

File

A G E N D A

For the meeting of RED DEER CITY COUNCIL, to be held in the Council Chambers, City Hall, MONDAY, AUGUST 31, 1981, commencing at 4:30 p.m.

- (1) Confirmation of the August 4th, 1981 Council minutes

PUBLIC HEARING

A public hearing will be held at 7 p.m., Monday, August 31, 1981 in respect of Land Use Bylaw 2672/Q-81. .. 19

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COMMITTEE OF THE WHOLE

- 1) Personnel Committee Recommendations

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y6

DIRECTOR: NO. 1
 Robert R. Cundy M.C.I.P.

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 24, 1981.

Mr. R. Stollings,
 City Clerk,
 City of Red Deer,
 P.O. Box 5008,
 Red Deer, Alberta.

Dear Sir,

Re: Land Use By-law Amendment No. 2672/S-81
 Direct Control District No. 2
Lot 3, Block 14, Plan 812 0222

Further to Council's resolution on August 4, 1981 regarding this
 matter, the attached By-law has been prepared.

Yours truly,

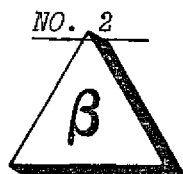


Monte R. Christensen,
 Associate Planner
 City Planning Section

Enc.
 MRC/hp

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIOSBURY—TOWN OF ECKVILLE—TOWN OF INNSFALL
 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 BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURN
 VILLAGE OF DONALDA—VILLAGE OF ELMORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY
 SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
 COUNTY OF PAINTERTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLE No. 8—IMPROVEMENT DISTRICT No. 10



BETA SURVEYS LIMITED

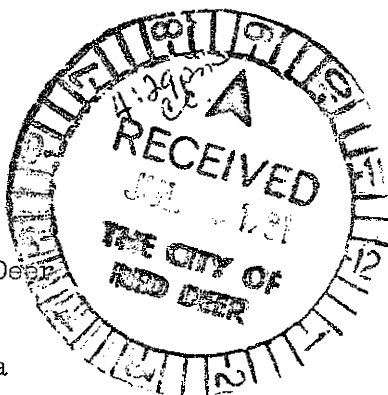
PROFESSIONAL LAND SURVEYORS
104 CRAWFORD STREET RED DEER T4P 2G6

Red Deer 342-6203
Calgary 238-3435

July 30, 1981

File: 1021

The City of Red Deer
City Hall
4914 - 48 Avenue
Red Deer, Alberta



Attention: City Clerk

Dear Sir:

Re: Disposal of Portion of R1, Block 2, Plan 6298 N.Y.

As you are aware, disposal of the above noted public reserve has been approved by City Council subject to a mutual agreement being made between Mr. Hanson and Mr. Janko as to the portion of land each is to purchase from the City. It has since been agreed by both parties that Mr. Janko, owner of Lot 3B, would purchase all that portion of the subject property lying North of the South Boundary of Lot 3B, produced Westerly, and Mr. Hanson, owner of Lot 3A, would purchase all that portion of land lying South of the South Boundary of Lot 3B, produced Westerly. A sketch has been enclosed showing the portions of reserve to be purchased.

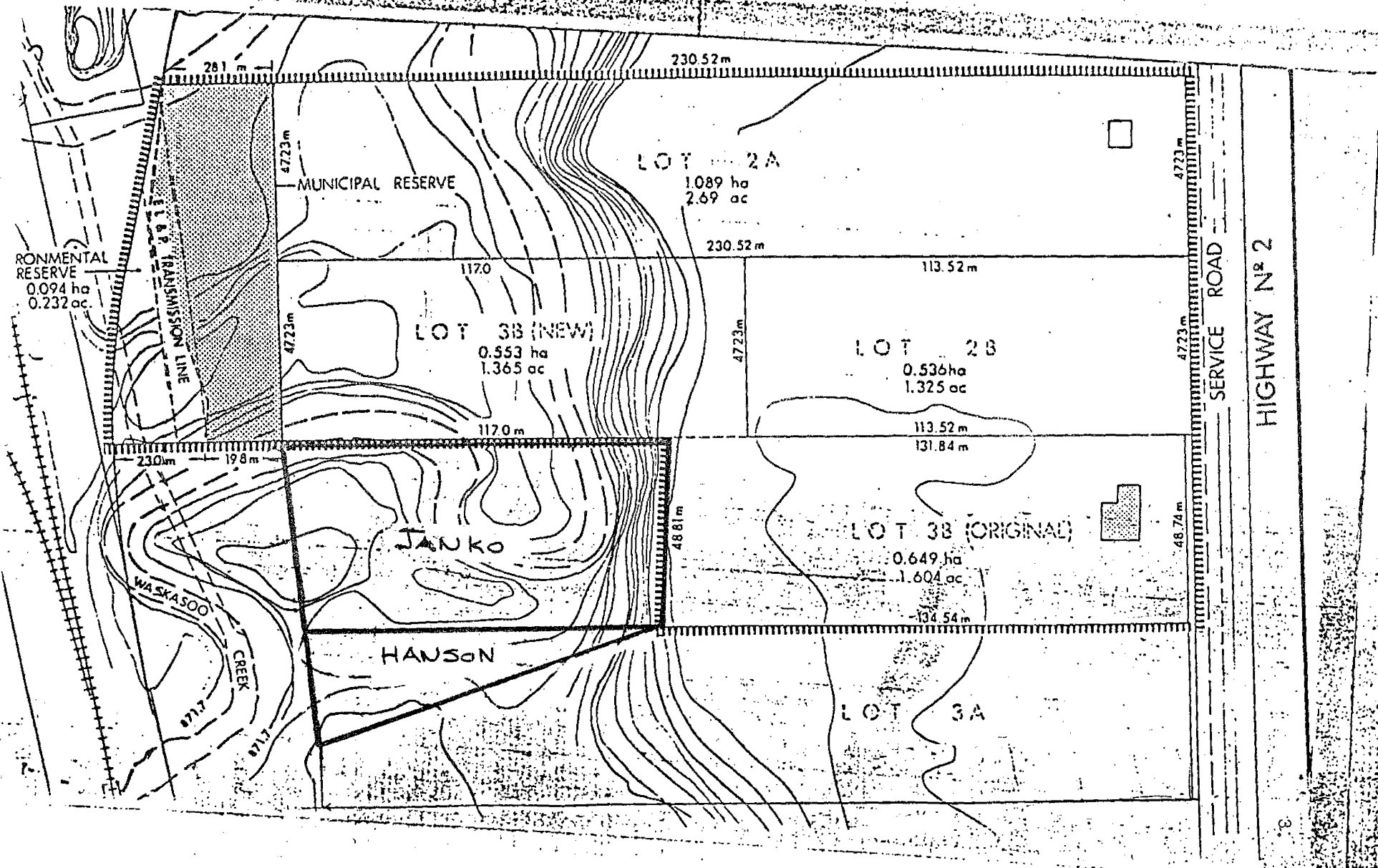
In light of the above circumstances, I respectfully request on behalf of Mr. Janko and Mr. Hanson, that the City consider the sale of the subject reserve property by way of two separate land transactions. This would enable Mr. Janko to proceed with his already approved subdivision without further delay. Mr. Hanson would then purchase the South portion of City land at a later date to consolidate the same with Lot 3A upon Red Deer Regional Planning Commission approval.

Trusting the foregoing gives you sufficient insight to the matter at hand, I look forward to your reply.

Yours truly,

Wayne W. Fawcett, A.L.S.

cc: Mr. B. Janko - Uncle Ben's Recreation Center
cc: Mr. P. Hanson - Jubilee Beverages
cc: Mr. M. Christianson - Red Deer Regional Planning Commission



RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 25, 1981

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

Dear Sir:

Re: Beta Surveys Limited

We agree that the public reserve behind Mr. Janko's property should be sold to Mr. Janko, and the one behind Mr. Hanson's property be sold to Mr. Hanson.

The attached sketch shows the proper land allocation.

Yours truly,



D. Rouhi, MCIP
SENIOR PLANNER
CITY SECTION

DR/cc

c.c. - City Engineer,
- City Assessor.

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY —TOWN OF ECKVILLE—TOWN OF INNISFAIL
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VILLAGE OF DONALDA — VILLAGE OF ELMORA — VILLAGE OF GADSBY — VILLAGE OF MIRROR — SUMMER VILLAGE OF GULL LAKE — SUMMER VILLAGE OF HALF MOON BAY
SUMMER VILLAGE OF ROCHON SANDS — SUMMER VILLAGE OF WHITE SANDS — COUNTY OF LACOMBE No. 14 — COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINTERTH No. 18 — COUNTY OF RED DEER No. 23 — COUNTY OF STETTLE No. 6 — IMPROVEMENT DISTRICT No. 10

1981 08 24

5.

TO: City Clerk
FROM: City Assessor

RE: Proposed Subdivision
Lot 2, Block 2, Plan 737 HW
Lot 3B, Block 2, Plan 6298 NY
Pt. Lot R1, Block 2, Plan 6298 NY

Further to City Council's recommendation dated June 29, 1981, regarding subdivision of the above described properties, may we submit the following.

1. An inhouse appraisal values the property at \$29,285.00 per acre.
2. The acreage figure given to the Land Department earlier indicated the disposal of approximately 1.04 acres. According to the latest survey presented by Beta Surveys, this has now been reduced to 1.072 acres.
3. The survey costs of this type are usually shared by the City and the property owner.

Recommend that City Council authorize the sale of the public reserve for the said price of \$29,285.00 per acre. Mr. Janko has 0.892 acres, valued at \$26,122.22, and Mr. Hansen has 0.180 acres, valued at \$5,271.30.

With respect to survey fees, we would recommend costs be split 50/50.



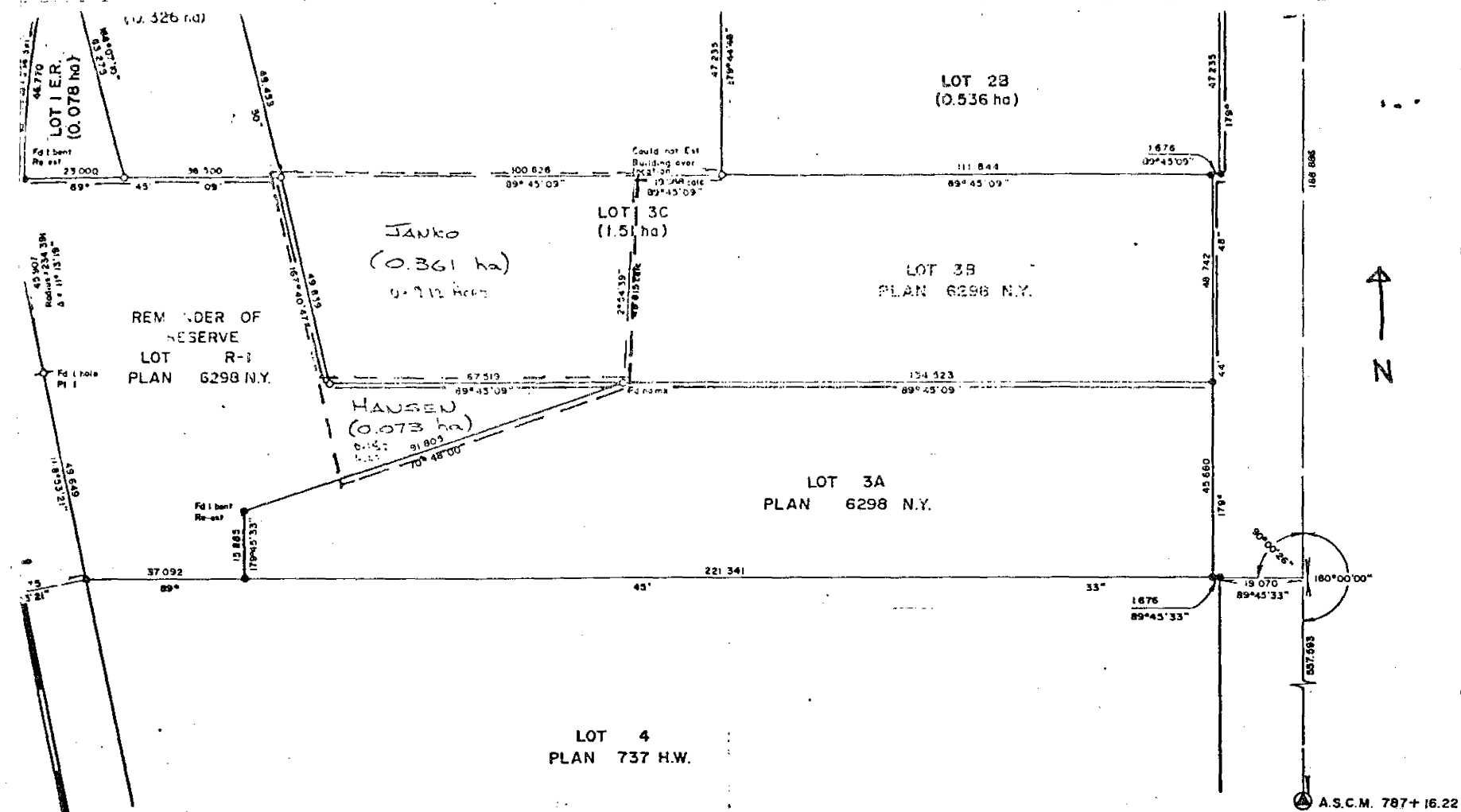
D. J. Wilson, A.M.A.A.

PAR/bt

Mayor's comment:

The above has been brought forward as requested by Council. A formal resolution approving the sale to each party is required.

"R.J. McGHEE"
Mayor



NO. 3

August 24, 1981

TO: City Clerk
FROM: City Engineer
RE: Intersection of Nolan Street and Northey Avenue

At their meeting of May 11, 1981, the City of Red Deer Council passed the following resolution.

"RESOLVED that Council direct that the following action be taken to resolve the problem in this area.

- a) that a pedestrian controlled traffic light be installed as soon as possible in the vicinity of Nolan Street and Noble Avenue.
- b) that the east end of Nolan Street be posted to clearly indicate that heavy truck traffic and parking is not permitted.
- c) that a diverter be installed on Grant Street at 59 Avenue to minimize through traffic from industrial areas.
- d) that an amount of \$5,000 be provided in the budget to provide a chain link fence along the south boundary of the school site with a fifty (50) foot wrap around at the east and west end.
- e) that the R.C.M.P. be directed to undertake an extensive campaign that will result in adherence to the speed limit that is mandatory in a playground/school zone.
- f) all costs in connection with the chain link fencing be charged to the Normandeau prepaid subdivision.
- g) all cost for installation of traffic light be charged to the operating accounts as an over expenditure."

To this date, the City has taken the following action with regard to the Nolan-Grant traffic situation.

- 1) Truck prohibition signs were installed at both ends of Grant and Nolan Street.

- 2) Playground zone signs were installed at Nolan Street.
- 3) Four way stop signs were installed at Nolan and Northey.
- 4) Pedestrian activated signals were installed at Nolan Street and Noble Avenue.
- 5) A chain link fence was installed along the south boundary of the Normandeau School.

On June 24, 1981, City Council passed the following resolution.

"RESOLVED that Council of the City of Red Deer having considered the petition, correspondence and reports regarding Barrier Across Grant Street at 59 Avenue, hereby agree that no action be taken on the Council resolution until such time as travel on 64 Avenue is assured, and as recommended to Council June 22, 1981 by the City Commissioners."

The construction of 64 Avenue between 67 Street and Grant Street is now complete. In comparing similar roadways (ie. Springfield Avenue south of 32 Street, 71 Street west of Gaetz Avenue, 68 Street west of Gaetz Avenue), Nolan Street is carrying smaller traffic volumes. The construction of barriers along Grant/Nolan Street may also add traffic to adjacent residential roadways and result in petitions by other area residents. The Engineering Department is, therefore, reluctant to recommend further action other than those listed above. Assuming that Council still wishes to proceed with a barrier, it should be placed on Nolan/Grant Streets. We have investigated several possible locations. All locations will cut off the continuity of the street and of course reduce through traffic. However, there are other advantages and disadvantages of barrier installation at each of the locations which are outlined below.

1. Location - Nolan Street, east of Nordegg Crescent

Advantages: a) Physical separation of Normandeau residential area from the Gaetz Avenue commercial.

Disadvantages: a) Continuity was cut off for the Nolan-Northey-Nash collector system serving the Normandeau area.

b) Gaetz Avenue access via 74 Street was denied to Normandeau residents.

c) Increased traffic at 76 Street and 71 Street.

d) Signalization of Gaetz Avenue - 76 Street and Gaetz Avenue - 71 Street intersections will slow down Gaetz Avenue traffic. Without signalization, access to Gaetz Avenue via the two (2) intersections would be very difficult.

2. Location - Nolan Street, east of Noble Avenue

Advantages: a) Effective protected crossing for Normandeau school students.

Disadvantages: a) same as 1a, 1c, and 1d.

b) Gaetz Avenue access via 74 Street is discouraged or practically denied to some residents.

c) Nullifies the benefits gained by an expensive pedestrian activated signal.

3. Location - Nolan Street, east of Northey Avenue

Advantages: a) Removes through traffic on Nolan Street.

Disadvantages: a) Same as 1a, 1c, 1d and 2B.

b) Require re-routing of transit.

c) Was previously petitioned against.

4. Location - Nolan Street, west of Northey Avenue

Advantages: a) Removes through traffic on Nolan/Grant

Disadvantages: a) Continuity is cut off for the Grant-Northey-Kennedy collector road system that serves the northwest area.

b) Will affect emergency vehicle operation for one (1) year.

c) Restricts the Glendale residents access to Gaetz Avenue via Nolan Street.

5. Location - Nolan and Northey intersection, northeast and southwest diagonal diverter

Advantages: a) Maintaining the continuity of the two (2) collector road system that serve Glendale, Normandeau and the northwest area (ie. Grant-Northey-Kennedy, Nolan-Northey-Nash).

Disadvantages: a) Increased emergency vehicle response time to Section 32.

b) Previously petitioned against.

6. Location - Grant Street, at 59 Avenue

Advantages: a) Found to be effective in reducing through traffic.

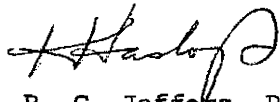
Disadvantages: a) Continuity was cut off for the Grant-Northey-Kennedy collector road system, that serve the northwest area.

10.

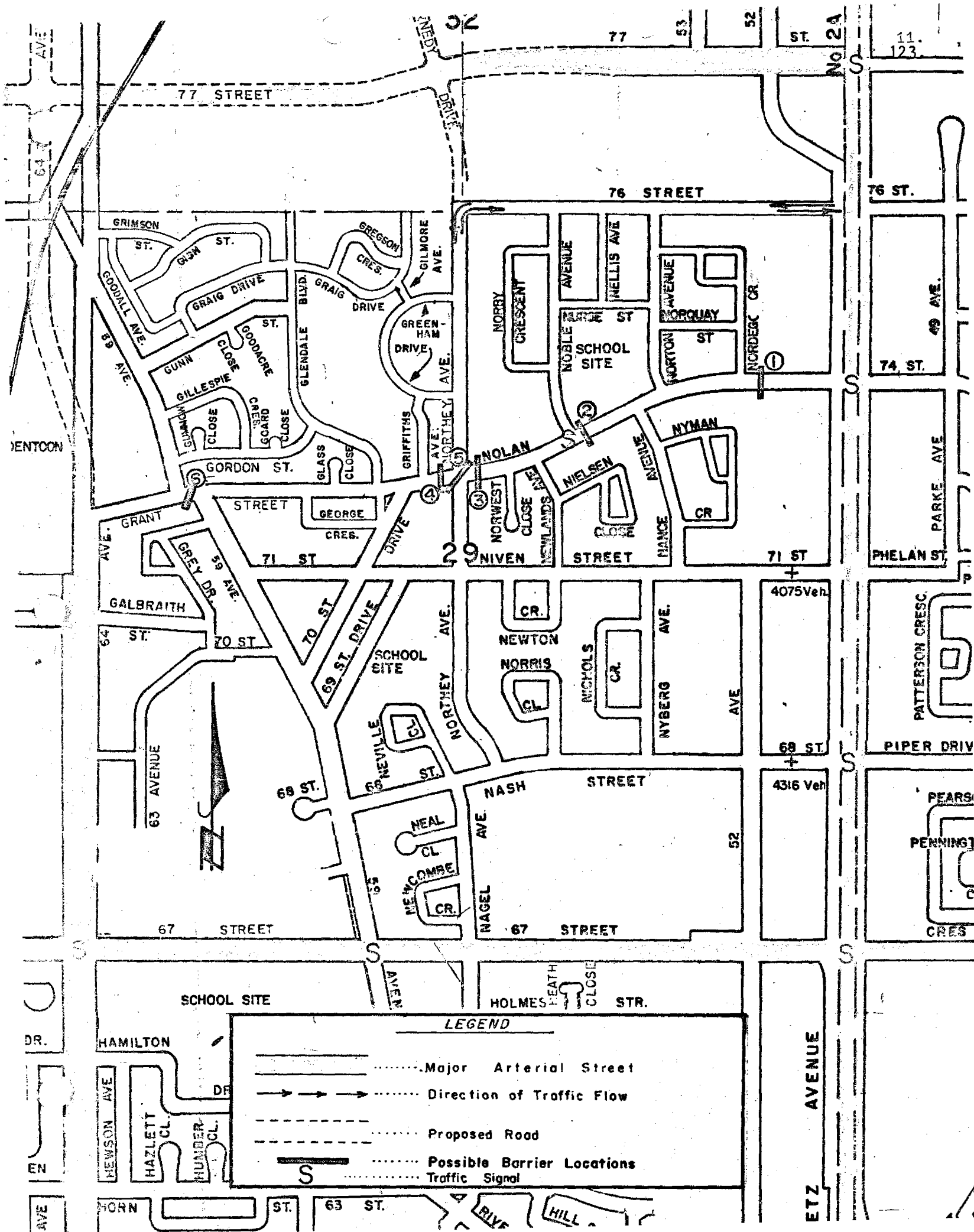
b) 64 Avenue access to some Glendale residents was discouraged.

The above would indicate that there is no ideal location for a barrier; each has its drawbacks. The construction of 64 Avenue produced virtually the same effect as the barrier on Grant Street, east of 59 Avenue. The resultant decrease in traffic on Nolan Street during the course of construction was measured at twenty-five (25) to thirty (30) percent. This barrier also would appear to have the least detrimental effect on the overall road system. The designated truck route system is not effected.

Submitted for the information of Council.


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

CYL/emg
cc - Fire Dept.
cc - R.C.M.P.
cc - Transit



August 26, 1981

TO: City Clerk

FROM: Fire Chief

RE: BARRICADE ON GRANT STREET

I am not in favour of a barricade being erected in the vicinity that the petitioners requested as this would adversely affect emergency vehicle response times to portions of Glendale and Normandeau subdivisions.

We presently have a situation of a SID's baby in the Normandeau area, and this infants life would be jeopardized through the improper locating of a barrier which might increase response time for our ambulance.

I have discussed this matter with the traffic engineer and can only suggest that if through traffic on Nolan & Grant streets is to be disrupted, that a barricade be erected on Nolan Street near the service road on Gaetz Avenue.



R. Ooscroft, Fire Chief

RO/cb

August 21, 1981

Mr. Bob Stolling
City Clerk
City of Red Deer
Red Deer, Alberta

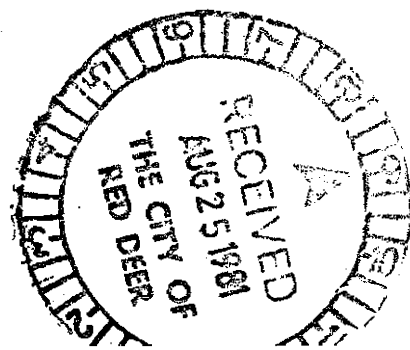
Dear Mr. Stolling:

We are concerned about the removal of the barricade that was installed on Grant Street. We have noticed an immediate increase in 18-wheel units and foresee a tremendous increase in commercial and through traffic.

We have witnessed incidents of vehicles passing in the playground zone, (you may check the police reports.) We have seen vehicles whiz through the flashing red lights at the crosswalk. We constantly see vehicles using excessive speed. Need we say it - we are concerned about the safety of our children. With the construction of an exceptionally nice playground, children will be attracted in greater numbers to cross this street.

Grant Street should not have been joined directly on to Nolan Street. This mistake was created by city planners and we want the onus placed on them, and removed from Normandeau residents. Glendale residents should be made aware that an error has been made and their direct access to Nolan Street will be restricted. We were told that their access road should be 64 Avenue. It is now open to them and they should be encouraged to use it.

The common consensus of most drivers on Nolan Street seems to be that it is a highway, a major thoroughfare. A barricade located on Grant Street at Northey Ave. making Nolan Street a T - intersection or located west of 59th. Avenue and east of Sylvan Lake Trail breaking the through-way, would eliminate this illusion and make life safer for our children, and more bearable for residents.



Mr. Bob Stolling
August 21, 1981

2.

We hope to have your continued support that a partial solution, (ie. barricade), should be instituted. No other subdivision in Red Deer is subjected to this level of traffic from all areas of the city and we feel unfairly treated.

We have been trying to solve the traffic problem unsuccessfully for a year now. We have been given minor concessions, which we thought would help our cause, ie. 4-way stop, cross-walk lights, but again the majority of traffic ignores these. We need a major correction done and that is the installation of a barricade as indicated above.

We cannot wait until 77 Street is completed. Our problem is immediate and has to be dealt with now, not a couple of years in the future.

Sincerely yours,

Shane Mosher
4 Nolan Street
Janette Mosher
75 Nolan Street
Lynn Skupnyk
75 Nolan St.

c.c.
Mayor Bob McGee
Mr. Dennis Moffat
Mr. Dan Lawrence
Mr. Larry Pimm
Mr. John Oldring
Mrs. Irene Shandera
Mr. Jack Kokotailo
Mr. Claybyn Hood
Mrs. Olly Webb

Mayor's comments

The above report was requested by Council once 64th Avenue was re-opened to the public. As can be seen there is no real solution to the problem and, accordingly, we would seek Council's guidance as to what action they wish to see taken in this instance.

"R.J. McGHEE"
Mayor

REPORTS

16.

NO. 1

25 August 1981

TO: COUNCIL

FROM: CITY CLERK

RE: MEETING OF COUNCIL AND THE COLLEGE BOARD

Dr. Forbes has indicated that the Red Deer College Board wish to meet with Council on September 28th, 1981 from 7:00 to 7:30 p.m. He indicated that further information will be forthcoming for the Council agenda of that date.

"R. STOLLINGS"
City Clerk

NO. 2

12 August 1981

TO: CITY COUNCIL

FROM: CITY CLERK

RE: TRUCK SALES IN I.1 DISTRICT

At the August 11th, 1981 meeting of the Municipal Planning Commission, consideration was given to "truck sales and service" establishment in the I.1 Industrial District, as previously considered by the Commission at their July 28th, 1981 meeting. It was indicated that this use is not listed as either a permitted or discretionary use, but could appropriately be included as a discretionary use in an I.1 District to allow for the sale of large trucks and equipment. Accordingly, the following motion was passed by the Commission regarding this matter.

"That the Municipal Planning Commission recommend to Council that the Land Use Bylaw be amended by adding 'Sale of large trucks over 10,000 kg., heavy construction equipment and machinery, as a discretionary use in an I.1 District.'"

Your consideration of this matter would be appreciated.

R. STOLLINGS,
City Clerk

NO. 3

14 August 1981

TO: COUNCIL

FROM: CITY CLERK

RE: BYLAW 2723/81 & 2727/81

We have been advised by the Local Authorities Board that we may proceed with final readings of the above bylaws and, accordingly, same are brought forward for Council's consideration at this time.

"R. STOLLINGS"
City Clerk

NO. 4

August 20, 1981.

TO: Council
FROM: City Clerk

RE: Public Hearings

Council are advised that a public hearing, scheduled for Monday, August 31, 1981, at 7:00 p.m., has been advertised in respect to the following described Bylaw:

- (1) Bylaw 2672/Q-81 = to amend Section 6.3.1.3, Discretionary Uses, with the addition of new clause (12) immediately following clause (11):

"(12) Food and beverage establishment".

As of this date, no objections have been received regarding the aforementioned Bylaw.

"R. Stollings"
City Clerk

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y6

DIRECTOR:

NO. 5

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 7, 1981

Mr. R. Stollings
City Clerk
City of Red Deer
Red Deer, Alberta
T4N 3T4

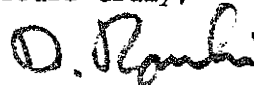
Dear Sir:

Re: Proposed amendment to the Land Use By-Law
Bower Place School

Red Deer Public School District No. 104 is planning to build a
School in the Bower Place Subdivision.

Enclosed is the required land use amendments to rezone a portion
of the park to Public Service District (P.S.).

Yours truly,



D. Rouhi, M.C.I.P.

SENIOR PLANNER

CITY PLANNING SECTION

DR/hm

Enclosures

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTARS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY—TOWN OF ECKVILLE—TOWN OF INNISFAIR
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTNER—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE
VILLAGE OF ALIX—VILLAGE OF BENTLEY—VILLAGE OF BIG VALLEY—VILLAGE OF BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE
VILLAGE OF DONALDA—VILLAGE OF ELMORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY
SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINTERTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTNER No. 6—IMPROVEMENT DISTRICT No. 10

NO. 6

August 19, 1981

TO: MAYOR
CITY COMMISSIONER

FROM: CITY TREASURER

RE: 1982 BUDGET DIRECTION BY COUNCIL

In previous years Council have requested that they be given the opportunity to provide departments with guidelines for budget increases. These guidelines should be provided to Departments prior to the preparation of budgets.

Normally, on the average, the City budget as a whole reflects cost increases due to inflation and cost increases resulting from an increase in area serviced:

Indications of these increases are:

1. Inflation (presently 13%)
2. Population increases (10% for 1981)
3. Assessment growth (11% in 1980)

While a guideline for the City budget as a whole could be determined by Council, individual department budget changes may be over or under the guideline.

It should be remembered in considering a guideline that a portion of the cost increase is offset by additional tax revenues resulting from assessment growth. If, however, revenues other than taxation do not increase to the same extent then the mill rate must increase that much more to make up the deficiency. Taking this into consideration Council may want to consider two alternatives for setting guidelines:

1. Increase in expenditure, or
2. Increase in mill rate.

...2

Alternative (2) would seem to be the one that should be considered because it directly determines the property tax increase. A guideline of 13% would reflect inflation but would not commit Council to it when setting the final mill rate for 1982.



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

AW/jm
cc: City Clerk

Mayor's comments

I would concur with the recommendations of the City Treasurer that Council agree to alternate No. 2 as a guide in the preparation of the 1982 Operating Budget.

"R.J. McGHEE"
Mayor

NO. 7

August 6, 1981

TO: City Clerk

FROM: City Engineer

RE: Street Sweeping Operations
1981 Operating Budget

We have just received a memo from our Public Works Superintendent regarding a possible forty percent (40%) over expenditure on our street sweeping account. A funding summary appears as follows.

ACCOUNT NO.	BUDGET	SPENT TO DATE	PERCENTAGE SPENT
2-3217-0000-	\$222,000.00	\$197,228.57	89%

To continue for the three (3) months of August, September and October and based on two (2) eight (8) hour shifts for three (3) to four (4) sweepers depending on the amount of dirt deposited on roadways, we will require the following additional amounts.

August	\$36,000.00
September	\$36,000.00
October	\$20,000.00
	<u>\$92,000.00</u>

There may be unidentified surpluses in the 1981 budget which will offset this anticipated over expenditure but it is difficult to locate funds with any accuracy until closer to year end.

One reason for the significant increase is in the large increase in internal rented equipment rates. The budget was submitted for Council's consideration March 4, 1981, and the new rates were not instituted until June 1, 1981. The increase in rates varied from \$6.50/hour or sixteen percent (16%) on the new machines to \$12.50/hour or thirty-seven percent (37%) on the older machines.

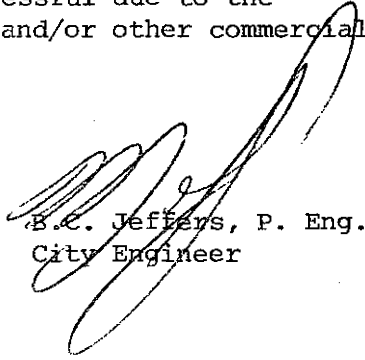
..... 2

Another reason for higher costs, was that more material had to be swept, loaded and trucked away. This was a result of not doing any snow removal during January, February, and March.

The accumulation of material was such that graders and loaders had to be used to pick up the sanding chips and this resulted in additional costs.

The wet weather has resulted in more mud being tracked on to streets and we have had to keep more crews sweeping main thoroughfares than we did in 1980.

Council's consideration in approving the over expenditure in this account is requested. We have tried to cut back on sweeping operations in previous years but were unsuccessful due to the dust nuisance particularly in the downtown and/or other commercial areas.



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

LMG/lc

cc - Public Works Supt.
cc - City Treasurer

August 20, 1981

TO: CITY CLERK

FROM: CITY TREASURER

RE: STREET SWEEPING OPERATIONS - 1981 OPERATING BUDGET

The City Engineer is indicating that he is projecting a \$67,000 overexpenditure in the above.

The overexpenditure appears to be the result of a greater quantity of street sweeping than in 1980.

<u>Period</u>	<u>Labour Hours</u>	<u>Machine Hours</u>
1980	6,446	4,144
1981 (to July 31)	6,692	4,237

As the above table indicates, more hours of labour and machine time was used in 1981 to July 31st than for the whole of 1980.

The machine rental rates were adjusted in May to reflect new Provincial government rates. To some extent these rate increases will contribute to the overexpenditure. It is estimated \$22,000 of the \$67,000 overexpenditure is attributable to the rate increase. The other \$45,000 of the overexpenditure is the result of a greater amount of sweeping than was budgeted.

As Council is aware, a number of overexpenditures of the 1981 budget have already been approved by Council. These overexpenditures equal \$93,000. These overexpenditures will increase the amount of money required for property taxation in 1982.



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

AW/jm

Mayor's comments

Recommend Council approve an over-expenditure of up to \$92,000.00 in this account in order that normal street cleaning operations may continue until the end of the season.

"R.J. McGHEE" Mayor

August 13, 1981

26.

NO. 8

TO: City Clerk

FROM: Fire Chief

RE: 911 Emergency Reporting System

I would like to upgrade our 911 switchboard system when the alarms centre is moved to the new headquarters station.

Our existing switchboard is presently operating near capacity, and because of its age, is not capable of performing functions that are available in the modern electronic switchboard systems. Because of the large volume of calls handled by our alarms operators, it is necessary to speed their ability to transfer calls to the appropriate agencies in the 911 system and to reduce their role in non-emergency call handling within the system.

The time involved in ordering and receiving a 911 switchboard is considerable, and if approved by Council, would have to be ordered immediately.

The equipment would be ordered through AGT and would be installed and maintained by them. The total cost of the system is \$41,651, plus \$4,000 for installation. At present we cannot purchase the system outright until the Telephone Act is amended.

AGT offers a five year or ten year lease-to-purchase plan as follows:

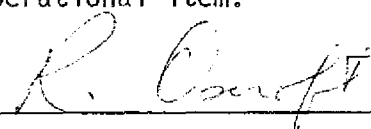
5 year -	payment \$1,006.00 per mo.	\$248.00 per mo. maintenance
10 year -	payment \$ 690.00 per mo	\$248.00 per mo. maintenance

The City Treasurer will comment on the most desirable means of financing the system.

I respectfully request Council's approval to:

1. Acquire and install an electronic 911 Key Telephone Dispatch System in the new headquarters station.
2. Dependent on the method of financing, charge to the Fire Department 1982 operations budget as a Capital or operational item.

RO/cb



R. Oscroft, FIRE CHIEF

c.c. City Treasurer

August 14, 1981

TO: CITY CLERK

FROM: CITY TREASURER

RE: 911 EMERGENCY REPORTING SYSTEM

A.G.T. is offering the following alternatives to acquire the above system:

1. One time payment of \$41,651, or
2. Payments of \$1,006 per month for 5 years, or
3. Payments of \$690 per month for 10 years.

The effective interest rate under option (2) and (3) is 16 $\frac{1}{4}$ %.

At the present time the City is unable to purchase the equipment because title would remain with A.G.T. under any of the options. Accordingly, it is not possible to purchase the system through a debenture bylaw.

In view of the high interest rate charged under option (2) or (3) I recommend Option (1) with provision being made in the 1982 budget. As the payment will not be required until mid-1982 this is a reasonable approach.

It is further recommended that when the 1982 budget is considered that the allocation in the budget be reviewed to determine if it should be financed by an alternative method.



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

AW/jm

Mayor's comments

I concur with the recommendations of the City Treasurer in order that the recommended equipment can be placed on order at this time. This equipment is necessary for installation in the proposed new fire hall and the matter of financing can be reviewed at a later date and a method selected most advantageous to the City.

"R.J. McGHEE"

Mayor

NO. 9

August 12, 1981

TO: CITY COUNCIL

FROM: FORT NORMANDEAU JOINT MANAGEMENT BOARD

Re: Fort Normandeau Operation

At a meeting held on Tuesday, August 11, 1981, involving representatives appointed from the Fort Normandeau Joint Management Board, the Museum Management Board and the Red Deer and District Museum Society, future operation of both Fort Normandeau and orderly control of the adjacent campsite received consideration.

During discussion which followed, reference was made to correspondence received from Alberta Transportation as well as a report prepared by the Museum Director, M. Flewelling, entitled "Possible Development of the Fort Normandeau Site".

It was agreed that the initial procedure would be that the City make application to Alberta Transportation to acquire title to the campsite, and secondly, that the Parks Department draft a plan depicting full utilization of the site.

A resolution to this effect was introduced as set out hereunder.

"That the Fort Normandeau Joint Management Board representative, having met with appointed members of both the Museum Management Board and the Red Deer and District Museum Society, and having considered correspondence from Alberta Transportation, office of the District Operations Engineer, dated May 25, 1981, and the report of June 12, 1981 entitled "Possible Development of the Fort Normandeau Site", hereby recommend to Council of the City of Red Deer:

1. that application be made to Alberta Transportation for Transfer of title of the Fort Normandeau site to the City.
2. that Council request the Parks Department to prepare a plan indicating how the site may be fully utilized keeping in mind the historical aspect of the Red Deer River crossing and the original site of Red Deer."

NOTE: Reference is made to the Museum Director's report, recommendations numbered 1 to 9, pages 4 and 5, which are amended as follows:

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2. that Council request the Parks Department to prepare a plan indicating how the site may be fully utilized keeping in mind the historical aspect of the Red Deer River crossing and the original site of Red Deer."

NOTE: Reference is made to the Museum Director's report, recommendations numbered 1 to 9, pages 4 and 5, which are amended as follows:

1. Delete (The site could remain under Provincial Jurisdiction).
2. The historical importance of the site should be recognized through study and designation by the Alberta Historical Resources Board (Committee supports).
3. The site should be included within the River Park Valley proposed Urban Parks Program (agreed this is an eventual possibility).
4. Means should be explored to have the Park enlarged by adding the present gravel site and other property linking the Normandeau site to the River Valley Park. (Delete the balance from the word 'thereby' to the word 'Recreation').

It was agreed that recommendations numbered 5 to 9 are satisfactory and that no changes are required.

Correspondence from Alberta Transportation and the Museum Director's report are included herewith for information to Council.

We request that this matter be considered by Council at their August 31, 1981 meeting. The Museum Society President, R. Dale, will appear before Council to discuss the Committee's recommendations.

Respectfully submitted,

ALDERMAN CLAYBYN HOOD, Chairman
Ft. Normandeau Joint
Management Board

/cc



TRANSPORTATION

403/343-5200

Office of
the District Transportation Engineer

Box 5002
6380 - 50th Avenue
Red Deer, Alberta, Canada
T4N 5Y5

81.05.25

File: 1422-189

Claybyn Hood
City Alderman
52 Brown Close
Red Deer, Alberta

Dear Sir:

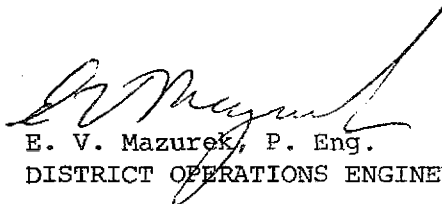
In reference to our telephone conversation on May 13, 1981, I have been checking into regulations governing the transfer of the Fort Normandeau campsite to the City of Red Deer.

It has been confirmed with head office through our Deputy Minister that the Department is prepared to transfer the land.

We require that the city officials submit a formal request for the transfer of the campsite. At this time this is the only information available. Further details of transfer will have to be worked out at a later date.

Yours truly,

ALBERTA TRANSPORTATION



E. V. Mazurek, P. Eng.
DISTRICT OPERATIONS ENGINEER

EVM/dt

R E P O R T

on

the possible development
of the
Fort Normandeau Site

*Ron
A draft for
your consideration
Morris*

PURPOSE - The purpose of the report is to review the current operation of the campground and the Fort and to recommend alternate means by which the operation of the campground and the Fort may be enhanced.

HISTORY - The campground is located on the South bank of the Red Deer River at the site of a natural ford used by the buffalo, the Indians and early white travellers. It is also the site of the original Red Deer settlement which included a stopping house built by Robert McClellan in 1884, two stores and several other small buildings. A ferry was operated from the site by Sage Bannerman from 1884 to 1890.

The Indian Industrial School was built by the Methodist Church in 1892 on the escarpment on the opposite (North) bank of the River.

During the Riel Rebellion of 1885, the McClellan Stopping House became the main building in a log fortification built by the 65th Battalion (Mount Royal Rifles) from Montreal.

The Commanding Officer was Lieutenant J.E. Bedard Normandeau after whom the Fort was named. In the fall of 1885, the North West Mounted Police took over the Fort and used it as a barracks. In 1893, two years after the settlement moved to the present townsite, the North West Mounted Police closed the Fort and used the palisade for firewood.

BACKGROUND - In an early bid to recognize the historical importance of the site to the Red Deer area, the Central Alberta Pioneers' and Old Timers' Association, in 1934, purchased three acres from the municipal district of Pine Lake and another three acres from the C.P.R. and set up a picnic area. In 1937, they moved the remains of the main building from Fort Normandeau back to the site and reconstructed the main floor. In 1951, they erected a cairn honoring the pioneers of the area on the site of the old Gaetz store.

Vandalism and the burden of general maintenance caused the Association to explore means to divest its interest in the picnic grounds. In February, 1959, the Government of Alberta refused the site for use as a public park as it was deemed to be too small. Eventually the Government, in May, 1960, assumed control of the site except for the plot surrounding the cairn and designated it a 'highway campsite' and not a public park. The campground was upgraded and two kitchens were built. The Department of Highways provided supplies of firewood, grass cutting and garbage collection service and general maintenance.

To celebrate the 100th Anniversary of the arrival of the R.C.M.P., an authentic reproduction of Fort Normandeau was built on a river terrace

site near the cairn, in 1974. The new Fort is north east of the original site and south east of the 1937 structure.

RECENT

DEVELOPMENTS - In 1974, the Fort Normandeau Committee was appointed, under the Recreation Board, to develop programming for the new Fort. With much assistance and leadership from the late Wellington B. Dawe, then Chairman of the Archives Committee, a number of promotional items were developed. Included were a small booklet with an accompanying narration on an 45 rpm record, postcards, placemats and so.

In 1976, the Fort Normandeau Joint Management Board was established with one member each from the City of Red Deer and the County of Red Deer Councils and one member at large. The Board attempted to provide some staffing at the Fort during the summer months with funds appropriated from the City of Red Deer and County of Red Deer budgets and from what summer employment program funding became available. The Fort was administered through the Cultural Coordinator of the Recreation Department.

A mobile home site was set up and arrangements were made to have someone resident at the park to provide passive supervision.

SITE

- The site consists of six acres on the South bank of the Red Deer River and is described legally as portion of S.W. $\frac{1}{4}$ Sec. 13 Twp 38 R28 W of 4m, and includes that portion of the former road allowance between the NW $\frac{1}{4}$ of Section 12 and the S.W. $\frac{1}{4}$ of Section 13. The site is located in the County of Red Deer and title to the site is held by Alberta Transportation, excepting that small plot surrounding the cairn which is held by the Central Alberta Pioneers' and Old Timers' Association. It is attractively covered with light brush and native vegetation with large numbers of wild flowers and native berry bushes.

Improvements consist of the mobile home site, the reconstructed Fort, the cairn, two camp kitchens, a number of barbecue stoves and parking pads, and a shallow well. A one-way single lane gravel road loops around the entire site.

Border Paving owns the NW $\frac{1}{4}$ of Section 12-38-28-W-4 to the south west where they have a hot mix asphalt manufacturing plant in operation. It is estimated by Border Paving that the gravel supply will be exhausted on the site within five years, however, the Company intends to operate the plant on that site with gravel taken from an adjacent source. Border Paving representatives suggested that if they could be assisted with costs involved in relocating the plant arrangements could be made to vacate the plant site within five years.

Mr. and Mrs. R. Coates own Squaw Point Ranch bordering the site to the east. They may be open to negotiation over the next few years to having their entire farm purchased for public land, however, they would require that their farm would maintain access for equestrian pursuits.

In spite of the historic importance of Fort Normandeau and the campground, present plans for the provincially sponsored River Valley Park do not include the Fort Normandeau site. The Western extremity of the Park is marked by the traffic bridges on Highway #2 beside the Hoopfer property.

THE CAMPGROUND - The campground is heavily used by tourists and local residents. Use of the facilities is free.

A camping limit of fourteen days is posted. The campground is not subject to any regular supervision or control. R.C.M.P. make regular visits each day and throughout the night.

The resident family is to offer only casual supervision. They are not expected to help with maintenance, nor to do anything more than report irregularities to the police.

The campground frequently becomes the summer home of young migrant workers looking for employment in Red Deer.

THE RECONSTRUCTED FORT - The Fort is located near the centre of the site and close to the park entrance. Some parking spaces for visitors are provided.

The main building is of log construction and measures about 16' X 25'. The upper floor has sloping ceilings.

The palisade of upright logs measures about 50' X 100'. Look-out towers are located at the two front corners on each side of the main gate. The area inside the palisade is covered with mowed grass.

The Fort was built in 1974 as part of the R.C.M.P. Centennial with volunteer labour under supervision of Mr. Fred Horn. The reconstruction was funded by grant monies totalling \$32,000.00 from Alberta-R.C.M.P. Century Celebrations Committee, City of Red Deer, County of Red Deer, Central Alberta Pioneers' and Old Timers' Association, R.C.M.P. Veterans' Association (Red Deer Division), Red Deer Chamber of Commerce, Independent Order of Foresters and several other groups.

The new Fort was officially opened by the Honorable R. G. Steinhauer, Lieutenant-governor of Alberta, on September 16, 1974.

PROBLEMS:

1. Jurisdiction

Jurisdiction of the Fort and the campsite is unclear and inappropriate.

2. Vandalism

The unattended campground is subject to vandalism and abuse.

3. Abuse

Campers are frequently disturbed by noisy and wild parties in the campground.

4. Vulnerability

The Fort is vulnerable to damage and, because of its wooden construction, destruction by fire.

5. Tourist Attraction

The Fort, representing a major part of the area's earliest history, is largely unprogrammed and with little of its potential as a tourist attraction being realized.

6. Budget

The Fort operation has not been provided with sufficient annual budget.

ALTERNATES:The Campground

Safe, efficient and orderly operation of the campground is of the first order. Control of vandalism and abuse is critical.

The campsite is currently administered by Alberta Transportation. If it is to remain under provincial ownership, it should be transferred to Alberta Parks and Recreation under which Alberta's parks are administered. Supervision of use should be provided as well as regular maintenance.

The City of Red Deer may purchase the site from Alberta Transportation and operate the park in a manner similar to the Lion's Campground. City Parks Department would be responsible for maintenance.

Campers would be charged a daily fee with revenues being used to offset expenses of upkeep and administration.

Problems may arise with the City of Red Deer owning and operating a facility outside City boundaries in the County of Red Deer.

The Fort

Once the campground problems are brought under control, the threat to the Fort's existence is lessened and attention may be focused on programming the facility as a tourist attraction.

Budget should be provided for summer staff salaries, materials and supplies, a telephone, and maintenance.

The Fort could be used to house displays of photos and artifacts depicting themes appropriate to the 1885-1900 period. It must be remembered though that few artifacts are available from this period in our history. The Fort and its grounds could also be used for some outdoor displays such as Red River cart and a productive kitchen garden. The Fort could be the centre of daily scheduled demonstrations of pioneer crafts, survival skills, folk arts and music.

The Museum and Archives could prepare the exhibits and programs and summer staff could be administered by the Museum. Summer staff could develop and deliver the programs with some assistance from individuals and volunteer groups in the community.

RECOMMENDATIONS:

1. The site could remain under Provincial jurisdiction.
2. The historic importance of the site should be recognized through study and designation by the Alberta Historical Resources Board.
3. The site should be included within the River Valley Park.
4. Means should be explored to have the park enlarged by adding the present gravel site and other property linking the Normandeau site

to the River Valley Park thereby bringing it up to the status of a Provincial Park. The redesignation would likely involve a transfer of title from Alberta Transportation to Alberta Parks and Recreation.

5. The Park should be fenced and provided with a gate-keeper or other supervisory staff who would oversee maintenance and park usage.
6. The City of Red Deer would provide sufficient budget to cover staff salaries, materials, supplies, telephone, utilities and maintenance for full operation during July and August and partial operation on weekends from May 20 through June.
7. Alternate and additional funding sources should be explored to augment or supplement City of Red Deer funds.
8. The Fort should be operated as a summer branch of the Red Deer and District Museum and Archives with staff to provide supervision of the site and to provide interpretive programmes to the visiting public. Included would be exhibits of artifacts and photos pertaining to the area and the period 1880-1900.
9. Volunteers from the community should be encouraged to assist with the interpretive programme.

:mek

June 12, 1981.

August 17, 1981

TO: City Clerk
FROM: Parks Superintendent
RE: Recommendation from Fort Normandeau Management Board

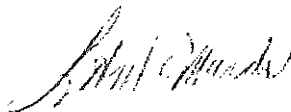
In reply to your memo, I have read the proposal put forward by the Fort Normandeau Management Board (August 12, 1981) and have discussed it at length with Mr. C. Curtis of Red Deer Regional Planning Commission.

The "Fort" site marks the upper reach of the proposed corridor park system which Council has recently approved in principle. (Concept plan prepared by Red Deer Regional Planning Commission). Council has further authorized the preparation of a Corridor Park Master Plan which will be complete later this year, and will involve much more detail than the Concept Plan.

Because Fort Normandeau is perceived as an integral part of the Corridor Park, it would seem appropriate to include plans for its use and development within the Master Plan. In this way it will be considered along with other aspects of the complete corridor park and will ultimately receive Council and public consideration along with the rest of the plan.

The above is our recommendation, and certainly the views of the Management Board would be considered when the plan is prepared.

Submitted for consideration.



L.A. McMurdo
Parks Superintendent

LAM/mp

cc: C. Curtis, R.D.R.P.C.
Don Moore, Rec. Supt.

Mayor's comments

I believe that Council requested that a financial outline and use of the site in question be presented to enable Council to reach a decision.

We are not aware if this has been completed.

We would agree this information should be made available before any decision is made on the above recommendation.

"R.J. McGHEE"

Mayor

THE CITY OF RED DEER



NO. 10

RED DEER, ALBERTA

T4N 3T4

August 26, 1981

TO: CITY COUNCIL

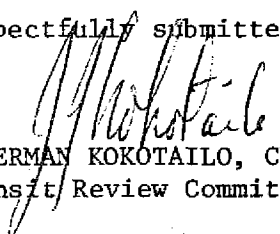
FROM: TRANSIT REVIEW COMMITTEE

Based on requests from potential users of Transit, the Transit Review Committee at its meeting held on August 25, 1981 considered a number of route and bus stop changes which would provide better pick-up service. The Committee, however, decided to delay any recommendations to Council until after school opening so that any additional changes required subsequent thereto can be incorporated with the final recommendations.

An area of particular concern is the service to Upper Fairview. The Committee had strong representation from residents of this area and has requested that the administration evaluate a number of alternatives which might provide better service.

The above is submitted for the information of Council only at this time and final recommendations will be forthcoming likely to the latter meeting of Council in September.

Respectfully submitted,


ALDERMAN KOKOTAILO, Chairman
Transit Review Committee

/cc

August 24, 1981

TO: City Clerk

FROM: Bryan Wilson, Chairman
Family and Community Support Services Board

RE: Review of F.C.S.S. Program

The attached proposed resolution and background report are being submitted to be included on the August 31, 1981 City Council agenda. As Council is likely aware, the former P.S.S. Board has been interested for some time in a local review of the program. With the recent provincial changes to the program including a name change to Family and Community Support Services, we feel that now is the right time for a review.

We would strongly recommend the engagement of an external firm or individual to do the review under the close supervision of a Review Advisory Board. We would hope to have a preliminary report available in time for the Council review of the 1982 F.C.S.S. budget request; however, the full report will not likely be available before June, 1982.

If Council is in agreement with this recommendation, and we sincerely hope you will, we would explore the possibility of utilizing our provincial F.C.S.S. allocation for 1981 - 82 to cover 80% of the review costs with the balance budgeted out of the 1981 surplus or charged to the 1982 budget. We would reply to Council following discussions with provincial authorities and recommend the composition of the Review Advisory Board at that time.

Thank you for your consideration of this request.

Sincerely,



Bryan Wilson, Chairman
Red Deer & District Family and Community
Support Services Program

BW/rl

RESOLUTION (FCSS REVIEW)

Whereas the former Preventive Social Services Board had been interested in doing a review of the Red Deer and District Preventive Social Services Program, and

Whereas plans for a local review were delayed due to the provincial government review of the Alberta Preventive Social Services Program which was completed in July, 1980, and

Whereas the Province of Alberta has recently announced the Family and Community Support Services (F.C.S.S.) Program to replace P.S.S., and

Whereas the F.C.S.S. Program allows for predictable funding support from the province, and

Whereas the F.C.S.S. Program requires increased decision-making at the local level, and

Whereas the local F.C.S.S. Program is in need of a comprehensive review to enable the F.C.S.S. Board and F.C.S.S. Department to establish priorities for the improved delivery of existing services and the evaluation of the need for additional services,

Therefore, be it resolved that Council of the City of Red Deer authorize a review of the Red Deer & District F.C.S.S. Program to identify means by which services can be more effectively and efficiently delivered and to identify possible gaps in services, such review not to exceed a cost of \$30,000 as recommended by the F.C.S.S. Board.

DETAILED REPORT - FCSS REVIEWA. Specific Recommendation of Family and Community Support Services Board

The Family and Community Support Services Board proposes that an external consultant (individual or group) review the Red Deer and District F.C.S.S. Program with respect to the organization of the regional program, the administration of the program, and the services offered as projects in the program whether municipally-operated or under contract with other community agencies. The report of the review will make recommendations on how to improve effectiveness and efficiency in delivery of services and provide direction for future involvement by the F.C.S.S. Program in the community.

B. History of the Review

The need for a comprehensive review of the old Preventive Social Services Program was first discussed by the P.S.S. Board in November, 1979 during the review of the proposed 1980 budget. It was decided to withdraw the request for a review because the Province had announced a major review of the Alberta Preventive Social Services Program.

The proposed local review was discussed again by the P.S.S. Board at length in November, 1980 in preparation for the 1981 budget. Again, the decision was made to postpone a local review because the P.S.S. Review Report (July, 1980) indicated changes were in store for the P.S.S. Program. Instead, in the 1981 budget, it was proposed that the responsibility for on-going program review in the P.S.S. Program would fall under the mandate of the social planner. However, the social planner position was not approved in the 1981 budget.

With the announced changes in the P.S.S. Program including a change of name to Family and Community Support Services (FCSS) Program, the FCSS Board felt that now, more than ever, a thorough, comprehensive review is a necessity.

C. Guidelines for Review1. Organization of the F.C.S.S. Program

- review the provincial Act and Regulations.
- review the agreement between local municipalities.
- review other municipal structures (e.g. Medicine Hat, Lethbridge, Calgary, Edmonton, and Grande Prairie).
- discuss the organization with representatives of local Councils and the F.C.S.S. Board.
- discuss the organization with provincial F.C.S.S. authorities.
- make recommendations on the most effective organizational structure for this region given the unique circumstances which prevail.

2. Administration of the Program

- review the FCSS Director's position description.
- review the administrative structure and lines of accountability.
- review the areas of responsibility in the FCSS Department.
- review the relationship between the FCSS Department, FCSS Board, operators of FCSS projects (Boards and staff), and the general community.
- review the administrative structures of other relevant municipalities.
- discuss the role of local administration with provincial FCSS authorities.
- make recommendations for the improvement of the administration including a set of guidelines for on going operation.

3. Review of Services

- review projects contracted with community agencies (i.e. Family Service Bureau - Counselling and Programs, Homemakers Service, Observation Nurseries; Golden Circle - Resource Center, Home Maintenance Service, Outreach worker; Downtown House; Red Deer Meals on Wheels).
- conduct a user satisfaction survey on a sample of users of each of the contracted services.
- review projects operated directly by the City of Red Deer (i.e. Community Workers, Youth Worker).
- analyze similar services offered in other communities including a cost /effectiveness comparison with local services.
- investigate ways in which the services can more effectively or efficiently be delivered.
- explore the concept of "user fees" in all services.
- make recommendations for improving the services offered.

4. Assessment of Community Need

- review the report "Red Deer: The Citizens' Perspective. A Survey of Community Opinion on Social Concerns" prepared by the P.S.S. Department in 1979 including the in-depth analyses of the data from that survey as an indication of community opinion.
- conduct a survey of agencies offering services related to F.C.S.S. to determine other perceived community needs from the service - agency perspective.
- review the activities of other selected municipalities with F.C.S.S. Programs.
- make recommendations for future involvement of F.C.S.S. in filling the gaps in community needs.

D. Review Advisory Board

It is proposed that an Advisory Board for this special project be struck by City Council on the recommendations of the F.C.S.S. Board. This Board would oversee the project on the City's behalf and work closely with the consultant in clarifying goals and objectives and terms of reference for the review.

E. Expectations of Consultant

1. Proposals will be invited from interested firms and individuals, each proposal providing:
 - (a) an outline of the approach to be taken in conducting the review
 - (b) a schedule and estimate of the time required to complete the review
 - (c) a detailed estimate of the cost of conducting the review
 - (d) the names and qualifications of the persons who will be principally involved in the review.
2. The following criteria will be applied in evaluating the proposals:
 - (a) capability of the consultant to undertake such a review
 - (b) evidence of previous experience in similar or related projects
 - (c) selection of appropriate methodology
 - (d) evidence of a realistic work plan
 - (e) reputation of the consultant and/or principals in terms of quality of effort, ability to meet time lines, and the competence of individuals engaged for the project.
3. The F.C.S.S. Board will advertise, inviting proposals, and review the proposals taking into consideration the above criteria with final appointment of a Consultant to be made by City Council on the recommendation of the F.C.S.S. Board.
4. The Consultant will be expected to provide a preliminary report by January 15, 1982 and a final written report and graphics where advisable hopefully by mid 1982. An executive summary will be required.
5. The Consultant will be asked to address the Family and Community Support Services Board and City Council in reference to the reports and recommendations.
6. The Consultant will be responsible to the Review Advisory Board appointed by Red Deer City Council for detailed clarification of the Council resolution and the guidelines respecting this review.

Mayor's comments

We would suggest Council approve the request in principle, but that final approval be withheld until budget allocation is established. With regard to the matter of establishing a Review Board, we would suggest that the F.C.S.S. Board act as the Review Committee rather than establishing another Council Committee.

"R.J. McGHEE"
Mayor

NO. 12

August 26, 1981

TO: City Clerk

FROM: City Engineer

RE: Commercial Strip - West of New Exposition Site

Provided herein is a summary of costs incurred to date and a projection of cost to complete the above project.

1. Costs to Date

Engineering Services	\$ 34,385.00
Prelevelling Contract	\$ 150,475.00
Utilities Contract	\$ 146,345.00
Utility Construction - City Forces	\$ 81,400.00
Roads Contract	<u>\$ 110,991.00</u>

TOTAL TO DATE	\$ 523,596.00
---------------	---------------

2. Anticipated Additional Expenditures

	\$ 150,000.00
--	---------------

TOTAL	<u>\$ 673,596.00</u>
-------	----------------------

Based on a gross area of 30 acres, the cost per acre is anticipated at \$22,500.00.

Submitted for Council's information.


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

BCJ/emg

Mayor's comments

The above is submitted for Council information.

"R.J. McGHEE"
Mayor

NO. 13

August 26, 1981

TO: City Clerk

FROM: City Engineer

RE: Westerner Exposition Park Roads Contract

The above noted Contract for the combined Westerner and Highway Commercial Site was advertised on August 8, 12 and 15, 1981 with Tenders closing August 21, 1981 at 2:00 P.M.. A total of three (3) bids were received with results as follows.

<u>CONTRACTOR</u>	<u>OPTION A</u>	<u>OPTION B</u>
Border Paving Ltd, Red Deer	\$1,095,344.00	\$1,354,544.00
Everall Construction Ltd., Edmonton	\$1,493,378.00	\$1,898,358.00
Coho Paving Ltd., Pincher Creek	\$1,245,891.50	\$1,493,161.50

As noted in the Contract, the Tenderers were required to bid on two (2) options as follows.

1. Option A

- a) construct all roads to either paved surface complete with curb, gutter and sidewalk, or gravel, as noted on drawings.
- b) construct gravel parking lots
- c) construct midway to gravel surface

2. Option B

- a) same as Option A
- b) same as Option A
- c) construct midway to paved surface

It is the intent of this Contract to complete all gravel base work this

...2

fall and to have all concrete and paving work completed by June 30, 1982.

47.

The necessary Tender Documents of the low bidder, including Bid Bond and Consent of Surety were reviewed. The Tender submitted by Border Paving Ltd. contained an arithmetic error in the Tender summary Option A. This error was discussed with the Contractor and corrected to reflect the total noted above.

The Engineering Department's estimate for this project was:

Option A	\$1,440,800.00
Option B	\$1,836,800.00

We would respectfully recommend that Option B of the Contract be awarded to the low tenderer, Border Paving Ltd. subject to Local Authorities Board approval.

The following table lists expenditures related to the Westerner Exposition Site only. Items such as the Utilities Contract and Roads Contract have been proportioned between the Westerner Site and the Commercial Site as discussed previously. Cost sharing applies to many other items as well.

COSTS TO DATE

a) Engineering Services	\$ 142,035.00
b) Prelevelling Contract	\$ 451,425.00
c) Utilities Contract	\$1,178,700.00
d) Utility Construction by City Forces	\$ 77,700.00
e) Roads Contract	<u>\$1,243,553.00</u>
SUBTOTAL COSTS TO DATE	\$3,093,413.00

Additional expenditures still to be incurred include further engineering services, installation of E. L. & P., A.G.T. and Northwestern Utilities facilities and miscellaneous improvements. It is expected that these cost will be approximately \$600,000.00.

The City Treasurer has indicated that the total funds available to December 31, 1982 are:

\$3,500,000.00 + Accrued Interest = \$5,450,400.00

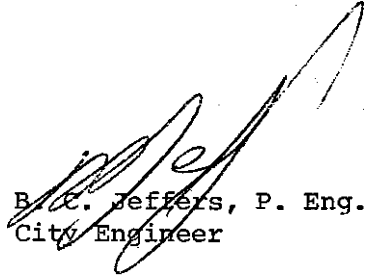
Money not committed = \$1,800,000.00

Based on the projected expenditures noted above it is respectfully recommended.

1. The Westerner Exposition Park Roads Contract be awarded to Border Paving Ltd., Red Deer for \$1,354,544.00 (Option B) subject to Local Authorities Board approval.
2. Approval for increasing the Westerner Exposition Park Utilities Contract by \$68,000 to \$1,393,045.00 for the extension of a water main, a sanitary main and a storm main prior to paving the midway area.

Attached is a letter from the Westerner Exposition Association confirming the recommendation to proceed with Option B of the Contract.

48.



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

SS/emg
attach



THE WESTERNER

exposition association

BOX 176, RED DEER, ALBERTA, CANADA T4N 5E8 TELEPHONE (403) 343-7800

Formerly The Red Deer Exhibition Association



August 26th, 1981.

Mr. Bryon Jeffers,
City Engineer,
City of Red Deer,
RED DEER, Alta.

Dear Bryon,

This letter will confirm the agreement of the Westerner Exposition Association to have the City of Red Deer proceed with option "B" of the recent tender for the Westerner site, which includes the paving of the Midway - Parking area.

It is understood this area would be completed in June, the same time as the paving of the roadways.

We look forward to the paving of this area which will certainly enhance our site in the first year of operation and we appreciate your continued co-operation.

Yours truly,

LJ
Larry Johnstone,
General Manager,
THE WESTERNER EXPOSITION ASSOCIATION.

LJ/jb

Mayor's comments

Concur with the recommendations of the City Engineer.

"R.J. McGHEE"
Mayor

1981 08 26

50.

NO. 14

TO: City Council

FROM: City Assessor

RE: Lot 1A, Plan 5940 NY
Carlings Brewery Site
City of Red Deer

The City of Red Deer is presently constructing an extension to the 54 Avenue truck route.

The proposed alignment of the new road requires the acquisition of .32 acres from the above described site along with the demolition of a building (Old Brew Cafe) and relocation of an existing business sign and paving of the Old Brew Cafe site.

We respectfully submit for City Council's perusal and approval the following conditions which have been negotiated.

1. Two (2) access points or alternatively one (1) large access point to be permitted to the existing brewery site from 54 Avenue and the existing access points to 43 Street to remain.
2. The owner to enter into a contract with the City for the following:
 - a) Demolition of the Old Brew Cafe (Bricks to be retained by the owner).
 - b) Relocation of business sign to an approved location.
 - c) Paving of the Old Brew Cafe site.

The total costs of items a to c are estimated to be \$15,000.00.

3. Compensation in the sum of \$28,800.00 for loss of revenue from the lease of the Old Brew Cafe.
4. Compensation in the sum of \$51,560.00 for the .32 acres of land required for the road right of way. Area required subject to the registration of a legal survey plan.
5. City of Red Deer to be responsible for all legal and survey fees involved in the registration of the legal survey and agreements.
6. Total costs to be charged to account number 6-0138-0000-640.

Items listed in #2 above	\$15,000.00
Item 3, loss of lease revenue	28,800.00

Item 4 - Land Acquisition	51,560.00
	<u>95,360.00</u>

7. Acquisition subject to City Council approval and the signing of agreements satisfactory to the City Solicitor and all parties.



D. J. Wilson, A.M.A.A.

WFL/bt

Commissioner's comments

Funds for the above have been provided for in the debenture bylaw for this project. Recommend Council take the action requested by the Assessor.

"R.J. McGHEE"
Mayor

Sign to be relocated

OLD BREW
"CAFE"

RAD: 216.774
Δ: 43° 49' 01"
TAN: 67.985

LOT 1A
PLAN NO. 5940 NY.

EXISTING R.

LANDS REQUIRED FOR ROAD R/W
14,039 ±

PROPOSED R.

ARC: 195.179
RAD: 903.55

SA AVE EXTENSION

RAD: 300.000
Δ: 5° 00' 33"
TAN: 13.123

1:10

Add. tunnel
lands as
per map 3/1/81
P. 100

NO. 15

August 25, 1981

TO: CITY CLERK

FROM: CITY TREASURER

RE: FUNDING OF ROAD PROJECTS

You will recall that Council considered on May 25, 1981 reports related to Provincial cost sharing of road projects. My report indicated it was projected by the end of 1981 the City could be funding \$2.6 million of the Provincial share of road projects. This was due to the Provincial grants not being made available as required. It was suggested that consideration should be given to deferring some of the road projects to reduce the shortfall.

Council at the May 25, 1981 meeting agreed that a report be brought back to Council after discussions with Alberta Transportation and a review of the Seven Year Plan. Discussions with Alberta Transportation have determined the City's corridor program will be approved with funding commencing in 1982. A shortfall in funding is therefore still projected to exist at the end of 1981.

Attached is a report from the City Engineer identifying road projects that can be deferred to 1982:

<u>Project</u>	<u>Original Budget</u>	<u>Proposed Revised Budget</u>	<u>Provincial Grant Reduction</u>
1. 77 St. Construction from Gaetz to 58 Ave.	\$1,500,000	\$800,000	\$467,000
2. Gaetz Ave, Reconstruction from 77 St. to Hwy 11	1,180,000	---	<u>787,000</u>
			\$1,254,000

The above reductions would reduce the amount the City was funding for the Province to \$1.4 million.

Gaetz Avenue Reconstruction from 77 St. to Hwy 11

The City Engineer is requesting approval to advertise for tenders early in 1982 to ensure an early project start and completion.

Major Corridor Study

In his report the City Engineer is requesting approval to undertake a \$120,000 study for the Major Corridor program. The City share will be \$12,000 with the City funding the other \$108,000 for the Province until 1982. Council could agree to fund the \$12,000 City share from the 1982 budget.

30th Avenue Reconstruction

This project was originally planned for 1982. As explained in the City Engineer's report, it is now recommended the City install storm drainage and concrete curb and gutter in 1981 at an estimated cost of \$130,000. Council approval is requested for this expenditure to be charged to the Subdivision fund.

Requested Action

It is respectfully requested that Council approve:

1. Deferring a portion of the 77 Street construction and the Gaetz Avenue construction, as described in this report to 1982.
2. Tendering early in 1982 for the Gaetz Avenue reconstruction from 77 Street to Highway 11.
3. A major corridor study for \$120,000 to be financed as recommended in this report.
4. Expenditure on installation of storm drainage and concrete curb and gutter in 1981 on 30th Avenue at an estimated cost of \$130,000. The cost to be charged to Subdivisions.



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

AW/jm

cc: City Engineer

August 19, 1981

TO: City Treasurer

FROM: City Engineer

RE: 1981 Construction Proposed in 7 Year Plan

Further to your report to Council prepared May 20, 1981 regarding the financing of the Gaetz and 49 Avenue bridge widenings, we submit the following information for your report to Council on the projects in the current 7 Year Plan that are Provincially cost shared and could be deferred. It should be noted that all costs in this report are given in 1981 dollars.

(A) 1981

1. 77 Street Construction from 150 m East of Gaetz Avenue to 50 m West of 52 Avenue

This project was originally scheduled for construction to 58 Avenue but due to difficulties in acquiring the necessary right of way, major utility trunks were redesigned to follow the 77 Street right of way from 52 Avenue to 58 Avenue. Due to settlements, we recommend deferrment of the portion from 52 Avenue and 58 Avenue until 1982. If the trunks are completed in time and weather conditions favorable, temporary gravel access could be considered to 58 Avenue if necessary.

Original Estimate in 7 Year Plan	\$ 1,500,000
Revised Estimate for 1981	\$ 800,000

2. Gaetz Avenue Reconstruction from North of 77 Street to North Corporate Limits

This project has been designed by consultants and is ready to tender. Due to the lack of positive development west of Gaetz Avenue in this area and due to the lateness of the year, we recommend that this project be deferred until 1982. As the project is approved by Alberta Transportation for cost sharing we request permission to advertise for tenders early in 1982 prior to final approval of the 1982 7 Year Plan, to ensure an early project start and completion.

...2

Original Estimate in 7 Year Plan	\$ 1,180,000
Revised Estimate for 1981	\$ NIL

57.

3. As Council is aware, the Province has given a strong indication that funding may be available under the "Major Corridor Program" in 1982. They have accepted in principle our choice of major corridors - Gaetz Avenue - 49 Avenue. They do, however, require a comprehensive report outlining:

- the route chosen
- present and projected traffic flows
- the various projects along the route
- anticipated schedule of construction
- cash flows
- etc.

In reviewing the costs of the study done for St. Albert we would estimate the cost of the study to be in the order of \$120,000.00. The City would have to front end the entire cost for the present but ultimately such a study would be funded ninety percent (90%) - ten percent (10%). In order to have this study completed in proper time to submit to the Province for their review and approval, we must commence immediately.

As a result of several tenders coming in lower than estimated we do have sufficient funds available in the bylaw.

(B) 1982

1. 55 Street from 30 Avenue to 20 Avenue

Since the time of preparation of the 1981 7 Year Plan, Alberta Transportation has agreed to pave this project at no cost to the City, therefore, this project can be deleted entirely.

Original Estimate in 7 Year Plan	\$ 600,000
Revised Estimate for 1981	\$ NIL

2. 30 Avenue Reconstruction

Since final preparation of the 1981 7 Year Plan, Alberta Transportation has agreed to pave two (2) lanes of the eventual four (4) lane divided roadway from 55 Street to Ross Street at no expense to the City, providing the City installed the storm drainage and concrete curb and gutter this year. We would recommend at this time that 30 Avenue from Ross Street to 32 Street be paved to a similar standard (two (2) lanes of eventual four (4) lane divided) in 1982.

Original Estimate in 7 Year Plan ¹	\$ 900,000
Revised for City Work in 1981 ²	\$ 130,000

Amount Estimated for 1982 ³	\$ 1,000,000
----------------------------------------	--------------

- 1 - $\frac{1}{2}$ mile, four lane divided
- 2 - $\frac{1}{2}$ mile, curb and gutter only, two lane
- 3 - 1 mile, two lane complete

3. 32 Street Reconstruction from 55 Avenue to 52 Avenue

As the actual type of track crossing (either at grade or grade separated) has not been determined, we suggest that this project could be considered for deferral until 1983.

4. 32 Street Reconstruction from 52 Avenue to 49 Avenue

In view of a recent report prepared by the GCG Engineering Partnership regarding the 5 year transportation requirements surrounding the Bower Place Special Use Area which basically indicated that the 32 Street/Gaetz Avenue intersection is at capacity now and requires improvement, we recommend some provision be made for construction in 1982. A full report will be forthcoming for Council's consideration.

Preliminary Cost Estimate \$ 500,000

5. 60 Street at Gaetz Avenue - Right Turn Loop

In view of recent developments in the City's transportation report update, there may be a possibility that the turning loops will not be required. Should this be the case, the project could be deleted.

Original Estimate Cost in 7 Year Plan \$ 705,000
Revised for 1982 \$ NIL

As you are aware, the City has received a letter from Alberta Transportation regarding a possible commitment for funding in 1982-83 fiscal year under the Major Corridor Program. Specifically mentioned was the Gaetz/49 Avenue Bridge improvements. This letter was presented to Council at the August 4, 1981 meeting at which time Council authorized proceeding with tender calls on both bridges with a one (1) lane detour with the only option being a two (2) lane detour on each structure. If we assume that funds will be available in 1982, the Gaetz Avenue/49 Avenue bridge projects could be entirely removed from the Arterial Road Program in the 7 Year Plan. It is possible that a new section should be established in the plan entitled Major Corridor Program.

Original Estimate for 1981 \$ 2,000,000
Revised Estimate for 1981 (Engineering Costs) \$ 500,000

Original Estimate for 1982 \$ 2,500,000
Revised Estimate for 1982 \$ NIL

Revised Estimate for 1982 Major Corridor \$ 6,000,000


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

KGH/emg

cc - M. Day, City Commissioner

Mayor's comments

I concur with the recommendations of the City Treasurer excluding item #4. In May of 1981 Council approved an expenditure of \$125,000.00 for this project, therefore, approval of an additional \$ 5,000.00 is required and which I recommend be approved by Council.

"R.J. McGHEE"
Mayor

NO. 16

August 26, 1981

TO: CITY CLERK

FROM: CITY TREASURER

RE: STREET LIGHTING DEBENTURE BYLAW

Attached is the above for Council's consideration.



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

AW/jm

Mayor's comments

The above is in reference to construction of street lighting as a local improvement.

Recommend Council give first reading to this Bylaw.

"R.J. McGHEE"
Mayor

1981 08 26

61.

TO: City Clerk

FROM: City Assessor

RE: Property Tax Penalty
83 Nyman Crescent

With reference to Mrs. J. M. Idland's letter of August 25, 1981, may we advise that property tax penalties are levied on past due accounts in accordance with Bylaw #2247. Section 112, Subsection 2 of the Municipal Taxation Act states:

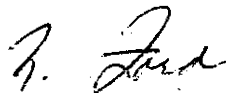
"No taxation notice shall be considered irregular or otherwise invalid and no exemption from taxation is conferred by reason of any error, omission or misdescription in any taxation notice or by reason of the non-receipt of the notice by any person."

As of July 1, 1981, a 6% penalty of \$95.63 was levied on the above mentioned property.

The Tax Department updated their records on May 26, 1981, upon receipt of notification from Land Titles Office. The property tax notices were deposited in the mail on May 21, 1981. The City is not responsible for non-receipt of tax notices as indicated, however, to help insure that property owners are aware that tax notices have been mailed, advertisements are placed in the local newspaper.

Recommend no cancellation of the penalty levied.

Respectfully Submitted,



for D. J. Wilson, A.M.A.A.

NF/bt
att'd.

Aug 25/81
83 Myman Cres^{62.}
Red Deer, Alta

Dear Mayor & Councillors:-

I am taking some time in explaining to you that we had a interest added to our taxes. Now we purchased this home on about the 8 of May and did not receive the Tax Notice so we could take advantage of the Initial Payment as this was not forwarded to us. I would very, very much appreciate if a relaxation on our penalty was granted to us. I paid our taxes in full to-day - and most certainly would have liked to have done this without the penalty.

Thanks so Very Much
Mrs Joanne M. Island.

Mayor's comments

5/12/172-0952

Concur with the recommendations of the City Assessor.

"R.J. McGHEE"
Mayor

95.63

THE CITY OF RED DEER
LAND & TAX DEPARTMENT

RECEIVED	
TIME	
DATE	Aug. 25/81
BY	N.F.

NO. 18

27 August 1981

TO: COUNCIL
FROM: CITY CLERK

RE: SANITARY LANDFILL OPERATIONS

The Engineering Department have advised that they had intended to submit to this meeting of Council a full report on the landfill operations. However, due to material from outside sources not having been received, they are unable to prepare such report. It is anticipated the report will be available for the next meeting of Council.

"R. STOLLINGS"
City Clerk

NO. 19

27 August 1981

TO: COUNCIL
FROM: CITY CLERK

RE: RESOLUTIONS FOR 75th A.U.M.A. CONFERENCE

A copy of the proposed resolutions for the above mentioned conference is enclosed with this agenda.

In previous years, Council have held a short special meeting for the purpose of reviewing these resolutions in advance of the conference. Would Council wish to take similar action this year and, if so, what date would you suggest for such a meeting?

Respectfully submitted,

"R. STOLLINGS"
City Clerk

NO. 20

27 August 1981

TO: COUNCIL

FROM: CITY CLERK

RE: BYLAWS 2722/81 & 2730/81

I have received verbal approval from the Local Authorities Board to enable Council to proceed with second and third readings of each of the above noted bylaws.

Bylaw 2722/81 provides for the borrowing of \$48,300.00 for the purpose of constructing 56 Avenue from Kerrywood Drive south 100 metres.

Bylaw 2730/81 provides for the borrowing of \$1,900,000.00 for the purpose of extending utility services in 58th Avenue from 77 Street to 64 Avenue (storm and sanitary sewers). This particular amendment requires a slight change in the wording of 2 sections of the Bylaw, and such changes will be made prior to third reading.

In addition to the above Bylaws, we are hopeful of receiving authority to proceed with second and third readings of several more Bylaws prior to the commencement of the Council meeting and if such approval is received, we will advise Council of same.

"R. STOLLINGS"
City Clerk

**United Farmers of Alberta Co-operative Limited**

1016 - 68 Avenue S.W., Calgary, Alberta T2V 4J2 Telex 038-21647 Telephone (403) 253-8321
(Mailing Address): Box 5350 Station A, Calgary, Alberta T2H 2J9

66.

NO. 1

FSD - 1277
August 4, 1981

The City of Red Deer
City Hall
4194 - 48th Avenue
Red Deer, Alberta
T4N 3T4

Attention: Mayor and Council

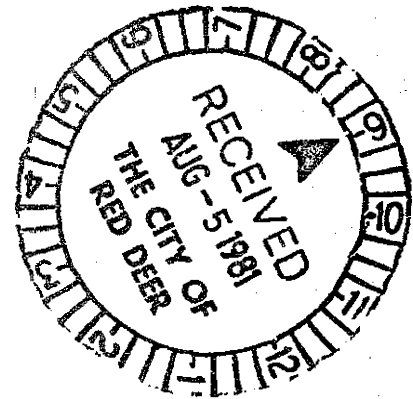
Gentlemen

Re: Application to purchase industrial land, City of Red Deer

It has been several months since Red Deer City Council approved in principle a decision to proceed with the servicing of industrial land in the north-west sector of the city. On October 9, 1980, we indicated a specific parcel of approximately nine acres that would be of interest to us. We fully appreciate the time and effort it takes to develop a project of this magnitude. It will also take our architects and engineers time to develop the necessary building and plot plans required and that fact leads us to hope that Council will now be able to enter into an agreement with UFA regarding the eventual sale of a specific parcel of land in this sector. This would allow us to draw plot and building plans for approval. If it is too early to enter into a standard contract, we would certainly be willing to entertain an agreement similar to that negotiated between the National Supply Company and the City of Red Deer.

The location we have in mind would not change from our previous request i.e. the west corner of 64th Avenue and Highway 11. However, we would like to increase the parcel size from nine acres to thirteen acres. This additional acreage will be required if a current study bears out the practicality of relocating and expanding our Distribution Centre which is now located in Edmonton, to Red Deer. The Distribution Centre would supply merchandise to all of our twenty-five Farm Supply Branches throughout Alberta. We would also plan to relocate a Bulk Petroleum Outlet and our Farm Supply Branch (now located on 45th Street) to this site. It would greatly aid in our planning and

Continued



speed up actual construction if the City of Red Deer would be able to provide us with a price and some sort of legal agreement that would assure us of this specific parcel.

We await your decision.

Yours truly

A handwritten signature in cursive script, appearing to read "Ed Evans", with a long horizontal flourish extending to the right.

E. S. (Ed) Evans
Operations Manager
ESE/md

cc Allan V. Scott,
Director of Economic Development

Attachment

HIGHWAY

NO

11

A.G.T.

U LOT

DEFLECTION
POND

APPROX
12.97 m

32.0 m

15.0 m

48 m

30

30 m

Note:

BC of road at BC of Railroad

$D = 8^{\circ} 1'$

TERIAL)

August 24, 1981

TO: MAYOR & MEMBERS OF COUNCIL

FROM: DIRECTOR OF ECONOMIC DEVELOPMENT

RE: EDGAR INDUSTRIAL PARK AND AN APPLICATION BY
U.F.A. CO-OP FOR LAND PURCHASE

Edgar Industrial Park, located in the Northwest Sector of the City, is in the early stages of development. In total, the area consists of slightly more than five quarter sections of land, four of which are owned by the City of Red Deer. Based upon our historic land sales, the entire park will provide sufficient land to fill the City of Red Deer's industrial needs for the next ten years. Because the City owns the four northerly quarters, it is our intention to proceed from the north-east corner of the subdivision and work in a south-westerly direction with our servicing. This means that the land immediately south of Highway 11 and west of the existing CPR main line, will be the first to be developed. From there, the services will proceed in a westerly direction. However, as you know, the City has entered into an agreement with National Supply Company, to service a site immediately east of Highway 2, and one-half mile south of Highway 11. In order to fulfill our obligation to National Supply, we must provide underground services to their site no later than January 1983. By providing services to National Supply, it will provide the City with a substantial quantity of land located north and east of the National Supply site, which could be made available for development some time between February 1982, and January 1983.

Since National Supply started construction on their site, we have received numerous enquiries respecting availability of land in Edgar Industrial Park. We have suggested that each interested party provide the Economic Development Department with confidential details indicating the amount of land required. The U.F.A. Co-op request is one of 12 such requests. Together they represent a total of 113 acres or approximately 10 acres each. Based upon our anticipated sale price, which takes into account reduced costs in servicing large acreages, sales of 113 acres of land would amount to approximately \$7.1 million gross income.

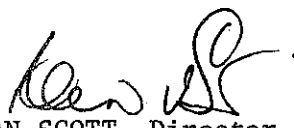
In view of our obligation to provide services to National Supply, it would make economic sense to pre-sell as much land as possible in the area north-east of the National Supply site. Agreements could be designed in such a way as to ensure that construction would not commence until City services were made available, sometime between the Spring of '82 and the Spring of '83, depending upon the area.

- cont'd -

The object from the City's point of view, would be to justify the investment being made to service Edgar Industrial Park. Preliminary interest would indicate an opportunity to attract industries who are anxious to locate in an area offering visual and physical access to the major Alberta north/south transportation route. This type of access which we are able to offer, is unique in Alberta at the present time.

I would recommend that the administration be authorized to prepare the necessary brochures to allow us to proceed on an immediate marketing programme of Edgar Industrial Park. Standards for development, commencement of construction dates, and pricing, would be subject to Council approval. We would expect to be in a position to submit these details to the September 14th meeting of Council.

Respectfully submitted,


ALAN SCOTT, Director,
Economic Development

AVS/gr

Mayor's comments

I agree with the recommendations of the Economic Development Director as outlined in the last paragraph of his report. Further contact can be made with U.F.A. Co-op Ltd. once Council approves a course of action.

"R.J. McGHEE"
Mayor

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 7th, 1981

Mr. R. Stollings
City Clerk
City of Red Deer
P.O. Box 5008
RED DEER, Alberta

Dear Sir:

RE: CONSERVATION LEGISLATION

1. Conservation legislation at all three levels of Government in Canada is at present not a major political issue. As Mr. Hartland MacDougal, Chairman of the Board of Governors of Heritage Canada stated: "we have possibly the weakest heritage legislation in the western world."

At the Federal level the National Historic Parks and Sites Branch of Parks Canada within the Department of Indian and Northern Affairs was established to acquire and preserve items, areas and buildings of historic value. Under the Historic Sites and Monuments Act, the Minister is authorized to acquire and provide for the preservation and maintenance of any historic place in Canada. However, because of budget limitations the majority of Federal funds are utilized in the maintenance of the 48 established historic park sites. The Department has also undertaken a nation wide survey of early buildings known as the Canadian Inventory of Historic Buildings (C.I.H.B.). Buildings listed in this survey are, however, not protected in any way and lists are consequently quickly outdated.

The provisions of the B.N.A. Act permit any Province to control by legislation the protection of the objects, lands and buildings that have been a part of the Province's history. The legislation governing conservation in Alberta is included in the Alberta Historical Resources Amendment Act, which became effective in May 1979. The major provisions of the Act may be summarised as follows:

- (a) In terms of Section 18(1) the Minister may designate any historic resource, the preservation of which he considers to be in the public interest as a "Provincial Historic Resource". After designation such a resource cannot be altered or restored without the Minister's approval.

.... /2

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY—TOWN OF ECKVILLE—TOWN OF INNISFAIR
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTNER—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE
VILLAGE OF ALIX—VILLAGE OF BENTLEY—VILLAGE OF BIG VALLEY—VILLAGE OF BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURN
VILLAGE OF DONALDA—VILLAGE OF ELMORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY
SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINTBRUSH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTNER No. 6—IMPROVEMENT DISTRICT No. 10

Mr. R. Stollings
 August 10th, 1981
 Page two

- (b) In terms of Section 19(1) the Lieutenant Governor in Council may by regulation establish any area in Alberta as a "Provincial Historic Area". After such an area has been established he may control the development and use of buildings within it.
 - (c) In terms of Section 19.3 a Municipality may designate any historic resource whose preservation it considers to be in the public interest as a "Municipal Historic Resource". Thereafter any alternation to the resource requires Council's approval. Furthermore, in terms of Section 19.4, a Municipality may designate an area as a "Municipal Historic Area" and prepare regulations governing development within it.
2. Since the adoption of the Alberta Historical Resources Act only limited use has been made of the available legislation. To date the proclamation of "Provincial Historic Resources" has been very limited and no "Provincial Historic Areas" have been designated. Although compensation for such proclamation is not directly referred to in the Act the procedure followed is generally to obtain permission from the owner before proclamation takes place.

The effectiveness of conservation at the Municipal level is almost completely negated by Section 19.5(1) of the Act which states that once a site or area is designated the Municipality is liable to pay the owner any loss in economic value of the building structure or land. Municipalities are therefore reluctant to utilize this legislation and since the proclamation of Section 19.5 no Municipality in Alberta has passed a designation By-law. It is therefore clear that until this section of the Act has been amended very little can be achieved at the local level.

3. Alberta Culture are at present undertaking a detailed inventory of historic buildings in Alberta in order to provide the background needed to determine which special sites should be preserved either privately or through provincial or municipal designation. As with the Federal C.I.H.B. survey this inventory becomes quickly outdated as buildings are demolished to make way for new development.

Consequently there is a definite need for the Alberta Historical Resources Amendment Act to be amended to facilitate the conservation of buildings without compensation. Following a report to the Calgary City Council by their Heritage Planner, Penina Coopersmith the following resolution was adopted.

..../3

Mr. R. Stollings
August 10th, 1981
Page three

- "1. Be it resolved that the Minister of Culture for Alberta be requested to prepare an amendment to The Alberta Historical Resources Act by deleting the present wording of Section 19.5 respecting compensation for decrease in economic value, and by replacing it with an appropriate statement enabling municipal councils to provide financial incentives such as grants, tax relief, or any other means to owners of buildings, structures or land within an area designated by by-laws under Section 19.3 and 19.4 of the Act.
2. Be it further resolved that the resolution as adopted by Council be forwarded to the Alberta Urban Municipalities Association as well as to the Minister of Culture together with the accompanying report entitled 'The Issue of Compensation in The Alberta Historical Resources Act'."
4. As this matter will be considered by the Alberta Urban Municipalities Association at their Annual Meeting in September, it would be appropriate for the Red Deer City Council to consider it at its next meeting.

It is recommended that City Council adopt a similar resolution to that adopted by the Calgary City Council, recommending that Section 19.5 of the Alberta Historical Resources Act be amended to permit buildings and areas to be designated as "Municipal Historic Resources" and "Municipal Historic Areas" without compensation. Designation of this nature would then be similar to re-designation in the Land Use By-law, where no enhancement or compensation is payable in terms of the Planning Act, 1977.

Yours truly,



CRAIG CURTIS
ASSOCIATE PLANNER
CITY PLANNING SECTION

CC/lt

HISTORICAL RESOURCES

(b) prohibit or regulate and control the use and development of land and the demolition, removal, construction or reconstruction of buildings within the Municipal Historic Area.

(2) A by-law under subsection (1) shall be deemed to form part of the land use by-law of the municipality and the provisions of *The Planning Act, 1977* relating to a land use by-law apply to the by-law under subsection (1).

(3) Notwithstanding subsection (2), if the municipality has no land use by-law, *The Planning Act, 1977* is nevertheless applicable to the by-law under subsection (1) as though a land use by-law for the municipality were in existence and the by-law under subsection (1) were part of that land use by-law.

1978 c4 s10 *Eff May 28/79*

Compensation
for decrease
in economic
value

19.5(1) If a by-law under section 19.3 or 19.4 decreases the economic value of a building, structure or land that is within the area designated by the by-law, the council shall by by-law provide the owner of that building, structure or land with compensation for the decrease in economic value.

(2) If the council and the owner can not agree upon the compensation payable under subsection (1), the owner or the council may apply to the Land Compensation Board established under *The Expropriation Act* to determine the amount of compensation payable by the council to the owner for the decrease in economic value.

(3) When an application is made to the Land Compensation Board pursuant to subsection (2), *The Expropriation Act* and the regulations made under it respecting the determination of compensation, hearings and procedures, including interest, costs and appeals apply to the application with all necessary modifications.

(4) The council may, with the agreement of the owner, provide the compensation under subsection (1) by grant, tax relief or any other means.

1978 c4 s10 *Eff May 28/79*

Condition or
covenant on
land

19.6(1) A condition or covenant, relating to the preservation or restoration of any land or building, entered into by the owner of land and

(a) the Minister,

(b) the council of the municipality in which the land is located,

Mayor's comments

I would agree with the recommendations of the Associate Planner and recommend a resolution be passed and forwarded to the appropriate Provincial Department.

*"R.J. McGHEE"
Mayor*

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

NO. 3

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

'81 AUG 11 A9:16

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

June 18th, 1981

CITY OF
RED DEER

All Municipal Administrators

Dear Sir or Madam:

RE: Condominiums - A Municipal Guide

Please find enclosed a copy of the report, Condominiums - A Municipal Guide.

The study was prompted by requests from municipalities for information about and on how to deal with proposals for condominium development. Before 1970, there were very few condominium developments in the province. However, since then, there has been a rapid growth in the condominium form of home ownership (see Table 1, Page 1 of the report). In all likelihood, this trend will continue.

This report therefore is designed to assist urban and rural municipalities in dealing with applications for condominium development. Although primarily concerned with new residential developments, the report does deal briefly with condominium conversions.

It is divided up into two parts. Part One introduces the condominium concept of property ownership. I should point out that the term "condominium" refers to a specific type of property ownership in which the owner owns his own dwelling unit and shares ownership in the remainder of the property with the unit owners. It does not refer to a building or a unit in a building. As such, the term can be applied to any type of housing. Condominiums may, for example, be duplexes, townhouses, high-rise structures or even single family detached homes. A more detailed explanation of the condominium concept is given on pages 4 - 6 of the report.

The remainder of Part One briefly outlines the advantages and some of the problems associated with condominium developments. Because the concept is still relatively new in Alberta, much of the information used in Part One is gathered from sources outside of the province.

Part Two of the report contains guidelines to assist municipalities in formulating municipal planning policies and bylaws to deal with condominium developments. As their name implies, these guidelines are intended to guide rather than to set fixed requirements.

.... /2

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DODSBURY—TOWN OF ECKVILLE—TOWN OF INNSFALL
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SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINTHEARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLER No. 8—IMPROVEMENT DISTRICT No. 10

Pages 16 and 17 deal with possible amendments to general municipal plans. Existing plans do not contain policies dealing directly with condominium developments, through they do have general development provisions respecting multiple housing developments which can be applied to condominiums. However, it is felt these provisions do not provide a municipality with sound and fundamental guidelines for dealing with a proposal for a condominium development. For this reason, the report does recommend additional provisions to be included in urban and rural general municipal plans to deal specifically with condominium developments.

Pages 18 through 21 look at possible amendments to land use bylaws. Although a municipality may provide in its land use bylaw for the development of a residential building(s) that is the subject of a condominium plan pursuant to Section 76(2)(d) of The Planning Act, 1977, existing urban and rural land use bylaws, with the exception of the County of Mountain View's, do not deal directly with condominium developments though they are considered as "multiple housing developments". The purposes therefore of this section was to determine whether or not local land use bylaws should contain special provisions to deal with condominium developments. It was felt that existing regulations in urban land use bylaws are adequate to deal with applications for new residential condominium developments. The report, however, does make a number of recommendations to guide the development of condominiums in rural areas (see pages 20 and 21).

The report encourages the use of a municipal checklist when evaluating a proposal for a condominium development (see pages 21 - 27). A summary of this checklist is provided in Table 2 (page 28).

Pages 29 and 30 deal with development agreements. Based upon the municipal checklist, the report suggests additional matters that should be considered by a municipality for inclusion in a development agreement when dealing with a condominium development.

Pages 31 through 33 outline a step-by-step procedure for processing condominium applications.

The final section in the report deals briefly with the conversion of existing rental units in multiple-family dwellings to condominium units. Outlined are some of the important reasons for condominium conversions as well as the major positive and negative effects of condominium conversions. The report does provide municipalities with some guidelines for dealing with condominium conversions (see page 36).

I strongly believe that the report will prove extremely helpful to your council. If you do have any questions or comments, or, if council feels that they require a meeting to discuss the report, please do not hesitate to call me.

Yours truly,

Allan Williams

Allan Williams
ASSISTANT PLANNER
Regional Planning and
Research Section

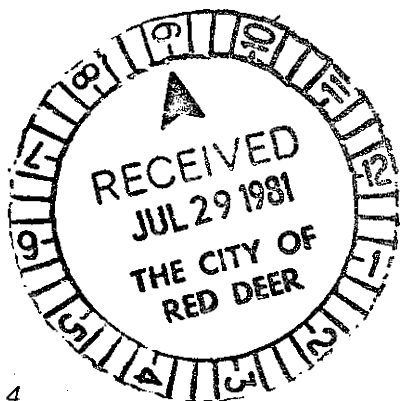
AW/lt

Enclosure

Mayor's comments

The above report is available for inspection in the City Clerk's office.

"R.J. McGHEE"
Mayor



NO. 4

Red Deer, Alberta

July 25, 1981

The City of Red Deer
City Hall
Red Deer, Alberta

His Worship and City Council:

This letter is written on behalf of the Pines Community Association regarding the success of the temporary barrier at the intersection of Page and Parke Avenues.

Our letter to City Council of May 19, 1981 indicated a vastly decreased traffic flow with a count of 135 barrier violators in a 10-hour period on Thursday, April 16. Since that date traffic has substantially increased because of the number of vehicles violating the barrier. During the last four months the number of barrier violators has almost tripled by the most conservative of our estimates. We plan an accurate count of the number of these barrier violators this week and also a count of the violators after 6 p.m.

Our preliminary observations lead us to the conclusion that it will be necessary to add the vehicle trap to the close in order to prevent a build-up of traffic once again. With the Pines Community School slated for opening this fall and students crossing the Pamelly Page Corridor four times daily, we are concerned to keep traffic residential in volume. Further, the senior citizens at the Pine Lodge should not have to be fearful of crossing Pamelly as they once were. Too many of these barrier violators consistently speed through the playground zone along Pamelly and students' lives may become endangered with the opening of the school. We want to end these hazards once and for all.

.../2

Since the R.C.M.P. cannot permanently stop the excessive speeders and barrier violators, we recommend the solution that will stop the short-cutting through the Pines and thus some of the speeding, namely the installation of a vehicle trap in the close. Please support us in our attempt to keep our streets residential in nature.

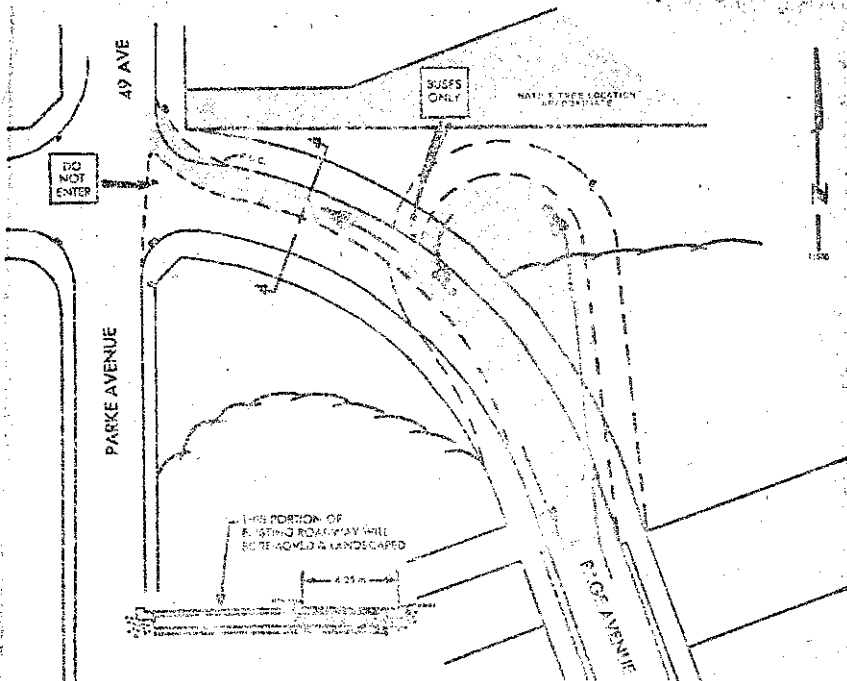
Gratefully yours,

L. Lorincz

L. Lorincz
Director,
Pines Community Association



THE CITY OF RED DEER PUBLIC NOTICE



The Council of the City of Red Deer proposes to authorize the construction of a close at the north end of Page Ave. as shown on the above plan thereby prohibiting through traffic in 49th Ave. with the exception of City Transit buses which will proceed through the area in a northerly direction only.

Prior to a final decision being made on this matter, members of Council would invite comments from any citizen or business that may be affected by this closure if implemented.

Please forward all comments to the City Clerk, P.O. Box 5000, Red Deer, Alberta T4A 3T4.

All comments should reach the City Clerk's office no later than 4:30 p.m., February 19, 1981.

R. Stollins
City Clerk

Gayle Surkan

Gayle Surkan
President,
Pines Community Association

Big boost for Pines

Pines residents anxious for quiet neighborhood streets won a big boost Monday as city council passed two resolutions designed to shoo away Northland Industrial Park traffic.

The Pamelby-Page Avenues corridor running through the neighborhood but also connecting the industrial park with the Parkland Mall was designated as a local residential street, instead of a major thoroughfare.

And council also gave preliminary approval to turning the intersection of Page and 49th Avenues into a close. A lane would be provided to allow buses and emergency vehicles the same access through the intersection as now.

That decision will be advertised for any opponents of the proposal to raise objections before it is implemented.

August 19, 1981

TO: City Clerk
FROM: City Engineer
RE: Proposed Page Avenue Cul-de-Sac at Intersection of 74 Street and
Parke Avenue

Council at the January 19, 1981 meeting passed the following resolution.

"RESOLVED that Council of the City of Red Deer having considered correspondence dated December 11, 1980 from the Pines Community Association for positive action to alleviate the inordinate traffic through the Pines residential area by employers, employees and patrons of the Northland Industrial and Commercial Park, hereby agree in principle to the construction of a close at the north end of Page Avenue and of a one way transite only, being constructed in conjunction with the close from the north edge of the close to Parke Avenue (49 Avenue) intersection.

Council further agreed that prior to any final decision by Council, any alterations to any of the roadways be advertised to provide means for comment by any citizen or business that may be so affected, and as recommended to Council January 19, 1981 by the City Commissioners."

Subsequent to advertising the proposed roadway changes in the local paper, Council at the March 2, 1981 meeting passed a further resolution as follows.

"RESOLVED that Council of the City of Red Deer having considered report from the City Clerk dated February 24, 1981, regarding traffic through Pines residential subdivision hereby give formal authority to proceed with the construction of a close at the north end of Page Avenue and of a one way transit only being constructed in conjunction with the close from the north edge of the close to Parke Avenue (49 Avenue) intersection.

Council further agreed that the changes be made with minimal initial cost to determine the effect of the changes before Council approve the final installation and as recommended to Council March 2, 1981, by Mayor McGhee."

Accordingly, the Engineering Department prepared the attached drawing #1 on March 12, 1981 and installed the precast concrete barriers March 25, 1981 similar to the drawing.

Since the barrier installation we have noted an increase in traffic in the lane as shown in the attached drawing #2. Also as per the photographs on the attached drawing #3, one will note the short cutting that is occurring across a landscaped area that has virtually ruined the turf. We have received telephone calls from residents adjacent to this section of lane complaining about the dust created by the increased traffic as well as the speeds of vehicles using the lane.

In view of the above, we have prepared two (2) alternatives for consideration of Council.

ALTERNATE 1 - involves a cul-de-sac arrangement on the west side of Page Avenue. This design was prepared in an effort to minimize park and tree damage. It is the most economical design (estimated cost \$24,000.00) as we are able to utilize most of the existing north east curb and gutter with minimal road reconstruction. The traffic flow pattern would be identical to the pattern now established by the temporary barrier installation.

ALTERNATE 2 - involves a direct two (2) directional connection from Page Avenue to Parke Avenue, the change of a portion of Parke Avenue to one way south, and an exclusive public transit lane. This design was prepared in an effort to minimize the traffic volumes presently using the lane previously referred to. Again park and tree damage is minimal but some additional road must be constructed which raises the cost estimate to \$36,000.00. There would be a restriction to the north bound Parke Avenue motorists, numbering approximately 750 vehicles/24 hour north bound, based on our 1980 traffic counts. We further believe the impact to emergency vehicles would be negligible as such vehicles can operate on either side of the road during times of emergency.

In the letter from the Pines Association dated July 25, 1981, they have once again indicated a need for a vehicle trap somewhere within the transit lane only. We cannot support this type of installation due to the potential liability for personnel injury and/or property damage as well as the continual maintenance problem.

Attached as part of this report are copies of comments received from the RCMP, Fire Department, Transit Department and Red Deer Regional Planning Commission. The RCMP and Fire Department support Alternate 2. The Fire Chief has indicated subsequent to his memo, however, that Alternative 1 would also meet the needs of his Department. The Planning Commission supports Alternative 1. The Transit Department is concerned only with accommodating their present route which Alternatives 1 & 2 do satisfactory.

We have met with Dr. Lorincz representing the Pines Community Association on August 18, 1981 and fully explained the two (2) alternatives proposed herein. He has conducted a survey with fifty-five (55) residences adjacent to the Page, Parke and Pameley roadways with two (2) favoring Alternative 2

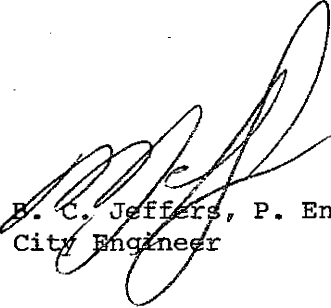
and fifty-three (53) favoring Alternative 1. He indicated that the Pines Association would be completely satisfied with the following action.

1. Construction of Alternative 1 at an estimated cost of \$24,000.00.
2. Closure of the short portion of laneway from Parke Avenue east. Estimated cost for guardrail and landscaping repair \$1,500.00.
3. Change existing "No Exit" signs at the intersection of Page and Pamelly Avenues to 90 cm x 90 cm at an estimated cost of -
3 signs at \$50.00 = \$150.00.

TOTAL estimated cost of Alternative 1 = \$25,650.00

Based on the comments noted above we would recommend that the Engineering Department proceed with Alternative 1 at an estimated cost of \$25,650.00 fully chargeable to the Pines subdivision. Weather premitting, we should have construction completed by late fall.

Dr. Lorincz has requested to be notified of the approximate time this item will be considered at the August 31, 1981 meeting so he may appear.



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

KGH/emg

cc - City Treasurer
cc - RCMP - L.L. Pearson
cc - Fire Department
cc - RDRPC
cc - Transit
attach



MEMORANDUM

NOTE DE SERVICE

84.

TO
A

Mr. R. STOLLINGS
City Clerk

FROM
DE

O. i/c Red Deer City Detachment

SECURITY - CLASSIFICATION - DE SÉCURITÉ

OUR FILE / NOTRE RÉFÉRENCE

YOUR FILE / VOTRE RÉFÉRENCE

DATE

81 AUG 12

SUBJECT

OBJET Re: Page and Parke Avenue Traffic Problem

1. Attached is a report from our Traffic Section which outlines our position on this matter.
2. We are in favor of Alternative #2 as submitted by the City Engineer.
3. If we can be of further help in this matter, do not hesitate to contact our office.

L.L. Pearson, Insp.
Officer in Charge
Red Deer City Det.

/clj

Attachment



TO
A

O. i/c Red Deer City Detachment

FROM
DE

N.C.O. i/c Red Deer City Traffic

SECURITY - CLASSIFICATION - DE SECURITE
OUR FILE/NOTRE REFERENCE
YOUR FILE/VOTRE REFERENCE
DATE 81AUG 11

SUBJECT
OBJET


Re: Proposed Page Avenue Cul-de-sac
Intersection of 74 Street & Parke Avenue
Red Deer, Alberta

1. I have attended the above noted intersection along with three of my traffic members to discuss which of the two (2) alternatives mentioned in the attached correspondence from the City Engineers Department would be best suited from a traffic enforcement and emergency accessibility point of view. Our section favours alternative 2.

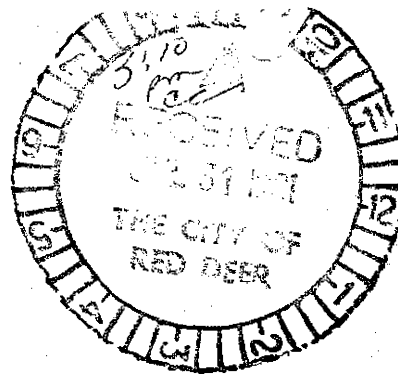
Alternative 2 provides better traffic ventilation for vehicles utilizing Page Avenue north bound. At present north bound traffic on Page Avenue comes to an abrupt stop where the present barricade commences or where a cul-de-sac would commence if alternative 1 would be implemented.

All emergency vehicles would have easy access from all directions to this location. Enforcement at this location should not be a problem.

2. The only problem that may arise from this proposal would be traffic utilizing Parke Avenue north bound where they are forced to turn right onto Page Avenue and not allowed to continue to 74 Street. This may cause more traffic to vent onto Page Avenue into the residential area. This problem may be short lived, however, once the motoring public has been educated.


(D.H.S. Lee) Cpl.
N.C.O. i/c Traffic

/clj



JULY 31, 1981

TO: CITY CLERK

FROM: FIRE CHIEF

RE: PAGE AVENUE CUL-DE-SAC

With respect to the City Engineers proposals in his memo of July 28, 1981, this is to advise that alternative #2 appears to be the least disruptive to emergency service delivery in this area, therefore we support his recommendation of alternate #2.

R. OSCROFT

FIRE CHIEF

cc City Engineer

THE CITY OF RED DEER



TRANSIT DEPARTMENT

RED DEER, ALBERTA
T4N 3T4

August 18, 1981.

TO: Mr. R. Stollings,
City Clerk.

FROM: M.C. Nadeau,
Transit Operations Manager.

SUBJECT: Proposed Construction,
Page Ave. Cul-de-sac, 74th St. and Parke Ave.

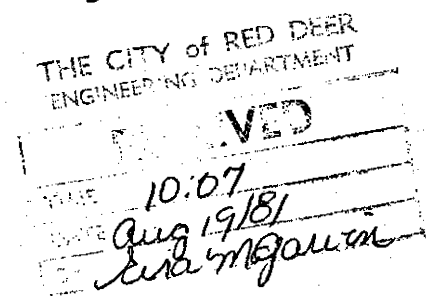
It would appear that the proposals set down by the Engineering Department in regards to the above will not cause any disruptions to the Transit Department schedule.

Route #1 North bound utilizes the "Bus Only" lanes through the Pines area, and no problems or complaints relating to same have been recorded at the Transit office.

Operators will have to exercise caution for vehicles using either of the alternatives.

M.C. Nadeau,
Transit Operations Manager.

MCN/ml



RED DEER REGIONAL PLANNING COMMISSION

88.

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 11th, 1981

Mr. R. Stollings
City Clerk
City Hall
RED DEER, Alberta

Dear Sir:

RE: Proposed Page Avenue Cul-de-Sac at the
Intersection of 74 Street And Parke Avenue

This is in response to Mr. Haslop's letter requesting our comments to the proposed solution regarding the above area. We prefer to see easy traffic flow of alternative two offers rather than a long cul-de-sac of alternative one, however, alternative two may create the following problems:

1. The through traffic especially the north boundary may use Page Avenue as before with a slight reduction in the number of cars.
2. Traffic heading north on Parke Avenue have no alternative than to turn onto Page Avenue which in turn add to the number of cars using Page Avenue.
3. It is expected that the volume on Parke Avenue will be increased which might conflict with the car parking in the high density residential area.
4. It might be more difficult to police two short one way system roads, than the one outlined in alternative one.

It would appear that alternative one worked well during the trial period except for the problem with the lane. On the whole, we favor alternative one together with the closure of a short portion of the lane north of Phelan Crescent.

Yours truly,



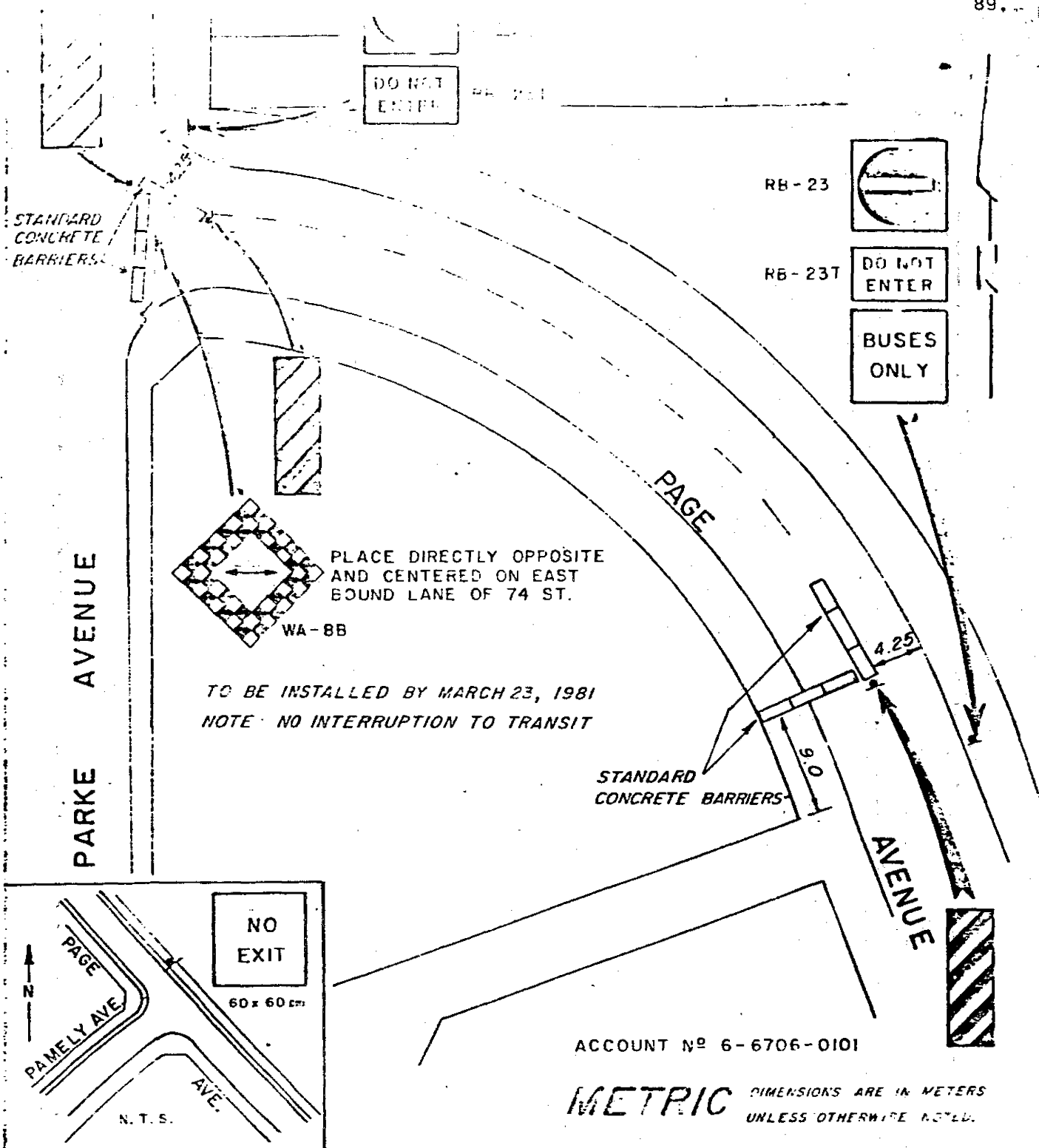
D. Rouhi, M.C.I.P.
SENIOR PLANNER
City Planning Section

DR/lt

c.c. - Mr. K. Haslop
Assistant City Engineer

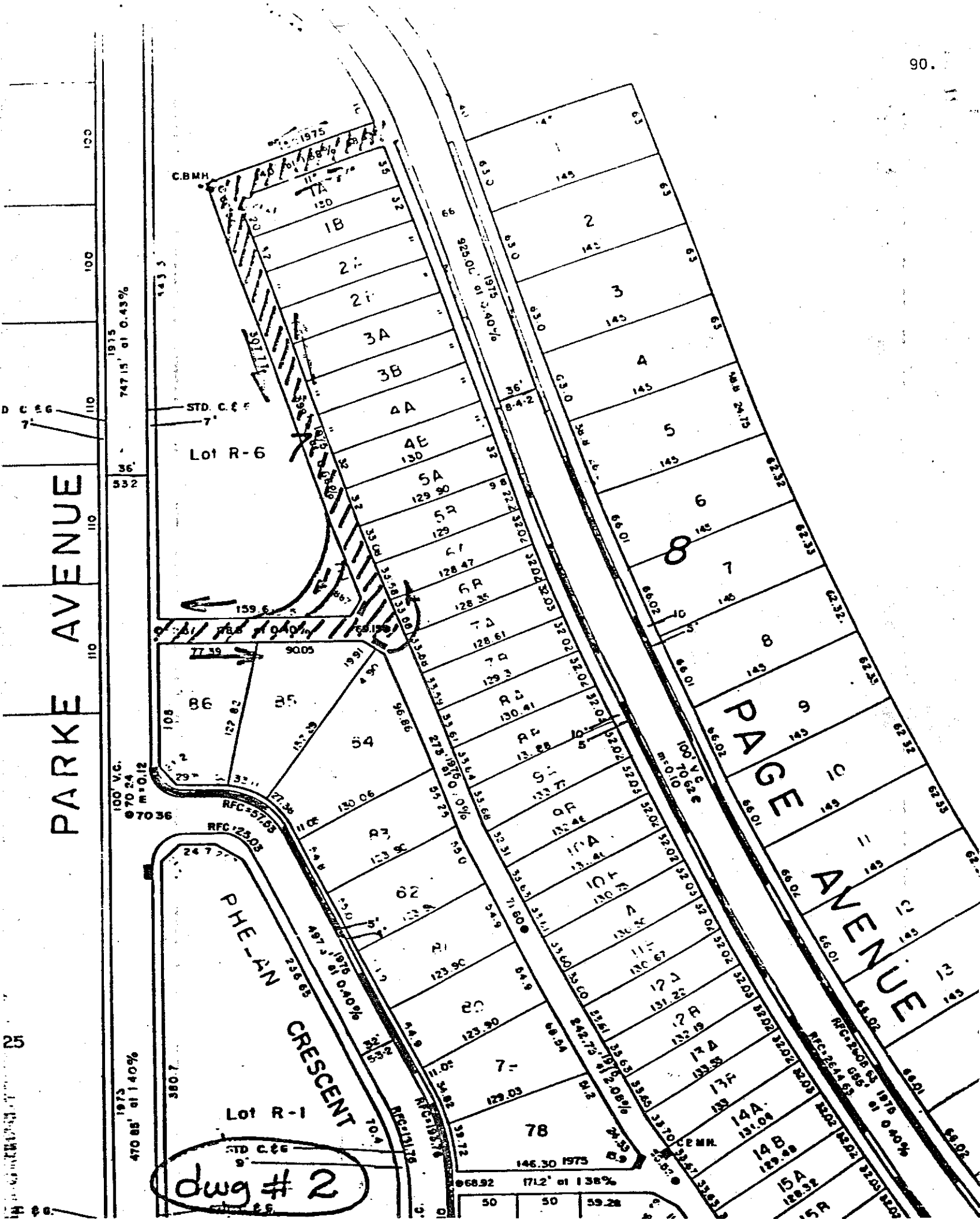
MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—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
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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



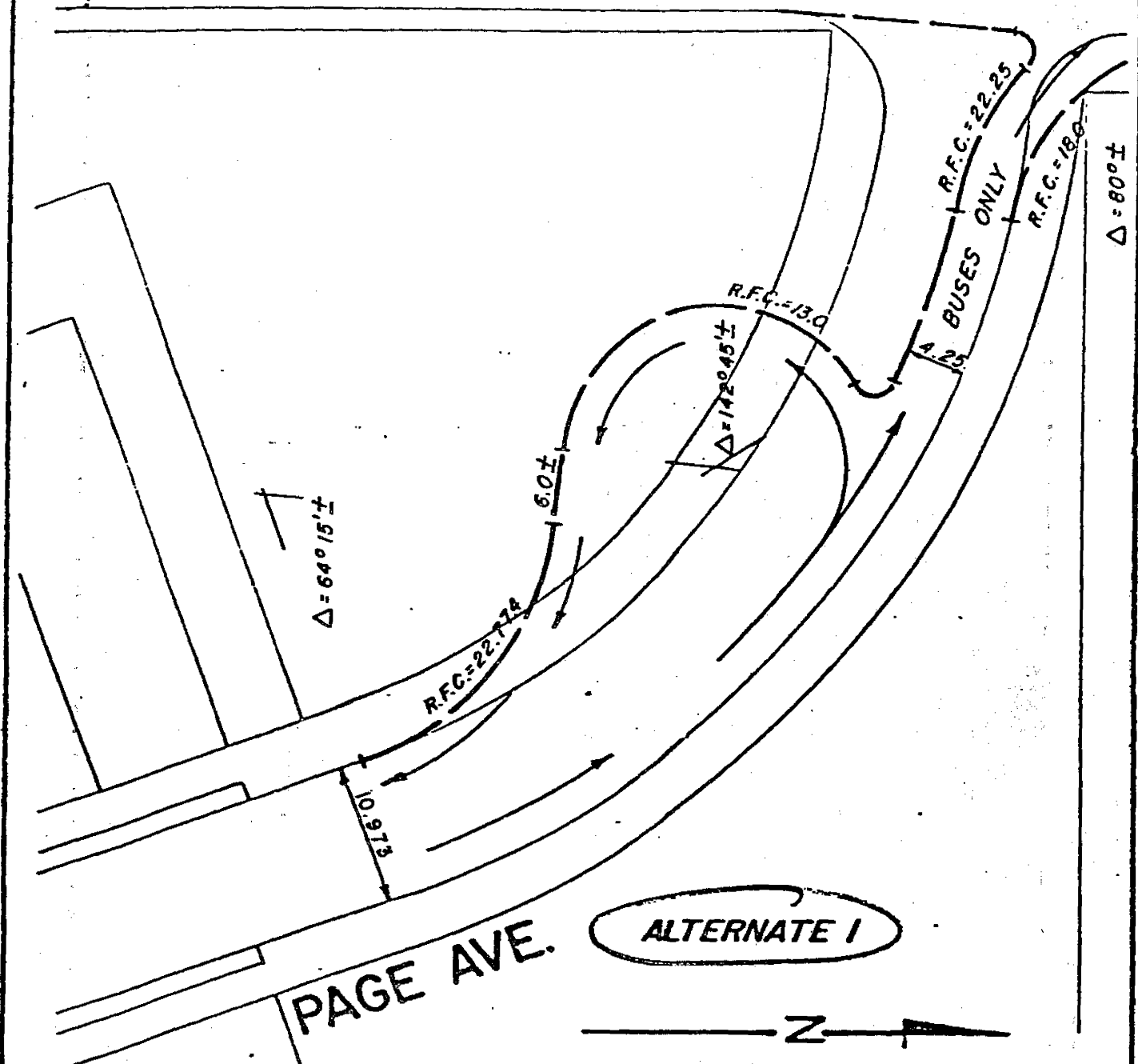
CITY OF RED DEER	
ENGINEERING DEPARTMENT	
PAGE AVENUE	
ONE WAY (BUS LANE)	
SCALE: 1:500	APPROVED BY
DATE	DRAWING NO.
REVISION	81-R-26

dwg # 1.



PARKE AVENUE

91.

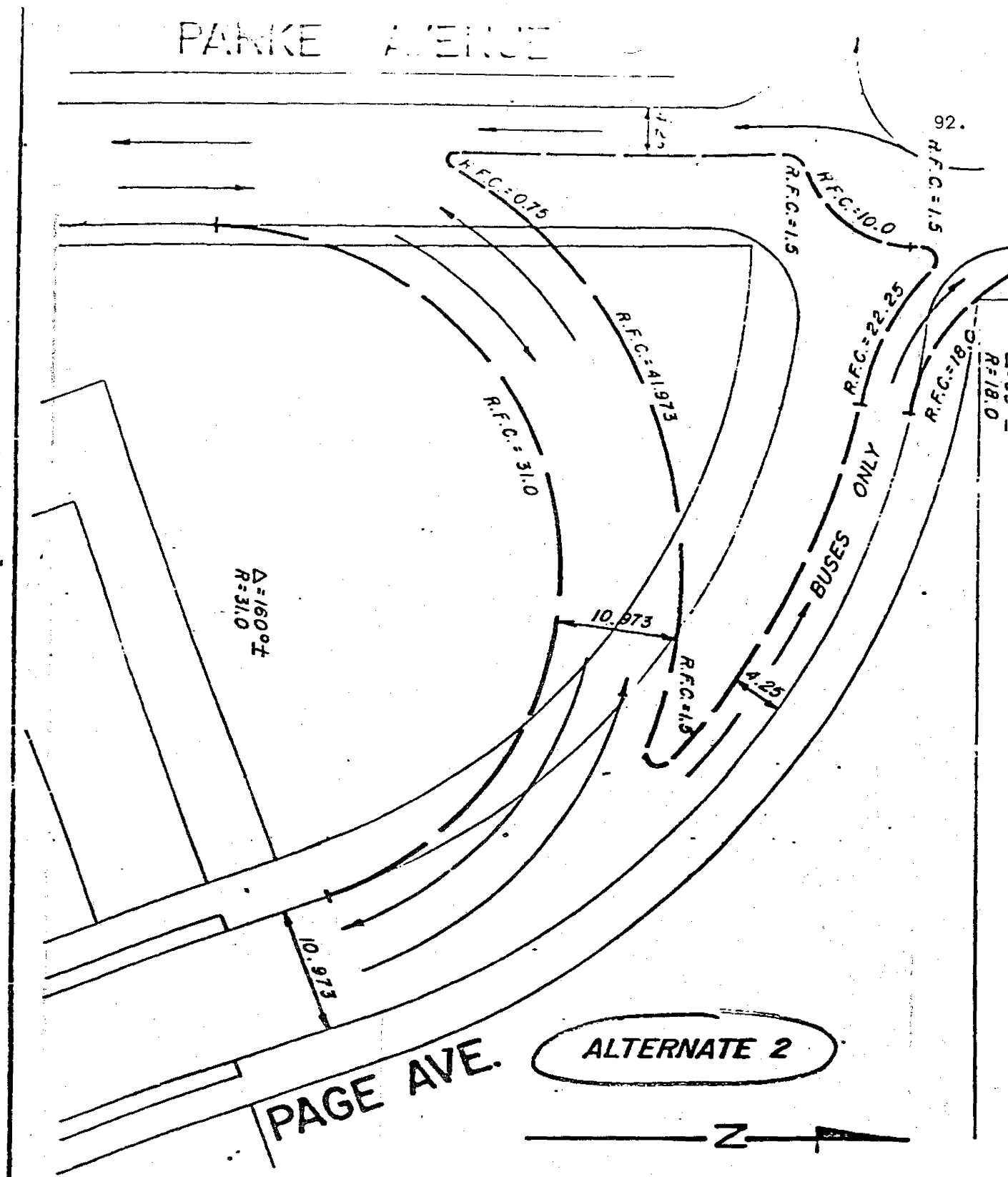


PAGE AVE.

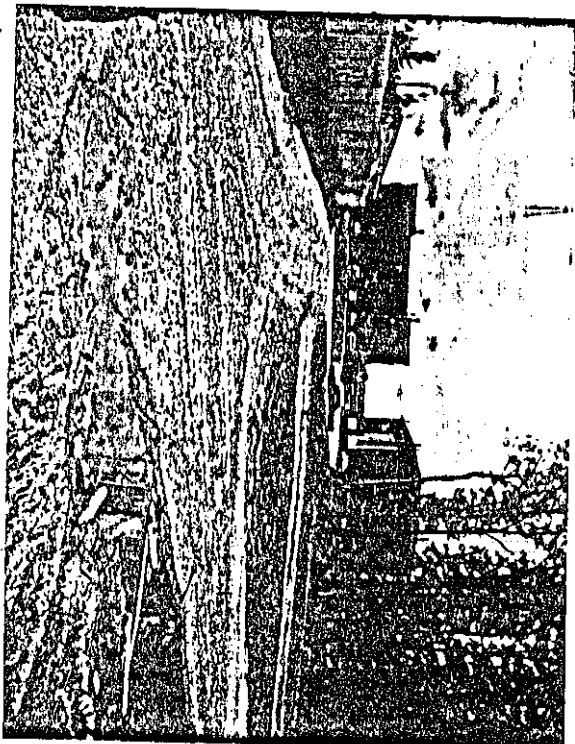
ALTERNATE I



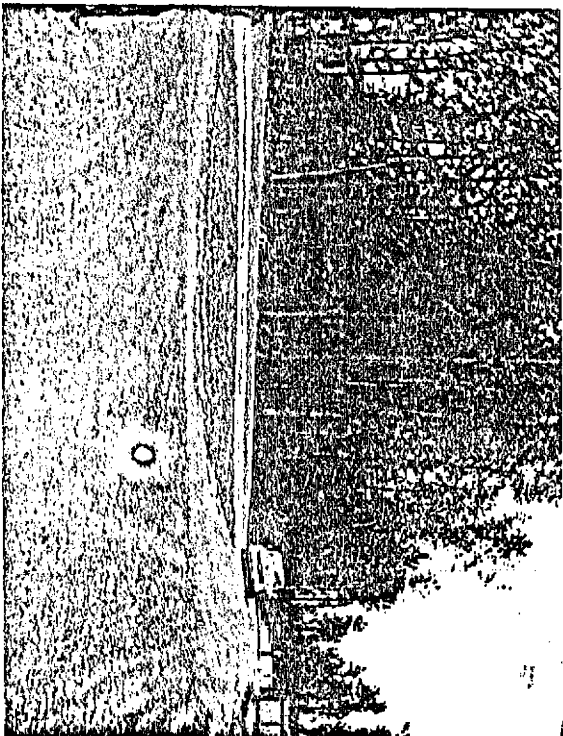
				CITY OF RED DEER	
				ENGINEERING DEPARTMENT	
				PROPOSED CONSTRUCTION	
				PAGE AVENUE & PARKE AVENUE	
				SCALE: 1:500	APPROVED BY
				DRWN. BY T.W. BTE: 81-06	DRAWING NO.
NO.	DATE	REVISION	APPBY		



				CITY OF RED DEER	
				ENGINEERING DEPARTMENT	
				PROPOSED CONSTRUCTION	
				PAGE AVENUE & PARKE AVENUE	
				SCALE: 1:500	APPROVED BY
				DRWN. BY T.W. DATE: 81-06	DRAWING NO
NO	DATE	REVISION	APPBY		



LOOKING WEST LANE WEST OF PAGE

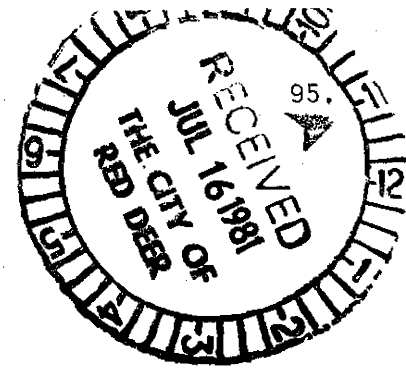


FACING NORTH LANE WEST OF PAGE

Mayor's comments

I would agree with the recommendations of the City Engineer.

"R.J. MCGHEE"
Mayor



81-07-15

Wayne Paiement
6321 - 60th Avenue
RED DEER, Alberta
T4N 5T9

Dear Councilor:

Re: Lane behind C-4-Block 4 Plan 7921668
6321 - 60th Avenue

Your recent decision to not build the above lane should be reviewed in my opinion.

Some background information might be helpful to you. When I purchased the house in August of 1979 the Realty Company said the lane was to be built that fall which by a mistake on my part I did not confirm. In the spring of 1980 I was told by the City of Red Deer Engineering Department the lane should be built before winter and therefore, I applied for, and received a garage building permit. A cement pad was poured. In the fall of 1980 the north half of the lane was constructed and the construction equipment moved out. Upon phoning the City of Red Deer Engineering Department I was told the lane would likely be completed in early 1981. Only the cement pad had been constructed so this did not present too much of an inconvenience to me. A petition was circulated in the Spring of 1981 which questioned who should pay for the lane resulting in Mr. Short making a presentation to City Council.

There appears to be confusion with the intent of the petition. It is my understanding the petition only concerned the costing of the lane. As Mr. Short pointed out in his presentation to Council my garage was under construction and the lane was necessary for access. Councilor Pimm, at one time in the debate suggested Council had two decisions to make; first would the Engineering Department recommendation to build the lane be accepted, and secondly, who would pay for the lane. I suggest the petition addressed only the second question.

The attached sketch might better indicate the reasons I would like the lane constructed. Also I believe some check should exist in the Planning Department to prevent Building Permits from being issued for garages until an access route to the garage has been approved.

Thank you

W. Paiement

Wayne Paiement
Attach.

August 25, 1981

TO: City Clerk
FROM: City Engineer
RE: Lane Behind C4, Block 4, Plan 792-1668
6321-60 Avenue

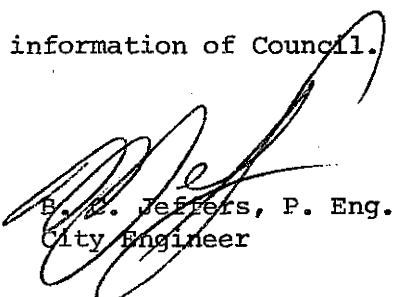
Attached for the information of Council is a copy of our previous comments written June 15, 1981 regarding the above noted lane.

We did indicate in paragraph two of our correspondence that protests received were not due to insufficient need and that a garage pad was already started at the above noted address.

Our recommendations remain the same as stated in our June 15, 1981 letter except that any improvement now would have to be considered for our 1982 Local Improvement Program.

With regard to the building permit for the garage, the building grade certificate was issued June 10, 1980 based on design plans prepared in 1980 for the 1980 Local Improvement Program. This portion of lane was scheduled for construction in the fall of 1980 subject to receiving Local Authorities Board approval. Unfortunately, Local Authorities Board could not grant approval due to a technicality in the program submission and due to the lateness of the 1980 construction season, the complete program was cancelled. In 1981 this lane was again included in the 1981 Local Improvement Program but was deleted by Council June 22, 1981. Our staff has been instructed to show proposed lane grades in areas where lane has not been constructed but due to the random development patterns in this older area over the years, it is difficult for our staff to remain fully aware of the numerous changes.

Respectfully submitted for the information of Council.



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

KGH/emg
cc - Development Officer
cc - Chief Surveyor
cc - RDRPC
attach

June 15, 1981

TO: City Clerk

FROM: City Engineer

RE: Petition Against Gravel Lane Construction
West of 59 Avenue and South of 64 Street
Mr. Pithers

Enclosed is a plan indicating the extent and the location of the proposed lane construction. The cost to construct the seventy-five (75) metre section of lane is \$6,900.00.

The petition against construction is submitted as the adjacent property owners feel the cost of lane construction has been paid by the developer to the City and that the purchase price of the land included the cost of lane construction. No one to our knowledge is protesting the lane construction due to insufficient need. In fact, one lot owner has already started on a rear garage which will definitely require the lane construction. The lane will also complete the link between a newly constructed portion to the north (which was prepaid by the developer) and the existing east/west lane to the south. The lane could also be used by garbage collection vehicles and utility service vehicles as well as the abutting land owners.

In reviewing our files and in discussions with the City Assessor, we can find no record on file that would indicate that the developer - Kinch Investments, Box 417, Sylvan Lake, has made a prepayment to the City for lane construction.

It has been the opinion of the Engineering Department that due to the number of different land owners in the area, and due to the greatly varying development schedules, that this lane be constructed as a local improvement when adequate right of way provided. This in fact is varified in the attached photocopies of correspondence previously sent out to the developer and other land owners in the area. In addition, in our comments to the Red Deer Regional Planning Commission dated May 18, 1978 we stated that "the lane will not be constructed until the entire right of way is obtained and the construction petitioned for."

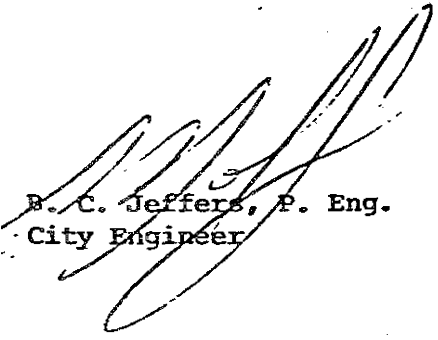
Therefore, based on the above, when preparing our 1981 Local Improvement

Program, we included this portion of the lane as the required right of way is now available and the residents were concerned that the lane way was not properly constructed to provide vehicles access to the rear of the effected properties.

98.

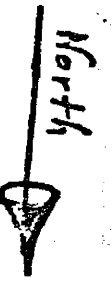
This portion of lane exists as a low area between two (2) existing gravel lanes, which traps water and is very likely impassable at certain times of the year. The lane was cut down to subgrade level to accommodate the installation of E. L. & P. facilities and left until the local improvement program was approved.

Based on the above, it is our recommendation that this project remain on the 1981 Local Improvement Program.



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

✓
KGH/emg
attach
cc - City Assessor



laneway

END OF CONST. 1981

F-1
KINCH
INVEST.

C-4
KINCH
INVEST

B-5
KINCH
INVEST

B-2
KINCH
INVEST

START OF CONST. 1981

RAY
McMullen
A-3

A-1
A-2

CONSTRUCTED 1979

1878.083
46.931 m. @ 1.34 %
828.711
34.760 m. @ 0.50 %
878.537 + 31.361 m @ 2.00 %
917.300

LOCAL IMPROVEMENT

(PREPAID)

G-1
GEORGE
WONG

C-3
HENRY
PITERS

C-2
HENRY
PITERS

B-4
MAXINE & ANITA
BURAND
B-3

A-6
RAY
McMullen
A-5
A-4

Northhill
Store

1.524 m. 30 m.
S.W. BLVD.

59 AVE.

7.32 m.
BLVD.

1.524 m
S.W.

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 25, 1981.

Mr. R. Stollings,
City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.

Dear Sir,

Re: Lane Behind C-4, Block 4,
Plan 792 1668 : 6321 - 60 Avenue

The letter from Wayne Paiement expresses some concerns regarding the above mentioned lane.

Construction of this lane would improve the overall access to those properties adjacent to it. From a planning point of view, this is a desirable end.

It is recommended that

- (a) the lane be constructed,
- (b) if the lane is not to be constructed then steps should be taken to properly barricade the lane and clean up the area.

Yours sincerely,



Monte R. Christensen,
Associate Planner
City Planning Section

MRC/hp

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—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 BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE
VILLAGE OF DONALDA—VILLAGE OF ELMORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY
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

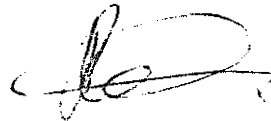
August 12, 1981

TO: CITY CLERKS
FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR
RE: 6321 - 60 AVENUE

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

The information available to our Department indicated that a lane was or would be constructed to provide access to the garage. Various subdivisions took place in this area subject to the applicant providing a lane dedication. A building permit for Mr. Paiemonts garage was issued on this basis.

We trust this is of information to you.



R. Strader
Development Officer/
Building Inspector

RS/lg

Mayor's comments

We recommend the construction of this lane be considered for the 1982 Local Improvement Program.

"R.J. McGHEE"
Mayor

August 4th, 1981

NO. 6

CITY OF RED DEER
RED DEER, Alberta

Dear Sirs:

Greg Frazer and Lyle Oliver wish to make application to purchase Lots 21 and 22, Block One (1), Plan 3331 AJ.

Attaining Lots 21 and 22, along with Lots 23 and 24 which we presently hold, would allow us to develop a 15 suite apartment building, with your approval.

Enclosed along with the surveyor's certificate is a sketch of the exterior dimensions of the 15 suite apartment building. The 15 suites is made up of 5 suites per level consisting of three levels. The first level will be four feet below grade making the total height with a flat roof 22'6". We have tried to achieve proper front, side and rear yards as per city ordinances. Parking, landscaping and utilizing the existing older trees is a must in rendering this corner into a viable and attractive multi-family dwelling.

On acceptance of our application, provided the price is acceptable to both parties, we will issue an interior layout of suites, further subject to city approval.

After reviewing all sketches and calculating sheets, we believe all requirements have been met and we hope you will review this application favourably.

Yours truly,

Greg Frazer
Greg Frazer

Lyle Oliver
Lyle Oliver

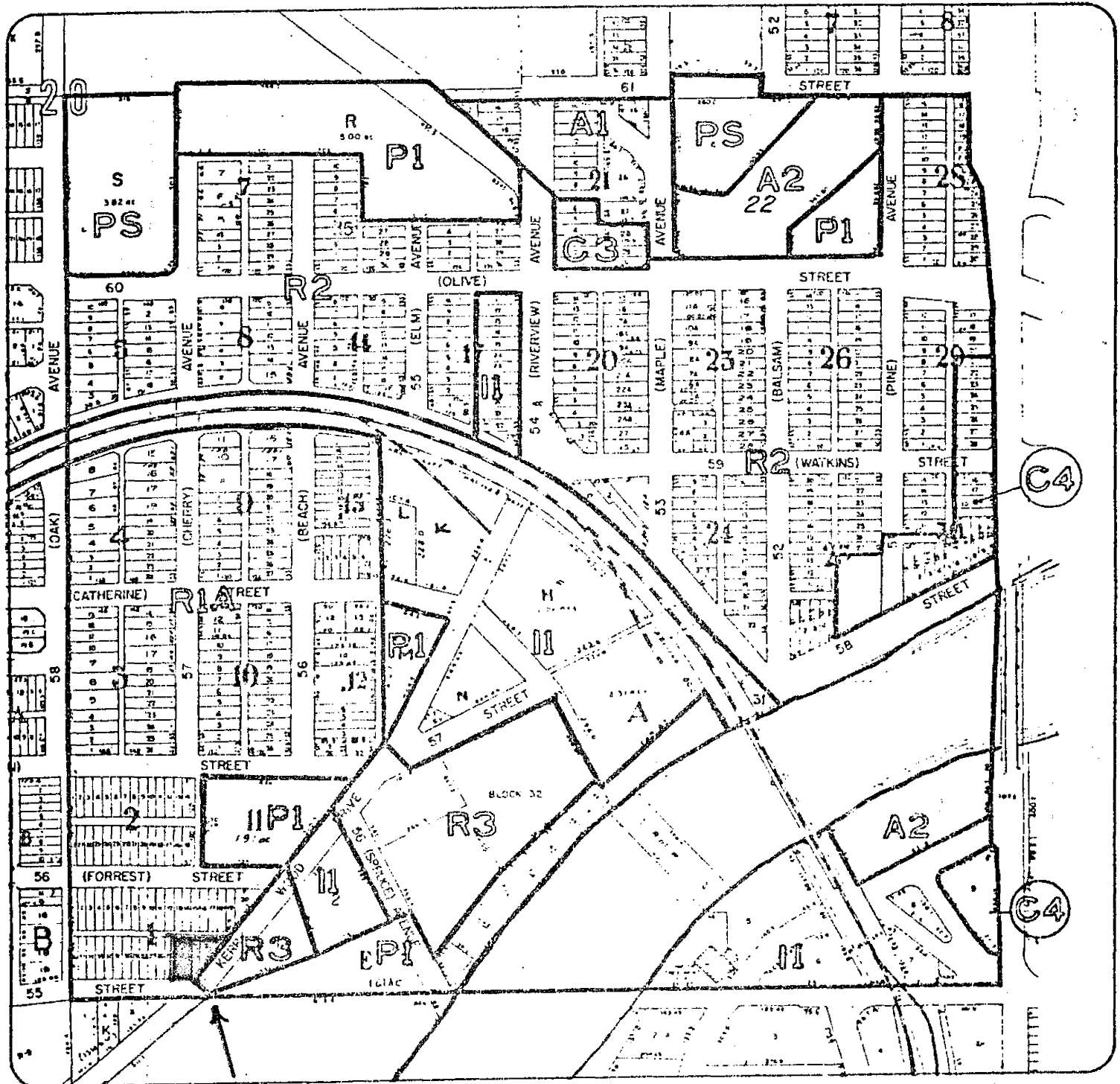
THE CITY OF RED DEER
LAND & TAX DEPARTMENT

RECEIVED	
TIME	12:20
DATE	8-08-04
BY	mm.

City of Red Deer — Land Use Bylaw Land Use Districts

F10

104.



development site



scale in metres

Revisions :

2672 /D-80 (15/9/80)

2672 /P-80 (10/NOV/80)

SURVEYOR'S CERTIFICATE

CLARK, SWANBY, GRANT & 274

— a division of —
CLARK, SWANBY, & Associates Ltd

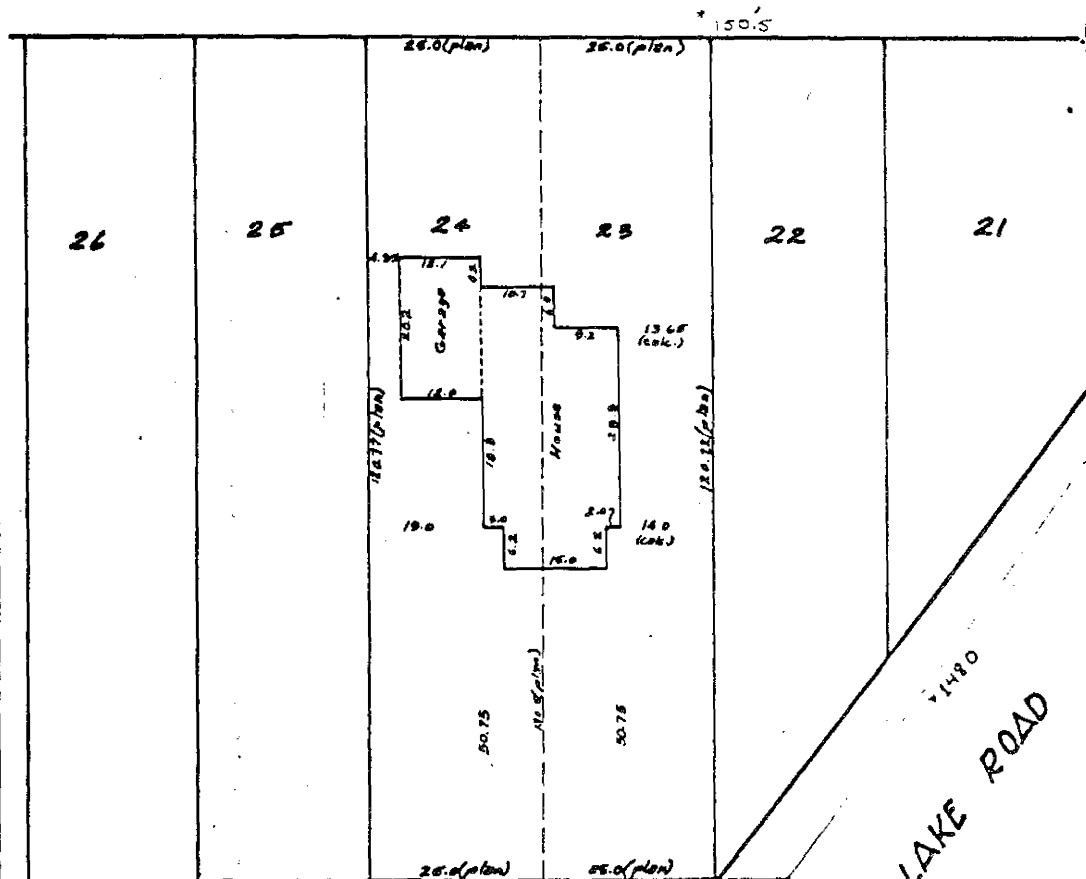
Box 364, RED DEER, Alta.,

Telephone — 343-2172

105.

LEGAL DESCRIPTION Lot(s) 22 & 24 BLOCK 1 PLAN 5221 A.J.
ADDRESS: 5602-55th STREET, RED DEER, ALTA.
OWNER: JOHN and CINDY McILVEEN

lane



55th STREET

BURNT LAKE ROAD

SCALE: 1" = 20'

DATE: MARCH 9 1977

FILE: C-567-77

Notes: All measurements are in feet and decimals thereof and are to the poured foundation walls unless otherwise noted.
Portions referred to outlined in RED.

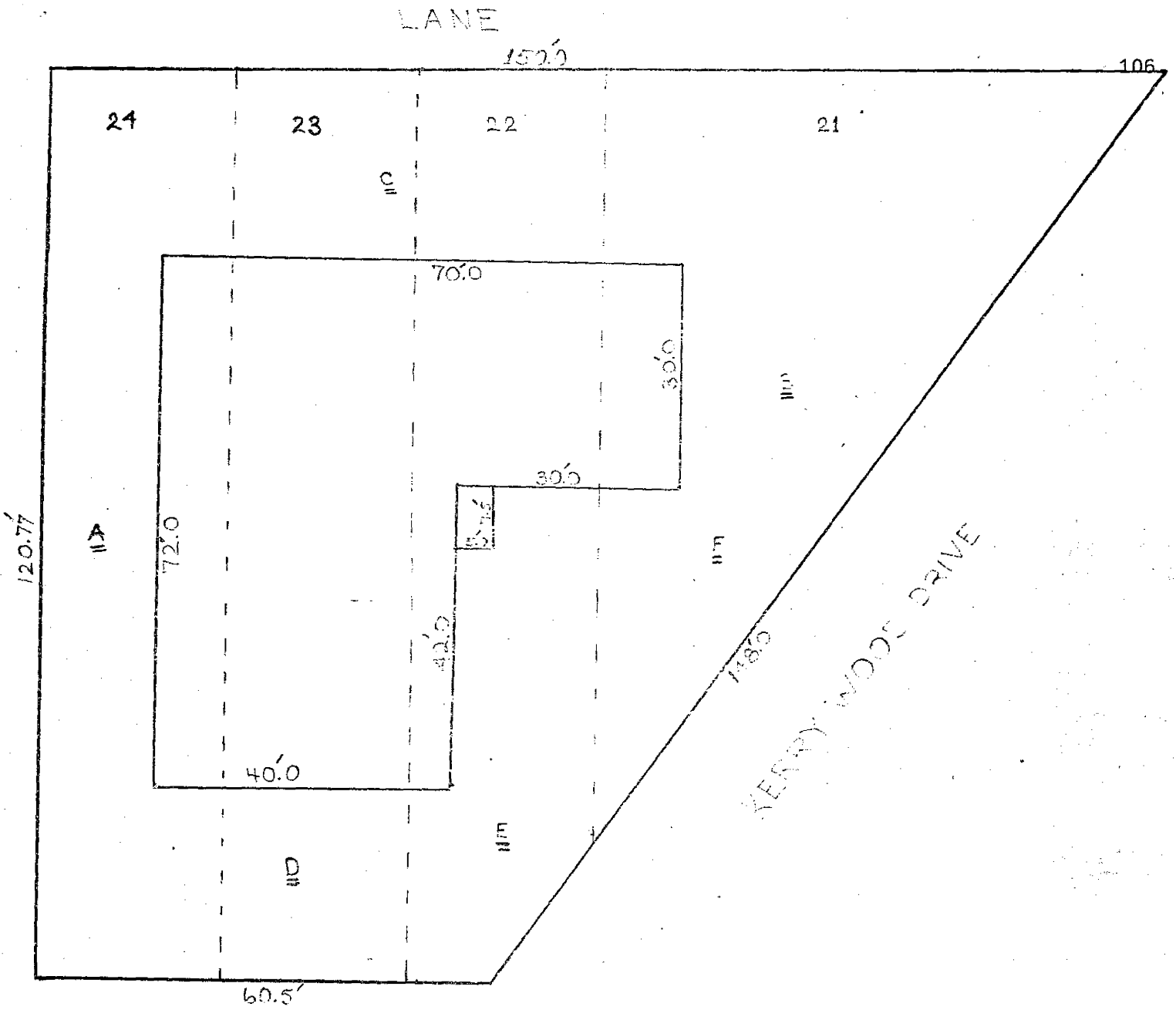
This is to certify that if the building(s) shown on the above plan is/are located in accordance with the above plan the location of the said building(s) complies with the requirements of the City of Red Deer.

BUILDING INSPECTOR

This is to certify that the building(s) shown on the above plan is/are wholly within the boundaries thereof, and that there are no visible encroachments thereon or thereat.

ALBERTA LAND SURVEYOR

LEGAL DISCRIPTION LOTS 21-22-23-24 BLOCK 1 PLAN 3331AJ



55th STREET

SCALE 1"=20'

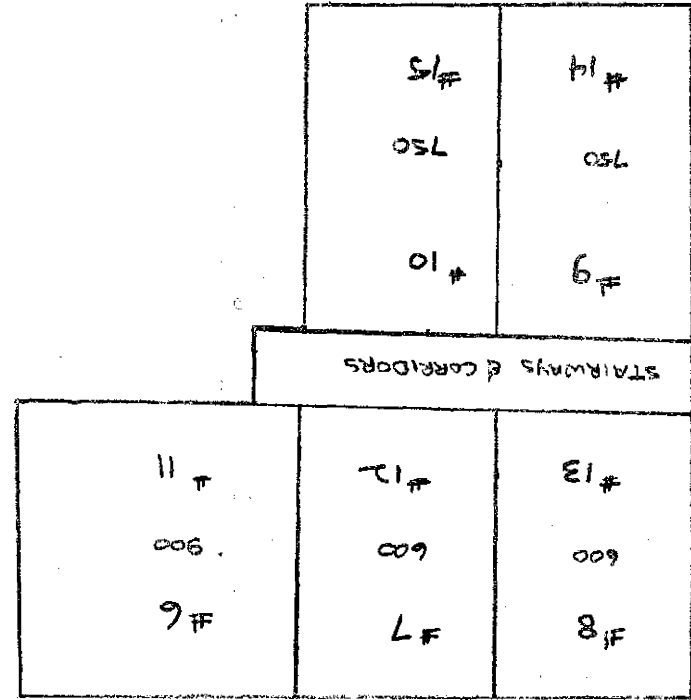
- A - Side Yard - 15.0'
- B - Side Yard - 33.0'
- C - Rear Yard - 25.0'
- D - Front Yard - 25.0'
- E - Side Yard - 20.0'
- F - Side yard - 19.0'

15 Suite Apartment

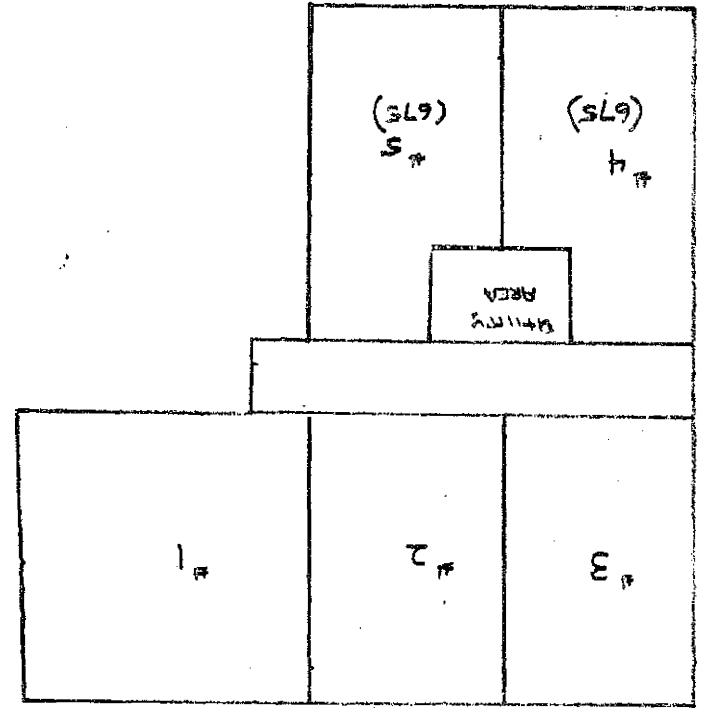
- (3) 3 bedroom suites #1 #6 #11
 - (4) 2 bedroom suites #9 #10 #14 #15
 - (2) 1 bedroom suites #7 #8
 - (6) Bachelor suites #2 #3 #4 #5
- 15 TOTAL
- #12 #13

Scale 1" = 20'

MAIN & SECOND FLOOR

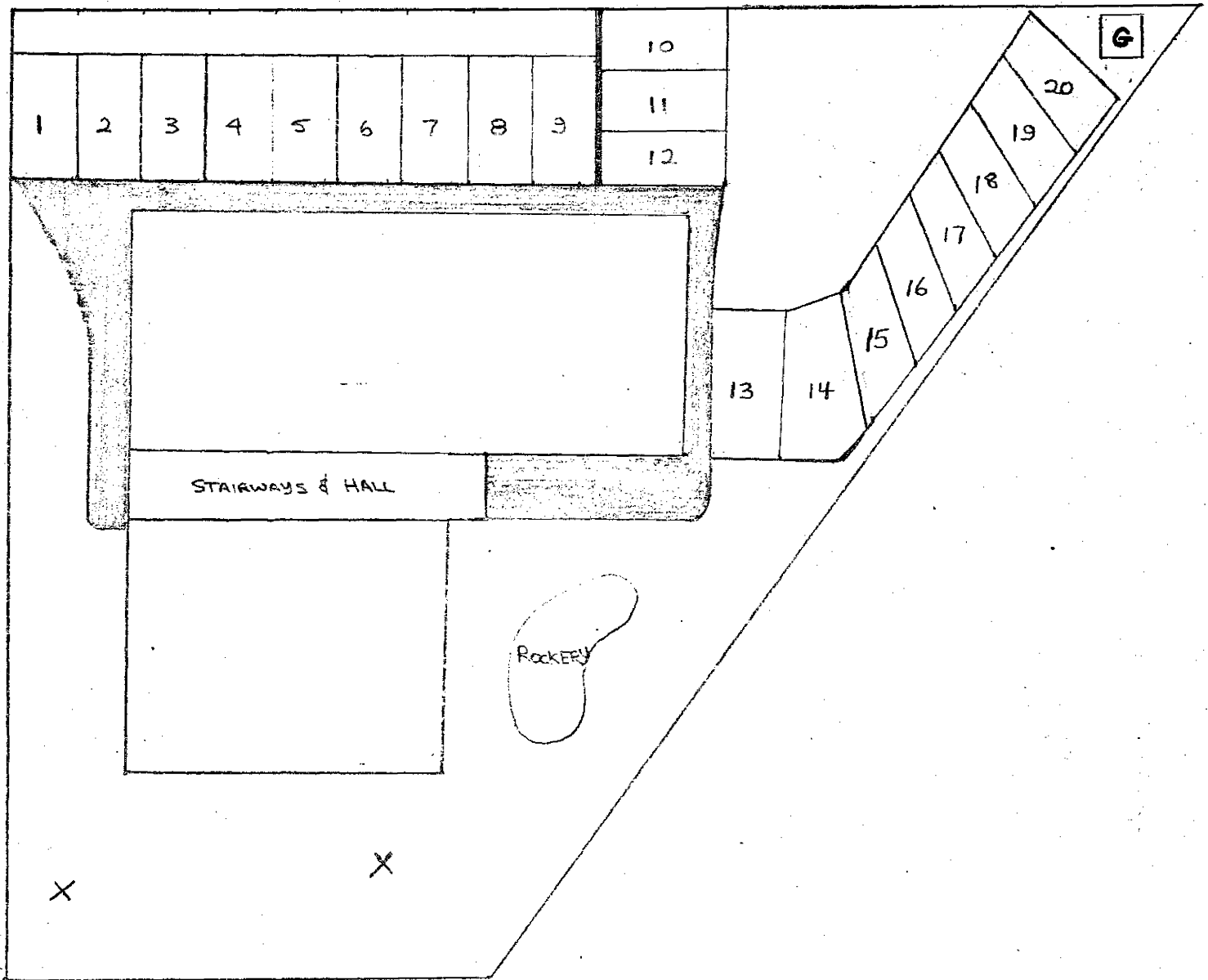


LOWER FLOOR



PARKING AND SIDEWALK LAYOUT

108.



- shaded area for sidewalks
- X - larger existing trees
- G - garbage area

CALCULATING SHEET

109.

LAND AREA REQUIRED

3 - 3 bedroom requires	3,213
4 - 2 bedroom requires	4,284
2 - 1 bedroom requires	1,720
6 - bachelor requires	<u>3,465</u>
	<u>12,682 sq. ft.</u>

TOTAL LAND AREA OF LOTS 21, 22, 23 & 24 - 12,771 sq. ft.

SIDEYARDS REQUIRED

- height of building 22.5 feet at 66% of height = 14.85 feet
- sideyards of 15 feet or better have been achieved

FRONT AND REAR YARDS REQUIRED - 25 feet (achieved)

PARKING STALLS - (8.5 feet by 18 feet)

- 20 stalls for the 15 suites
- 3 stalls required for visitor parking

PARKING STALLS REQUIRED

3 - 3 bedroom requires	6
4 - 2 bedroom requires	6
2 - 1 bedroom requires	2
6 - bachelor requires	<u>6</u>
	<u>20</u>

1981 08 11

110.

TO: City Clerk
FROM: Land Appraiser

RE: Greg Frazer & Lyle Oliver
Apartment Application
Request to purchase Lots 21 & 22, Block 1, Plan 3331 AJ

The present market price for apartment land is \$170,000/acre or \$8,500/suite. This is based on a density of 20 units per acre. The City discounts this price by 10% = \$153,000/acre, or \$7,560/suite.

The subject land (7,310 sq. ft. or 0.167 acres), together with Lots 23 & 24 (6,030.5 sq.ft. or 0.138 acres) which is already owned by Frazer & Oliver amounts to (13,340 sq.ft. or 0.306 acres).

With a density of 15 units to 0.306 acres you arrive at a market land price of \$416,666/acre = \$9.56/sq.ft.

Therefore, the estimated value of the land in question is 7,310 sq. ft. @ \$9.56 = \$69,883 less 10% = final estimated value of \$62,895.

P. A. Robinson

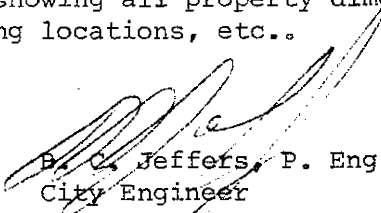
NOTE: This area is zoned R1A (Residential-Duplex)

August 20, 1981

TO: City Clerk
FROM: City Engineer
RE: Lots 21 & 22, Block 1, Plan 3331 A.J.
----- Proposed 15 Suite Apartment -----

Further to the above proposal, the Engineering Department comments as follows.

1. A sewer redevelopment levy and a recreation levy will apply to this proposal.
2. Offsite major thoroughfare, storm and water charges will apply to this property.
3. Certain local improvement charges may also apply. City assessing department can elaborate on those charges.
4. Depending on the requirement for a service connection it may be necessary to extend the sanitary main. Should this be the situation, the costs of the extension shall be borne by the Developer/Owner.
5. No direct access will be allowed to Kerry Wood Drive.
6. The parking arrangement shown on the enclosed sketch is somewhat questionable. We are not in favor of several parking stalls backing directly onto the lane. Vehicular backing maneuvers should be restricted to the site rather than the lane.
7. We assume the parking areas will be paved as this is not clearly shown on the sketches.
8. Plans should be submitted showing all property dimensions, parking lengths and widths, building locations, etc..


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

FLL/emg
cc - City Assessor
cc - RDRPC
cc - Development Officer

August 14, 1981

TO: CITY CLERKS

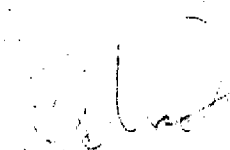
FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR

RE: LOTS 21-22, BLOCK 1, PLAN 3331 A.J.

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

The site under consideration is designated R1A, in which apartments are neither permitted or discretionary. Therefore, Council should it wish to approve this application, must rezone the site to either R2 (apartments-discretionary) or R3 (apartments-permitted). We would bring to Councils attention the fact this area was rezoned in 1979 at the request of the residents whom did not want further apartment developments in their neighborhood. This was reaffirmed when the Land Use Bylaw was approved by Council in 1980. In view of the opposition of the residents of the neighborhood, we would not recommend the sale of City lands for the purpose of apartment development. It should be noted that the present zoning (R1A) mentions duplexes as a discretionary use.

Should Council decide to sell the site for a apartment development, it is our opinion that the proposal is a overdevelopment of the site. Our calculations indicate that the proposal does not conform to the Land Use Bylaw, as it applies to landscaping, required site area and parking.


R. Strader
Development Officer/
Building Inspector

RS/lg

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 24, 1981.

Mr. R. Stollings,
City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.

Dear Sir,

Re: Request for Redesignation
Lots 21 - 23, Block 1, Plan 3331 A.J.

The request to redesignate the above mentioned property raises several concerns.

In November of 1978 Council considered a report on the redevelopment of older residential neighbourhoods. As a result of this report and public hearings regarding the matter, any further development of apartments in this area of Fairview was prohibited. All redevelopment was limited to single family or semi-detached dwellings.

This policy has been carried forward into the present Land Use By-law.

Council approved at that time the following:

"RESOLVED that Council of the City of Red Deer having considered the report prepared by the Red Deer Regional Planning Commission re a Study of Redevelopment in Older Residential Neighbourhoods hereby agree to the following recommendations concerning Area # 4 and as submitted to Council December 4, 1978:

- (a) multifamily development be encouraged to replace the present industrial use;
- (b) additional multifamily development be restricted to the area presently zoned industrial;
- (c) any redevelopment of the remaining portion be limited to single family or semi-detached dwellings."

Cont'd/2.

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DODSBURY—TOWN OF ECKVILLE—TOWN OF INNSFALL
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 BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURN
VILLAGE OF DONALDA—VILLAGE OF ELMORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY
SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINTERTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLE No. 6—IMPROVEMENT DISTRICT No. 10

Mr. R. Stollings,
City of Red Deer.
August 24, 1981.
Page 2.

114.

It is recommended that these policies be maintained and that the request to redesignate be denied.

Yours truly,



Monte R. Christensen,
Associate Planner
City Planning Section

MRC/hp

Mayor's comments

We support the comments and recommendations of the Planners and the sale of the land be not considered for this use.

"R.J. McGHEE"
Mayor

Vanden Brink & Wilson

115.

NO. 7

BARRISTERS & SOLICITORS

BEN VANDEN BRINK, B.A., LL.B.*
BARRY M. WILSON, B.Sc. (HONS.), LL.B.*

5005 GAETZ AVENUE
RED DEER, ALBERTA
T4N 4B2
PHONE (403) 343-6664
TWX 610-841-4195

OUR FILE: 897-01-2

YOUR FILE:

August 12, 1981

The Mayor and Council
of the City of Red Deer
c/o The City Clerk,
Mr. Bob Stollings
City Hall
Red Deer, Alberta

CITY OF
RED DEER

81 AUG 12 P2:56

RECEIVED

Dear Sirs:

Re: Lot 13, Block 6, Plan 6564 E.T.
3802 - 52nd Avenue, Red Deer, Alberta

Please be advised that we represent Mr. Horst G. Wolff,
owner of the above captioned property.

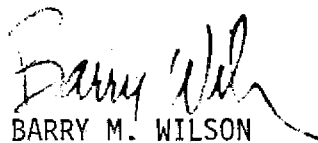
We would respectfully request your consideration of our
application to have the above captioned property condominiumized,
pursuant to the Condominium Act.

Our clients reasons for wanting the above four-plex
condominiumized into four separate titles is so that he can sell
them individually.

We are enclosing herewith the surveyor's floor plans of the
four-plex for your reference.

We trust this is the information you require and look forward
to receipt of your response.

Yours truly,


BARRY M. WILSON

LAC/il
encl.

RED DEER

PLAN SHOWING LOCATION
OF PROPOSED CONDOMINIUM
FOR

LOT 13, BLOCK 6, PLAN 6564 E.T.
IN THE
N.E.1/4 SEC.8-38-27-4

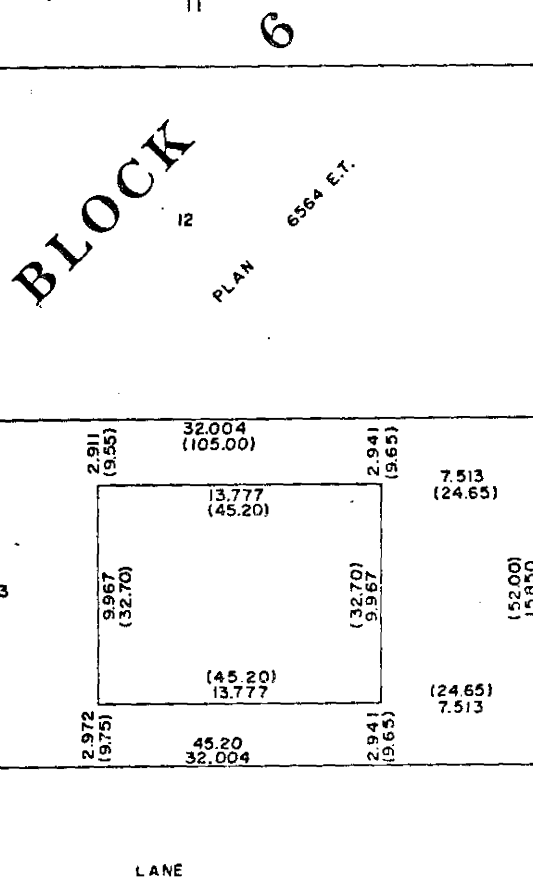
SCALE = 1:250

BY: L.R. OLSON A.L.S.

NOTES

DISTANCES ARE IN METRES AND DECIMALS THEREOF.
DISTANCES IN FEET ARE SHOWN IN BRACKETS.

116.



RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 25, 1981.

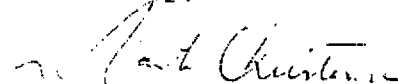
Mr. R. Stollings,
City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.

Dear Sir,

Re: Lot 13, Block 6, Plan 6564 E.T.
3802 - 52 Avenue

We do not object to the request to convert the fourplex at the above location to a condominium.

Yours truly,



Monte R. Christensen,
Associate Planner
City Planning Section

MRC/hp

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—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 BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURNE
VILLAGE OF DONALDA—VILLAGE OF ELMORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY
SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINTERTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLE No. 6—IMPROVEMENT DISTRICT No. 10

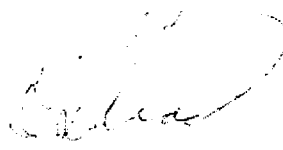
August 13, 1981

TO: R. STOLLINGS
CITY CLERK

FROM: R. STRADER
DEVELOPMENT OFFICER

RE: LOT 13, BLOCK 6, PLAN 6564 E.T.
3802 - 52nd AVENUE, RED DEER, ALBERTA

The above requests concern the manner of ownership only, we have no objections to the proposal.



R. Strader
Development Officer/
Building Inspector

RS/lg

Mayor's comments

Recommend Council approve the request as submitted.

"R.J. McGHEE"
Mayor

PANDER



REALTY LTD.

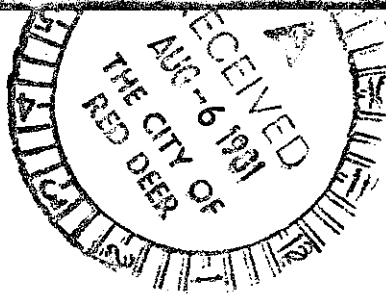
THE VILLAGE
6320 50 Avenue
Red Deer, Alberta T4N 4G6

(403)342-1100

NO. 8

119.

CITY OF RED DEER
4914 - 48 AVENUE
RED DEER, ALTA.
T4N 3T4



AUGUST 5, 1981

ATTENTION: MAYOR MCGHEE , COUNCIL MEMBERS

RE: PROPOSED IMPROVEMENTS -
GAETZ AVENUE & 77 STREET

We are acting in the capacity of property manager for two sites owned by Crest Leasing Co. Ltd. at 7711 & 7727 - 50 Avenue.

From the information printed in the recent advertisement it is questionable whether the proposed changes will be an improvement or will create additional problems. It would appear that the East-West median to be erected on 77 Street will make it impossible for Northbound traffic to negotiate a right hand turn from 50 Avenue onto the 50 Avenue Service Road north of 77 Street. If this is the case it will mean that our 19 tenants in the two buildings will lose many of their customers, which could result in buildings with fewer tenants and decreased revenue; the outcome of the City's efforts to relieve the traffic situation would lower the property value of these buildings and, thus, lower the revenue from these buildings to the City as well as to the owners of the property.

City Staff will argue that the proposed change will result in situations similar to 50 Avenue at 67 Street and 32 Street: they likely won't be so quick to point out that those streets have median cuts approximately one block from the major intersection thereby making access a relatively easy matter. Our own situation would likely be much improved if the proposed change occurs in conjunction with a median cut on 77 Street at the utility right of way, with two way access granted to the property at 7711 - 50 Avenue.

A second result of the proposed change will very likely result in moving the existing problem one block North as the second phase of the change will cause a right-hand in, right hand out turn at 78 Street and 50 Avenue. This will result in a stop sign to be placed at 78 Street and North bound traffic will back up at that intersection.

Residential • Acreages • Farms • Commercial Sales
Property Management • Commercial Leasing

It is also our understanding that traffic lights are being considered for the 78A Street - 50 Avenue intersection. This move in itself appears to be ill-considered, because 78A Street is a very short roadway running East from 50 Avenue. A more logical location for the traffic control would be at 79 Street and 50 Avenue.

It is our recommendation that the proposed changes be tabled for a period of two more weeks to enable Council members to study the matter personally, to make suggestions affecting 50 Avenue traffic in the area from 74 Street through to Hwy 11, because piece-meal applications could cause secondary problems more severe than the ones they are supposed to solve. Included in that study would be location of existing and future traffic controls, median dividers, and access to 50 Avenue and 77 Street, and an advance program for implementation of those recommendations. Many North Hill businesses would probably support the proposed changes now advertised if they were to be installed at the same time as 77 Street is connected to the East Hill area and to Hwy 11.

We are strongly urging Council's personal input into this matter because we have seen the result of previous traffic changes based partly on consultants recommendations: the grand overabundance of traffic lights on 51st Avenue bypassing the downtown core; the poor design of road curvature at 50 Avenue and 52nd Street, and at 50 Street and 45 Avenue. We believe that your careful attention to this pressing matter today will result in fewer future problems that will require correction and a possible reduction in overall expenditure.

Your consideration will be most appreciated.

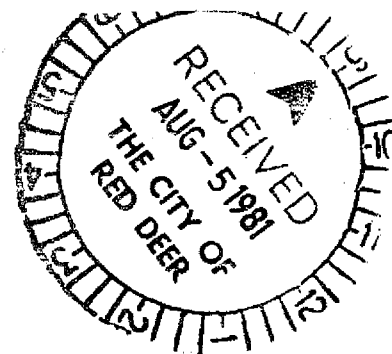
Sincerely, for
PANDER REALTY LTD.



Per: WAYNE PANDER

WP/cp

c.c. Crest Leasing Co. Ltd.



City of Red Deer

Dear Sirs:

RE: Purposed changes to Gaetz Ave and 77 Street
intersection

We would like to express our objections and concerns to the closure of the service roads. We feel that this will be a disadvantage to our business and an unwarranted expense to the tax payers of the City of Red Deer. The basic purposes of the closure could be affected by simply and cheaply installing no left turn signs where the purposed closures are going to take place.

Thank you.

Yours truly,

A handwritten signature in cursive script, appearing to read "J. Kacley".

Chairman

Northland II Tennants Association

A handwritten signature in cursive script, appearing to read "J. Kacley".
DIRECTOR



Central ALBERTA FLOORINGS and INTERIORS

Bay 5 & 6
7667 - 50 Avenue
Red Deer, Alberta
342-5010



122.

City of Red Deer

Dear Sirs:

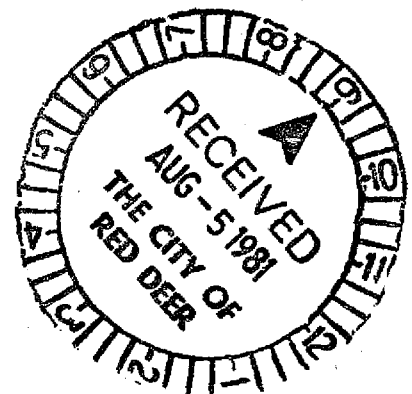
RE: Purposed changes to Gaetz Ave and 77 Street
intersection

We would like to express our objections and concerns to the closure of the service roads. We feel that this will be a disadvantage to our business and an unwarranted expense to the tax payers of the city of Red Deer. The basic purposes of the closure could be affected by simply and cheaply installing no left turn signs where the purposed closures are going to take place.

Thank you.

Yours truly,

Ron Hodgson
Central Alberta Floorings & Interiors





#5, 7711 - 50 Ave.
Red Deer, Alberta 123.
T4P 1M7

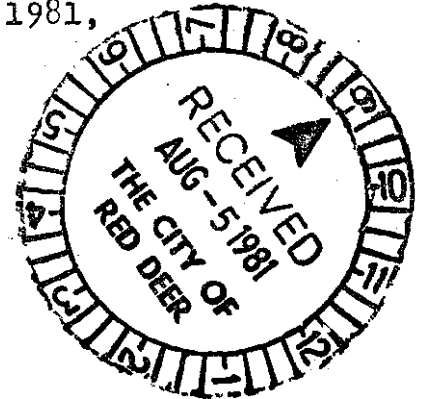
TELEPHONE
(403) 346-7909 343-1316

August 4, 1981,

City of Red Deer,
4914 - 48 Ave.,
Red Deer, Alta.

Attention: Mayor McGhee, Council Members:

Re: Proposed Changes to
50 Avenue- 77 Street,
Intersection:



I herewith object to the proposed changes to the 77th Street - 50 Ave. intersection as advertised in the papers. The proposal will prevent northbound traffic from turning north onto the service road at 77th street. We are having problems of customers locating our premises under the present conditions and by restricting their access to our business location will complicate matters, result in loss of sales to our competition. I do not think that the proposal is the answer to your traffic problems and all you are doing is re-locating it to another location. Possibly a system of traffic lights would be a better means of controlling the traffic in this intersection.

Please advise us of the time and date of the council meeting at which you will discuss this matter so that we can make a verbal presentation to Council.

Your consideration will be most appreciated.

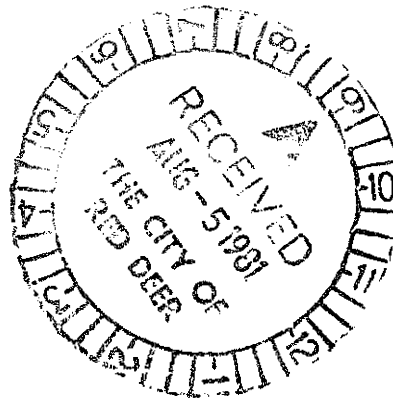
Yours truly,

A. B. Zubot.

/az

Sharon's
interiors ltd.

#14 - 7619 GAETZ AVENUE
RED DEER, ALBERTA 124.
PHONE 342-6082



August 4, 1981

City Clerk
2nd floor
City Hall
Red Deer, Alberta

Dear Sir:

We would like to register a complaint regarding the proposed alterations to the service road parallel to Gaetz Avenue, between 76th and 77th Street. We feel this will neither help or alleviate what is certainly a traffic bottleneck. It might assist those living in Blackfalds or Lacombe, but will do nothing for Red Deer traffic. We hope further consideration will be given to the problem before money is misspent on this project.

Yours truly,

A handwritten signature in cursive script, appearing to read 'Sharon L. Engert'.

Sharon L. Engert

SLE/mc



21 - 7727 - 50 avenue¹²⁵
red deer, alberta
canada t4p 1m7

bus. (403) 346-8430
res. (403) 343-1248

July 30, 1981

City of Red Deer
4914 - 48 Ave.
Red Deer, Alta.

Attention: MAYOR McGHEE , COUNCIL MEMBERS ;

RE : PROPOSED CHANGES TO
50 AVENUE - 77 STREET
INTERSECTION

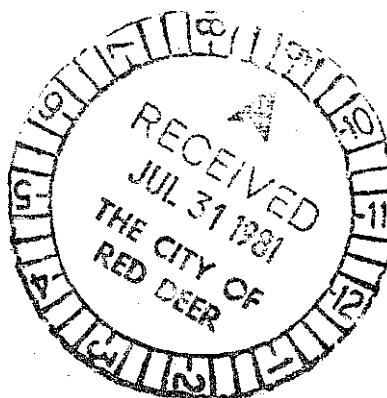
I wish to object to the proposed change of the 77 Street and 50 Avenue Intersection because it will prevent both North and Southbound traffic from turning North onto the Service road at 77 Street. Customers are very important to our Music Store and restricting their access to our business location will result in a loss of sales to our competition. Please advise us of the time and date of the council meeting at which you will discuss this matter so that we can make a verbal presentation to Council.

Your consideration will be most appreciated.

Sincerely,

Cal Maier
Cal Maier

CM/cm





FABRICLAND

MID-WEST LTD.

126.
Phone (416) 863-0860

555 - 36th Street N.E. (1)
Calgary, Alberta T2A 6K3
Telephone (403) 248-8380

7619 Gaetz Avenue (2)
Red Deer, Alta. T4P 1M6
Telephone (403) 343-1277

10003 - 63rd Avenue (3)
Edmonton, Alta. T6E 4Z2
Telephone (403) 437-2966

303 - 58th Avenue S.E. (4)
Calgary, Alta. T2H 0P3
Telephone (403) 259-4320

1938 Dewdney Avenue (5)
Regina, Sask. S4R 1G9
Telephone (306) 352-8601

Plaza 22 (6)
Saskatoon, Sask. S7L 5C3
Telephone (306) 384-3095

846 Arena Road (7)
Winnipeg, Man. R3G 3L4
Telephone (204) 772-8709

11234 - 163rd Street (8)
Edmonton, Alta. T5M 1Y6
Telephone (403) 484-2689

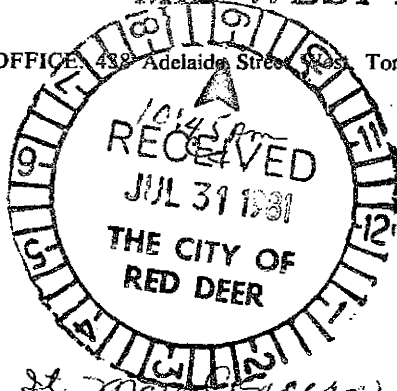
12233 Fort Road (11)
Edmonton, Alta. T5B 4H2
Telephone (403) 479-6606

Discount Centre (12)
3220 - 5th Avenue N.E.
Calgary, Alta. T2A 5N1
Telephone (403) 272-4889

1530 Regent Ave. (15)
Winnipeg, Man. R2C 3B4
Telephone (204) 222-6426

3000 Arlington Ave. (19)
Saskatoon, Sask.

HEAD OFFICE 432 Adelaide Street East Toronto Ontario M5V 1S7



*July 29/81
#6-7619 Gaetz Ave
Red Deer, Alta.*

To whom it may concern.

Please acknowledge that we do object to the proposed improvements regarding "construction of 77 St as a four lane arterial roadway."

We feel that if the service road is closed off it will have a very negative effect on our business because it will make us more difficult to get to.

I would think a "no left turn" at the corner of 77th St., where the bottle neck problem is occurring, would be worth a try. It would cost the city a lot less - and it would cost us a lot less in lost business because of construction.

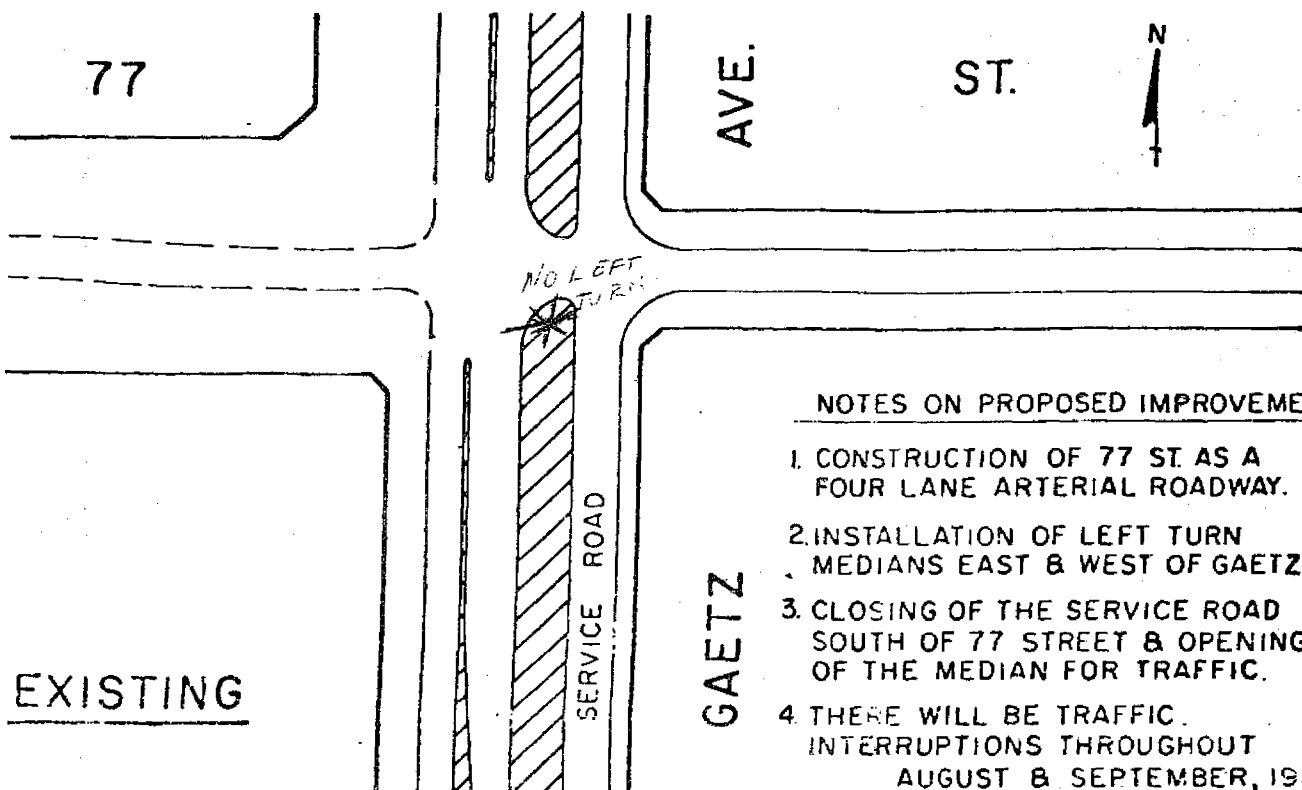
Thank you.

FABRICLAND MID-WEST LTD.
7619 GAETZ AVE.
RED DEER, ALTA.

J. Main.

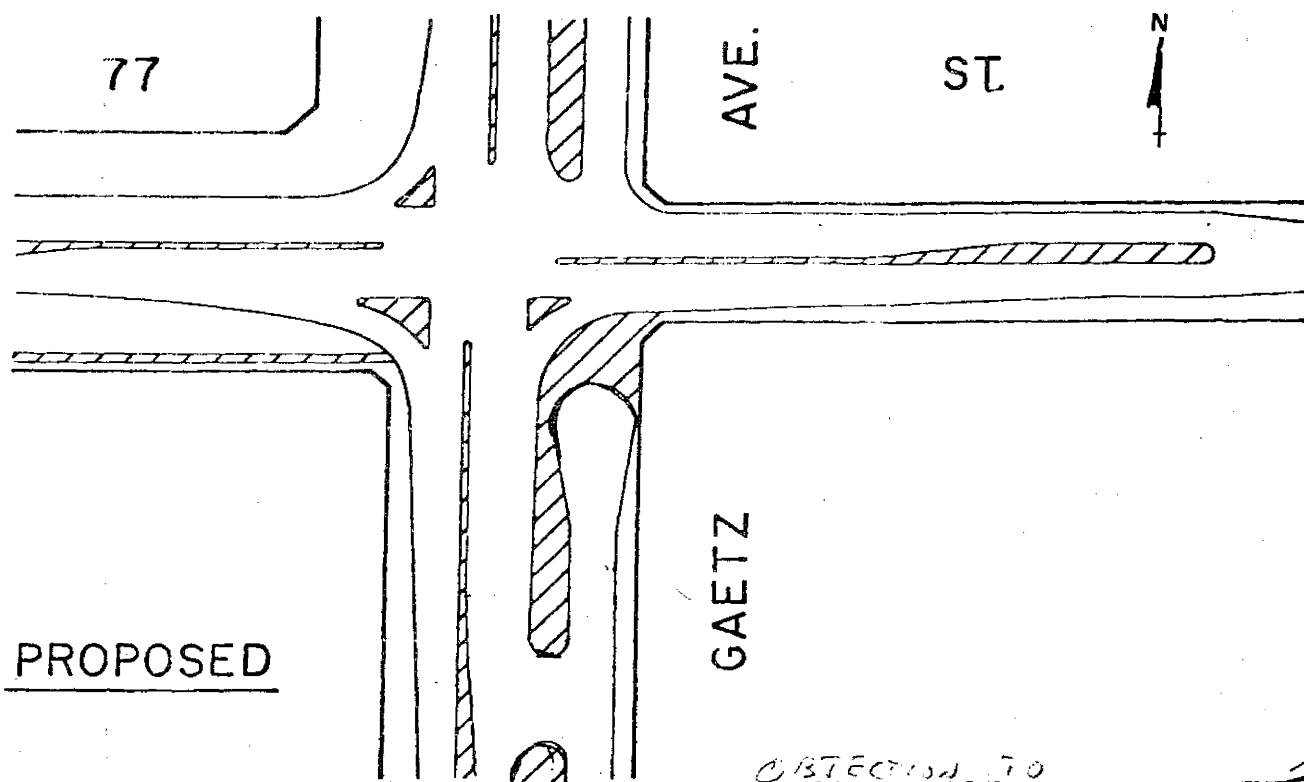


THE CITY OF RED DEER



NOTES ON PROPOSED IMPROVEMENTS

1. CONSTRUCTION OF 77 ST. AS A
FOUR LANE ARTERIAL ROADWAY.
2. INSTALLATION OF LEFT TURN
MEDIAN EAST & WEST OF GAETZ AVE.
3. CLOSING OF THE SERVICE ROAD
SOUTH OF 77 STREET & OPENING
OF THE MEDIAN FOR TRAFFIC.
4. THERE WILL BE TRAFFIC
INTERRUPTIONS THROUGHOUT
AUGUST & SEPTEMBER, 1981.



OBJECTION TO
CITY CLERK 212 222
212 222

★ BILLIARD TABLES
★ SHUFFLEBOARDS
★ INDOOR GAMES

★ PROFESSIONAL REPAIRS
★ BILLIARD SUPPLIES
★ COIN OPERATED GAMES

Games Gallery

#1 - 7711 - 50 Avenue
RED DEER, ALBERTA T4P 1M7
TELEPHONE 343-6162

128.
6515-104 Street
EDMONTON, ALBERTA T6H 2L3
TELEPHONE 435-3551

August 4, 1981

City of Red Deer
4914 - 48th Avenue
Red Deer, Alberta

Attention: Mayor McGhee & Council Members

RE: Proposed changes to
50th Avenue & 77th Street
Intersection

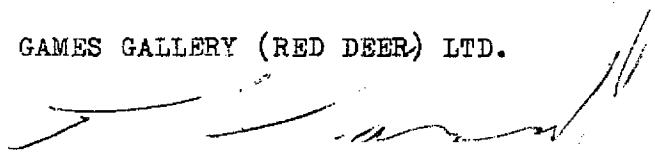
We wish to object to the proposed changes to the 77th Street & 50th Avenue intersection because it will prevent Northbound traffic from turning North onto the service road at 77 Street.

Customers are important to our business and restricting their access to our business location will result in loss of sales to our competitors. Please advise us of the time and date of the council meeting which you will discuss this matter so that we can make verbal presentation to Council.

Your consideration will be most appreciated.

Yours truly,

THE GAMES GALLERY (RED DEER) LTD.


R. J. Carroll
Manager

*Recd
3:45 PM
Aug 4/81
[Signature]*

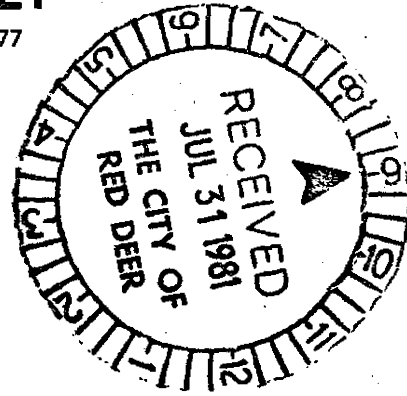
NORTHLAND ELECTRONIC SUPPLY

#11, 7727 - 50TH AVENUE - RED DEER, ALBERTA T4P 1M7 - PHONE 342-2877

129.

July 30, 1981.

CITY OF RED DEER
4914 - 48 AVENUE
RED DEER, ALBERTA.



ATTENTION: MAYOR MCGHEE, COUNCIL MEMBERS;

RE: PROPOSED CHANGES TO
50 AVENUE - 77 STREET
INTERSECTION

We wish to object to the proposed changes to the 77 Street - 50 Avenue intersection because it will prevent Northbound traffic from turning North onto the service road at 77 Street. Customers are important to our business and restricting their access to our business location will result in loss of sales to our competition. Please advise us of the time and date of the council meeting at which you will discuss this matter so that we can make a verbal presentation to Council.

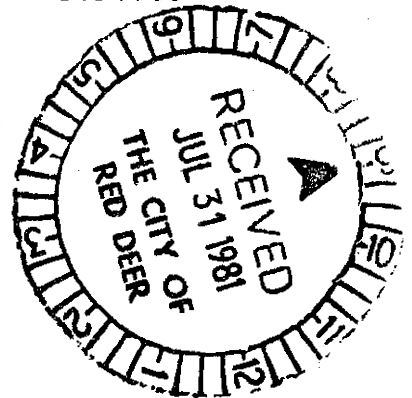
Your consideration will be most appreciated.

Yours truly,

A handwritten signature in black ink, appearing to read "Lloyd Seitz".

Lloyd Seitz,
Manager.

LS/rh



July 30, 1981

City of Red Deer
4914-48 Avenue
Red Deer, AB

ATTN: Mayor McGhee and Council Members

RE: Proposed Changes to 50 Avenue-77 Street Intersection

Dear Sirs:

I wish to voice an objection to the proposed changes to the intersection of 77 Street and 50 Avenue. These changes will prevent northbound traffic from turning onto the service road at 77 Street thereby restricting the access to the store. This inconvenience will affect the ability of customers to easily reach these premises resulting in a loss of sales. Furthermore, elimination of a major turn-off route does not appear to alleviate the traffic situation.

Please advise me of the date of the council meeting at which this topic will be discussed. Thank you for your consideration.

Yours truly,

Albert Kieboom

AK/cc

August 20, 1981

TO: City Clerk

FROM: City Engineer

RE: Pander Realty Ltd.
Road Improvements at Gaetz Avenue and 77 Street

The reconstruction of 77 Street from Gaetz Avenue to 58 Avenue to a four (4) lane divided arterial roadway was approved in the 1981 Seven Year Plan. Gaetz Avenue (north/south) at this intersection was reconstructed in 1979 with proper turn bays, center medians, curb and gutter, etc.. We are now proposing to reconstruct 77 Street (east/west) at this intersection to the same standard in order to safely and efficiently accommodate the higher traffic volumes normally associated with a major arterial roadway.

Mr. Pander advances a number of opinions relative to this particular intersection as well as other roadways throughout the City. We will contain our comments to the Gaetz Avenue and 77 Street intersection.

In order to advise the adjacent businesses, the Engineering Department prepared a newspaper ad complete with a preliminary sketch which appeared in the Advocate July 18 and 22, 1981 and suggested that anyone concerned about the proposed changes should submit their comments to the City Clerk by August 5, 1981. We received ten (10) letters, all concerned about the center median on the east side of Gaetz Avenue which would block left turns from 77 Street north bound to the service road. Mr. Pander's letter did not arrive until August 6, 1981, one day after the deadline. In order to alleviate most of their concerns, we made several design changes which were approved by Alberta Transportation and are presently under construction. Every letter submitted by the August 5, 1981 deadline was answered with the attached reply.

The main concern advanced by Mr. Pander is the difficulty for north bound and south bound motorists on Gaetz Avenue to turn into the service road which will be blocked by the center median. We believe this median is very necessary as this particular intersection operates very chaotically during peak time periods of the day due to the very traffic movements Mr. Pander is requesting be retained.

...2

According to the current design, north bound motorists on Gaetz Avenue will proceed through the 77 Street lights and turn into the east Gaetz Service Road through a new boulevard opening at 78 Street. This movement will be made much easier, safer and quicker by the motorist rather than relying on driver courtesy and awareness with the present 77 Street set up. South bound motorists on Gaetz Avenue must know in advance of their destination and turn into the east Gaetz Avenue Service Road at the proposed traffic lights at 78 A Street. Should the motorist miss this turn he would have to travel further south on Gaetz Avenue to 76 Street then around 52 Avenue to 77 Street, left onto Gaetz Avenue and right onto the service road at 78 Street.

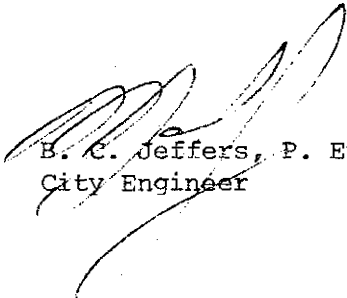
132.

Attached to this letter are three (3) prints illustrating the traffic patterns at the subject intersection, 67 Street/Gaetz Avenue intersection and the 28 Street/Gaetz Avenue intersection. One will note the similarities of each drawing.

On the matter of opening the center median on Gaetz Avenue opposite 78 Street we would strongly recommend against this action as it would not meet the requirements of $\frac{1}{4}$ mile minimum spacing of intersections on major arterials as required by Alberta Transportation and the proposed subdivision on the west side of Gaetz Avenue would have to be totally redesigned. Attached is correspondence received from Alberta Transportation dated back to 1974 and 1978 relative to the intersection spacing on Gaetz Avenue. Also submitted for Council's information is the Access Control Policy prepared by Alberta Transportation.

In summary, we do not recommend any further change in the design of either the Gaetz Avenue intersection spacing or the 77 Street intersection not only due to further downgrading being contrary to good engineering practise but due to Alberta Transportation's requirements. In addition, as Council is aware, Gaetz Avenue is scheduled to become our major corridor route throughout the City which will probably mean even tighter access control regulations.

Submitted for the information of Council.


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

KGH/emg
attach

THE CITY OF RED DEER



Office of
CITY ENGINEER

133.
P. O. BOX 5008
RED DEER, ALBERTA
T4N 3T4
TELEPHONE 347-4421
August 7, 1981

RE: Proposed Changes to 77 Street

and Gaetz Avenue Intersection

In view of the concerns expressed in your recent letter addressed to the City Clerk, and the concerns expressed by Alberta Transportation as a cost sharing agency, we have reviewed the proposed design and made some amendments according to the attached print.

You will note that the cul-de-sac and the boulevard opening on the southeast service road have been removed. The small triangular shaped island on the southeast corner has also been removed. To alleviate your concerns regarding the left turns from 77 Street northbound to the service road on the east side of Gaetz Avenue, we have added a third lane on Gaetz Avenue from 77 Street to 78 Street as well as a boulevard opening opposite 78 Street. This will provide a more direct and safer access inbound to the Northland subdivision and will still permit outbound traffic to travel south down the service road and access Gaetz Avenue via the traffic lights at 77 Street. Next year, it is anticipated that Gaetz Avenue will be completed as a four-lane divided roadway to Highway 11 and will included full intersection with lights if required, at 78A Street and 80 Street. This will aid southbound traffic on Gaetz Avenue making a left turn to gain access to the Northlands area.

As you may be aware, the Province shares in this project on a 1/3 City 2/3 Province basis providing the City meets certain design criteria de-

fined by the Province. The attached drawing has been reviewed and approved by the Province and as such the City has little further choice in the design.

The resulting design is very similar to other key intersections in the City such as Gaetz Avenue with 67 Street, 32 Street, and 28 Street. These intersections exist with a center median and are operating at a much higher safety level and operational capacity than if the median were omitted.

We trust these amendments will alleviate most of your concerns. There will no doubt be some adjustment required to the present traffic patterns and justifiably so as the resulting traffic patterns and capacity will be much improved. Construction is in progress and the amendment noted herein will be implemented.

Your valuable input has been appreciated in finalizing the design.

Yours truly,

K.G. Haslop, P. Eng.
Assistant City Engineer
Roads

KGH/mp
cc: City Clerk



TRANSPORTATION

135.

Transportation Building
9630 - 106 Street
Edmonton, Alberta, Canada
T5K 2B8

June 26, 1978

Mr. B. C. Jeffers, P. Eng.
City Engineer
City of Red Deer
4914 - 48th Avenue
Red Deer, Alberta
T4N 3T4

Dear Mr. Jeffers:

RE: Access to Highway 2A South of Highway 11 Within Corporate Limits
of Red Deer

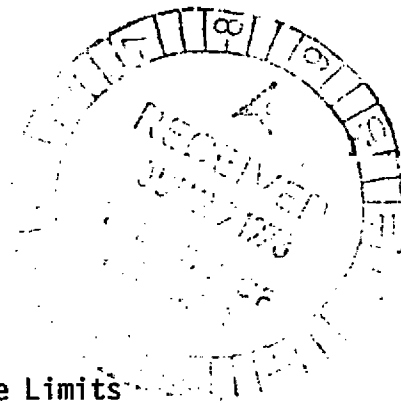
Further to your letter of June 13, 1978 on the above captioned topic, this is to confirm that Alberta Transportation has no objection to the intersection spacing along Highway 2A as proposed by your letter. This spacing of 1600 feet, 1200 feet and 1200 feet, proceeding northward from 77 Street to Highway 11 now agreed to by the City of Red Deer and ourselves supercedes the previous spacing specified in Mr. Sawchuk's letter of October 23, 1974.

Yours truly,

Leo L. LeClerc
Assistant Deputy Minister
Urban Transportation

/cgf

cc: Mr. R. R. Cundy



Office of

Chief Planning Engineer

378 Highways Building

9630 - 106 Street

Edmonton, Alberta, Canada

T5K 2B8

OCTOBER 23, 1974.

FILE: 2A:18
40:00E

MR. ROBERT R. CUNDY, MCIP,
DIRECTOR,
RED DEER REGIONAL PLANNING COMMISSION
4910 - 59TH STREET,
RED DEER, ALBERTA.
T4N 2N1

DEAR SIR:

RE: NORTHLAND INDUSTRIAL PARK - CITY OF RED DEER
ACCESS TO HIGHWAY NO. 2A
YOUR LETTER DATED OCTOBER 3, 1974.

THIS IS TO CONFIRM OUR TELEPHONE CONVERSATION OF OCTOBER 17TH, 1974 TO
SERVE NORTHLAND INDUSTRIAL PARK NORTH OF RED DEER.

THE SPACING OF INTERSECTION ON HIGHWAY NO. 2A ARE SPACED AT MINIMUM DISTANCE
FOR ACHIEVING SIGNALIZED LIGHT PROGRESSION WHICH IS ANTICIPATED TO ONE DAY BE
REQUIRED WHEN URBAN DEVELOPMENT FULLY ENCOMPASSES THE HIGHWAY. WE WOULD
OF COURSE, LIKE TO SEE GREATER SPACING BETWEEN INTERSECTIONS THAN ONE QUARTER
OF A MILE BUT APPRECIATE THE DEMAND FOR GREATER ACCESS OPPORTUNITY. IT IS
IMPERATIVE THAT INTERSECTIONS BE SPACED AT MAXIMUM DISTANCE [2000 FEET PLUS]
IN VICINITY OF THE HIGHWAY NO. 2A AND 11 JUNCTION TO ALLOW FOR POSSIBLE INTER-
CHANGE DEVELOPMENT. SUBDIVISION AND DEVELOPMENT SHOULD BE HELD IN ABEYANCE
IN THE AREAS AROUND THE JUNCTION OF HIGHWAYS NO. 2A AND 11 UNTIL TRAFFIC
DEMANDS AND INTERSECTION TREATMENTS ARE RESOLVED. BELIEVE THE CITY WIDE
TRANSPORTATION STUDY WILL PROVIDE SOME INSIGHT INTO THIS MATTER.

ALTHOUGH IT IS QUITE OBVIOUS, I WOULD STILL LIKE TO EMPHASIZE THAT THE SAME
ACCESS POINTS ESTABLISHED ON HIGHWAY NO. 2A SERVING THE EAST SIDE OF THE
HIGHWAY SHOULD BE INTEGRATED WITH URBAN EXPANSION ON THE WEST SIDE OF THE
HIGHWAY. THIS WILL PROVIDE CONTINUITY IN THE EAST - WEST DIRECTION AND FOUR
LEGGED INTERSECTIONS FOR FUTURE SIGNALIZATION.

I DID MENTION THAT THERE MAY BE SOME RESISTANCE TO CREATING TOO MANY STREET
CONNECTIONS DOWN THE ESCARPMENT TO PROVIDE MORE CONVENIENT ACCESS TO
INDUSTRY ESTABLISHED ON THE LOWER FLOOD PLAIN. NEVERTHELESS, I TEND TO
AGREE WITH YOU THAT MORE DIRECT ACCESS IS DESIRABLE AS IT WOULD HAVE LESS

*CHANGING
left for
for 1300
spacing*

1562 K5
1974 JUL 27
11

IMPACT ON THE AREAS PRESENTLY BEING TRAVELLED THROUGH. FURTHERMORE, THERE MAY BE SOME RESTRICTION ON DEVELOPMENT IN PROXIMITY ON THE TOP EDGE OF ESCARPMENT.

AS REQUESTED, I AM ENCLOSING TYPICAL CROSS SECTION AND PLAN VIEW OF A SEMI-URBAN SIX LANE ARTERIAL STREET WITH SUPPORTING FRONTAGE ROADS ANTICIPATED FOR THE EXPANSION OF HIGHWAY No. 2A. AT THE INTERSECTIONS, THE SERVICE ROADS SHOULD BE "BULB OUT" TO PROVIDE ADEQUATE TURNING RADIUS AND SOME SMALL AMOUNT OF STORAGE BETWEEN THE MAIN INTERSECTION AND SERVICE ROAD INTERSECTION. A MINIMUM BULBING EFFECT IS SHOWN IN THE EXAMPLE BECAUSE OF RESTRICTIONS CAUSED BY EXISTING DEVELOPMENTS, BUT A 45 FOOT RADIUS IS SUGGESTED TO BE INCORPORATED ON THE DESIGN TO PRODUCE A MORE DESIRABLE TURN OUT. THE MORE DESIRABLE STANDARD IS ILLUSTRATED ON THE ENCLOSED PLAN. I WOULD WARN YOU THAT THIS ARRANGEMENT ALTHOUGH WIDELY PRACTICED, HAS INHERENT TRAFFIC OPERATION PROBLEMS BECAUSE OF THE SERVICE ROAD CONNECTIONS BEING TOO CLOSE TO THE STREET - HIGHWAY INTERSECTION.

I HOPE THE FOREGOING COMMENTS WILL BE HELPFUL AND WE WOULD APPRECIATE BEING KEPT INFORMED ON THE DEVELOPMENTS OF THIS PROPOSAL.

YOURS TRULY,


R. J. SAWCHUK, P. ENG.,
PLANNING AND DESIGN ENGINEER.

RJS:DH

ENCL.

CC: J. FREEMAN-MARSH
G. HALLS

7.2.1 Definitions

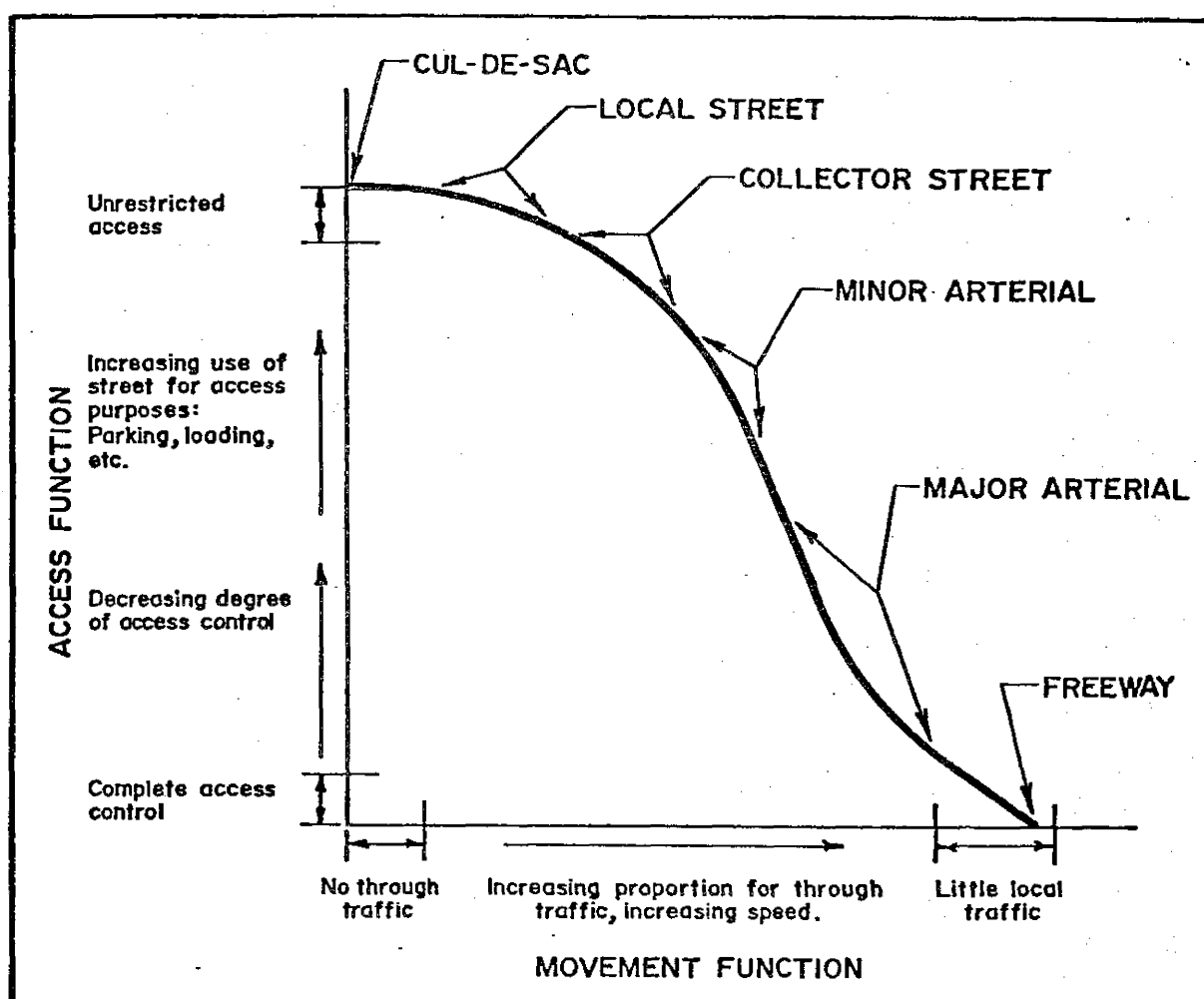
- 1) Access Control: the condition where the right of vehicular traffic to abutting property from a roadway is fully or partially controlled by public authority.
- 2) Access Control, Full: the authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads only and by prohibiting crossings at-grade or direct private driveway connections.
- 3) Access Control, Partial: the authority to control access is exercised to give preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at-grade and some private drive connections.
- 4) Arterial Roadway: a roadway primarily for serving through traffic, usually forming a continuous route.
- 5) Central Business District (CBD): that portion of a municipality in which the dominant land use is for intense business activity.
- 6) Driveway: entrance or exit used by vehicular traffic to or from properties abutting a roadway.
- 7) Fringe Area: that portion of a municipality immediately outside the central business district in which there is a wide range in type of business activity, generally including small businesses, light industry, warehousing, automobile service activities, and intermediate strip development, as well as some concentrated residential areas. Most of the traffic in this area involves trips that do not have an origin or a destination within the area.
- 8) Frontage Road/Service Road: a local road, located parallel to an arterial roadway, for service to abutting properties for the purpose of controlling access to the arterial roadway.
- 9) Median Opening: a gap in a median providing for crossing and turning traffic.
- 10) Outlying Business District: that portion of a municipality or an area within the influence of a municipality, normally separated geographically by some distance from the central business district and its fringe area, in which the principal land use is for business activity. This district has its own local traffic circulation superimposed on through movements to and from the central business district, a relatively high parking demand and turnover, and moderate pedestrian traffic. Compact off-street shopping developments, entirely on one side of the street, are not included in the scope of this definition.

- 11) Residential Area: that portion of a municipality, or an area within the influence of a municipality, in which the dominant land use is residential development, but where small business areas may be included.

7.2.2 Introduction

Although transportation facilities which are planned, designed, and/or constructed as arterial roadways serve varying and incompatible functions of land access (local traffic) and through traffic, their primary function is the provision of through traffic movement. The extent of access control on a similar arterial roadway link will vary from municipality to municipality, depending upon the relative roadway priority of serving through traffic versus local traffic. By providing some land access to serve local traffic, there is a need to exercise partial access control rather than full access control.

The following figure illustrates the relationship of roadway classification to serving traffic mobility and land access.



To further assist in reaching the Province's objective of developing uniform roadway standards, guidelines for controlling direct access to arterial roadways have been established. Application of these guidelines, which are complementary to the Roads and Transportation Association of Canada (R.T.A.C.) Geometric Design Standards and the Alberta Supplement¹, is encouraged for all arterial roadway projects. Of particular concern are those projects which are developed with the financial assistance made available by the Province under the Urban Transportation Assistance Program Package.

The programs which are roadway related include:

- Arterial Roadway Capital Assistance
- Transportation Systems Management
- Major Continuous Corridors

7.2.3 Review of Development Proposals

In order to ensure that uniform and adequate standards are maintained on major arterial roadways to which the Province makes financial assistance available, Alberta Transportation wishes to be able to review and comment on those development (and redevelopment) proposals which impact the cost shareable network. This Department's comments will primarily address concerns of roadway requirements, access provision, intersection spacing, and network planning.

7.2.4 Access Control Policy

Control of access on arterial streets assists in optimizing the conflicting but necessary functions of local and through traffic served by this roadway category. In order to attain uniformity of roadway standards and service levels in Alberta's urban areas, policies adopted by the Province in this regard include:

- 1) Access control on arterial roadways should be uniformly applied and maintained in urban areas to reduce congestion and traffic delay, and to encourage safety and economy of the transportation system.
- 2) Access control should address the varying needs and functions of each arterial roadway section, which will depend on: abutting land use type, existing and proposed development, density of development, and relative urban location. For example, more frequent intersection spacing with some direct access will likely be necessary in central business areas (due to existing development), whereas in outlying residential areas, there should be no direct access and intersections should be spaced at least 800 m apart.

¹ The Alberta Supplement to the R.T.A.C. Geometric Design Manual is projected for distribution in December 1980.
March 1981

- 3) All functional planning and preliminary design of arterial roadways should assess the ramifications of access accommodation to all abutting property parcels and developments (existing and proposed), in conjunction with projected traffic volumes and operating speed.
- 4) To overcome operational problems on existing arterial roadways, access control should be exercised following an assessment of existing and potential accident rates and vehicle delay, and prediction of the effects of access control techniques.
- 5) Each municipality should exercise its authority to control access on arterial roadways. Such control can be applied and maintained by adopting set standards, by making developers and planners aware of arterial roadway standards, and by working with the private sector to ensure suitable land access.

141.

7.2.5 Guidelines and Techniques for Partial Access Control

- 1) Intersection Spacing: The recommended spacing of intersections on arterial roadways, for each land use or urban development category, are as follows:

Central business district ² (CBD)	200 - 400 m	650' +
Fringe area	400 - 800 m	1300' +
Outlying business district	400 - 800 m	1300' +
Residential area	800 - 1600 m	2600' +

- 2) ~~Access treatment: To limit the conflict caused by traffic exiting or entering an arterial roadway, raised median treatment is recommended. At intersections, medians should be of sufficient width to accommodate left-turn bays which provide shelter areas and storage for left-turning traffic.~~
- 3) Median Openings: Median openings are allowed only at public roadways and major traffic generators (such as shopping centers), subject to the recommended intersection spacing criteria. If direct access is provided to a major traffic generator, the internal roadways must be of sufficient length to avoid interference of exiting traffic with through traffic on the arterial roadway.
- 4) Frontage Roads (Service Roads): Development of frontage roads (service roads) is recommended for replacement of existing direct accesses, as in the case of strip commercial development. In newly developing areas, the subdivision layout should make provision for adequate indirect access from an internal road system.

² See definitions.

- 5) Access Removal Through Redevelopment: When redevelopment of property abutting an arterial roadway occurs, the municipality should make every possible effort to remove existing direct access.
- 6) Auxiliary Lanes: Where direct accesses exist, and the construction of a service road is impractical, an auxiliary lane should be constructed to serve for acceleration and deceleration movements associated with exit and entry to and from the direct accesses.
- 7) Access to New Developments: Direct access to new private or commercial development is not permitted, except in cases where alternate indirect access is not feasible at a reasonable cost. If direct access is deemed necessary, only right-in/right-out access is allowed. Otherwise, access should be gained from minor or secondary streets intersecting the arterial roadway.
- 8) Reduction of Conflicting Movements: Direct access in the vicinity of left-turn or right-turn storage bays at intersections is not permitted for safety and capacity reasons in order to eliminate the conflicting impact of local traffic on through traffic movements.
- 9) Common Access Point: Where two (2) adjacent properties require direct access, a common access point should be provided to accommodate the needs of both properties.
- 10) Parking Restriction: In order to maximize roadway capacity and safety, parking on major arterial roadways should be discouraged, especially during the peak-hour traffic periods.
- 11) Geometric Design: Where direct access is provided (near intersections, private driveways, etc.), the geometric design features (turning radii, access width, profile, sight distance) should adequately handle the vehicles which are major users of the access. Such design encourages efficient exit and entrance movements, thereby minimizing the impact of local traffic on through traffic.

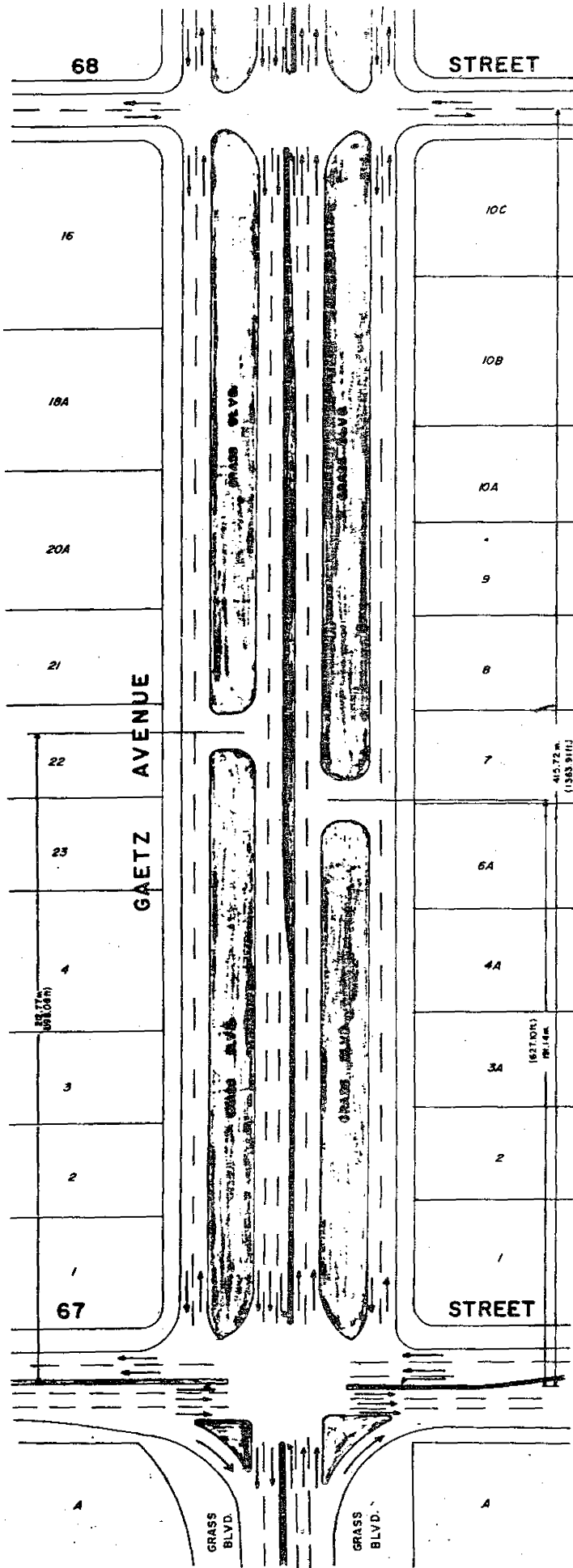
7.2.6 Legal Aspects of Access Control

When a property abutting an arterial roadway is developed, the resulting access does not necessarily mean direct access between the arterial roadway and the abutting property.

With this in mind, a city may designate controlled streets³ and make bylaws to control access to and from such streets or

³ Controlled streets include all roadways forming part of a city's transportation system pursuant to the *City Transportation Act, Section 5*.

roadways. Specific reference is made to the *City Transportation Act, Sections 23 - 31 inclusive*. Similar authority is granted to an urban municipality by the *Public Highways Development Act, Sections 24 - 38 inclusive*. Authority for subdivision regulation (building setbacks, offset, right-of-way dedication) is granted under the *Planning Act*.



METRIC

ALL DIMENSION IN METRES
UNLESS OTHERWISE NOTED.

CITY ENGINEER

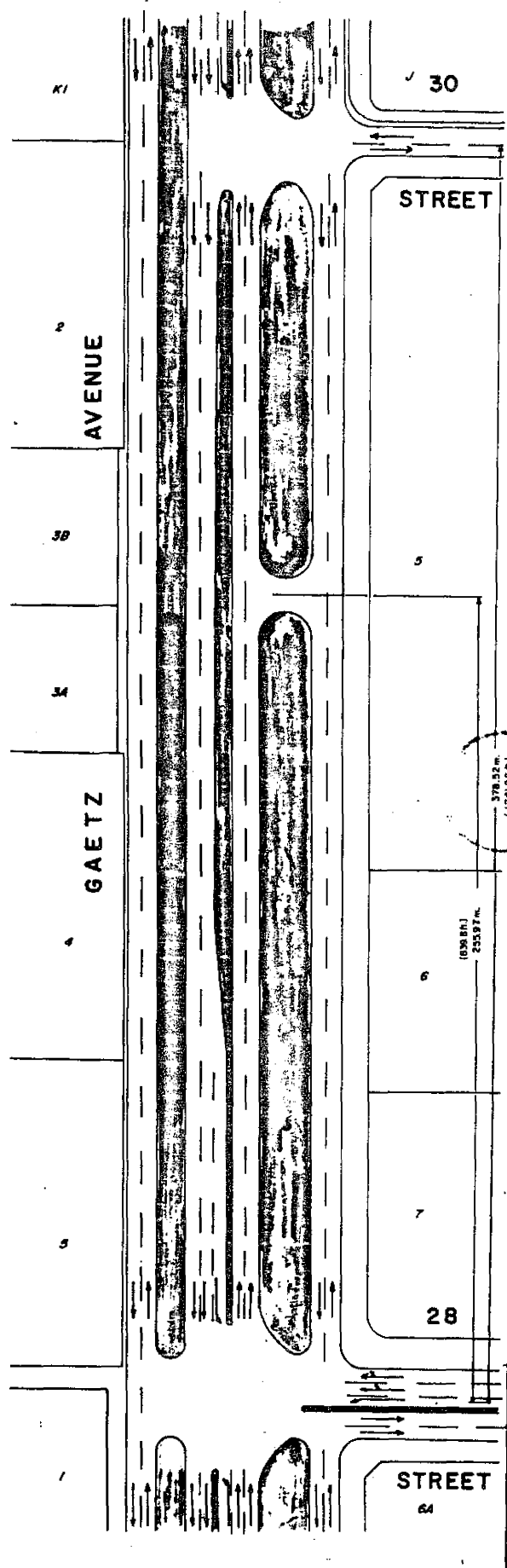
CITY OF RED DEER
ENGINEERING DEPARTMENT

**GAETZ AVENUE FROM
67 STREET TO 68 STREET
MEDIANS**

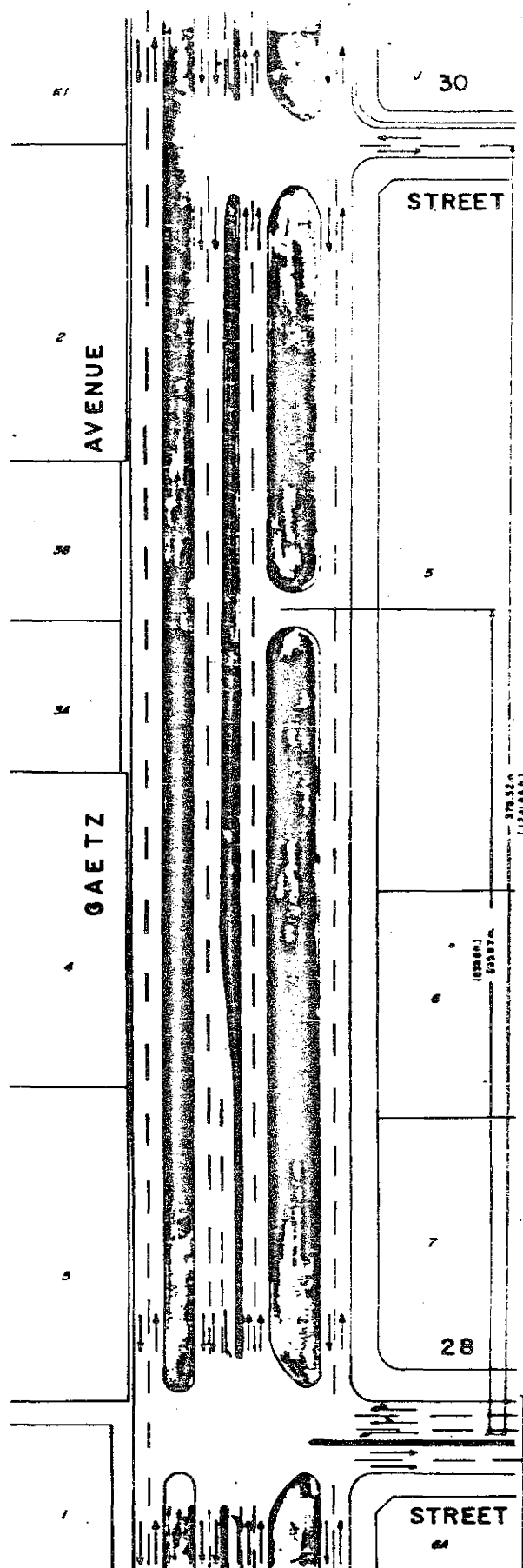
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VERT.

PLAN



METRIC		ALL DIMENSION IN METRES UNLESS OTHERWISE NOTED.	
CITY ENGINEER		CITY OF RED DEER ENGINEERING DEPARTMENT	
GAETZ AVENUE FROM 28 STREET TO 30 STREET MEDIANS			
SCALE: HON-1:1000	VERY-	DRAWING NO.	
DESIGNED BY:	DATE:		
DRAWN BY: PAO	DATE:		

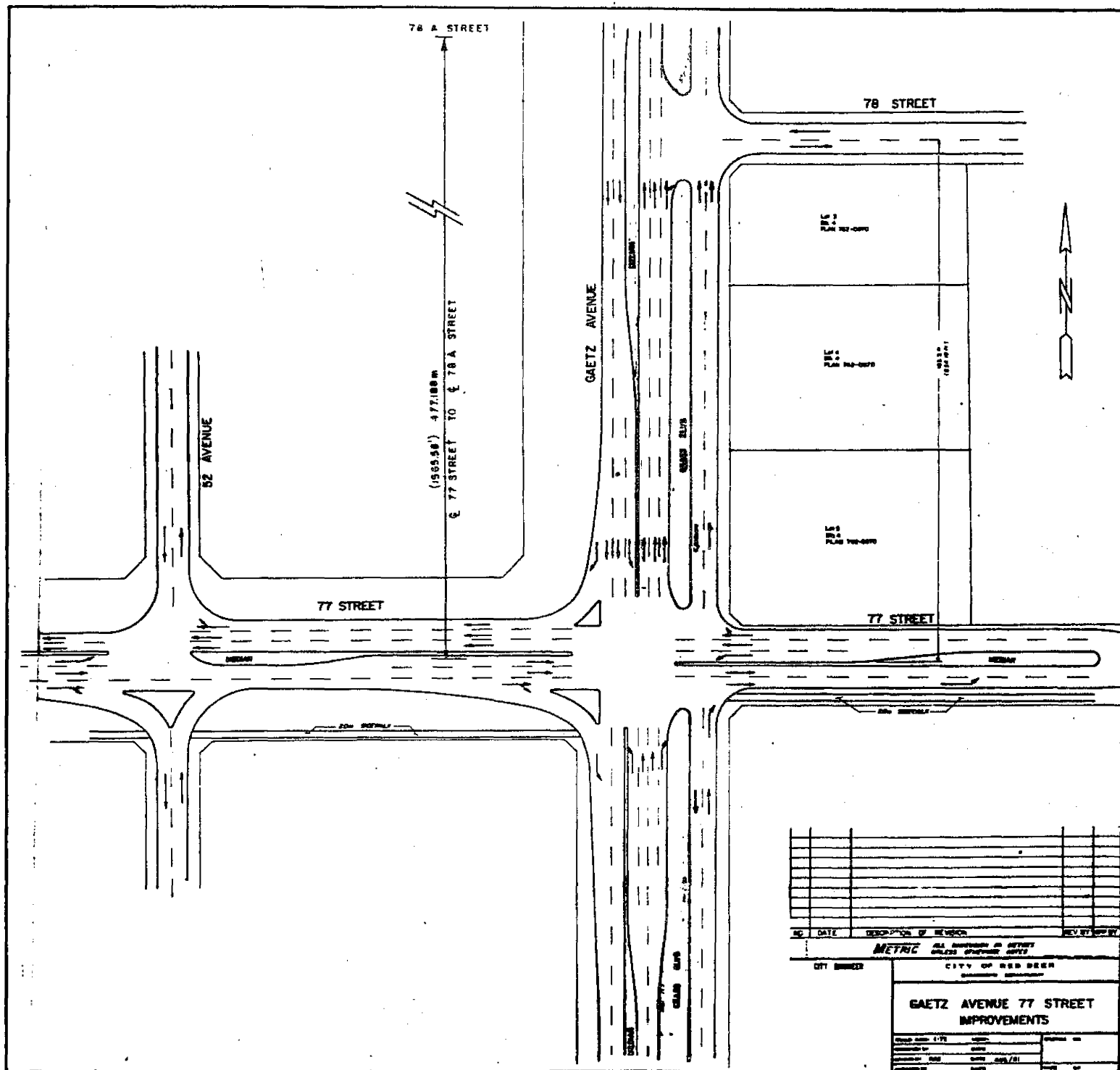


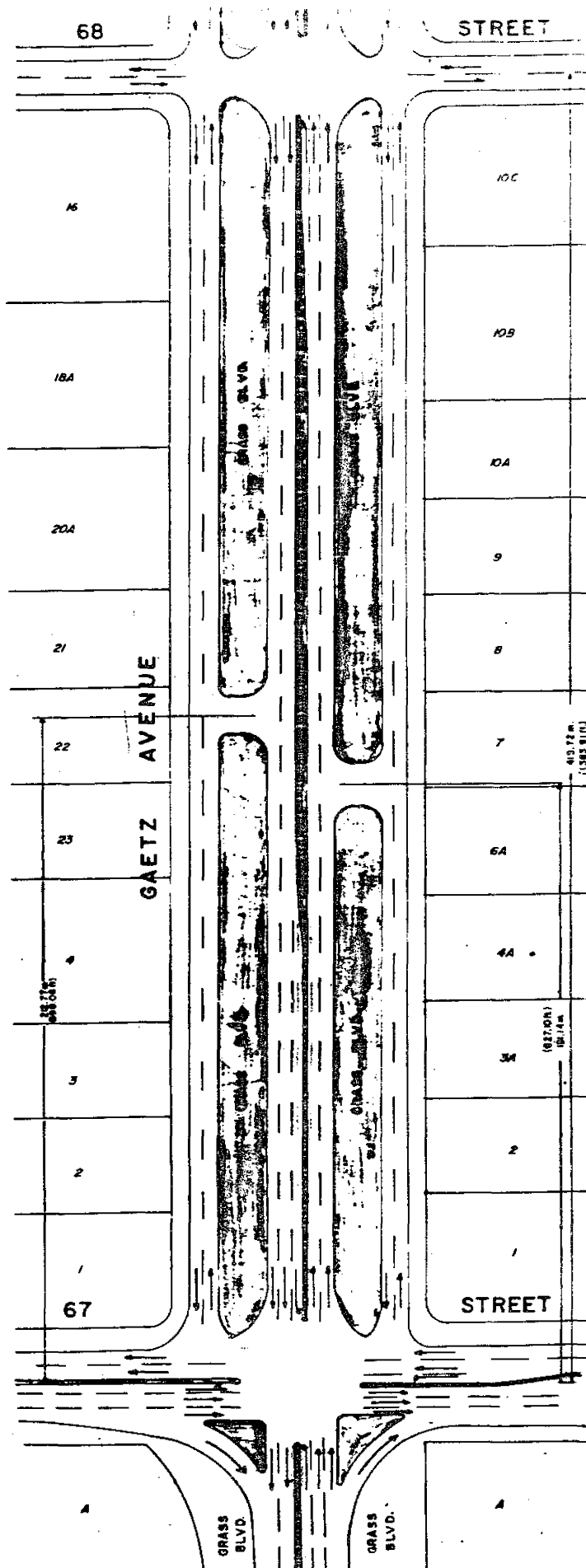
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UNLESS OTHERWISE NOTED.

CITY OF RED DEER
FINANCIAL DEPARTMENT

**GAETZ AVENUE FROM
28 STREET TO 30 STREET
MEDIANS**

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ISSUED BY: PAO	DATE:	ISSUED BY:	DATE:
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<p>METRIC ALL DIMENSIONS IN METRIC UNLESS OTHERWISE NOTED</p>	
<p>CITY ENGINEER</p>	<p>CITY OF RED DEER ENGINEERING DEPARTMENT</p>
<p>GAEZT AVENUE FROM 67 STREET TO 68 STREET MEDIANS</p>	
<p>SCALE: HORIZ. 1"=200'</p>	<p>VERT. _____</p>
<p>DESIGNED BY: DATE:</p>	<p>DESIGNED BY: DATE:</p>
<p>ENGINEERED BY: PEO DATE:</p>	<p>ENGINEERED BY: DATE:</p>
<p>PAGE NO. _____</p>	<p>PAGE NO. _____</p>



TRANSPORTATION

Transportation Building
9630 - 106 Street
Edmonton, Alberta, Canada

August 21, 1981

T5K 2B8

Mr. K. Haslop, P. Eng.
Assistant City Engineer
City of Red Deer
4914 - 48 Avenue
RED DEER, Alberta
T4N 3T4

Dear Mr. Haslop:

RE: GAETZ AVENUE - 77TH STREET INTERSECTION

In connection with the above and the proposal to place an opening in the 77th Street median east of Gaetz and opposite the Frontage Roads, this office wishes to comment.

With the traffic counts and turning movement information supplied by you (1981 Max. W.B.: 175 V.P.H., A.D.T. 1292 V.P.D.), our calculations indicate that any vehicular opening provided would be blocked on all red cycles rendering the access ineffective. In addition, motorists attempting to exit from Gaetz and enter the Frontage Road north of 77th Street could block 77th Street and Gaetz Avenue, when required to wait.

In light of the operating problems that would result and be compounded as traffic volumes grow, it is our opinion that no opening in the median be provided. If it is your City's decision to proceed with the opening, this office would not be in a position to recommend the Provision of Arterial Roadway Capital Assistance Grants for the intersection work east of the main curb on Gaetz Avenue.

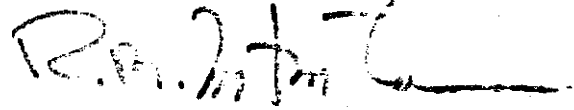
.... /2

August 21, 1981

151.

We trust that our comments are explicit in resolving this matter.

Yours truly,



R. M. LaFontaine
Urban Roadways Engineer
Urban Transportation

RML/ci

Mayor's comments

In order for the City to receive cost sharing from the Province, the Province must approve design plans for such work. Their approval for the east side of Gaetz Avenue and 77 Street was for the extension of the median to Gaetz Avenue. It has been indicated (see attached letter dated August 21/81) to us that if this design is changed, i.e., median removed from the east service road area, cost sharing support from the Province could be withdrawn for 77 Street east of Gaetz Avenue.

Recommend the construction proceed as proposed. It is hoped that people will adjust to this change as has happened at several other similar intersections and that in the long term it will be beneficial for the businesses in this area, as we believe it will provide smoother and better traffic control.

"R.J. McGHEE"
Mayor

NO. 9

August 24, 1981

TO: CITY CLERK

FROM: CITY TREASURER

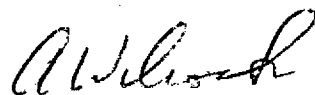
RE: CITIZENS ACTION BUS

The Red Deer Action Group have requested the City take over the responsibility of maintaining books for the Citizens Action Bus (see attached letter).

As you are aware the City is responsible for the deficit of the Citizens Action Bus. If the City took over the responsibility for maintaining the books it would reduce the deficit figure.

I do not object to the Treasury department maintaining the books. A fee of \$250. per year could be levied for the work subject to review. It would be necessary for the Red Deer Action Group to use City accounting procedures to reduce the administrative work involved by the City.

Council approval is requested for the Treasury Department to do the accounting for the Citizens Action Bus.



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

AW/jm

cc: Social Service Director

RED DEER ACTION GROUP

153.



Box 386
Red Deer, Alberta

August 20, 1981

Mr. Allan Wilcox
City Hall
RED DEER, Alberta

Dear Sir:

Due to the increasing workload on our Treasurer to maintain the books for the Citizens Action Bus, we are requesting that the City take over the responsibility for their upkeep.

Yours truly,

Susan Wells
Program Coordinator

Mayor's comments

I concur with the recommendations of the City Treasurer.

"R.J. McGHEE"
Mayor

SPRINGER

DEVELOPMENT CORPORATION LTD.

NO. 10 5205A - 54th Avenue, Red Deer, Alberta T4N 5K5 • (403) 343-6711

August 6, 1981

City of Red Deer
City Hall
4914 - 48 Avenue
Red Deer, Alberta

Attention: City Clerk

Dear Sir:

Re: Lot 1 Block 2 Plan 792 0572

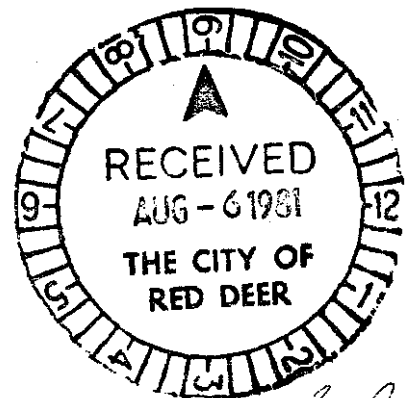
We wish to make an application to rezone Lot 1 Block 2 Plan 792 0572 from A-1 Future Urban Development District to R-3 Multi Family District.

It is our intention to subdivide the property into 110 fee simple lots and to construct townhouses on the subdivided lots.

If you should require any further information on our rezoning request, please contact me.

Yours truly,

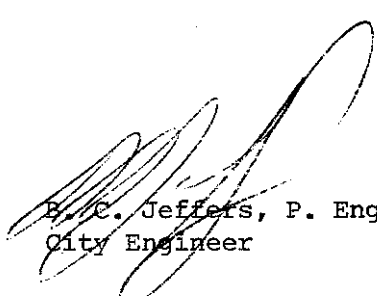

Steve Scott
Manager



August 17, 1981

TO: City Clerk
FROM: City Engineer
RE: Lot 1, Block 2, Plan 792-0572
Springer Development Corporation

Comments from the Engineering Department at this time would be premature as we have no detailed plan of the proposal.



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

/emg
cc - City Assessor
cc - Development Officer

August 11, 1981

TO: R. STOLLINGS
CITY CLERKS

FROM: R. STRADER
DEVELOPMENT OFFICER

RE: SPRINGER DEVELOPMENT CORPORATION LTD.

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

The developer has not made a specific proposal, therefore our comments are addressed to the rezoning. In general terms, we would support the request subject to detailed drawings being approved.



R. Strader
Development Officer/
Building Inspector

RS/lg

RED DEER REGIONAL PLANNING COMMISSION

157.

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y6

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 25, 1981

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

Dear Sir:

Re: 110 Townhouse Units,
Lot 1, Block 2, Plan 792 0572
Springer Development Corporation

This is in response to Mr. Scott's letter, dated August 6, 1981, regarding the above noted subject.

The development of this parcel of land was discussed by City Council on April 25, 1977, and the following resolution was passed:

"RESOLVED that Council of the City of Red Deer agree in principle to the request to rezone part of the N.W. 1/4 29-38-27-4 (7.90 acres) to R.2.B. zoning, subject to the applicant (Hicke Real Estate Ltd.) agreeing to the conditions outlined by the City Administration in the Council Agenda of April 12, 1977, and the development shall not be developed as a condominium or converted to a condominium at a later date."

Council further agree that a draft zoning amendment be brought forward for consideration."

Although the number of units remain the same, the design and make up of multiple family units is different from the one presented to City Council. In the previous design attempts were made to have duplexes close to the existing houses and the apartment further back. In the new proposal, the whole site planned to be subdivided into 110 Townhouse lots for home ownership. We feel the proposed development could provide an acceptable development for this site, and therefore, we recommend that City Council accept this plan as a basis for amending land use classification to R.3 and subject to the following conditions:

pg. 2

MEMBERS OF COMMISSION

CITY OF RED DEER—TOWN OF BLACKFALDS—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 BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURN
VILLAGE OF DONALDA—VILLAGE OF ELMORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY
SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINT EARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLE No. 6—IMPROVEMENT DISTRICT No. 10

1. Application for subdivision of the land must be approved by the M.P.C. and Red Deer Regional Planning Commission.
2. The density of 110 units is the maximum density for this parcel and should not be allowed to exceed that number.
3. Before the rezoning is finalized, the applicant has to pay to the City, all on-site and off-site charges, as may be applicable.
4. The applicant to prepay to the City, all recreational charges applicable.

If the City Council decide to proceed with the proposal, the required land use amendments are enclosed.

Yours truly,



D. Rouhi, MCIP
SENIOR PLANNER
CITY SECTION

Attachment
DR/cc

c.c. - City Engineer
- City Assessor
- Development Officer

Mayor's comments

Concur with the comments of the Red Deer Regional Planning Commission.

"R.J. McGHEE"
Mayor

NO. 11*Crowe, Duhamel, Manning*

Barristers, Solicitors, Notaries

DENNIS W. CROWE, B.A., LL.B.*
 DOUGLAS M. DUHAMEL, B.A., LL.B.*
 DONALD J. MANNING, B.P.E., LL.B.*
 KEITH R. LAYCOCK, B.A., LL.B.
 BRIAN D. NEELAND, B.A., LL.B.
 DONALD A. PETERSEN, LL.B.
 GARY W. WANLESS, B.S.W., LL.B.

2nd Floor,
 5233 - 49th Avenue,
 RED DEER, ALBERTA
 T4N 6G5

In reply please
 refer to:

DENNIS W. CROWE
 8821 DWC

August 20, 1981

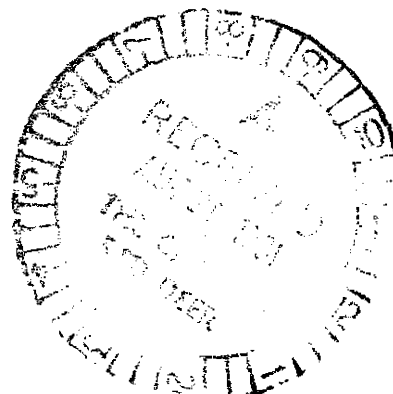
OUR FILE No.

YOUR FILE No.

BY RACEY LADY

The City of Red Deer,
 City Hall,
 RED DEER, Alberta.

Attention: Bob Stollings,
City Clerk



Dear Sirs:

RE: Greyhound Lines of Canada Ltd.

This letter will confirm the lengthy meeting of August 19, 1981, between the writer; Mr. Robert Park, the Vice-President of Greyhound; Mr. Walter Tytula, the Alberta Regional Manager of Greyhound and Mr. Tim Fanstone, Greyhound's Architect, with Mr. McGhee, Mr. Day, Mr. Strader, Mr. Jeffers and Mr. Lee, relating to a new location for a Greyhound terminal in the City of Red Deer.

As you are aware, Greyhound's present application to the City of Red Deer requests that City Council amend the general Land Use By-Law to permit the operation of a bus terminal within the C-4 commercial district. This request was tabled to the meeting of August 31, 1981. At the meeting of August 19, 1981, it was suggested that Greyhound's application be amended to request City Council to authorize the operation of a bus terminal at the location on top of south hill which Greyhound presently has under option, rather than the original application for an amendment to the general Land Use By-Law.

Accordingly, our client has instructed us to amend its application for permission to operate a bus terminal at Lots 1 to 5 inclusive,

.....2

*Rec'd in
 11:00 AM
 Aug 20/81
 [Signature]*

The City of Red Deer,
August 20, 1981,
Page Two

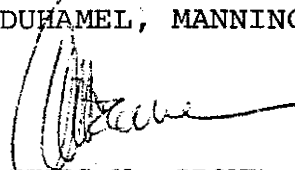
Block 1, Plan 8324 E.T. These five lots are the five older homes immediately south of the Elks' parking lot and immediately north of the Golden Palace Restaurant on the east side of Gaetz Avenue at the top of the south hill.

Mr. Park, Mr. Tytula, Mr. Fanstone and the writer will attend City Council's meeting of August 31, 1981, to answer any questions of Council.

Yours truly,

CROWE, DUHAMEL, MANNING

PER:


DENNIS W. CROWE

DWC*eb

cc: Greyhound Lines of Canada Ltd.

Attention: Mr. Walter Tytula

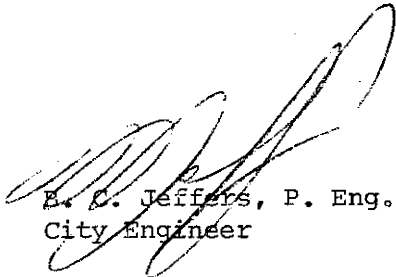
August 25, 1981

TO: City Clerk
FROM: City Engineer
RE: Greyhound Lines of Canada Ltd.

A cursory review of the proposed Greyhound Bus Terminal Site (Lots 1 to 5 inclusive, Block 1, Plan 8324 E.T.) by the Engineering Department does not indicate any serious operational problems. We are not able to provide more detailed advice as no site plans are attached with the application.

For the information of all concerned, we would like to point out that the following roadway changes will be made adjacent to the proposed site this year.

1. Gaetz Avenue - 36 Street intersection will be signalized.
2. Center median will be constructed on Gaetz Avenue at 37 Street, thereby prohibiting left turning maneuvers in or out of 37 Street or the west Gaetz Avenue service road.



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

✓CYL/emg
cc - RDRPC
cc - Development Officer
cc - Economic Development Director

August 24, 1981

TO: CITY CLERK, BOB STOLLINGS
FROM: ECONOMIC DEVELOPMENT DIRECTOR, A. SCOTT
RE: GREYHOUND LINES OF CANADA LIMITED

I would have no objection to the location chosen by Greyhound for a proposed new terminal. Currently the Red Arrow Express is operating from a C.4 site at the Capri Centre.



A.V. SCOTT, Director
Economic Development

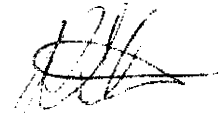
AVS/gr

August 24, 1981

TO: CITY CLERK
FROM: BUILDING INSPECTOR/
DEVELOPMENT OFFICER
RE: GREYHOUND LINES OF CANADA

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

Our comments regarding Greyhounds previous application still represent our position. The proposal, to locate the Greyhound depot on a site zoned C4 is a request to relocate a specific use, in that there is only one depot in Red Deer.



R. Strader
Development Officer/
Building Inspector

RS/lg

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

August 25, 1981.

Mr. R. Stollings, City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.

Dear Sir,

Re: Bus Terminals

In our letter of July 14, 1981 regarding this matter, it was indicated that "bus terminals" could logically be included in the C.4 Commercial (Major Arterial) District as a discretionary use.

Discretionary use is defined as:

".... a use of land, building or other structure that may be permitted by the Municipal Planning Commission after due consideration is given of the impact of that use upon neighbouring land and of the public need for that particular location; such a use includes accessory and similar uses and all uses listed as discretionary within the use districts of this Bylaw."

These aspects of a discretionary use are crucial when considering the recent request to allow a bus terminal on Lots 1 to 5, Block 1, Plan 8324 E.T., immediately north of the Golden Palace Restaurant.

We have concerns regarding accessibility to the parcel and impact on the surrounding area. Not having had the opportunity to examine a site plan for the proposal, our comments relate to the general impact the use will have.

In order to properly accommodate the expected traffic, not only bus traffic, but also that created by the customers, improvements to the service road will be necessary. Access to Gaetz Avenue will have to be improved by means of a signalized intersection.

There is some doubt as to whether or not the residential area immediately east of the proposed facility can be adequately buffered from the noise and activity of a bus terminal. There is also a strong possibility that a portion of the traffic generated by the terminal will filter through the residential

MEMBERS OF COMMISSION

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CITY OF RED DEER—TOWN OF BLACKFALDS—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 BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF DELBURNIE
VILLAGE OF DONALDA—VILLAGE OF ELNORA—VILLAGE OF GADSBY—VILLAGE OF MIRROR—SUMMER VILLAGE OF GULL LAKE—SUMMER VILLAGE OF HALF MOON BAY
SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINT EARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLER No. 6—IMPROVEMENT DISTRICT No. 10


Mr. R. Stollings,
City Clerk,
City of Red Deer.
August 25, 1981.
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neighbourhood. This will adversely affect the residential value plus jeopardize the safety of children attending the Piper Creek Elementary School.

It is recommended that a bus terminal not be allowed at this particular location in the C.4 district.

Yours truly,



Monte R. Christensen,
Associate Planner
City Planning Section

Mayor's comments

There has been considerable search and discussion on establishing a new Bus terminal site in Red Deer. It is our understanding that a decision is required now if a new facility is to be provided. Considering all the information over the past 4 or 5 months, we would reluctantly support the application by Greyhound Bus Lines for the site on the east side of Gaetz Avenue south of 37th Street.

"R.J. McGHEE"
Mayor