

A G E N D A

For the regular meeting of RED DEER CITY COUNCIL,
to be held in the Council Chambers, City Hall,
MONDAY, APRIL 27th, 1981, commencing at 4:30 p.m.

(1) Confirmation of April 13th, 1981 minutes

(2) UNFINISHED BUSINESS

- 1) City Clerk - RE: Correspondence from Dr. H.S. Sims .. 1
- 2) City Clerk - RE: Municipal Affairs Request for Government Support of 1981 Census of Canada .. 13

(3) REPORTS

- 1) Chairman, P.S.S. Board - RE: Formation of Day Care Management Board .. 19
- 2) City Engineer - RE: Purchase of One Ton Flat Deck .. 21
- 3) City Engineer - RE: Engineering Report Overview of Traffic & Parking 1980/81 .. 23
- 4) Associate Planner - RE: Land Use Amendments .. 24
- 5) City Engineer - RE: Glendale Reservoir Tennis Courts .. 25
- 6) Development Officer/Building Inspector - RE: Unsightly Premises .. 32
- 7) City Engineer - RE: Tender Award - 64 Avenue Reconstruction .. 34
- 8) Chairman, P.S.S. Board - RE: Grants to Community Organizations .. 41
- 9) Chairman, P.S.S. Board - RE: Work-related Expenses in Serving on Civic Boards & Committees .. 43
- 10) City Treasurer - RE: Utility Income Tax Rebate .. 45
- 11) Fire Chief - RE: First Quarter of 1980 Fire Operations .. 46
- 12) City Commissioners - RE: Traffic Signals .. 50
- 13) City Engineer - RE: Lane Closure Adjacent to Phelan Close .. 63
- 14) City Treasurer - RE: 1981 Proposed Rates for Fire Equipment .. 66
- 15) City Treasurer - RE: Parking Meter Revenue .. 68

16)	Land Supervisor - RE: Red Deer Lodge	.. 70
17)	City Clerk - RE: Registration of 77 Street	.. 71
18)	City Clerk - RE: 1980 Annual Fire Department Report	.. 73
19)	Director of Economic Development - RE: Land Purchase, Northland Industrial Park - High Voltage (Ltd.)	.. 74
20)	Director of Economic Development - RE: Application for Extension to Land Sales Agreement - Mother's Realty Corporation	.. 79

(4) WRITTEN INQUIRIES

(5) CORRESPONDENCE

1)	County of Red Deer Commissioner - RE: Red Deer Fire Area	.. 85
2)	City Solicitor - RE: Galleon Developments Ltd.	.. 88
3)	City Assessor - RE: Cosmos Enterprises	.. 92
4)	Verna Quon - RE: Transit Service	.. 97
5)	MacKenzie, Oslund, Payne Corp. Ltd. - RE: Approximately 47 Acres in N.E. 1/4 Sec. 32/38/27/4	.. 100
6)	Frizzell's - RE: Renaming of 51 Avenue Close	.. 105
7)	W. Edgar - RE: Pt. of L.S.7 31/38/27/4	.. 108
8)	Red Deer Co-op Limited - RE: Second Co-op Store	.. 122
9)	Parkland Savings & Credit Union Ltd. - RE: Building at 3001 - 50 Avenue	.. 127
10)	The Boy Scouts of Canada - RE: Canadian Jamboree	.. 134
11)	Clark's Engine Rebuilders Ltd. - RE: Bylaw Enforcement Delinquent Response on Calls	.. 137
12)	Harold Gudim - RE: Bus Service	.. 140

(6) PETITIONS & DELEGATIONS

(7) NOTICES OF MOTION

(8) BYLAWS

- 1) 2672/J-81 - first reading (Laebon Development Ltd.) p. 24
- 2) 2672/K-81 - first reading (Cardell Equities) p. 24
- 3) 2672/L-81 - first reading (County of Red Deer - public & quasi-public buildings) p. 24
- 4) 2714/81 - first reading (Street Closure, 77 St. Northey Ave.) p. 71
- 5) 2715/81 - first reading (Closure of portion of 6 Street South - 49 Avenue - Lodge Motel) p. 70
- 6) 2716/81 - three readings (Day Care Management Board) p. 19

UNFINISHED BUSINESS

1.

NO. 1

April 16, 1981.

TO: Council
FROM: City Clerk

RE: Correspondence from Dr. H.S. Sims

The following correspondence and reports appeared upon the April 13, 1981, Council agenda and were tabled for a period of two weeks.

Respectfully submitted,

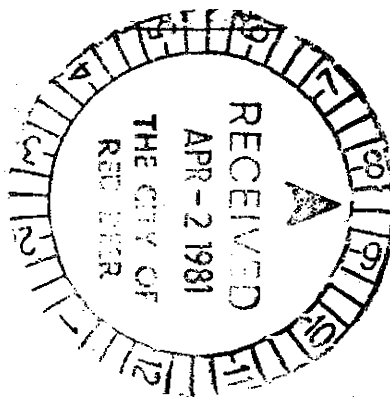
R. Stollings, City Clerk

RS/ds

4763-56th Street,
Red Deer.

26th March, 1981.

Mr. R. Stollings,
City Clerk,
City of Red Deer.



Dear Mr. Stollings,

Re: 55th Street and 48th Avenue - Pedestrian Activated Traffic
Control Lights (Engineering Department File #060-021A).

Correspondence -

1. K.G. Haslop, P. Eng., Assistant Engineer - Roads
File #060-021A (Jan. 19/81)
 2. B.C. Jeffers, P. Eng., City Engineer,
File #(?) 060-021A (Feb. 19/81)
 3. Letter addressed to Mr. K.G. Haslop, Assistant
Engineer, Roads - Dr. H.S. Sims (Feb. 3/81)
 4. Letter addressed to City Clerk from City Engineer
dated January 27th, 1981.
1. Advocate - February 2nd, Page 2B
 2. Advocate - February 3rd, Page 2B

This letter is directed to members of City Council as suggested by
Mr. B.C. Jeffers in his letter of February 19th, 1981.

Mr. Jeffers, in his letter, states "The Engineering Department under-
took a Preliminary Warrant Analysis for pedestrian activated lights for
the portion of 55th Street from 49th Avenue to 47th Avenue and found that in
accordance with the Warrants adopted by City Council on November 3rd, 1973,
the pedestrian volume not justify signals. This information formed the
basis of the decision made by the Traffic Advisory Committee".

Mr. Jeffers kindly provided a copy of the results of the preliminary
warrant analysis, Warrants adopted for schools and pedestrian crossings
approved by Council resolution dated November 5th, 1973 and a map of the area
in question contained in a letter to the City Clerk dated January 27th, 1981
prepared in response to a letter from Mrs. Johnstone requesting a pedestrian
crossing at 47A Avenue and 55th Street.

In Mr. Jeffers letter of February 19th, 1981, I get the feeling that
Mr. Jeffers takes objection to my criticisms and concerns in my letter to
the Engineering Department dated February 3rd, 1981.

I would like to comment on the information contained in Mr. Jeffers'
letter and further analyze results of the preliminary warrant analysis as
I perceive and understand them.

According to the Advocate, February 2nd, 1981 in a report by Glen
Argan entitled "Car Crash Victim seeks downtown crosswalk". The following
statements are attributed to Chief Police Inspector Cec. Coutts regarding
the accident rate on 55th Street in 1980 there were:

- (a) Five reportable vehicle crashes at 47thA Avenue and 55th Street and two pedestrian mishaps.
- (b) At 47th Avenue and 55th Street there were fourteen vehicle crashes, one pedestrian mishap and one bicycle accident.
- (c) At 48th Avenue and 55th Street there were seven vehicle crashes.

"Review of the report to the City Clerk by the City Engineer dated January 27th, 1981, the following results are stated in respect to the traffic at 48th Avenue and 55th Street"

- (a) Measured peak hour pedestrian volume - 13 persons.
- (b) Measured peak hour traffic - 1,314 vehicles.
- (c) Timed pedestrian delay - 15 seconds.

"Warrants for school and pedestrian crossings adopted by Council, resolution dated November 5th, 1973, specified that for consideration of a pedestrian activated light the following conditions must be met":

- 1. Peak hour pedestrian volume - 60 plus.
- 2. Peak hour traffic volume - 400 plus.
- 3. Pedestrian delay - 60 seconds plus.
- 4. Signal location - minimum 1000 feet from nearest signal.

"It is clear from the above information that pedestrian activated lights are not warranted in this area. Painted crosswalks marked with pedestrian crossing signs should be adequate protection particularly when considering the relatively low pedestrian volume" (Letter to City Clerk).

Personal Analysis of Data Provided:

I would like to make the observation that point #4 (signal location) can be disregarded outright as there is a marked demonstrable lack of courtesy to pedestrians by motorists making turns on green walk signals or at crosswalks. It would be educational if the Councillors and members of the Engineering Department avail themselves of the opportunity to observe these crossings at peak hour traffic periods in order to fully understand my concerns and perceive the lack of courtesy to pedestrians (i.e. 47th Avenue, 47th A Avenue, 48th Avenue, 49th Avenue and 55th Street).

A. The Preliminary Warrant Analysis demonstrated:

- 1. According to the map provided by Mr. Jeffers, the distance between 47th Avenue and 49th Avenue is approximately 1,400 feet. There is access to 55th Street at 47A Avenue and 48th Avenues.

A. The Preliminary Warrant Analysis demonstrated: (contd.)

2. The peak pedestrian volume of 13 pedestrians per hour or 60/13, which is approximately 1/5th of the peak hour of the pedestrian volume suggested under the Warrant adopted on November 5th. (This point is stressed by Mr. Jeffers in rejecting pedestrian activated signal lights).
3. The peak hour traffic volume is reported as being 1,314 vehicles per hour or 1314/400, which is approximately 3.3 times the recommended guidelines adopted under the Warrants by City Council (this amounts to 21.9 vehicles per minute - i.e. 3,600/1314 or 1 vehicle every 2.73 seconds during the peak hour traffic volume). (This point is overlooked by Mr. Jeffers in his report to the City Clerk).
4. The pedestrian delay of 15 seconds at the peak traffic volume of 1,314 vehicles per hour does not appear to be a reliable figure unless this refers to the time that it takes a pedestrian to cross 55th Street, or does it refer to the time that it takes the pedestrian waiting for a break in the traffic flow on 55th Street to cross 55th Street.

B. Review of Preliminary Warrant figures and detailed map of 55th Street between 47th Avenue and 49th Avenue.

On the accompanying map provided by Mr. Jeffers, the following distances apply:

1. 49th Avenue traffic lights and 47th Avenue traffic lights - approximately 1400 feet.
2. 49th Avenue traffic lights and 48th Avenue - approximately 500 feet.
3. 47th Avenue traffic lights and 47A Avenue (north side of 55th Street) - approximately 300 feet.
4. 47th Avenue traffic lights and 47A Avenue (south side of 55th Street) - approximately 275 feet.
5. 47th Avenue traffic lights and 48th Avenue (south side of 55th Street) - approximately 850 feet.
6. Width of 55th Street - 44 feet.

Observations and Calculations:

1. All vehicles in Red Deer travelling on 55th Street travel at the posted speed of 30 m.p.h. (50 km. p.h.).
2. All pedestrians in Red Deer walk at 4 m.p.h. or 5.87 ft/sec.
3. The preliminary warrant analysis revealed 1,314 vehicles peak hour traffic passing a given point, 48th Avenue and 55th Street. Since there are 3,600 seconds in each hour, assuming

Observations and Calculations:

3. (contd.)
the 1,314 vehicles are evenly spaced over that time interval, gives the figure of a vehicle passing a given point every 2.74 seconds. (Direction and volume flow not specified in information provided).
4. Assuming the average person walks at approximately 4 miles per hour, they can walk at 5.87 feet per second (i.e. 4 mph x 5,289 feet/3,600 seconds).
5. The width of 55th Street at 48th Avenue is 44 feet. Therefore, it would take the average person walking at 4 miles per hour (5.87 feet per second) to cross 55th Street from curb to curb, 7.5 seconds.
6. Conclusion:
If evenly spaced vehicles at peak hour traffic volume are passing this point every 2.74 seconds, the pedestrian would have to increase his pace by 2.8 times or approximately 10.9 miles per hour to cross 55th Street.
7. The Preliminary Warrant Analysis indicated 13 pedestrians per hour over the peak hour pedestrian volume. This amounts to 60 minutes divided by 13 pedestrians or one pedestrian every 4.61 minutes.

HYPOTHETICAL SITUATIONS:

- A. Pedestrian crossing 55th Street at 47A Avenue, north to south.
 1. There is a vehicle travelling east to west with a green light at 47th Avenue travelling at the legal speed limit of 30 mph or 44 ft./sec. The vehicle covers the 300 feet to 47A Avenue in 6.8 seconds (300 feet divided by 44 ft./sec.)
 2. The pedestrian walking at 5.07 ft./sec., in 6.8 seconds is capable of walking 39.9 feet.
 3. This, therefore, leaves a margin of safety on the south side of 55th Street of 44 minus 39.9 = 4.18 feet. This margin of safety assumes that the vehicle is travelling at the legal speed limit of 30 mph., the individual can walk at 4 miles per hour, the streets are dry, there is no traffic from west to east and no vehicles making a right turn on 48th Avenue proceeding east.

If the same pedestrian is crossing from south to north, the chances are that the pedestrian may become a patient at the Red Deer General Hospital or the vehicle will have to move into the oncoming traffic or proceed on to the sidewalk to avoid striking the pedestrian. (Pedestrians cause less damage than collisions with another vehicle or apartment buildings).

B. Pedestrian Crossing 55th Street at 48th Avenue South to North:

Using the same figures listed above, the vehicle travelling east to west at 44 ft./sec. will cover the 850 feet in 19.3 seconds and an adult pedestrian should be able to cross 55th Street in 7.5 seconds. This gives the pedestrian a margin of safety of 19.3 minus 7.5 = 11.9 seconds providing there is no traffic from west to east.

C. Pedestrian Crossing 55th Street at 48th Avenue North to South:

1. Vehicle travelling west to east with green light at 47th Avenue, moving at 44 ft./sec. and red light at 47th Avenue.
2. The pedestrian crossing 55th Street at 48th Avenue north to south can cross in 7.5 seconds.
3. The distance from 49th Avenue to 48th Avenue is 550 feet.
4. Therefore, the vehicle will be at 48th Avenue crosswalk in $550/44 = 12.5$ seconds.
5. The margin of safety assuming no traffic from the opposite direction (i.e. west to east) is 12.5 minus 7.5 = 5.0 seconds.

CONCLUSION:

It is readily apparent that the guidelines can be manipulated in the selection of criteria to advance the argument one wishes to stress. The Preliminary Warrant Analysis indicated that the peak pedestrian power traffic volume was only 13 pedestrians and the recommended number is 60 plus pedestrians during peak pedestrian hour traffic. On the other hand, the guidelines also indicate a peak hour traffic volume of 400 plus vehicles per hour and in this case, the 1,314 vehicles per hour exceed this by a factor of 3.3 times. The pedestrian delay of 15 seconds in the Preliminary Warrant Analysis does not meet the criteria indicated in the Warrant for schools and pedestrian crossings of 60 seconds plus but this figure does not appear to be reliable as peak traffic volume is 1,314 vehicles per hour.

I have not had the opportunity to do an exhaustive study but it would appear to me that residing in a relatively affluent area of Red Deer does have its advantages in obtaining access to major roadways or obtaining pedestrian activated signal lights.

1. Grandview-Mitchener Hill Area - I have noted a recent installation of signal lights at 43rd Avenue and Ross Street, although previous signal lights existed at 41st Avenue and Ross Street and 40th Avenue and Ross Street.
2. Cronquist Area - Recently installed pedestrian activated signal lights at 57th Avenue and 43rd Street as well as signal lights at 55th Avenue and 43rd Street.

3. Sunnybrook - Anders - Signal lights at 40th Avenue - 32nd street, 40th Avenue - Anders Road and pedestrian activated signal lights at 42nd Avenue and 32nd Street.

I am disappointed that Councillor Webb could not convince the members of City Council, as reported in the Advocate on February 3rd, 1981, that pedestrian activated lights are required at 55th Street and 48th Avenue and I agree with her statement that "Peak traffic flow on 55th Street is just like shooting bullets up that road with a machine gun". It is regrettable that other Council members would not or could not analyze the critical traffic situation on 55th Street as well as she has.

In my opinion, pedestrian activated lights at 48th Avenue and 55th Street are indicated for a number of reasons:

- (a) City Council has permitted multiple unit dwelling construction on both sides of 55th Street, many of which are occupied by single parent families who rely on day care, kindergarten and grade school facilities at the Central School.
- (b) In spite of the preliminary warrant analysis, any individual who lives in this area or travels on 55th Street during the normal Red Deer rush hours, morning, noon and evening, knows that the traffic on 55th Street exceeds the speed limit, and certainly supports Councillor Webb's statement.
- (c) Painted crosswalk and widening of sidewalks on 55th Street will provide a false sense of security to pedestrians. This measure assumes that oncoming traffic will be aware of the crosswalk which, due to our climate, will be covered by ice, snow and mud for a major part of the year.
- (d) As a concerned parent who lives on the north side of 55th Street and share concern for my fellow neighbours, I pray that my child or any other citizen of this area does not have to die before City Council recognizes and approves pedestrian activated signal lights.
- (e) The number of apartments that have been built surely provide a sound tax base to fund pedestrian activated signal lights since many of these units are occupied by single parent families and their needs are not being considered.

Although I have not communicated with Mr. Ted Meeres and Mrs. Johnstone, both of whom sustained serious injuries, I am sure they share my concern. It is my sincere wish that Council review the data reconsider pedestrian activated signal lights at 48th Avenue and 55th Street.

Yours respectfully,

H.S. Sims

H.S. Sims, M.D.

cc. Mayor Bob McGhee
Mr. B.C. Jeffers
Commissioner Day
Council Member Olly Webb

2B THE ADVOCATE, Monday, February 2, 1981

Car crash victim seeks downtown crosswalk

By GLEN ARGAN
of The Advocate

A second pedestrian victim of a crash at 55th Street and 47A Avenue has berated motorists for lack of consideration and called for improved traffic control at the intersection.

Olive Johnstone, who suffered broken bones and bruises and spent two months in hospital after an accident last year, is asking city council to put in a crosswalk and pedestrian-activated traffic signal at the intersection.

Mrs. Johnstone, wife of long-time community worker Ellis Johnstone, also suggests improving sidewalks near 47th Avenue and 55th Street to allow pedestrians to use the controlled intersection there.

City historian Ted Meeres suffered five broken ribs in a separate mishap at 47A Avenue early this month and wrote The Advocate to complain about speeding motorists there who give pedestrians no chance to cross the street.

Mrs. Johnstone says she has long been concerned about traffic at the intersection. "At the speed motorists travel and sometimes lack of consideration (they show) for pedestrians trying to cross, I felt sure one would get hit.

"I little thought I would be a victim as I had always been very careful."

Mayor Bob McGhee and Commissioner Mike Day say there is no need for a pedestrian-activated light at the corner, but

they recommend a sidewalk be built on the south side of 55th Street between 47th and 47A Avenues.

Police chief Inspector Cec Coutts says there were five reportable vehicle crashes at 47A Avenue and 55th Street last year as well as the two pedestrian mishaps. At 47th Avenue and 55th Street there were 14 vehicle crashes, one pedestrian mishap and one bicycle accident in 1980.

Seven vehicle crashes occurred at 48th Avenue and 55th Street, says Insp. Coutts.

The Advocate, Tuesday, February 3, 1981

Council rejects lights at busy crossing

Peak traffic flow on 55th Street is "just like shooting bullets up that road with a machine gun," says Councillor Olly Webb.

But Councillor Webb Monday failed to convince the rest of city council of the need for pedestrian-activated lights at 55th

Street and 47A Avenue.

Council agreed to build a sidewalk on the south side of 55th between 47A and 47th Avenues to help pedestrians avoid crossing at 47A Avenue. And it also supported establishing a pedestrian crosswalk, complete with signs.

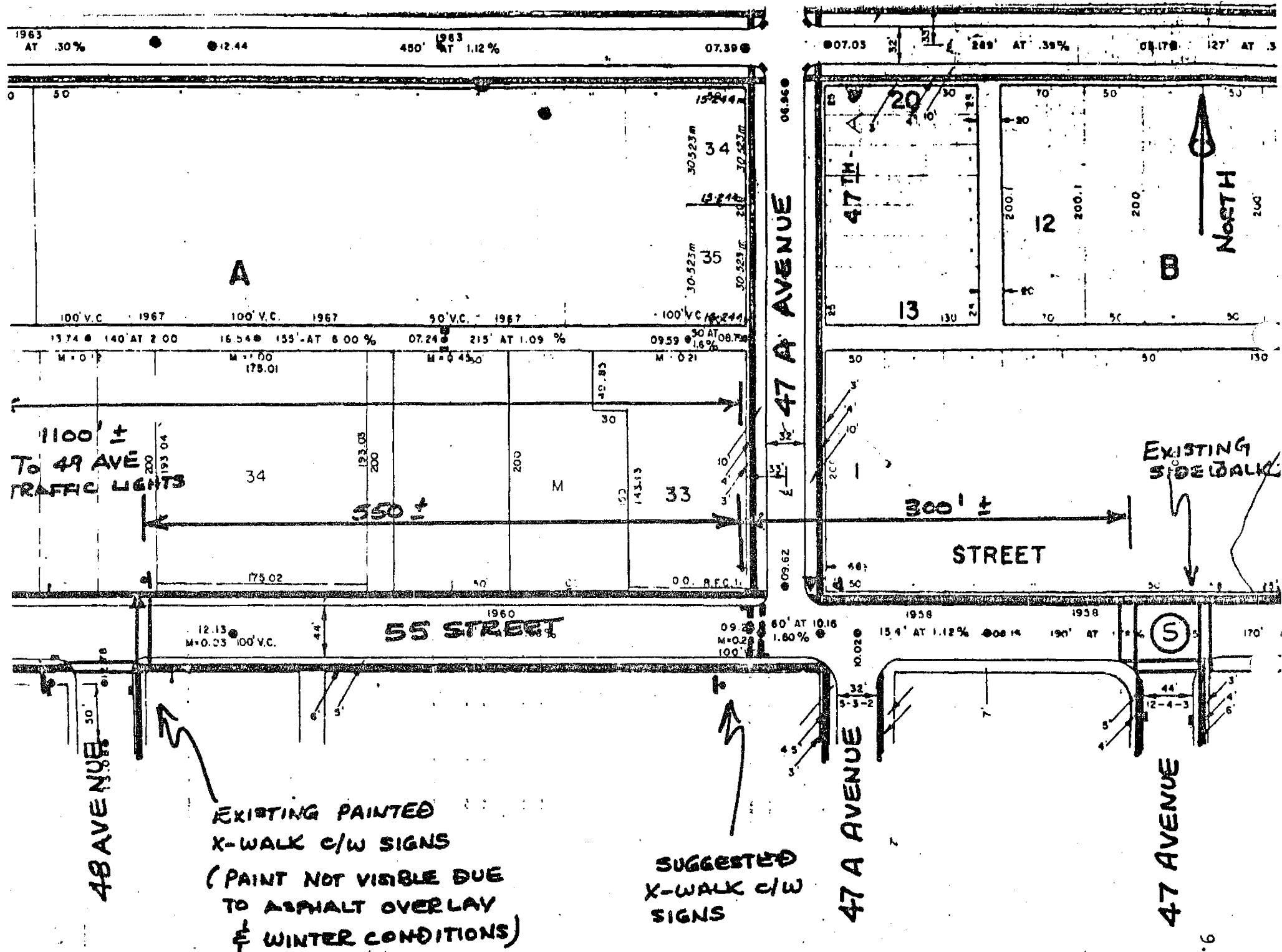
But council could not agree to the pedestrian-activated lights there, even though two pedestrians have been injured at the intersection when hit by cars in recent months. Both pedestrians have complained of fast drivers who show little consideration for people on foot.

Police chief Inspector Cec Coutts told council he is "not convinced" the intersection has more than its share of pedestrian accidents.

Councillor Webb, however, was certain it has more than its share of passing vehicles. She cited engi-

neering department statistics showing 1,314 cars during a peak hour — about 22 vehicles a minute.

Neighbors complained to the city traffic advisory committee about dangerous traffic there, even though they were unaware of the pedestrian-vehicle crashes, she said.



JAN. 28/81
L.H.

April 8, 1981

TO: City Clerk
FROM: City Engineer

RE: 55 Street & 48 Avenue -
Pedestrian Activated Traffic Control Lights

With reference to the above Council item, we have the following comments:-

1. The intersection of 55 Street & 48 Avenue does not meet the Warrant for the installation of pedestrian activated signals adopted by Council in 1973.
2. The installation of traffic signals, pedestrian activated or otherwise at this intersection would seriously hamper the traffic handling capability of the intersection of 55 Street & 49 Avenue, and could result in more Downtown congestion.
3. Signalization does not necessarily prevent accidents. It is interesting to note that of the three intersections noted in Dr. Sim's letter that the one with signalization (55 Street & 47 Avenue) has an accident record comparable to the other two.
4. We are sympathetic with the concern for pedestrian safety on 55 Street and appreciate and are impressed by the time and effort spent, in analysing the situation by Dr. Sims. Several points, however appeared to be misunderstood in the analysis.
 - (a) the pedestrian accidents (Mr. T. Meeres and Mrs. Johnstone) brought forward in the letter to Council occurred at the intersection of 55 Street & 47A Avenue and not at the intersection of 55 Street & 48 Avenue where a pedestrian signal is being requested. The request for pedestrian lights at the 47A Street-55 Avenue intersection was denied by Council in its February 2, 1981 meeting. No resolution has been passed to date by Council regarding possible signal light installation at 55 Street & 48 Avenue intersection.

- (b) The Warrant for Pedestrian Activated Signals adopted by Council in 1973 required that all of the conditions be met before a pedestrian signal is installed.

The Warrant adopted by Council is very specific and does not allow "manipulation to advance one's argument". The fact that evening peak hour volume exceeded the vehicular volume of the Warrant is certainly not being "overlooked" or downplayed.

- (c) "Pedestrian delay" in the Warrant refers to the time pedestrians waited before they could cross the road. The noted figure of 15 seconds for pedestrian delay is the actual average waiting time recorded between 4:30 and 5:30 P.M. on Thursday, December 11, 1980. During the above time only two pedestrians crossing the road experienced any measurable delay.
- (d) In the analysis presented by Dr. Sims, it was assumed that the evening peak hour vehicles would only be using one lane and would be evenly spaced. In fact, vehicles travelling on 55 Street could be using all four lanes. Accordingly Dr. Sims' figures are not reflecting the gaps that could be occurring. Also traffic generally travels in concentrated groups with gaps. This could be a result of lights in either direction from the location being investigated.
- (e) The Warrant requirement of "minimum 1,000 feet from nearest signal" cannot be disregarded "outright" as suggested in Dr. Sims' letter. To close a spacing of traffic signals could have detrimental effect on possible timing of lights. The 1,000 signal spacing stipulated in the Warrant is already too short a distance to provide the preferred flexibility for signal synchronization. The "marked demonstrable lack of courtesy to pedestrians on green walk signals" as indicated by Dr. Sims has nothing to do with the signal spacing requirements stipulated in the Warrant.

Due to the serious effect a pedestrian activated signal installation at 48 Avenue & 55 Street could have on the Downtown traffic condition, we would strongly recommend against such an installation. If Council feels that some type of pedestrian facility should be provided on 55 Street between 49 Avenue and 47 Avenue, the feasibility of a pedestrian overpass in this area could be explored similar to the type of study that is presently underway by the Consulting Engineers on the 54 Avenue Extension in West Park. The estimated costs of such a study are in the order of \$3,000 - \$5,000. The cost of such a structure would probably be in the order of \$750,000 - \$1,000,000.

BCJ/ab
cc: Traffic Engineer


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

Mayor's comments

The City Engineers reply is submitted for Council's information.

"R. J. McGHEE"
Mayor

NO. 2

December 29, 1980.

TO: Council
FROM: City Clerk

RE: Municipal Affairs Request for Government Support of the 1981 Census
of Canada

Members of Council will recall that at the meeting December 22, 1980, the following resolution was introduced and was tabled at that time, pending receipt of additional information from Statistics Canada.

"RESOLVED that Council of The City of Red Deer having considered correspondence dated December 1st, 1980 from The Deputy Minister of Alberta Municipal Affairs re: Government Support of The 1981 Census of Canada, hereby concur with the comments of the City Commissioners and as presented to Council December 22nd, 1980."

Additional information has now been received from Statistics Canada and same is included herewith for Council consideration.

R. Stollings
City Clerk

Encl.

MUNICIPAL AFFAIRS

Office of
the Deputy Minister

December 1, 1980

14.
Misc.-311

403/427-4826

915 Jarvis Building
9925 - 107 Street
Edmonton, Alberta, Canada
T5K 2H9

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

Dear Mr. Stollings:

Re: Government Support of the 1981 Census of Canada

The next decennial Census of Canada will be conducted by Statistics Canada on June 3, 1981. Federal budget constraints have significantly reduced the advertising support for the census. To offset this, Statistics Canada is asking major users of census data (governments and businesses) to participate in a public communications programme. Included in the government component of this programme would be such activities as endorsement of the census by senior officials; display of posters in government offices and outlets; census inserts in cheques, bills, etc.; articles in newsletters; reminders by telephone operators that Census Day is June 3rd; and making available vacant classroom and office space.

Census data play a very important part in decision-making and policy formulation for all levels of government in our province. We should do whatever we can to ensure the data collected in Alberta are complete, reliable and thus of most benefit to government and other provincial users. Supporting Statistics Canada's public communications programme will help to achieve this objective. The provincial government has agreed to provide assistance. Your support and that of your municipality will be an important contribution to the success of the 1981 census. I do hope such co-operation will be possible.

Statistics Canada, if it has not done so already, will be contacting your municipality to discuss, in more specific terms, what type of support would be most effective in your area.

Yours very truly,



A.R. Grover
Deputy Minister

Commissioners' comments

We cannot recommend support of this program as the Federal Census Data is not available for upwards of one year after the census is taken.

This request would put additional costs onto the municipality for little or no direct benefit.

"R. J. McGHEE"
Mayor

"M. C. DAV"
City Commissioner



April 7, 1981

Pat Shaw
Executive Assistant
Box 5008
Red Deer, Alberta
T4N 3T4

Dear Pat:

As follow-up to our conversation of last week concerning the Mayor proclaiming June 3rd as Census Day, we have sent along a kit for your information, plus an outline copy of the Proclamation.

We would appreciate if you would have the Mayor issue the Proclamation about May 27th or 28th.

Any additional help you can give us in promoting the Census would be helpful.

Thank you for helping make the "81 Census" a success.

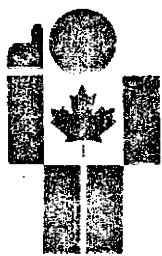
Yours very truly

Peter Palfenier
per: W.D.

Peter Palfenier
Information Officer

PP;wa





June 3 is Census Day
Count yourself in

17.

Census Information

MAYOR'S PROCLAMATION

WHEREAS Statistics Canada will conduct a national Census of Population on June 3, 1981, estimated to count more than 24 million Canadians; and

WHEREAS Census information on population, age, sex, marital status, language, occupation, income and housing are relied upon by governments, businesses, institutions and individual Canadians for a wide variety of planning purposes; and

WHEREAS the Census has been a tradition in Canada for 315 years, and continues to be an important indicator of the nation's rapidly changing society; and

WHEREAS the Census is Canada's largest statistical survey, and the only one which collects information from more than 8 million households; and

WHEREAS residents of Canada on June 3 are required by law to complete and return the Census questionnaire delivered to their homes; and

WHEREAS 340,000 Canadian farmers will also take part in the Census of Agriculture, to be conducted on the same day, June 3, 1981; and

WHEREAS all individual information provided on the Census Questionnaires is kept confidential and used only in conjunction with data from other respondents to produce statistics; and

WHEREAS the Town of _____ recognizes and endorses the efforts of Statistics Canada to successfully conduct the 1981 Census, which will benefit all the citizens of _____ and of Canada:

THEREFORE, I, _____, Mayor of the Town of _____, do hereby declare the week of May 31 - June 6, 1981 as "CENSUS WEEK" in _____, and call upon all citizens of _____ to count themselves in on June 3, 1981.

Mayor



Commissioners' comments

The City Census is currently underway. No funds have been provided in our 1981 budget related to the Federal Census and we cannot agree to any such funding. The information provided can be made available by giving a copy to the media and the remainder being made available at the information desk of City Hall.

"R.J. McGHEE"
Mayor

NO. 1

April 16, 1981

TO: City Clerk

FROM: Bryan Wilson, Chairman
P.S.S. Board

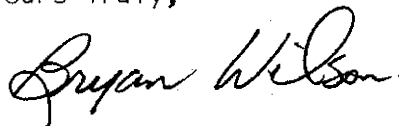
RE: Formation of Day Care Management Board

For the background of new members of City Council, the Red Deer Day Care Society approached City Council last June, 1980 requesting that the City take over the operation of the Day Care Programs coming under its jurisdiction. As an alternative, the City administration suggested that a Day Care Management Board be established to operate all day care services in which the City is involved and that the Red Deer Day Care Society continue to exist and have representation on the Management Board. Numerous discussions were held in the fall of 1980 to work out this proposal. This plan required that the Day Care Management Board report to City Council through the existing P.S.S. Board or through a new City Social Services Board.

After discussing this matter thoroughly with members of the Red Deer and District Preventive Social Services Board in January and February, 1981, it was determined that the Day Care Management Board should report through the existing Preventive Social Services Board. Consequently, the attached By-law draft was prepared and discussed by the Day Care Society Board and the P.S.S. Board. We would like this to be presented to Red Deer City Council for its meeting on April 27, 1981. We are hopeful that this By-law can be processed quickly and that the Management Board can be established as soon as possible.

The Red Deer Day Care Society has been informed that this matter will be coming before City Council & is in agreement. The Director of Preventive Social Services and I would be pleased to attend the Council meeting to answer any questions that might arise.

Yours truly,



BRYAN WILSON, Chairman
RED DEER & DISTRICT PREVENTIVE
SOCIAL SERVICES BOARD

/sp

cc: Mrs. Donna Thompson, President
Red Deer Day Care Society
City Solicitor

Mayor's comments

I see no objections to the proposed course of action outlined.

"R.J. McGHEE"
Mayor

NO. 2

April 21, 1981

TO: City Clerk
FROM: City Engineer
RE: Purchase of One Ton Flat Deck

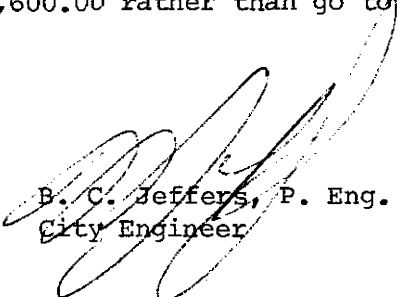
The above unit was approved for purchase in the 1981 Long Range Equipment Plan.

In 1980, a unit of this type was rented for the purposes outlined in Mr. Gillespie's letter of March 3, 1981. The rental contract went out to tender and was awarded to North West Motors (Red Deer) Ltd.

In determining a figure to place on the Long Range Equipment Plan we contacted this firm and were quoted a figure of \$10,894.00 for a new unit. If we were to purchase the rented unit the cost would be approximately \$8,600.00.

We have done a certain amount of work adapting this unit to suit our requirements, none of which is irreversible, but it would be economical and efficient for us to retain this unit. We have had the unit since it was new and know it's mechanical condition and repair history. We have attached supporting correspondence for Council's information.

We would respectfully recommend Council's approval to purchase the used unit at a price of approximately \$7,600.00 rather than go to tender for a new unit at \$10,000.00 +.



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

BCJ/emg
enclosure
cc - L. Gillespie
cc - City Treasurer

March 17, 1981

TO: City Engineer
FROM: General Superintendent of Public Works
RE: Purchase of Flat Deck Truck

Further to my memo to the City Treasurer (see attached), I wish to add the following.

I would not recommend we get involved with tendering on used units, as we will end up doing compression tests, scope tests, etc., on units we know nothing about. The one we wish to purchase we rented new.

It should also be noted that there will be some costs to take the flat deck off the unit if we don't purchase it.

We will need this unit as soon as weather permits, and to order a new unit will take at least three months. If we rent for an additional three months, the costs will be an additional \$1200.00.

I would recommend we take this to Council and purchase the unit we are now renting.

L. M. Gillespie
L. M. Gillespie
General Supt. of P. W.

LMG/sv
Attach.

Mayor's comments

We believe all major items purchased by the City should be on a tender basis and, therefore, cannot agree with the recommendation. The City should either continue leasing this unit or call tenders for a new unit.

"R. J. McGHEE"
Mayor

NO. 3

April 21, 1981

TO: City Clerk

FROM: City Engineer

RE: Engineering Report
Overview of Traffic & Parking 1980/81

The Traffic Division of the Engineering Department has prepared the above brochure. It would be our intention, subject to Council approval, to make this document available to the public. We would not mail it out to all homeowners but would enclose a copy with all replies to inquiries received from Traffic Advisory Committee and would also make them available at our front counter and at the reception area on the main floor.

We would hope that this document may prove an effective means of informing the public of various policies, procedures and concerns relating to the City's traffic and parking facilities. It may, as well, encourage informed feedback from the citizens either to the Engineering Department directly or through City Council.

We are bringing this matter to Council's attention prior to making the document public.



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

BCJ/ab
enc.

Mayor's comments

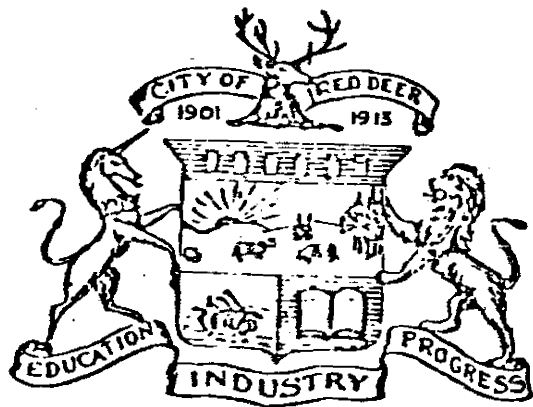
We concur with the action proposed by the Engineering Department.

"R.J. McGHEE"
Mayor

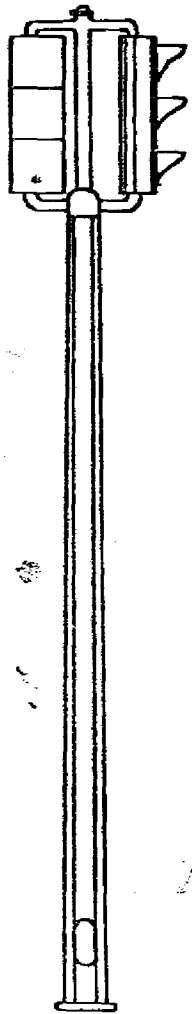
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CITY of RED DEER



ENGINEERING DEPARTMENT



OVERVIEW

OF

TRAFFIC

AND

PARKING

1980 / 1981



CONTENTS

	<u>PAGE</u>
Purpose of Bulletin	1
Factual Description of Downtown Parking Conditions	2
Action Taken By City Council to Provide More Parking	4
Traffic Advisory Committee Provided Recommendations	6
Basis for the Formulation of Traffic & Parking Policy	8
Factual Description of Traffic Conditions	12
Action Taken By City Council to Improve Traffic Flow	18
Other Traffic Programmes Completed (Pavement Marking, Signing, Traffic Analysis, Guideline Established)	22
Engineering Department Recommendations Corroborated By Latest Research	24

PURPOSE OF BULLETIN

The Engineering Department is frequently contacted to provide information regarding traffic flow and parking in the City. The nature of the requests are usually of the following categories:-

- (1) Developers, businesses and real estate agents used the information for market analysis and assessment of locating various businesses in Red Deer.
- (2) Traffic consultants, Alberta Transportation and other provincial and municipal agencies required the data for long term transportation planning, traffic impact studies, programming and designing for facility improvements, traffic operation analysis, evaluation of provincial funding policy etc.
- (3) Citizen inquiries to gain an overview of the traffic conditions in their neighborhood.

The data, if collected separately for each individual purpose by the above users, would not only result in inefficient use of public funds, the data would also be of a fragmented nature and would not provide an overall view nor historical trend.

The purpose of this bulletin is to:

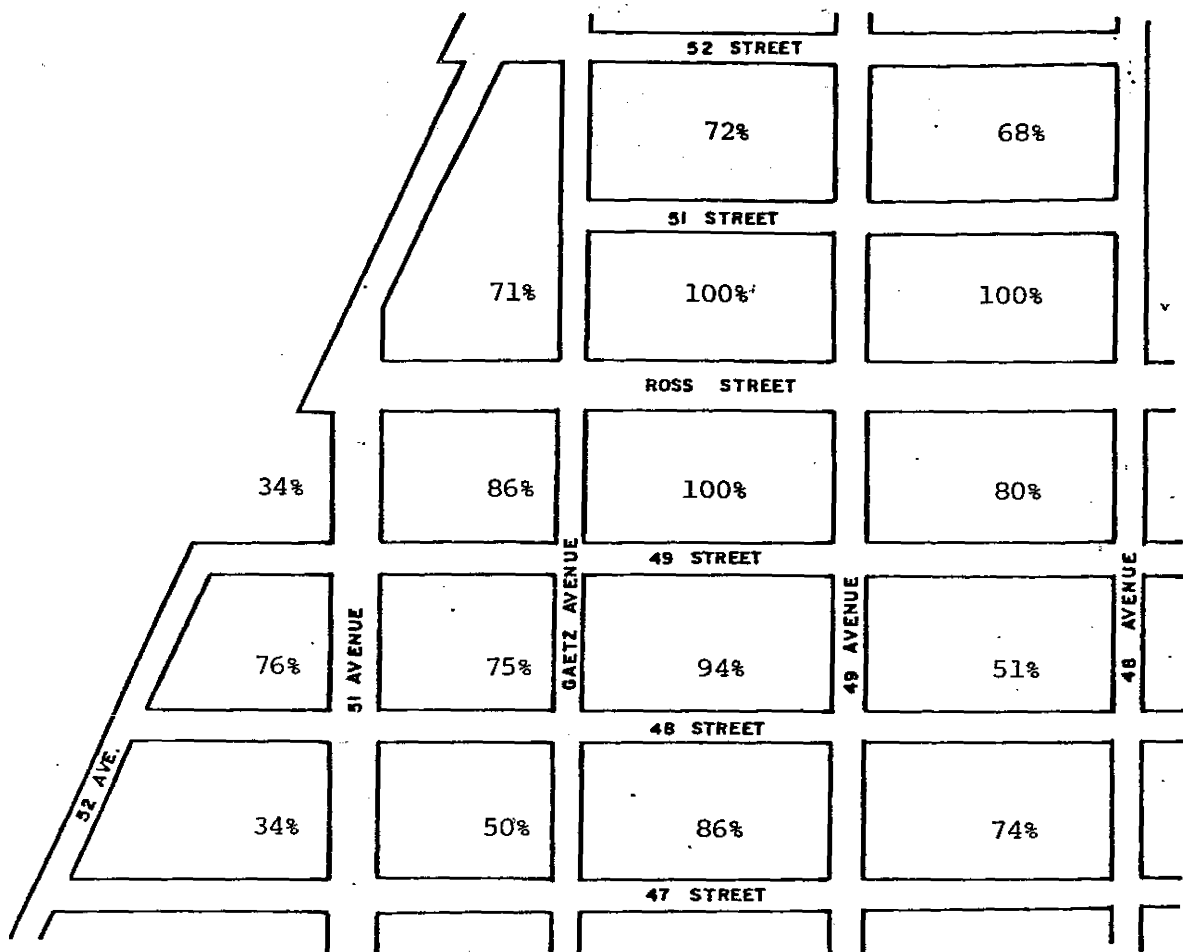
- provide a factual description of the traffic and parking conditions in Red Deer
- avail to the public a catalog for more detailed traffic and parking information, policy and reports compiled by the City.

Information in this bulletin is mostly abstracted from work sheets, internal files, reports and memos of the City Engineering Department. In an attempt to keep this bulletin brief, information included could only provide a glimpse of the complete picture. Readers of the bulletin are encouraged to contact the Traffic Section for further detail analysis and data available.

21

The peak parking demand downtown occurs at 11:00 A.M. and at 2:00 P.M.

More than one out of every five parking stalls downtown were empty at 2:00 P.M. peak hour.



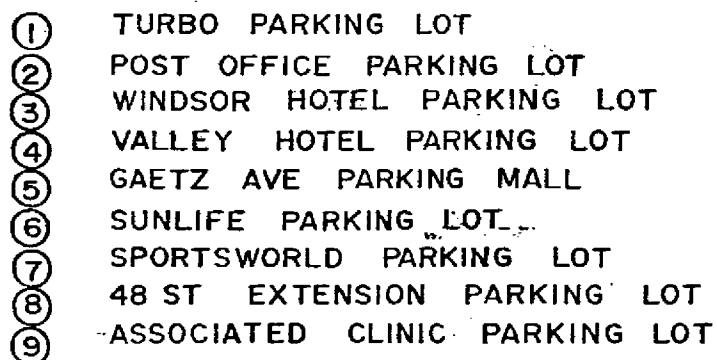
OVERALL OCCUPANCY 78%

Source: "Report on Parking in the Downtown Core 1980" by the City of Red Deer Engineering Department.

				CITY-OF RED DEER		
				ENGINEERING DEPARTMENT		
				JANUARY 1980		
				PERCENTAGE PARKING OCCUPANCY		
				AT 2 P.M. PEAK HOUR		
NO.		DATE		SCALE:		APPROVED BY
REVISION		APPBY		DRWN. BY		DRAWING NO.
				DATE:		

4

With the addition of Sunlife, 48 Street Extension and Turbo
Parking Lots, nine parking lots were provided within four
blocks of the Center of the City.



6

The Traffic Advisory Committee provided recommendations on 110 complaints and requests in 1980.

On street parking removal has remained the most frequent Citizen request received by the Traffic Advisory Committee for four out of the past five years. This is followed by requests for stop signs and speed limit signs.

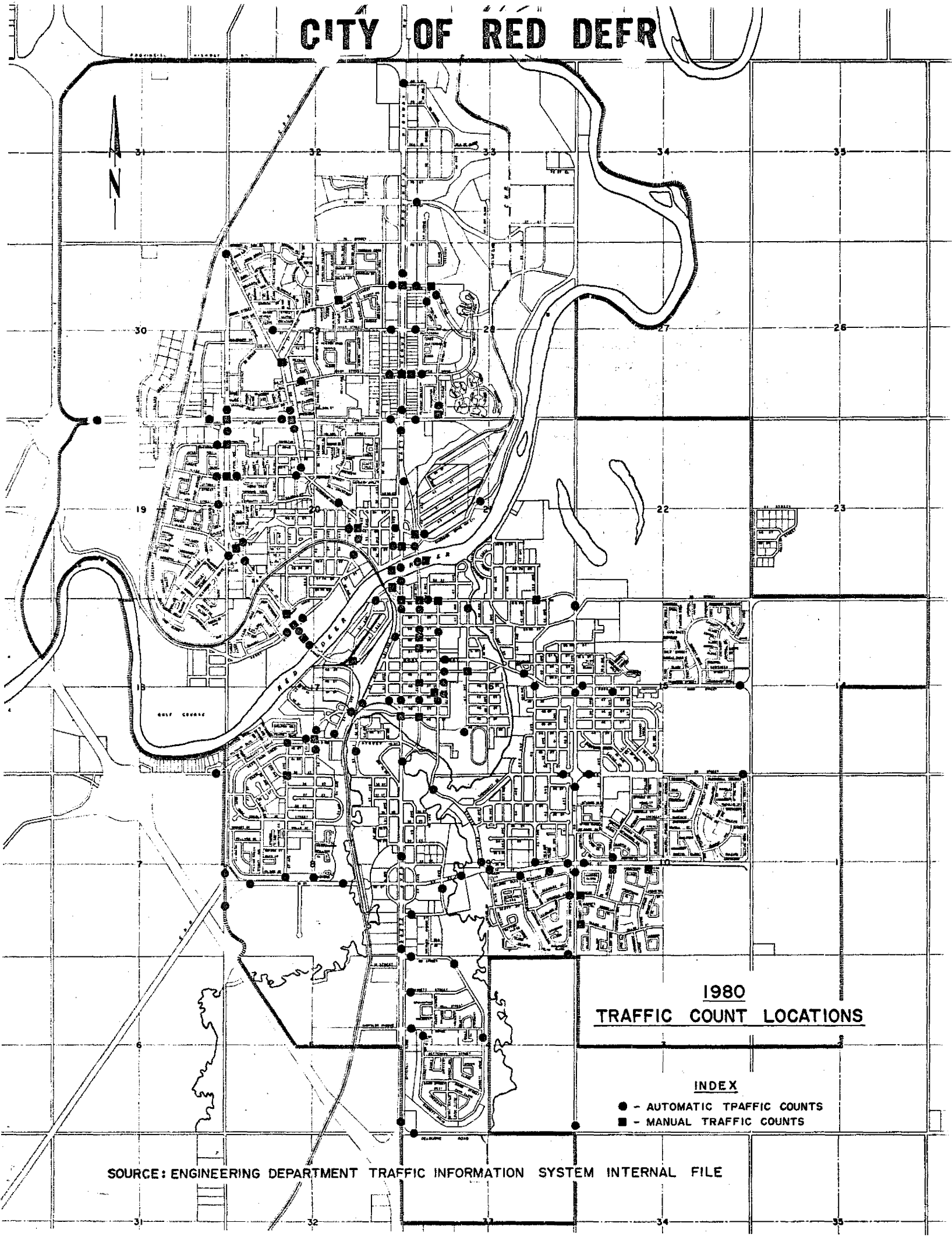
NUMBER OF COMPLAINTS/REQUESTS RECEIVED BY THE TRAFFIC ADVISORY COMMITTEE

	1976	1977	1978	1979	1980
1. On-street parking removal	14	20	21	13	20
2. Stop signs	12	7	19	19	11
3. Speed limit signs	1	2	8	7	8
4. Roadway visibility	3	2	1	7	8
5. Bus zones	4	0	0	2	8
6. Requests for traffic signals	6	6	2	10	7
7. Traffic signal phasing	0	0	0	4	6
8. Traffic directional signs	2	7	17	10	5
9. Yield signs	6	0	2	2	5
10. School zone signs	1	0	0	2	5
11. Requests for parking meters	10	3	9	11	4
12. Pedestrian crosswalks	8	6	11	9	3
13. Loading zones	10	4	1	6	3
14. Lane closure	0	0	7	3	3
15. Enforcement problems	0	2	3	2	3
16. Playground signs	4	2	6	3	1
17. No parking signs at existing No Parking area	2	3	6	3	1
18. Miscellaneous	10	11	11	9	9
Total No. of Requests/Complaints	93	75	124	122	110
Total population of City	31,500	33,700	36,300	39,400	41,400

SOURCE - Year End Report by Secretary of Traffic Advisory Committee March 1981

Traffic surveys (including trip generation, parking occupancy, turning movements and traffic volume surveys) were conducted at 181 locations. This data formed the basis for numerous traffic and parking related recommendations to City Council.

CITY OF RED DEER



10

The data was instrumental in formulating traffic and parking policies, assessing development traffic impacts, timing traffic signals and programming for road improvements and maintenance.

Projects that used the data include "The Fourth River Bridge Study", "Parking in the Downtown Core 1980", "Bower Place Special Use Area Traffic Study", "Feasibility of a Parking Structure Report", and "City of Red Deer Transportation Study 1981".

Other users of the data include developers, businesses and Real Estate Agents for market analysis and determining development location; Traffic Consultants, Alberta Transportation and other Provincial and Municipal Agencies for transportation planning and program evaluation; and educational institutes for research purposes.

The supply of a strong and reliable data base by the City has minimized data collection for most projects and substantially reduced fees paid to consulting firms by the City.

Detail breakdown of the data is also available to the public to gain a factual appreciation of the traffic conditions of the City.

CITY OF RED DEER

TIMING TRAFFIC SIGNALS

- 49 SIGNALS WERE IN OPERATION IN 1981

PROGRAMMING FOR ROAD IMPROVEMENTS & MAINTENANCE

- GAETZ AVENUE - HWY. 11 INTERSECTION REQUIREMENTS
- NORTH-WEST SECTOR ROAD REQUIREMENTS
- FOURTH RIVER BRIDGE STUDY
- GAETZ AVENUE - DELBURNE RD FUTURE INTERSECTION REQUIREMENTS

FORMULATING TRAFFIC & PARKING POLICIES

- PARKING IN THE DOWNTOWN CORE 1980
- FEASIBILITY OF A PARKING STRUCTURE
- CITY OF RED DEER TRANSPORTATION STUDY 1981

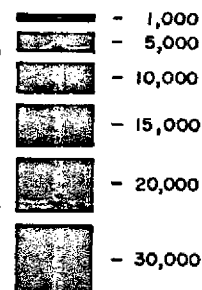
ASSESSING DEVELOPMENT TRAFFIC IMPACTS

- VILLAGE SQUARE SHOPPING MALL TRAFFIC IMPACT STUDY
- BOWER PLACE SPECIAL USE AREA TRAFFIC STUDY

1980

AVERAGED DAILY TRAFFIC VOLUMES

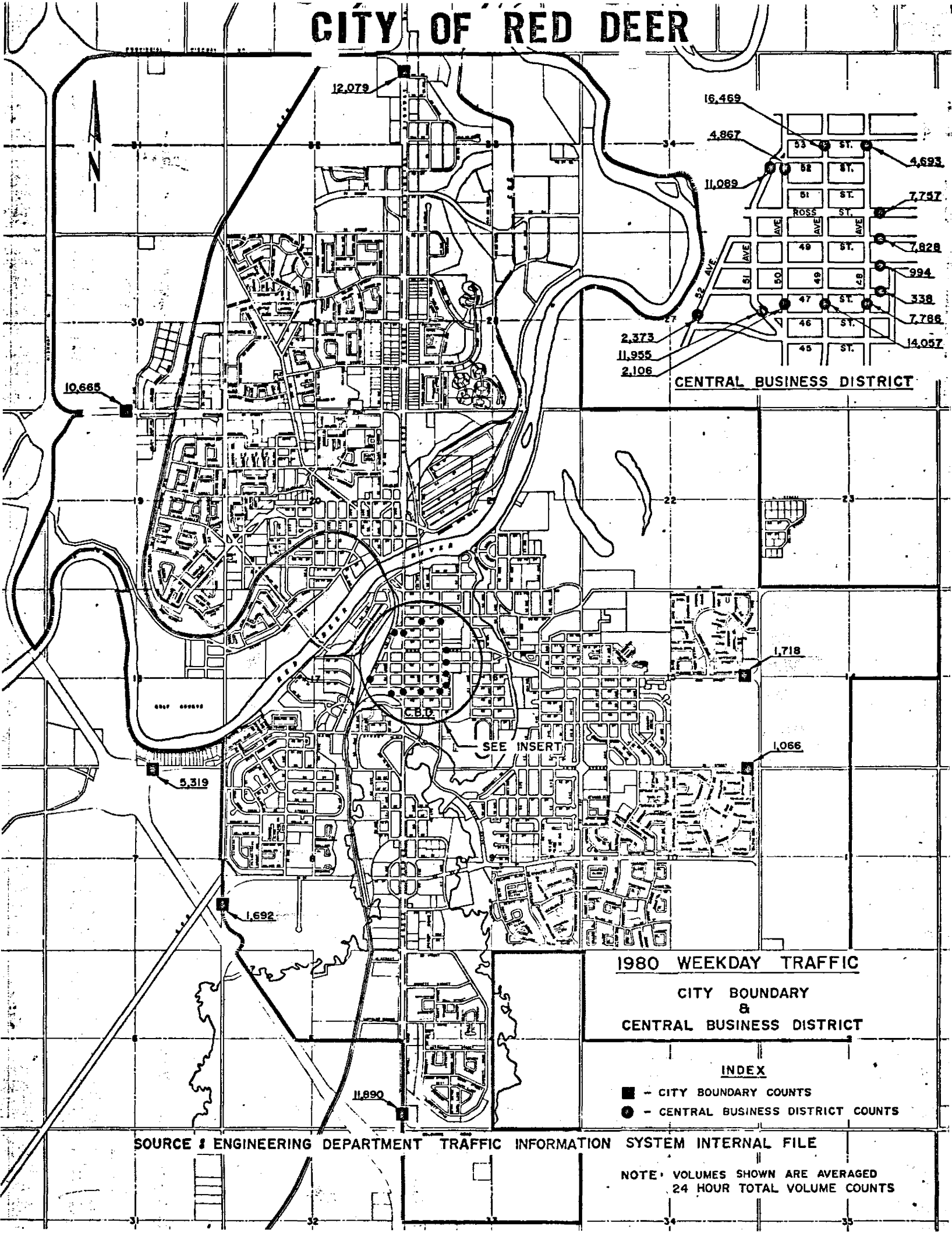
LEGEND



SOURCE: ENGINEERING DEPARTMENT TRAFFIC INFORMATION SYSTEM INTERNAL FILE

For a typical summer weekday, over 44,000 vehicles entered and left the City and over 92,000 vehicles crossed the downtown cordon (2 way total).

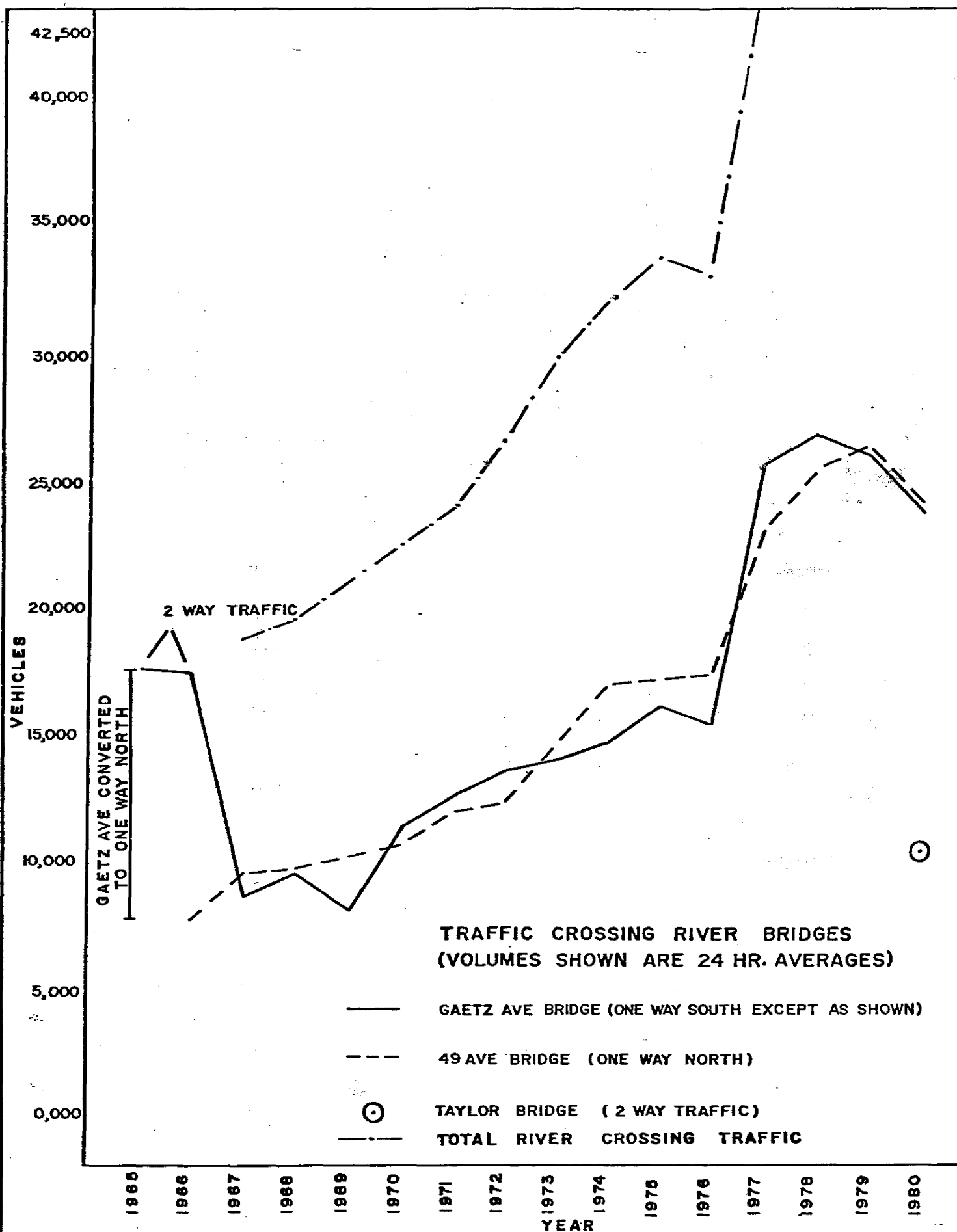
CITY OF RED DEER



Traffic crossing the Red Deer River reached a new highest record - 29,673 vehicles northbound and 29,442 vehicles southbound per day.

River crossing traffic growth far outpaced population growth in Red Deer.

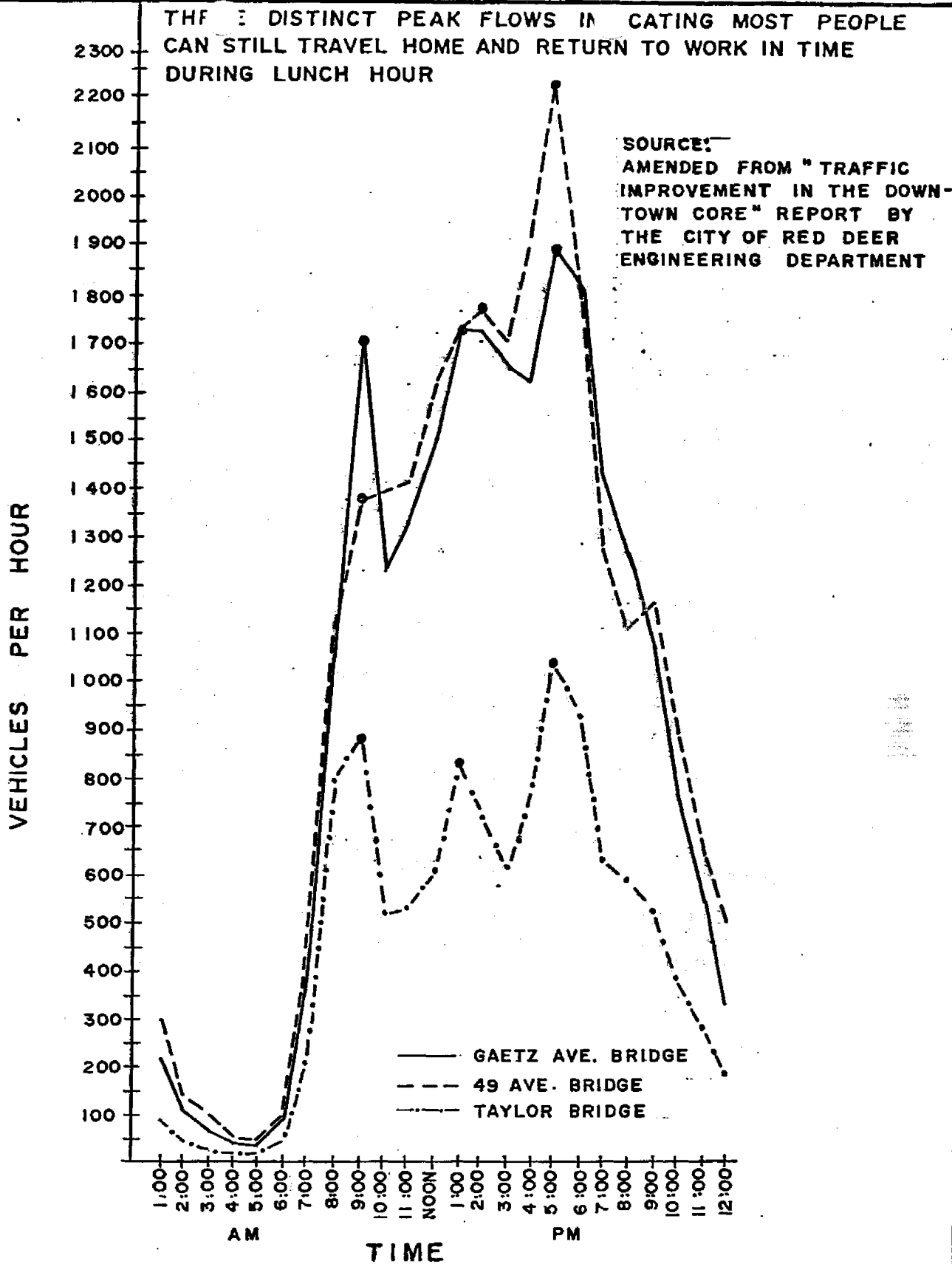
<u>Years</u>	<u>Population Increase</u>	<u>River Crossing Traffic Increase</u>
1975-1980	37%	76%
1979-1980	5%	13%



SOURCE: ENGINEERING DEPARTMENT TRAFFIC INFORMATION SYSTEM INTERNAL FILE

Three distinct peak flows (morning, noon, evening) were experienced at the Red Deer River Crossings. Only two peak periods (morning and evening) were experienced in a lot of other major Cities. This is indicative that most employees in Red Deer can still travel home and return to work in time during lunch hour.

The highest peak hour occurred in the evening and accounted for approximately 9% of the total daily river crossing traffic.



				CITY OF RED DEER		
				ENGINEERING DEPARTMENT		
				1980		
				24 HOUR TRAFFIC VARIATIONS		
				RIVER CROSSINGS		
				SCALE	APPROVED BY	DRAWING NO
NO.	DATE	REVISION	APPBY	DRAWN BY <i>L.A.</i> DATE <i>2/81</i>		

Action taken by City Council has resulted in substantial reduction in travel time and traffic congestion.

Implementation of the measures* of the "Traffic Improvements in the Downtown Core" report has reduced travel time on 49 Avenue (between 45 Street and 55 Street) from 20 minutes to 5 minutes.

The capital costs of the project was about \$3,000. The reduction in travel time could have resulted in an annual saving to the public of about \$670,000 at an average cost of \$5.50** per vehicle hour.

The opening of Taylor Bridge for traffic has further reduced travel time from 5 minutes to 3 1/2 minutes.

The capital costs of the bridge was about \$3 million. The reduction in travel time could have resulted in an annual saving to the public of about \$67,000 at an average cost of \$5.50** per vehicle hour.

* Measures included provision of dual turning lanes, one-way couplets, parking removal and signal timings, etc.

** Based on cost figure used for the evaluation of electronic surveillance in Queen Elizabeth Way & Highway 401 Bypass near Toronto.

TRAFFIC CONGESTION REDUCED AS A RESULT OF ACTION TAKEN BY CITY COUNCIL

"TRAFFIC IMPROVEMENTS

• IN THE DOWNTOWN CORE " REPORT

• TAYLOR BRIDGE

• NOT IMPLEMENTED

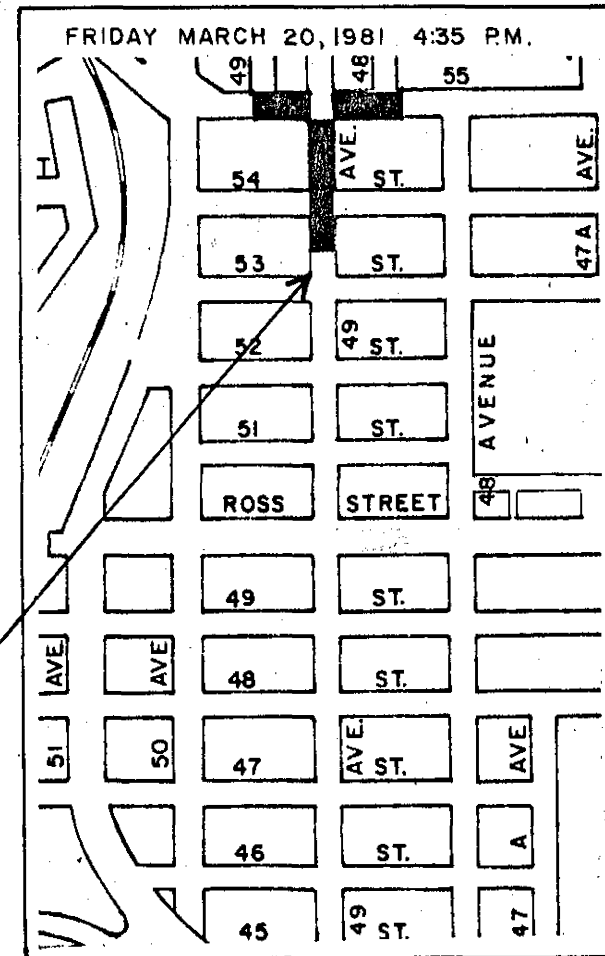
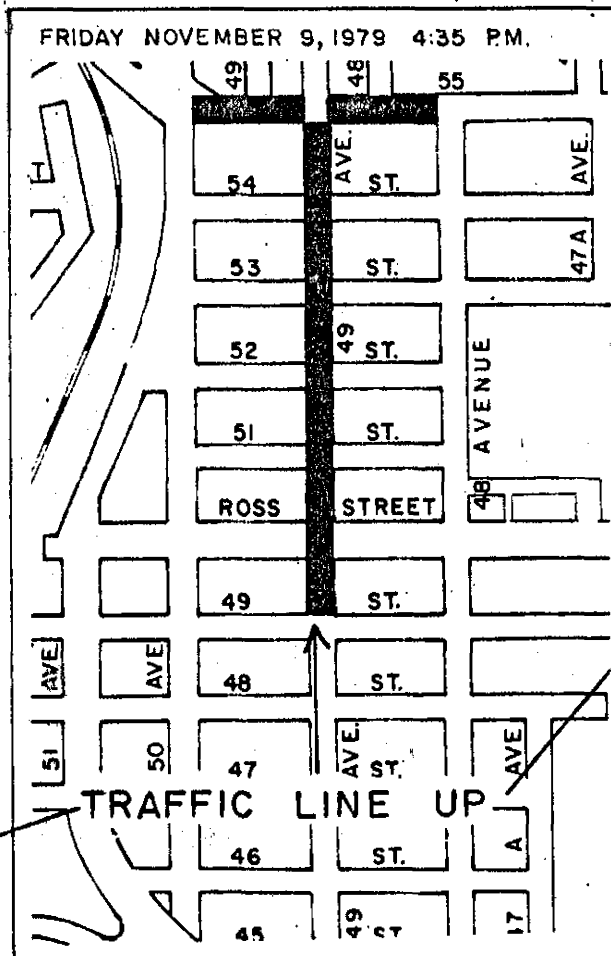
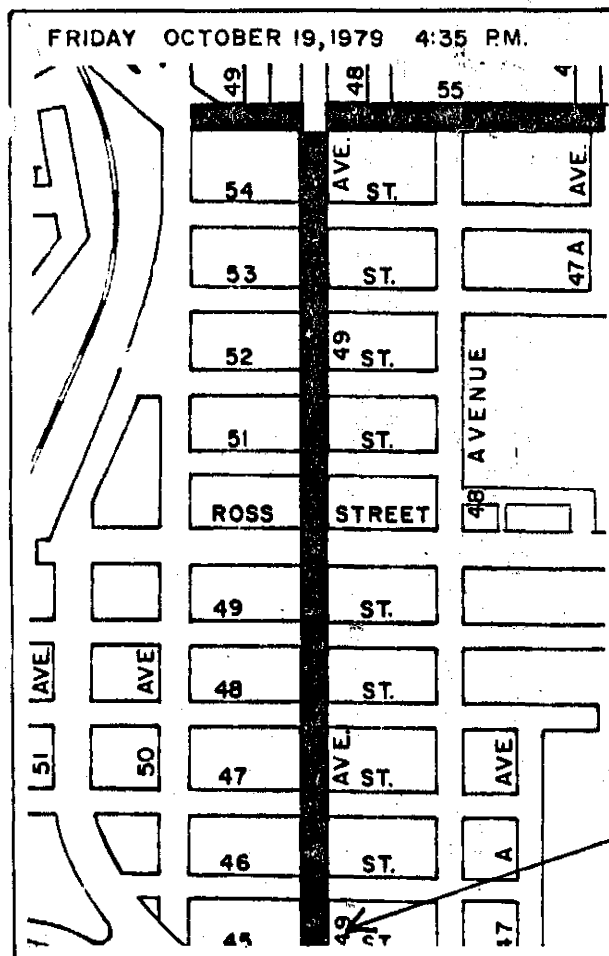
• NOT OPENED

• IMPLEMENTED

• NOT OPENED

• IMPLEMENTED

• OPENED



SOURCE: - ENGINEERING DEPARTMENT MEMO TO CITY COUNCIL DECEMBER 1979
- TRAFFIC INFORMATION SYSTEM INTERNAL FILE

20

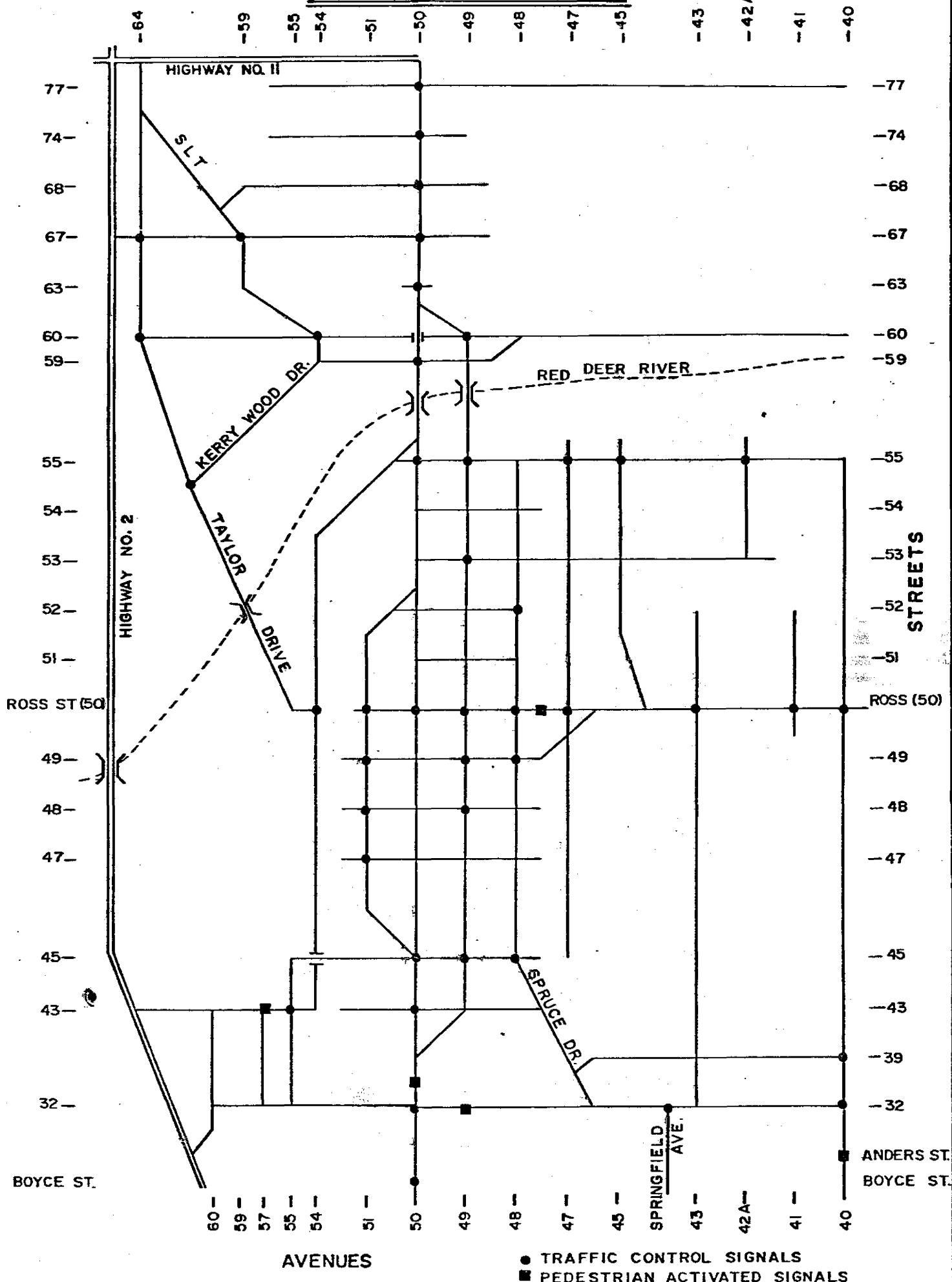
A total of 49 traffic signals (including 5 pedestrian activated signals) were in operation in 1980.

A computer program developed by the British Transport and Road Research Laboratory was used for the design of signal offsets. The program was entered into the City Hall computer and is now fully operational.

60 signal timing plans and 5 signal networks were implemented.

Signal timing and offsets were designed to minimize overall traffic delays during the evening peak hour.

SIGNAL LINK DIAGRAM



22

OTHER TRAFFIC PROGRAMS COMPLETED

PAVEMENT MARKINGS

- Thermoplastic Pavement Markings Installed - 5,195 m
(17,043 feet)
- Pavement Marking Plans Prepared - 29

SIGNING

- Commissioner's Orders were issued for the installation of:-

Stop signs	104
Yield signs	30
No Parking zones	41
Bus zones	232
Loading zones	6
Playground zones	3
Others	8
Total signs	424
Yellow parking meters	271

TRAFFIC ANALYSIS

- pedestrian activated signal warrant analysis	7
- neighborhood traffic analysis (Pines)	1
- Downtown parking occupancy monitoring	13
- subdivision trip generation analysis (Anders, Bower Place)	2
- Shopping Centre trip generation analysis (Parkland)	1
- Shopping Centre automobile size survey	1

GUIDELINES/PROCEDURES

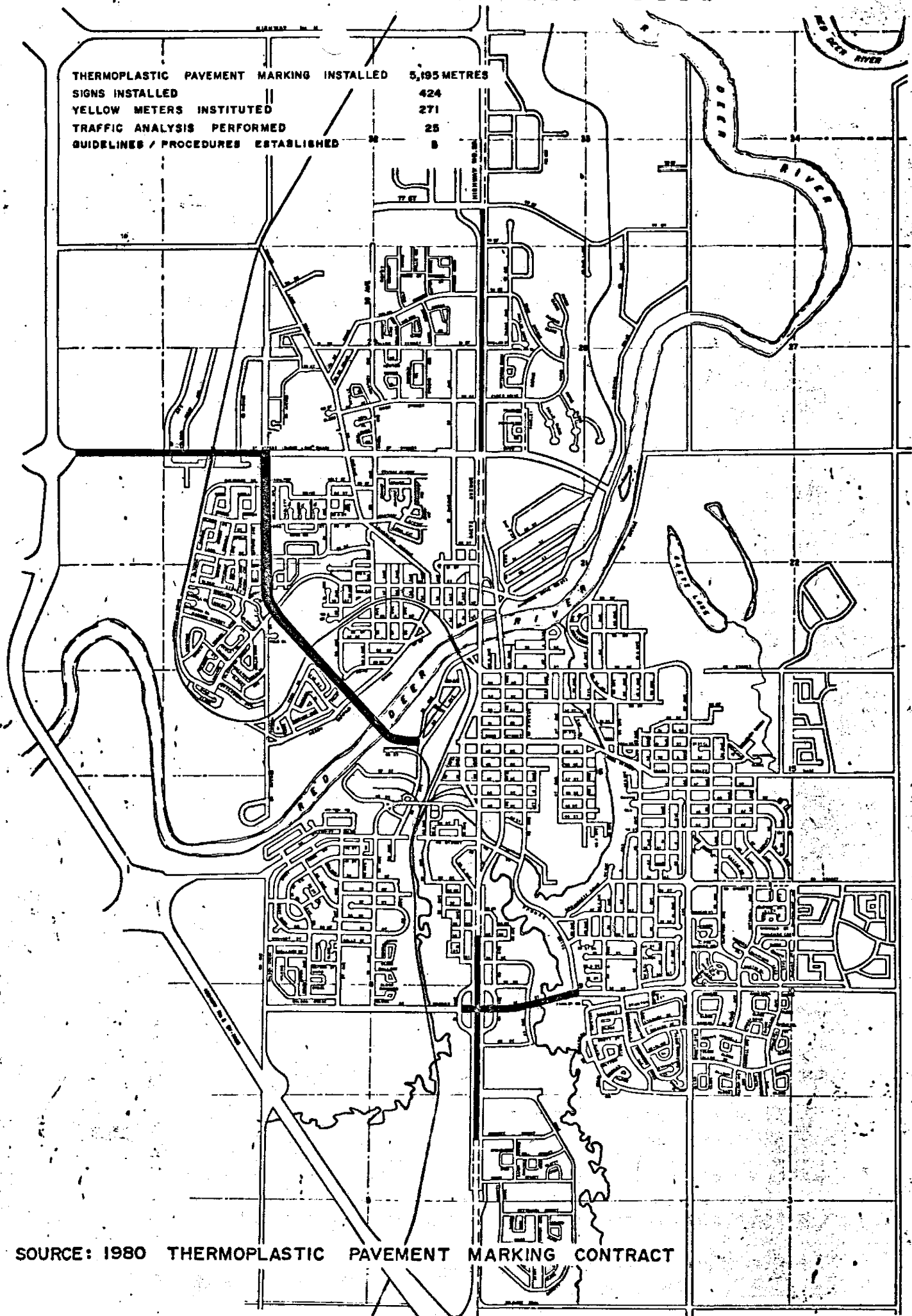
- Guideline for Road Right of Way Priority Established
- Guidelines for Signal Head Location and Configurations
Established (Report on Traffic Signal)
- Guideline for Long Term vs Short Term Parking Established
(Report on Parking in the Downtown Core 1980)
- Truck Route System Instituted (Traffic Bylaw)
- Emergency Snow Route System (Major Snow Removal Op-
erations Report) Drafted.

OTHERS

- Public information announcement prepared	7
- building grade surveyed, drafted and certificates issued	1,139
- plans and drawings reviewed	Number not recorded

CITY OF RED DEER

THERMOPLASTIC PAVEMENT MARKING INSTALLED	5,195 METRES
SIGNS INSTALLED	424
YELLOW METERS INSTITUTED	271
TRAFFIC ANALYSIS PERFORMED	25
GUIDELINES / PROCEDURES ESTABLISHED	8



SOURCE: 1980 THERMOPLASTIC PAVEMENT MARKING CONTRACT

24

Findings and recommendations provided to City Council and/or the Civic Parking Commission were reiterated by latest journal and research reports.

In the May 17, 1979 Engineering Department report submitted to the Parking Commission and City Council, it was indicated that:-

"..... 49 Avenue Bridge will be able to handle a maximum traffic volume of about 3100 vehicles per hour, assuming that there is a continuous flow of vehicles and there is no signal lost time."

".... for the through lane ... the passage time for each additional vehicle was 2.3 seconds...."

The same finding was reiterated in an April 1980 copyrighted report SATURATION FLOW MANUAL published jointly by the City of Edmonton and the University of Alberta. The manual indicated that:-

"The SINTRAL system in its present version (April 1980) uses a uniform value of 1550 p.c.u./h green/lane." SINTRAL is a computer system developed by Edmonton" for the design and evaluation of signalized intersections."

In the June 3, 1980 Engineering Department Report submitted to The Parking Commission, it was indicated that:-

".... approximately 25% of the vehicles in 1985 will still be full size vehicles."

The same finding was reiterated in the July 1980 issue of PARKING MAGAZINE. (See Page 26)

The same Engineering Department report also recommended against downsizing of parking dimensions at present:-

"If five year is taken as the design year for the proposed parking structure, it would be impractical to exclude one-quarter of all the vehicles from the design."

"Small vehicle stalls do not always discourage use by drivers of larger vehicles. Some drivers are also apparently unable to place a size classification on vehicles they drive. If small vehicle stalls are incorporated in the proposed parking structure, the enforcement of the small vehicle stalls for small vehicle use only would require careful examination."

The same thought was reiterated in the November 1980 issue of ITE JOURNAL. (See Page 25)

ITE Executive Committee

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President

Neilon J. Rowan, P. E.
Vice President

Elmer N. Burns, P. E.
Immediate Past President

Directors

John P. Cavallero, Jr.
District 1

Daniel W. Hoyt

articles

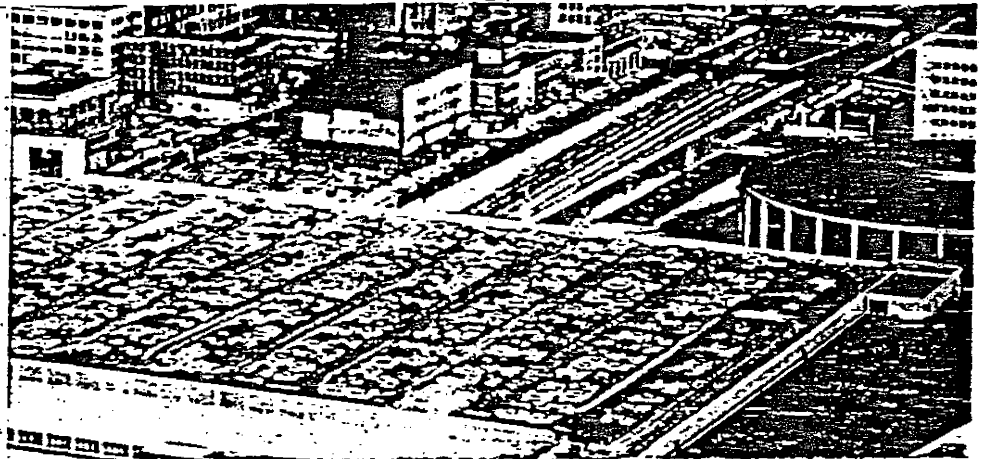
- 12 Engineering the Way Through the Alcohol Haze
- 16 Parking Design for Downsized Cars
Richard I. Strickland
- 19 Now Is Not the Time to Reduce Parking Dimensions
James M. Hunnicutt

Now is Not the Time To Reduce Parking Dimensions



Hunnicutt (F) is president of James Madison Hunnicutt & Associates. He has been worked in parking and transportation consulting for the past 27 years and his firm has undertaken

projects in more than 30 different states and foreign countries. He is a graduate in civil engineering from Auburn University and a graduate of the Yale University Bureau of Highway Traffic. He is the author of the parking chapter of the Transportation and Traffic Engineers Handbook and is currently re-writing the information for the revised handbook now in preparation. In 1976, the Institutional and Municipal Parking Congress voted Mr. Hunnicutt Man of the Year in the parking industry.



and I cannot argue with the desire to save parking area to increase capacity. There is no doubt that cars are getting smaller but not really enough to justify any major redesign of parking facilities such as re-laying out of lots.)

I have been against trying to set aside certain areas for small cars. This type of an approach may have credence if the parkers can be well controlled. An example of this would be assigned spaces in an office building garage, apartment houses or possibly commuter parking. Some central city locations where most parkers stay all day can have some dimensions reduced but a 5 percent to

7 percent reduction would be substantial. However (I disagree with the philosophy of laying it out for the general public for areas such as downtown commercial lots and garages, shopping center lots and similar areas where sporadic public parkers cannot be controlled.) The reasons I disagree with the conclusion of the paper are as follows:

1. Lack of control. Commercial lots and garages have experimented for years to set aside spaces for "small car parking" (It has been found that regardless of how hard they try, large cars park in these spaces and as a result block the aisles and take up two parallel spaces.) The management is forced to regulate it by finding the driver and scolding him for parking in the wrong area. This can lose customers and create ill will. The customer often claims that he did not

see the signs, he was in a hurry or the whole thing seemed silly in the first place.)

Another problem of commercial lots and garages is to give a price reduction for smaller cars. There is no way for automatic parking equipment now being used to discriminate between small and large cars. Loop and treadle detectors, ticket issue machines and gates treat all cars equally and it would be impossible to determine different parking charges based on vehicle size.

2. Small car ownership. The percentage of small cars in the United States is growing but we have found (major differences around the country.) Recently we did a study of cars entering a major airport parking garage and found that less than five percent of them would be classified as small cars. Yet, we know that in some

- 16** 1980 NPA-CONVENTION KEYNOTE ADDRESS
by Neal R. Peirce
- 24** 1980 NPA-CONVENTION HIGHLIGHTS
- 31** GAS PRICES GO UP, GARAGE AND PARKING GOES DOWN
- 34** HISTORIC STRUCTURES: DEVELOPERS ANNOUNCE RENOVATION PLANS
by Tom Brennan
- 39** PARKING GARAGE OPENS AT KU MEDICAL CENTER
- 40** DO YOU TRUST YOUR CAR'S KEEPER
- 44** WATER TOWER PLACE PARKING
- 46** DESIGN FOR SMALL CARS IN NEW BUILDINGS AND OLD ONES
by Jean M. Keneipp
- 58** SMALL CARS IN THE AUTOMOBILE POPULATION
by Richard F. Roti

SMALL CARS IN THE AUTOMOBILE POPULATION

presented by **RICHARD F. ROTI**
at the 29th Annual Convention of National Parking Association
Copley Plaza Hotel, Boston, Mass.
May 20, 1980

experienced by all manufacturers.

	1975		1980		1985	
	L	S	L	S	L	S
1. Registrations						
New Cars ±	70%	30%	45%	55%	20%	80%
2. Scrappage	NA	NA	70%	30%	55%	45%
3. Cars in Use	75%	25%	55%	45%	25%	75%

Twenty-five percent small cars were in use in 1975 as opposed to 75% large cars. 1980 calculations show an increase to 45% small cars vs 55% large cars. (Projections for 1985 indicate that we will be experiencing a 75% small car population against 25% large cars.) These figures are indicative of a national average and vary considerably by area of the country. California car buyers, avid fans of imported cars for many years, purchase a higher percentage of small cars than the balance of the country purchases.

SALES—PICKUPS, VANS, WAGONS

		1980	1979
FORD —	Vans	26,632	50,390
	Club Wagon	6,688	11,188
	Courier	22,682	22,976
	Bronco	10,668	20,285
	Pickups	131,196	192,615
Ghev. —	Vans	25,070	49,273
	Sportsvan	5,478	8,945
	Luv	27,698	31,067
	El Camino	11,990	12,196
	Blazer	8,163	18,557
	Suburban	7,152	12,077
Chrys. —	Pickups	125,075	191,526
	Vans	20,285	41,429
	Vanavan	1,955	2,647

offices, same address. Circulated to members of the National Parking Association. For subscription details write to the Washington office. Controlled circulation postage paid at Hanover, Pa. 17331.

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. 13.05.02

April 21, 1981

Mr. R. Stollings,
City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.
T4N 3T4

Dear Sir,

Re: Land Use By-law Amendments

On April 13 Council passed three Resolutions regarding amendments to Land Use By-law 2672/80. The following by-laws have been prepared in accordance with Council's instructions:

- By-law 2672/J-81 : Laebon Developments. Lot 2, Block 1, Plan 1376
H.W. from R.1 to R.1A.
- By-law 2672/K-81 : Cardell Equities. Parcel C, Plan 2509 M.C. from
A.1 to R.3.D240.
- By-law 2672/L-81 : County of Red Deer. Amendment to the R.2 Use Table
by adding "public and quasi-public buildings" as a
discretionary use.

These By-laws may now be considered by Council.

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 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. 5

25.

April 21, 1981

TO: City Clerk
FROM: City Engineer

RE: Glendale Reservoir Tennis Courts

Enclosed please find a brief report on the tennis courts. This matter has been reviewed by the Recreation Board who will be submitting a separate report. Council's direction is requested with respect to approval of the addition of the asphalt, nets, and lining or as an alternative, deletion of those items associated with the tennis courts. The City Treasurer will address the matter of funding.



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

RKP/ab

attachment

April 13, 1981

TO: Recreation Director
FROM: Assistant City Engineer - Sewer & Water

RE: Glendale Reservoir - Tennis Courts

For some time now, I have been endeavouring to obtain costs for completion of the tennis courts on the Glendale Reservoir. As you will recall the contractor originally requested a \$91,800 + extra for completing the courts and as a consequence the asphalt surface, posts and nets were deleted.

With respect to the existing contract the following items associated with the tennis courts are included:-

1. fencing	(10,000)	(approximate)
2. lighting)		(approximate)
3. time clock)	(15,000)	(approximate)
4. parking lot	(10,000)	(approximate)
Subtotal	\$35,000	

In order that the tennis courts may be finished this year, it will be necessary to incur the following additional costs:-

5. asphalt	(33,200)	(attachment #1)
6. nets & lining	(2,860)	(attachment #2) *
	\$ 36,060	

* per Recreation Department estimate

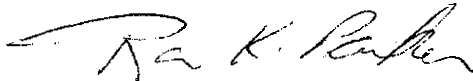
The Engineering Department would recommend that the courts be finished this year as deletion of items 1-4 may not result in obtaining true value due to the tender format. Temporary funding will come from the water utility. With respect to funding, monies have now been collected for Gehrke Close in the amount of \$3,200 as a recreation levy. I assume this money and perhaps any surplus in Normandeau may be allocated towards the cost of these tennis courts.

..... 2

Please review this matter and advise with respect to the following:-

1. Do you concur with completing the courts this year?
2. Do you wish the lighting and time clock to remain in the contract?
3. Available funds
4. Assuming the project is to proceed we would request that the Recreation Department provide the nets and install the surface lines as per attachment #2. Timing?

I would appreciate an early response such that this matter can be presented to Council as soon as possible.



R.K. PARKER, P. Eng.,
Assistant City Engineer - Sewer & Water

RKP/ab

attachment

PARH'S CONSTRUCTION
LTD. GENERAL CONTRACTORS
12910-146 ST. EDMONTON
T5L 2H7 PH4548554

28.

FURTHER TO YOUR REQUEST FOR PAVING ASPHALT OVER THE
SUBSUE ON THE ROOF OF THE CONCRETE RESERVOIR.
WE WISH TO QUOTE AS FOLLOWS.

ITEM #1 COMPACT AND FINE GRADE SUBSUE READY FOR ASPHALT

1	60MAG	1 WEEK	\$500.00
1	BOBCA	1 WEEK	\$1210.00
ADDITIONAL COST \$500-\$500=\$200			
22.00 x 233 Quicmetars			\$466.00
TOTAL			\$2166.00
CONTRACTORS FEE 10%			\$216.60
TOTAL			\$2382.60

ITEM #2

6	LABORER	40 hrs. EACH	\$2652.00
	LABOR	BURDEN 30%	\$530.40
	SMALL TOOL	ALLOWANCE 4%	\$127.30
	CONTRACTORS FEE 10%		\$330.91
TOTAL			\$3640.67
TOTAL OF 1+2			\$6023.27

BORDER PAVING QUOTATION	\$24687.00
CONTRACTORS FEE 10%	\$2468.70
TOTAL	\$27,155.70
GROSSTOTAL	33,178.97

THE ABOVE QUOTATION IS BASED ON THE NOTED LABOR AND
EQUIPMENT
SHOULD CONDITIONS PROVE THAT LESS LABOR OR EQUIPMENT
IS NECESSARY A CORRESPONDING CREDIT WILL BE ISSUED
IF MORE WORK IS REQUIRED THAN ABOVE THE CHARGES WILL
INCREASE ACCORDINGLY

PLEASE NOTE THIS DOES NOT INCLUDE ANY FURTHER
SURFACE WORK TO THE TOP OF THE ASPHALT, LIKE
SAND SLURRY OR LINE PAINTING

your truly

W. J. Sawetzky
Regional. Publicist Court.

MEMO TO: RON PARKER

MEMO FROM: NEIL EVANS

DATE: March 20, 1981

As per your request for prices on tennis courts,
they are as follows:

1 steel # 9 guage 2" mesh tennis net c/w posts and fastening
device = \$600 x 4 nets = \$2,400 (assuming sleeves are already
in place).

Lining of 1 standard doubles tennis court \$115 x 4 courts
= \$460.

If you need any further information please contact me.



NEIL EVANS

NE/jt

File: R-15954

April 15th, 1981

MEMORANDUM

TO: Mayor and Council

FROM: Recreation Board

RE: Glendale Reservoir Tennis Courts

City Council Members will recall their decision to call for separate tender price for the inclusion of a tennis court development as part of the Glendale Reservoir Project. When tenders were received, it was noted that the low bidder had included part of the required pricing as follows:

Fencing	\$10,000.00
Lighting and Time Clock	15,000.00
Parking Lot	<u>10,000.00</u>
TOTAL	<u>\$35,000.00</u>

However, they had not included the asphaltting or nets and lining of the courts, and therefore were asked at the tender opening time for a price on these components, which they then quoted at \$91,800. This price was considered to be excessive and therefore a decision was deferred with a view to obtaining other cost quotations at a later time. These costs have now been obtained as follows:

Asphalt	\$33,200.00
Nets and Lining	<u>\$ 2,860.00</u>
TOTAL	<u>\$36,060.00</u>

Since the reservoir project is rapidly drawing to a close, the Recreation Director was apprised of the current situation by the Assistant City Engineer and the matter was then placed before the Recreation Board for their consideration, and it was agreed that the matter should be brought to City Council's attention for a decision at this time.

The Board wish to point out that this project would not normally have proceeded until the district recreation facility development took place in the area, probably in three to five years time, and therefore, the Recreation Board has given it no priority to date, however, the Board felt that Council might wish to give it consideration at this time, due to the unusual circumstances surrounding the project.


Apparently the Glendale Reservoir will be under budget somewhat, and City Council has already authorized the expenditure of \$35,000 for the fencing, lighting/time clock and parking lot. If Council were to decide to not proceed with the tennis courts, there would be no point in proceeding with this aspect of the work either, and the change order requesting a credit for these works would be in order. On the other hand, since the funding is already committed, the Board would recommend that Council consider the following course of action.

1. That the lighting and time clock be deleted from the contract at a saving of approximately \$15,000.
2. That a commitment be made by Council to completing the project at this time at a cost for asphalt of \$33,200 less a \$15,000 saving from the lighting and time clock project, balance \$18,200.
3. That the nets and lining in the amount of \$2,860 be paid for by the Recreation levy collected from a small subdivision on Gherke Close.

Should Council choose this course of action, it is recommended that the additional funding required in the amount of \$18,200 be either approved as an over expenditure in this year's budget or charged to the 1980 operating budget of the Recreation Department or added to the debenture for the reservoir project.

Representatives of the Engineering Department and Recreation Department will be on hand to answer any questions Council Members may have.

Respectfully,

for 
BILL CLARK, Chairman
Recreation Board

DM:pw

Mayor's comments

As this is not a priority item in the opinion of the Board, we would recommend that the Tennis Courts be deleted from the Glendale Residential Project. Further the fencing, lighting and time clock items be removed, but paving the parking lot remain in the contract.

"R.J. McGHEE"
Mayor

NO. 6

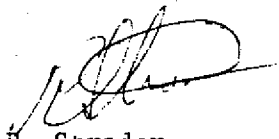
April 21, 1981

TO: CITY CLERKS
FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR

We have three items we would like brought before City Council

1. 44 Wigmore Close, Owner is Frank E. Lewis of same address. There is storage of one dilapidated vehicle on the property. We recommend Council declare the site as unsightly as defined in the Nuisance Bylaw 2060, authorized by Section 157 of the Municipal Government Act, giving the owner 14 days to remove the dilapidated vehicle. Should the owner fail to remedy the condition, City forces will be authorized to remove the vehicle. Any costs incurred be charged against the property as taxes due and owing. Letters were sent to the owner March 17, 1981, and April 6, 1981, advising him of the site condition and that the problem would be referred to Council.
2. 3908-55 Avenue, Owner David S. Stemler of same address. There is storage of one dilapidated vehicle on the property. We recommend Council declare the site as unsightly as defined in the Nuisance Bylaw 2060, authorized by Section 157 of the Municipal Government Act, giving the owner 14 days to remove the dilapidated vehicle. Should the owner fail to remedy the condition, City forces will be authorized to remove the vehicle. Any costs incurred be charged against the property as taxes due and owing. Letters were sent to the owner March 17, 1981, and April 6th, 1981, advising him of the site condition and that the problem would be referred to Council.
3. At the July 21, 1980, meeting Council passed a resolution regarding landscaping at 39 Bunn Crescent. At the same meeting a tabling motion was passed allowing the owner, Mr. F. Hoehn, 3 months to have the front lawn levelled and grassed. As of November 1, 1980, retaining walls had been erected. To date it has not been grassed.

Brought forward for Councils consideration.



R. Strader
Development Officer/
Building Inspector

RS/lg

Mayor's comments

Concur with the first two recommendations of the Development Officer.
I recommend the third item be kept under review and a further report be brought back in 60 days for Council's information.

"R.J. McGHEE"
Mayor

NO. 7

April 22, 1981

TO: City Clerk

FROM: City Engineer

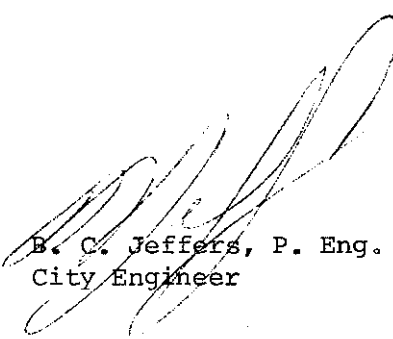
RE: Tender Award - 64 Avenue Reconstruction

On Thursday, April 16, 1981 at 2:00 P. M., Tenders closed on the above project. Three (3) Tenders were received and are itemized below.

Coho Paving Ltd.	\$802,760.31
Border Paving Ltd.	\$852,402.50
Carmacks Construction Ltd.	\$895,695.00

The low bidder is a firm that has been in the business for sometime, their home office is Pincher Creek, Alberta. Coho has qualified their bid in stating that they would want to be reimbursed for any increases in liquid asphalt. These increases are expected to be in effect July 1, 1981, but the price increase would not occur until about September. The Consultant estimates that this consideration could cost the City approximately \$3,500.00.

As this would not alter significantly the bid positions, we recommend award to Coho Paving Ltd. Supporting documentation is enclosed.



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

BCJ/emg
enclosure

Underwood McLellan Ltd.

No. 3-4805-48 Street
Red Deer, Alberta, T4N-1S6
Telephone (403) 342-1141

ENGINEERING DEPARTMENT

RECEIVED	
TIME	9:15
DATE	April 21/81
BY	imgauran

35.

April 20, 1981
2109-62-16

The City of Red Deer
P.O. Box 5008
RED DEER, Alberta

Attention: Mr. B. Jeffers, P. Eng.,
City Engineer

Dear Sir:

Re: 64 Avenue Reconstruction - from 67 Street to Grant Street

We are enclosing within, a summary of tenders for the construction of the above mentioned project that were received on April 16, 1981. We have checked the documents and have corrected any extension or addition errors that may have resulted. We are also enclosing the Bid Bonds and Consent of Sureties for the tenders received for your records.

Coho Paving Ltd., who was the low bidder, qualified their tender as indicated by the attached letter. They requested that they be reimbursed for any increases in liquid asphalt set at \$230.60 per metric tonne F.O.B. Red Deer. Indications are that the price of oil is scheduled to increase effective July 1st, 1981, by \$1.00 per barrel or approximately \$8.80 per tonne of liquid asphalt. This would result in approximately \$3,500 increase for the entire project. It should be noted that the increase of \$1.00 as of July 1st, 1981, doesn't come into effect for approximately 60 days or until the existing supply is used up. In effect, the cost wouldn't increase until September 1st, 1981. Other factors such as a new oil price agreement between the federal and provincial governments may change the proposed \$1.00 increase to a higher level, a figure that cannot be estimated at this time.

In view of this, we recommend that Coho Paving Ltd. be awarded the contract for 64 Avenue Reconstruction - 1981. We have worked with them on urban projects of similar nature and find that their workmanship is good and their cooperation is excellent. We, therefore, suggest that council award the project at their next meeting and inform us in order that the contract documents can be prepared for signature by both parties. We will at that time request the address of the Alberta agent for the Consent of Surety as required by Alberta Transportation.

. . . 2

City of Red Deer
Attention: Mr. B. Jeffers, P. Eng.

April 20, 1981


- 2 -

The Contractor wishes to start immediately upon signing of the contract and, therefore, we request your permission to proceed with construction at that time.

Trust this meets your approval but should you have any queries please contact the writer for clarification at your convenience.

Yours very truly,

UNDERWOOD McLELLAN LTD.



G. M. Will, P. Eng.,
District Manager

GMW/sam

Enclosures

cc. J. Gill, UMA - Calgary

SUMMARY OF TENDERS
FOR THE
CITY OF RED DEER
64 AVENUE RECONSTRUCTION - 1981

37.

<u>Contractor</u>	<u>Total Schedule A</u>	<u>Total Schedule B</u>	<u>Total Schedule C</u>	<u>Total Schedule D</u>	<u>Total of All Schedules</u>
Carmacks Construction Ltd.	\$ 95,510	\$358,005	\$158,980	\$283,200	\$ 895,695
Border Paving Ltd.	\$ 86,655	\$339,065	\$151,282.50	\$275,400	\$ 852,402.50
Coho Paving Ltd.	\$ 62,172.01	\$283,976.30	\$135,012	\$321,600	\$ 802,760.31



COHO PAVING LTD.

(ASSOCIATED WITH W. A. COOK & SONS LTD.)

38.

P.O. BOX 1507 • PINCHER CREEK, ALBERTA T0K 1W0 • TELEPHONE 627-4274 • AREA CODE 403
ASPHALT PAVING & ROAD BUILDING

April 15, 1981

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

Dear Sirs:

Re: 64 Ave. Reconstruction - 1981

The following condition is an integral part of our tender:

We will require reimbursement for any increase that may occur
in the price of asphalt oil. For the records, the price
we used to prepare our tender is as follows:

Asphalt Oil:

\$230.60 per Metric Tonne F.O.B, Red Deer

Yours truly,

COHO PAVING LTD.

D. Cook

DC/lm

Mayor's comments

Agree with the recommendations outlined by the City Engineer.

"R.J. McGHEE"
Mayor

The Canadian Surety Company

HEAD OFFICE - TORONTO



A Member of
Transamerica Corporation

39.

10335 - 124 ST. EDMUNDS ST.

NO. 8108 664

AGREEMENT TO BOND

APRIL 14 19 81
(Date of Issue)

TO:

CITY OF RED DEER

COHO PAVING LTD.

(Name of Contractor)

is submitting a tender in writing to

(Name of Obligor)

CITY OF RED DEER

dated the 16TH day of APRIL 19 81

for 64TH AVENUE RECONSTRUCTION 1981.

(Description of Contract)

The Canadian Surety Company undertakes and agrees with CITY OF RED DEER

(Name of Obligor)

that providing the tender described above is accepted and that

COHO PAVING LTD.

(Name of Contractor)

shall enter into a contract for performance of the said work within 60 days from the closing date of said tender, the following bonds will be furnished.

Performance Bond in an amount equal to 50 % of the Tender Price but not exceeding

☒

ONE MILLION AND FIFTY THOUSAND

00

/100 Dollars (\$1,050,000.00)

Labour and Material Payment Bond in an amount equal to 50 % of the Tender Price but not exceeding

☒

ONE MILLION AND FIFTY THOUSAND

00

/100 Dollars (\$1,050,000.00)

If the required bond(s) is/are not called for within 60 days from the date of acceptance of the contractor's tender, this Agreement to Bond shall be null and void.

days from the date of acceptance of the contractor's

The Canadian Surety Company

Attorney-in-Fact

W.A. MACNEILL

NUMBER

Canadian Surety
A Transamerica Company
HEAD OFFICE TORONTO

BID BOND

KNOW ALL MEN BY THESE PRESENTS THAT **COHO PAVING LTD.**

as Principal

hereinafter called the Principal, and **The Canadian Surety Company**

a corporation created and existing under the laws of Canada and duly authorized to transact the business of

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

CITY OF RED DEER

as Oblige

hereinafter called the Oblige, in the amount of **10% OF TENDER** _____

Dollars

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

WHEREAS, the Principal has submitted a written tender to the Oblige, dated the **16TH** day of **APRIL** 1981, for **64TH AVENUE RECONSTRUCTION 1981.**

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

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

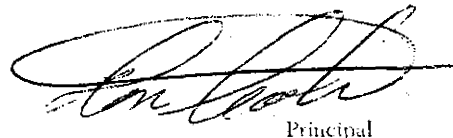
Any suit under this Bond must be instituted before the expiration of six months from the date of this Bond.

IN WITNESS WHEREOF, the Principal and the Surety have Signed and Sealed this Bond this **14TH** day of **APRIL** 19 **81**

SIGNED and SEALED

In the presence of

CANADIAN SURETY
10339 - 124 ST EDMUND



Principal

(Seal)

The Canadian Surety Company**W.A. MACNEILL**

Attorney in Fact

NO. 8

April 15, 1981

TO: City Clerk

FROM: Bryan Wilson, Chairman
PREVENTIVE SOCIAL SERVICES BOARD

RE: Grants to Community Organizations

We were recently advised by Mr. Wilcock that Council wished the Preventive Social Services Board to consider the possibility of including grants to the Salvation Army, C.N.I.B., Canadian Mental Health Association and the Central Alberta Refugee Effort Committee for cost-sharing with the Provincial Government under the Preventive Social Services program. This matter was presented to the Red Deer and District Preventive Social Services Board at its regular meeting on April 14, 1981.

The Preventive Social Services Board is not yet aware of the provincial allocation that will be made available to Red Deer for the 1981 year. Further, we have some hesitation in considering any further projects at this time, after we have already done a thorough review of all requests for P.S.S. funding and excluded some requests and reduced many others because of the priorities and budget limitations established by the Board and Council. Therefore, we do not feel it wise to consider other requests at this time. Finally, and perhaps most importantly, we have some reservation about approving grants to the Salvation Army, C.N.I.B. and the Canadian Mental Health Association on the basis of information that was submitted to Council. This information does not reveal the "preventive" nature of the services that these organizations offer and therefore it is difficult to determine if they would qualify for funding. We would suggest that these organizations be invited to submit requests for P.S.S. funding in the fall of 1981 for consideration in the 1982 budget the same as any other organization.

With respect to the Central Alberta Refugee Effort Committee, the Board was in agreement that this could be considered a P.S.S. Project.

. . . / 2

and is quite willing to consider this for funding when we are aware of the provincial allocation and can determine that funding this project would not jeopardize any of the others previously approved.

Accordingly, the P.S.S. Board passed the following resolution:

"That the P.S.S. Board recommend to Red Deer City Council the following:

- a) that the requests from the Salvation Army, C.N.I.B. and Canadian Mental Health Association be funded through regular grant procedures, and further
- b) that the request from the Central Alberta Refugee Committee be funded as a P.S.S. Project providing that adequate provincial funds are available with the program being effective during the course of the 1981 budget year.

This information is submitted to Council in response to the resolution passed March 11, 1981.

Yours truly,



BRYAN WILSON, Chairman
RED DEER AND DISTRICT PREVENTIVE
SOCIAL SERVICES BOARD

/sp

cc: Alan Wilcock, City Treasurer

Mayor's comments

The grant requests, as outlined, were forwarded to the P.S.S. Board by Council during budget discussions. The decision of the Board is outlined in the above report.

"R.J. McGHEE"
Mayor

NO. 9

April 16, 1981

TO: City Clerk

FROM: Bryan Wilson, Chairman
Preventive Social Services Board

RE: Work-related expenses in serving on Civic Boards and
Committees

At the April 14, 1981 regular meeting of the Preventive Social Services Board the matter of work-related expenses for Board members who are asked to attend meetings or conferences on behalf of the P.S.S. Board was raised. In some cases Board members attending such meetings experience a direct loss in hourly, daily or monthly wages as a result of leaving their employment to carryout official Board business. We are also aware that the City of Red Deer has no policy which would allow the reimbursement of Board members for such work-related expenses.

As a result of the above, the Board passed the following resolution:

"That the Red Deer and District Preventive Social Services Board recommend to Council of the City of Red Deer that a policy be established whereby work-related expenses can be covered in the event of a member's attendance at conferences, seminars or special meetings on behalf of Boards or Committees."

We would appreciate Council's considerations of this matter and your support so that we might better carryout the objectives of our program. I would be pleased to attend the Council meeting to answer any questions Council members might have.

Yours truly,



BRYAN WILSON, Chairman
PREVENTIVE SOCIAL SERVICES BOARD

/sp

cc: A. Wilcock, City Treasurer
D. Moore, Rec. Supt.

Mayor's comments

While we can support related expenses as may be budgeted by the various Boards, Committees, etc., we cannot recommend reimbursement of lost wages or salaries

of volunteer members. All Boards and Committees must be treated equally and any additional costs could occur for these numerous groups if this proposal was approved.

"R.J. McGHEE"
Mayor

NO. 10

1981 04 15

✓ TO: City Clerk
FROM: City Treasurer
RE: Utility Income Tax Rebate

As you are aware, the Federal Government rebates a portion of the Federal taxes collected from Calgary Power Limited to Calgary Power. Calgary Power is then required to refund this rebate to its customers.

The City of Red Deer is one of Calgary Powers customers. The City is required to pass on the rebate it receives to its customers.

In 1980 the Federal Government announced it would reduce the amount of Federal Tax rebated to one half instead of the previous 95% level. Recently the Federal Government announced it has reversed its plans and will continue to rebate 95% of the income tax.

At the time the Federal Government reduced the taxes rebated, the City had to reduce to 2% of the power bill the amount of the rebate provided to City power customers. Because of the recent change in Federal legislation it will be possible to increase the rebate to 5.8% of the power bill effective for City utility bills mailed after May 10, 1981. This has the effect of reducing City of Red Deer utility bills by 3.8% of the power charge.

This is submitted for the information of Council.



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

AW/cp
cc: Utility Billing Supervisor

Mayor's comments

The above is submitted for Council's information.

"R.J. McGHEE"
Mayor

THE CITY OF RED DEER

46.

NO. 11



OFFICE OF THE FIRE CHIEF

RED DEER, ALBERTA
T4N 3T4

April 15, 1981

His Worship Mayor R. McGhee
and City Council

Ladies and Gentlemen:

I wish to report that during the first quarter of 1980, the operations of the Fire Department were as follows. These figures are given with comparisons for the same quarter in the previous year shown in brackets.

<u>TOTAL NUMBER OF FIRE CALLS</u>			<u>APPROXIMATE LOSS</u>
JANUARY 1981	36	(40)	\$ 7,350.00
FEBRUARY 1981	32	(38)	12,130.00
MARCH 1981	<u>39</u>	<u>(39)</u>	24,300.00
	107	(117)	

<u>BREAKDOWN OF FIRE CALLS</u>	<u>JANUARY</u>		<u>FEBRUARY</u>		<u>MARCH</u>	
Fires in Buildings	3	(9)	1	(9)	5	(8)
Vehicle fires	4	(3)	3	(1)	3	(2)
Brush & grass fires	0	(0)	0	(0)	1	(3)
Miscellaneous	6	(0)	1	(0)	0	(2)
Rubbish	1	(1)	3	(0)	8	(2)
Smoke/fumes investigation	9	(3)	10	(4)	2	(8)
Public Assistance	7	(12)	3	(10)	9	(4)
Gas spills	2	(0)	1	(0)	2	(1)
False alarms	1	(10)	5	(6)	5	(8)
Accidental and sprinkler	2	(1)	2	(4)	1	(1)
Needless calls	0	(0)	0	(2)	0	(0)
Out of City	1	(1)	3	(2)	3	(2)

<u>INCENDIARY & WILFUL FIRES</u>	<u>JANUARY</u>	<u>FEBRUARY</u>	<u>MARCH</u>
Mischief	2 (0)	0 (0)	0 (1)
Suspected Arson	0 (0)	0 (1)	0 (2)
Arson	0 (0)	0 (0)	0 (0)

January 1, 1981 at 0028 hours Responded to 4927 - 51 Street where heavy smoke was reported in second floor suite on the northwest side of the building. Entered suite and extinguished fire in upholstered chair. Cause - careless smoking.

January 3, 1981 at 1910 hours Responded to #9 Griffith Avenue where a mattress burning in basement bedroom had caused heavy smoke. Fire was extinguished with no extension. Cause believed to be careless smoking.

January 8, 1981 at 1933 hours Responded to 3410 - Gaetz Avenue where fire was reported in car wash. On arrival found fire confined to electrical switch box. Called for assistance from E. L. & P. Department and upon their arrival the electricity was shut off and fire was extinguished.

February 2, 1981 at 1625 hours Responded to the Armouries at 4402 - 55th Street upon receipt of an alarm. On arrival found that fire which had been burning in the Seargants Mess had been extinguished by the Sprinkler System which had activated. Cause was improper disposal of smokers materials.

March 4, 1981 at 1841 hours Responded to Grant Street where duplex under construction (#37 and 39) was burning. Fire was extinguished in both basement areas. Cause of fire was improper ground thawing.

March 14, 1981 at 2357 hours Responded to 5207 - 39 Street where mattress was burning in bedroom of apartment on the 6th floor. Mattress was removed and extinguished. Apartment was checked to make sure that there was no extension of fire. Cause was carelesssmoking.

March 15, 1981 at 0149 hours Responded to call of smoke in basement suite. On arrival found that a pillow laying on the floor had caught fire and the floor was slightly charred. Fire was extinguished with no further extension. Cause was careless smoking.

March 23, 1981 at 2237 hours Responded to 6866 - 52 Avenue where fertilizer spreader truck parked inside workshop area of Westview Fertilizer was on fire. Fire was extinguished with fire damage confined to vehicle. There was some extension of smoke damage. Cause was suspected to be electrical wiring in vehicle.

March 30, 1981 at 2253 hours Responded to Suite #101 at 6817 - 59th Avenue where fire was burning in living room. Fire damage confined to chesterfield, but there was extensive smoke damage to the apartment. Cause was careless smoking.

SUMMARY OF AMBULANCE INFORMATION DURING THE FIRST QUARTER

	<u>JANUARY</u>	<u>FEBRUARY</u>	<u>MARCH</u>
EMERGENCY CALLS	79 (85)	78 (87)	88 (84)
NON-EMERGENCY CALLS	51 (62)	40 (53)	64 (59)
	130 (147)	118 (140)	152 (143)

BREAKDOWN OF CALLS BY DESTINATION

	<u>JANUARY</u>	<u>FEBRUARY</u>	<u>MARCH</u>
City of Red Deer	90 (98)	84 (100)	102 (86)
Edmonton	9 (9)	4 (7)	7 (4)
Calgary	6 (3)	1 (2)	8 (4)
Highway	4 (0)	7 (6)	5 (6)
Ponoka	1 (3)	4 (3)	5 (3)
Sylvan Lake	1 (3)	2 (1)	1 (2)
Others	10 (14)	3 (6)	10 (16)
Long Trips	0 (0)	1 (0)	1 (0)
No pick ups	9 (17)	12 (15)	13 (22)

<u>AMBULANCES OUT AT ONE TIME</u>	<u>JANUARY</u>	<u>FEBRUARY</u>	<u>MARCH</u>
Two ambulances	23 (23)	20 (27)	27 (22)
Three ambulances	7 (1)	6 (5)	2 (3)
Three ambulances	0 (0)	0 (2)	1 (0)

DURING THIS QUARTER, THE FIRE PREVENTION BUREAU CARRIED OUT THE FOLLOWING DUTIES

	<u>Manhours Involved</u>
Inspection of industrial, institutional, commercial and multi-family dwellings	986 hours
Buildings checked while under construction to ensure compliance with legislation	295 hours
Inspection of Commercial premises prior to the issuance of Occupancy permits	60 hours

6 hours

71 hours

195 hours

2 hours

65 hours

49 hours

1 hour

10 hours

4 hours

59 hours

11 hours

13 hours

6 hours

41 hours

21 hours

270 hours

All of the above information is respectfully submitted

Yours truly

R. Osocroft, Fire Chief

Mayor's comments

The above is submitted for the information of Council.

"R.J. McGHEE"
Mayor

NO. 12

April 22nd, 1981

TO: CITY COUNCIL

FROM: CITY COMMISSIONERS

RE: TRAFFIC SIGNALS

Attached is a report which was prepared at our request, by the Engineering Department in conjunction with the Electric Light & Power Department.

It is the intent of these two Departments, subject to the approval of Council, to adopt this report as general policy with respect to traffic signals in The City of Red Deer.

This report is submitted to you at this time, for your information and comment.

R. J. McGHEE,
Mayor

H. MICHAEL C. DAY,
City Commissioner

pms
Att.

February 26, 1981

TO: City Commissioner

FROM: City Engineer

RE: Traffic Signals

This report addresses several issues regarding traffic signals in the City of Red Deer and results from discussions between Electric, Light & Power Department, Engineering Department and the Commissioners concerning the previous January 6, 1981 draft report. These issues are:-

1. Phasing out of unwarranted signals
2. Standards for pedestrian actuated signals
3. Overhead signal arrangements - vertical vs horizontal
4. Maintenance of signal operation
5. Traffic signal modification progress - report of September 11, 1980

The general approach to the above issues could be as follows:-

1. Where the operation of existing signals are not required, the signals be placed in flashing operation during the slower period of the day (usually from late in the evening to early in the morning), and signal cycles be shortened during the busier period (usually during day time).
2. Both the public and elected officials be made aware of the negative aspects of unwarranted signals; so that unwarranted signals would not be approved.
3. Existing unwarranted signals which significantly increase delay could be removed if there appears to be such public preference. The removal of these signals should only proceed subsequent to the signal being placed in flashing operation and there appears to be no major opposition. Final removal of the signals should have Council approval.
4. Wherever possible, only pedestrian signs with actuated red flashers be used instead of the regular red-amber-green signals.

5. The four existing red-amber-green pedestrian actuated signals be gradually phased out and replaced with the pedestrian signs and actuated red flashers.
6. It is recognized that funds will probably not be available to convert all lights in the City at once. All new lights should be horizontal and existing lights should be converted in as short a period of time as budget permits. Conversion should be in a logical progression and by area and not randomly.
7. Before any new signal is put into operation, the signal be placed in flashing red/amber for 48 hours.
8. In cases of vehicle detector failure, the signals be placed into fixed time operation until the repair is completed.
9. An extra four phase controller be placed in stock as a back-up for malfunctioning controllers on the road.

1. Phasing Out of Unwarranted Signals

There is some concern that not all traffic signals in operation now are really required.

Traffic signals are usually installed to serve two purposes;
(1) reduce delay (2) reduce accidents.

Whether the installation of traffic signals would increase or decrease delay can be calculated. Usually, traffic signals would only reduce total delay under a specific range of traffic patterns and traffic volumes, and would actually increase delay under other circumstances.

The installation of traffic signals would reduce certain types of accidents at the expense of increasing other types of accidents. Whether signal installation would result in safety improvement depends to a large extent on the number and type of accidents that occurred at the intersection.

Instead of going through detailed analysis as outlined above, the Signal Warrant System of the Roads and Transportation Association of Canada can be used.

If, however, the above approaches appear to be academic, a common sense approach can be taken by simply physically measuring the total delay in terms of vehicle seconds at the intersection before and after the installation of a traffic signal; and by comparing the total number of accidents before and after the installation of a traffic signal.

To draw a comparison the size of a sewage pipe for a certain development can be determined by:-

- 1) looking it up from the tables of a design manual
- 2) going through all the calculations and formulae which the tables in (1) are based upon OR
- 3) use a common sense approach by physically measuring the sewage discharged by every house and repeat the tests and experiments through which the formulae in (2) are developed

Of course, the third approach is the most time consuming and not every test and experiment through which formulae and concepts were developed in the past decades can realistically be repeated for each situation with the resources and manpower of the City. Another drawback is such a profound approach would invariably be using figures and numbers to accurately describe the facts observed on the road. Such fact describing data are sometimes termed as "statistics" and could give a general perception of being impractical or unreliable.

Even with these drawbacks in mind, it appears that the down to earth fact finding approaches or approaches 1 & 2 mentioned above would still provide a more reliable and rational basis for decision making than leaving the issues up to speculation and varying individual feelings.

Applying the Signal Warrant System of the Roads and Transportation Association of Canada, signals at the following locations do not meet the Warrant:-

55 Street & 47 Avenue
55 Street & 45 Avenue
55 Street & 42A Avenue
52 Street & 48 Avenue
45 Street & 48 Avenue
43 Street & Gaetz Avenue
Ross Street & 41 Avenue
32 Street & Springfield Avenue

While the above traffic signals might not be required, and in most cases may actually be inducing unnecessary delay to motorists; it does not seem advisable to remove all these signals.

Some of these traffic signals have been in operation for years. The background that led to their installation is not known. It is quite possible that some of the signals were strongly advocated by certain individuals or citizen groups, and were the result of petitions approved by previous Councils.

While the existence of the above traffic signals may result in an increase in total delay and inconvenience at intersections; their removal might trigger protests by the small group of motorists or pedestrians who have found the signal a convenience to them, or who have become accustomed to the existence of the traffic signal.

The changing attitude and opinions of citizens reflected to each City Council and City Administration might tend to support the installation of more traffic signals at one time and less traffic signals at other times. Traffic signals removed today might, due to public demand, have to be re-installed a few years later. This would not only require futile effort by City Forces to meet the changing attitude, it would also result in an appearance of indecision and inefficient use of public funds.

With these considerations, perhaps the following approach to the problem could be taken:-

1. Where the operation of existing traffic signals are not required, the signals will be placed on flashing red/amber during the slower periods of the day (usually from late evening to early morning).
2. Signals at the following intersections could be placed on flashing operation during the slower periods of the day. The exact time when flashing operation starts could vary depending on the traffic conditions of the specific intersections.
 1. 55 Street & 47 Avenue
 2. 55 Street & 42A Avenue
 3. Ross Street & Gaetz Avenue
 4. Ross Street & 48 Avenue
 5. Ross Street & 47 Avenue
 6. Ross Street & 40 Avenue
 7. 49 Street & 48 Avenue
 8. 45 Street & 48 Avenue
 9. 39 Street & 40 Avenue

Flashing operation is not required for the vehicle actuated signals because the signal would be controlled by vehicle detectors.

3. Existing unwarranted signals which significantly increased delay could be removed if there appears to be such public preference. The removal of unwarranted signals should only proceed after the signal has been placed in flashing operation for at least a one month period and there appears to be no major public opposition. Final approval of removing any traffic signal should be obtained from City Council.

Signals at the following locations could be considered for removal:-

1. 55 Street & 45 Avenue
2. Ross Street & 41 Avenue
3. 52 Street & 48 Avenue
4. The traffic signal at 52 Street & 48 Avenue intersection was installed as a result of a petition triggered by a pedestrian accident. If the existing signal is removed as per item 3 above, pedestrian actuated flashing lights should be installed which would more appreciably accommodate the pedestrians.
5. For the other signals, with limitations the cycle lengths can be shortened so that delay to motorists can be decreased.
6. The public be made aware that instead of being an improvement, unwarranted traffic signals would increase delay and accidents. Elected officials be also made aware of the difficulties of removing any existing signals, as mentioned above. If there is more awareness of these problems of unwarranted signals, it is hopeful that less unwarranted signals would be petitioned and approved in future.

2. Standards for Pedestrian Actuated Signals

Two types of pedestrian actuated signals are currently used in Red Deer:-

Type I - regular red-amber-green signals

Type II - pedestrian crossing sign with lights (red in color) flashing only upon pedestrian actuation. (See Drawing 1)

Advantages and Disadvantages of Type I and Type II Signals

Type I

1. Longer vehicle delay. Cars must stop until the green light is displayed. The red light is necessarily long to allow the slower pedestrians to cross the entire width of the street.
2. Disruption to signal progression could result in congestion at nearby major intersection
3. Vehicles have to stop even though the actuation is due to tampering by children.
4. More rear-end accidents.
5. More respected by drivers.

Type II

56.

1. Reduces delay to traffic since vehicles are required to stop only while pedestrians are actually within the crosswalk.
2. Less disruption to signal progression.
3. Vehicles are not delayed by false calls (for flashing amber only).
4. Less rear-end accidents (for flashing amber light only).
5. Less respected by drivers.

Both types of pedestrian actuated signals are being used in other cities.

Four Type I signals exist in the City at present:-

- 32 Street & 49 Avenue
- 35 Street & Gaetz Avenue
- Ross Street & 48 Avenue
- Anders Street & 40 Avenue

In consideration of the advantages and disadvantages of the two different types of pedestrian signals as listed above, it would appear that Type II should be used in Red Deer whenever possible. Furthermore, the four (4) existing Type I signals should be gradually phased out and be replaced by Type II signals.

One concern is such replacement could result in opposition by pedestrians. Pedestrians might prefer the regular red-amber-green (Type I) signals because it is more respected by drivers.

3. Overhead Signal Arrangements - vertical vs horizontal

The existing overhead signal heads in the City are placed vertically, being consistent with all the old traffic signals.

Overheight vehicles, however, have caused considerable damage to these signal heads, creating a maintenance problem for the Electric, Light & Power Department. It is therefore suggested that all overhead signals be changed into horizontally mounted as per the attached drawing (Drawing 2).

The Electric, Light & Power Department has indicated that for the signals installed in the past few years, it is relatively simple to change a signal head from vertical to horizontal, however, more work would be involved for the older traffic signals.

To provide the City with a consistent standard, the change-over of the overhead signals from vertically mounted to horizontally mounted should be completed in as short a period of time as possible considering monetary constraints. If this change-over is extended over a lengthy period of time, the City would end up with a mix of horizontally mounted and vertically mounted signal heads.

The highly visual nature of alternate horizontal and vertical signal heads would present an image of lack of co-ordination to the public and could affect the general attitude towards the City's signal system as a whole. While we do not consider the mix to be hazardous, it is generally known that acceptance of controls is more readily attained if they are standardized.

4. Maintenance of Signal Operations

A significant number of traffic signals have been installed in the past few years. As with any equipment, some malfunctioning is unavoidable. With vehicle actuated signals, the location of vehicle detectors to ensure vehicles will be driving in it to activate the signal is one of the more common problems faced by different Cities installing new vehicle actuated signals.

As far as motorists and pedestrians are concerned, however, whatever the reason for signal malfunctioning, it is traffic signal failure, and is still a reflection upon the City's signal system as a whole.

To minimize the impact of the above problems, the following approaches can be taken:-

1. Before any new signal is put into operation, the signal be placed in flashing red/amber for 48 hours. This will draw the attention of motorists using the intersection and would alert them that a new traffic signal is in place and will be put into operation in the near future.
2. For any signals, if any one of the vehicle detectors are not actuated (due to the detector location, electrical breakdown, lack of pavement markings, or whatever other reason), the signal should be put into fixed time operation until the problem is resolved. Motorists who have to run a red light because of the malfunctioning of vehicle detectors would not know the reason for the malfunctioning (and it is not their responsibility to know). This, however, could result in the motorists' disrespect and loss of confidence of the City's signal system and possible infractions of the law.

3. An extra four phase controller (EMC - 4000) be placed in stock and used as a back up for malfunctioning controllers on the road. In the past, some signal malfunctioning could not be repaired in a short period of time due to the lack of parts from manufacturers. The placing in inventory of an extra controller would eliminate part of this problem. While it might be preferred that the extra controller be used at an intersection rather than be placed in stock; it would appear that the maintaining of existing signals insuring that they function properly is more beneficial to the public than the installation of an additional new signal in the lower end of the priority list. This would enable City crews to repair the signals in a more reasonable time and reduce the amount of signal down-time.

5. Traffic Signal Modification Progress Report of September 11, 1980

At their meeting of September 17, 1979 the City of Red Deer Council passed the following resolution:-

"RESOLVED that Council of the City of Red Deer hereby approve the final report on traffic lights as prepared by the Engineering Department as presented to Council September 17, 1979 and authorize proceeding as outlined in the aforesaid report."

The progress of the implementation of the above Report is as follows:-

<u>Intersection</u>	<u>Status</u>
1. Gaetz Avenue & 77 Street	Completed
2. Gaetz Avenue & 68 Street	To be completed by the E.L. & P. Department as time permits.
3. Gaetz Avenue & 67 Street	Intersection design to be completed by the Engineering Department by February 28, 1981. The signal modifications is to be completed by the E.L. & P. Department as time permits.
4. 51 Avenue & Ross Street	Completed
5. 51 Avenue & 49 Street	Completed
6. 51 Avenue & 48 Street	Completed

7. 51 Avenue & 47 Street	Completed	59.
8. 51 Avenue & 45 Street	Completed	
9. 43 Avenue & Ross Street	To be completed by the E.L. & P. Department as time permits.	
10. 40 Avenue & 32 Street	Completed	
11. Gaetz Avenue & 32 Street	To be completed by the E.L. & P. Department as time permits.	
12. Springfield Avenue & 32 Street	To be completed by the E.L. & P. Department as time permits.	
13. 51 Avenue & 46 Street	Completed	
14. 40 Avenue & Anders Street	Completed	

In summary, the Engineering Department and Electric, Light & Power Department will, subject to your approval, be adopting this report as general policy. If you have further concerns or recommendations regarding any aspect of the above, we would be pleased to discuss these with you.



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

KGH/ab

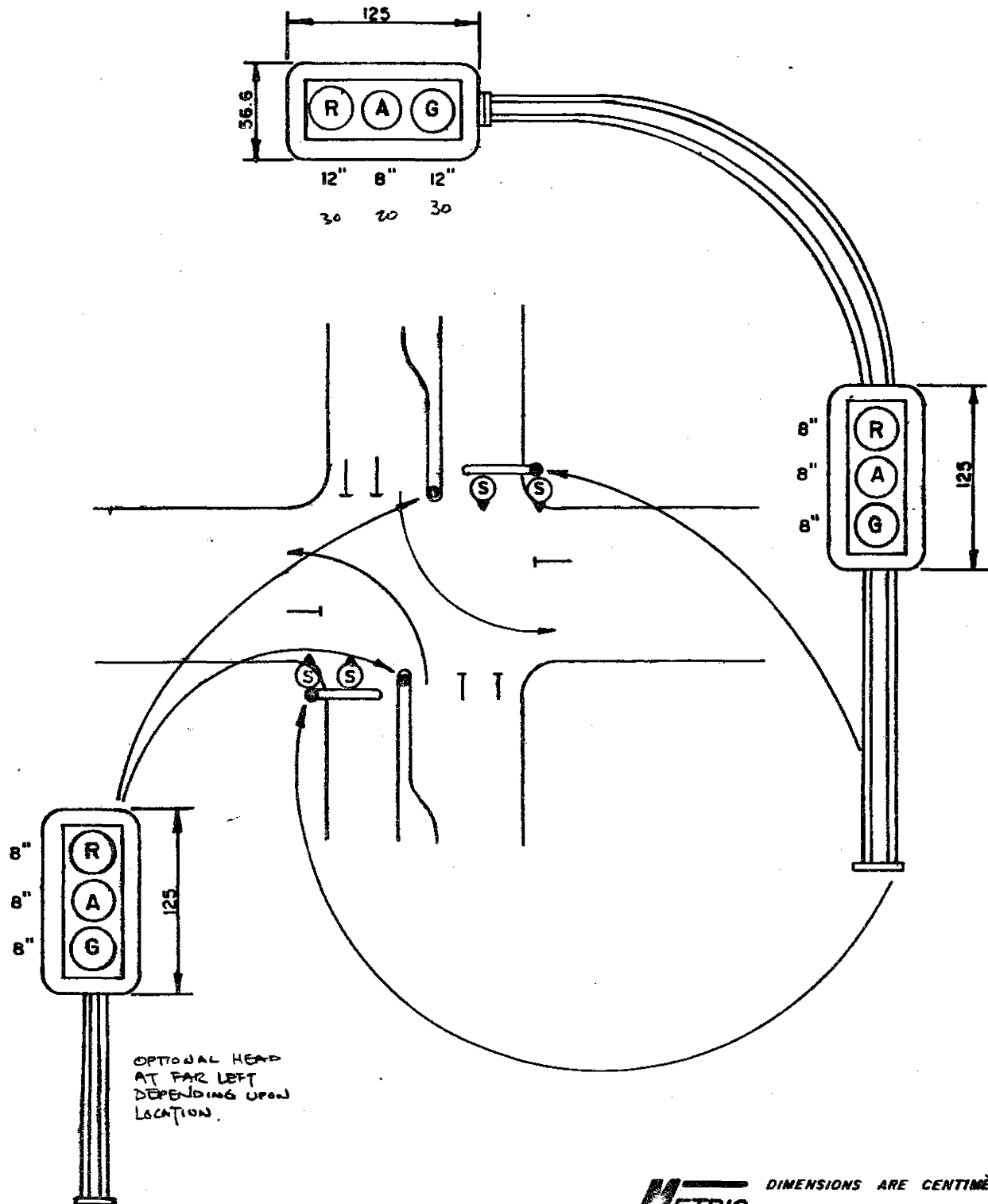
cc: E.L. & P. Supt.
Traffic Engineer

attachments



30cm FLASHING UNIT

NO.	DATE	REVISION	DRN. BY	APP. BY
CITY ENGINEER		CITY OF RED DEER		
		ENGINEERING DEPARTMENT		
		PEDESTRIAN ACTIVATED CROSSING SIGNAL		
		SCALE: HOR - 1:2000	VERT - 1:2000	DRAWING NO. 1
		DESIGNED BY: Chi Lee	DATE: 13/11/80	
DRAWN BY: KAS	DATE: 17/11/80			
		CHECKED BY	DATE	



METRIC

DIMENSIONS ARE CENTIMETRES
UNLESS OTHERWISE NOTED.

CITY OF RED DEER

ENGINEERING DEPARTMENT

**LAYOUT OF SIGNAL HEADS
WITHOUT SEPARATE LEFT TURN
PHASE ON TWO APPROACHES**

SCALE: N.T.S.

APPROVED BY

DRAWING NO.

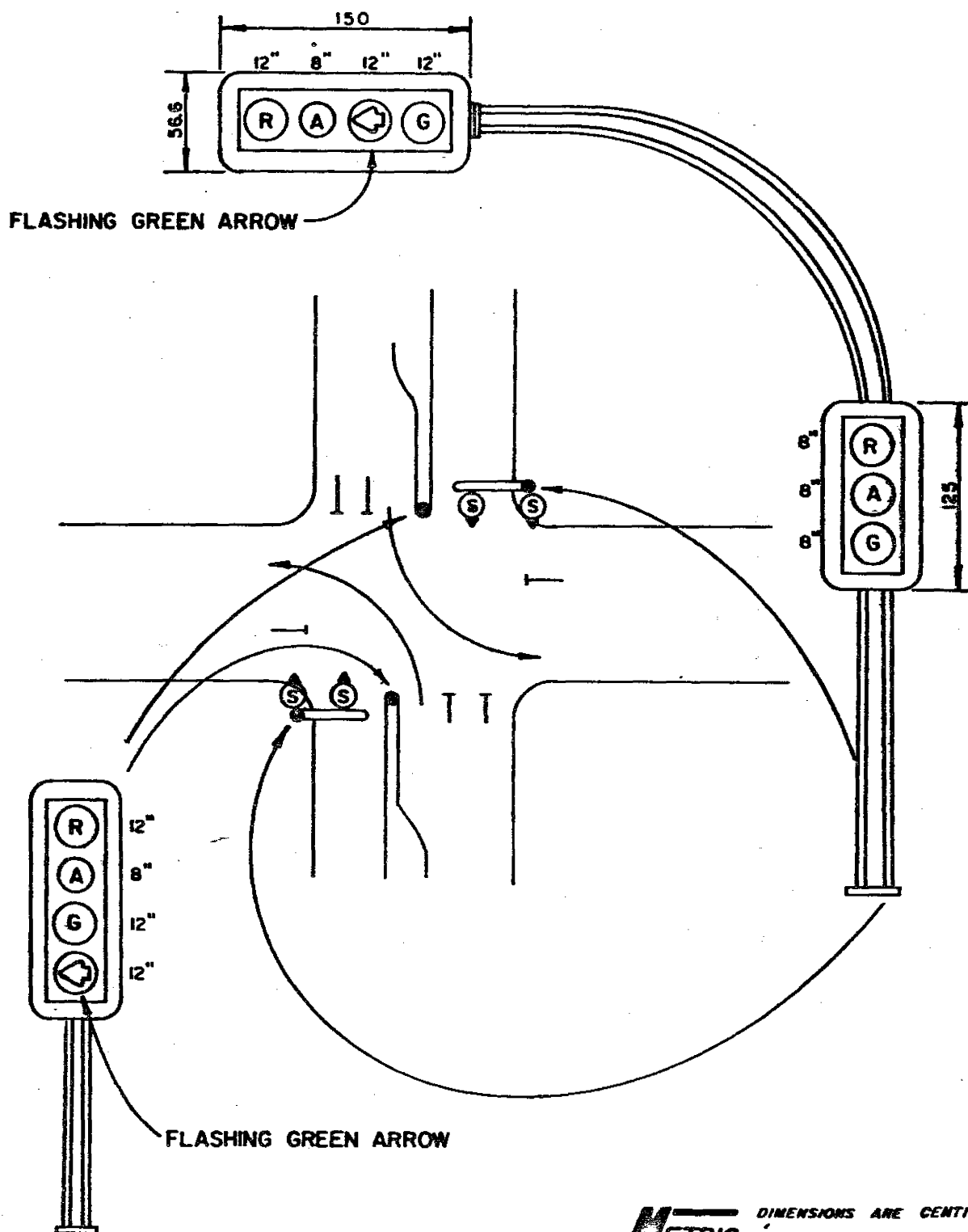
NO. DATE

REVISION

APPBY

DRWN. BY: P.V. DATE: DEC/80

2a



METRIC DIMENSIONS ARE CENTIMETRES
UNLESS OTHERWISE NOTED.

				CITY OF RED DEER		
				ENGINEERING DEPARTMENT		
				LAYOUT OF SIGNAL HEADS		
				WITH SEPARATE LEFT TURN		
				PHASE		
				SCALE: N.T.S.	APPROVED BY	DRAWING NO.
				DRWN. BY: P.V. DATE DEC/80		2b
NO.	DATE	REVISION	APPBY			

NO. 13

April 14, 1981

TO: City Clerk
FROM: City Engineer

RE: Lane Closure Adjacent to Phelan Close

As per Council resolution, November 24, 1980, lane barricades were placed in the lane next to #3 Phelan Close for a three month trial period commencing January 13, 1981 to April 13, 1981 (see attached Work Order 81-R-4).

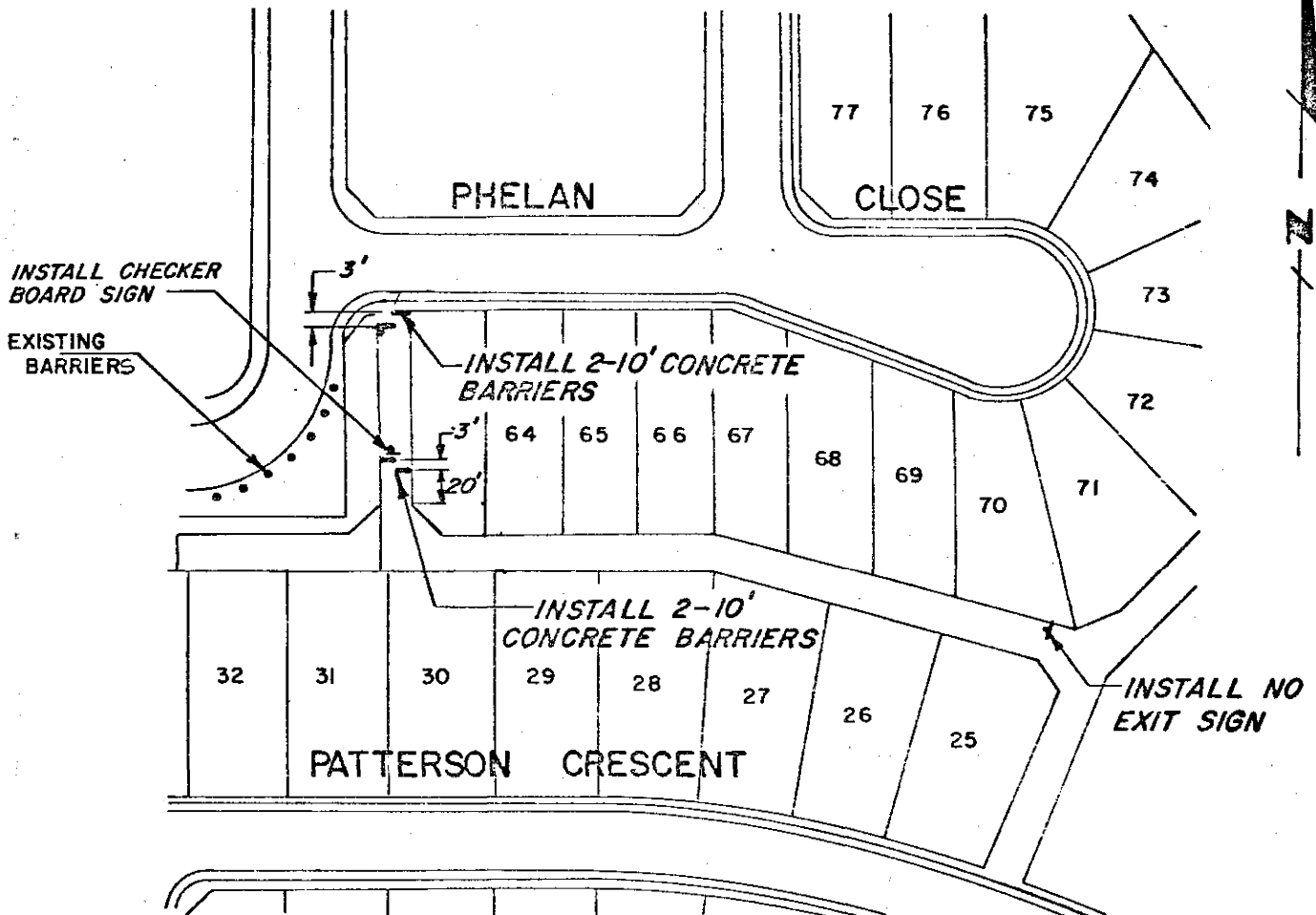
To date this Department has received two (2) complaints, in January 1981, from the homeowners at #83 Patterson Crescent stating that motorists are using their back yard property as a "turn around" when drivers are stopped by the barricades. A "No Exit" sign was placed at the entrance to this laneway in conjunction with the barricade placement as indicated on Work Order 81-R-4. No complaints have been received by this Department since January 30, 1981.

If it is Council's wish to have the lane remain permanently closed, we recommend the installation of flex beam guard rail around the perimeter of the problem area. The costs to complete the work are estimated at \$4,800.00 which we recommend be charged to the Pines Subdivision.



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

BW/ab



ACC. No. 6-6706-0200-
ESTIMATED COST \$1200

THE CITY OF RED DEER

LANE CLOSURE NORTH OF PATTERSON CRESCENT

DRAWN BY KAS

DATE 29/12/80

APPROVED

SCALE 1"=100'

DRAWING NO. 81-R-4

Jan 9/81

Mayor's comments

We recommend that Council authorize the closure as outlined in the last paragraph of the City Engineer's report.

"R.J. McGHEE"
Mayor

NO. 14

1981 04 13

TO: City Council

FROM: City Treasurer

RE: 1981 Proposed Rates For Fire Equipment

When the Red Deer Fire Department is required to respond to fire calls outside the City of Red Deer a charge is levied based on the actual cost of the men to fight the fire and a recovery of operating costs of equipment.

During the 1981 budget deliberations it was agreed revised rates for fire equipment would be brought forward for Council consideration. The proposed rates are as follows:

1. To respond to a fire call:

	<u>RATE</u>	
	<u>1981 Proposed</u>	<u>Existing</u>
Hour One	\$ 430	\$ 465
Hour Two	240	125
Hour Three	*	270

* For hours in excess of two it is recommended they be invoiced at cost plus 10% overhead and 10% for administration. Additional tankers (more than one) would be invoiced at the suppliers hourly charge plus 10% administration fee.

2. Other equipment hourly rates:

	<u>1981 Proposed</u>	<u>Existing</u>
a) Aerial Ladder	\$110 per hour plus \$1.10/km	\$ 100 per hour
b) Tanker	\$60 plus \$1.10 per km	\$ 35 per hour
c) Emergency Unit	\$50 plus \$1.10 per km	\$ 45 per hour
d) U7 (Jaws of Life)	\$50 plus \$1.10 per km	\$ 45 per hour

3. Special materials (foam, dry chemicals, etc.) to be billed at cost plus 10% administration.

It is proposed that each response be billed at the hourly charge indicated for each hour or portion thereof (No 20 minute minimum before charge is made).

The City is presently negotiating with the County to cost share the Fire Department costs on a more equitable basis. Until an agreement is reached within the County on this, the above rates would be applicable.

For County fire calls the above rates would have to be submitted to the City-County liason committee for approval by the County.

Council approval of the above proposed rates to be effective upon Council approval is respectfully requested.



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

AW/cp
cc: Fire Chief

Mayor's comments

Concur with the recommendations as outlined.

"R.J. McGHEE"
Mayor

NO. 15

1981 04 13

TO: ✓ City Clerk
FROM: City Treasurer
RE: Parking Meter Revenue

INTRODUCTION

This report is submitted in compliance with a Council request that a report be submitted annually on parking meter revenue.

PARKING METERS

Appendix "A" attached to this report provides information on parking meter and ticket splitter lot revenue for the years 1975-1980.

The revenue from parking meters decreased by 2% in 1980 due to a reduction in the number of meters of 5%. The average return per meter increased by 3%.



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

AW/cp

APPENDIX "A"

COMPARATIVE PARKING REVENUES 1975-1980

Year	METERS			TICKET SPITTER LOTS			TOTAL PARKING REVENUE			No. of Meters In Use	Avg. Return Per Meter
	Revenue	Increase (Decrease) Over Previous Year		Revenue	Increase (Decrease) Over Previous Year		Revenue	Increase (Decrease) Over Previous Year			
1976	\$ 129,509	\$ 37,496	41%	\$ 10,771	\$ 3,559	49%	\$ 140,280	\$ 41,055	41%	916	\$ 141
1977	228,353	98,844	76	15,014	4,243	39	243,367	103,087	74	1,011	226
1978	277,985	49,632	22	11,335	(3,679)	(25)	289,320	45,953	19	1,153	241
1979	290,162	12,177	4	-	-	-	290,162	842	-	1,183	245
1980	283,754	(6,408)	(2)	120	120	-	283,374	(6,288)	(2)	1,127	252

Mayor's comments

The above is submitted for Council's information.

"R.J. McGHEE"
Mayor

NO. 16

13 April 1981

TO: CITY CLERK, R. STOLLINGS

FROM: W. LEES

RE: RED DEER LODGE PLAN

The Land Titles Office has rejected the bylaw for closing of the Street (44 Street) which abutts the north of the Red Deer Lodge Property due to the description. They have suggested that the description should read as follows:

"ALL THAT PORTION OF 6 STREET SOUTH, PLAN 6881 E.T.
AND 49 AVENUE, PLAN 4816 R.S. LYING SOUTH EAST OF THE
PRODUCTION NORTHERLY OF THE WESTERN LIMIT OF LOT 11A,
BLOCK 4A, PLAN 4916 R.S.

EXCEPTING THEREOUT ALL MINES AND MINERALS"

"W. LEES"

Land & Tax Department

Mayor's comments

A new Bylaw incorporating the above change will be available for Council consideration.

"R.J. McGHEE"

Mayor

NO. 17

23 April 1981

TO: COUNCIL

FROM: CITY CLERK

RE: REGISTRATION OF 77 STREET

To facilitate the registration of a legal survey plan for the final alignment of 77 Street it is necessary to pass a bylaw to provide for the closure of some small portions of an existing registered right-of-way as shown on the attached plan.

It is also necessary to dispose of a small portion of reserve as outlined in the area marked #3.

A draft bylaw and resolution will be available for Council consideration.

"R. STOLLINGS,
City Clerk

NO. 18

23 April 1981

TO: COUNCIL

FROM: CITY CLERK

The Annual Fire Department Report for 1980 is attached to this agenda for Council's information.

"R. STOLLINGS"
City Clerk

April 23, 1981

NO. 19

TO: MAYOR & MEMBERS OF COUNCIL

FROM: DIRECTOR OF ECONOMIC DEVELOPMENT

RE: LAND PURCHASE, NORTHLAND INDUSTRIAL PARK
HIGH VOLTAGE (LTD.)

The above Company has applied to purchase the 0.80 acre parcel of land located between Mac's Central Cycle and Certified Rentals. In view of the comments of members of the administration, which are attached, I would recommend that Council table this application for two weeks in order to permit the applicant to provide us with more accurate details of his intended development. I would also suggest that perhaps the applicant could provide specific dates as to when he would intend to construct the next stage of his development as Stage 2 would appear to be much more significant than what is intended initially.

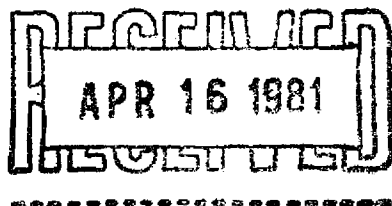
Respectfully submitted, on
behalf of the Administration,



ALAN V. SCOTT, Director
Economic Development

AVS/gr

Attach:



High Voltage (Ltd.)
 RRI - Site 8 - Box 31
 Red Deer, Alberta T4N 5E1
 Ph. 346-8565/346-7434

April 15, 1981

Mr. Alan Scott, Director
 Economic Development
 City of Red Deer
 P.O. Box 5008
 4914 - 48 Avenue
 Red Deer, Alberta
 T4N 3T4

Dear Mr. Scott,

Referring to your brochure "Purchase Advice & Site Data North Industrial Park", we would like to apply for an option to purchase of lot 10 G BL. 8 for the total price of \$ 142,405.00.

Enclosed we send you a site plan including the proposed development. We intend to operate a gas station, garage and car dealership in the name of Koks Euromotors Ltd. At present this company is located at 7905 Gaetz Avenue.

If the option is granted to us, we would like to build a gas station first, consisting of an office and two gas islands with 2 gaspumps each. The pavement will be asphalt.
 The gas/diesel will be stored in two tanks as drawn on the plan.
 As the access for cars and trucks is relatively small, we propose landscaping on both sides of the lot instead of the front.

The next stage will be the construction of 3 bays for repair of vehicles, additional offices and stockroom.
 As you will see we apply for one wall to be built on the zero line of the property.
 The buildings will be metal with a maximum height of approximately 5 meters.
 Pavement will be asphalt.

In the future we intend to add a showroom for new and/or used vehicles to the existing building and a bodyshop in the back (one wall of which to be built on the zeroline, if possible).

Mr. Alan Scott, Director
Economic Development
City of Red Deer

Date : April 15, 1981
Page: - 2 -

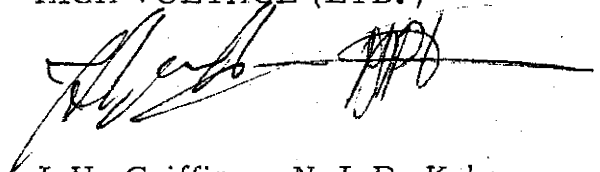
Enclosed we also send you 2 cheques total of which amounts to
\$ 7,120.25 covering 5% of the total purchase price.

In case you have any questions and/or remarks please do not
hesitate to contact us.

We thank you for your co-operation in this matter and await
your news with interest.

Sincerely yours,

HIGH VOLTAGE (LTD.)

Handwritten signatures of J. H. Griffin and N. J. P. Koks, with a horizontal line drawn through them.

J. H. Griffin N. J. P. Koks

Enclosures

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. _____

April 22, 1981.

Mr. A. Scott,
 Director of Economic Development,
 City of Red Deer,
 P.O. Box 5008,
 Red Deer, Alberta.
 T4N 3T4

Dear Sir,

RE: LAND PURCHASE IN NORTHLAND INDUSTRIAL
 PARK : HIGH VOLTAGE (LTD.)

Your letter of 16th April, 1981.

1. In a letter dated 15th April, 1981 High Voltage (Ltd.) applied for an option to purchase Lot 10G, Block 8 in the Northland Industrial Park, for a total price of \$ 142,405.00. They intend to construct a gas station in the first phase, consisting of an office and two gas islands. Additional development, planned for the future, includes a stock room, repair bays, a body shop and a showroom.
2. The site in question is designated C4 - COMMERCIAL - MAJOR ARTERIAL in the Land Use By-law, in which service stations are a permitted use. The other uses outlined in the application are, however, discretionary uses and would require the approval of the Municipal Planning Commission. High Voltage (Ltd.) have also requested a number of building relaxations which should be considered by the Municipal Planning Commission, once a detailed development plan has been prepared.
3. From a planning point of view there is no objection to this site being sold to High Voltage (Ltd.), provided that the applicant is aware of the requirements in the Land Use By-law.

Yours truly,



Craig Curtis,
 Associate Planner
 City Planning Section

CC/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 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

April 21, 1981

TO: ECONOMIC DEVELOPMENT OFFICER
FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR
RE: HIGH VOLTAGE (LTD.)

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

The proposed use is permitted, however the sketch of the site layout does not provide enough details to comment on.

We trust this is the information required.



R. Strader
Development Officer/
Building Inspector

RS/lg

Mayor's comments

I agree with the tabling of this matter to enable the applicant to submit further details. We would like to see a more substantial initial development than just a gas bar.

"R.J. McGHEE"
Mayor

April 23, 1981

NO. 20

TO: MAYOR & MEMBERS OF COUNCIL
FROM: DIRECTOR OF ECONOMIC DEVELOPMENT
RE: APPLICATION FOR EXTENSION TO LAND SALES AGREEMENT
FROM MOTHER'S REALTY CORPORATION

The above Company has applied for a second extension to the commencement of construction date on Stages 2 and 3 of their development on the North Hill. The first stage of their development, Mother's Restaurant, has been completed for several months. Mother's Realty Corporation has been having some difficulty in attracting potential tenants for Stages 2 and 3 of the development, due largely to the restraints imposed by the Land Use Bylaw. It would appear that they are now near completion of leasing arrangements with two customers, and are also prepared to proceed with an extension to the existing building. As a result, Mother's Realty Corporation is asking for a further extension from April 29th, to May 25th, 1981. It would appear that this short term extension is necessary in order for Mother's to assemble a final proposal for Council's consideration, at which time it would appear some additional extensions may also be required.

I would recommend that Council grant the requested extension, allowing Mother's Realty Corporation sufficient time to provide us with further development plans.

Respectfully submitted,



ALAN V. SCOTT, Director
Economic Development

AVS/gr

MOTHER'S

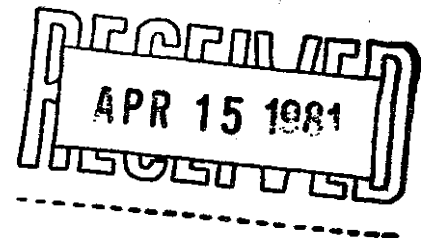
80.

April 14, 1981

"AIR PUROLATOR"

The City of Red Deer
City Commissioner's Department
City Hall
4914-48th Avenue
RED DEER, Alberta
T4N 3T4

Attention: Mr. A. V. Scott, Director
Economic Development



Dear Sirs:

Re: Land Sales Agreement - Mother's
Realty Corporation & City of Red Deer

The Land Sales Agreement between the City of Red Deer and Mother's Realty Corporation now provides that we are to commence construction on a second and third building by April 29, 1981. Since the extension was granted to us to commence the second building no later than April 29, 1981 (from September 29, 1980), extensive efforts through real estate agents and our own sources have been expended in order to obtain suitable tenants for the proposed development. Quite frankly, the zoning for the property, and our verbal commitment to the City of Red Deer concerning certain kinds of uses for the corner portion of the property, combined with the adequate amount of this kind of space on the market, have made it difficult to complete plans for the development.

Notwithstanding my comments above, we are at the stage of almost finalizing a plan for the development. I am enclosing two copies of a proposed site plan to assist you in understanding my proposal. The proposed site plan calls for the expansion of the Mother's Pizza Parlour & Spaghetti House by 2400 square feet to combine with the restaurant a new pub concept that we have started, called "Father's", a "Color Your World" outlet of 3500 square feet (this is essentially a paint and wallpaper business), a Mac's Milk (convenience store) of 2200 square feet in conjunction with a gas bar, and 2960 square feet of space for unknown tenants. Exclusive of the gas bar, the proposal calls for construction of 17,760 square feet. If you allow a deemed area of 1000-1500 square

. . . . 2

Mr. A. V. Scott
City of Red Deer
April 14, 1981

2.

81.

feet for the gas bar, we will have achieved our commitment pursuant to the Agreement.

The suggested proposal has several contingencies at this time.

- (a) The expansion of the Mother's Pizza Parlour & Spaghetti House to include a Father's requires a full liquor license to be obtained, which necessitates more entree items on the menu, and the exact size of any expansion depends upon the operational floor plan that would be required to prepare and serve such additional menu items.
- (b) The position of the Color Your World building has just been settled and has been located as shown in order to give maximum exposure to Father's and to the gas bar. They have confirmed by telephone that they are satisfied with the location and I expect to have a completed Offer to Lease within two weeks.
- (c) Mac's Milk are to have an Offer to Lease to me by April 30th. They are presently negotiating with two oil companies to position a gas bar where shown. We are prepared to consider a reasonable offer for the space, giving consideration to the fact that the gas bar is not on the corner. We should be in a position to finalize this part of the development by April 30th, 1981 as well.

As you can see, we have variables at this stage and it is impossible for us to commit as to the exact area to be developed, the users, and the positioning of the buildings at this time. Fundamental in the proposed development will be the availability of a pylon sign to be located at the corner of Gaetz Avenue and 76th Street to give identification to the proposed gas bar, Mac's, the other tenants in the rear and possibly Father's. However, it is premature to consider signage requirements. The proposed gas bar will also require two entrances/exits on 76th Street, but in any event, I think this is preferable for proper flow of traffic to and from the development.

I would like to submit to you and the City of Red Deer for Council's consideration, that we be given an extension from April 29, 1981 to May 25th, 1981 in order to present a definite proposal.

Mr. A. V. Scott
City of Red Deer
April 14, 1981

I understand that there is a Council meeting on May 25th, 1981 and it would be our intention to submit the proposal at that meeting. At the Council meeting on April 27th, 1981, Guy Kellett of Mother's Restaurants Incorporated will be attending to answer any questions asked by members of Council.

Yours very truly,

MOTHER'S REALTY CORPORATION



Michael J. Martino, Q.C.
Executive Vice President

MJM:bc
encls.(2)

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. _____

April 22, 1981.

Mr. A. Scott,
 Director of Economic Development,
 City of Red Deer,
 P.O. Box 5008,
 Red Deer, Alberta.
 T4N 3T4.

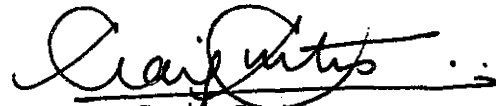
Dear Sir,

RE: LAND SALES AGREEMENT - MOTHER'S REALTY
 CORPORATION AND CITY OF RED DEER

Your letter of 15th April, 1981 and a letter
 from the Executive Vice-President of Mother's
 Realty Corporation dated 14th April, 1981 refer.

1. The Land Sales Agreement between the City of Red Deer and Mother's Realty Corporation now requires that construction be commenced on a second and third building on their site by 29th April, 1981. This is as a result of a previous extension from 29 September, 1980.
2. In a letter dated 14th April 1981, the Executive Vice President of Mother's informed the City that a plan for additional development on the site is almost complete. However, in view of a number of contingencies, he requests Council to grant a further extension from 29th April 1981 to 25th May 1981, in order to present a definite proposal.
3. In view of the high quality of the existing development, and the obvious efforts being made to plan a comprehensive scheme, it is recommended that the extension be approved as requested.

Yours truly,



Craig Curtis,
 Associate Planner
 City Planning Section

CC/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 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 PAINTERTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTNER No. 6—IMPROVEMENT DISTRICT No. 10

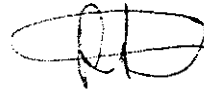
April 21, 1981

TO: DIRECTOR OF ECONOMIC DEVELOPMENT
FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR
RE: MOTHERS RESTAURANTS

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

The proposed use for the site appears to be discretionary, that is they require approval of Municipal Planning Commission. It would be the recommendation of this Department that these uses be approved subject to advertising and no appeals against the decision being successful. As the plans are preliminary at this time, any further comments cannot be given.

We trust this is of information to you.



R. Strader
Development Officer/
Building Inspector

RS/lg

Mayor's comments

We would recommend the extension be granted as requested.

"R.J. McGHEE"
Mayor

CORRESPONDENCE

NO. 1

85.



No. 23

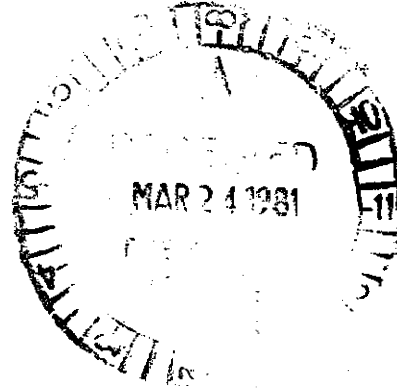
OFFICE OF THE SECRETARY-TREASURER

BOX 920

RED DEER, ALBERTA T4N 5H3

March 23, 1981

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



Dear Sir:

Re: Red Deer Fire Area

Please be advised that the Town of Penhold have applied for the establishment of a fire area, and the Council of the County of Red Deer have approved this request. It is the intention of Council to pass a by-law at its meeting of April 8, 1981 to establish the Penhold Fire Area, and we wish to advise that the following areas, as per Schedule 'A' of the Agreement between the County and the City will be deleted and transferred to the Penhold Fire Area:

Sections 1 to 24 inclusive, in Township
37, Range 25, West of the Fourth Meridian.

Sections 1 to 24 inclusive, in Township
37, Range 26, West of the Fourth Meridian.

Sections 1 to 24 inclusive, in Township
37, Range 27, West of the Fourth Meridian.

Sections 1 to 24 inclusive, in Township
37, Range 28, West of the Fourth Meridian.

Should you have any comments on the above, please advise this office prior to April 8, 1981.

Yours truly,

COUNTY OF RED DEER NO. 23

R.J. Stonehouse
County Commissioner

/gg

DATE: March 30, 1981.

86.

TO: City Clerk

FROM: Fire Chief

RE: Penhold Fire Area

The County proposes to establish an area south of Red Deer to be known as the Penhold Fire Area. This area is presently serviced by the City of Red Deer on behalf of the County. It is the intent of the County to contract fire fighting services in this area with the Town of Penhold.

The Penhold fire area will have its northern boundary two miles south of the City limits, and will extend east from the 5th meridian to Pine Lake, and south for seven miles.

The County intends to notify the residents in this fire area of this change in fire services through advertisements in the County newspaper.

This matter will be considered by County Council on April 8, 1981.

In discussion with County Administration, it was indicated that should fire service be provided in this area to assist or back-up Penhold, we could invoice the County directly for our services. Only requests for assistance from Penhold Fire Department would be honoured in the fire area. Other callers would be referred to the Penhold Fire dispatcher.

.....

R. Osroft, Fire Chief

DATE: March 30, 1981.

TO: Commissioner M. Day

FROM: Fire Chief

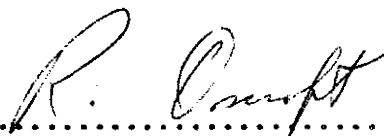
RE: PENHOLD FIRE AREA

As per your request, I researched some 60 County fires for a two year period and find only six (6) of these were in the proposed Penhold fire area.

The reason for this appears to be that in the past couple of years, Innisfail and Penhold have responded to some fire incidents in this area, and a volunteer department has been organized at Pine Lake to look after fire protection in that area.

Most of the incidents we respond to are north of the Delburne Road and east to the Joffre crossing, and west to the 5th meridian.

Forwarded for your information.


.....

R. O'scroft

Fire Chief.

Mayor's comments

The above is submitted for the information of Council.

"R.J. McGHEE"
Mayor

THOMAS H. CHAPMAN PROFESSIONAL CORPORATION

88.

Barrister, Solicitor, Notary Public

208 PROFESSIONAL BUILDING
4808 ROSS STREET
RED DEER, ALBERTA T4N 1X5

NO. 2

TELEPHONE (403) 346-6603
TWX 610-841-5684

T.H. CHAPMAN, B.A., L.L.B.
L.D. HARRIS, B.P.E., L.L.B.

YOUR FILE
OUR FILE City 348

April 21st, 1981

MAYOR and MEMBERS OF COUNCIL,
City Hall,
Red Deer, Alberta

Re: Lot 3A, Block 6, Plan 802 0058
(Galleon Developments Ltd.)

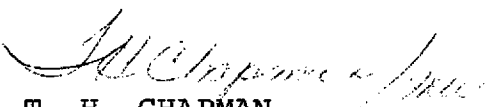
The previous owners of the above described property (Welcome Developments Ltd.) were required to dedicate a substantial portion of the westerly end of the lot to the City, and to provide a one foot access strip by way of public reserve along the north boundary thereof to the westerly end of the former lot. In constructing their building upon the remainder of their lot, they encroached into the one foot strip by approximately 4 inches. The present owners have negotiated with Mr. Lockerby who owns the lot immediately to the north of the above described property but have been unable to come to terms in order to obtain an alternate access to the public reserve west of their lands.

The Council may recall that as a result of a land exchange between the City of Red Deer and Roda Developments Ltd., the City has now become the owner of and entitled to control of the lands immediately south of the public reserve lying west of Lot 3A. Such lands are to be zoned for public reserve and park purposes.

Accordingly, as a solution to the problems of Galleon Developments, it is the writer's recommendation that the City offer to sell the one foot strip of land to Galleon Developments Ltd. at the rate of \$6.56 per square foot, which Mr. Don Wilson informs me is the fair market value for multiple-family lands. Such one foot strip of land would then be consolidated with the title owned by Galleon Developments Ltd. and would overcome their encroachment problem. As a further term of the sale of such public reserve lands to Galleon, it is my recommendation that Galleon Developments Ltd. make payment to the City of all costs of survey involved in determining the area of the one foot strip of land, the consolidation of such strip of land with their own property, the replot and survey of the Roda Development lands and a consolidation thereof with the public reserve lying immediately west of Lot 3A. In telephone discussions

with Galleon Developments Ltd., they have indicated that they would be agreeable to the terms above stated, and in the event that Council finds the foregoing to be acceptable, I would request that they pass a resolution authorizing the sale and disposition of the one foot strip of public reserve lands lying immediately north of Lot 3A to Galleon Developments Ltd.

I would also request that the Planning Commission initiate the appropriate steps to re-zone the Roda lands as public reserve.

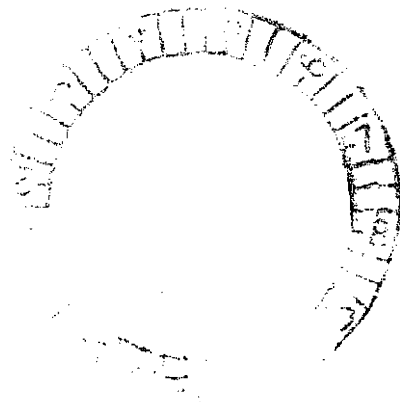

T. H. CHAPMAN,
City Solicitor

THC:mw

Mayor's comments

Concur with the recommendations of the City Solicitor and City Assessor.

"R.J. MCGHEE"
Mayor



1981 04 21

90.

TO: City Clerk
FROM: City Assessor

RE: Lot 3A, Block 6, Plan 802-0058

Attached is a print indicating the 1' piece of land.

The area (according to the print) is 1' X 230' = 230'.
This is to be confirmed by the surveyor in accordance with
Mr. Chapman's recommendations.

The estimated total sale price would be $230 \times 6.56 =$
\$1,508.80.

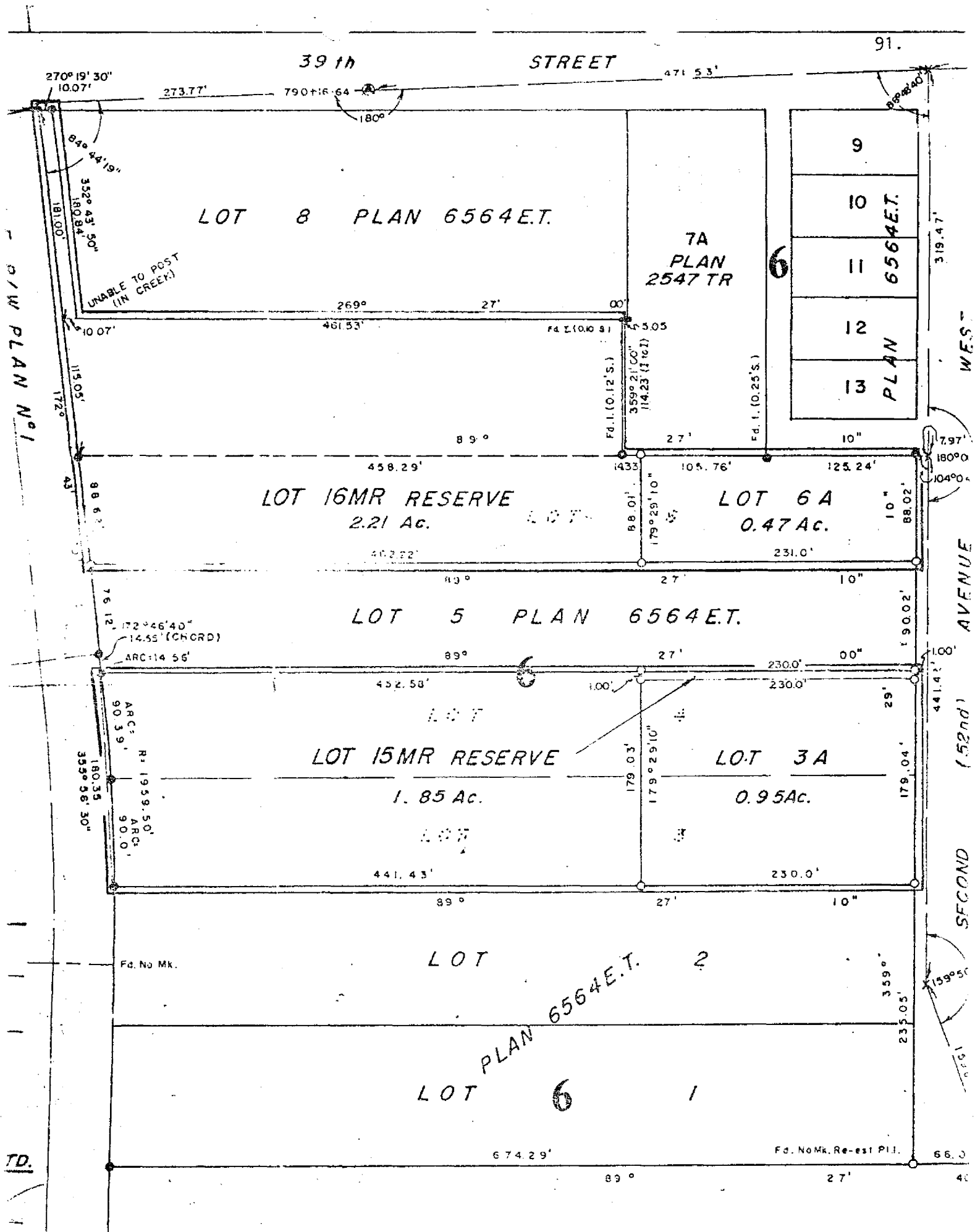


D. J. Wilson, A.M.A.A.

Mayor's comments

Concur with the recommendations of the City Solicitor and City
Assessor.

"R.J. McGHEE"
Mayor



TD.

Fd. No Mk.

Fd. No Mk. Re-est P.L.

66.3

NO. 3

1981 04 15

TO: City Commissioners

FROM: City Assessor

RE: Cosmos Enterprises

May we advise that Cosmos Enterprises have made application to the Local Authorities Board for tax exemption under the Municipal Taxation Exemption Act.

Section 4 (1) of the Act stipulates:

"A non-profit organization that is liable to assessment and taxation by a municipality in respect of property

(a) owned by it or leased by it from the Crown, and

(b) used by it for any charitable, educational, religious benevolent or welfare purpose or other purpose to the public advantage or benefit,

may apply, in accordance with this Act, to have that property declared to be exempt from assessment and taxation by the municipality."

Cosmos Enterprises submitted the attached copy of a letter to the Local Authorities Board together with copies of their Certificates of Title and financial statements as prepared by their auditor, for our perusal. The copies of the Certificates of Title and the financial statements need not be placed on the agenda but held in the City Clerk's office for perusal by any interested aldermen and/or others.

Cosmos Enterprises owns four condominium units within the condominium plan 782-1697. The legal description of the total condominium is Lot 7, Block 2, Plan 762-0870, and is located at 7428 - 49 Avenue (Northland Industrial Area).

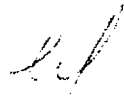
The property tax share of the condominium applicable to Cosmos for 1980, was \$6,071.03

Past City Councils have not favored tax exemption and in fact have opposed tax exemptions and made recommendations to various government committees respecting same.

The last two applications for tax exemption were the Y.M.C.A. and the Folk Festival Society, which were both opposed by City Council. However, the Local Authorities Board did grant tax exemption to the Y.M.C.A. and did not grant exemption to the Folk Festival Society.

As a general principle, it has been felt that the tax base should not be reduced by further exemptions, and that should a municipality so desire to assist any one property owner that they could do so through their grant program.

In view of the previous history respecting tax exemptions, I could not support the application by Cosmos.



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



#1, 7428 - 49 AVENUE, RED DEER, ALBERTA T4P 1M2

PHONE: 343-0715

April 7, 1981

Local Authorities Board,
6th Floor, Pacific Plaza,
10909 - Jasper Avenue,
Edmonton, Alberta.

Attention: Mr. R. Myroniuk

Dear Sir:

Re: Municipal Tax Exemption

The following information is supplied, as requested in your letter.

- a) Name - Cosmos Rehabilitation Society operating Cosmos Enterprises Vocational Training Centre, registered under the Societies Act as a charitable organization. (Society Number 50006839)
- b) Municipality - Red Deer, Alberta.
- c) Legal Description - N.W. 28 - 38 - 27 W 4th located on .85 acres.
- d) Value - \$379,155.00 - Assessment \$6628.33
- e) Purpose - To train and provide instruction and experience as required to promote competence in life skills, self-confidence, personal awareness and social responsibilities for the mentally and physically handi-capped citizens of Red Deer and area.
- f) Improvements - Cosmos occupies part of a condominium building consisting of sixteen bays, of which we occupy four. Improvements - 12,000 sq. ft. of production and material storage area and 3,000 sq. ft. of instructional classroom and office area.



Page 2 ...

g) Income Source - Manufacture of woodwork products, sheetmetal components and sewing products, also yearly grants from the Provincial Government. Combined sales - \$307,000. - Grants - \$223,000.00

h) Revenue Producing - In the process of Vocational Training we utilize a real work situation, saleable articles that are manufactured are sold. In the area call Activity Centre, almost no revenue is generated at it is a school setting with regular classes, teaching basic life skills and personal development. During the summer months the trainees sometimes do work experience projects, and in the process may earn around \$1000.00, which is then used to purchase supplies after the trainees have been paid for their work.

i) Residences - There isn't any part of the facility used for residences.

j) Other information - Contract work supplied by local industries is the means through which jobs are created for the trainees. These contracts must be on an assembly line production and be fairly continuous so that workers can be trained to do one or more of the various component parts of the task. It's through this program some trainees develop to the level where they can be placed in the community.

If you require any further information, please do not hesitate to contact myself or our Managing Director, John Runge. Thanking you for your consideration, I remain,

Yours truly;

Diane Lehr
Diane Lehr
Office Manager.

DL/jf
Encls.

Mayor's comments

Agree with the recommendations of the City Assessor.

"R.J. McGHEE"
Mayor

April 17/81

Dear Sir,

I am a recent newcomer to the city of Red Deer. Since my move I have become a regular user of the transit system. Learning from Regina I had to adjust to a bus system that ran twenty minutes instead of fifteen minutes with fewer bus routes. However I took this all in stride by practicing patience and learning the schedule my coming and going.

However the recent cut-backs in service is very trying on my patience and has made me quite upset. Using the buses to get around is no longer a convenience and has become a very undesirable alternative of transportation. At times waiting would be faster than having to wait. So you realize what it is like to wait thirty minutes for a bus. I suggest you try it sometime.

I'm afraid that with the advent of warmer weather more people will be becoming pedestrians and will not use the transit system. So be blunt, the only way you can make a profit is to have full-paying customers; that is, customers who aren't on subsidized fares such as senior citizens and students. Unfortunately it is these people who will be turning away from the use of buses since these people usually have other choices of transportation like cars. The end result will be that the majority of people using the buses will be people who have no other alternative such as seniors and students. This, I am sure, will only increase the deficit you are trying to overcome. What will you do then, discontinue bus

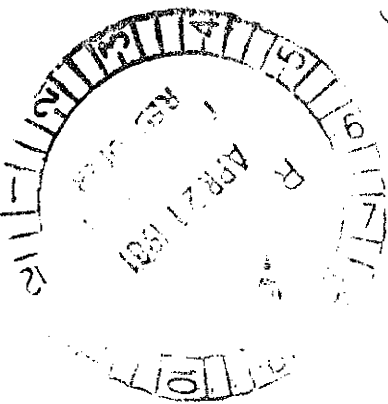
routes or have buses run every hour.

Next point to business upon encountering a deficit take measures to increase or improve services in the hopes of attracting more customers. I suggest this as a line of action for you to employ. Upgrade your transit system, etc not degrade it.

Be extensively used. routes such as route #1 increase service to, maybe, 15 minutes or leave it at a 10 minute. Be routes that are not used much such as route #5 use smaller buses or maybe reroute them so that they overlap the major routes and can take up some of their load. These are the buses, usually, that people are running empty. When advertising your schedule inform people as to what at any time they may be able to use it and when it turns away because they don't know at which bus to take. Don't keep changing the schedule, it only confuses people. Hardly about the deficit and be patient. Let people have a chance to discover the transit system and its convenience.

Although this is the province of Atlanta, we are still in an age of an energy crisis. This is more than enough reason to promote a mass public transportation system. Step forward, not backward.

Yours truly,
Wernu Chen



Mayor's comments

99.

Recommend the above letter be referred to the Transit Review Committee and Associated Engineering Services Ltd.

"R.J. MCGHEE"
Mayor

MacKenzie Oslund Payne Corp. Ltd.
Engineering, Planning & Development

100.

NO. 5

March 23, 1931

The City of Red Deer
City Hall
RED DEER, Alberta
T4N 3T4

ATTENTION: The Mayor and Council of
the City of Red Deer
c/o The City Clerk

Dear Members of Council:

Re: Approx. 47 Acres in the
N.E. 1/4 Sec. 32-38-27-4
(East of railway Right of Way-
South of Highway #11 and
West of old Drive-Inn Theatre)

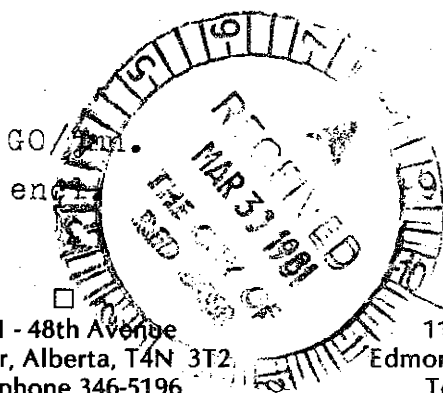
Please be advised that as the owners of the above noted properties (more clearly shown colored red on the attached print) we intend to proceed with subdivision and development as soon as conditions permit.

The major problem hampering development immediately is the provision of City services to the boundaries of the property. The purpose of this letter is to request the City to extend services to the property boundary in order that development may begin.

We realize this will take time in order to study the existing conditions and then to make a decision. We will be pleased to be of assistance in any way possible and will appreciate further discussion on the matter.

Yours respectfully,

per MacKenzie, Oslund, Payne Corp.



4821 - 48th Avenue
Red Deer, Alberta, T4N 3T2
Telephone 346-5196

11611 - 46th Avenue
Edmonton, Alberta, T6H 0A6
Telephone 435-9403

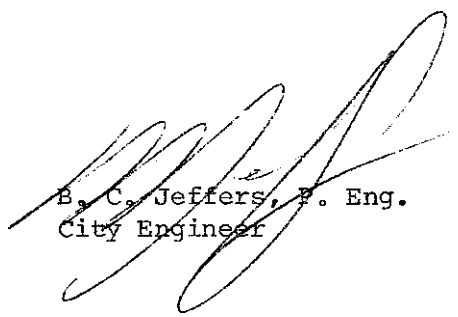
441 - Law Centre
111 Street & 88 Avenue
Edmonton, Alberta T6G 2H5

April 21, 1981

TO: City Clerk
FROM: City Engineer
RE: N.E. $\frac{1}{4}$ 32 - 38 - 27 - 4
+ 47 Acres
MacKenzie, Oslund, Payne Corporation Ltd.

Presently the services are located approximately 655 metres south of the south property line of this site and the City does not own the right of ways required to extend the services. Approximately 245 metres of service extensions may take place (subject to Council's approval) in conjunction with a subdivision located immediately north of the International Harvester property. The estimated cost to extend the services from their present point of termination is \$520,000.00. Land costs are not included. The Engineering Department feels that this development is premature unless the Developer is prepared to front-end these costs, however, this decision probably rests with Council.

It should also be pointed out that there is no legal access to the above property. The City is not prepared to acquire the right of way through land acquisition but rather at the time of subdivision of the adjacent lands.



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

RKP/FLL/emg
cc - RDRPC
cc - E. L. & P.
cc - Building Inspector
cc - Economic Development Director
cc - City Assessor

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 5Y5

DIRECTOR:

TELEPHONE: (403) 343-3394

YOUR FILE NO. _____

Our File No. _____

April 21, 1981

Mr. R. Stollings,
City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.
T4N 3T4.

Dear Sir,

APPROXIMATELY 47 ACRES IN N.E. 1/4 SECTION
32-38-27-4

Your letter of 14th April, 1981 refers.

1. An Outline Plan for the whole of the N.E. 1/4 and portions of the N.W. 1/4 and S.W. 1/4 of Section 32 was prepared by Consultants in 1980, on behalf of property owners in the area. This plan generally conformed with existing planning proposals, and was approved in principle by Council on 12 May 1980, subject to a satisfactory resolution of the concerns of the administration.
2. Since this time the North-West Sector Area Structure Plan was prepared by the Regional Planning Commission and approved by Council on 15th September 1980, as By-law No. 2689/80. This plan included the whole area covered by the approved Outline Plan and required minor revisions to the road network.
3. In a letter dated 23rd March 1981, Mr. Oslund of MacKenzie Oslund Payne Corp. Ltd. indicates that the owners of a portion of the N.E. 1/4 of Section 32 now wish to proceed with subdivision and development. He therefore requests the City to extend services to the property boundary, in order that development may begin.
4. From a planning point of view there is no objection to this property being developed at this stage, provided that the issues of servicing and access can be resolved. Development of this property would in fact act as a catalyst for further residential expansion in the north-west sector.

In view of the fact that the existing services are located approximately 650 m south of this property, it would be more desirable for development to commence in the southern portion of the Outline Plan, or for all properties

MEMBERS OF COMMISSION

Cont'd/2.

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 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 STETTLER No. 6—IMPROVEMENT DISTRICT No. 10

Mr. R. Stollings,
City of Red Deer.
April 21, 1981.
Page 2.

103.

to be developed simultaneously. However in view of the fragmented ownership, the latter alternative is unlikely to occur.

Comments will be made at a later stage in regard to the detailed layout. It should be noted, however, that the preliminary subdivision layout indicated on the Outline Plan would not be acceptable if this property is developed independently, as a number of lots would be created without legal access. In addition it is considered that the Outline Plan for the whole area should now be amended to incorporate the road proposals in the North-West Sector Area Structure Plan.

Yours truly,

A handwritten signature in cursive script, appearing to read "Craig Curtis", is written over two horizontal lines.

Craig Curtis,
Associate Planner
City Planning Section

CC/hp

M E M O

104.

TO: City Clerk

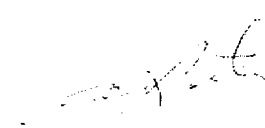
DATE: 1981 04 15

FROM: E. L. & P. Supt.

Re: Approx. 47 Acres in N.E. 32-38-27-4
Correspondence from MacKenzie, Oslund,
Payne Corp.

The electrical supply line for National Supply is planned to be located on the north boundary of the subject site. The design work for this supply line is now in progress and construction is scheduled for completion by October 15, 1981. A portion of the subject property along its north boundary is required for the proposed line.

The above described line will make electrical service available to the boundary of the subject lands. The Developer of the lands will still be required to enter into an agreement with E. L. & P. for servicing any proposed subdivision.


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

AR/jjd

Mayor's comments

We recommend that the Planner and the City Engineer, with the assistance of the City Assessor, attempt to obtain necessary easements or right-of-ways to service the proposed development. Also they meet with the Developer in order to bring this area on stream at the earliest opportunity and a report be brought back to Council on servicing this area and anticipated timing and subject to successful negotiation on the required right-of-way.

"R.J. McGHEE"
Mayor

FRIZZELL'S

NO .6

RED DEER, ALBERTA
5029 - 34th STREET,

April 9/81

Mayor McGhee & Members of Council:

Since we moved to South Hill in 1948 many changes have taken place and no doubt more in the future. At that time we were situated on the edge of the city. Over the years we have been active participants in business, cultural and recreation development of the city of Red Deer.

We hereby respectfully request that our family name " Frizzell " be added to 51Ave. Cl., to read " 51Ave. Frizzell Close," as this was part of our first mobile home park and was donated to city to facilitate further development.

With thanks,



G.S. Frizzell, Pres.

Waldon Holdings Ltd.

Recd
2:20 P.M.
April 5/81
AS.

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. _____

April 16, 1981

Mr. R. Stollings,
City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.
T4N 3T4

Dear Sir,

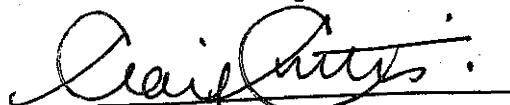
Re: CORRESPONDENCE FROM FRIZZELL'S
DATED APRIL 9, 1981

Your letter of 14th April, 1981 refers.

Mr. G.S. Frizzell has requested that their family name be added to 51 Avenue Close in South Hill to read "51 Avenue Frizzell Close", as this area was part of their first mobile home park and was donated to the City to facilitate further development.

It is considered that the use of the name "Frizzell" in South Hill could lead to confusion with the existing road names in Fairview, e.g. Forest Close, Freemont Close, etc. It is therefore recommended that the request be denied and the name of 51 Avenue Close remain unchanged.

Yours truly,


Craig Curtis,
Associate Planner
City Planning Section

CC/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 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
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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 PAINTHEARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLER No. 6—IMPROVEMENT DISTRICT No. 10

1981 04 16

107.

TO: City Clerk
FROM: City Assessor

RE: Correspondence from Frizzell's
Dated April 9, 1981

The public as well as various businesses have difficulty in locating any avenue or street that contain a name unless the roadway is located in a subdivision named with the same starting initial or the roadway is a major thoroughfare.

In view of the problem inherent with the request, I cannot support same.



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

Mayor's comments

The request in this instance is contrary to the policy of Council re: Naming of Streets with the same letter as the subdivision. We would suggest that the apartment complex could contain the name "Frizzell" and thereby avoid any confusion with the Fairview Subdivision.

"R.J. McGHEE"
Mayor

NO. 7

R. R. # 1
Red Deer, Alberta
April 13th, 1981

City Clerk
City Hall
RED DEER, ALBERTA

Dear Sir:

RE: Pt. of L.S. 7 31-38-27-4

I am writing in response to Mr. Don Wilson's letter earlier this month, proposing acquisition of the small parcel owned by W. H. Edgar.

In past discussions, Mr. Don Wilson seemed concerned that livestock could possibly be kept on small acreage owned by us within the city limits. We can safely say no buildings are kept for use of feeding or keeping cattle, etc., as all buildings were removed as of April 12, 1981.

At the time of the land sale, we inadvertently did not acquire the well site just as you overlooked the small acreage centred in Section 31 which city acquired almost totally from us.

In consideration that we sold approximately 500 acres to the city after being approached by other buyers, we would consider some exchange for this parcel.

Mr. Wilson mentioned the possibility of selling the one acre based on the original purchase price of \$4,000.00 per acre plus interest. We consider this fair and suitable.

I wish to be in attendance when this matter is discussed. My phone number is: 887-5390.

Yours truly,

W. Edgar
W. EDGAR

WE/je

FORRESTER WATER WELL DRILLING LTD.

109.

Industrial — Stock — Domestic Wells — Test Drilling — Pump Testing

Telephone 346-2933

R.R. 1,
Red Deer, Alberta
T4N 5E1

December 15, 1980.

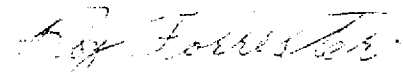
To Whom it May Concern:

Re: Water wells - SW 31 - 38 - 27 -w⁴
- SE 1 - 39 - 28 -w⁴

Dear Sir:

Our firm has drilled three wells in all on SW 31 - 38 - 27 -w⁴.
Well No. 1 was drilled in 1961 and produces an adequate amount of water for a home.
Well No. 2 also drilled in 1961 seemed good at first but was abandoned in 1969 when it was evident the supply had decreased considerably.
Well No. 3 was drilled in 1969 to replace well no. 2. This well proved to be very good, producing 30 gallons per minute. A well of this capacity is invaluable where a large quantity of water is needed in a hurry, such as for filling large sprayer tanks and truck tanks for servicing sprayers.
The area is obviously unpredictable and one can not depend on getting an adequate water supply just anywhere.
The well that we drilled on SE 1 - 39 -28 -w⁴ was 296 feet deep and produces only 2 gallons per minute. It is adequate for domestic use only.

Yours truly,

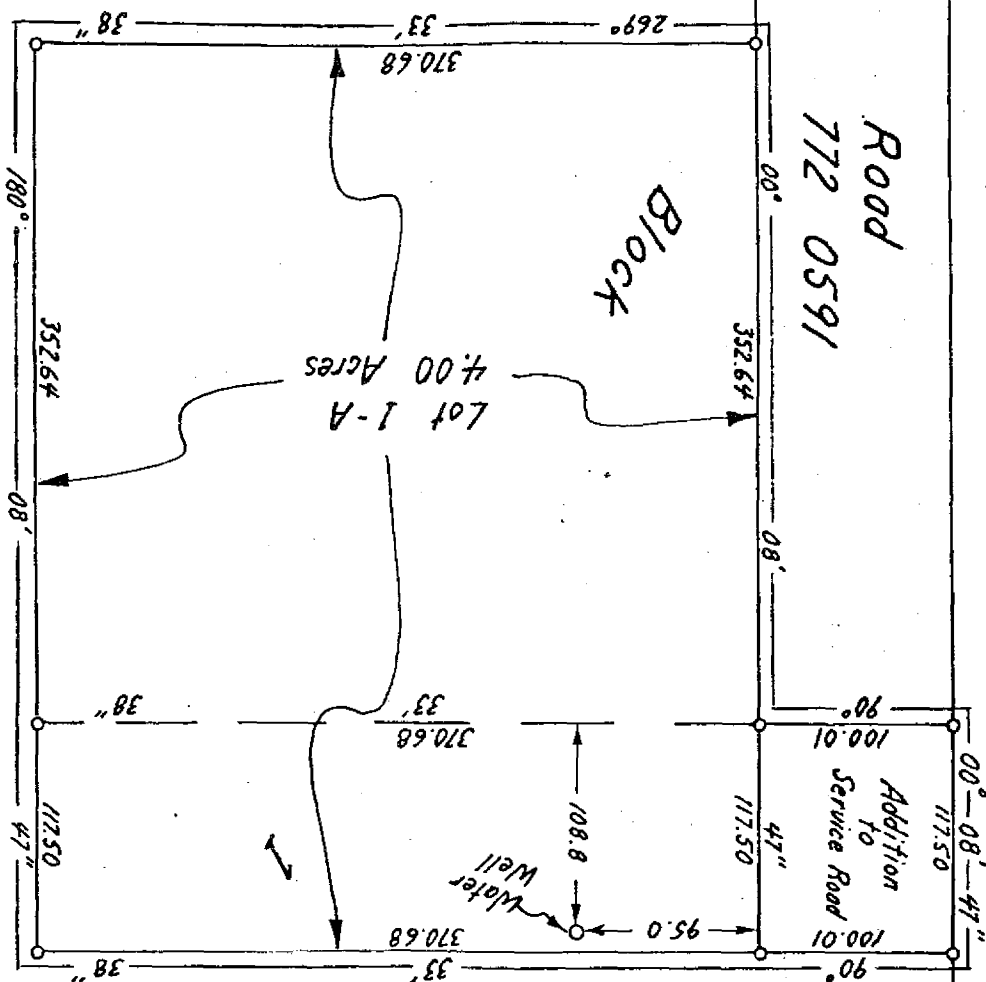


Forrester Water Well Drilling Ltd.

Road Plan 2082 L.Z. Hwy. No. 2

S.W. 1/4 Sec. 31 - 38 - 27 - 4

Service Road Plan 772 0591



Scale: 1" = 100'

RED DEER REGIONAL PLANNING COMMISSION

4920-59 STREET

P.O. BOX 5002

RED DEER, ALBERTA, CANADA. T4N 6Y5

DIRECTOR:

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

TELEPHONE: (403) 343-3394

Your File No. _____

Our File No. _____

April 16, 1981.

Mr. R. Stollings,
City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.
T4N 3T4

Dear Sir,

Re: Ptn. of L.S. 7 31/38/27/4
21' x 21' (441 sq. ft. 0.01 acre)
Mr. W.H. Edgar

Your letter of 13 April, 1981 refers.

As outlined in the report from the City Assessor, dated 3rd April 1981, the Alberta Housing Corporation acquired the majority of land within the E 1/2 of Section 31 from the Edgar family, and entered into a land bank agreement with the City of Red Deer. At that time, neither Alberta Housing nor the City were aware of a small 0.01 acre parcel of land at the centre of Section 31, which remains in the ownership of Mr. W.H. Edgar. At a later date, the City purchased the majority of the W 1/2 of Section 31 from the Edgar family and Mr. Edgar retained a site of 3.0 acres to protect his existing house and barns. However, Mr. Edgar overlooked the fact that the site does not include enough land to the north to cover his water well. The City now wishes to acquire the small 0.01 acre parcel, and Mr. Edgar wishes to obtain an additional 1.0 acre of land to the north of his existing site.

Section 128(2)(b) of the Municipal Government Act states that a Council does not have the power to sell land to any person at any sum less than what is the fair actual market value at the time of sale. It is considered, however, that Mr. Edgar would have been permitted to retain a 4.0 acre parcel, at the original time of negotiation, had he realized that the 3.0 acre site did not include his existing water well. It is, therefore, recommended that City Council agree to sell him the additional 1.0 acre parcel, based on the original purchase price of \$ 4,000 per acre, plus interest since 1st January 1976, subject to the following conditions:

- (1) That Mr. Edgar agree to sell the small 0.01 acre parcel to the City, at the same price i.e. \$ 4,000 per acre plus interest since January, 1976.

Cont'd/2.

MEMBERS OF COMMISSION

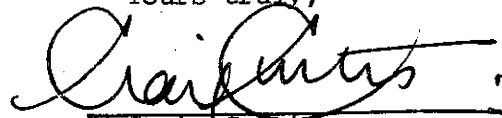
CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBURY—TOWN OF ECKVILLE—TOWN OF INNISFAIR
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SUMMER VILLAGE OF ROCHON SANDS—SUMMER VILLAGE OF WHITE SANDS—COUNTY OF LACOMBE No. 14—COUNTY OF MOUNTAIN VIEW No. 17
COUNTY OF PAINTEARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTTLER No. 6—IMPROVEMENT DISTRICT No. 10

Mr. R. Stollings,
City of Red Deer.
April 16, 1981.
Page 2.

112.

- (2) That the additional 1.0 acre parcel be consolidated with the 3.0 acre site and that Mr. Edgar be responsible for all survey costs.
- (3) That Mr. Edgar agree to cover the future off-site and on-site levies at the current rates applicable for the existing 3.0 acre site, as well as the 1.0 acre, when the lands or any portion thereof are used for any other purposes than those existing.

Yours truly,

A handwritten signature in cursive script, appearing to read "Craig Curtis", written over a horizontal line.

Craig Curtis,
Associate Planner
City Planning Section

CC/hp

April 21, 1981

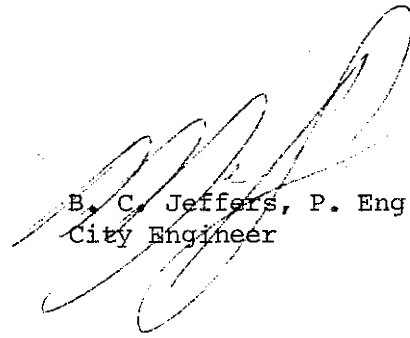
TO: City Clerk

FROM: City Engineer

RE: Pt. of L.S. 7 - 31 - 38 - 27 - 4

The Engineering Department would like to see this one (1) acre parcel plus the rest of Mr. Edgar's property committed to industrial use as is the surrounding area. Until such time as Mr. Edgar decides to do so, however, there would be no great hardship to the City if the one (1) acre parcel was sold to him.

In reviewing the comments of the City Assessor, I would suggest that the one (1) acre be sold to Mr. Edgar based on the price of raw land sold to National Supply Co. Ltd., and that a condition of such sale be his sale to the City of the small (21' x 21') piece of land for \$500.00. Further to Mr. Wilson's comments relating to an agreement to cover future offsite and on-site levies, we would assume where he says "current rates" that he means the rates currently in place when the land is developed.


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

BCJ/emg

cc - City Assessor

cc - RDRPC

cc - Building Inspector

1981 04 03

TO: City Commissioners - *Mr. Day*
FROM: City Assessor

RE: Pt. of L.S. 7 31-38-27-4
21' X 21' (441 sq.ft., 0.01 acre)
Wm. H. Edgar

In 1974, the City of Red Deer approached the Provincial Government with a view of having Alberta Housing Corporation acquire land located in the northwestern area of the City and land bank it for our future needs. The lands at that time were located in the County of Red Deer and were annexed January 1, 1977.

Alberta Housing Corporation acquired approximately 498 acres located in the E½ of 31-38-27-4 and the W½ 32-38-27-4 and entered into a land bank agreement with the City of Red Deer, October 4, 1974.

One of the major land owners was the Edgar family, William H Edgar and his son William G Edgar. They agreed to sell approximately 192 acres located in the E½ of 31-38-27-4 (see attached print "A").

At the time Alberta Housing Corporation was negotiating and acquiring lands in the area, they did not know there was a separate title for a small piece of land 21' X 21' located in the northwest corner of the SE¼ of 31 and therefore, did not endeavour to acquire it (print "A").

In 1975 the City approached the Edgar family to ascertain if they were interested in selling their lands located in the W½ of 31 (print "A").

Following negotiations and approval by City Council in December, 1975, a land sale agreement was entered into on January 1, 1976. The main terms of the agreement for the SW¼ (140.89 acres) were:

1. Sale price - \$563,560.00 (\$4,000./acre), \$160,000.00 down, with the balance being 5 equal payments annually.
2. City to pay survey of a three acre site for existing house.
3. Lease agreement for five years, annual rental \$2,628.00.

4. No interest on outstanding balance of purchase price.

The same type of agreement was entered into for the NW¼ 31 (131.34 acres), sale price \$525,360.00 (\$4,000/acre), down payment \$128,000.00, etc.

During the above negotiations, we were advised by the Edgars and were aware that private enterprise was endeavouring to acquire the lands from them and the price of \$4,000.00 per acre was a common denominator. It was their opinion that if the City could or would be comparable to private enterprise, that they would rather see us acquire the lands to benefit the whole city.

Reviewing our land bank holdings in the fall of 1976, we discovered the piece of land in question and did a title search in the Land Titles Office in Edmonton. We were advised that the title was registered in the name of Saskatchewan Land and Homestead Co. Ltd., Kingston Ontario. We immediately made contact and offered them \$100.00 based on the current values of \$4,000.00 per acre. A counter offer was received for the sum of \$435.00 which was presented to City Council on December 6, 1976. Council agreed to the counter offer and our cheque was forwarded under trust conditions on December 9, 1976, requesting clear title and transfer.

On December 15, 1976, we received a letter from John L. Robinson, solicitor, advising that upon instructions from Mr. Edgar, he was presently registering a transfer of this parcel of land which Mr. Edgar has held from the Saskatchewan Land and Homestead Co. Ltd. since August 16, 1954.

In view of Mr. Robinson's letter, we cancelled the previous negotiations and made the same offer of \$435.00 to Mr. Edgar, through his solicitor.

Mr. Edgar advised that he did not wish to sell this portion of land at that time and the matter remained fairly dormant until 1980.

Last fall after City Council had approved the North West Structure Plan involving the area in which this piece of land is situated (see print "B") I made a new offer to purchase on the basis of a current appraisal of \$17,187.00 per acre - 0.01 acres @ \$17,187.00 = \$180.00, and requested a meeting to discuss this matter.

During our discussions, Mr. Edgar pointed out that I was now offering only \$180.00 whereas in late 1976 we had offered \$435.00. I explained that the \$180.00 was arrived at on the basis of a current appraisal and that I was not overly concerned with the total dollar value, if it was within reason. Mr. Edgar stated that he did not wish to sell the land, however, would make us a counter proposal.

The counter proposal was along the lines of a land exchange and agreement for servicing during verbal discussions.

When the original dealings took place in 1975, respecting the existing house site, the Edgars figured a three acre parcel would protect the existing house and barns, etc. It has now been established that the area did not include enough land to the north to cover their water well. As this well is used in the farming operations of this area and as well as their other farms, they now wish to acquire approximately one acre of additional land to the existing three acre house site. The attached print marked "C" indicates the extra one acre, located at the north end and also the location of the water well.

It is at this point in the negotiations that I am experiencing great difficulties on the manner in which to proceed to bring the matter to a satisfactory conclusion and therefore, am presenting this matter for guidance to City Council.

Having given some indication of the past history of our land acquisition in the area, it would be a simple matter just to offer them a fair market value for their land and if not accepted to start proceedings to otherwise acquire it. As the area is completely surrounded by City owned lands, has no legal access and is of a size not conducive for development, I do not foresee any great problems other than an excessive cost in relationship to the land's worth.

On the other hand, this may seem like a harsh way to treat the Edgars, who have been more than fair in their transactions with the City, as previously indicated by their dealing with us rather than private enterprise. In addition, they have been extremely good tenants under the old farm leases.

The dilemma as I see it, is should the City be encouraging the continued use of industrial lands for farming operations.

As the area is developed, the farming operation will decrease to be non-functioning, however, if we sell the additional one acre to the Edgars, the well will be used for their other farming operations to the west of the City.

Should City Council wish to make an offer to purchase the 0.01 acres, I would recommend a price of \$500.00. This is higher than the appraised value, however, it would appear to be a more equitable price, taking into consideration the time spent on negotiating, etc. The forgoing offer to be without prejudice.

An alternative suggestion is, if City Council wishes to acquire the land and sell a portion of the industrial area would be to pay \$500.00 for the 0.01 acres and sell one acre on the following terms.

1. Sale price based on the raw land price sold to National Supply of \$36,480.00 per acre.
2. Agreement to cover the future offsite and onsite levies at the current rates applicable for the existing three acre site, as well as the additional one acre when the lands or any portion thereof, is used for any other purposes than those existing.
3. Land to be consolidated with the present three acre site.

If we had been aware of the well, etc., at the original time of negotiating in 1975, I am sure that we would not have had any objections to the Edgars retaining four acres rather than three acres. Because of this, possibly City Council might also consider the sale of the one acre based on the original purchase price of \$4,000.00 per acre, plus interest since January 1, 1976, and the above conditions for offsite, onsite and survey, etc.

A copy of this report has been given to Mr. Edgar and I have advised him that if he so wished, he could submit a letter to City Council of their behalf. It is proposed to place this matter on the April 27, 1981, Agenda and therefore, his response would have to be in by 12:00 p.m., Tuesday April 14, 1981.

Respectfully Submitted,



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

cc W. Edgar

11 A

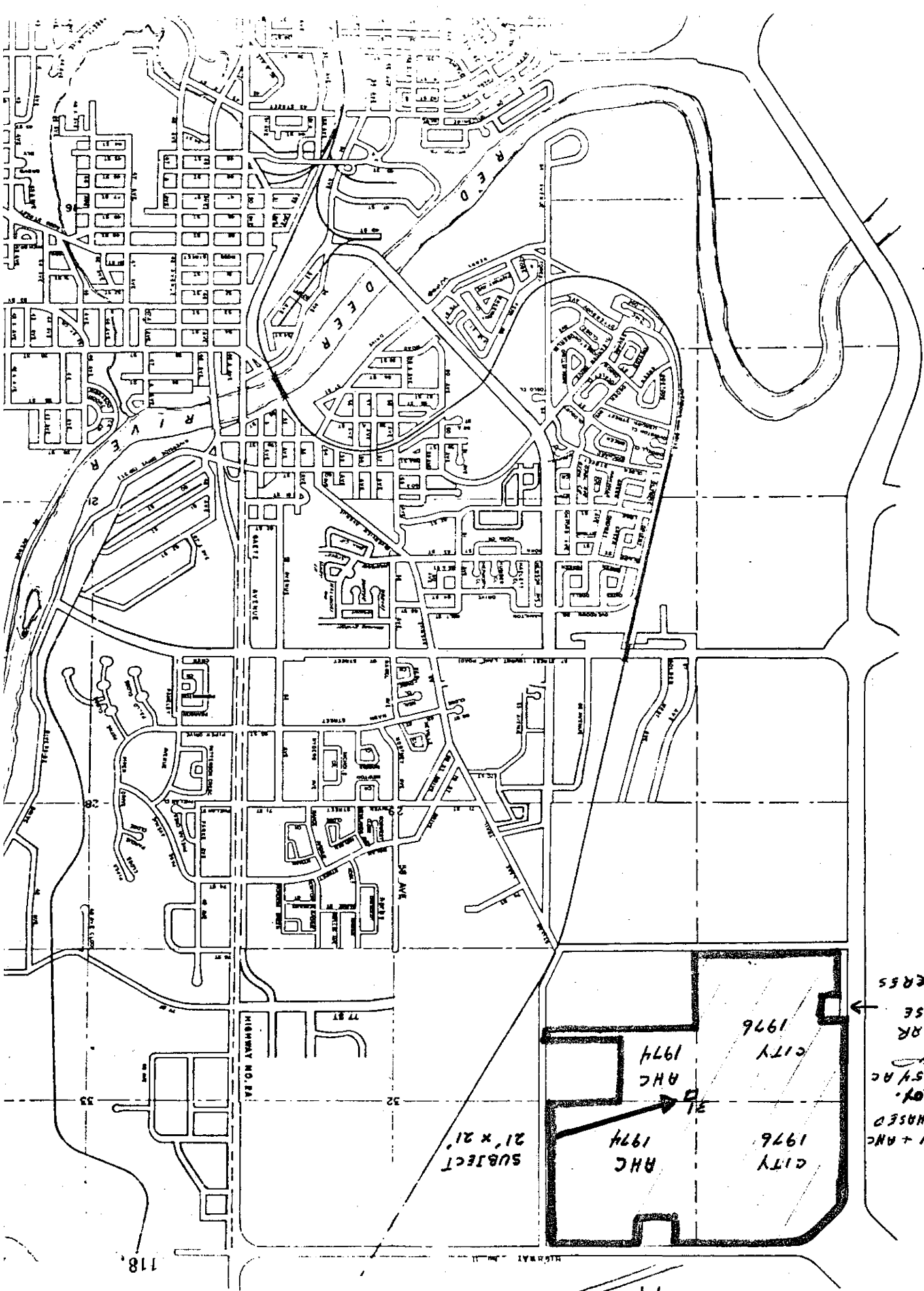
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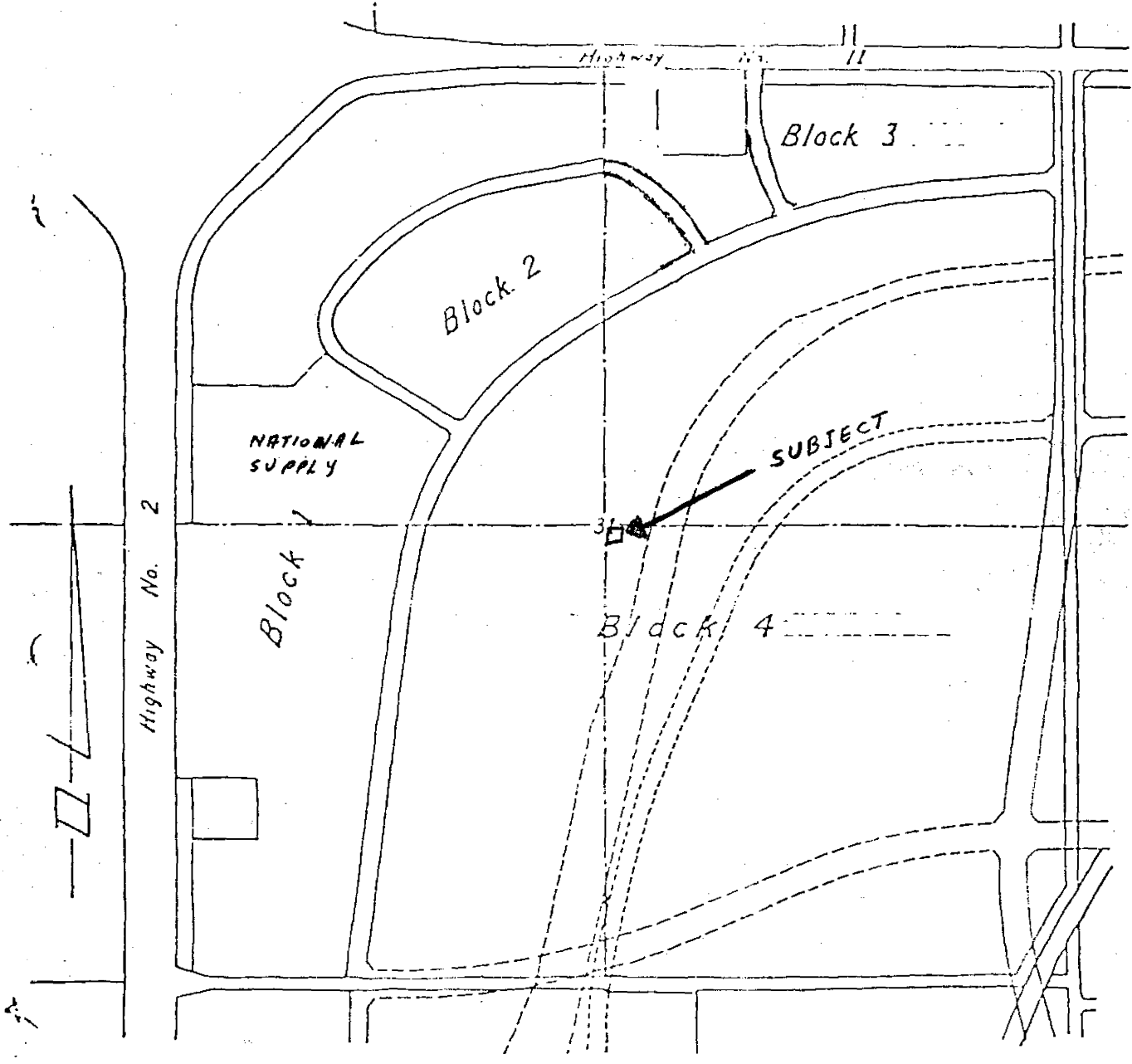
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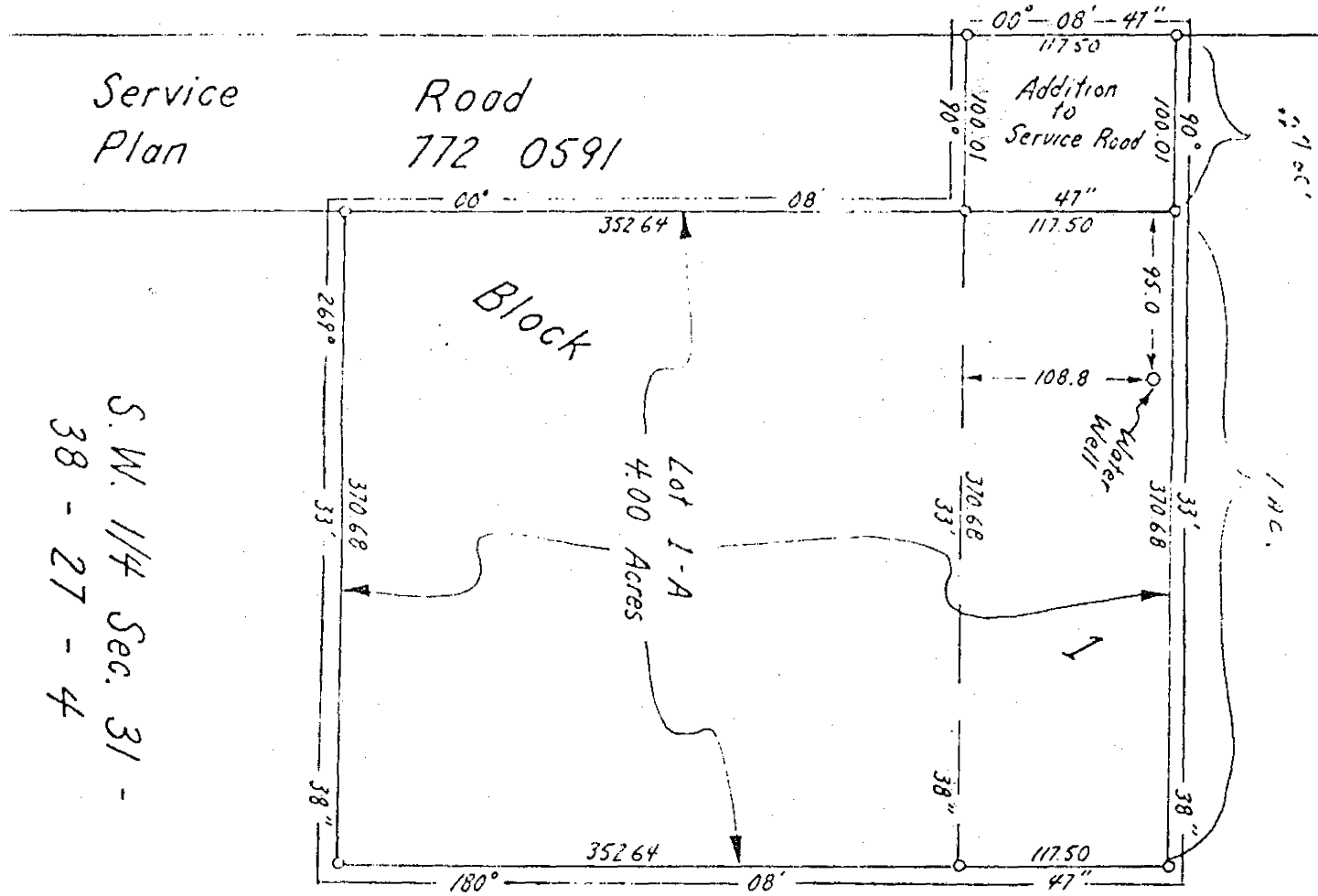


"B"



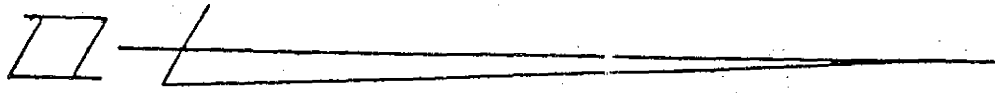
u Plan 2082 L.L.

Hwy. No. 2



S.W. 1/4 Sec. 31 -
38 - 27 - 4

Scale: 1" = 100'



Mayor's comments

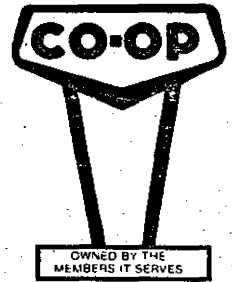
The City is obligated to sell any of its lands at fair market value. The recommendations, as outlined by the City Assessor on page 4 of this report (items 1 to 3), are recommended. Because of the past co-operation with the Edgars, I would recommend that a time period of 5 years and 5 equal payments for the difference in the two land prices be made available to Mr. Edgar at no interest charges. As another alternative, the City could lease this one acre parcel to Mr. Edgar until such time as same is no longer required by them or they dispose of their property to another party.

"R. J. McGHEE"
Mayor



NO. 8

122.



Red Deer Co-op Limited

ADMINISTRATION OFFICE
PLAZA SHOPPING CENTRE
5118 - 47 AVENUE, RED DEER, ALBERTA T4N 3P7

Telephone: (403) 343-2667
(All Departments)

April 7, 1981

Mayor & Members of Council
City of Red Deer
4914 - 48 Avenue
Red Deer, Alberta
T4N 3T4

Mayor McGhee, Members of Council:

This letter is intended to re-affirm the Co-op's interest in obtaining suitable property for a second Co-op Centre in Red Deer. Recognizing there have been changes on Council and in the Administration our Board felt we should re-affirm our interest.

Two possible sites that interest us very much are:

1. The area of 32nd Street and 30th Avenue. We were previously advised by the City a site was proposed for that location. We understand Community Planning have designated a site for the North-West corner of that intersection.
2. The Norman Bower property. We understand the City has first right of refusal on same.

We are most anxious to secure a site so we can move ahead with planning, feasibility and other pre-construction activities. Size, extent of services, etc. is based on location.

Has Council or the Administration given any consideration as to when the 32nd Street and 30th Avenue site will be made available for development?

We would be pleased to provide Council with any further information required, or to be present at a meeting to deal with any questions you may have.

Respectfully submitted,

B. Christensen
General Manager

BC/ls

LACOMBE SHOPPING CENTRE
Highway 2A North
Lacombe, Alta.

RED DEER SHOPPING CENTRE
5118 - 47th Avenue
Red Deer, Alberta

HOME IMPROVEMENT CENTRE
4738 Riverside Drive
Red Deer, Alberta

FEED MILL
4711 - 60th Street
Red Deer, Alta.

April 21, 1981

TO: City Clerk
FROM: City Engineer

RE: Red Deer Co-op Limited

The Engineering Department has reviewed the correspondence dated April 7, 1981 from Red Deer Co-op Limited.

The first site mentioned by Mr. Christensen, the area of 32 Street and 30 Avenue is certainly the more preferred from the Engineering Department's point of view. This site would have access from major roadways, (30 Avenue and/or 32 Street). As these thoroughfares are major arterials access would have to be approved by the City. Both roadways will ultimately be four lane divided and no median cuts would be allowed close to the intersection. It may be that an extra lane for acceleration - deceleration would be necessary for a right turn in-right turn out situation.

It is possible that we will experience traffic problems in the vicinity of the Bower property from the developments already underway. A consultant is presently reviewing the roadways and intersections in this area e.g. 47 Avenue, 47 Avenue - 32 Street intersection, 30 Street, Bremner Avenue. He will make recommendations to improve traffic flow in the area. It is possible that major and expensive modifications to the roadway system could be necessary. If and when major renovations are made to the roadway system it is possible that this area could accommodate the Co-op Centre, but not at present.



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

BCJ/ab
cc: City Assessor
Economic Development Director
Development Officer
Regional Planning Commission

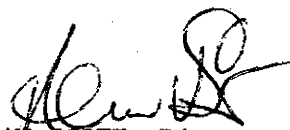
April 16, 1981

TO: CITY CLERK
FROM: DIRECTOR OF ECONOMIC DEVELOPMENT
RE: RED DEER CO-OP LIMITED

The Red Deer Co-op has expressed an ongoing interest in new shopping centre locations for several years. The Co-op was an active partner with one of the unsuccessful developers in the Bower Place Shopping Centre competition, and has on several other occasions, approached the City enquiring about alternate shopping centre locations.

I believe the Co-op is anxious to ensure that the current City Council is fully aware of their wish and desire to establish a second location. In the future we will be pleased to provide the Red Deer Co-op Limited with any information related to City owned commercial sites which may become available.

Respectfully submitted,



ALAN SCOTT, Director
Economic Development

AVS/gr

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. _____

April 21, 1981

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

Dear Sir:

Re: Red Deer Co-Op Limited

Red Deer Co-op Limited has expressed interest in two possible sites for future expansion. According to their letter, the two sites are:

- " 1. The area of 32nd Street and 30th Avenue. We were previously advised by the City a site was proposed for that location. We understand Community Planning have designated a site for the North-West corner of that intersection.
2. The Norman Bower property. We understand the City has first right of refusal on same. "

With regard to Site 1, the Easthill Concept Plan does indicate a commercial site in the general area of 32nd Street and 30th Avenue. Size, configuration, access and other details have not yet been determined. Detailed planning for that area has not been completed. It is not likely that development of the area will be necessary until 1982 or 1983.

With regard to Site 2, there is some uncertainty as to the availability and desired future land use. Detailed land use studies will have to be conducted when the property becomes available to the City.

cont'nd. 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 STETTTLER—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 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 PAINTERTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTTLER No. 8—IMPROVEMENT DISTRICT No. 10

In light of these uncertainties, it is recommended,

- (a) that no further action be taken on this matter for either site, and
- (b) that when the City is in a position to market these sites, that development proposals be called for in a manner similar to other city owned land.

Yours truly,



Monte Christensen,
ASSOCIATE PLANNER
CITY SECTION

MC/cc

Mayor's comments

The previous correspondence is submitted for Council's information. Every effort will be made to assist the Red Deer Co-op in establishing their proposed new facility.

"R.J. McGHEE"
Mayor



PARKLAND SAVINGS & CREDIT UNION LTD.

"A Complete Financial Service Owned and Operated by Central Albertans"

ADMINISTRATION OFFICE 601, 4901-48 Street, RED DEER, ALBERTA T4N 6M4 343-0144

NO. 9

127.



April 7, 1981

The City of Red Deer
4914 - 48 Avenue
Red Deer, Alberta
T4N 3T3

Attention: Mayor McGhee and
Members of City Council

Dear Sirs:

Re: Parkland Savings and Credit Union Building
at 3001 - 50 Avenue (Lot J, Block A, Plan 5812 KS)

The administrative offices of Parkland Savings & Credit Union have just completed their relocation to Parkland Square in downtown Red Deer. This move results in leaving approximately 2000 square feet of second floor space vacant at 3001 - 50 Avenue.

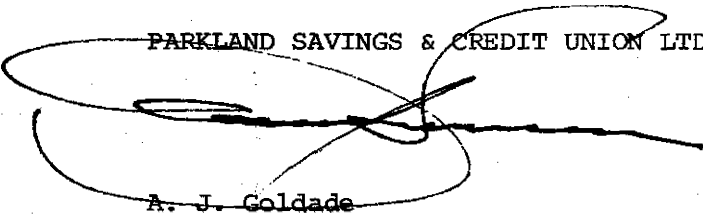
The zoning on the subject property is C.4 and as such does not permit office uses except those ancillary to the principal use (banking). We have had a number of inquiries from firms interested in leasing all or part of this finished office area and to avoid making offers that can not be kept we wish to receive direction from the City regarding future use of the property. These inquiries include uses such as accounting, legal, medical, engineering, and construction offices; in other words general office use.

Therefore we request that you amend the Zoning Bylaw to permit professional office use for this particular property.

Your earliest consideration and positive response would be most appreciated.

Yours very truly

PARKLAND SAVINGS & CREDIT UNION LTD.


A. J. Goldade
Assistant General Manager

ce

April 10th, 1981

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR

RE: PARKLAND SAVINGS & CREDIT UNION LTD.

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

The site in question is designated C4, in which the use "Banks" is a discretionary use. When the site was approved for this use, the site was C5 which included sales offices not on ground floor" as a discretionary use.

The applicant is requesting Council to allow any type of office to locate in their building. Under the present zoning, offices in the areas abutting Gaetz Avenue outside the C1 district are not permitted unless their use is accessory to a use that is mentioned in the Land Use Bylaw. This restriction has encouraged the development of the C1 district where offices are permitted.

Approval of this application would probably lead to many others, as there is a substantial amount of office space not presently rented in the Northlands district. It would also cause potential developers in the downtown district to re-examine their projects in favour of relocating in the highway Commercial/Industrial districts.

For these reasons, we recommend the application be denied.



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. _____

April 21, 1981.

Mr. R. Stollings,
City Clerk,
City of Red Deer,
P.O. Box 5008,
Red Deer, Alberta.
T4N 3T4

Dear Sir,

Re: Parkland Savings & Credit Union Ltd.
Lot J, Block A, Plan 5812 K.S.
3001 - 50 Avenue

Parkland Savings and Credit Union Ltd. are requesting that the Land Use By-law be amended to permit professional office uses at the above location.

The request raises several concerns related to the policies of the General Municipal Plan which states:

"2.3.1.2 Downtown

- (a) Increased efforts will be made to strengthen the Downtown as the business and administration center of the City.
- (b) The City in accordance with the Parking Study of May, 1978 has accepted the responsibility of parking in the Downtown area.
- (c) The development of business, administrative and professional offices will be encouraged to remain and located in the city center with limited dispersion to planned shopping areas.

These policies have been embodied in the C.1 and C.2 Land Use Districts."

Redesignating the subject property to accommodate professional offices is not in accordance with these policies.

On the surface the scale and intent of the request appears to be small and unassuming. Council must cautiously guard against the gradual debilitating effect that small ad-hoc spot zonings have on effective policy implementation.

Cont'd/2.

MEMBERS OF COMMISSION

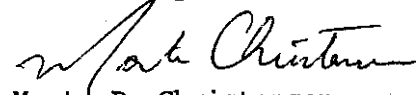
CITY OF RED DEER—TOWN OF BLACKFALDS—TOWN OF CARSTAIRS—TOWN OF CASTOR—TOWN OF CORONATION—TOWN OF DIDSBUY—TOWN OF ECKVILLE—TOWN OF INNISFAIL
TOWN OF LACOMBE—TOWN OF OLDS—TOWN OF PENHOLD—TOWN OF ROCKY MOUNTAIN HOUSE—TOWN OF STETTLE—TOWN OF SUNDRE—TOWN OF SYLVAN LAKE
VILLAGE OF ALIX—VILLAGE OF BENTLEY—VILLAGE OF BIG VALLEY—VILLAGE OF BOWDEN—VILLAGE OF CAROLINE—VILLAGE OF CREMONA—VILLAGE OF 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 PAINTHEARTH No. 18—COUNTY OF RED DEER No. 23—COUNTY OF STETTLE No. 6—IMPROVEMENT DISTRICT No. 10

Mr. R. Stollings,
City of Red Deer.
April 21, 1981.
Page 2.

130.

It is recommended that the request be denied.

Yours truly,

A handwritten signature in cursive script, appearing to read "Monte R. Christensen".

Monte R. Christensen,
Associate Planner
City Planning Section

MRC/hp

6.2.4 C-4 COMMERCIAL (MAJOR ARTERIAL) DISTRICT

131.

6.2.4.1 General Purpose of District

To provide sufficient land for commercial, industrial, and other services for the people using major arterial transportation routes; and to provide sites for those services that require locations on major routes, i.e. that require a high degree of visibility and accessibility.

6.2.4.2 Permitted Uses

- (1) Hotels and motels.
- (2) Eating and beverage establishments subject to Section 6.2.4.5.
- (3) Service stations subject to Section 6.2.4.5.
- (4) Signs - Identification - Class C - see Section 4.12.
- Local advertising - Class C - see Section 4.12.

6.2.4.3 Discretionary Uses

- (1) Banks.
- (2) Commercial Recreational Establishments
- (3) Convenience Grocery not exceeding 235 m² of gross floor area in conjunction with a gasoline sales outlet.
- (4) Sale of:
 - (a) automobiles, motorcycles, recreation vehicles, industrial and agricultural machinery,
 - (b) tools, machinery, equipment and other products used in the building and construction industry including but not limited to the following trades: carpentry and cabinet making, plumbing, heating, insulating, roofing, flooring, drywalling, electrical installation, tinsmithing, painting, wallpapering, landscaping, bricklaying and masonry provided that each use, and in particular the storage of materials is contained solely within the buildings,
 - (c) tools, machinery, equipment, and other products used in the agriculture industry except bulk livestock food and bulk chemicals and fertilizers.
- (5) Sales and administrative uses ancillary to a permitted or discretionary use.
- (6) Repair, rental or servicing of any article, vehicle, or commodity of which the sale, warehousing, fabrication or processing is permitted in the C4 zone.
- (7) Warehousing and storage of any article or commodity subject to Section 5.2.2.
- (8) Fabrication, processing, material testing and manufacturing establishments which meet industrial standard I, Section 5.3.1. (2672/M-80)

- (9) Distribution of: 132.
 (a) automotive tools, parts and accessories,
 (b) industrial tools, parts and accessories.
- (10) Furniture and white goods store and showroom, the ground floor area of which, including storage, to be not less than 930 m² unless otherwise approved by the M.P.C. No outside storage or display is permitted.
- (11) Signs - General Advertising - see Section 4.12
 - Directional - see Section 4.12.
- (12) Any development legally existing or legally approved prior to the passing of this Land Use Bylaw is deemed to be a discretionary use duly approved by the Municipal Planning Commission.

6.2.4.4 Regulations

- (1) Floor Area: Minimum - N/A
 Maximum - 33% of site area
- (2) Building Height: Minimum - N/A
 Maximum - Three storeys unless otherwise approved by the M.P.C.
- (3) Front Yard: Minimum 18 m.
- (4) Side Yard: Minimum 3.8 m.
- (5) Rear Yard: Minimum 3 m.
- (6) Landscape Area: Minimum 40% of the minimum front yard.
- (7) Parking Space: Subject to Section 4.10 or 4 spaces for 93 m² of gross floor area, whichever is greater.
- (8) Loading Space: One space opposite each loading door with a minimum of one per building, subject to Section 4.11.
- (9) Site Area: Minimum 1,393 m².
- (10) Frontage: Minimum 30 m.

6.2.4.5 Site Development

- (1) The site plan; the relationship between buildings, structures and open space; the architectural treatment of buildings; the provision and architecture of landscaped open space; and the parking layout shall be subject to approval by the Development Officer or Municipal Planning Commission.
- (2) If strict adherence to Section 6.2.4.4 prohibits an effective relationship between buildings, structures and open space on the site and adjoining property the Municipal Planning Commission may relax the requirements of Section 6.2.4.4.

6.2.4.6 Special Provisions

- (1) Notwithstanding Section 6.2.4.2 and Section 6.2.4.3 a drugstore shall be a permitted use in the parcel of land described as Lot 21-A, Block 2, Plan 792 0235. (2588/S-80)

Mayor's comments

The policy of Council has been to encourage wise development in the central area of the City and we support this concept. There are some uses permitted and discretionary in the C.4 zoning that could be established in this space and attached is the C.4 use table for Council's information.

"R.J. McGHEE"
Mayor



THE BOY SCOUTS OF CANADA

NO. 10

RED DEER DISTRICT COUNCIL

134.

MR. BOB MAGEE
MAYOR
CITY OF RED DEER
RED DEER, ALBERTA

APRIL 15TH., 1981
RED DEER, ALBERTA

YOUR WORSHIP:

THE RED DEER DISTRICT BOY SCOUT MOVEMENT, IS SENDING THIS LETTER TO YOU, AND TO THE CITY COUNCELLORS IN ASKING ASSISTANCE, IN OBTAINING TRANSPORTATION TO THE CANADIAN JAMBOREE, WHICH WILL BE HELD IN THE KANANASKIS COUNTRY, BY BANFF ALBERTA THIS JULY 1ST., 1981 TO JULY 10TH., 1981.

WE HAVE APPROXIMATELY A TOTAL OF ONE HUNDRED SCOUTS/LEADERS, FROM THE CITY OF RED DEER ATTENDING THIS CANADIAN JAMBOREE. WE WOULD THEREFORE REQUIRE TWO BUSES TO TRANSPORT THEM TO THE JAMBOREE SITE, BY BANFF; AND TWO BUSES TO PICK THE SCOUTS/LEADERS UP ON JULY 9TH., 1981, AT APPROXIMATELY 4 PM. IN THE AFTERNOON, TO BRING THEM BACK TO RED DEER.

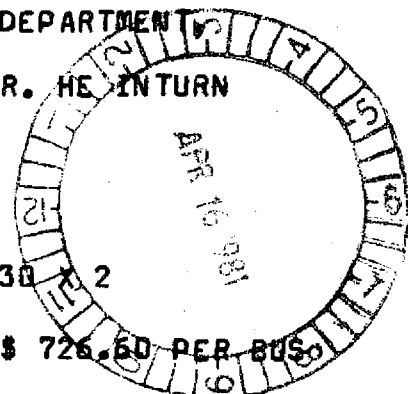
I HAVE CONTACTED THE MANAGEMENT OF PARKLAND MALL., AND THEY HAVE GIVEN US PERMISSION TO USE THE SIMPSON SEARS PARKING LOT, TO LOAD THE BUSES OF THE SCOUTS/LEADERS ON JULY 1ST., 1981; AT 9 AM., IN THE MORNING; IF THE CITY SUPPLIES THE TRANSPORTATION TO THE CANADIAN JAMBOREE. THE SCOUTS AND LEADERS LUGGAGE AND EQUIPEMMENT WOULD BE TRANSPORTED BY OTHER MEANS, TO THE CANADIAN JAMBOREE.

I CONTACTED THE CITY OF RED DEER TRANSPORTATION DEPARTMENT APRIL 15TH., 1981 ; AND TALKED TO THE CHIEF DISPATCHER. HE IN TURN GAVE ME THE FOLLOWING INFORMATION:

RATES.....\$1.05 PER. MILE

MILAGE BASED ON TO BANFF....ONE TRIP...\$363.30 X 2

TOTAL \$ 726.60 PER BUS





THE BOY SCOUTS OF CANADA

135.

RED DEER DISTRICT COUNCIL

RED DEER, ALBERTA

WE WOULD REQUIRE TWO BUSES, WHICH WOULD TRANSPORT FIFTY SCOUTS/ LEADERS, IN EACH BUS.

A TOTAL OF APPROXIMATELY \$21,900.00, HAS BEEN PAID BY THE RED DEER DISTRICT MOVEMENT; AND BY THE RED DEER DISTRICT GROUPS; AND BY THE BOYS (SCOUTS) THEMSELVES, TO ATTEND THIS CANADIAN JAMBOREE.

CANADIAN JAMBOREE BREAKDOWN:	\$ 7,300.00	RED DEER DISTRICT
	\$ 7,300.00	RED DEER GROUPS
	\$ 7,300.00	BOYS (SCOUTS)
TOTAL	\$ 21,900.00	
.....		

AS YOU CAN SEE, QUITE A BIT OF MONEY HAS BEEN PAID OUT SO FAR, FOR THIS CANADIAN JAMBOREE. THE RED DEER DISTRICT, AND THE DISTRICT GROUPS IN RED DEER, CANNOT AFFORD TO SPEND ANYMORE TOWARDS THIS JAMBOREE. MAINLY, BECAUSE OUR BANK ACCOUNTS ARE ALMOST DEPLETED. WHAT MONEY WE DO (THEY), HAVE LEFT IS JUST ENOUGH TO HELP THE CUBS AND BEAVER PROGRAMMING FOR THE BALANCE OF THIS REGISTRATION YEAR. THE BOYS (SCOUTS) PARENTS WILL ALSO HAVE ADDITIONAL EXPESSES, SUCH AS THE PURCHASING OF CLOTHES, EQUIPEMENT, ETC..... .

INFORMATION ON THE 5 TH. CANADIAN JAMBOREE IS ATTACHED FOR YOUR INFORMATION.

ON BEHALF OF THE SCOUTING MOVEMENT, I WOULD LIKE TO THANKYOU FOR LETTING US TAKE UP PART OF YOUR COUNCIL MEETING TO DISCUSE OUR SITUATION. WAITING TO HEAR FROM YOU SOON.



THE BOY SCOUTS OF CANADA

136.

RED DEER DISTRICT COUNCIL

RED DEER, ALBERTA

IF YOU REQUIRE ANY FURTHER INFORMATION PLEASE DONOT HESITATE
IN CONTACTING ME.

YOURS IN SCOUTING

MR. STEVE GRATRUX

RED DEER DISTRICT COMMISSIONER

A handwritten signature in black ink, appearing to read "Steve Gratrix", written over a horizontal line.

MR. STEVE GRATRUX

24 A OTTAWA STREET

RED DEER, ALBERTA

PH. 342-6432

Mayor's comments

The attached request from the Boy Scout, Red Deer District, is to assist the Scouts and Leaders from Red Deer in attending the Canadian Jamboree in July near Banff, Alberta. The request is to underwrite the cost of transportation from and to Red Deer in the amount of approximately \$1450. The amount of the request is such that I cannot recommend using our Public Relations for this purpose. It is, therefore, placed before Council for your consideration.

"R.J. McGHEE"
Mayor

NO. 11

31 March 1981

TO: CITY COUNCIL
CITY OF RED DEER

RE: BYLAW ENFORCEMENT DELINQUENT RESPONSE ON CALLS

The R.C.M.P. City Detachment have been called and came on the occasion during Bylaw enforcement hours. Mr. C. Coutts agrees this matter will have to be resolved with Bylaw enforcement and myself.

Could I come before Council with my problem with Mr. Anderson
April 13, 1981

CLARK'S ENGINE REBUILDERS LTD.

"BRUCE CLARK"

April 7th, 1981

TO: CITY CLERK

FROM: DEVELOPMENT OFFICER/
BUILDING INSPECTOR

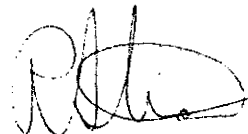
RE: BRUCE CLARK

In response to your memo on the above we have the following comments for Council's consideration.

Mr. Clark's statement is very vague as to what specific complaint is in this instance. The only complaint we have logged from Mr. Clark was taken at 3.30 p.m., March 31, 1981; due to backup of complaints the Bylaw Officers were not able to attend until 4.20 p.m. The Bylaw Officer phoned Mr. Clark and advised that he was turning the matter over to the R.C.M.P. which has been standard procedures in these circumstances.

Other complaints have been received from Mr. Clark, however they have involved matters where the City has no jurisdiction (ie) parking on the privately owned lot the east of Mr. Clarks property, persons attending conventions using their parking passes and parking in front of his property.

Numerous complaints have been received in the past regarding garbage pickup from Mr. Clark, however this should not be related to the Bylaw complaint made at this time.



R. Strader
Development Officer/
Building Inspector

RS/lg



MEMORANDUM

NOTE DE SERVICE

139.

TO
A

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 APR 06

SUBJECT
OBJET

Bruce CLARK

1. Your memo of 81 APR 02 refers. The R.C.M.P. will respond to parking complaints when the By-law Enforcement Officers are off duty. On 81 MAR 31, at approximately 4:30 p.m., By-law Enforcement Officer Mr. G. LENTON, requested that R.C.M.P. attend Mr. CLARK's shop because of a parking violator. By-law Enforcement Officers were going off duty at the time. One of my patrolmen responded at approximately 4:35 p.m.

C.C. Coutts
(C.C. Coutts) Insp.

O. i/c Red Deer City Detachment

CCC:bls

Mayor's comments

Mr. Clark has requested that he appear before Council to discuss parking in the area of his business operation,

"R.J. McGHEE"
Mayor





3933 45 st
Red Deer
T4N 1J7
April 21 1981

Red Deer City Council
City Hall
Dear Councillors

In regard to the changes in bus service, I would like to see a return to the old system, when downtown, all the buses stopped at the same intersection, and to transfer, the longest walk we had was across the street to one of the other corners, with no need to walk nearly two blocks across two busy streets, only to see the transfer bus leave, even as we start our walk, thereby making us wait a half hour at city hall park, with our backs to the weather, as the shelter there gives little protection.

If you can make changes at Woolco, you can make changes downtown, changes there will serve more people in more ways than changes at Woolco

Yours truly

Harold Gudin

Mayor's comments

Recommend the above be referred to the Transit Review Committee and Associated Engineering.

"R.J. MCGHEE"
Mayor

BYLAW NO. 2672/J-81

Being a Bylaw to amend Bylaw No. 2672/80, being the Land
Use Bylaw of The City of Red Deer.

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

- (1) The "Use District Map" as referred to in Section 1.4 is hereby amended in accordance with the Use District Map Number 5/81, attached hereto and forming part of this Bylaw.
- (2) This Bylaw shall come into force upon the final passing hereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day of
A.D., 1981.

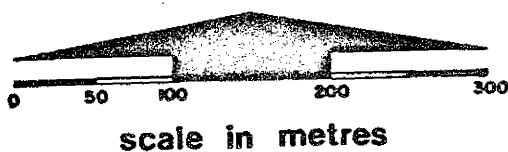
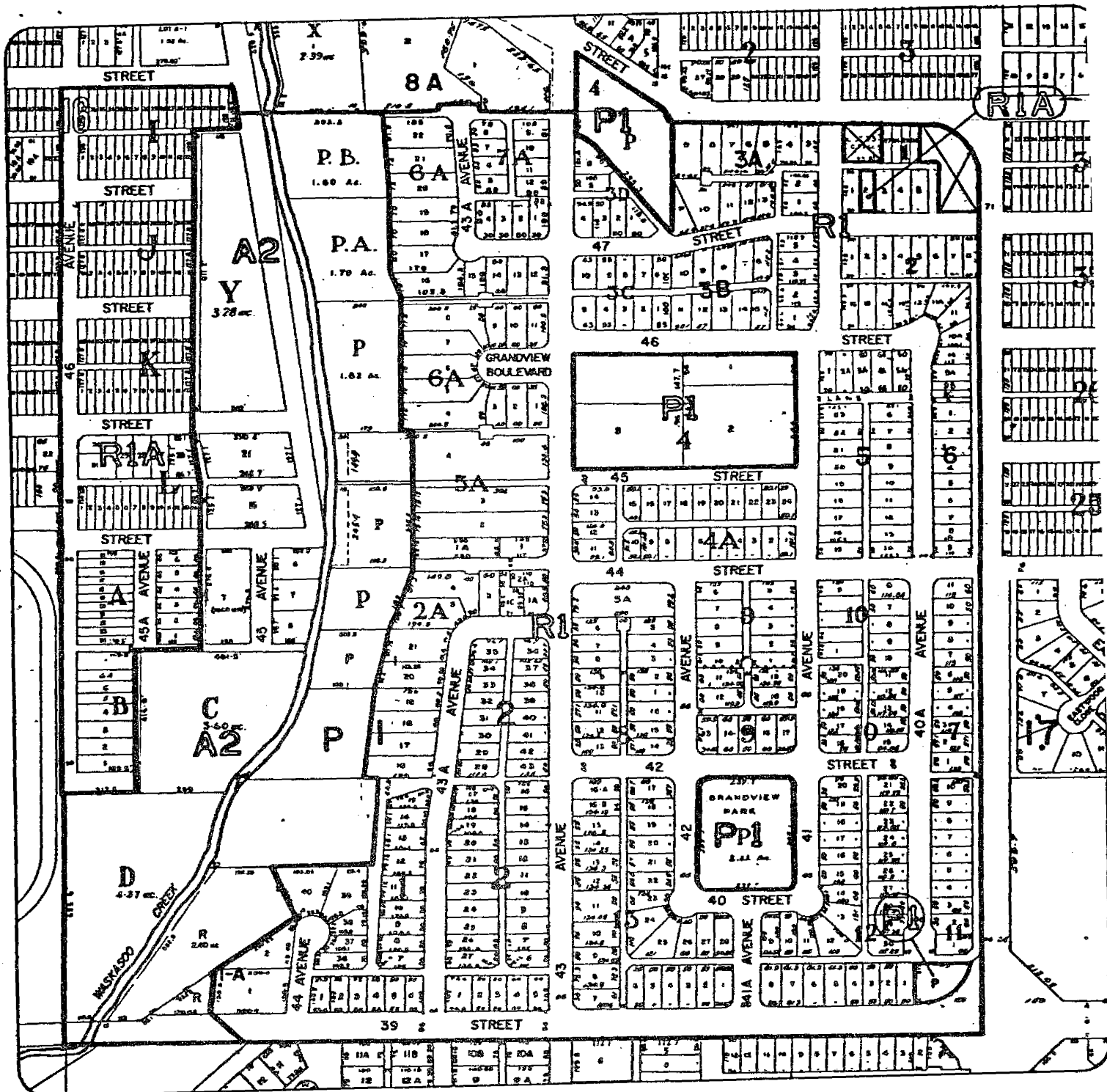
MAYOR

CITY CLERK

City of Red Deer --- Land Use Bylaw

Land Use Districts

H8



Revisions :

MAP NO. 5/81
(BYLAW No. 2672/J-81)

Changed from A1 to R1A _____.

BYLAW NO. 2672/K-81

Being a Bylaw to amend Bylaw No. 2672/80, being the Land Use Bylaw of The City of Red Deer.

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

- (1) The "Use District Map" as referred to in Section 1.4 is hereby amended in accordance with the Use District Map Number 6/81, attached hereto and forming part of this Bylaw.
- (2) This Bylaw shall come into force upon the final passing hereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day of
A.D., 1981.

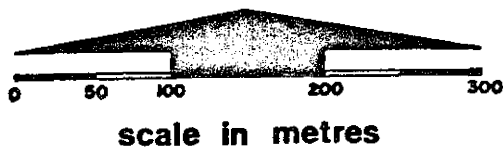
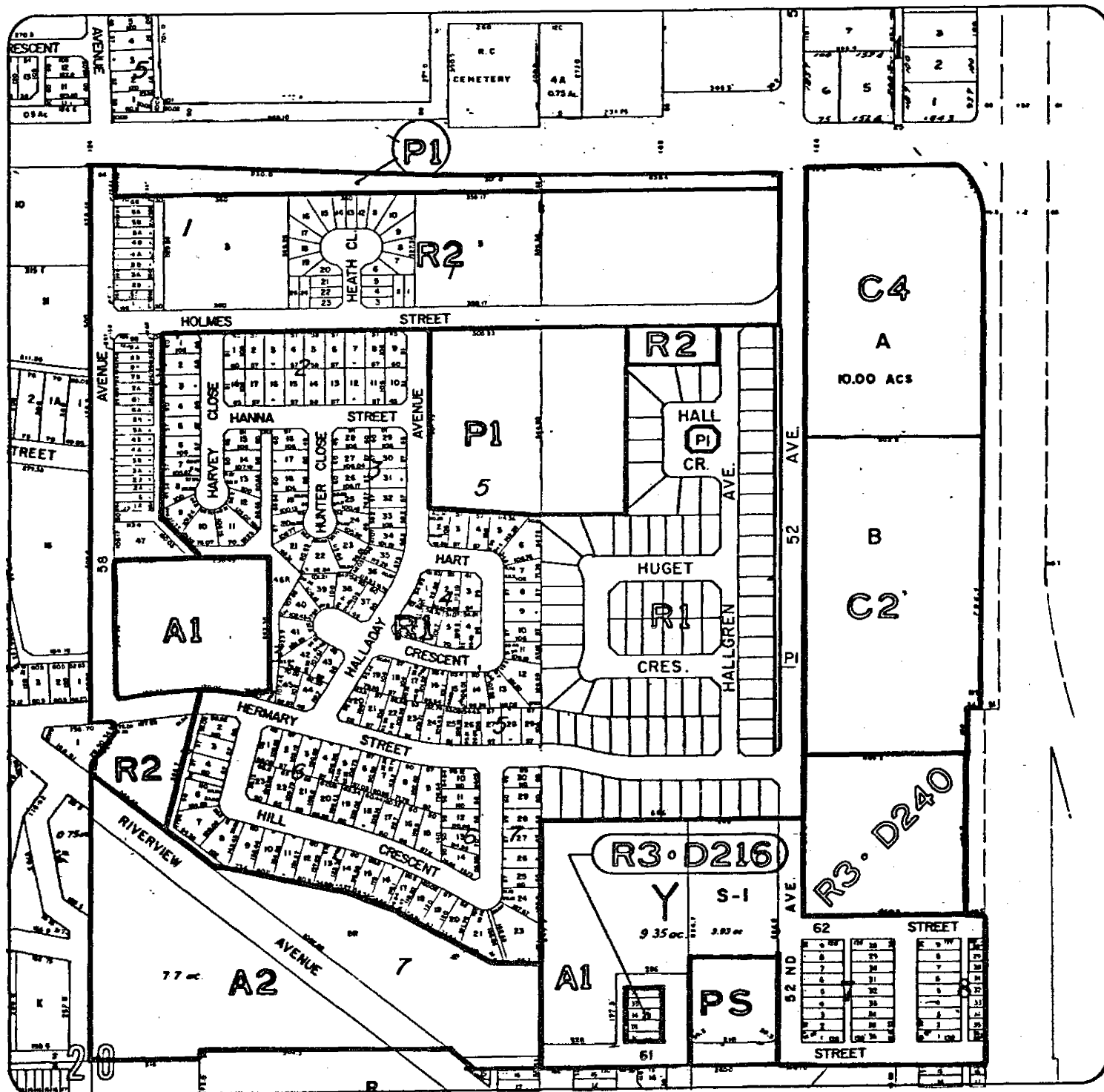
MAYOR

CITY CLERK

City of Red Deer --- Land Use Bylaw

Land Use Districts

F11



Revisions :

MAP NO. 6/81
(BYLAW No. 2672/K-81)

Changed from A1 to R3-D240

BYLAW NO. 2672/L-81

Being a Bylaw to amend Bylaw No. 2672/80, being the Land Use Bylaw of The City of Red Deer.

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

- (1) Section 6.6.2.3 is amended by adding the following clause:
 - (9) Public and quasi-public buildings.
- (2) This Bylaw shall come into force upon the final passing hereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D., 1981.

MAYOR

CITY CLERK

BYLAW NO. 2714/81

Being a Bylaw to close a portion of a street in The City of Red Deer as described herein.

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

- (1) The following portions of Streets in The City of Red Deer are hereby closed.

"77th Street

All that portion of 77th Street, Plan 782-1023 more particularly described as follows: commencing at an iron post on the west boundary of the southeast quarter of Sec. 32/38/27/4 12.571 metres, more or less, north of an iron post defining the south limit of 77th Street, Plan 782-1023; thence, north-easterly on a full circle bearing of $74^{\circ}23'30''$ a distance of 111.300 metres, more or less, to an iron post; thence, south-westerly along the said south limit of the said 77th Street an arc distance of 115.509 metres, more or less, to an iron post on the said west boundary of the said quarter section; thence, northerly along the west boundary of the said quarter-section to the point of commencement.

Containing 0.044 hectares more or less.

Reserving thereout and therefrom all mines and minerals."

"Northey Avenue:

All that portion of Northey Avenue, Plan 782-1023, more particularly described as follows: commencing at an iron post located at the most northerly point of the said Northey Avenue, Plan 782-1023; thence, southerly along the east limit of the said Avenue a distance of 136.252 metres, more or less, to an iron post; thence, northwesterly along a tangential circular curve to the left having a radius of 364.275 metres a distance of 85.801 metres, more or less, to an iron post on the west boundary of the said quarter-section; thence, northerly along the said quarter section boundary a distance of 49.738 metres, more or less, to the point of commencement.

Containing 0.064 hectares more or less.

Reserving thereout and therefrom all mines and minerals."

- (2) This Bylaw shall come into force upon the final passing thereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day of A.D., 1981.

MAYOR

CITY CLERK

BYLAW NO. 2715/81

Being a Bylaw to close a portion of Street in The City of Red Deer.

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

The following road, excepting thereout all mines and minerals is hereby closed.

(1) ALL THAT PORTION OF 6 STREET SOUTH, PLAN 6881 E.T. AND 49 AVENUE, PLAN 4816 R.S. LYING SOUTHEAST OF THE PRODUCTION NORTHERLY OF THE WESTERN LIMIT OF LOT 11A, BLOCK 4A, PLAN 4816 R.S.

EXCEPTING THEREOUT ALL MINES AND MINERALS."

(2) This Bylaw shall come into force upon the final passing thereof.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day of
A.D., 1981.

MAYOR

CITY CLERK

Being a By-law of The City of Red Deer to establish a Day Care Management Board to operate the day care services in which the City is involved.

1.1 This By-law shall be known as the Day Care Management Board By-law.

2.1 Definitions

"Board" means the Day Care Management Board established by this by-law.

"Council" means the Council of the City of Red Deer.

"P.S.S. Board" means the Red Deer and District Preventive Social Services Board.

"Society" means the Red Deer Day Care Society.

"Member" means a member of the Day Care Management Board.

3.1 Membership

The Day Care Management Board shall consist of seven (7) voting members as follows:

- 2 P.S.S. Board members recommended by the Preventive Social Services Board,
- 3 members recommended by the Red Deer Day Care Society Board, and
- 2 citizens-at-large appointed by City Council.

and will include the following non-voting members:

- the Day Care Administrator
- the P.S.S. Director or his designate
- the P.S.S. Board Chairman (ex officio).

3.2 Term of Office

All appointments to the Board shall be made annually by Council following the organizational meeting and before December 31 of each year. Board members shall serve for two-year terms with the exception of those appointed immediately following the approval of this Bylaw.

Upon creation of the Board, one member of the P.S.S. Board, one member of the Society and one citizen-at-large shall be appointed to serve until December 31, 1981. The remaining four appointments shall serve until December 31, 1982. Thereafter, all appointments to the Board shall be for two-year terms.

No person shall serve on the Board longer than four (4) successive years, a year being from January 1 to December 31 or a portion thereof.

Vacancies on the Board shall be filled by Council appointment in the same way as the vacated position.

3.3 Remuneration

All members of the Board shall hold office without remuneration.

3.4 Disqualifications

A voting member of the Board shall be disqualified from holding a position on the Board if he or she:

- a) ceases to be a resident of a municipality in the Red Deer and District P.S.S. Program within the meaning of the Municipal Act,
- b) is hired in any capacity with any municipality in the Red Deer and District P.S.S. Program,
- c) is directly related to any staff person involved in any day care service under the control of the Board, or
- d) misses three (3) consecutive meetings of the Board unless such absence be caused by illness or authorized by resolution of the Board at the next regularly constituted Board meeting.

4.1 Regular Meetings

The Board shall hold at least six (6) regular meetings in each calendar year, but may meet more frequently if required.

At the first meeting in each year following the appointment of the Board, there shall be elected from the Board a Chairman and a Vice-Chairman.

4.2 Special Meetings

Special Meetings of the Board may be called at any time by the Chairman upon twenty-four (24) hours notice either given orally, by telephone, or in writing. In the absence of the Chairman, a special meeting of the Board can be called by any two (2) members of the Board through the Secretary to the Board.

4.3 Quorum

A quorum for the Day Care Management Board is a full majority of voting Board members.

5.1 Responsibilities

The Day Care Management Board will perform the following functions:

- a) Manage the day care services in which the City is directly involved.
- b) Employ all staff in the day care services and establish a salary grid, employment policies, and position descriptions for all staff.

- c) Submit annually a proposed budget to the P.S.S. Board for review prior to its submission to Council.
- d) Establish operational procedures and policies for the day care services.
- e) Make recommendations to the P.S.S. Board for changes in operational policies or in the City's involvement in day care services.
- f) Review recommendations and suggestions from the Society, or any Advisory Committees established for specific programs.
- g) Review all proposals for action at the City level regarding the planning and development of day care facilities.
- h) Submit an annual report to City Council, the P.S.S. Board, and the Red Deer Day Care Society.
- i) Develop a long-term plan for day care services in the City of Red Deer.

6.1 Limitations

The Board shall have no power to raise or spend money in addition to that which has been approved in the annual budget.

Any major changes in the operational procedures and policies of the day care services run by the Board or any major changes in expenditures after the budget has been established require the approval of the P.S.S. Board, subject to policy approved by City Council.

READ A FIRST TIME IN COUNCIL this day of A.D., 1981.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D., 1981.

READ A THIRD TIME IN OPEN COUNCIL AND FINALLY PASSED this day of A.D., 1981.

MAYOR

CITY CLERK