally creates inconvenience for some people, since they have to find alternative routes.

Speeding - the maximum speed in the lanes is 20 km, and it is up to the police to patrol these areas if this is happening frequently.

Recommendation - It would appear that a large number of cars using the lane originate from the duplexes along Page Avenue. They are expected to enter and leave the lane via Page Avenue, but they use the lane to Patterson Crescent. A barrier across the lane between Lot 72 and 20 could effectively cut down the traffic volume on this section of the lane.

Yours truly,



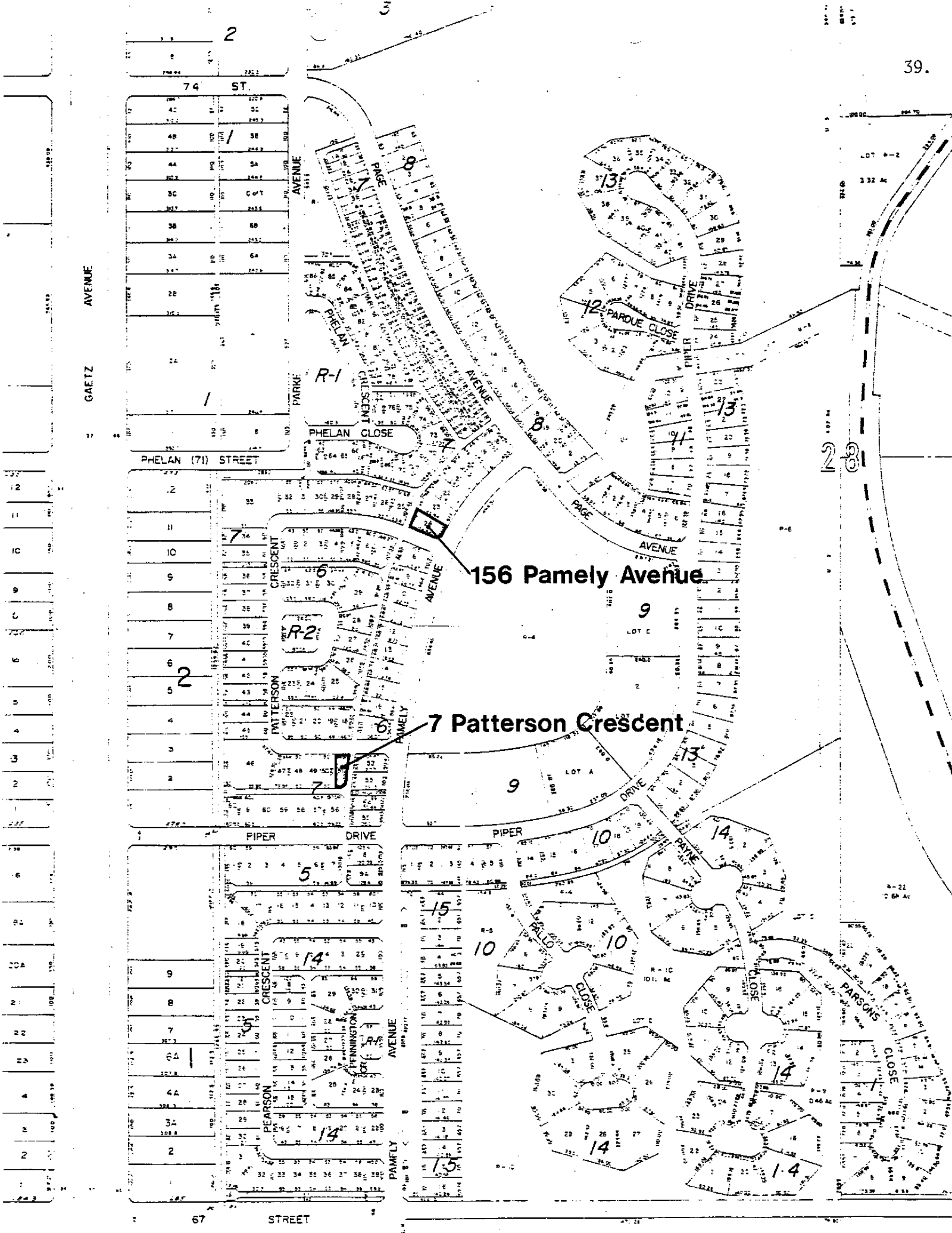
D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION

DR/cc

c.c. City Engineer

City Bldg. Inspector

R.C.M.P.



156 PAMELY AVENUE

7 PATTERSON CRESCENT

October 20, 1983

TO: City Clerk

FROM: City Engineer

RE: Dust, Noise, Speeding Complaints
Pines Residents - Inez Corbett and Doug Aman

Enclosed for Council's information is a map indicating the following:

1. Location of the Corbett and Aman residences.
2. Destinations of vehicles using the lane as reported by Mr. Aman.
3. Location of previous lane closures and barricades.
4. Location of one way transit bus restriction.

All barriers were requested by area residents and approved by Council.

Barrier #1 was installed March 1981
Barrier #2 was installed June 1981
Barrier #3 was installed August 1981
Barrier #4 was installed November 1981

Also enclosed is the current policy regarding the installation of "speed bumps" as approved by Council June 14, 1982.

Our policy regarding lane oiling is one where the City does not undertake oiling of residential lanes as a local improvement due to:

a) The life span is short and debenture financing is difficult for such a short term project.

b) The resulting surface requires continued and more expensive maintenance in filling potholes, repairing base failures, eliminating rutting and washboard, than a normal

gravel surface that can be restored with a grader.

41.

c) The resulting construction operation yields a surface that may be oil rich in areas especially immediately after construction or during hot weather which may be tracked into houses by children and other pedestrian traffic.

d) If dust was determined to be a problem, the City would undertake paving of the lane as a local improvement whereby the level of service is increased, maintenance costs reduced and the taxpayer given an opportunity to pay for the improvement over a twenty (20) year period.

If the precedent for lane oiling is established, the result would be a significant annual increase in the normal maintenance oiling account to re-oil these lanes every two (2) to three (3) years. In view of our current local improvement policy approved by Council July 4, 1983, the City is not to initiate any local improvement projects but must wait for a petition received by at least two-thirds (2/3) of the affected land owners. If the City determines that any improvement must be done due to public safety reasons or whatever, the project must be financed through general benefit.

With regard to the "Aman" complaint, we are reluctant to recommend that any more barriers for the area as the lanes were constructed for local access to rear properties. The dust problem and noise to some extent could be reduced by lane paving if the remaining neighbors requested the same. If, however, Council feels that this course of action is not sufficient, we suggest that:

(1) A possible barrier location could be between Lots 20 and 72, Block 7.

(2) The matter of garbage collection in the area be commented upon by the Development Officer.

(3) The proposed closure should be advertised by the City Clerk and area residents contacted by letter to permit them to comment.

With regard to the "Corbett" complaint, our comments are basically the same except if Council determines that a barrier is required, that a possible location be between Lots 53 and 51, Block 7.

The matter of enforcement of speeding and noisy vehicles should be commented upon by the R.C.M.P..

B. C. Jeffers, P. Eng.
City Engineer

KGH/emg
attach
cc - Development Officer
cc - RDRPC
cc - R.C.M.P., City Detachment

June 18, 1982.

TO: City Engineer


FROM: City Clerk

RE: Speed Bumps

You will recall that at the meeting of Council, June 14, 1982, a notice of motion introduced by Alderman Kokotailo and in respect of speed bumps, was brought forward. However, on reviewing your report on this particular topic the notice of motion was withdrawn and a further resolution was passed by Council as follows:

"RESOLVED that Council of the City of Red Deer having considered report dated June 4, 1982 from the City Engineer re: Feasibility of Speed Bump Use, hereby concur with the recommendations of the City Engineer outlined in the above noted report, and as presented to Council June 14, 1982."

The decision of Council in this instance is forwarded for your information and record.



R. Stollings
City Clerk

RS/ds

c.c. City Assessor
R.C.M.P. City Detachment
Dev. Officer

June 4, 1982.

TO: City Clerk

FROM: City Engineer

RE: Notice of Motion - Feasibility of Speed Bump Use

As per the above noted notice of motion which is expected to be passed by Council at the June 14, 1982 Council meeting, we have the benefit of reviewing two (2) articles published by other municipal agencies which appear to appropriately address the subject matter at least in part. We have taken the liberty of photocopying pertinent sections of each article and are attaching them for information. The first article "A Study of Speed Bumps" was published by the City of San Jose, Department of Public Works in April 1975. The second article was published by the APWA Reporter in the May 1982 issue and it entitles "Speed Humps vs Speed Bumps."

The key items to note from the literature are:

1. The City of San Jose restricted their study to the narrower variety of speed bumps.
2. The APWA Reporter study compares the narrower speed bump to the wider speed hump.
3. Neither article addresses the matter of speed bumps or humps in either paved or gravel laneways.

From the information presented, it may be possible to deduce the following points of view:

1. Speed bumps have questionable effects on reducing vehicle speeds.
2. Speed bumps may present unnecessary hazards to bicycles, motorcyclists, fire fighters on backs of trucks and the unsuspecting motorist.
3. The City may be liable for damages and personal injuries suffered as a result of speed bumps.

4. Speed bumps add to the noise level of streets which is not desirable particularly in residential areas. 45.
5. Speed humps are not the ultimate solution for residential traffic problems but another tool to effectively handle traffic in some cases.
6. Speed humps of the 100 mm high and 3.65 m wide variety are less severe but still reduce vehicle speeds approximately 10 mph and possibly reduce traffic volumes.

From our limited experience with speed bumps in lanes we find that:

1. Speed bumps or humps in gravel lanes are very difficult to maintain due to traffic continuously displacing the gravel and the necessity of graders having to blade the lane.
2. Bumps in gravel lanes would be a continual and expensive maintenance operation and would impose an additional burden on this department to record location and constantly monitor their condition.
3. Drainage in paved lanes could be hampered unless breaks were constructed in the bump to accommodate runoff. This may encourage traffic to drive near the edge of lanes to avoid the bumps, encroaching on private property, striking fences, etc..
4. Speed bumps in paved lanes present an unnecessary obstacle to our sweeping and snow removal equipment. It would be difficult to locate the bumps during winter conditions.

We have contacted the City of Calgary and they do not use speed bumps or humps on any public right of ways. They were quite emphatic regarding the potential liability arising from the placement of such obstacles. The City of Edmonton has installed two (2) test sections of the larger speed hump variety. To date they are not to happy with the performance and will probably end up removing them. They have had one (1) bike accident and several vehicles with broken springs and/or axles. Edmonton also indicated that the bumps or humps are not the solution to speeding or excess volumes of traffic as this traffic is merely displaced to another location and causes new problems. Edmonton did complete a fairly comprehensive survey of other Canadian Cities determining their experiences with such devices but with limited success due to the general lack of use of these devices in Canada. The City of Toronto has a few in place but have done little follow up. The City of Winnipeg did use them but due to maintenance and accident problems have now removed them. It was Edmonton's opinion that speed bumps or humps present an obstacle to snow clearing and sweeping equipment, an unnecessary obstacle to bikers, and a definite hazard to emergency vehicles. They feel there was little benefit gained in terms of reduced speeds and volumes.

SUMMARY

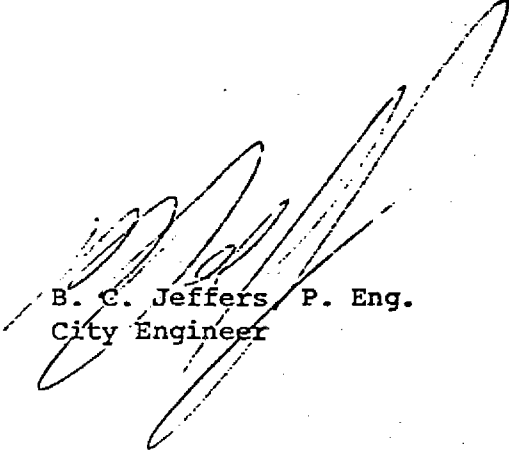
Based on the above, we would suggest that Council seriously consider

not establishing a policy of speed bump use in the City.

46.

There appears to be significant concern at least in California and in the City of Calgary, for the potential liability responsibility the City may face by placing speed bumps as an obstacle on public roadways and lane-ways.

However, if a particular problem area surfaces and speeding vehicles are not reduced by normal measures, perhaps each application could be presented to Council to determine if "speed humps" would be a more appropriate solution to the problem rather than conventional methods of signing, pavement markings, diversions and most important, enforcement.



B. C. Jeffers P. Eng.
City Engineer

✓
KGH/emg
attach

November 7, 1983

TO: City Clerk

FROM: City Engineer

RE: Lane West of Pamelly Avenue - Dust and Speeding
(Amen and Corbett Letters)

The above item was considered by the Traffic Advisory Committee during their September meeting.

The Committee felt that the dust problem could be alleviated by paving the lane. The lane is required by neighboring residents and emergency vehicles to access their properties.

With these considerations, the Committee recommended that:

1. If the owners of the properties backing onto the lane agree to share the paving cost, the lane should be paved.

2. For access and safety reasons, no barriers and/or speed bumps should be installed.

The Committee also pointed out that it is unrealistic to expect law enforcement personnel to be present and monitor back lane speed limits continuously. However, the R.C.M.P. should be contacted if speed infractions become a consistent and serious problem.

Submitted for your information.

B. C. Jeffers, P. Eng.
City Engineer

CYL/emg



Royal Canadian
Mounted Police

Gendarmerie royale
du Canada

48.

Your file Votre référence

. 83 OCT 21

Our file Votre référence

City of Red Deer
Office of the City Clerk
Box 5008
Red Deer, Alberta
T4N 3T4

Attention: Mr. R. STOLLINGS

City Clerk

Dear Sir:

Re: Pamley Avenue - Alley

Complaints

This is to acknowledge receipt of your correspondence dated 83 OCT 14 and attachments. I read with interest the comments of Mrs. Inez CORBETT and Mr. Doug AMAN. I have travelled to the location and driven the roads in question. Although I concur that there may well be a dust problem in the alley, I must disagree with Mrs. CORBETT's comments where she states that use of the lanes is ... "as much, if not more than Pamley Avenue." My observations do not concur. As for Mr. AMAN's reference to speeding and noisy vehicles, this is not an isolated problem but is a universal problem for the entire city.

In my opinion, the matter should be brought forward at the next Traffic Advisory meeting, scheduled for 83 OCT 26, for discussion and recommendations to City Council.

Yours truly,

(D.C. Nielsen) Insp.
O. i/c Red Deer City Detachment

WMW/sib

Red Deer City Detachment
P.O. Bag #5033
Red Deer, Alberta
T4N 6A1

Canada

OCTOBER 18, 1983

TO: CITY CLERK
FROM: DEVELOPMENT OFFICER/BUILDING INSPECTOR
RE: TRAFFIC PROBLEMS IN PINES

We have no comments on the above mentioned problems.

[Signature]
R. Strader
Development Officer/Building Inspector

RS/dm

Commissioners' Comments

Council has taken a number of steps as indicated in the attached plan to deter short cutting in the N.W. area of the Pines. The request is to provide further restrictions on the use of the lanes. We cannot support any further restrictions in these lanes. With respect to the dust problem the lane could be paved if the adjoining residents so desire and request Council to undertake same as a Local Improvement for the 1984 Capital Works Program.

Local Improvements are charged against the abutting properties.

"R.J. MCGHEE"
Mayor

"M.C. DAY"
City Commissioner

**HOUSING CORPORATION**

Office of the Corporate Secretary

8405 - 50 Street

Edmonton, Alberta

T8B 2T4

403/468-3535

Telex 037-3628

NO. 6

November 2, 1983

Mr. R. Stollings
City Clerk
City of Red Deer
4914 - 48 Avenue
Red Deer, Alberta
T4N 3T4

Dear Mr. Stollings:

Re: Nominating Committee for Red Deer Housing Authority

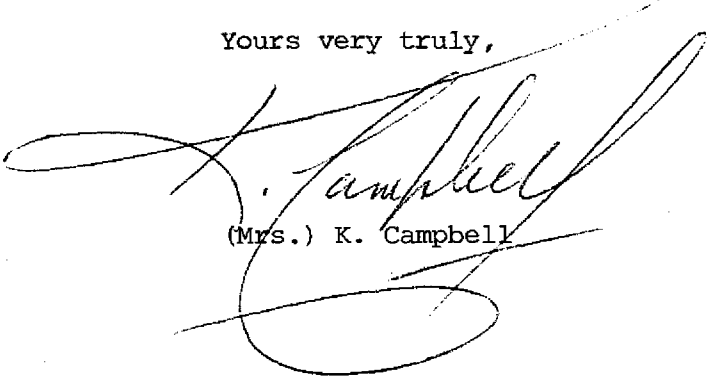
The recent municipal elections could effect a change in the municipal representation on the Nominating Committees for Housing Authorities. This office maintains the master files for all Authorities and our records show that the Nominating Committee for the Red Deer Housing Authority consists of:

Municipal Representative	Mayor R. J. McGhee
Provincial Representative	Mr. J. R. McPherson

Would you please advise at the earliest opportunity whether Mayor McGhee will remain on the Nominating Committee, or who your new Municipal Representative will be.

This would seem to be the ideal time to review the role of the Nominating Committee and an explanatory sheet is enclosed for your reference.

Yours very truly,


(Mrs.) K. Campbell

Encl.

ROLE OF THE NOMINATING COMMITTEE FOR A HOUSING AUTHORITY

The Nominating Committee is composed of a Municipal, Provincial and, in some instances a Federal Representative. The Municipal Representative is appointed by the Municipal Council and the appointee is usually the Mayor or a Councillor, but in some jurisdictions it is the Town Manager. The Provincial Representative is appointed by the Minister of Housing. Where there is a Federal Representative, that person is appointed by Canada Mortgage and Housing Corporation.

The role of the Nominating Committee is an important one as it is incumbent upon them to recommend public-minded citizens for membership on the Authority--people who will work with the Alberta Housing Corporation in ensuring the successful operation of their Housing Authority.

The liaison link between the Minister, the Corporation, the Nominating Committee and the Authority is the Corporate Secretary, who maintains the master files for all authorities and who initiates the documentation in connection with authority appointments.

When a term expires, or when a vacancy occurs because of resignation or death of a member, the Corporate Secretary contacts the Provincial Representative to call a meeting of the Nominating Committee to consider extending a term or recommending a new member. (It should be noted that persons holding elected office are not eligible to sit on an Authority board). The Committee recommendations are communicated to the Corporate Secretary who then prepares the necessary documents for the Minister's approval.

THE CITY OF RED DEER



52.

NO. 1

P.O. BOX 5008

RED DEER, ALBERTA

T4N 3T4

November 3, 1983

TO: CITY COUNCIL

FROM: CITY CLERK

Re: Highland Green residents - Traffic in vicinity of
Highland Green Mall

The following correspondence and petitions were placed before Council October 11, 1983 and were tabled to enable the owner of the Shopping Centre to discuss the problems and determine whether or not a mutually satisfactory solution can be arrived at.

It appears no satisfactory solution has been found and accordingly, this matter is brought back for further review by Council.

Respectfully submitted,

R. STOLLINGS
City Clerk

RS/ca

September 8, 1983

Your Honor Mayor McGhee,

On behalf of the taxpaying citizens and residents of Highland Green, it is respectfully submitted that the following be given your earnest consideration.

Please be advised that we wish to recommend the building of a fence behind the Highland Green Mall which would run parallel to 64 Avenue in order to prevent access of public vehicles to the mall parking lot via city lanes. The primary purpose of this lane is intended for residential use.

We are being deprived of peace in our homes and back yards. The horrendous amount of traffic is substantially reducing the quality of our lives (especially those located on the west ends of Hammond Cresc. and Horn Cresc. as well as those along Howarth Street and Horn Street). We daily observe vehicles stunting and squealing tires as they enter and exit the mall parking lot via the city lanes. During the busy hours of the "Honky Tonk Saloon" we contend with cars parking along our fenceline and the spitting up of gravel and dust littering our yards and homes as they leave. One resident has even complained of stones chipping his windows.

The safety of our children is being jeopardized. It is a frequent occurrence for vehicles to be seen speeding through the lanes near or over 40 km.p.h. We only hope that one of these vehicles doesn't take the life of one of the many young children in our neighborhood before you will agree to comply with our justified request.

We feel that this fence (as diagramed on Fig. 1) would not interfere with the necessary access required by delivery trucks to the mall, nor would it impede the necessary access of city servicemen.

We sincerely hope that you can comprehend the severity of this situation and appreciate our need. We have complete confidence and trust that you will take it upon yourselves to do all within your power to comply with our request as outlined.

...2

Please acknowledge consideration of this request by letter to the address as per below:

Mr. & Mrs. Perry Kuzma
83 Hammond Crescent
Red Deer, Alberta
T4N 6J5

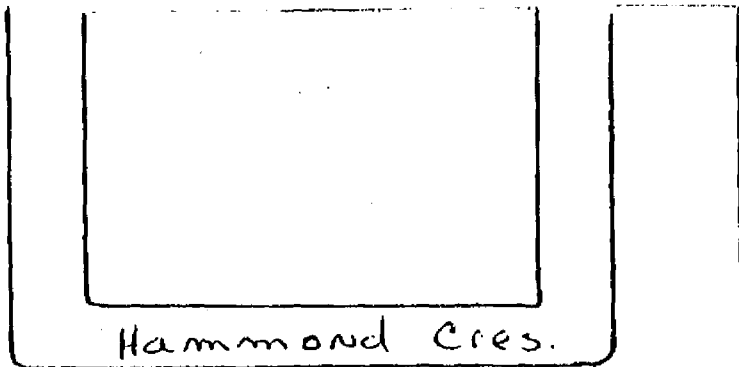
Phone: 343-0699

Sincerely,

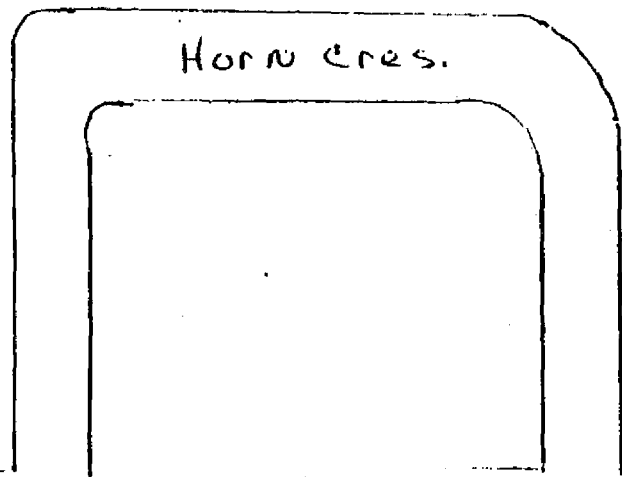
A handwritten signature in dark ink, appearing to be 'P. Kuzma', written in a cursive style.

Perry Kuzma

Howarth :



Residential lane



Horn

North →

Traffic
lights

64 Ave.

Vacant
Lot

Fence

Parking lot.

Parking lot

Highland Green
Mall

Unloading
Area

Shopping Centre
access

Suggested Fence

Residential lane

st.

st.

55.

We, the undersigned do hereby petition to City Council to block off access of customer vehicles to Highland Green Shopping Mall via city lane running between Howarth Street and Horn Street. We recommend that the city fund the building of a fence as per figure 1.

Name	Address	Phone
Shelley Kuzma	83 - Hammond Cres	343-0699
Perry Kuzma	83 - Hammond Cres	343-0699
Wanda Campbell	79 Howarth St.	342-4357
Leslie Campbell	79 Howarth St.	342-4357
N. White	91 Hammond Cr	347-7604
Fred & Doreen Soler	71 Horn Cres	342-1126
Bob & Karen	103 Hammond Cr.	342-5022
Mary Blum	95 Hammond Cr	342-1641
Ed Lorraine Desmond	99 Hammond Cr	346-6344
Donna & Stanley Strick	83 Hammond Cr	343-3213
Nancy & Randy Daniels	85 Howarth St.	342-4926
Robert & Joyce Munro	37 Howarth St.	342-2804
James & Pat Brown	71 Howarth St.	343-0206
Robert & Mary Ann	87 Howarth St.	347-6207
Siella & Alan Howchin	63 Howarth St.	343-6771
Barb & Clay Wilson	87 Hammond Cres	343-0966
Barb Duckworth	75 Horn Cres.	346-8612

September 22, 1983

TO: City Clerk

FROM: City Engineer

RE: Highland Green Shopping Center Parking Lot

It is the understanding of this department that a fence in the location requested by the petitioners was a condition of the development and should in fact be in place.

For Council's information, the Engineering Department did enter into an agreement with the Developer regarding paving the lane. This agreement, however, had no bearing on the construction of necessary fencing. Copies of applicable correspondence are attached.

B. C. Jeffers, P. Eng.
City Engineer

BCJ/emg
cc - City Assessor
cc - Development Officer
cc - RDRPC
cc - Insp. Nielsen
attach

November 20, 1978

Andy Buruma Enterprises Limited
No. 1, 7491-49 Avenue
Red Deer, Alberta

ATTENTION: Mr. Wayne Pander

Dear Sir:

RE: Lane Paving - approximately 360 lineal feet
South of Horn Street adjacent to Shopping Center

As per your memo dated November 9, 1978 the City is prepared to approve the following work:-


1. provide all survey work necessary to base preparation, shaping, and paving.
2. cost share in the maximum amount of \$1,500.00 to cover the base preparation work.

In return the Developer will be responsible for completing all work including base preparation, shaping, raising/lowering manholes and valves if necessary and constructing pavement to the grades and standard specifications provided by the Engineering Department.

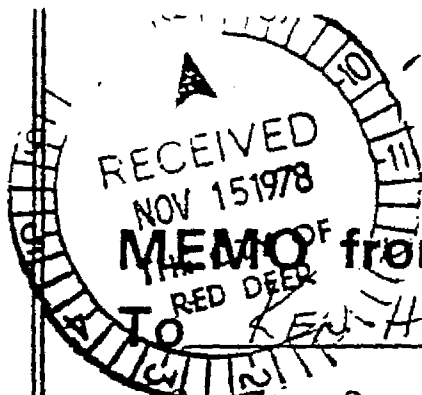
As this work will not be done until 1979, we require confirmation at least two (2) weeks prior to actual construction, that you are going to proceed so that the necessary purchase order and scheduling can occur.

Trust this meets with your approval.

Yours truly,


B.C. JEFFERS, P. Eng.,
City Engineer

Recommended to have City free to base work & developer do pavement.
KCH/ab
cc: Public Works Supt.
Chief Surveyor



dy Buruma Enterprises Ltd.

No. 1, 7491-49th Avenue, Red Deer, Alberta
Phone 347-3700 Mailing Address: Box 643

59.

MEMO OF

from

ANDER

Date

9/11/78

TO

KEN HASLOP, Eng'g Dept / C. D. R. A.

Re: PAVING BACK ALLEY ADJACENT TO HIGHLAND
GREEN SHOPPING CENTRE LOT 16315 HORN ST
LOT 30 1/4 / 4332 T. R.)

We are confirming a telephone conversation on 31/10/78.
It is our understanding that the City is prepared to
co-operate with our plans to pave the lane located
East of the H. G. Shopping Centre, and have estimated
the cost of preparing base, adjusting valves etc, and
paving at some 4600.00\$ for 360 lin. ft. lane. The
city is prepared to the required survey work and to contribute
1500.00 toward the cost of the total project. You will
prepare a purchase order in that amount upon notification
of commencement.

It is now likely that we will not proceed with paving
until spring of 1979.

If the above does not reflect your position on this matter please advise.

83 SEP 20

C. Sevcik
Assistant City Clerk
City of Red Deer
RED DEER, Alberta

Dear Sir:

Re: Petition of KUZMA et al.
Highland Green Area

Thank you for your correspondence dated September 16, 1983. Please be advised that Mr. KUZMA had brought the matter up to Cst. GILLOTT of our Traffic Section. Cst. GILLOTT intended to bring the matter up to the Traffic Advisory Committee on September 28, 1983.

The problem appears to be that the lane is getting more vehicle and pedestrian traffic use than it was intended for. The alley is used as a route for area residents to drive and walk to the Highland Green Mall as well as the DAWE CENTRE without having to enter the busier 64th Avenue. The other problem is that the area is being used by MALL customers patronizing the licensed restaurant at the rear of the HIGHLAND GREEN MALL.

The concern of the residents is genuine. I would recommend that concrete barriers be placed so as to allow pedestrian traffic through the north-south lane on the east side of the HIGHLAND GREEN MALL, but not motor vehicle traffic.

Further I would recommend that the HIGHLAND GREEN MALL parking area be more defined. Negotiations might be undertaken with the mall owner to achieve this end.

Yours truly,

(D. C. NIELSEN) Insp.
O.i/c Red Deer Mun. Det.

Encl.

Red Deer City Detachment
P.O. Bag # 5033
RED DEER, Alberta
T4N 6A1

Canada

Howarth St.

Hammond Cres.

Residential lane

Horn Cres.

Horn St.

CEMETERY
APPROXIMATE

Residential

lane

Suggested Fence

PEDESTRIAN CROSSING

Vacant
Lot

fence

Parking lot.

Highland Green
Mall

Parking lot

Unloading
Area

Shopping Centre
access

64 Ave.

Traffic
lights

GL

NOT TO SCALE

September 29, 1983

TO: CITY CLERK

FROM: R. STRADER, DEVELOPMENT OFFICER/BUILDING INSPECTOR

RE: MR. AND MRS. P. KUZMA

In response to your memo on the above subject, we have the following comments for Councils consideration.

Our file on the Highland Green Shopping mall shows that a plan submitted and approved had a fence indicated in the location requested by Mr. and Mrs. Kuzma. This requirement (also mentioned in the land sales agreement) was not installed and was overlooked by our department while doing inspections of the site. While it's quite some time since the mall was finalized, it appears possible that the original agreement and development permit could be enforced.

Mr. Andy Buruma, on behalf of the owner of the site has indicated there are several alternatives to fencing that he would like to present to Council. Dependent on the views of the engineering department some of these alternatives seemed workable to this department.

R. STRADER
BUILDING INSPECTOR/DEVELOPMENT OFFICER

RED DEER REGIONAL PLANNING COMMISSION

2830 BREMNER AVENUE

RED DEER, ALBERTA, CANADA T4R 1M9

63.

DIRECTOR:

Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No.

Our File No.

September 28, 1983

Mr. R. Stollings,
City Clerk
City of Red Deer,
Box 5008
Red Deer, Alta.

Dear Sir:

Re: Highland Green Shopping Centre Parking Lot

The residents of Hammond Crescent and Horn Crescent are complaining about the use of their back lane for the commercial traffic of the shopping centre and parking related to the "Honky Tonk Saloon" located in the Highland Green Shopping Centre.

In 1978 when the development permit was issued, the site had C-3 designation or Commercial (Neighbourhood) zone.

The Land Use Bylaw 2011 Section 3, page 15, reads:

3. Where a site in a C.3 zone has a common boundary with a Residential Zone or Park Zone, a fence or boundary wall shall be erected along the common boundary not less than eight feet high and of a design and construction approved by the Municipal Planning Commission. Where a lane separates the site from a residential zone or Park Zone, the fence or boundary wall shall be erected abutting the boundary of the lane, shall be not less than 6 feet high and of a design and construction approved by the Municipal Planning Commission.

The development permit issued on September 21, 1978 indicates a 6 foot high fence along the lane at a length of about 455 feet to separate the Shopping Centre from the residential area.

For some unknown reason this condition of development, that is the erection of a fence, was never complied with. We feel this fence, which was part of the development plan, should have been built at the time of the shopping centre development.

/ 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 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 DELBURN
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. 15—COUNTY OF SOUTHEAST No. 16—COUNTY OF RED DEER No. 21—COUNTY OF STETTLE No. 6—IMPROVEMENT DISTRICT No. 10

R. Stollings,

Re: Highland Green Shopping Centre Parking Lot

pg. 2

We recommend that City Council instruct the administration to enforce the development permit, by requesting the owner to build a 6 foot high fence on the east side of the property, as shown on the development permit, to protect the neighbouring residential properties.

Yours truly,

D. Rouhi, MCIP
SENIOR PLANNER
CITY PLANNING SECTION

DR/cc

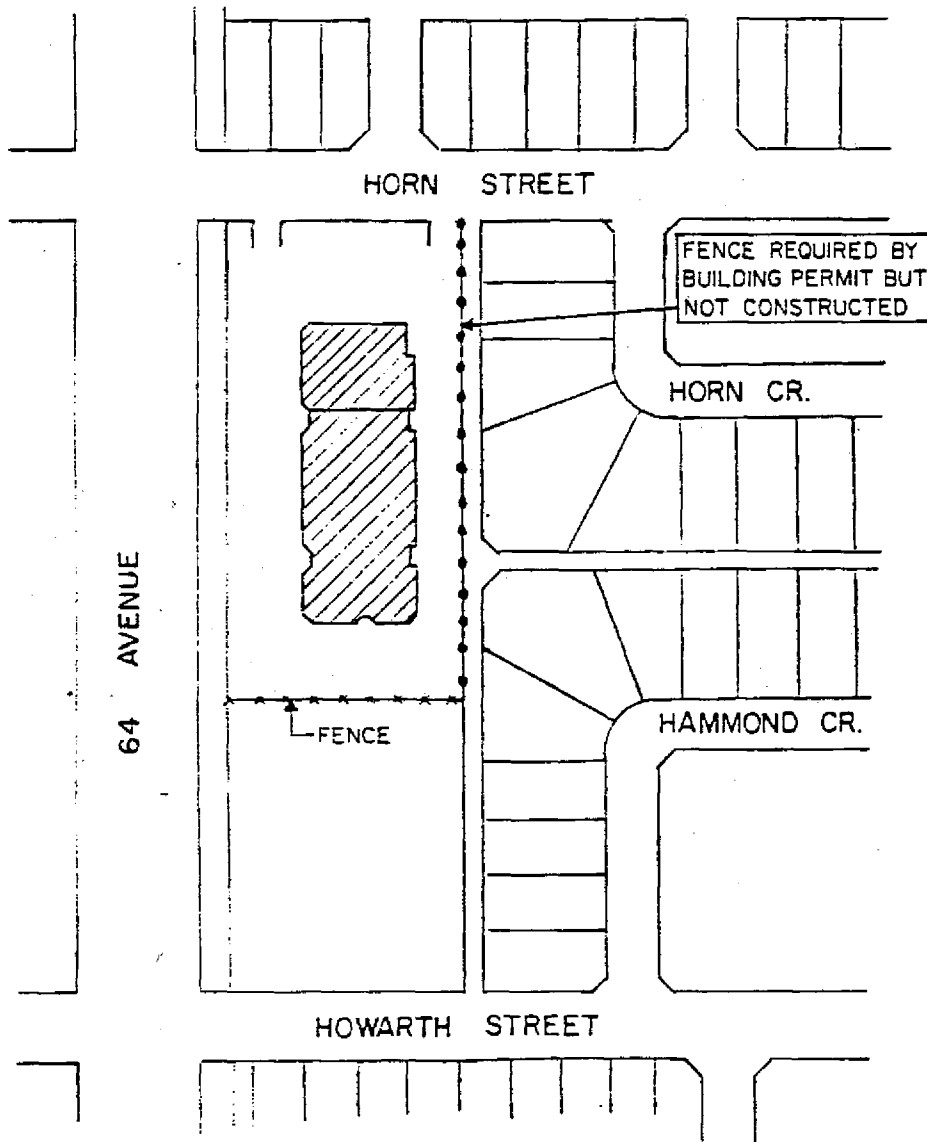
Attachment

c.c. City Engineer

City Assessor

Development Officer

Inspector Nielsen, R.C.M.P.



Commissioners' comments

The Highland Green Shopping Centre owner has requested that Council table this issue until the next meeting of Council to enable him to discuss the problems with the petitioners to see if a mutually satisfactory solution can be arrived at.

"R.J. McGHEE"
Mayor

"M.C. DAY"
City Commissioner

83 Oct. 25

Perry J. Kuzma
83 Hammond Cres.
Red Deer, Alta.

Bob Stollings
City Clerk
City Hall
4914 - 48 Ave.
Red Deer, Alta.

Dear Mr. Stollings:

Re: Petition of the Highland Green Residents

Please be advised that on October 20, 1983, this writer, Andy Buruma, Ryan Strader and a member of the City Engineering Department met at the Gasthaus Frankonia in order to work out a suitable compromise to the traffic problem behind the Highland Green Mall.

After some discussion, Mr. Buruma was in agreement in constructing a fence part way down the back alley running parallel to the Mall. This however, was not suitable to the needs of the Highland Green residents. The residents requested that the fence be extended further down the alley if not totally to the end of same. The residents also maintained their position in requesting that the residential alley be blocked off, cutting off north, south traffic. This met no resistance from Mr. Buruma, but Mr. Strader commented that this would have to be studied further with the Sanitation and Fire Department.

The meeting ended with Mr. Buruma being advised that his proposal would be discussed with the Highland Green residents. Mr. Buruma and the City of Red Deer would be advised of the residents' decision within 24 hours.

On October 20, 1983, the Highland Green residents held a meeting to discuss the aforementioned proposal and were in unanimous agreement to reject same. It was agreed upon that the residents' original petition to City Hall stand as the position of the residents regarding the Mall traffic problem.

On October 21, 1983, Mr. Strader was advised of the above and he stated Mr. Buruma would be advised of our decision.

I trust the above is satisfactory and remain

Yours truly,

P.J. Kuzma

November 1, 1983

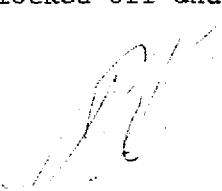
TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/BUILDING INSPECTOR

RE: HIGHLAND GREEN

Our department has discussed the blocking off of the lane behind the Highland Green Shopping Centre with Laidlaw Waste Systems and the Fire Department. Both agreed that blocking this lane off would cause them problems. It would seem that constructing a fence parallel to the lane would eliminate most of the traffic in the lane with the exception of residents of the area.

We recommend that the lane itself not be blocked off and that a fence be constructed parallel to the lane.



RYAN STRADER,
Development Officer/
Building Inspector

RS/gr

November 7, 1983

TO: City Clerk
FROM: City Engineer
RE: Highland Green Petition

We have the following comments relative to the requested lane blockage and property line fencing:

1. The fence was a condition of development and should be in place. We concur that the fence should run the full length of the east property line with no access to the lane.

2. The City shared in the cost of paving the north/south lane with the developer but did not waive the fencing requirement.

3. The paved lane is five (5) years old and in poor state of repair. The residential lane design life span is fifteen (15) to twenty (20) years but in this instance of heavier commercial usage, it has been shortened considerably. There is evidence of under designed pavement on site as well due to significant pavement failure within the parking lot.

4. The current day value of the work on the public laneway done by the developer, for two (2) inches of pavement over an area of 18' x 371' is in the order of \$4,300. The estimated repair cost is \$2,300.

5. If the developer no longer has access to the lane upon fence construction and providing the paved portion remains open for normal residential use, Council may wish to consider reimbursing the developer in the amount of the net value of his work done after deducting depreciation and repair costs. The credit could be calculated as
$$\left[\frac{(10 \text{ year} \times \$4,300) - \$2,300}{(15 \text{ year})} \right] = \$567.00.$$
 The developer

originally paid in the order of \$3,000 for lane pavement according to his letter dated November 9, 1978. Any credit would have to be charged as an over expenditure to the 1983 lane maintenance budget. The repairs will be scheduled for 1984 by the City.

6. The developer should be aware that the fence will have to be kept in a good state of repair. Also the onsite parking arrangements and delivery methods will have to be revised and worked out with the tenants as this is currently being completed via the laneway.

7. The blockage of the lane south of the east/west portion should be considered as a second phase after the effects of the fence are known. The concrete barrier placement would be the City's responsibility subject to no conflict with emergency and/or garbage vehicles, other petitions against closure and resolution of Council.

B. C. Jeffers, P. Eng.
City Engineer

KGH/emg
cc - Development Officer

Commissioners' Comments

This was tabled to enable the property owner and adjacent residents to see if a mutually satisfactory solution could be found. Unfortunately, agreement could not be reached and the residents are still requesting that the subject property be fenced and further that a barricade be placed across the lane. When approval was originally given for this development, fencing the property was one of the conditions laid down by M.P.C. Subsequently, the developer paid to pave the lane and although there is no reference in the correspondence it is the developer's contention that such paving was an alternate to fencing the property. This would seem a reasonable contention as it is unlikely that the lane would have been paved if the property had been fenced off. Consequently, we would recommend that the developer be requested to erect the fence in accordance with the conditions of approval of M.P.C. but that he be reimbursed the amount of \$567.00 as outlined by the City Engineer. With respect to barricading the lane, we would concur with the City Engineer's comments and recommend that this be not undertaken.

"R.J. MCGHEE"

Mayor

"M.C. DAY"

City Commissioner

SCHEDULE A/83-3

BYLAW NO. 2085

ELECTRIC LIGHT & POWER RATES

GENERAL

KVA of Demand will be the highest demand recorded for any 15 minute period in any one month and will be used to calculate the demand portion of the billing in subsequent months until a higher demand is recorded.

The demand will be re-established if after twelve consecutive months the monthly demand readings remain less than the previously established maximum demand.

The KVA of Demand will be re-established on such shorter periods of time as designated by the Electric Light and Power Superintendent for the individual customer as warranted by that customer's changing load characteristics. In the event that the customer disagrees with the re-established demand, the dispute shall be referred to the Council of The City of Red Deer whose decision shall be final and conclusive.

Provincial Utility Discount is applied to all billings at the current rate based on the dollar total of the discount advanced by the Provincial Government.

When service is required at voltages other than standard voltages specified in the rate schedule, a contribution toward the cost of installation of special transformer etc. will be charged to the customer.

61. DOMESTIC RATE:

Applies to one family, dwelling units having a separate meter:

0 to 25 KWH per month	\$ 6.82
Next 125 KWH per month	9.10¢ per KWH
All over 150 KWH per month	4.21¢ per KWH

Minimum charge \$6.82 per month

Discount 10% for bills paid within ten days of issue

62. REVENUE PRODUCING HOUSE RATE:

Applies to a building or a portion of a building used as a place of residence, having only one meter, and from which revenue is derived from one or more dwelling units or from the serving of meals.

0 to 25 KWH per month	\$ 6.82
All over 25 KWH per month	8.93¢ per KWH

Minimum charge \$6.82 per month

Discount 10% for bills paid within ten days of issue.

Bylaw 2085/H-83
Effective for all billings
mailed after Nov. 18, 1983

SCHEDULE A/83- 3

BYLAW NO. 2085

ELECTRIC LIGHT & POWER RATES

63. COMMERCIAL RATE - SECTION 1:

Applies to commercial, business, industrial and most other nondwelling type installations plus the "house of lights" services of apartment buildings where the demand is less than 50 KVA and the energy consumed per month is not more than 7125 KWH.

Service to be taken at 120/240 volts, single phase, 3 wire;
or 240 volts, three phase, 3 wire;
or 208Y/120 volts, three phase, 4 wire

0 to 25 KWH per month	\$ 7.83
Next 425 KWH per month	17.86¢per KWH
Next 1575 KWH per month	9.91¢per KWH
Next 5100 KWH per month	4.86¢per KWH

Minimum charge \$ 7.83per month
Discount 10% for bills paid within ten days of issue

64. COMMERCIAL RATE - SECTION 2:

Applies to commercial and industrial installations where service is taken at the voltage listed for rate 63 but where demand is 50 KVA or more or energy consumed is more than 7125 KWH per month

Customers with a demand of 50 KVA or more will be charged with a minimum of 7125 KWH per month.

Customers using more than 7125 KWH per month will be charged with a minimum of 50 KVA demand.

First 20 hours x KVA demand	15.59¢ per KVAH
Next 20 hours x KVA of demand	10.39¢ per KVAH
All additional KWH per month	4.55¢ per KWH

Minimum charge will be the greater of:

50 KVA and 7125 KWH \$492.99per month
or\$7.34 per KVA of demand per month.

Discount 10% for bills paid within ten days of issue

SCHEDULE A/83-3

BYLAW NO. 2085

ELECTRIC LIGHT & POWER RATES

76. PRIMARY RATE - SECTION 1:

Applies where customer has supplied all transformers, switch gear, etc. 4160 volt system capacity is available and service is taken at 4160 volts, balanced three phase; and the demand is not less than 100 KVA.

Customer will be charged with a minimum of 7125 KWH per month

First 20 hours x KVA of demand	15.59¢ per KVAH
Next 20 hours x KVA of demand	7.79¢ per KVAH
All additional KWH per month	4.21¢ per KWH

Minimum charge will be the greater of:

100 KVA and 7125 KWH\$599.16 per month
or \$6.82 per KVA of demand per month.

Discount 10% for bills paid within ten days of issue.

77. PRIMARY RATE - SECTION 2:

Applies where 24,940 volts is available and customer has supplied all transformers, switch gear, etc., service is taken at 24,940 volts, balanced three phase, and the demand is not less than 300 KVA.

Customer will be charged with a minimum of 7125 KWH per month

First 20 hours x KVA of demand	15.59¢per KVAH
Next 20 hours x KVA of demand	7.62¢per KVAH
All additional KWH per month	4.05¢per KVAH

Minimum charge will be the greater of:

300 KVA and 7125 KWH\$1021.13or
\$6.82 per KVA of demand per month

Discount 10% for bills paid within ten days of issue.

SCHEDULE A/83- 3

BYLAW NO. 2085

ELECTRIC LIGHT & POWER RATES

78. OFF-PEAK RATE:

Applies where power is disconnected between the hours of 4:45 p.m. and 7:00 p.m., where service is taken at the voltage listed for rate 63, and where the demand is not less than 50 KVA.

Energy for security lighting, controls for heating system, etc. during peak hours is to be supplied from a separate service and meter with billing at regular rates.

Customer will be charged with a minimum of 7125 KWH per month.

First 25 hours x KVA of demand	13.62¢ per KVAH
Next 50 hours x KVA of demand	5.36¢ per KVAH
All additional KWH per month	3.72¢ per KWH

Minimum charge will be the greater of:

50 KVA and 7125 KWH \$429.80 per month
or \$5.13 per KVA of demand per month.

No discount allowed.

79. PRIMARY OFF-PEAK RATE:

Applies where power is disconnected between the hours of 4:45 p.m. and 7:00 p.m., where service is taken at 4160 volts, or 24,940 volts, balanced three phase; and where the demand is not less than 100 KVA.

Energy for security lighting, controls for heating systems, etc. during peak hours is to be supplied with a separate service and meter with billing at regular rates.

Customer will be charged with a minimum of 7125 KWH per month.

First 25 hours x KVA of demand	8.45¢ per KVAH
Next 25 hours x KVA of demand	4.86¢ per KVAH
All additional KWH per month	3.72¢ per KWH

Minimum charge will be the greater of:

100 KVA and 7125 KWh \$411.80 per month
or \$5.13 per KVA of demand per month

No discount allowed.