

DATE: April 25, 1995
TO: All Departments
FROM: City Clerk
RE: PLEASE POST FOR THE INFORMATION OF EMPLOYEES

S U M M A R Y O F D E C I S I O N S

★★★★★★★★★★★★★★

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL

HELD IN THE COUNCIL CHAMBERS, CITY HALL

MONDAY, APRIL 24, 1995

COMMENCING AT 4:30 P.M.

★★★★★★★★★★★★★★

- (1) Confirmation of the Minutes of the Regular Meeting of April 10, 1995

PAGE

(2) **UNFINISHED BUSINESS**

- 1) City Clerk - Re: Traffic in the Pines Subdivision

.. 1

DECISION - AGREED TO LEAVE CURRENT SITUATION AS IS

(3) **PUBLIC HEARINGS**

- 1) 2672/L-95 - Land Use Bylaw Amendment/C.P.R. Right-of-Way Area Redevelopment Plan - Area #7, 54 Avenue & 55 Avenue

.. 8

- 2) 3129/95 - Road Closure Bylaw/Major Continuous Corridor Project/Realignment of 52 (Kingsmill) Avenue

.. 10

(4) **REPORTS**

- 1) Tax Coordinator - Re: Business Tax Discounts . . 12

DECISION - REPORT RECEIVED AS INFORMATION

- 2) Land & Economic Development Manager - Re: Road Closure
Bylaw 3133/95/Sale of Part of Lane to Alan and Eugene
Watson/Consolidations/55 Avenue and C & E No. 1 . . 13

DECISION - BYLAW GIVEN 1ST READING

- 3) Red Deer & District FCSS Board - Re: Social Policy . . 15

**DECISION - AGREED TO WRITE TO THE MINISTER OF FAMILY AND
SOCIAL SERVICES REQUESTING A SOCIAL POLICY FRAMEWORK
AND SUPPORT LEGISLATION**

- 4) Social Planning Manager - Re: Redesigning of Children's
Services: Steering Committee . . 21

**DECISION - AGREED TO APPOINT ALDERMAN STATNYK AND GILLIAN
LAWRENCE AS THE CITY OF RED DEER'S REPRESENTATIVES ON THE
STEERING COMMITTEE**

- 5) Recreation, Parks & Culture Board - Re: Rosedale
Community Neighbourhood Development Request . . 38

**DECISION - AGREED TO ALLOCATE FUNDS FROM ROSEDALE
RECREATION LEVY FUND FOR PARKING LOT AND TENNIS REBOUND
WALL IN ACCORDANCE TO APPROVED SITE DEVELOPMENT PLANS**

- 6) Parkland Community Planning Services - Re: Above Ground Storage Tanks for Flammable Liquids/Definitions/Land Use Bylaw Amendment 2672/G-95 . . 43

DECISION - BYLAW GIVEN 1ST READING

- 7) Director of Corporate Services - Re: Expenditure Approvals/Council Policy 405 . . 45

DECISION - APPROVED CHANGE TO COUNCIL POLICY 405 TO INCORPORATE BUDGET EXPENDITURE APPROVALS BY THE CITY MANAGER

- 8) Fire Chief - Re: The Fire Department Fees & Charges Bylaw 3134/95 . . 47

DECISION - BYLAW AMENDED AND GIVEN 3 READINGS

- 9) Community Services Director & Recreation, Parks & Culture Manager - Re: Canada/Alberta Infrastructure Program: Red Deer Arena . . 48

DECISION - AGREED TO RECEIVE REPORT AS INFORMATION

- 10) Senior Management Team - Re: Corporate Plan - 3 Year Planning Cycle . . 51

DECISION - APPROVED CORPORATE PLAN - 3 YEAR PLANNING CYCLE

11) Public Works Manager - Re: Red Deer Industrial Airport . . 55

**DECISION - DIRECT THE ADMINISTRATION TO LOOK AT VARIOUS
OPTIONS FOR THE OPERATION OF THE RED DEER INDUSTRIAL
AIRPORT**

(5) **CORRESPONDENCE**

1) John B. MacDonald - Re: R. Gustum/5311 - 44
Avenue/Triplex/Basement Suites . . 66

**DECISION - INSTRUCTED THE ADMINISTRATION TO BRING THE
SUBJECT SITE INTO CONFORMANCE WITH THE LAND USE BYLAW BY
WAY OF A LAND USE BYLAW AMENDMENT**

2) Alberta Urban Municipalities Association - Re: Request for
Resolutions for the 1995 AUMA
Convention/Edmonton/November 7-10 . . 77

**DECISION - APPROVED SUBMITTING THREE RESOLUTIONS TO 1995
AUMA CONVENTION REGARDING:**

- 1) VIDEO LOTTERY TERMINALS
- 2) PUBLIC UTILITIES INCOME TAX TRANSFER
ACT
- 3) FCSS FUNDING

(6) **PETITIONS AND DELEGATIONS**

(7) **NOTICES OF MOTION**

(8) **WRITTEN ENQUIRIES**

(9) **BYLAWS**

- 1) 2672/G-95 - Land Use Bylaw Amendment/Definitions/Above
Ground Fuel and Used Oil Storage Tanks - 1st reading .. 43
.. 82

DECISION - BYLAW GIVEN 1ST READING

- 2) 2672/L-95 - Land Use Bylaw Amendment/C.P.R. Right-of-Way
Area Redevelopment Plan - Area #7, 54 Avenue & 55 Avenue
- 2nd & 3rd readings .. 8

DECISION - BYLAW GIVEN 2ND & 3RD READINGS

- 3) 3129/95 - Road Closure Bylaw/Major Continuous Corridor
Project/Realignment of 52 (Kingsmill) Avenue - 2nd & 3rd
readings .. 10

DECISION - BYLAW GIVEN 2ND & 3RD READINGS

- 4) 3133/95 - Road Closure Bylaw/55 Avenue/Watson/Lane
Closures & Consolidations - 1st reading .. 13
.. 84

DECISION - BYLAW GIVEN 1ST READING

- 5) 3134/95 - Fire Department Fees & Charges Bylaw - 3
readings .. 47
.. 86

DECISION - BYLAW AMENDED AND GIVEN 3 READINGS

A G E N D A

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TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL,

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U N F I N I S H E D B U S I N E S SNO. 1

DATE: APRIL 12, 1995

TO: CITY COUNCIL

FROM: CITY CLERK

RE: TRAFFIC IN THE PINES SUBDIVISION

At the Council Meeting of April 10, 1995, consideration was given to the attached report dated March 27, 1995 from the Engineering Department Manager concerning the above topic.

Prior to consideration of this report, however, this matter was tabled to the April 24, 1995 Council Meeting to allow for feedback from the community relative to a proposed Diverter Proposal.

This matter is again presented to Council for consideration.



KELLY KLOSS
City Clerk

KK/clr

DATE: March 27, 1995

TO: City Clerk

FROM: Engineering Department Manager

RE: TRAFFIC IN THE PINES SUBDIVISION

At the Council Meeting of June 20, 1994, a request for an additional lane barrier, from Ed and Ruth Smith on Phelan Close, was considered. A resolution was passed indicating that the request was to be taken to the Pines Community Association and possible roadway changes taken to the community at large. In this regard, an Open House was set up with participation from the Pines Community Association, the City Planners, and the Transit Department, in the Pines Elementary School on January 12, 1995, between the hours of 4 p.m. - 6 p.m. and 7 p.m. - 8 p.m. Notification of the Open House was advertized twice in the Red Deer Advocate and promoted by the Pines Community Association. Written notices were given to the School for distribution to each student to take home, and advance information articles were published by Advisor Publications. Thirty-six residents were in attendance and 32 questionnaires were returned to the Engineering Department.

A number of solutions were presented at the Open House, with the questionnaires yielding the following results:

- | | | |
|----|--|----------|
| 1. | Leave the barriers in the lanes and at the north end of Page Ave as is. | 11 (34%) |
| 2. | Remove the barriers in the lanes and at the north end of Page Ave and take new traffic counts to determine if an abnormal traffic pattern evolves. | 11 (34%) |
| 3. | Add a third barrier in the Phelan Crescent lane as requested by the Smiths. | 11 (34%) |
| 4. | Reconstruct the north end of Page Avenue to connect to Parke Avenue, keep the existing lane barriers, and add the third lane barrier as requested by the Smiths. | 9 (28%) |
| 5. | Install a bus trap in addition to item 4. | 6 (19%) |

Note: When asked if the residents would support a local improvement tax to pay for any roadway improvements in the Pines, 11 (34%) said YES and 21 (66%) said NO.

Note: Another improvement was brought forward at the Open House by some of the residents. (The installation of a diagonal traffic diverter at the intersection of Piper Drive and Pameley Avenue and removal of the existing lane and Page Avenue barriers). This alternative was considered and turned down by Council years ago.

City Clerk
Page 2
March 27, 1995

The Open House results were sent to the Pines Community Association President on January 25, 1995, who in turn discussed the results with the Association Executive. As a result, the attached letter was received from Mr. LaBuc on February 13, 1995, confirming that the Association wishes to have the City again explore the possibility of the diagonal diverter at the intersection of Piper Drive and Pamily Avenue. It is our understanding that the Executive did not wish to go back to the residents as they felt that they would be unable to obtain a clear majority opinion on any alternative. Based on preliminary cost figures supplied by the Engineering Department, they felt that the cost of the diverter is less than the reconstruction of the north end of Page Avenue, and more importantly the diverter addresses two issues within the Subdivision, where the Page Avenue reconstruction only addresses the one at the north end of the subdivision.

KEY ISSUES

1. Existing shortcutting through the Phelan Close lanes and potential shortcutting on Page Avenue if the existing barriers were removed.
2. Existing shortcutting on Piper Drive and Pamily Avenue, between Gaetz Avenue and 67 Street. The Engineering Department counted a heavy eastbound traffic volume on Piper Drive at 3146 vehicles per day verses 1361 vehicles per day westbound, which would tend to support this claim and has observed a bus and a large oil field truck using this route to either access the Parkland Mall or the 67 Street Bridge.

The Association is requesting that the City try the diverter with portable concrete barriers for a six month trial period and, if successful, proceed with permanent construction. If unsuccessful, the Association is requesting the reconstruction of the north end of Page Avenue with the bus trap. This request does not necessarily have the support of the Pines' residents as a whole.

In accordance with the current Community request, the Engineering Department has completed the following:

- a. Prepared and attached preliminary plans illustrating the changes that are currently being requested (drawings 1, 2, and 3).
- b. Prepared a preliminary cost estimate of \$80,000 to reconstruct the north end of Page Avenue (drawings 4 and 5).
- c. Prepared a preliminary cost estimate of \$35,000 for the permanent traffic diverter at the intersection of Piper Drive and Pamily Avenue. The trial installation would likely cost in the order of \$2,000 to remove old barriers and install the new portable barriers (drawings 2 and 3).

City Clerk
Page 3
March 27, 1995

- d. Circulated both options to other City Departments to determine if there are any adverse operational concerns that either installation may cause (the written responses are attached).

Note: Since the Open House, the Engineering Department has received phone calls from Pines residents expressing concerns ranging from "don't do anything" to "reconstruct the north end of Page Avenue" to "can't wait for the traffic diverter at the intersection of Piper Drive and Pamelly Avenue" to "totally opposed to the traffic diverter".

SUMMARY

In view of the long history associated with the current situation, the Engineering Department would normally recommend that the extent of the traffic problem be determined by removing the lane and Page Avenue barriers that have accumulated over the years, and through a program of traffic counting (including stopping motorists to determine their origin and destination), actually measure the traffic volumes and patterns that would materialize. This work would then be used as part of a comprehensive area traffic study to assess the extent of the problem. A specialized transportation consultant would be recommended by the Engineering Department to do the work. From that information, Council could then confirm the respective functions of the subdivision collector roadways and determine a course of action.

In this case, however, the Engineering Department has been working with the Community Association and the residents of the Pines Subdivision endeavouring to accommodate the majority of the concerns. It is clear from the Open House and from the Association, that the community does not want to remove the barriers and continue with further engineering analysis.

It should be noted that the various City Departments do not foresee any major operation problems arising from either proposal and would support a trial installation.

RECOMMENDATION

If Council wishes to proceed with the current request of the Association for a trial period beginning May 1, 1995 and ending October 27, 1995, we would suggest that this report be tabled for a two week period to allow the Engineering Department and/or the Community Association to obtain some feedback relative to the Diverter Proposal. We will prepare a notice with a diagram that briefly outlines the proposal and deliver it to each residence through the City Utility Billing System. Based on the feedback received during that two week period, Council could then determine whether or not to proceed. Neither the Engineering Department nor the Public Works Department have funds set aside to complete any aspect of this project. The trial

City Clerk
Page 4
March 27, 1995

installation is expected to cost approximately \$2,000. The permanent installation could be budgeted in the 1996 Operating Budget. The direction of Council is respectfully requested.



Ken G. Haslop, P. Eng.
Engineering Department Manager

KGH/emg
Att.

- c.c. Fire Chief
- c.c. RCMP
- c.c. Public Works Manager
- c.c. Transit Manager
- c.c. By-laws & Inspections Manager
- c.c. Principal Planner
- c.c. Parks, Recreation, and Culture Manager
- c.c. Pines Community Association President

CC: Mr. Heslop - Jason Volk

April 13, 1995.

Ken.

Mayor Gail Surkan,
City of Red Deer.

Dear Madam:-

I am sorry that I find it necessary to write this letter but we need to find some help from somewhere before something more serious happens. My husband and I were very disappointed at the way our problem was shoved aside at the first attempt my husband made to explain our situation with the back lane here and the traffic. The comment was made let's get this over with and I can assure you that is not going to happen whether it is us or someone else with a complaint. Page Avenue was closed and so was this short lane in 1984 when we moved here from B.C. and there was no problem at least as far as we know. All of a sudden and un-be-known to us the lane barrier was removed, someone said by a petition. Our first question is who knew about, or much less signed any petition because we can't find anyone here who knew. We go back to what right has anyone to say that they won't allow Page to be opened. That is a collector's street and should never have been closed in the first place. We don't care what else happens we are begging you to support our effort in having that piece of lane closed or opening up all the lanes so that the traffic on Phelan Crescent will be lifted. Also open Page Avenue. It looks to us like there has been skullduggery going on somewhere down the line and they have been getting away with it. The time has come when it is not fair to put Council or us through this misery and doing what is right and fair - open Page Avenue and closing this short lane or open all the lanes and Page Avenue, and forget about it. As for the Pines Association - there is no such association as we are unable to find out who it is or who belongs. There is an Executive we are told - this suggestion of the single lane traffic some where down on Pamley and Piper was completely unbeknown to us and many more. I phoned Mr. LaBuc and he informed me that it was decided by the Executive that this suggestion had been made. I was politely told that I didn't need to think the Executive was going to call me every time there was a meeting of the Executive. Where I come from no executive had the right to make those kind of suggestions. We pay our taxes too and for years we feel we were overtaxed and now the hand writing on the wall tells us it is time to sit up and take notice. We want serious consideration here or something to alleviate it here before more serious steps will be taken and that is not a threat but, a promise.

Thanking you for your help

Ruth & Ed Smith 59 Phelan Ct

April 11, 1995

APR 19 1995

Byron.

CITY OF RED DEER
4914 - 48 Avenue
Red Deer, Alberta
T4N 3T4

ATT: ENGINEERING DEPARTMENT

Dear Sir/Madam:

RE: PINES INTERSECTION - CONSTRUCTION

Several residents of the Pines have expressed concerns that their opportunity to shop in Parkland Mall will be hindered somewhat by the installation of intersection construction barriers at Piper Drive and Pameley Avenue.

We are concerned that frequent shoppers to our centre would be restricted with the construction in that area.

It's our view that this would possibly be the case and would suggest that existing by-laws for through traffic in those areas be enforced rather than the construction of barricades.

Thank you for your consideration.

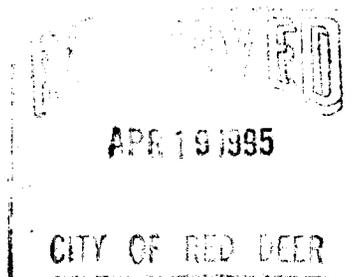
I am sincerely yours,



Gary W. Seher, CSM
Property Manager
PARKLAND ADMINISTRATION

GWS/k1b

J/224
152-1510-1450



Parkland Mall
Administration Office:
4747 - 67th Street
Red Deer, Alberta
T4N 6H3
Tel: (403) 343-8997
Fax: (403) 340-1885

Corporate Office:
1860 Granville Square
200 Granville Street
Vancouver, B.C.
V6C 1S4
Tel: (604) 688-3611
Fax: (604) 688-3788



RED DEER PUBLIC SCHOOL DISTRICT NO. 104



4747 - 53 Street

RED DEER, ALBERTA
T4N 2E6Phone (403)343-1405
Fax (403)347-8190

BOARD OF TRUSTEES

L.D. HARRIS
Chairman
L.E. GODDARD
D.L. HARDY
B.I. HOPFNER
D.A. NESS
D.R. PICKERING
G.A. STEWART

APR 18 1995

April 13, 1995

*Ken-Vacation
Bryon.*

City of Red Deer
Engineering Department
4914 - 48 Avenue
P.O. Box 5008
Red Deer, AB T4N 3T4

**Re: Proposed Barriers
Piper Drive & Pamily Avenue**

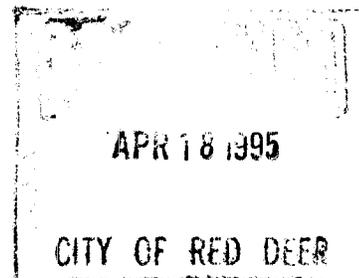
The Red Deer Public School District #104 would like to express its concern about the increased danger to students attending Pines Community School if the proposed barriers are installed. The plan would substantially increase the traffic in front of the school and on the street immediately adjacent to the playing fields.

Thank you for the opportunity to comment on the proposal.

Yours sincerely,

R. E. Congdon
Assistant Superintendent
Business Services

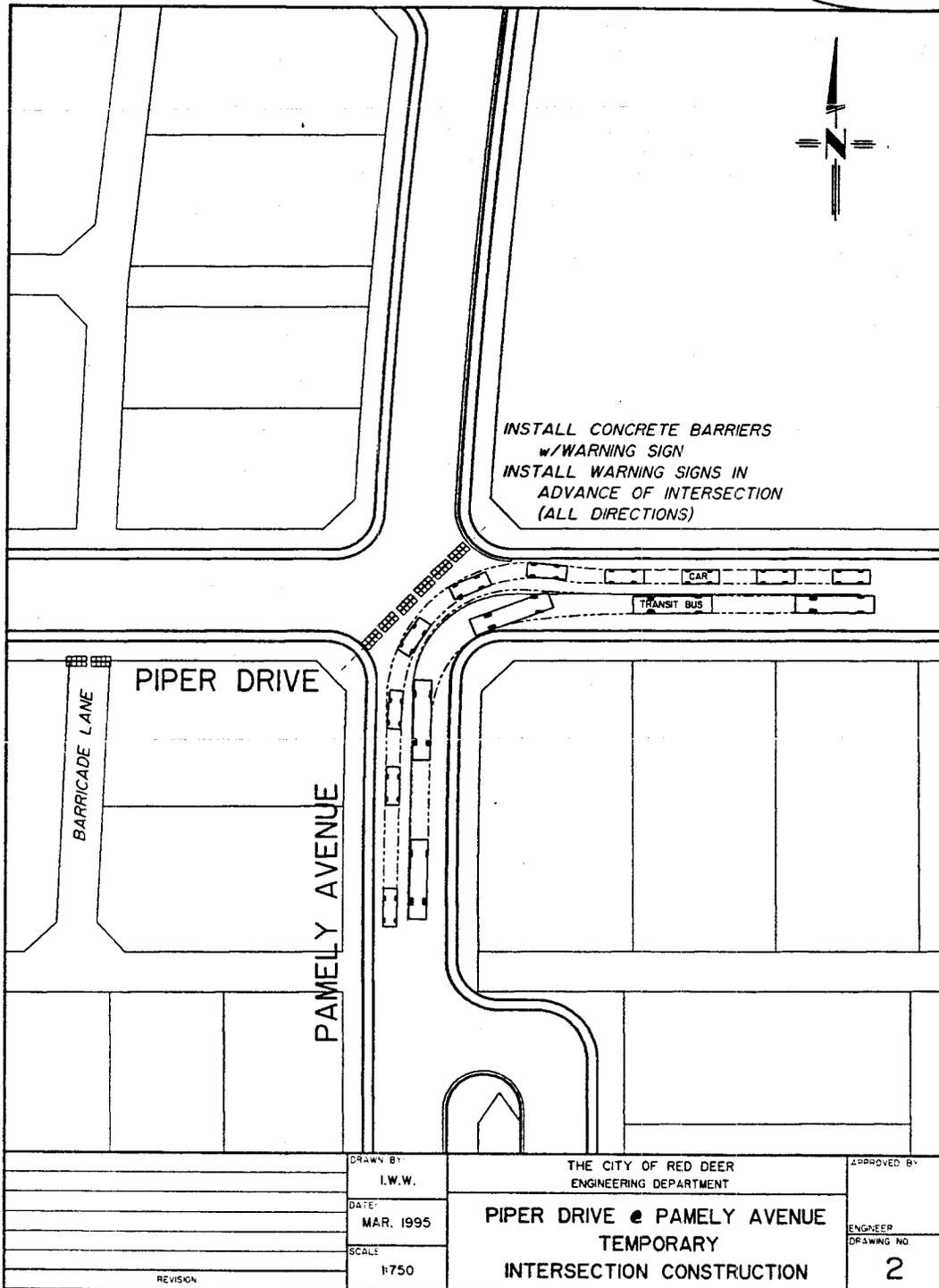
REC:bef



NOTICE TO PINES SUBDIVISION RESIDENTS

This notice is to advise you that your Community Association is requesting The City of Red Deer to install a traffic control device known as a "traffic diverter" at the intersection of Piper Drive and Pameley Avenue as per the diagram, and to remove the temporary barriers in the lanes east of Phelan Crescent and at the north end of Page Avenue. Included will be the temporary lane closure south of Piper Drive. **This work, if approved by City Council, will be for a trial period from May to October 27, 1995, to determine the effects on traffic within the Subdivision.**

Should you have any significant concerns relative to this installation, please record your comment with the City's Engineering Department at 342-8384 prior to April 20, 1995.



COMMENTS:

As Council is aware, we are fast running out of alternative solutions for the traffic problems in the Pines. The most recent proposed solution, the traffic diverter at the corner of Pameley Avenue and Piper Drive is not supported by the majority of Pines residents who have responded to the notice sent to residents of the Pines. A handout will be available at the Council meeting identifying the specific results of the public input received by the Engineering Department.

Accordingly, Council may have to take a position on another alternative. Those that have been presented in the past and are here for Council's consideration include the following:

1. Engage the services of an independent traffic consultant to conduct an in depth study of the traffic situation in the Pines. The outcome of such a study would be a report outlining a recommendation with respect to the best way to remedy the problems we are presently experiencing. It is probable that such a study may involve the removal of some or all of the barriers for an extended period of time. This would enable the Consultant to acquire some "benchmark" data on free flow traffic volumes. The study would need to gather traffic data over an extended period of time, and accordingly the term of the study would probably be at least a year.

While it is difficult to estimate accurately the cost of such a study, we believe the cost would be in the order of \$10,000. There would have to be provision for considerable public input. This would result in a considerable expenditure of City staff time.

Council should recognize that any solution that the Consultant may come up with, while technically sound, will not please all Pines residents.

2. Complete the suggested construction at the end of Page Avenue as indicated on the diagram on Page 5A of the Agenda and at a cost of \$80,000. This alternative would be much like the traffic patterns today, but would be permanent.
3. Remove all lane barriers. This would essentially distribute the offending traffic over a wider area, but will continue to cause problems with shortcutting. This option may increase traffic in the lanes which is a safety concern.
4. Removal of **all** barriers and conduct no further analysis. Traffic will definitely increase on Page Ave. The safety issue is not as great as this road is designed for the volume of traffic anticipated following removal of the barriers. There will, however, be strong concern voiced by Page Ave. residents and also the School Board, relative to anticipated sharp increases in shortcutting traffic between 67 Street East and Gaetz Avenue North.

5. Leave current situation as is. This does not alleviate the concerns of Mr. & Mrs. Smith, but may in the final analysis be the solution that provides the least disruption to the neighbourhood.

Council's direction is requested.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: April 24, 1995
TO: Ken Haslop,
Engineering Department Manager
FROM: Donna Hudson
Engineering Services Clerk
RE: **PINES SURVEY - TRAFFIC DIVERTER/BARRIER REMOVAL**

Submitted to City Council
Date: April 24/95

On April 5, approximately 750 notices were sent to the residents of the Pines subdivision. This notice asked the residents to call and voice their concerns relative to the installation of a "traffic diverter" at the intersection of Piper Drive and Pameley Avenue; as well as the removal of the barriers in the lanes east of Phelan Crescent and at the north end of Page Avenue. Calls were received up to April 20. The following is an overview of the calls received.

<u>DIVERTER</u>		<u>BARRIER</u>	
FOR INSTALLATION:	9	FOR REMOVAL:	33
AGAINST INSTALLATION:	93	AGAINST REMOVAL	11

TOTAL CALLS RECEIVED: 103

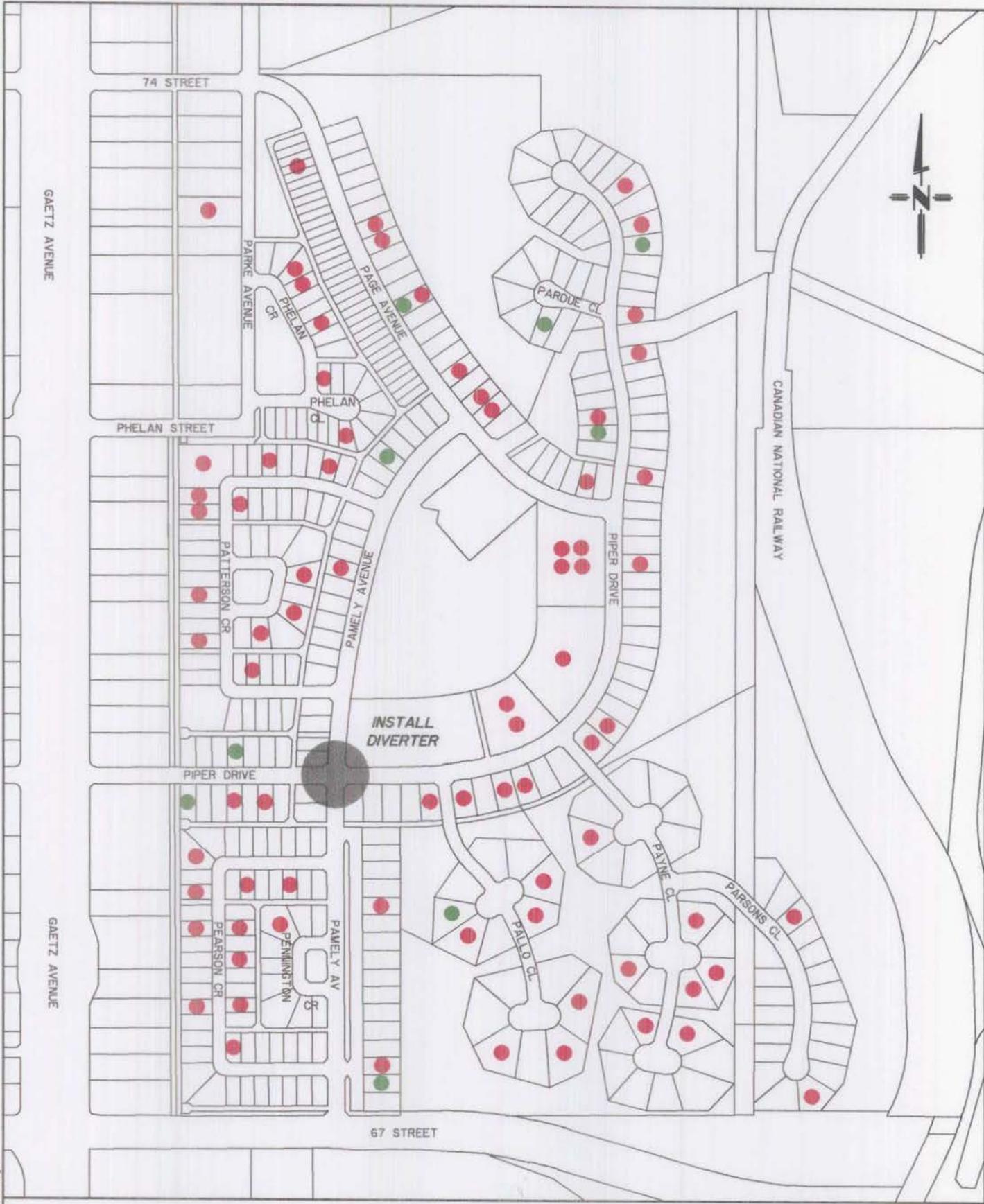
For your information and submission to Council, attached is a sketch showing the results of the survey as well as the recorded comments.

Yours truly


Donna Hudson
Engineering Services Clerk

/dlh

Att..



TRAFFIC DIVERTER
(AT PAMELY AVENUE AND PIPER DRIVE)

- FOR ●
- AGAINST ●

Not to Scale
24 APRIL 1995

/var/2/adms/drafting/project/pines.dgn

**SUMMARY OF SURVEY
TRAFFIC DIVERTER/BARRIER REMOVAL
PINES SUBDIVISION**

	NAME	ADDRESS	COMMENTS	FOR/ AGAINST
1	CARFANTAN, D	211 PIPER DR.	IDIOTIC IDEA, LEAVE AS IS, MAP IS HARD TO UNDERSTAND	AGAINST DIVERTER
2	ROTH, L	7156 PARKE AVE	USES PAMELY ALL THE TIME, AGAINST CLOSURE	AGAINST DIVERTER
3	DONNELLY, DR.	37 PAYNE CLOSE	CRAZY IDEA, ROADS ARE MEANT TO DRIVE ON - NOT STOP TRAFFIC	AGAINST DIVERTER
4	NO NAME		VERY ANGRY, WASTE OF TIME AND MONEY	AGAINST DIVERTER
5	MACHUK, T	203 PIPER DRIVE	STUPID IDEA, NO PROBLEM AS IS	AGAINST DIVERTER
6	RICHTER, V	75 PATTERSON CR	NO TRAFFIC PROBLEM NOW, DIVERTER WOULD CAUSE INCONVENIENCE	AGAINST DIVERTER
7	SINCLAIR, G	317, 120 PIPER DR	STUPID IDEA TO INSTALL DIVERTER, KIDS WILL PLAY ON BARRICADES-VERY HAZARDOUS,	AGAINST DIVERTER
8	THUDIUM, R	91 PIPER DR	HOW CAN ANYONE CONSIDER THIS IDEA, OPPOSED TO SUCH A PLAN, STREET IS TOO NARROW TO ACCOMMODATE THIS DIVERTER	AGAINST DIVERTER
9	FARGEY, T	67 PIPER DR	DUMB IDEA	AGAINST DIVERTER
10	ULLRICH, C	120 PIPER DR	OPPOSED	AGAINST DIVERTER
11	TIERIK, I	61 PAMELY AVE	USES ROUTE DAILY, OPPOSED TO DIVERTER, APPRECIATED NOTICE	AGAINST DIVERTER
12	BRUCE, C	72 PEARSON CR	OBJECTS TOTALLY, USES INTERSECTION DAILY	AGAINST DIVERTER
13	SIMONS, M	4 PALLO CLOSE	WHERE WILL BUS STOPS BE LOCATED IF DIVERTER IS APPROVED - DOES NOT WANT ONE ON HIS PROPERTY. TOTALLY AGAINST DIVERTER	AGAINST DIVERTER
14	HELMER, K	19 PATTERSON CR	OPPOSED	AGAINST DIVERTER
15	SMITH, R	59 PHELAN CR	WOULD LIKE BARRICADES REMOVED AT END OF PAGE	FOR BARR REMOVAL

16	DAVIES, J	18 PATTERSON CR	TAKE BARRIER DOWN ON PAGE AVE, STRONGLY OPPOSED TO DIVERTER. RESIDENT AVOID PIPER/GAETZ INTERSECTION IF POSSIBLE.	FOR BARR REMOVAL AGAINST DIVERTER
17	WYNIA, D	65 PEARSON CR	OPPOSED TO DIVERTER, WHY SHOULD THEY BE CUTOFF FROM THE REST OF THE COMMUNITY, OK TO REMOVE BARRICADES AT END OF PAGE	FOR BARR REMOVAL AGAINST DIVERTER
18	TAYLOR, S	30 PENNINGTON CR	OPPOSED TO BARRICADE, IF BARRICADE IS PUT IN ON A TEMPORARY BASIS, COULD A TRAFFIC COUNT BE DONE?	AGAINST DIVERTER
19	DAVISON, J	39 PATTERSON CR	OPPOSED TO DIVERTER, DELAY FOR EMERGENCY VEHICLES, HEAVIER TRAFFIC THRU SCHOOL ZONE, HEAVIER TRAFFIC CONGESTION AT 50 AVE/PIPER, INTERSECTION TOO NARROW TO HANDLE TWO LANES OF TRAFFIC AT PIPER/PAMELY, CLOSURE WOULD HAVE ECONOMIC EFFECT ON PINES PLAZA AND MAYBE PARKLAND MALL, 4-WAY STOP WORKS WELL	FOR BARR REMOVAL AGAINST DIVERTER
20	LOWEN, M	3 PIPER DR	REMOVE BARRICADES AT END OF PAGE AVE, NOT TO CONCERNED OTHERWISE	FOR BOTH
21	HELMER, C	19 PATTERSON CR	NUTTY IDEA, OPPOSED	AGAINST DIVERTER
22	TRUANT, M	36 PARSONS CL	DOESN'T LIKE IDEA, OPEN IT ALL UP	FOR BARR REMOVAL AGAINST DIVERTER
23	CARDIN, D	#2, 80 PIPER DR	AGAINST DIVERTER, WORRIED ABOUT INCREASED TRAFFIC AND BUS TRAFFIC IN THE AREA	AGAINST DIVERTER
24	CARFANTAN, J (SEE #1)	211 PIPER DR	IMPEDE EMERGENCY TRAFFIC, INCREASE TRAFFIC INFRONT OF SCHOOL, LEAVE BARRIERS AT END OF PAGE AVE	AGAINST DIVERTER AGAINST BARRIER REMOVAL
25	CHRISTENSON, C	53 PEARSON CR	STUPID IDEA, WILL CAUSE EXTRA TRAVELLING TIME, REMOVE BARRICADES AT THE END OF PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
26	SCOTT, K	16 PAYNE CL	TOTALLY AGAINST DIVERTER	AGAINST DIVERTER
27	DRANSFIELD, D	87 PIPER DR	OBJECTS TO DIVERTER	AGAINST DIVERTER
28	DUTCHYSHEN, D	9 PAGE AVE	OPPOSED TO DIVERTER, WILL INCREASE TRAFFIC AROUND THE SCHOOL, VERY INCONVENIENT FOR RESIDENTS ACCESSING THE PLAZA, REMOVE BARRICADES AT THE END OF PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL

29	THOMSON, M	91 PATTERSON CR	RIDICULOUS PROPOSAL, FORCES RESIDENTS TO USE THE MOST DANGEROUS INTERSECTION IN THE CITY- PIPER/50 AVE	AGAINST DIVERTER
30	BEATON, MRS (SEE #5)	203 PIPER DR	SR. CITIZENS VERY CONCERNED ABOUT EMERGENCY VEHICLE ACCESS, INCONVENIENT TO ACCESS PLAZA, TOO MUCH TRAFFIC AROUND SCHOOL, HOUSING VALUE WILL GO DOWN, WHY WOULD SOMETHING LIKE THIS BE PROPOSED, STRONGLY OBJECT TO DIVERTER	AGAINST DIVERTER
31	TAYLOR, J	310, 120 PIPER DR	OPPOSED TO DIVERTER	AGAINST DIVERTER
32	CHAPMAN, V	75 PIPER DR	OPPOSED TO DIVERTER, BUSES WILL HAVE TO TRAVEL BY SCHOOL, RESTRICT ACCESS TO PLAZA	AGAINST DIVERTER
33	MORDEN, L	24 PAYNE CL	AGAINST DIVERTER, TAKE LONGER TO GET TO WORK, LARGE VEHICLES (SUCH AS 5TH WHEELS) WILL NOT BE ABLE TO MAKE TURN AT DIVERTER	AGAINST DIVERTER
34	VERMOING, V	72 PARSONS CL	RIDICULOUS IDEA, TOO MUCH TRAFFIC BESIDE SCHOOL, LEAVE AS IS, WILL EFFECT PLAZA	AGAINST DIVERTER
35	SCOTT, W.H.	79 PATTERSON CR	AGAINST PROPOSAL, TAKE OUT ALL EXISTING BARRIERS, LET THE PEOPLE USE THE STREETS FOR WHAT THEY WERE DESIGNED FOR	AGAINST DIVERTER FOR BARR REMOVAL
36	DERKECH, D	38 PATTERSON CR	DOESN'T LIKE IDEA OF DIVERTER, TAKE OUR BARRICADES	AGAINST DIVERTER FOR BARR REMOVAL
37	LANG, MR.	36 PALLO CL	GREAT INCONVENIENCE, PUT IN A "NO LEFT HAND TURN" SIGN, THIS PLAN IS RIDICULOUS	AGAINST DIVERTER
38	CARSON, L	33 PAGE AVE	RIDICULOUS, IF PIPER DR WAS OPENED UP, TRAFFIC WOULD SPEED, PEOPLE WOULD ALSO SPEED DOWN LANES, LEAVE AS IS	AGAINST DIVERTER
39	BROWN, M	154 PIPER DR	NO PROBLEM WITH DIVERTER, BUT CONCERNED ABOUT RE-ROUTING BUSES TO GO IN FRONT OF SCHOOL ON PAGE AVENUE, CONCERNED ABOUT CHILDRENS SAFETY, COULD BUSES BE BROUGHT IN EAST ON PIPER DR AND THEN NORTH ON PAMELY AVE	FOR DIVERTER
40	MITCHELL, M	71 PATTERSON CR	DO NOT AGREE WITH PROPOSAL, TAKE DOWN ALL THE EXISTING BARRICADES AND LET THE TRAFFIC FLOW, PINES IS BECOMING TOO BOTTLE NECKED, PEOPLE WHO LIVE IN THE PINES ARE AWARE OF THE LAYOUT	AGAINST DIVERTER FOR BARR REMOVAL

41	WILKINS, M	37 PAGE AVE	LEAVE AS IS, LARGE VEHICLES WOULD CUT THRU INDUSTRIAL AREA AND SPEED THRU THE SCHOOL ZONE, MORE POLICE ENFORCEMENT	AGAINST DIVERTER AGAINST BARR REMOVAL
42	EHMAN	45 PAGE AVE	NOT IN FAVOUR, KEEP AS IS	AGAINST DIVERTER
43	ROTH, M	65 PAGE AVE	KEEP NORTH END OF PAGE AVE CLOSED, KEEP THINGS THE WAY THEY ARE	AGAINST DIVERTER AGAINST BARR REMOVAL
44	ROGERS, J.R.	40 PAYNE CL	OBJECT TO DIVERTER, CREATES FURTHER DRIVING FOR THEM	AGAINST DIVERTER
45	YOUNG, M	44 PALLO CL	DOESN'T MAKE SENSE, OPEN AREA UP	AGAINST DIVERTER FOR BARR REMOVAL
46	MCLEVIN, G	48 PALLO CL	REMOVE ALL BARRICADES, MAKE IT EASIER FOR RESIDENTS TO EXIT PINES	AGAINST DIVERTER FOR BARR REMOVAL
47	LOWRY, M	31 PHELAN CL	TOTALLY AGAINST DIVERTER, CREATE EXTRA DRIVING FOR DAILY ROUTINE DESTINATIONS, UNABLE TO ACCESS 67 STREET TO GO TO DEER PARK, CANNOT GET TO MALL, REMOVE BARRICADES ON PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
48	YOUNG, B	44 PALLO CL	RIDICULOUS, DOESN'T THINK THERE IS A PROBLEM, WOULD ONLY CREATE MORE PROBLEMS	AGAINST DIVERTER
49	GILL, C	3 GILMORE CR (PARENTS LIVE IN PINES)	AGAINST DIVERTER, REMOVE BARRICADES ON PAGE AVE,	AGAINST DIVERTER FOR BARR REMOVAL
50	COUTTS, L	78 PAGE AVE	DO NOT OPEN PAGE AVE, WILL CREATE TOO MUCH TRAFFIC, VEHICLES GO TO FAST, DISAGREE WITH PROPOSAL	AGAINST DIVERTER AGAINST BARR REMOVAL
51	BATES, D	81 PAGE AVE	KEEP BARRICADES AT NORTH END OF PAGE, INCREASED TRAFFIC ON PAGE AVE MAY BE CAUSED BY THE DIVERTER, AND IF THAT IS THE CASE, OBJECT TO THE DIVERTER	AGAINST DIVERTER AGAINST BARR REMOVAL
52	CARSONS, H (SEE #38)	33 PAGE AVE	LEAVE AS IS, INCLUDING BARRICADES ON PAGE AVE, SAFETY RISK FOR SENIORS AND CHILDREN	AGAINST DIVERTER AGAINST BARR REMOVAL

53	LANG, E (SEE #37)	36 PALLO CL	TOTALLY AGAINST DIVERTER, SENIORS WOULD HAVE TO CROSS STREET TO GET TO BUS STOP, BUSES WOULD RUN INFRONT OF SCHOOL - VERY DANGEROUS, CONCERNED ABOUT ACCESS FOR EMERGENCY VEHICLES	AGAINST DIVERTER
54	LEADERS, A	111 PEARSON CR	STRONGLY OPPOSED, DIVERTER WILL CREATE EXTRA TRAVELLING TIME	AGAINST DIVERTER
55	ONERHIEM, MRS.	23 PALLO CL	NOT IN FAVOUR OF DIVERTER, MORE POLICING AND HEAVIER FINES FOR NON-LOCAL TRAFFIC	AGAINST DIVERTER
56	SHAW, A	19 PALLO CL	ABSOLUTELY AGAINST DIVERTER, WORSE SOLUTION YET, WHY SHOULD PEOPLE LIVING IN OTHER AREAS OF THE PINES BE PUNISHED JUST TO SATISFY A FEW	AGAINST DIVERTER
57	CARTER, L	71 PHELAN CR	TOTALLY AGAINST DIVERTER, A SENIOR WORRIED ABOUT BEING FORCED TO GO ONTO GAETZ AVE	AGAINST DIVERTER
58	TYSON, E	25 PAMELY AVE	AS IT IS NOW, ABOUT 75 CARS TURN AROUND IN THEIR DRIVEWAY - THIS NUMBER WOULD INCREASE GREATLY IF THE DIVERTER WAS INSTALLED	AGAINST DIVERTER
59	LYONS, J	83 PHELAN CR	LEAVE THINGS ALONE, REMOVE BARRICADES AT THE END OF PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
60	QUARTEL, A	20 PALLO CL	AGAINST DIVERTER	AGAINST DIVERTER
61	VELLNER, B	17 PAYNE CL	100% AGAINST DIVERTER, REMOVE BARRICADES ON PAGE AVE, ENFORCE NON-LOCAL TRAFFIC CUTTING THRU SUBDIVISION, PERHAPS A STICKER COULD BE GIVEN TO ALL PINES RESIDENTS IDENTIFYING THEM	AGAINST DIVERTER FOR BARR REMOVAL
62	PIKE, L	68 PAYNE CL	OPPOSED TO DIVERTER, WOULD CREATE MORE TRAFFIC THRU SCHOOL ZONE, POOR ACCESS TO PLAZA, EYE SORE	AGAINST DIVERTER
63	ORMEROD	12 PAYNE CL	TOTALLY STUPID IDEA, REMOVE BARRICADES AT THE END OF PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
64	DIXON, D	136 PAMELY AVE	AGAINST IT, A WASTE OF MONEY, REMOVE PAGE AVE BARRICADES, TRAFFIC IS NOT BAD - THIS IS A CITY	AGAINST DIVERTER FOR BARR REMOVAL
65	HERREBOS, D	3 PALLO CL	NOT IN FAVOUR OF DIVERTER, CONCERNED BUS STOP WOULD BE MOVED ONTO THEIR PROPERTY	AGAINST DIVERTER

66	STONE,	158 PIPER DR	NOT IN FAVOUR, CONCERNED ABOUT INCREASED TRAFFIC AROUND SCHOOL, CONCERNED ABOUT EMERGENCY RESPONSE TIME, OPEN UP PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
67	STROHSCHHEIN, I	#1, 80 PIPER DR	AGAINST DIVERTER, WOULD CREATE INCREASED TRAFFIC CONGESTION AT 67 ST/PAMELY AVE, DOES NOT SEE EXISTING PINES TRAFFIC BEING A PROBLEM	AGAINST DIVERTER
68	PYE, F	30 PATTERSON CR	AGAINST DIVERTER, CONCERNED ABOUT TRANSIT RE-ROUTING AND EMERGENCY VEHICLES, WHY SHOULD THE MAJORITY OF THE PUBLIC BE PENALIZED TO HELP A FEW, REMOVE BARRICADES ON PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
69	LABUL, B	164 PAMELY AVE	FOR THE DIVERTER, PEOPLE DON'T HAVE A RIGHT TO COMMENT IF THEY DIDN'T ATTEND THE MEETINGS, IT IS SOMETHING THAT NEEDS TO BE DONE, MOST COST EFFECTIVE AND LEAST HASSLE	FOR DIVERTER
70	GEDDERT, D	82 PATTERSON CR	AGAINST DIVERTER, NEW RESIDENT	AGAINST DIVERTER
71	GILL, E	52 PEARSON CR	AGAINST DIVERTER, REMOVE BARRICADES ON PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
72	MINET, MRS	87 PHELAN CR	LEAVE EVERYTHING WIDE OPEN, REMOVE ALL BARRICADES	AGAINST DIVERTER FOR BARR REMOVAL
73	SKOROBOHACH, R	88 PEARSON CR	AGAINST DIVERTER, LEAVE EVERYTHING AS IS, INSTALL RUMBLE STRIPS	AGAINST DIVERTER AGAINST BARR REMOVAL
74	PARRINGTON, B	127 PIPER DR	OBJECT TO DIVERTER, LEAVE BARRICADES ON PAGE AVE, PUT UP BARRICADE AT SOUTH END OF PAMELY AVE	AGAINST DIVERTER AGAINST BARR REMOVAL
75	GRAM, K	100 PIPER DR	SILLY IDEA	AGAINST DIVERTER
76	MCALLISTER, V	199 PIPER DR	IN FAVOUR OF DIVERTER, TAKE DOWN BARRICADES AT PAGE AVE	FOR DIVERTER FOR BARR REMOVAL

77	BECKER, D	44 PAYNE CL	TOTALLY RIDICULOUS, CREATE MORE TRAFFIC THRU SCHOOL ZONE, LONGER RESPONSE TIME FOR EMERGENCY VEHICLES, VEHICLES COULD SHORT CUT AROUND DIVERTER BY GOING ON PRIVATE PROPERTY	AGAINST DIVERTER
78	HARPER, L	14 PIPER DR	FOR IT, LONG OVER DUE	FOR DIVERTER
79	NO NAME	PIPER DR	DEAD AGAINST, SPEND MONEY ON SOMETHING ELSE, SENIOR CITIZEN	AGAINST DIVERTER
80	SMITH, MRS.	59 PHELAN CR	THIS PROPOSAL DID NOT COME UP AT MEETING, 90% OF PEOPLE AT THE MEETING WERE NOT AWARE OF THIS PROPOSAL, DO SOMETHING WITH LANES, NOT IN FAVOUR OF THIS PROPOSAL, THIS PROPOSAL CAME UP AT THE MEETING OF THE PINES EXECUTIVE	AGAINST DIVERTER
81	DING, D	16 PALLO CL	FULLY SUPPORTS THE DIVERTER	FOR DIVERTER
82	LARKINS, K	107 PATTERSON CR	NO WAY SHOULD THE DIVERTER BE INSTALLED TO PLEASE A FEW PEOPLE	AGAINST DIVERTER
83	HUTCHINSON, D	21 PAMELY AVE	DIVERTER IS A GREAT IDEA, TRIAL PERIOD OF SIX MONTHS TO SEE IF IT WORKS	FOR DIVERTER
84	FOWLER, D	147 PIPER DR	TAKE OUT ALL BARRIERS, "CITY BUILT THE RIVER - SO LET IT FLOW"	AGAINST DIVERTER FOR BARR REMOVAL
85	ROTH, J	65 PAGE AVE	LEAVE BARRIERS IN ON PAGE AVE, DIVERTER AND LOOP OK	FOR DIVERTER AGAINST BARR REMOVAL
86	ANDERSON, B	23 PIPER DR	INSTEAD OF DIVERTER, PUT IN A "NO TURN" SIGN, LEAVE IN BARRICADES AT END OF PAGE	AGAINST DIVERTER AGAINST BARR REMOVAL
87	WALTER	120 PIPER DR	OPPOSED TO DIVERTER, WILL CREATE MORE TRAFFIC AROUND SCHOOL	AGAINST DIVERTER
88	VELLNER, M	32 PAYNE CL	OPPOSED TO DIVERTER, TAKE OUT BARRICADES AT END OF PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
89	BURG, G	85 PAGE AVE	BARRICADES AT END OF PAGE SHOULD STAY, DIVERTER IS NOT GOING TO HELP - NOT IN FAVOUR	AGAINST DIVERTER AGAINST BARR REMOVAL

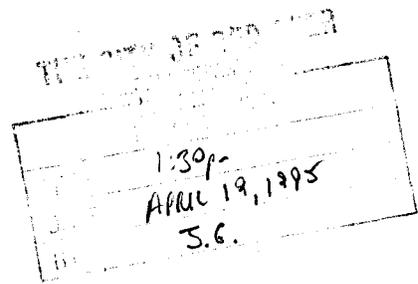
90	GLADSTON, S	79 PHELAN CR	OPEN ALL LANES - NO BARRIERS, AGAINST DIVERTER	AGAINST DIVERTER FOR BARR REMOVAL
91	BEELAN,	4 PARDUE CL	STRONGLY OPPOSED TO DIVERTER, OK TO OPEN PAGE AVE	AGAINST DIVERTER FOR BARR REMOVAL
92	TRUANT, C (SEE #22)	36 PARSON CL	TOTALLY AGAINST CUTTING OFF ANOTHER ACCESS, TAKE EXTRA TIME TO DRIVE TO WORK AND TAKE KIDS TO SCHOOL	AGAINST DIVERTER
93	HARRIS, F	71 PIPER DR	OPPOSED TO DIVERTER, WILL INCREASE TRAFFIC AT SCHOOL	AGAINST DIVERTER
94	MCCOWAN, A	183 PIPER DR	DIVERTER WOULD INCONVENIENCE SEVERAL FAMILIES, INCREASE TRAFFIC AROUND SCHOOL, DIVERTER WOULD BE A REAL EYE-SORE FOR PEOPLE ENTERING SUBDIVISION, BARRICADE ON PAGE DOES NOT EFFECT THEM	AGAINST DIVERTER
95	JENKINS, G	32 PARDUE CL	DIVERTER IS OK, TAKE DOWN BARRICADE ON PAGE AVE	FOR DIVERTER FOR BARR REMOVAL
96	DUBOIS,E	15 PIPER DR	REMOVE ALL BARRIERS, LET TRAFFIC FLOW, TOTALLY AGAINST DIVERTER, MORE RCMP ENFORCEMENT	AGAINST DIVERTER FOR BARR REMOVAL
97	LAURITSEN, B	4102 46 ST	AGAINST DIVERTER, PLAZA BUSINESS WILL SUFFER, HOUSEKEEPER IN PINES	AGAINST DIVERTER
98	HALFORD, B	46 PATTERSON CR	TOTALLY AGAINST DIVERTER, WILL CAUSE MORE TRAFFIC ON SERVICE ROAD, VERY INCONVENIENT, NOT CONCERNED WITH BARRICADES ON PAGE AVE	AGAINST DIVERTER
99	JEFFREY, R	120 PIPER DR	TOTALLY AGAINST DIVERTER, NOT CONCERNED ABOUT BARRICADES	AGAINST DIVERTER
100	HALFORD, J (SEE #98)	46 PATTERSON CR	TOTALLY AGAINST DIVERTER, CAUSES A DANGEROUS SITUATION AT SERVICE ROAD - ALREADY TO MUCH TRAFFIC	AGAINST DIVERTER
101	BURT, C	80 PEARSON CR	TOTALLY AGAINST DIVERTER, TAKE DOWN BARRICADES ON PAGE AVE, LET TRAFFIC FLOW	AGAINST DIVERTER FOR BARR REMOVAL
102	HALE, G	25 PAYNE CL	OPPOSED TO DIVERTER, TOO MUCH TRAFFIC AROUND SCHOOL, REMOVE PAGE AVE BARRIERS	AGAINST DIVERTER FOR BARR REMOVAL

COUNCIL MEETING OF APRIL 24, 1995

ATTACHMENT TO REPORT ON OPEN AGENDA

**RE: TRAFFIC IN PINES SUBDIVISION
PETITION FROM JOAN DAVIDSON AND
JUDY DAVIES**

April 19, 1995



City of Red Deer
City Hall
Red Deer, Alberta

Dear Sirs:

Re: Proposed Traffic Diverter
Intersection of Piper Drive & Pameley Avenue

Attached please find our petition regarding the above indicated. We have collected 288 signatures from Pines Residents and an additional 56 signatures from businesses in the Pines Plaza and other interested parties for a total of 344.

The following is a re-cap of their opinions and comments.

<u>Piper & Pameley</u>		<u>Page Avenue</u>	
No Barrier	272	No Barrier	239
Barrier	<u>16</u>	Barrier	21
Sub-total	288	No opinion	<u>28</u>
Business		TOTAL	288
No Barrier	<u>56</u>		
TOTAL	344		

COMMENTS

- Increased traffic at an already congested intersection of Piper and Gaetz.
- Increased response time for emergency vehicles.
- Increase of traffic by school.
- Unsuitable intersection at Piper and Page for bus traffic and extra vehicle traffic. Poor visability and sharp corner.
- Piper and Pameley intersection is not wide enough to handle 4 lanes of traffic. ie buses, firetrucks, moving vans and oversized motorhomes.
- Pines residents are using the alleys as exits because Page is barracaded.

P. 2 cont'd.

- Residents would drive around the school just to avoid using Piper and Gaetz intersection, thereby increasing traffic more.
- Seniors would have to cross a busy intersection for buses.
- Increased transportation costs (taxi) for seniors.
- Traffic lights at Piper and Gaetz only allow 2 left turning cars per cycle.
- Would be a hardship to small business in the Pines Mall.
- You cannot cause a hardship for the majority just to please a few.

Thank you for the opportunity to voice our opinion of barriers in the Pines subdivision.

Yours truly,



Judy Davies



Joan Davidson

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	PAGE
JAMES F. CROUCHER	7 PATTERSON CREO	James F. Croucher	YES	NO
CYNTHIA HELMER	19 Patterson	Cynthia Helmer	NO NO	NO
KEVIN HELMER	"	Kevin Helmer	NO	NO
Shackley, Joe	23 "	Joe Shackley	Yes, only to try	10
John Fisher	31 Patterson	John Fisher	NO	NO
Ken MACZUGA	35 Patterson	Ken Maczuga	NO	NO
EMILY MACZUGA	35 Patterson	Emily Maczuga	NO	NO
CRYSTAL KOETKE	43 Patterson	Crystal Koetke	NO	NO
ROD KOETKE	43 PATTERSON	Rod Koetke	Barrier - NO LOTS OF SPEED BUMPS - YES	NO
Donna PARK	47 Patterson	Donna Park	NO	NO
EVA HUNT	47 Patterson	Eva Hunt	NO	NO
L. PETHERBRIDGE	47 Patterson	L. Petherbridge	NO	NO
D. Petherbridge	47 Patterson cr	D. Petherbridge	NO	NO
C.S. WILLIAMS	51 Patterson CREO	C.S. Williams	NO	Yes
Laura Taylor	55 Patterson	Laura Taylor	NO	NO
Lothar Schulte	59 Patterson	Lothar Schulte	NO	NO
Lothar Schulte	75 PATTERSON	Lothar Schulte	NO	NO

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NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
Liz Smith	63 Patterson Cr.	Liz Smith	NO	NO
Kathy Meyer	67 Patterson Cr.	Kathy Meyer	NO	NO
KIRBY MEYER	67 PATTERSON CR.	Kirby Meyer	NO	NO
Rita Mitchell	71 Patterson Cr.	Rita Mitchell	NO	NO
Mike Mitchell	71 PATTERSON CR	MIKE MITCHELL	NO!	NO
Paula Knott	53 " "	Paula Knott	No	No
Eunice Mack	87 Patterson Cr.	E. Mack	No	No
DARLENE MAN	87 Patterson Cr.	Darlene Man	No	No
David Thomson	91 Patterson Cr.	D Thomson	No	No
GEORGE KANDER	95 Patterson Cr.	G Kander	No	No
Lynda Kanderka	95 Patterson Cr.	L. Kanderka	NO	NO
Gail Thomson	91 Patterson	Gail Thomson	NO	NO
Patricia Machuk	203 Piper Dr.	P Machuk	NO	NO
C. F. Beaton	203 Piper Dr.	C F Beaton	NO	NO
Cathie Beaton	203 Piper Dr.	C. Beaton	NO	No
DAVIDSON	39 PATTERSON CR	J Davidson	No	No
WAYNE McCowan	183 PIPER DR	W McCowan	NO	NO

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NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
Agnes McCowan	183 Piper Dr.	Agnes McCowan	No	Yes
Leo Becken	4 Pardue Close	Leo Becken	No	No
Judy Becken	4 Pardue Close	Judy Becken	No	No
Kate Ziegler	3 Pardue Cl.	Kate Ziegler	Yes	No
Glare Wendling	12 Pardue Cl.	Glare Wendling	No	No
Juni Spinn C	16 Pardue	Juni Spinn C	NO	YES
Helen Sandquist	20 Pardue	Helen Sandquist	No	No
L. R. Hill	24 Pardue	L. R. Hill	No	No
Debbie Dean	28 Pardue	Debbie Dean	Yes	No
Kelly Jenkins	32 Pardue	Kelly Jenkins	No	No
Janet Blair	251 PIPER	Janet Blair	NO	No
Wendy Spiers	16 Pardue Cl.	Wendy Spiers	no	yes no
Keon Vincent Larkins	107 PATTERSON	Keon Vincent Larkins	NO	No
Hayel Balok	79 Patterson Cres	Hayel Balok	NO	NO
Molly Johnston	52 Piper Drive	Molly Johnston	NO	
Erinaine Blaw	37 Patterson Cres	Erinaine Blaw	NO	NO
Marty Georgeson	11 Patterson Cres	Marty Georgeson	No	Yes

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NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	PAGE
Cori and Darryl Wilson	15 Palle Close	[Signature]	No	No
Andrey Shaw	19 Palle Close	Andrey Shaw	No	No
Bill Graham	23 Palle Close	[Signature]	No	No
ANDY + EVELYN POCHYLKO	52 PALLE CLOSE	E. Pochylko	No	YES
LINDA & ALAN McLEVIN	46 PALLE CLOSE	[Signature]	No	No
BILL & MARION YOUNG	44 PALLE CLOSE	[Signature]	NO	NO
Ken Warner	40 Palle Close	Ken Warner	NO	
DON & Elaine Lang	36 Palle Close	El Lang	NO	NO
T. Eccles + Wendy Mitten	11 Palle Close	[Signature]	No	No
Ruby [Name]	52 Piper Dr	Ruby [Name]	No	No
Onida Landry	52 Piper Dr	Onida Landry	NO	NO
MIKE NORMAN	402 pameley DR	M. Norman	No	No
CHRISTINE CATHERALL	20 Payne Close	C. Cathorac	NO	NO
Norma Morden	24 Payne Close	N. Morden	No	No.
Larry Morden	24 Payne Close	[Signature]	No	No
Mike Lee	28 Payne Cl	Mike Lee	No	No
Heather Lee	28 Payne Cl.	[Signature]	No	No

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NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	PAGE
Douglas Dixon	3 Phelan Close	Douglas Dixon	No	No
Sharon & Derek Wilkie	23 Phelan Close	Sharon Wilkie	No	No
Harren Marney	39 Phelan Close	Harren Marney	No	No
JERRY GRUBJSIC	55 Phelan Close	Jerry Grubjsic	No	No
Juan Puzosic	55 Phelan Cr	Juan Puzosic	NO	NO
BILL & ELEANOR ENNS	47 Phelan Cr	E. Enns	NO	NO
FLORENCE EDGINTON	51 Phelan Cr	F. Edginton	No	No
OPAL CARTER	71 Phelan Cr	Opal Carter	No	No
Sheila Gladstone	79 Phelan Cr	Sheila Gladstone	No	No
FRANCES LYONS	83 PHELAN Cr	Frances Lyons	No	No
J LYONS	83 Phelan Cr	J Lyons	NO	NO
A. Bennit J. Wach	91 PHELAN CR	A. Bennit	No	No
MARY PENCE	95 "	M Pence	No	No

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NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	PAGE
Quail Smith	99 Piper Dr.	Quail Smith	No	
Rogers Sueder	99 Piper Dr	Rogers Sueder	No	
Alma Reinheimer	107 Kipic Ave	Alma Reinheimer	No	No
Al PRUSS	115 PIPER DR	[Signature]	Yes.	No
BOB FISCHER	119 PIPER DR	[Signature]	No	
Maureen Drever	123 Piper Drive	Maureen P Drever	No	No
Barry Parrington	127 " "	[Signature]	No	-
GOLD STANIER	131 " "	[Signature]	No	
ELLEN GRANBERG	139 Piper Ave	E Granberg	No	
Don + Judy Foul	147 Piper Dr	Judy Foul	No/3	No
Edith Mappin	155 Piper Dr.	[Signature]	No	No
Maureen Yamagishi	159 Piper Dr.	M Yamagishi	No	No
Don Yamagishi	159 Piper Dr	[Signature]	No	No
Jamet Stephens	179 Piper Dr	Jamet Stephens	No	Yes.
KITA MATIUSEN	162 PIPER DR	K. Matusen	No	No
ELAINE NOERIS	170 PIPER DR	E Noeris	No	No
J. G. HAY	151 Piper Dr	J G Hay	No	No

16 NO YES 10 YES 60C

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
Kay Barrett	27 Piper	K B	yes	No
LARRY (Lynn) Kelson	31 PIPER	L Kelson	YES	No
FRED PYE	30 PATTERSON CRES	Fred Pye	No	YES
Nancy Pye	30 Patterson Cres	N. Pye	No	No
R. Taylor	#210-120 Piper Dr.	R Taylor	No	No
RONALD HANNETT	39 PIPER DR	Ronald Hannett	Yes	No
K.K. BHARGAVA	47, PIPER DR	KK Bhargava	No	No
Isa Jule	57 " "	Red Deer	NO!	"
Elizabeth Jarvey	67 Piper Drive	Red Deer	No	N/A
Cora Chapman	75 Piper Dr	Red Deer	No	No
Ken Lane	79 Piper Drive	Red Deer	No	No
ALWYN DRANSFIELD	87 PIPER DR	Dransfield	No	?
Tonia Thudium	91 Piper Dr.	T Thudium	No	No
Linda Thudium	91 Piper Dr	L Thudium	No	No
Dennalce Thudium	91 Piper Dr	D Thudium	No	No
Holly Broad	95 Piper Dr	H Broad	Yes	No
Ken Broad	95 PIPER DR	Ken Broad	YES	No

12th 5 YES 15th 2 DC

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
JUDY DAVIES	18 PATTERSON CR	J. Davies	No	No
MAE RICHTER	75 Patterson Cr.	M. Richter	No	No
DON CHMAN	45 PIGE AVENUE	D.E. Chman	NO	YES
Janet Schmidt	100 Pameley Ave	J. Schmidt	Yes	No
Hansie Kawalak	96 Pameley Ave	H. Kawalak	NO	NO
Linda M. Child	30 Piper Dr.	Linda M. Child	<u>NO</u>	<u>NO</u>
Harold Eber	20 Piper Dr	Harold Eber	NO	NO
Cory Leathman	22 Piper Dr	Cory Leathman	NO	YES
JAMIE MCINNES	18 Piper Dr	J. McInnes	NO	YES.
ERICA HAMPEL	14 Piper	E. Hampel	YES	No
Lucille Coates	2 Piper Dr	Lucille Coates	No	No
DON COATES	21 11 1/2	Don Coates	NO	NO
Violet Loewen	3 PIPER DR	V. Loewen	NO	No
TERRY STONE	7 PIPER DRIVE	T. Stone	NO	NO
IGAN HILLS	11 PIPER DRIVE	Igan Hills	NO!	no!
Eileen Dubois	15 Piper Drive	Eileen Dubois	No.	NO.
Linda Peterson	17 PIPER DR.	L. Peterson	YES	No.

14 NO BYES 14 NO BYES

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	PAGE
KOZMAN SOPHIA	90 Patterson Cr.	[Signature]	No	NO
Kozman MacRiel	90 Patterson	[Signature]	No	NO
Simpson M.B.	94 PATERSON	[Signature]	Yes!	No
Walch Tom	98 " "	[Signature]	No	NO
THOMSON. MICHAEL	91 PATTERSON	[Signature]	No	YES
Noelle Griffin	62 Patterson	[Signature]	No	Yes
ROLAND SLIMP	103 PATTERSON CR	[Signature]	No	YES
Debbie Tuck	100 Pameley Ave.	[Signature]	No	YES.
SHIRLEY SABATIER	176 Pameley	[Signature]	No	YES
Albert Ryan	172 Pameley Ave	[Signature]	NO	NO
B.H. FORSTER	168 Pameley Ave	[Signature]	No	Yes
B. Labrie	164 Pameley	[Signature]	Yes	No
C. Miller	156 Pameley	[Signature]	NO	Yes
E. MONILANS	140 PAMELY	[Signature]	YES	NO
L. FROST	120 PAMELY AVE.	[Signature]	NO	YES
RAJ AGGARWAL	116 PAMELY	[Signature]	NO!!!	Yes
F. Gwozd2	15 PATTERSON CR.	[Signature]	No	YES

14 NO 3 YES 7 NO YES

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
Don Olsen DON OLSEN	101-120 Piper Dr	D. OLSEN	NO	NO
BED BROWN	101 120 PIPER DR	Bed Brown	NO	NO
SUNEIL AGGARWAL	304-120 PIPER DR	Suneil Aggarwal	NO	NO
BRENT ROLLISON	102 120 PIPER DR	Brent Rollison	NO	NO
ETHEL DOWSWELL	103-120 Piper Dr	Ethel Dowswell	NO	NO
Ruth Magee	104 120 Piper Dr	Ruth M. Magee	NO	NO
HABIB KARIM	# 113-120 PIPER	Habib Karim	NO	NO
Wilma Zemanek	# 309-120 PIPER	Wilma Zemanek	NO	NO
B. Starks	301-120 Piper	B. Starks	NO	NO
N. Howell	316-120 Piper	N. Howell	NO	NO
JOYCE VANDERVELDEN	216-120 PIPER	Joyce Vandervelden	NO	NO
Rhea Jeffrey	212-120 Piper	R. Jeffrey	No	No
Aimee Latuille	313-120 Piper	A. Latuille	No	No
Shelli Martin	313-120 Piper Dr	Shelli Martin	NO	NO
Arnold Magee	104 120 Piper Dr	A. Magee	NO	NO
G.N. BRAY	106-120 Piper Dr	G.N. Bray	NO	NO
J. D. BRAY	10	J.D. Bray	No	No

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
EILEEN HARLEY	108-120 PIPER DR.	Eileen Harley	NO	NO
ALVINA COOKE	109-120 PIPER DR.	Alvina Cooke	NO	NO
Bill Chambers	112-120 PIPER DR.	Bill Chambers	NO	NO
Jane Chambers	112-120 Piper Dr.	J. Chambers	NO	NO
Dolly Berg	110-120 Piper Dr.	D. Berg	NO	NO
Barb Colbourne	120 Piper Dr.	Barb Colbourne	NO	NO
Deanna Kellison	102 120 Piper Dr.	Deanna Kellison	NO	NO
Rosemary McIlwain	308 120 Piper Dr.	R M McIlwain	NO	NO
Robert McIlwain	308 - 120 Piper Dr.	R M McIlwain	NO	NO
Michelle Doz.	307 120 Piper Dr.	M Doz	"	"
Jacey Friday	206-120 Piper Dr.	Jacey Friday	NO	NO
L. MORRISON	209-120 PIPER DR.	L Morrison	NO	NO
W. FERSSACK	210-120 PIPER DR.	W Ferssack	NO	NO
C. Ulbrich	206 120 Piper Dr.	C Ulbrich	NO	NO
VI. FIDDLER	105-120 PIPER DR.	Vi Fiddler	NO	NO
JOE FIDDLER	105-120 PIPER DR.	Joe Fiddler	NO	NO
Dale Haney	110 120 piper Dr.	Dale Haney	NO	NO

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE	
LILIAN MILLER	50 Piper Dr.	Lilian Miller	No	No	
ARNE AHLSTROM	52 Piper Dr.	Arne Ahlstrom	No	No	
ANN JANET CURR	"	Janet Curr	No	No	
Eve Singwall	52 Piper Dr.	Eve Singwall	No	No.	
Anne Dillion	552 PIPER DR	Anne Dillion	No.	No	
AGNES HARRIOTT	Piper Dr	+ Agnes Harriott	No	No	
L. E. CALKINS		L. E. Calkins	No	No	
FRIEDA NEUMANN		FRIEDA NEUMANN	No	No	
A. HOWARD		+ Adelaide Howard	No	No	

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	PAGE
LEE DAVIES	18 PATTERSON CRES	Lee Davies	No	No
Lindsay Wilk	#2 Patterson Cr	Lindsay Wilk	No	No
Shannon Ellison	10 Patterson Cr	Shannon Ellison	No	No
Connie Ellison	10 Patterson Cr	C. S. Ellison	NO	NO
Bob Chmilar	10 Patterson Cr	Bob Chmilar	no	NO
Amy Allwright	14 Patterson Cres	Amy Allwright	No	Yes
Ken Allwright	" "	K Allwright	no.	no
Kirk Burgess	22 Patterson Cr	Kirk Burgess	no	no
Charlotte Hughes	26 Patterson	Charlotte Hughes	"	"
Wayne Hughes	" "	Wayne Hughes	No	NO
Vishal Nand	30 "	Vishal Nand	NO	NO
JIM CRIPPS	34 "	Jim Cripps	NO	NO
WILLIE DERKACH	38 "	Willie Derkach	NO.	NO
DEANNA DERKACH	38 Patterson Cr.	Deanna Derkach	NO	NO
Bonnie Halford	46 Patterson Cr.	Bonnie Halford	No	No
NORMAN WEIR	58 PATTERSON	Norman Weir	NO	NO
AL DYVIG	80 PATTERSON	Al Dyvig	No	YES

17 NO 18 NO YES

David Matheson

D. MATHESON

NO NO

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
Daniel Regnier	2479 Patterson ^{un}	Daniel Regnier	NO	NO
WM SCOTT	" " "	WM Scott	NO	NO
N.T. Blair	" " "	<i>[Signature]</i>	NO	NO
Rose A Hoy	79 Patterson ^{un}	Rose A Hoy	NO	NO
Mollie Scott	" " "	Mollie Scott	NO	NO
Alan Balfour	" " "	ALAN BALFOUR	NO	NO
Ivy Balfour	" " "	Ivy BALFOUR	NO	NO
Gus Jensen	" " "	GUS JENSEN	NO	NO
M. Hughes	" " "	MAE HUGHES	NO	NO
D. Jensen	" " "	D. Jensen	NO	NO
F V Brown	" " "	F.V. Brown	NO	NO
C E Marshall	" " "	C.E. MARSHALL	NO	NO
Olive G. Wright	14 " "	OLIVE WRIGHT	NO	NO
H Wake	✓ ✓	H. WAKE	NO	NO
Fred Van Loven	✓ ✓	FRED VAN LOVEN	NO	NO
Jane Van Loven	✓ ✓	JANE VAN LOVEN	NO	NO
P. Rakestraw	" " ✓	P. RAKESTRAW	NO	NO
Margaret L. Thompson	" " ✓	MARGARET L. THOMPSON	NO	NO
Harman Welling	" " #1	SWELLING	NO	NO
Doreen Bone	" " "	DOREEN BONE	NO	NO
Nellie Murphy	" " "	NELLIE MURPHY	NO	NO
			27	27

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
ROBERT ZADUNAYSKI	37 DUNNING CR.	R Zadunayski	No	
CHERYL ZADUNAYSKI	37 DUNNING CR	Zadunayski	NO!!	
JUNE DARNELL	151 Edmund PK	June Darnell	NO	
Audrey Smith	308-35 Burnett St	Audrey Smith	No	
Roneta Hauca	Box - 631	Roneta Hauca	No!!	
Kevin Darnell	151 Edmund PK	K Darnell	NO ^X	
JULIE SMITH	4630 45 TH ST	Julie Smith	NO!!!	
Wanda Leiman	3915 38 ^{AVE}	wanda Leiman	No!	
Robert Page	30 MCKINNONA	Robert Page	NO	
Danielle Zadunayski	37 Dunning Cres.	Danielle Zadunayski	NO	
Jamie Hawley	21 McDougall Cres	J Hawley	NO	
Kory Sikstrom	3 Dell Green	Kory Sikstrom	NO	
*Walter Ormerod	12 Payne Close	Walter Ormerod	No	NO
**Fronne Ormerod	12 Payne Close	Fronne Ormerod	NO	NO
Betty Lauritsen	4102 - 46 st		No	
Walter SANDRA WESTGATE	37 A EAST MAN CRES	Sandra Westgate	No!	
DARYL UNDERSHUTE	4638 46 St	D Undershute	No	

VINES PLAZA

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER & PAMELEY / PAGE
DAN GILSON	PINES ONE HOME MARTINIZING. 12 N ORQUIN STREET.	Dan Gilson	ABSOLUTELY NOT - ANTI-BISS-WESSERT
DARLENE ARENDT	" " " Pines Martenzing 36 North Ave	Darlene Arendt	No.
CO. BEAUCHAMPS	Work Pines Martenzing	CO. Beauchamps	No
PAT KOZAK	69 GORDON ST Work Pines Mini Mart	Pat Kozak	No Way
TIM FARLEY	67 PIPER DRIVE WORK PINES MINI MART	Tim Farley	NO!!
SCOTT EVANS	83 PIPER DR	Scott Evans	NO!
DAVE HILLIER	MYNARSKI PARK 147 TAMARAC. FANTASY 101.	D. Hillier	NO!!
Danielle Evans	83 piper dr.	D. Evans	NO
GORDON ROCK	RED DEER BOOK EXCHANGE PINES PLAZA 6791-50 AVE.	Gordon Rock	NO
Steve Ross	#18 Pines Puzi	Steve Ross	No
Tom Hu	161-174 Dr. HOMERUN CIGARS	Tom Hu	No
PETER PERIK	61-PAMELEY AVE	Peter Perik	NO! 124

Friends of Pines Residents

Petition Re: Proposed "Traffic Diverter" at the Intersection of Piper Drive and Pameley Avenue. This petition will be presented to the next City Council Meeting. SHOULD THERE BE A BARRIER?

NAME	ADDRESS	SIGNATURE	PIPER&PAMELY	/PAGE
Wayne Lynn	911 Ogden St. NW Lethbridge, AB.	Wayne Lynn	NO.	NO.
Marg Estell	828 Everitt Cres Red Deer	Marg Estell	No	No
Phyllis Lippert	3917-37 Ave Red Deer, Alberta	Phyllis Lippert	No	No
Joyce Redekopp	Red Deer ALTA	Joyce Redekopp	NO	NO
Mike Rehber	Red Deer ALTA	Michael Rehber	NO	NO
Joad Kac	19 Mackenzie Cr. RD.	M. Kac	No	NO
Nand Babosh	102 Dunning Cr.	NK Babosh	NO	NO
Katherine Jucker	4424-35 St Red Deer	Katherine Jucker	NO	
Ben Jety	6217 Galbraith St. Red Deer	Ben Jety	No	NO
Joyce Crawford	3334-44A AVE	Joyce Crawford	NO	NO.
Sharon Jemand	47 Edis Close Red Deer, AB.	Sharon Jemand	No	No
Archer Bowie	33 CREGSON CRES Red Deer AB	Archer Bowie	No	NO
Casey MacDonald	120 CAMERON CRES Red Deer	Casey MacDonald	No	NO
Ann Woolley	PENHOLD	Ann Woolley	NO	NO
Angie Chaplow	48 Cornett Jr. R.D.	Angie Chaplow	No	No
Raeana Johns	Red Deer.	Raeana Johns	No	No.
Shawn Bous	Red Deer	Shawn Bous	No	No

COUNCIL MEETING OF APRIL 24, 1995

ATTACHMENT TO REPORT ON OPEN AGENDA

RE:TRAFFIC IN PINES SUBDIVISION
material from the April 10,1995 Council Meeting
for your information and reference

Rec'd
Feb 14/95
Kibot

Mr. Ken Haslop
City of Red Deer
Engineering Department
P. O. Box 5008
Red Deer, Alberta
T4N 3T4
Fax: 347-1138

February 13, 1995

Dear Ken,

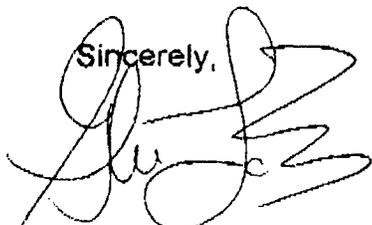
As per our conversation on this date, please note the recommendation of the Pines Community Association executive regarding the Pines traffic concerns.

We would like to recommend the use of the barrier system that had been proposed a number of years ago be used (see attached drawing). The barriers at Parnely Avenue and Piper Drive should help to slow the amount of short cutting through the Subdivision and balance the traffic flow. Placement of the barriers would then allow the opening of Page Avenue to two way traffic and eliminate the need for any proposed alley barriers. We have chosen this course as it addresses the traffic concerns of the entire community and appears to be the most cost effective.

At the same time, I must stress that this plan be considered on a trial basis, perhaps six months time. It is imperative that, should the barrier system not work, that we move promptly to the plan of reconstruction of the north end of Page Avenue, with consideration given to installation of a bus trap. As you are aware, this was the plan that 47% of the open house attendees favoured. In hindsight, it is unfortunate that the Parnely/Piper barrier plan was not resurrected prior to the open house as we feel that this plan would have been of great interest to Pines residents.

Thank you for your attention to this matter, and I look forward to discussing this further.

Sincerely,

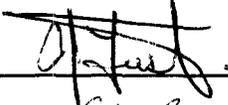
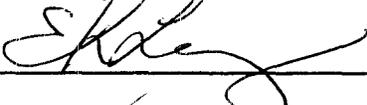


Glen LaBuc
President, Pines Community Association

Attachment

APRIL 21/95
56

We, the undersigned, are opposed to the proposed installation of a concrete barrier in the intersection of the four way stop at Pamley Avenue and Piper Drive because of the increased traffic volume (including City transit) past the front of Pines Community School.

Name	Address	Signature
Andy Frost	120 Pamley Ave	
Elaine K Lang	36 Pallo Close	
Kathryn Saul Kathryn Saul	24 Malcolm Cres.	Kathryn Saul
Monica Brown	15 Piper Drive	M Brown
Myrna Glenn	251 Piper Drive	Myrna Glenn
RUTH JOHNSON	243 Piper Dr	R Johnson
Jan Wright	56 - Pearson Cr.	Jan Wright
Mary Boutras	52 Parsons Ct	M. Boutras
Peggy Wright	56 Pearson Cr.	P. Wright
Carla Sonnenberg	42 Edgington Ave	Carla Sonnenberg
Marg Wilkins	37 Page Ave	M. Wilkins
Jason Wilkins	37 Page Ave	Jason Wilkins
Garry Wilkins	37 Page Ave	Garry Wilkins

We, the undersigned, are opposed to the proposed installation of a concrete barrier in the intersection of the four way stop at Pamley Avenue and Piper Drive because of the increased traffic volume (including City transit) past the front of Pines Community School.

<u>Name</u>	<u>Address</u>	<u>Signature</u>
LINDA + RANDY KETTLES	73 EGLETON ST.	Linda Kettles
MORRIS + BRAD DUPUIS	40 PAGE AVE	Morris Dupuis
LORA PRINCE	80 PAGE AVE	Lora Prince
Dolores Bates	81 PAGE AVE	Dolores Bates
BENNO MUDRY	191 PIPER DR	Benno Mudry
Linda Coutts	78 PAGE AVE	Linda Coutts
SHANNON + KERRY WRIGHT	19 ELLENWOOD DR.	SHANNON WRIGHT
BRENDA + BOB WILLIAMS	24 HILL	B Williams
Cynthia Helmer	19 PATTERSON CRES	Cynthia Helmer
R. Fidler	62 ELLENWOOD DR	R. Fidler
J. Coutts	78 PAGE AVE	J. COUTTS



Pines Community School

8 Page Avenue, Red Deer, Alberta T4P 2T2 • Fax (403) 342-4417 • Phone: (403) 342-4434

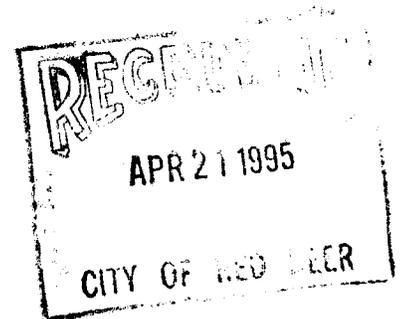
April 11, 1995

To Whom it May Concern:

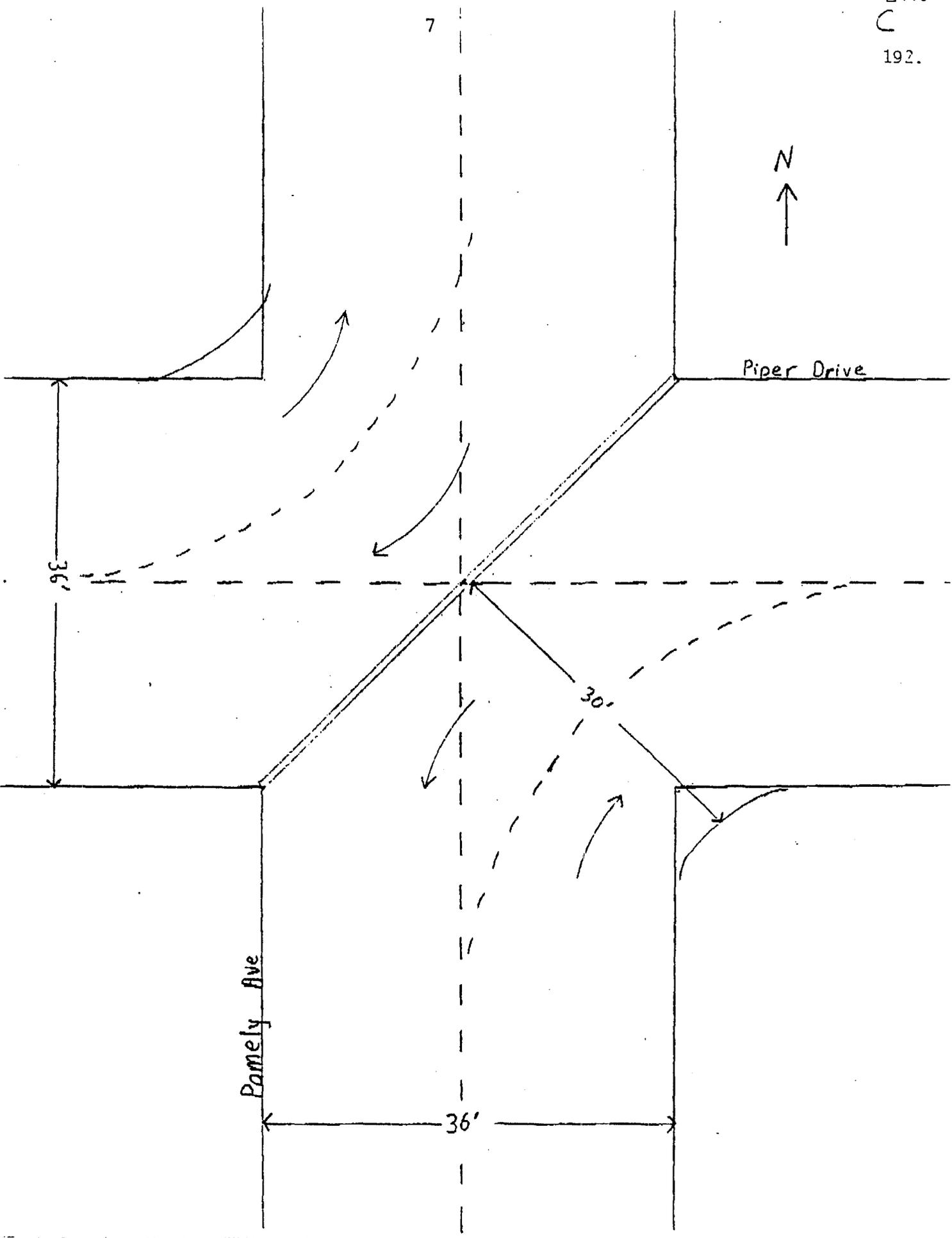
As staff at the Pines Community School we are very dismayed about the proposed installation of a concrete barrier in the intersection of the four way stop at Pamley Avenue and Piper Drive. The increased traffic volume (including City transit) past the front of Pines Community School creates a potentially dangerous situation.

We urge you to leave the intersection as it is presently. Thank you.

<i>Elaine Lang</i>	Elaine Lang
<i>A. Hill</i>	Lorraine Keit
<i>Bill Kwasy</i>	Bill Kwasy
<i>Kathryn Saul</i>	Kathryn Saul
<i>Pam Klyper</i>	Pam Klyper
<i>Cindy Phillips</i>	Cindy Phillips
<i>Rita MacLean</i>	Rita Maclean
<i>June Hilman</i>	June Hilman
<i>Delores Dahl</i>	Delores Dahl
<i>Robert Reed</i>	Robert Reed
<i>Bob Burrows</i>	Bob Burrows
<i>Chris Berkeley</i>	Chris Berkeley



Together We Make The Difference





REMOVE Ex. BARRIERS
AND SIGNAGE

SEE DETAILED
PROPOSALS

DRAWN BY:

I.W.W.

DATE:

MARCH 1995

SCALE:

1:5000

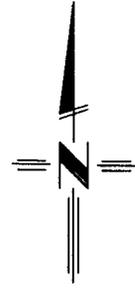
THE CITY OF RED DEER
ENGINEERING DEPARTMENT

APPROVED BY:

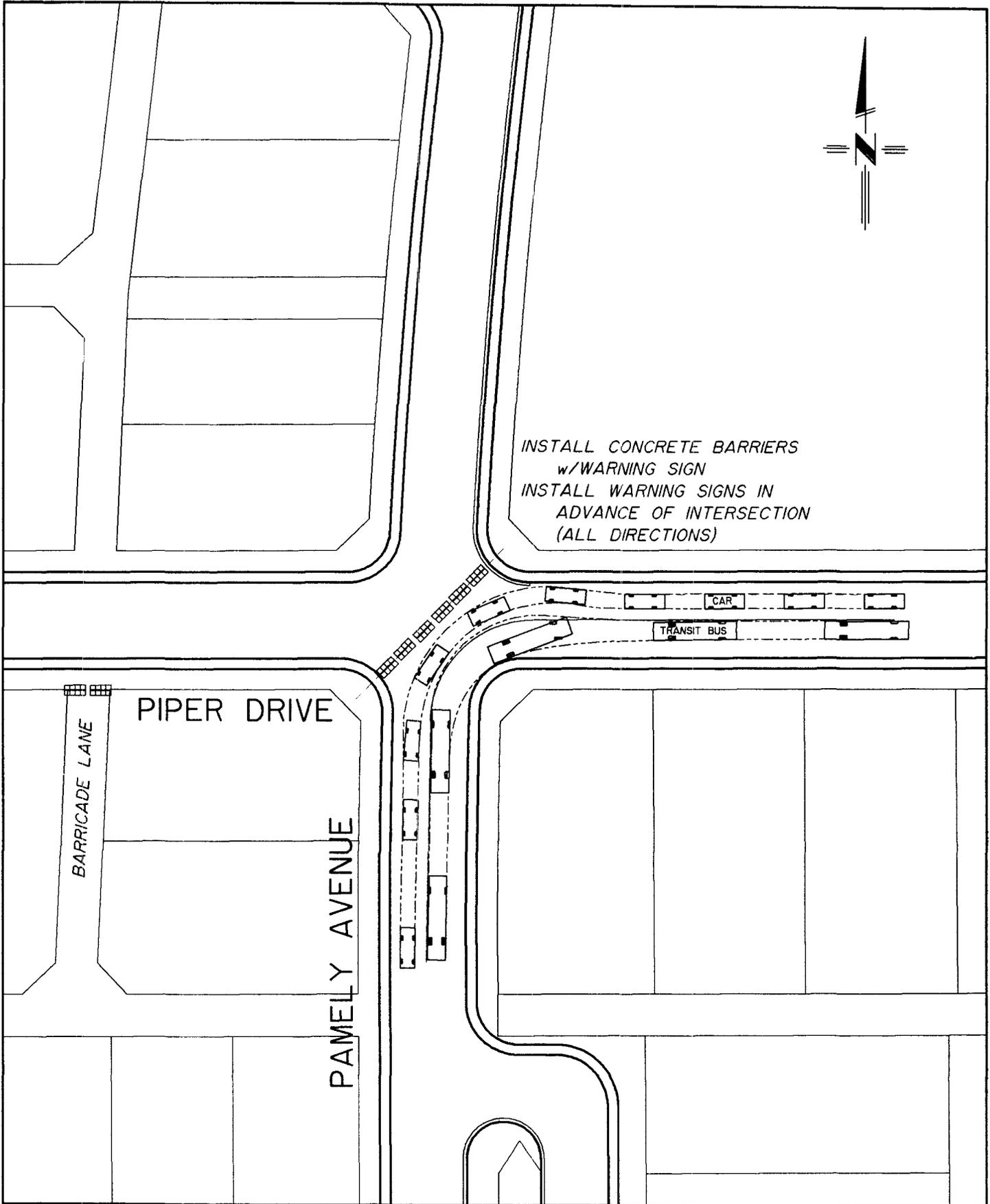
PINES SUBDIVISION
OVERALL LOCATION PLAN

ENGINEER
DRAWING NO.

1



INSTALL CONCRETE BARRIERS
w/WARNING SIGN
INSTALL WARNING SIGNS IN
ADVANCE OF INTERSECTION
(ALL DIRECTIONS)



BARRICADE LANE

PIPER DRIVE

PAMELEY AVENUE

CAR

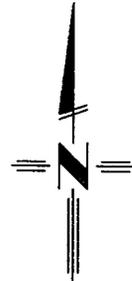
TRANSIT BUS

DRAWN BY:
I.W.W.
DATE:
MAR. 1995
SCALE:
1:750

THE CITY OF RED DEER
ENGINEERING DEPARTMENT
**PIPER DRIVE & PAMELEY AVENUE
TEMPORARY
INTERSECTION CONSTRUCTION**

APPROVED BY:
ENGINEER
DRAWING NO.
2

REVISION



INSTALL LANDSCAPED MEDIAN

MOVING VAN

TRANSIT BUS

PIPER DRIVE

BARRICADE LANE

PAMELY AVENUE

DRAWN BY:

I.W.W.

DATE:

MAR. 1995

SCALE:

1:750

THE CITY OF RED DEER
ENGINEERING DEPARTMENT

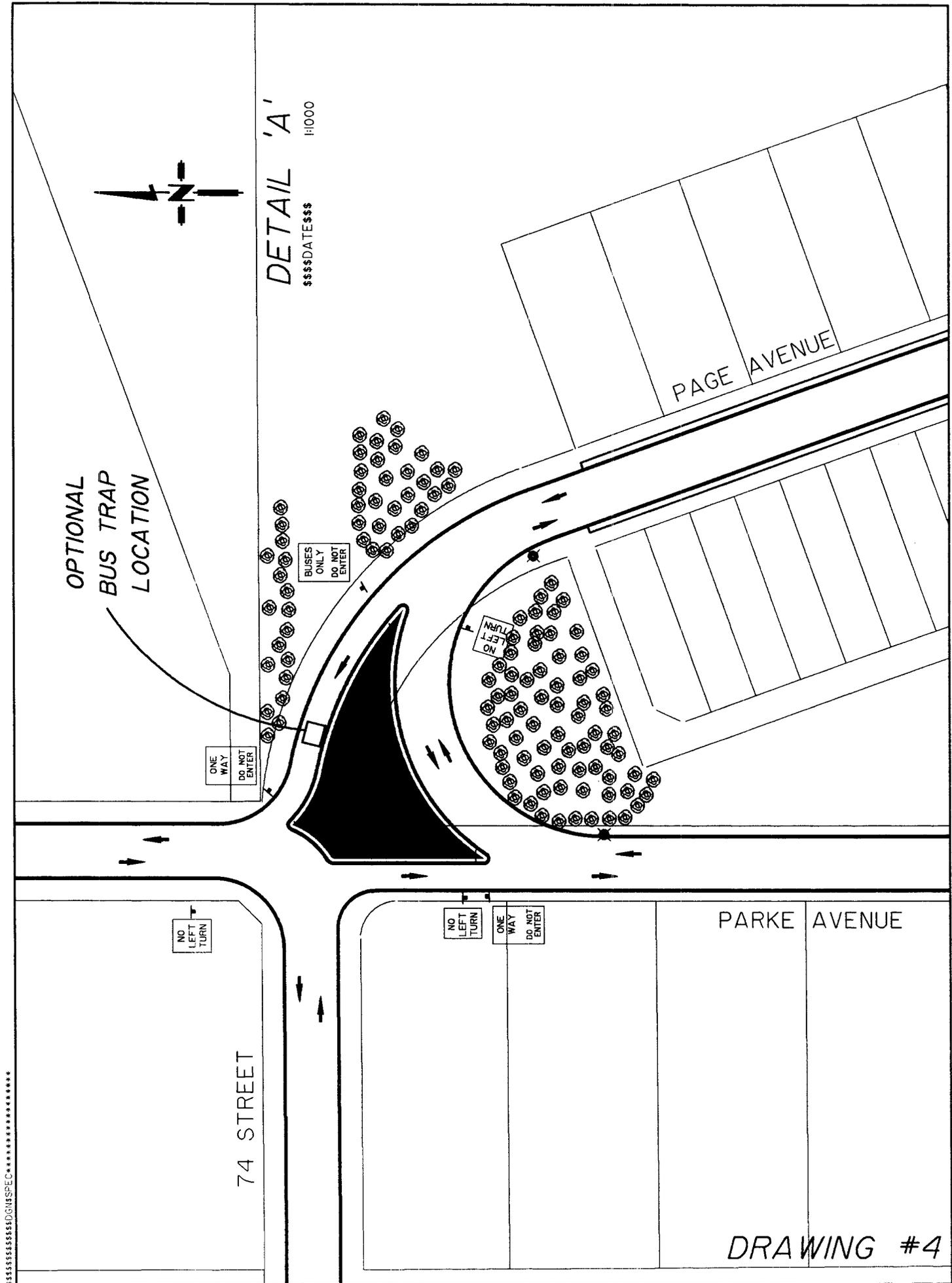
PIPER DRIVE @ PAMELY AVENUE
PERMANENT
INTERSECTION CONSTRUCTION

APPROVED BY:

ENGINEER
DRAWING NO.

3

REVISION



DETAIL 'A'

1:1000

\$\$\$\$DATE\$\$\$

OPTIONAL
BUS TRAP
LOCATION

PAGE AVENUE

PARKE AVENUE

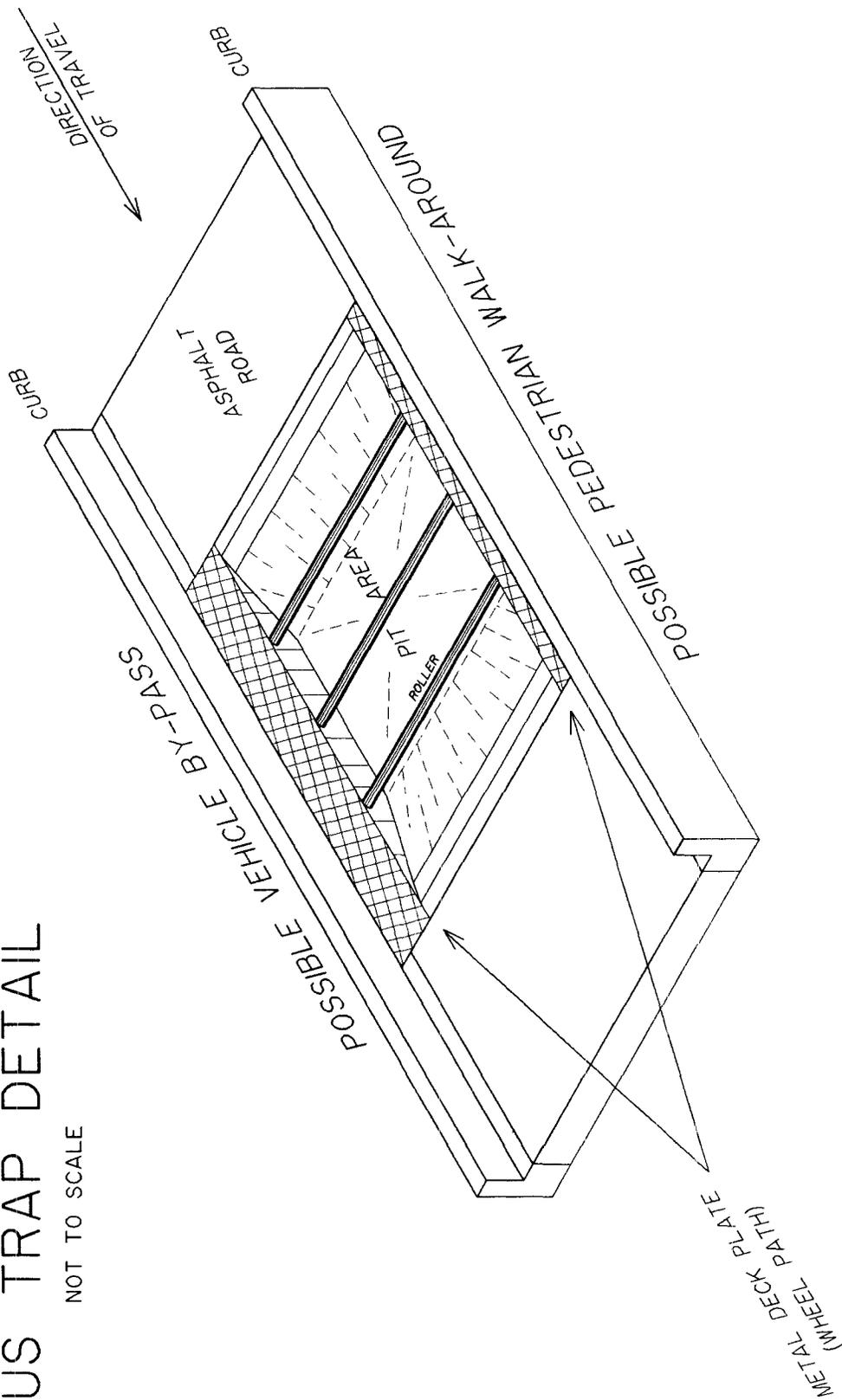
74 STREET

DRAWING #4

\$\$\$\$\$\$\$\$\$\$\$DGN\$SPEC\$*****

BUS TRAP DETAIL

NOT TO SCALE



RED DEER REGIONAL PLANNING COMMISSION

2830 Bremner Avenue
Red Deer, Alberta
T4R 1M9

Telephone: (403) 343-3394
Fax: (403) 346-1570

MEMORANDUM

Mar 17 1995

DATE: March 10, 1995

TO: Ken Haslop
Engineering Department Manager

FROM: Paul Meyette, Principal Planner

RE: Report on Traffic in the Pines Subdivision

*Ken
file for now.*

Thank you for a draft copy of your report dated March 3, 1995. I have the following comments.

- Page 1** In the first note you indicate that combining items 4 and 5 would indicate support for re-construction of the North end of Page Avenue. Can you combine the votes on items 4 and 5 or are they the same people that were voting?
- Page 2** No comments
- Page 3** It is unclear in the final paragraph where the budget would come from to construct the permanent lane barrier should it be acceptable.

What kind of hazard would a temporary barrier create for traffic?

OVERALL COMMENTS

The original resolution by Council sought to resolve a request concerning the Phelan Crescent lane closure. The installation of a diverter as proposed in the report would not solve this original complaint. In fact, it may worsen the problem. The diverter solution would only solve the commercial traffic problem on Piper and Pameley.

Planning staff suggest that another public discussion be held. In view of the conflicting views within the community, a public meeting format may be most appropriate. We are concerned about expending any further funds unless a consensus is reached within the community.



Paul Meyette, ACP, MCIP
Principal Planner, City Section

PM/sdd

RPC - 5.331

DATE: March 7, 1995 MAR - 8 1995
TO: KEN HASLOP
Engineering Department Manager
FROM: DON BATCHELOR
Recreation, Parks & Culture Manager
RE: TRAFFIC IN THE PINES SUBDIVISION

*Ken
file.*

I support the recommendations outlined in your March 3, 1995 draft report to City Council. The test/pilot recommendation, including temporary barriers at Pameley Avenue and Piper Drive, may illustrate the effectiveness and public satisfaction with this alternative.

If this solution proves to be acceptable, we will work with your staff in designing a permanent barrier, complete with landscaping, at this intersection.

With respect to Parker Avenue and 74 Street, these improvements will require the relocation of some trees, which can be accommodated with a large tree spade.



DON BATCHELOR

:ad

- c. Ed Morris, Recreation Development Superintendent
Ron Kraft, Parks Construction/Maintenance Superintendent

DATE: 6 March 1995 **MAR - 9 1995**

TO: Ken Haslop
Engineering Services

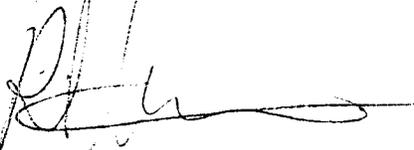
FROM: Bylaws and Inspections Manager

RE: **TRAFFIC IN THE PINES SUBDIVISION**

~~Ken~~
file

In response to your memo of March 3, 1995 regarding the above referenced matter, we wish to advise that we have no comments at this time.

Yours truly,



R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

RS/vs

M e m o r a n d u m

MAR 14 1995

Date: March 14, 1995
 To: Engineering Department Manager
 From: Transit Manager
 RE: **TRAFFIC IN THE PINES SUBDIVISION**

*UKer
Eira - file for
now*

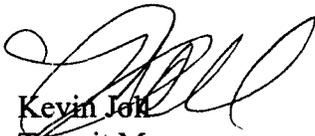
After consideration the Transit Department has noted the following concerns, comments and required action to work with your proposed changes for roadways in the Pines Subdivision.

- Curbing at the north east and south east corners of Piper Drive and Pamily will need to be cut for accessibility. Current zone location is on Low-Floor Accessible Bus Route.
- Removal of transit zones on Pamily @ Piper Drive, Patterson Crescent, and Page Avenue. These zones would remain commissioned and bagged out of service until final decisions have been made. The biggest concerns with these removals, are that customers living in the Pines Lodge will have to cross the street to board the bus. We also recognize that the walking distance for customers in the north west corner of Patterson Crescent will be increased by 225 meters for a total of 400 meters walking distance to a transit zone. As mentioned in a previous report, the average number of customers affected by the change would be 27 people per day.
- Removal and placement of one (1) City owned transit shelter from the north east corner of Pamily Avenue @ Piper Drive to the boulevard area on Pamily Avenue 60 meters south of Pamily Avenue and Piper Drive. This location increases the walking distance for customers living in the Pines Lodge, but is better suited to shelter placement than the easement area beside the home on the south east corner of Piper Drive and Pamily Avenue. This location would have to be excavated in order for the shelter to be level and not an eyesore. As well, when possible, the Department places zones where there is the least effect to home owners.
- Placement of two (2) new commissioned zones; same location as City owned shelter above, and on Page Avenue immediately across the street from the Pines School by the green belt. It is worth noting, that following current route direction, the entire roadway of Piper Drive is not conducive to zone placement as all of the homes between Pamily Avenue and Page Avenue face onto Piper Drive. Zone placement under this type of situation is not usually positive. We would recommend not placing a zone on Piper Drive at this time.

- Route timing indicates that there will be a very slight increase in time, but generally does not appear to be a concern.

SUMMARY

We see little difficulty in changing the transit route in the Pines Subdivision with some concerns regarding accessibility and additional walking distance for customers living in the Pines Lodge, and the additional walking distance for customers at the northern end of Patterson Crescent.



Kevin Jón
Transit Manager

Kj/slm

- c. Director of Community Services

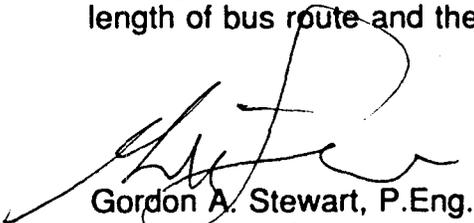
PATH: gord\memos\pines.trf
MASTERFILE: 1980.326

DATE: March 15, 1995 MAR 16 1995
TO: Engineering Services Manager
FROM: Public Works Manager
RE: **PINES SUBDIVISION TRAFFIC PROBLEM**

*Ken
file*

We support the recommendation for a temporary diagonal closure of the Pameley Avenue and Piper Drive intersection.

We do, however, have some concerns. If Transit is diverted onto Piper Drive, we are concerned that the existing pavement structure may not be able to take the additional loading. We also anticipate there will be additional snow and ice costs due to the extra length of bus route and the fact we can not plow along Piper Drive.



Gordon A. Stewart, P.Eng.
Public Works Manager

/blm



Royal Gendarmerie
Canadian royale
Mounted du
Police Canada

Security Classification / Designation
Classification / Désignation sécuritaire

Protected "A"

RED DEER CITY R.C.M.POLICE
Bag 5033
RED DEER, Alberta
T4N 6A1

Your file Votre référence

Our file Notre référence

March 16, 1995

CITY OF RED DEER
Engineering Department
4914 - 48 Avenue
RED DEER, Alberta

MAR 20 1995

*Ken
Eva - file*

ATTN: Ken G. HASLOP, P. Eng.

Dear Sir:

RE: TRAFFIC IN THE PINES SUBDIVISION

In review of your proposals, please be advised that the temporary intersection construction on Piper Drive at Pamelly Avenue is certainly worth trying. I see no problems from a Police perspective.


(R.L. JULYAN) S/Sgt. for
(G.G.S. SUTTON) Insp.
Red Deer City Detachment

/cf

DATE: March 8, 1995
TO: Ken Haslop
Engineering Department Manager
FROM: Fire Chief
RE: TRAFFIC IN THE PINES SUBDIVISION

*Ken
file*

Our department's position has not changed with respect to the various options put forth to control traffic in the Pines.

The proposal to install a traffic diverter is not favoured by our department as it could increase response times by 4 - 5 minutes should principal access points to the subdivision become blocked due to traffic congestion, a motor vehicle accident, or a utility problem.

I recognize that your department is as frustrated as anyone regarding this on-going problem, and I would support your proposal to implement the diverter on a trial basis, but ensuring that the residents are aware that this could have an impact on emergency vehicle response times.



R. Oscroft
Fire Chief

RO/dd

COMMENTS:

Concur with recommendation of the Engineering Department Manager.

"G. SURKAN"
Mayor

"M.C. DAY"
City Manager

COUNCIL MEETING OF APRIL 24, 1995

ATTACHMENT TO REPORT ON OPEN AGENDA

**RE: TRAFFIC IN PINES SUBDIVISION
PETITION FROM LINDA COUTTS AND
MICHELLE ROTH**

APR 13 1995

April 11, 1995

Dear Mr. Ken Haslop:

Please find enclosed a copy of the petition opposing the removal of the barriers at the north end of Page Avenue.

As concerned mothers we surveyed the 63 homes on Page Avenue and we have 80 signatures supporting the petition. In speaking with our neighbors all 80 people are in favor of the barriers being permanent. We hope you will keep this petition on file for future reference.

Yours truly,

Linda Coutts (343-1984)

Michelle Roth (342-4652)

We the undersigned residents of the Pines do not support the temporary removal of the barriers at the north end of Page Avenue.

NAME	ADDRESS	SIGNATURE
Michelle Roth	65 Page Ave.	Michelle Roth
Jerome Roth	65 Page Ave.	Jerome Roth
MAY MISCHKE	109 Page	M. Mischke
Cathy Elliott	105 Page Ave	C. Elliott
Bonnie Mucke	97 Page Ave	B. Mucke
Michael Mucke	97 Page Ave	M. Mucke
Donna Campbell	93 Page Ave.	Donna Campbell
Jim Berry	85 Page Ave	Jim Berry
Lee PURNELL	77 Page Ave	L. Purnell
Gary Bateson	69 Page Ave	Gary Bateson
CLARE BATESON	69 Page Ave	Clare Bateson
PAT PELLETIER	57 Page Ave	P. Pelletier
ARBY WILKINS	57 Page Ave	Arby Wilkins
Lori Wilkins	53 Page Ave.	Lori Wilkins
Colleen Petryshyn	49 Page Ave	Colleen Petryshyn
Hollis E. Homan	45 Page Ave	Hollis E. Homan
DON EHMANN	" " "	D. Ehmman
HAL CARSON	33 PAGE AVE	H. Carson
Jinda Carson	33 Page Ave.	Jinda Carson
Gene Wang	29 Page Ave	Gene Wang
Tom Wang		Tom Wang
Cindy Wallace	25 Page Ave.	Cindy Wallace
Ribby Szarka	17 Page Ave	R. Szarka
Gary Buchberger	17 Page Ave	G. Buchberger
Margaret Wilkins	31 Page Ave	M. Wilkins
Garry Wilkins	37 Page Ave	Garry Wilkins
Jason Wilkins	37 Page Ave	Jason Wilkins
Dolores Bates	81 Page Ave.	Dolores Bates

We the undersigned residents of the Pines do not support the temporary removal of the barriers at the north end of Page Avenue.

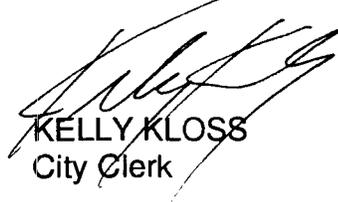
NAME	ADDRESS	SIGNATURE
Bill Summers	18 Page Ave	Bill Summers
Ellen Biland	20 Page Ave	Ellen Biland
Garry Biland	20 Page Ave	Garry Biland
Grace Maetche	22 Page Ave	Grace Maetche
Samy Maetche	22 Page PAGE AVE	Samy Maetche
Paul Hoek	24 Page	Paul Hoek
Bill	30 PAGE	KAROLEE JENSEN
Morrene Dupuis	40 Page	Morrene Dupuis
Bill Dupuis	40 Page	Bill Dupuis
John R. Stoyberg	42 PAGE	John R. Stoyberg
JEANNE STOYBERG #	42 - PAGE AVENUE	Jeanne Stoyberg
Bill Englund	46 Page Ave	Bill Englund
Donald Ottosen	48 Page Ave.	Donald Ottosen
Linda Ottosen	48 Page Ave.	Linda Ottosen
Bob Brewer	54 Page Ave	Bob Brewer
Douglas Larson	58 Page Ave	Douglas Larson
Bernard Malter	68 Page Ave.	Bernard Malter
Jeanne Quirico	68 PAGE AVE	JEANNIE QUIRICO
Lora Pines	72 Page Ave	Lora Pines
Kathy Nelson	80 Page Ave	Kathy Nelson
Shane Thomas	82 Page Ave.	Shane Thomas
Kenneth Thomas	82 Page Ave.	Kenneth Thomas
JOHN COUTTS	72 PAGE AVE	John Coutts
Linda Coutts	78 Page Ave	Linda Coutts
Jimmy McBan	26 Page Ave	Jimmy McBan
Bill Mermon	36 page AVE	Bill Mermon
John Malter	51 PAGE AVE	John Malter

DATE: APRIL 25, 1995
TO: ENGINEERING DEPARTMENT MANAGER
FROM: CITY CLERK
RE: TRAFFIC IN THE PINES SUBDIVISION

At the Council Meeting of April 24, 1995, consideration was again given to the traffic situation in the Pines Subdivision. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Engineering Department Manager dated March 27, 1995, re: Traffic In The Pines Subdivision, hereby agrees to leave the current situation as is, and as presented to Council April 24, 1995."

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


KELLY KLOSS
City Clerk

KK/clr

cc: Principal Planner



THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 25, 1995

Mr. Glen LaBuc, President
Pines Community Association
c/o 164 Pamelly Avenue
Red Deer, Alberta
T4P 1J2

Dear Mr. LaBuc:

RE: TRAFFIC IN THE PINES SUBDIVISION

At The City of Red Deer's Council Meeting held Monday, April 24, 1995, consideration was again given to the above topic and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Engineering Department Manager dated March 27, 1995, re: Traffic In The Pines Subdivision, hereby agrees to leave the current situation as is, and as presented to Council April 24, 1995."

The decision of Council in this instance is submitted for your information. Council does acknowledge the many different opinions relative to a solution to traffic concerns in the Pines Subdivision and in this regard thanks you for your time and effort in bringing forth your views and that of many other Pines residents.

If you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Sincerely,

KELLY KLOSS
City Clerk

KK/clr

cc: Engineering Department Manager



*a delight
to discover!*



THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 25, 1995

Ms. Michelle Roth
65 Page Avenue
Red Deer, Alberta
T4P 1J7

Dear Madam:

RE: TRAFFIC IN THE PINES SUBDIVISION

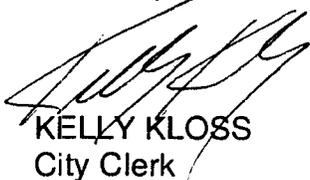
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If you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Sincerely,



KELLY KLOSS
City Clerk

KK/clr

cc: Engineering Department Manager



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**THE CITY OF RED DEER**

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 25, 1995

Ms. Joan Davidson
39 Patterson Crescent
Red Deer, Alberta
T4P 1J4

Dear Ms. Davidson:

RE: TRAFFIC IN THE PINES SUBDIVISION

At The City of Red Deer's Council Meeting held Monday, April 24, 1995, consideration was again given to the above topic and at which meeting the following resolution was passed:

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If you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Sincerely,

KELLY KLOSS
City Clerk

KK/clr

cc: Engineering Department Manager



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THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 25, 1995

Ms. Judy Davies
18 Patterson Crescent
Red Deer, Alberta
T4P 1J5

Dear Ms. Davies:

RE: TRAFFIC IN THE PINES SUBDIVISION

At The City of Red Deer's Council Meeting held Monday, April 24, 1995, consideration was again given to the above topic and at which meeting the following resolution was passed:

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If you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Sincerely,

KELLY KLOSS
City Clerk

KK/clr

cc: Engineering Department Manager



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THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 25, 1995

Ms. Linda Coutts
78 Page Avenue
Red Deer, Alberta
T4P 1J8

Dear Ms. Coutts:

RE: TRAFFIC IN THE PINES SUBDIVISION

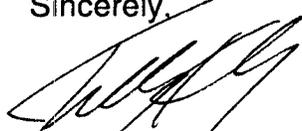
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Sincerely,



KELLY KLOSS
City Clerk

KK/clr

cc: Engineering Department Manager



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to discover!*



THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 26, 1995

Mr. Joseph Benoit
91 Phelan Crescent
Red Deer, Alberta
T4P 1S9

Dear Mr. Benoit:

**RE: TRAFFIC IN THE PINES SUBDIVISION
PHELAN CRESCENT - LANE CLOSURE PETITION**

Further to my letter of June 22, 1994 outlining City Council's intent to review the traffic in the Pines Subdivision, please be advised as follows.

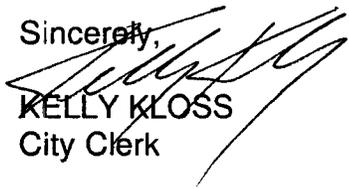
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If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,


KELLY KLOSS
City Clerk

KK/clr

cc: Engineering Department Manager



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THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 26, 1995

Ed and Ruth Smith
59 Phelan Close
Red Deer, Alberta
T4P 1J9

Dear Mr. & Mrs. Smith:

**RE: TRAFFIC IN THE PINES SUBDIVISION
PHELAN CRESCENT - LANE CLOSURE PETITION**

Further to my letter of June 22, 1994 outlining City Council's intent to review the traffic in the Pines Subdivision, please be advised as follows.

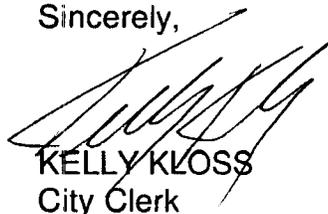
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If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



KELLY KLOSS
City Clerk

KK/clr

cc: Engineering Department Manager



*a delight
to discover!*

8
PUBLIC HEARINGS

NO. 1

DATE: April 18, 1995
TO: City Council
FROM: City Clerk
RE: LAND USE BYLAW AMENDMENT 2672/L-95

A Public Hearing has been advertised in regard to the above noted Land Use Bylaw Amendment. The Public Hearing is scheduled to be held in the Council Chambers on Monday, April 24, 1995, commencing at 7:00 p.m. or as soon thereafter as Council may determine.

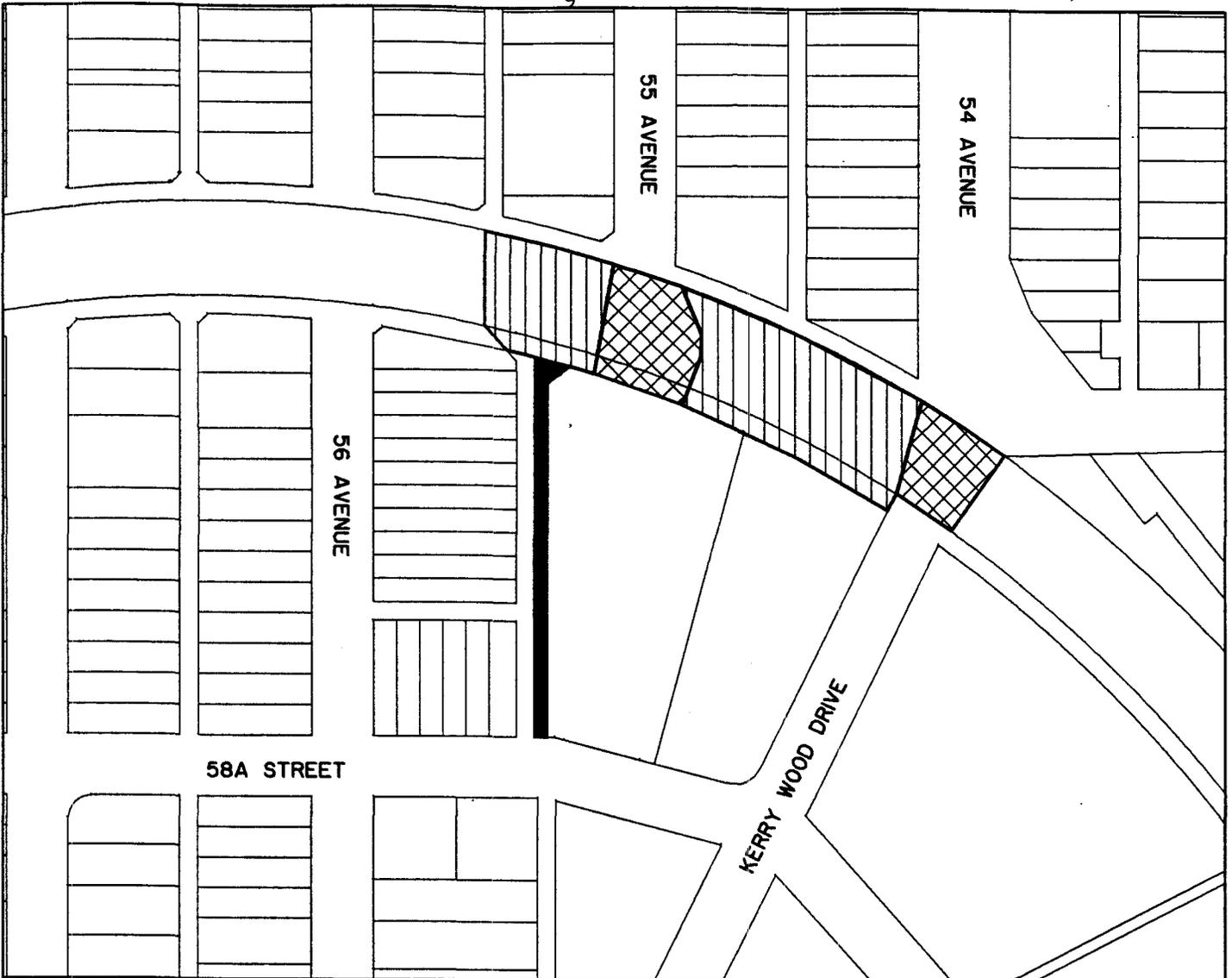
Land Use Bylaw Amendment 2672/L-95 provides for the rezoning of Area 7 of the CPR Right-of-Way Redevelopment Plan from I1 to R2 and Road and from Lane to R3 D-216.

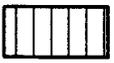
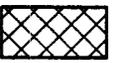
Following the Public Hearing, Council may choose to give the Bylaw amendment 2nd & 3rd readings.



Kelly Kloss
City Clerk

KK/ds



Change from II to R2  and Road 

Change from Lane to R3D216 



WHERE AS:

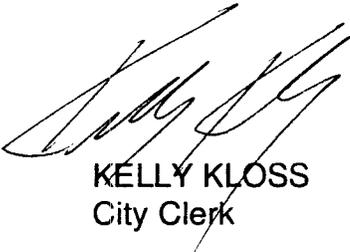
- R2 - Residential (General) District
- II - Industrial (Business) District
- R3 - Residential (Multi-family) District
- D216 - Density

DATE: APRIL 25, 1995
TO: PRINCIPAL PLANNER
FROM: CITY CLERK
RE: LAND USE BYLAW AMENDMENT 2672/L-95

At the Council Meeting of April 24, 1995, a Public Hearing was held with respect to the above noted Land Use Bylaw Amendment, following which same received second and third readings. A copy of this Land Use Bylaw Amendment is attached hereto.

Bylaw 2672/L-95 provides for the rezoning of Area 7 of the CPR Right-Of-Way Redevelopment Plan from I1 to R2 and Road, and from Lane to R3 D-216.

Please provide this office with the revised Land Use Bylaw pages for circulation and inclusion in the Consolidated Copy of the Land Use Bylaw.



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Director of Development Services
Director of Community Services
Recreation, Parks and Culture Manager
Land and Economic Development Manager
Bylaws and Inspections Manager
E. L. & P. Manager
Fire Chief
City Assessor
Council and Committee Secretary, S. Ladwig

NO. 2

DATE: April 18, 1995
TO: City Council
FROM: City Clerk
RE: PUBLIC HEARING/ROAD CLOSURE BYLAW 3129/95

A Public Hearing has been advertised in regard to Road Closure Bylaw 3129/95, to be held in the Council Chambers of City Hall on Monday, April 24, 1995, commencing at 7:00 p.m., or as soon thereafter as Council may determine.

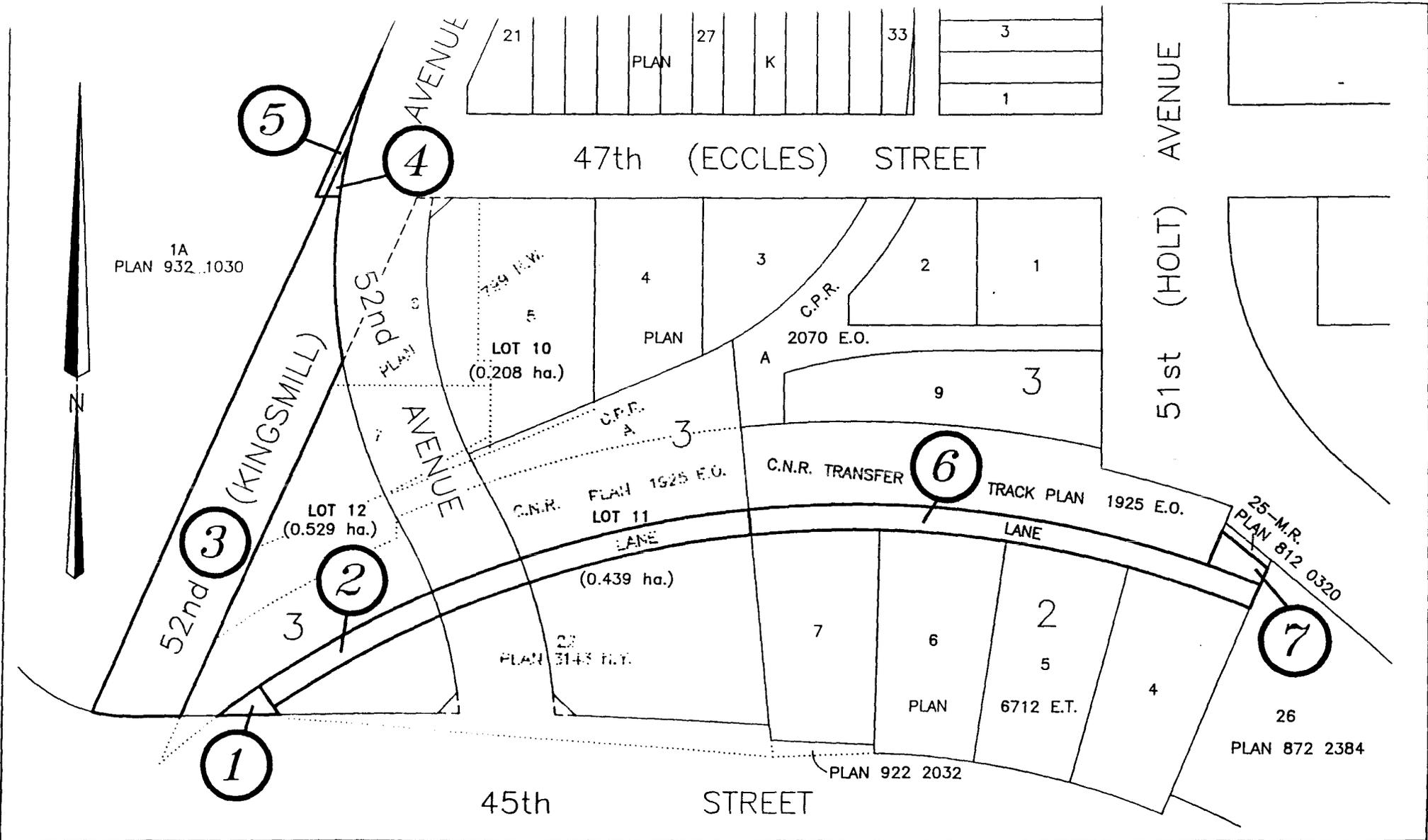
Road Closure Bylaw 3129/95 provides for realignment of 52 (Kingsmill) Avenue for the Major Continuous Corridor Project.

The preceding Bylaw may be given second and third readings following the Public Hearing.



Kelly Kloss
City Clerk

KK/ds



1A
PLAN 932 1030



5

4

3 (KINGSMILL)

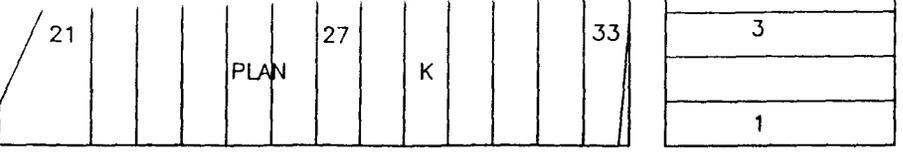
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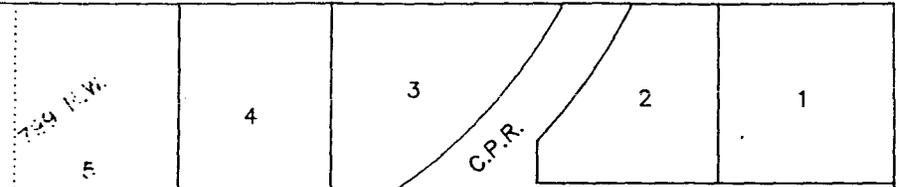
7

52nd AVENUE
(KINGSMILL)



47th (ECCLES) STREET

51st (HOLT) AVENUE



LOT 10
(0.208 ha.)

C.N.R. TRANSFER
PLAN 1925 E.O.
LOT 11

C.N.R. TRANSFER
TRACK PLAN 1925 E.O.

LOT 12
(0.529 ha.)

(0.439 ha.)

PLAN 3145 E.T.

PLAN 6712 E.T.

25-M.R.
PLAN 812 0320

26
PLAN 872 2384

45th STREET

PLAN 922 2032

DATE: APRIL 26, 1995
TO: LAND AND ECONOMIC DEVELOPMENT MANAGER
FROM: CITY CLERK
RE: ROAD CLOSURE BYLAW 3129/95

At the Council Meeting of April 24, 1995, Road Closure Bylaw 3129/95 was given second and third readings by Council, following the Public Hearing. Attached hereto is a certified copy of the above noted Road Closure Bylaw.

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



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Director of Development Services
Principal Planner
City Assessor
E. L. & P. Manager
Bylaws and Inspections Manager
Council and Committee Secretary, S. Ladwig

NO. 1

DATE: April 5, 1995
TO: Al Wilcock, Director of Corporate Services
FROM: Norm Ford, Tax Coordinator
RE: BUSINESS TAX DISCOUNTS

There were 769 businesses that took advantage of the discount for early payment. This represents 39% of the total number of business tax accounts. The amount of the discount was \$18,874.66, which was charged to G.L. Account #2-1999-0000-817.

If you require any further information, please advise.



Norm Ford
Tax Coordinator

NF/ngl

c.c. City Assessor

COMMENTS:

This is presented for Council's information. It would appear with a 39% participation rate that this is an option that businesses have appreciated and would like to see continued in the future.

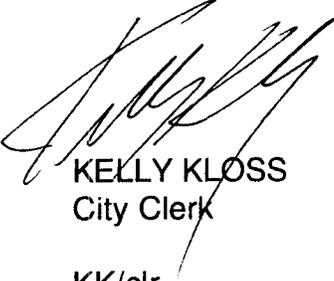
"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: APRIL 25, 1995
TO: DIRECTOR OF CORPORATE SERVICES
FROM: CITY CLERK
RE: BUSINESS TAX DISCOUNTS

At the Council Meeting of April 24, 1995, consideration was given to the report from the Tax Coordinator dated April 5, 1995, concerning the above. Said report was received as information.

Thank you for providing this information to Council.



KELLY KLOSS
City Clerk

KK/clr

cc: City Assessor
Tax Coordinator

NO. 2

DATE: April 13, 1995

TO: Kelly Kloss, City Clerk

FROM: Alan Scott, Land and Economic Development Manager

RE: **SALE OF PART OF LANE TO ALAN AND EUGENE WATSON
LANE CLOSURES AND CONSOLIDATIONS
IN THE PROPOSED SUBDIVISION OF 55 AVENUE AND C & E NO. 1**

Due to the sale of part of the lane and consolidation of lanes with adjacent lots, it is necessary in order to facilitate this new plan of subdivision, to request the following lane closures to be approved by bylaw. Attached is a sketch indicating the areas involved.

Lane Closures

1. All that portion of Lane as shown on Plan 7604 S lying within Lot 29, Block 17, Plan _____, containing 0.025 hectares more or less.
2. All that portion of Lane as shown on Plan 5622 HW lying within Lot 18, Block 14, Plan _____, containing 0.001 hectares more or less.
3. All that portion of Lane as shown on Plan 7604 S lying within Lot 27, Block 17, Plan _____, containing 0.024 hectares more or less.
4. All that portion of Lane as shown on Plan 3051 HW lying within Lot 27, Block 17, Plan _____, containing 0.024 hectares more or less.
5. All that portion of Lane as shown on Plan 7604 S lying within Lot 19, Block 14, Plan _____, containing 0.022 hectares more or less.
6. All that portion of Lane as shown on Plan 2800 AJ lying within Lots 20 and 21, Block 13, Plan _____, containing 0.050 hectares more or less.
7. All that portion of Lane as shown on Plan 564 KS lying within Lot 20, Block 13, Plan _____, containing 0.003 hectares more or less.

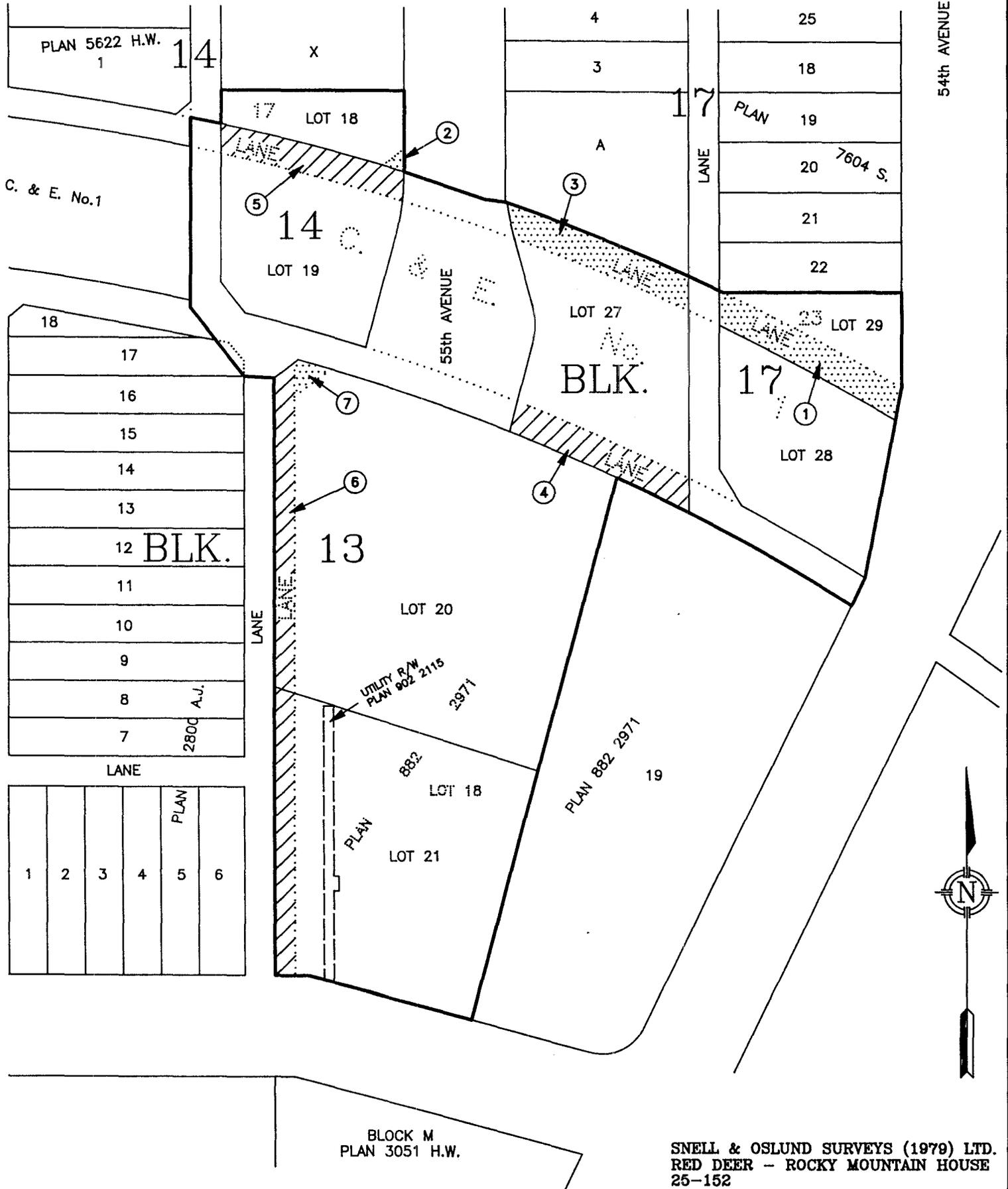
RECOMMENDATION

We recommend that City Council approve the above lane closures.


Alan V. Scott
PAR/mm
Att.

LANE ~~ROAD~~ CLOSURES

14



SNELL & OS Lund SURVEYS (1979) LTD.
RED DEER - ROCKY MOUNTAIN HOUSE
25-152

DATE: APRIL 25, 1995

TO: LAND AND ECONOMIC DEVELOPMENT MANAGER

FROM: CITY CLERK

**RE: SALE OF PART OF LANE TO ALAN AND EUGENE WATSON
LAND CLOSURES AND CONSOLIDATIONS IN THE PROPOSED
SUBDIVISION OF 55 AVENUE AND C & E NO. 1
ROAD CLOSURE BYLAW 3133/95**

At the Council Meeting of April 24, 1995, consideration was given to your report dated April 13, 1995 concerning the above topic, and at which meeting first reading was given to Road Closure Bylaw 3133/95, a copy of which is attached hereto.

A Public Hearing will be held for this Bylaw on June 5, 1995, provided this meeting is not cancelled. If it is determined that this meeting is to be cancelled, the Public Hearing will then be held on June 19, 1995 at 7:00 p.m., or as soon thereafter as Council may determine.

The advertising for this Bylaw will take place on May 5, 1995 and May 12, 1995.

Trusting you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Council and Committee Secretary, S. Ladwig

DATE: April 13, 1995

TO: KELLY KLOSS
City Clerk

FROM: ROGER CLARKE, Chairman
Red Deer and District FCSS Board

RE: SOCIAL POLICY

The Red Deer and District FCSS Board met on April 8 where the attached memo and report from Colleen Jensen, Social Planning Manager, were discussed. You will note that the report addresses concern regarding the lack of formalized provincial direction regarding social policy. The report further indicated that such a policy and support legislation should be developed by the Province in consultation with municipalities.

The Board passed the following resolution in regard to the report.

"That the Red Deer and District FCSS Board forward a copy of the report on the development of social policy to all its member councils as background, with the recommendation that the councils of the six participating municipalities send a letter to the Province requesting that a comprehensive provincial social policy framework and support legislation be developed in cooperation with municipalities, specifically defining mandates, guidelines, roles and resources."

RECOMMENDATION:

That Council for the City of Red Deer send a letter to the Minister of Family and Social Services requesting that a comprehensive provincial social policy framework and support legislation be developed in cooperation with municipalities specifically defining mandates, guidelines, roles and resources.

A similar recommendation has been sent to each of the participating municipalities in the Red Deer and District FCSS Program.



ROGER D. CLARKE, Chairman
Red Deer and District FCSS Board

:kt
Enc.

c. Lowell Hodgson, Director of Community Services



May 3, 1995

The Honourable Mike Cardinal
Minister of Family and Social Services
104 - Legislature Building
10800 - 97 Avenue
Edmonton, Alberta
T5K 2B6

Dear Minister Cardinal:

Over the past years, The City of Red Deer has written several letters to you regarding concerns about changes to Family and Community Support Services and other social programs. As a municipality, we have taken a proactive approach to change and have often put forward our thoughts on working with other levels of government to meet needs in a way that is beneficial to all.

As we move into 1995 and look ahead to 1996, our Council is becoming increasingly concerned with the uncertainty around social programs and their respective funding. Recent announcements regarding the elimination of the Canada Assistance Plan are particularly alarming.

At the April 24 meeting of Red Deer City Council, we discussed a report regarding social policy, put forward by the Red Deer and District Family and Community Support Services Board. The report was based on a discussion paper from the Inter-City Task Force on Social Policy. Highlights included a bit of history along with thoughts on "who is in the best position to do what" in ensuring human service systems in Alberta are effective, efficient and complementary in meeting the needs of all citizens. The need for strong leadership from the Province, in cooperation with municipalities, was specifically detailed.

The major issue, from a municipal perspective, Mike, is the need for the Province to develop a comprehensive social policy and support legislation. The focus should be the definition and clarification of mandates, guidelines, roles and resources. Municipalities feel strongly that we could work in collaboration with your department to establish such policy and legislation and would therefore come up with the best solutions for all concerned.

...../2

THE CITY OF RED DEER

Box 5008, Red Deer, Alberta, Canada T4N 3T4 Telephone: (403) 342-8155 Fax: (403) 346-6195

The Honourable Mike Cardinal
April 28, 1995
Page 2

Council passed a formal resolution requesting that a social policy and support legislation be developed as noted above. Other municipalities in the Red Deer and District FCSS program are also supportive of such an initiative.

On behalf of all of these municipalities I would ask that you give serious consideration to our request. In tough economic times and in times of tremendous change, we must work together to be effective. Municipalities cannot act alone. I believe it is crucial that the Province take a leadership position on this issue to ensure Alberta-wide consistency, a dedicated and adequate funding base and a clear definition of roles.

We look forward to your response and the opportunity to work together for all Albertans.

Sincerely,


GAIL SURKAN
Mayor

- c. Kelly Kloss, City Clerk, The City of Red Deer
Lowell Hodgson, Director of Community Services, The City of Red Deer
The Honourable Stockwell Day, MLA, Red Deer North
Victor Doerksen, MLA, Red Deer South

DATE: - April 6, 1995
TO: FCSS BOARD
FROM: COLLEEN JENSEN
Social Planning Manager
RE: SOCIAL POLICY

As you may recall, Red Deer has participated for several years in an inter-city group that examines social policy. It was initiated specifically to deal with School Age Child Care in the province and then moved to a much broader perspective. Jason Volk has been aldermanic representative for two years, along with me as the City's administrative representative.

There are substantial changes at the provincial level to funding for Family and Community Support Services and to the delivery system for services to children. At the federal level, announcements have been made regarding changes to transfer payments which will undoubtedly affect the current social safety net. The full impact at the municipal government level is unknown at this time.

As a result, the Inter-City Task Force on Social Policy (ICTF) has had considerable discussion about the role of municipalities in ensuring adequate services, relating to social issues. Attached is a report based on the circulation of a "discussion paper" to ICTF members. The report outlines thoughts regarding the need to clearly define the role of provincial and municipal levels of government in social programming.

The Province currently has no specific social policy framework, as it relates to preventive or mandated social services. The ICTF members believe that such a policy, as well as support legislation, is essential to ensure the best possible service to Albertans. Further, it would allow all players, and in particular municipalities, to plan more effectively because of clearly understood roles.

Given that there will be significant impacts on municipalities, it would seem advisable for municipalities to request the Province to prepare a social policy in cooperation with municipalities.

RECOMMENDATION:

That the Red Deer and District FCSS Board forward a copy of the report on the development of social policy to City Council as background, and further it is recommended that Council for the City of Red Deer send a letter to the Province requesting that a comprehensive provincial social policy framework and support legislation be developed in cooperation with municipalities, specifically defining mandates, guidelines, roles and resources.



COLLEEN JENSEN
Social Planning Manager

CJ:kt

DEVELOPING A SOCIAL POLICY FRAMEWORK AND SUPPORT LEGISLATION THROUGH PROVINCIAL/MUNICIPAL PARTNERSHIPS

Preamble:

Governments at all levels develop policies to give direction, define boundaries, and sanction initiatives and activities in areas of mutual interest. Many different and diffuse forces such as growth, economic development and social well-being drive the need for changes to policy or the inauguration of new policy. In addition, social policy in Alberta should reflect the interaction between federal, provincial and local jurisdictions as well as the views of non-government organizations and citizens.

The Provincial and Federal Governments have been primarily responsible for social service planning, delivery and funding during the last 25 years. Within this time span, Alberta municipalities have played important roles in preventive services. Some specific human service frameworks have been developed. For example, municipal policies relate to such areas as special needs transportation, low-income housing, promotion and access to supplementary child care and support for non-profit social service agencies. Municipalities have not, however, developed comprehensive social policies in the same manner as they have adopted master transportation plans, emergency services plans or city-wide development policies.

What is eminently clear in 1995, in a confusing and turbulent social/economic environment, is the need for new formal understandings and agreements between levels of government and the communities they serve. Who is in the best position to do what in ensuring that human service systems in Alberta are effective, efficient and complementary in meeting the needs of all citizens?

The Issue:

The Province must be urged to assume leadership in creating a social policy framework and support legislation for delivery of effective social services in Alberta. This should be done in cooperation with municipalities. Fundamental changes to Federal and Provincial social, economic and jurisdictional policies, coupled with a downloading of responsibilities, make it imperative that the Province and municipalities articulate mandates and guidelines that establish provincial and municipal roles, limitations, needs and resources.

History:

The delivery of social services in Alberta has long been a partnership between municipalities and the Province of Alberta. That partnership was reflected in 1936 legislation which established a Bureau of Public Welfare, the exclusive purpose of which was to determine residency requirements for Municipal Relief programs. It was not until 1943 that a Department of Public Welfare was created but, even then, service delivery remained with municipalities.

Provincial involvement evolved sporadically over the next 25 years. Although the Province periodically established new programs and increased financial contributions, the municipality remained responsible for the administration of Public Assistance and Child Protection programs. Until as late as 1959, the Province of Alberta still had no regional office system. In 1966, under the auspices of the Federal Canada Assistance Plan, Alberta played a leadership role in the development of a renewed partnership with municipalities. At that time, the Province assumed direct responsibility for statutory Income Support and Child Welfare services. In return, the municipality, with provincial and federal financial contributions, accepted responsibility for preventive, community-based services under the Preventive Social Service Act.

Preventive Services underwent two major provincial reviews in 1980 and 1990, which resulted in minor modifications, including a name change to Family and Community Support Services in 1981.

Both studies strongly endorsed the program and recommended a continued provincial/municipal partnership based upon the principles of prevention, voluntarism, and local autonomy. More recently, in response to an option of receiving unconditional grants for preventive services, 153 local authorities, representing 85% of Alberta's population, opted for conditional grants under the FCSS Act, again attesting to the importance of this constructive partnership.

Even though FCSS has been widely acclaimed as efficient and effective, in 1995, the Provincial Government seems to be dismantling the program through decreased funding, continued pressure for "unconditional" funding and serious consideration of the future of the Act and Regulation. It is also actively devolving its statutory roles back to the community. Concurrently, the Federal Government will abolish the Canada Assistance Plan in 1996, replace it with the Canada Health and Social Transfer program (greatly diminishing its role in setting national standards) and will conduct major reforms of Unemployment Insurance and Seniors' programs during 1995. This underscores, on an urgent basis, the need for the development of new framework at a Provincial level, incorporating preventive roles for municipalities, in partnership with the Province

The Rationale For Provincial Leadership

Although municipalities may have key "close-to-the-community" roles to play in the future delivery of social services, of significant importance is the Province, given its legislative mandates for the entire Alberta population. In consultation with major stakeholders, the Province:

- is in a position to establish philosophy, policy, standards and monitoring mechanisms on a province-wide basis so all citizens are treated fairly;
- is in the best position, because of its broader tax base, to fully fund social services in some sectors and jointly share in the costs of others (i.e., preventive social services);
- can take leadership and provide assistance in ensuring minimal levels of service are accessible to citizens and portable from one area to another;
- can assist in developing coalitions and partnerships with and between local jurisdictions, encouraging the incubation of new practices and disseminating creative, leading-edge ideas to continually improve quality programming across Alberta;
- should be the major liaison, conduit and partner with the Federal Government, and with municipalities and the Federal Government, as appropriate, in the social interests of Albertans.
- can provide financial support to municipalities, which build on past partnerships and fiscal arrangements, to ensure preventive social services are developed and maintained in our communities.

Rationale For Future Municipal Involvement In Social Services

Where do current events leave Alberta's municipalities -- especially cities which house 80% of the population -- as the Provincial and Federal legislative/funding benchmarks that have shaped local roles either radically change or disappear? Clearly in a precarious position! There are two extreme options: municipalities can abdicate all involvement in social services and take the position that they are entirely Federal and Provincial responsibilities or, they can begin to pick up the pieces of programs from the resulting void as traditional providers vacate the field. A third option would be to develop and enhance the mutual partnership which has served Albertans well for the last 30 years. However municipal roles evolve, they will have to be defined through consultation with other levels of government, supported by municipal elected representatives and the community, and thoughtfully planned to reflect present and future needs.

How should municipalities be involved in social services as we move into the late 1990's? Indeed, it can be argued that municipalities should be partners in a social support system -- for the following reasons:

- since people live their lives, and inevitably seek solutions to the broad array of life's challenges, within municipalities, it is appropriate and prudent for local authorities to be involved in shaping human service systems;
- municipalities deal with issues at a neighbourhood level, enlist the support of a broad cross-section of citizens and have a proven track record of voluntarism;
- municipal government is in a unique position to coordinate and facilitate partnerships between agencies and other sectors of the community, as well as having access to all municipal services such as recreation, policing and planning, thus ensuring integrated, holistic services that are sensitive to the needs of all citizens;
- municipalities can act quickly and flexibly on regional needs and interests, which result in more timely and economic responses;
- the economic health of municipalities is intricately tied to the social well-being of its citizens, and thus the quality of life municipalities have to offer.

Underlying Principles:

Flowing from the rationale are underlying service delivery principles that provide the foundation and broad goals for provincial/municipal involvement in social services:

- prevention oriented
- consistent and equally accessible
- flexible and adaptable
- client-centred, respectful and dignified
- supportive to strong families
- community-based
- maximum volunteer participation
- focused toward eventual independence

Conclusion:

Given the dramatic current rate of externally imposed changes, the Province, in close affiliation with municipalities, needs to quickly delineate appropriate roles in a reformed social services system. To this end, together we must proactively define our key roles in the future of social service delivery, clearly articulate what each can do best and aggressively renegotiate workable partnerships.

Municipalities obviously cannot act alone. **For reasons of Alberta-wide consistency, its funding base and leadership mandate, the Province must be an active, key participant.** In its 1988 "Caring and Responsibility: A Statement of Social Policy for Alberta", the Government of Alberta states, "the government will provide the necessary leadership and overall responsibility for provincial social policies, and will provide support and resources to create an environment in which Albertans can work together, be self-reliant, and take responsibility for their own lives, their families and their communities". It goes on further to indicate, "it is the role of the Government of Alberta to work cooperatively with the federal government, other provinces and municipal governments in areas of shared responsibility in order to ensure the needs of Albertans are addressed and that they receive their fair share of benefits and support".

Within this context, there is a considerable onus on municipal and provincial governments to work in developing a social policy framework and legislation that will restructure continuing partnerships to serve the best interests of citizens. A process to this end must begin immediately.

April 6, 1995

COMMENTS:

Concur with the recommendation of the F.C.S.S. Board.

Should the Board wish to coordinate a joint letter between all member municipalities, we would be happy to support such a request.

"G. SURKAN"

Mayor

"B. JEFFERS"

Acting City Manager

DATE: APRIL 25, 1995
TO: SOCIAL PLANNING MANAGER
FROM: CITY CLERK
RE: SOCIAL POLICY

At the Council Meeting of April 24, 1995, consideration was given to the letter from the Red Deer and District F.C.S.S. Board dated April 13, 1995, concerning the above topic. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Red Deer and District F.C.S.S. Board dated April 13, 1995, re: Social Policy, hereby agrees that The City of Red Deer write to the Minister of Family and Social Services requesting that a comprehensive social policy framework and support legislation be developed in cooperation with municipalities, specifically defining mandates, guidelines, roles and resources, and as presented to Council April 24, 1995."

This will confirm our telephone conversation of April 25, 1995 wherein you advised you would draft a letter to the Province regarding this issue, for the Mayor's signature, with a carbon copy to myself.

Trusting you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/clr

~~atc/ra~~

cc: Director of Community Services
Red Deer and District F.C.S.S. Board



ALBERTA
FAMILY AND SOCIAL SERVICES

Office of the Minister

Also responsible for Metis Settlements Commission, Native Programs

JUN 13 1995

Copy Lowell Hodgson
Alan Wilcock
Kelly Kloss

June 21/95
m

Her Worship Gail Surkan
Mayor
The City of Red Deer
Box 5008
Red Deer, Alberta
T4N 3T4

Dear Mayor Surkan:

I am responding to your letter requesting that the provincial government develop, in cooperation with municipalities, a comprehensive social policy framework and legislation defining mandates, guidelines, roles and resources.

Through the national social security reform and the 1995 federal budget, Canada is proposing significant changes to how social programs are financed and delivered. Through this and the federal program review, we will also be discussing the roles and responsibilities between federal and provincial governments.

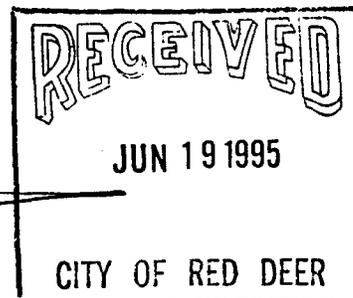
To date, the federal government has not involved provinces in the reform initiatives it has undertaken, including the changes to the transfer arrangements and the Unemployment Insurance program. We are not expecting to be involved in these discussions until the Fall of 1995. Once we have a clear understanding of federal intentions, the Minister of Municipal Affairs and I would be most willing to involve municipalities in determining what this means from an Alberta perspective.

We must continue to work together to ensure that human service systems in Alberta are effective, efficient and complementary in meeting the needs of all citizens.

Thank you for writing.

Sincerely,

Mike Cardinal
Minister
M.L.A., Athabasca/Wabasca



cc: Honourable Stockwell Day
Honourable Tom Thurber
Victor Doerksen, M.L.A.

104 Legislature Building, Edmonton, Alberta, Canada T5K 2B6 Telephone 403/427-2606, Fax 403/427-0954



May 3, 1995

The Honourable Mike Cardinal
Minister of Family and Social Services
104 - Legislature Building
10800 - 97 Avenue
Edmonton, Alberta
T5K 2B6

Dear Minister Cardinal:

Over the past years, The City of Red Deer has written several letters to you regarding concerns about changes to Family and Community Support Services and other social programs. As a municipality, we have taken a proactive approach to change and have often put forward our thoughts on working with other levels of government to meet needs in a way that is beneficial to all.

As we move into 1995 and look ahead to 1996, our Council is becoming increasingly concerned with the uncertainty around social programs and their respective funding. Recent announcements regarding the elimination of the Canada Assistance Plan are particularly alarming.

At the April 24 meeting of Red Deer City Council, we discussed a report regarding social policy, put forward by the Red Deer and District Family and Community Support Services Board. The report was based on a discussion paper from the Inter-City Task Force on Social Policy. Highlights included a bit of history along with thoughts on "who is in the best position to do what" in ensuring human service systems in Alberta are effective, efficient and complementary in meeting the needs of all citizens. The need for strong leadership from the Province, in cooperation with municipalities, was specifically detailed.

The major issue, from a municipal perspective, Mike, is the need for the Province to develop a comprehensive social policy and support legislation. The focus should be the definition and clarification of mandates, guidelines, roles and resources. Municipalities feel strongly that we could work in collaboration with your department to establish such policy and legislation and would therefore come up with the best solutions for all concerned.

...../2

THE CITY OF RED DEER

Box 5008, Red Deer, Alberta, Canada T4N 3T4 Telephone: (403) 342-8155 Fax: (403) 346-6195

The Honourable Mike Cardinal
April 28, 1995
Page 2

Council passed a formal resolution requesting that a social policy and support legislation be developed as noted above. Other municipalities in the Red Deer and District FCSS program are also supportive of such an initiative.

On behalf of all of these municipalities I would ask that you give serious consideration to our request. In tough economic times and in times of tremendous change, we must work together to be effective. Municipalities cannot act alone. I believe it is crucial that the Province take a leadership position on this issue to ensure Alberta-wide consistency, a dedicated and adequate funding base and a clear definition of roles.

We look forward to your response and the opportunity to work together for all Albertans.

Sincerely,


GAIL SURKAN
Mayor

- c. Kelly Kloss, City Clerk, The City of Red Deer
Lowell Hodgson, Director of Community Services, The City of Red Deer
The Honourable Stockwell Day, MLA, Red Deer North
Victor Doerksen, MLA, Red Deer South

DATE: April 18, 1995

TO: KELLY KLOSS
City Clerk

FROM: COLLEEN JENSEN
Social Planning Manager

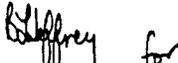
RE: REDESIGNING OF CHILDREN'S SERVICES:
STEERING COMMITTEE

- The Government of the Province of Alberta is involved in a process to redesign the delivery of Child Welfare and other services to children. The guiding principles and proposed outcomes (see attached) are those with which most people could agree. To quote:

"The most successful outcome of all is that as children grow into adulthood, they acquire the necessary skills and sense of responsibility to manage problems before they become crises, and to become good future parents themselves."
- The enclosed letter from Joan Langille, Regional Director, Planning and Development, encourages the submission of the names of community people interested in serving on the Steering Committee for this region (Region 6). The Steering Committee will develop a service plan for the Red Deer (Olds, Ponoka, Rocky Mountain House) Region which includes a business plan, parent and consumer involvement, local level involvement, timelines and the delivery of mandated services (e.g., investigations into child abuse).
- Red Deer must be represented on the Steering Committee, both by parents and community people and, particularly, by someone who presents the municipal perspective. (In some other regions, elected municipal officials have submitted their names.)
- Red Deer is often utilized as the service centre for the surrounding communities, so needs to participate as part of the region.
- The future of government services to and for children depends on the expertise provided in preparing the Regional Service Plan so representation is crucial.

RECOMMENDATION

That City Council be represented on the Steering Committee to prepare the Regional Service Plan for Children's Services and/or submit names of persons to represent Red Deer in the process of redefining services to children.


COLLEEN JENSEN

BJ\ad
Atts.

Colleen Jensen

Commissioner of Services
for Children

22nd floor, 10025 Jasper Avenue
Edmonton, Alberta
Canada T5J 3Z5

Telephone 403/422-5011
Fax 403/422-5036

April 12, 1995

Letter to all Mayors, Reeves, Town and Improvement District Managers,
Metis Settlement Administrators and Alberta Local Governments Associations

Dear Sir/Madame,

Re: Children's Services Redesign Initiative • Steering Committee Appointments •

I am writing to advise you of our progress in moving toward community planning for children's services.

Over the past six weeks, 61 community information meetings were held throughout the province generating more than 850 names of interested volunteers. We receive daily reports from each region of an ever-increasing number of individuals who are getting involved. Clearly, this initiative is in full-swing and progressing as planned.

We are now preparing to establish Steering Committees for each of the 17 regions in the province. These Steering Committees will coordinate planning in the region and will ultimately prepare the Regional Service Plan for submission to government. Committee members will be appointed by the Commissioner of Services for Children.

I welcome your support in encouraging individuals to come forward who may be interested in becoming a Steering Committee member for their region. I also invite you to suggest individuals you feel may be ideal for this role. **The deadline to submit a letter of interest is May 1st, 1995,** and should be mailed to my attention to:

The Office of the Commissioner of Services
1st Red Deer Place
5th floor - #504, 4911 - 51 Street
Red Deer, AB T4N 6V4

I have attached a copy of our Steering Committee Guidelines for your review and ask that you share this information as you see fit. In the meantime, I encourage you to contact me or my secretary, Jacque Schmaltz, at 340-5560 if you have any questions concerning this matter. If you are calling long distance, please dial 310-0000 and a RITE operator will connect your call at no charge.

Sincerely,

Joan Langille
Regional Director, Planning and Development
Central - Regions 5, 6, 7 and 9

Office of the Commissioner of Services for Children Steering Committee Guidelines

Overview

Seventeen regional Steering Committees will be appointed by the Commissioner. Each Steering Committee will develop a service plan for the delivery of services for children within their region and will act in an advisory role to government. The Steering Committee will be a precursor to establishing regional authorities.

Roles and Responsibilities:

- Develop an integrated service plan based on community input for the delivery of services for children and their families within the region;
- work with Health, Justice, Education, AADAC, Family and Social Services, working groups and the community;
- determine regional priorities and goals;
- function within the framework of service plan guidelines, legislation and standards;
- determine how services will be managed and delivered in the region;
- ensure working groups are established to consult with people and services within a region about community priorities, needs and goals;
- work toward building a consensus of all groups and consolidating their planning; and
- develop evaluation tools, outcome measurements that serve the community's goals.

Composition

Membership to the Steering Committee team will consist of no less than 12 and no more than 16 members plus two co-chairs. The Commissioner will consider local demographics to determine the size and composition of each committee. Committee members will represent views relating to the whole region rather than a specific interest group. The Commissioner will also consider the following:

- aboriginal representation is proportionate to the children presently in care within the region (child welfare and young offenders programs);
- two individuals who represent a municipal viewpoint.

The remaining positions could include individuals or representatives:

- who have experience with children's services in the past (parent or child);
- police or RCMP;
- services, clubs, or other funding organizations;
- recreation, sports or youth groups;
- working groups;
- educational, cultural, health, justice, family violence, early childhood, business, religious organizations, charities and citizens.

Advisory Members

Advisory members may be appointed by the Commissioner or the Steering Committee. Members may be invited to participate in Steering Committee meetings from time to time.

Criteria

1. Steering Committee members should possess one or more of the following:
 - a broad understanding of the issues facing children in the community;
 - a commitment to improve children's services;
 - good communication skills;
 - a willingness to commit time and energy suitable to the task; and
 - community service experience as a professional or as a volunteer.

2. Steering Committee members must also:
 - be a resident of the region they represent;
 - not be in a position to benefit financially through involvement on the Steering Committee or place themselves in a position of conflict of interest;
 - not have been involved in, or found guilty of a crime against a child and is willing to have a criminal and CWIS record check completed.

Terms

Appointments to the Steering Committee will be for one year with a possibility of renewal.

Selection

Individuals interested in participating on a Steering Committee are invited to submit their name to the Commissioner. An invitation to participate has been extended at all community meetings. The co-chairs will be chosen from the names received and these appointments will be made first. The remaining committee members will be chosen by the Commissioner with assistance from the co-chairs from each region's list of volunteers.

Honorarium and Per Diem

Steering Committee members will receive an annual honorarium. Out-of-pocket expenses for travel and subsistence will be reimbursed. Co-chairs will receive a per diem rate in accordance with Alberta Government standards and will also be compensated for any out-of-pocket expenses.

SUMMARY :
prepared
by Colleen
Jensen
Dec 5/94.

Focus on Children

*A Plan for effective,
integrated community services
for children and their families*

November 1994

Proposed Guiding Principles for Children's Services

1. Our first priority is the safety, well-being and healthy development of Alberta's children and their families.
2. Parents and extended families are expected to assume primary responsibility and accountability for their children.
3. Working with the family, our work will be child-centred and community-based.
4. Our focus will be on the achievement of successful outcomes for children and families -- not on processes, organizations or self-interest.
5. We will ensure that the people who seek help are involved in decisions that affect their lives.
6. We will recognize the interdependence -- and promote the independence -- of individuals, families and communities.
7. Collaboration, respect, honesty, integrity and fairness will characterize all working relationships.

Proposed Outcomes

In pursuing successful outcomes for children and families, we will work toward two broad goals. These goals, and examples of "indicators" that will be used to measure success, are outlined below. Baseline information on the indicators will be gathered at the beginning of the process to assist in measuring improvement.

Goal *Children are safe, secure and healthy within the family context.*

How do we measure our success?

- more children are born healthy
- children are well nourished
- there are fewer cases of child abuse and neglect
- fewer children need mental health services
- fewer children need out-of-home care
- there are fewer runaway children
- fewer interventions and crisis responses are required
- fewer children and their families are dependent on public support.

Goal *Children, young people and parents demonstrate an enhanced self-esteem, an increased ability to manage their own behaviour, and a stronger sense of their significance as contributing members of society.*

How do we measure our success?

- school performance and attendance are improved
- there are fewer incidents of violence among young people
- there are fewer young offenders

- fewer children are incarcerated
- there are fewer pregnancies among unmarried teens
- there is less teen prostitution
- more children and families participate in social, cultural, recreational and community initiatives
- more young people volunteer and involve themselves in helping those less fortunate.

The most successful outcome of all is that as children grow into adulthood, they acquire the necessary skills and sense of responsibility to manage problems before they become crises, and to become good future parents themselves.

Public input clearly indicated that a new approach must be child focused, family centred and community based. *An initial action plan is proposed based on the consensus that exists for change inside and outside of government, and that sets a new direction for Alberta – by building on the strengths, creativity and capacity of communities and families. Over the next 18 months it is proposed that the Commissioner and communities work together to identify any emerging obstacles to providing services for children and make further recommendations on integration and changes to legislation.*

This Action Plan addresses four main themes:

Themes
<ul style="list-style-type: none">• Integrated Services• Community Delivery• Aboriginal Services• Focus on Early Intervention

Integrated Services

In order to better meet the diverse needs of children in this province, services must be integrated. The action plan proposes that services throughout the province become part of a local integrated service plan in order to receive funding. It is not sufficient to merely co-ordinate activities – rather, organizations must learn to work within one plan and focus on a single set of goals.

By streamlining the administration of hundreds of funded agencies and various departments, the plan will result in a reallocation of administrative costs over the next three years. It is proposed that these dollars be redirected to children and families.

Community Delivery

Services must be provided to children in their own families and communities. As part of the plan, government will move out of direct delivery of children's services over the next three years.

The action plan proposes that new Local Authorities be established to be responsible for designing and managing all children's services in their area. Agencies should deliver these services based on contracts tendered through an open, competitive process. In order to test new program ideas, demonstration projects should also be funded.

Communities include service recipients, family members and concerned citizens and they should be involved in all aspects of planning, decision making, service delivery and monitoring. This includes the development of processes which involve family and community members in critical decisions about children, particularly where these decisions may result in the removal of a child from family or community.

Government employees should be assisted and be given every opportunity to find new employment opportunities in community services. To prepare staff for the future, government should initiate training and orientation programs which provide staff with the knowledge and skills to work in a community based delivery system.

Improved Aboriginal Services

It is necessary to ensure that effective and culturally sensitive services are developed and are available to meet the needs of Aboriginal children.

The action plan proposes that the responsibility for planning and delivering services for Aboriginal children and families be transferred to Aboriginal communities. Joint ventures among Aboriginal organizations, and between Aboriginal and non-Aboriginal organizations, should be encouraged.

The timetable for the transition to delegated authority must be determined in accordance with the wishes and capacities of Aboriginal community

groups, with input from elders and community leaders. The request of Aboriginal people to be fully involved in any changes that are made to existing programs must also be honoured.

Focus on Early Intervention

Children and families require more than crisis intervention. Energies must be redirected to helping families in a proactive way before serious problems arise.

Early intervention activities help families and children develop skills that will benefit them throughout their lives. Decisions about specific early intervention and prevention strategies must focus on what works, and benefit from the input of recipients of service and communities. In the Aboriginal context, programs involving community healing circles and the participation of elders have also demonstrated their effectiveness.

Communities must be encouraged to assist their member families. The development of strong, caring communities is key to preventing family isolation and breakdown.

The action plan proposes that there be a significant reallocation of funds from existing government programs over the next three years to develop early intervention programs and initiatives.

By increasing early intervention programs over the next three years, there will be a significant reduction in the number of children in care in residential facilities, foster homes, correctional centres and group homes. The cost savings in these areas over the next three years should be redirected to early intervention programs.

In the long term, effective early intervention programming will reduce the overall costs of providing children's services.

Albertans asked that the changes proceed in an orderly process that builds on successes over time. This initial action plan proposes a transition process with three key phases: Mobilization (1994 to 1995), Implementation (1995 to 1996) and Community Management (1996 and onward).

Phase 1: Mobilization
December 1994 - March 1995

Action	Timeline
1. Reaffirm the mandate of Commissioner.	Dec/94
2. Integrate services under a lead Minister.	Complete Dec/94
3. Integrate planning among departments.	Begin Dec/94
4. Develop a Centre for Service Innovation.	Begin Dec/94
5. Expand consultation and design Aboriginal services.	Begin Dec/94
6. Establish regional and local working groups.	Complete Mar/95
7. Begin work on service plans	Begin Dec/94

Phase 2: Implementation
April 1995 - March 1996

Action	Timeline
1. Approve and implement initial local service plans.	Begin June/95
2. Approve and implement initial service plans in Aboriginal communities.	Begin June/95
3. Implement joint ventures with Aboriginal groups.	Begin June/95
4. Allocate funds to integrated early intervention programs.	Begin June/95
5. Identify additional required reforms.	Complete Mar/96
6. Develop ongoing systems for quality management and evaluation.	Complete Mar/96

Phase 3: Community Management
April 1996 - and onward

Action	Timeline
1. Approve and implement proposals for establishing Local Authorities.	Begin Apr/96
2. Approve and complete transition to Aboriginal managed services.	Begin Apr/96
3. Allocate further funds for integrated early intervention services. Redirect savings.	Begin Apr/96
4. Enact legislation.	Complete Mar/97

WHAT WILL HAPPEN DURING TRANSITION?

1. Each region of the 17 regions will form a Regional Transition Team. (STEERING COMMITTEE)
 - composed of community people (not from agencies who deliver children's services).
 - likely 12 - 15 people.
 - will include aboriginal representation and consumers.
 - will be co-chaired one aboriginal and one non-aboriginal.

2. Each Regional Transition Team will develop a service plan.
 - input from local communities in Region.
 - outline for:
 - how mandated services will be handled (i.e., investigations)
 - a business plan including budget
 - parent/consumer involvement
 - how Regional Authority is composed
 - timelines and process for transition to Regional Authority
 - how continued involvement at local level will occur

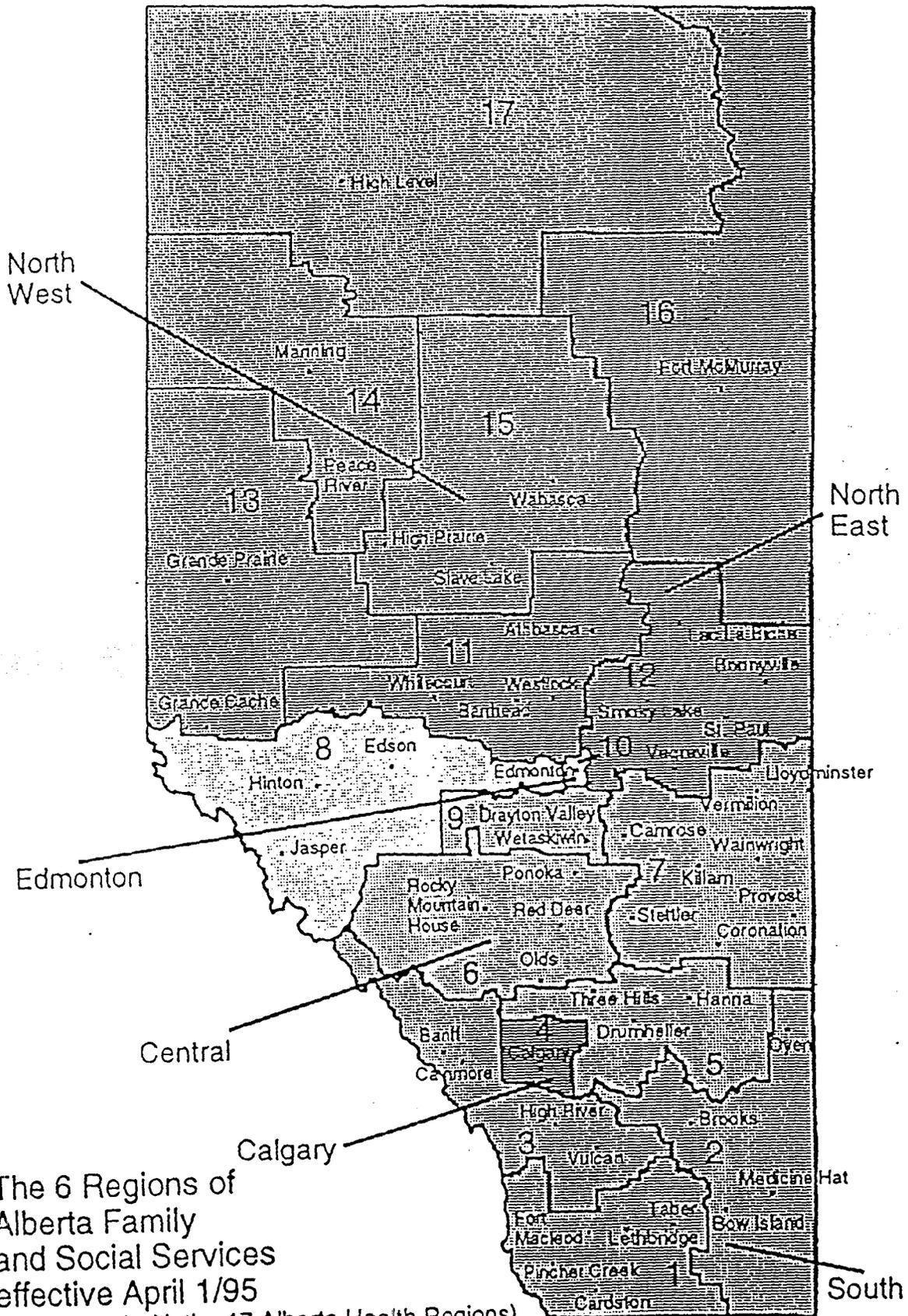
3. Government role during transition.
 - will really facilitate process. Community will drive process.
 - appoint six Directors of Community Development (as per the current six AFSS regions) to be on stream in January.
 - for each of the 17 Regional Authorities a planning team of:
 - facilitator (government secondment)
 - community person (on contract)
 - administrative support (government secondment)

will be paid by government. This team will likely be brought on stream in January 1995 with one year renewable terms. These teams will report to a Director of Community Development.

4. There will likely be community meetings in January to fill in details of the report and the process.

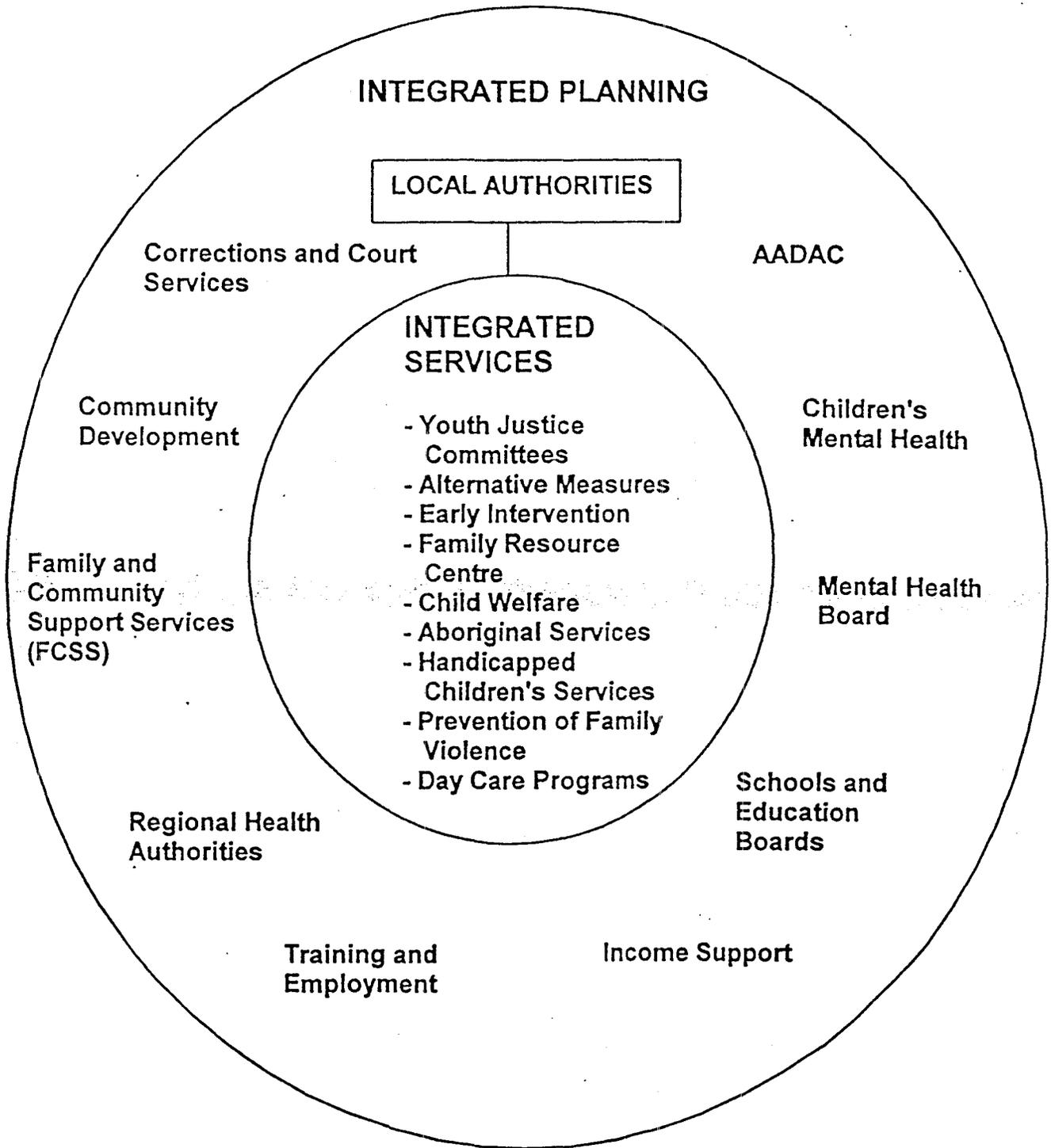
WHAT WILL REGIONAL AUTHORITIES DO?

1. Provide the guidelines, plans and budget allocation for each region.
2. Will not directly deliver service, but will contract with non-profits and for-profits (and possibly even back to government in the case of investigations).
3. Will work out relationships with other Regions, in resource sharing.
4. Funding for each Region will likely be a block of money and will be based on the terms and conditions of the service plan. Early intervention funds will also be based on the plan.

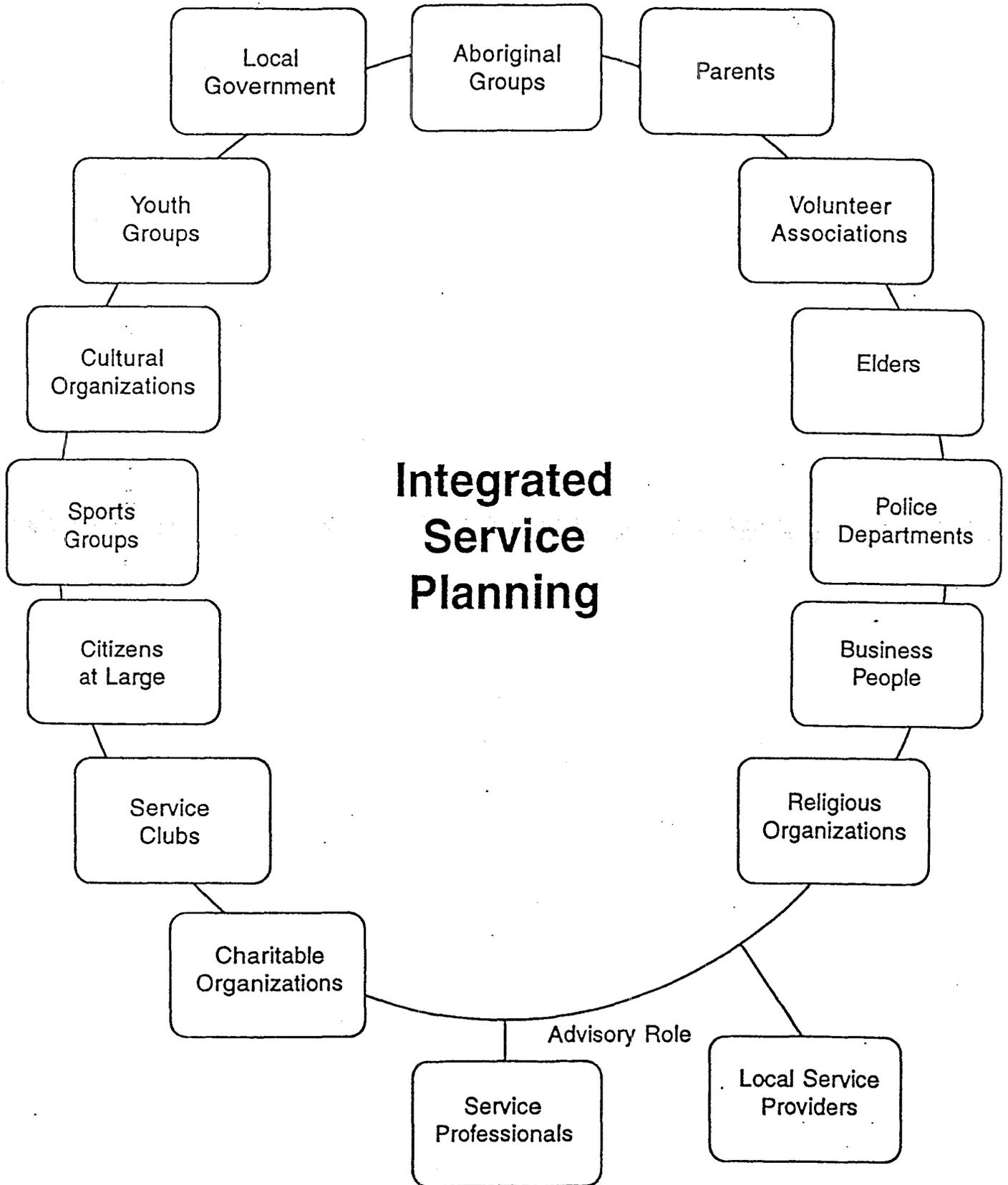


The 6 Regions of Alberta Family and Social Services effective April 1/95 (coordinated with the 17 Alberta Health Regions)

REFORM OF CHILDREN'S SERVICES



Local Authorities (Sample Membership)



COMMENTS:

We concur with the recommendation that the City be represented on the Steering Committee.

The Manager of Social Planning has suggested that an elected representative might be appropriate. If no alderman is available to take on this responsibility, Council may wish to consider representation from the broader F.C.S.S. Committee membership.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: APRIL 25, 1995

TO: SOCIAL PLANNING MANAGER

FROM: CITY CLERK

RE: REDESIGNING OF CHILDREN'S SERVICES: STEERING COMMITTEE

At the Council Meeting of April 24, 1995, consideration was given to your report dated April 18, 1995 concerning the above topic. At this meeting the following resolution was passed:

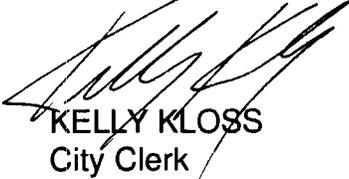
"RESOLVED that Council of The City of Red Deer, having considered report from the Social Planning Manager dated April 18, 1995, re: Redesigning of Children's Services: Steering Committee, hereby agrees:

1. to inform Alberta Social Services that The City wishes to have two persons on said Steering Committee representing both an elected and administrative official; and
2. to appoint Alderman Bill Statnyk and Gillian Lawrence as The City of Red Deer's two representatives on this Steering Committee, to prepare the regional service plan for Children's Services,

and as presented to Council April 24, 1995."

This is to confirm our telephone conversation of April 25, 1995 wherein you advised that you would be drafting a letter to the Province, for the Mayor's signature, regarding this issue with a carbon copy to myself.

Trusting you will find this satisfactory.


KELLY KLOSS
City Clerk

KK/clr

cc: Director of Community Services



April 26, 1995

Joan Langille
The Office of the Commissioner
of Services for Children
5th Floor, First Red Deer Place
504, 4911 - 51 Street
Red Deer, Alberta
T4N 6V4

Dear Joan:

At the April 24 meeting of Council for the City of Red Deer, your letter of April 12, along with some relevant information regarding the redesign of children's services, was considered. It was with keen interest that our Council noted the composition of the Steering Committee, particularly as it relates to the municipal viewpoint.

Our Council has taken a very proactive approach to changes to all levels of government in the past year or so. We have repeatedly expressed interest in working in cooperation with the Province. The redesign of children's services has now given us a great opportunity.

Council discussed the importance of municipal representation on the Steering Committee, particularly in Red Deer's case. As you are aware, Red Deer is the largest urban centre for Region #6; therefore, a great deal of service is provided to children and their families for the whole region. A perfect example is services such as day care, support groups, counselling, etc., required by the high number of teen mothers in Red Deer, many who come from the surrounding communities.

Council further recognizes the need to provide sound expertise in reshaping the vital area of services to children. Various people bring diverse background and skills, from elected people, administrative people, interested citizens and users of service.

THE CITY OF RED DEER

Box 5008, Red Deer, Alberta, Canada T4N 3T4 Telephone: (403) 342-8155 Fax: (403) 346-6195

After serious consideration, Council is requesting special consideration for the City of Red Deer to have two members on the Steering Committee, one being elected and one being administrative. Our proposed representatives are Alderman Bill Statnyk and Gillian Lawrence, Community Worker with the Social Planning Department. Our understanding is that other larger centres such as Calgary have put forward a similar request. We were informed yesterday that it was likely that elected officials would not be considered. In Red Deer's situation, although Alderman Statnyk currently holds such a position, his intent is not to seek re-election in the fall. This would put him as an excellent source of municipal knowledge, yet remove him from the political realm.

We realize that some concern may be expressed with the perceived strength Red Deer could have, if you agree to our request. We do believe, however, that our municipality stands to be impacted more than most communities in the region and therefore we feel we must have a significant part in the restructuring. With both administration and the elected body represented, we feel we are offering considerable skill, dedication and knowledge to the team.

Brief resumes for both of our suggested representatives are enclosed. If there are concerns about our request, either from the point of view of having two representatives or with the fact that one is an elected person, please have the Deputy Minister or the Commissioner of Services for Children call me. We are very serious about being part of good solutions in ensuring children in our region have the best opportunities possible in becoming healthy and productive adults and parents.

Sincerely yours,



GAIL SURKAN
Mayor

:kt
Enc.

- c. Kelly Kloss, City Clerk, City of Red Deer
Victor Doerksen, MLA, Red Deer South
Stockwell Day, MLA, Red Deer North

GILLIAN M. LAWRENCE

Profession: Social Planning/Community Development

Position: Community Worker, City of Red Deer Social Planning Department

Education and Professional Qualifications:

B.A., Sociology (Honours), the University of Calgary, 1985.

M.Sc., Planning, the University of Toronto, 1991.

Experience Record:

October 1991 to Date **City of Red Deer, Social Planning Department**
Community Worker

May 1989 - October 1991 **Lacombe and District, Family and Community Support Services**
Director

Career Summary:

Ms. Lawrence has five years' experience in planning, coordinating and administering social programs in both urban and rural settings in the Central Alberta area. Her background involves extensive liaison with government departments, municipal councils, community agencies and organizations.

As a Community Worker for the City of Red Deer Social Planning Department, Ms. Lawrence has been the Department's statutory representative on the Children's Council for the last three-and-a-half years. Her involvement with the Board, which advocates and facilitates the collaborative development of children's services, has given Ms. Lawrence very good knowledge of the variety of services which exist for children and their families. As part of her work with Council she is also chairing the Child Poverty Action Committee and is working with a group of concerned citizens to address the problem of child prostitution in Red Deer. Ms. Lawrence has chaired the Red Deer Further Education Council, was the facilitator for the City of Red Deer's Strategic Planning Finance Task Force and has represented the City of Red Deer on the Michener Centre Advisory Board. With a strong demographics background, she has been responsible for preparing, circulating and presenting the Social Planning Department's demographic report which has been developed annually to assist community agencies with program planning. Ms. Lawrence acts as a resource person for the Red Deer and District FCSS's rural community workers in Bowden, Delburne, Elnora and Penhold.

As the Director of Lacombe and District Family and Community Support Services, she reported to a board and the municipal councils of Lacombe, Alix and Mirror. She was responsible for policy and program development as well as preparing, presenting and monitoring the annual operating budgets.

References:

Wendy Klassen
Coordinator
Further Education Council
5018 - Ross Street
Red Deer, Alberta T4N 1Y3
Telephone: 343-1784

Jim McPherson
Insurance Broker/Chair, Michener Centre Advisory Board
McPherson L'Hirondelle Associates
4921 - 54 Street
Red Deer, Alberta T4N 2G5
Telephone: 343-6640

Address:

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

Telephone: 342-8342 (business)
343-7652 (residence)
347-4636 (fax)

NO. 5

RPC - 5.410

DATE: April 12, 1995

TO: KELLY KLOSS
City Clerk

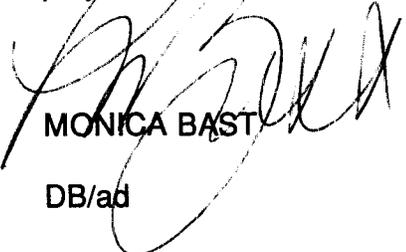
FROM: MONICA BAST, Chair
Recreation, Parks & Culture Board

RE: ROSEDALE COMMUNITY NEIGHBOURHOOD
DEVELOPMENT REQUEST

The Recreation, Parks & Culture Board considered a request from the Rosedale Acres Community Association (attached) to develop the site parking lot and a tennis rebound wall. The Board passed the following resolution on April 11, 1995, in regard to this request:

"That the Recreation, Parks & Culture Board, having considered request from the Rosedale Acres Community Association and report from the Recreation Development Superintendent dated April 6, 1995, re: Rosedale Acres Community Association, Neighbourhood Site Development Budget, hereby approve and recommend to City Council the expenditure of sufficient funds to complete both a parking lot and a tennis rebound wall at the Rosedale neighbourhood site, at an estimated project budget of \$45,000, an increase of \$30,000 over the original 1995 site development budget."

This proposed development is in accordance with the approved site development plan (attached). Funds are available in the Rosedale Recreation Levy Fund to proceed with this project at this time.



MONICA BAST

DB/ad

Atts.

- c. Lowell R. Hodgson, Community Services Director
Ed Morris, Recreation Development Superintendent
Neil Evans, Parks Facilities Superintendent

DATE: April 13, 1995

TO: KELLY KLOSS
City Clerk

FROM: LOWELL R. HODGSON, Director
Community Services Division

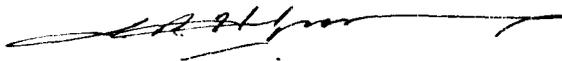
RE: ROSEDALE NEIGHBOURHOOD DEVELOPMENT REQUEST

The development of Recreation, Parks & Culture facilities in the Rosedale neighbourhood is somewhat unique in that the existing park site was developed on the east side of this subdivision, and the Rosedale Extension now under development has its open space located on the west side of that development adjoining this existing site. This creates a larger parcel for development, but serves both quarter sections. The development and completion of this extended park will proceed only as the housing development proceeds. However, this will be a first in our city, with one larger site serving two quarter sections.

On the existing park site, the community shelter, tennis courts and skating rink are developed. The community association is now requesting that we proceed with the development of a parking lot and rebound wall as development in 1995, as parking has been a significant issue at this facility this past season. With the continued growth of this neighbourhood to the east, the parking lot will become even more necessary. Since there are sufficient funds in the recreation levy account, it is recommended that this request be approved for development this year, with the funding source being the Rosedale Recreation Levy Account.

Recommendation:

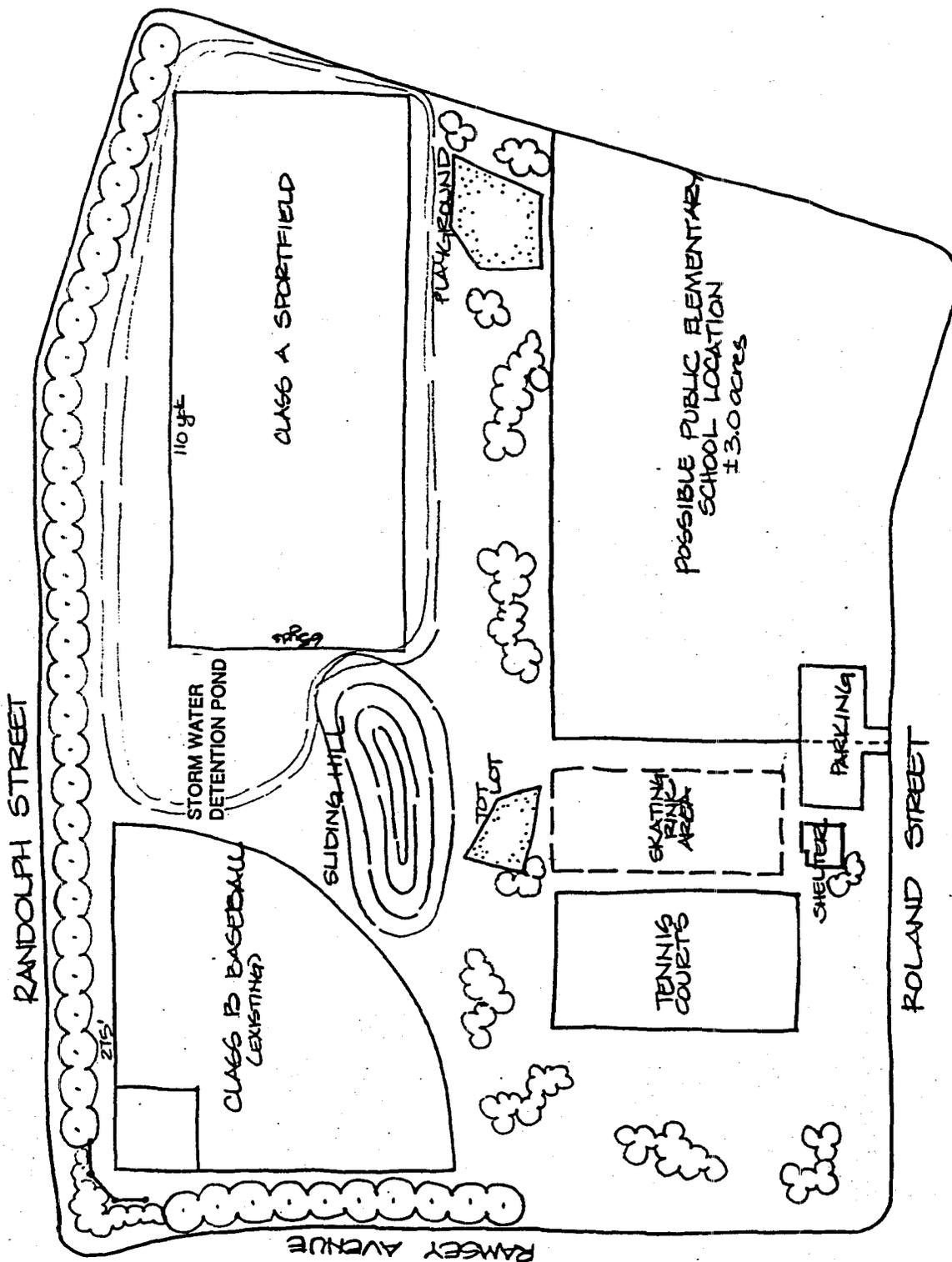
That Council of The City of Red Deer, having received a request from the Rosedale Acres Community Association, and supported by the Recreation, Parks & Culture Board, hereby approve the construction of a parking lot and rebound wall, according to the earlier approved plan, with this work to be undertaken in the summer of 1995. The funding source for this work will be the Rosedale Recreation Levy Account.



LOWELL R. HODGSON

:dmg

c Don Batchelor, Recreation, Parks & Culture Manager



ROSEDALE MEADOWS
 Neighbourhood School
 & Park

Not To Scale

File No. R-42695

DATE: April 6, 1995
TO: Recreation, Parks & Culture Board
FROM: Ed Morris, Recreation Development Superintendent
**RE: ROSEDALE ACRES COMMUNITY ASSOCIATION
NEIGHBORHOOD SITE DEVELOPMENT - BUDGET**

=====

As a result of a community meeting and a subsequent letter from the Rosedale Community Association, the Association has asked that the Recreation, Parks & Culture Department proceed with further development on the Rosedale neighborhood site. The Association has requested that the City proceed with the development of standard sized parking lot in proximity to the neighborhood shelter as well as a rebound wall for the tennis court area.

Although estimates on the parking lot are not yet complete, it is projected that, dependent on soil conditions, the cost of the project will run in the neighborhood of \$30 - 40 000. The rebound wall will likely be in the neighborhood of approximately \$1 500. Although both of these projects fall within the guidelines of the neighborhood site development, the budgeted amount for site development for 1995 was set at \$15 000. More than ample funds exist in the Rosedale neighborhood site development fund to complete the projects in this fiscal year.

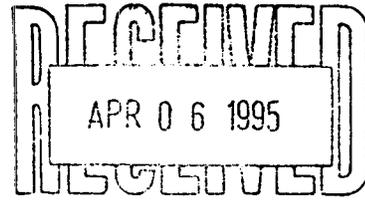
Recommendation: "That the Recreation, Parks & Culture Board approve and recommend to Council the expenditure of sufficient fund to complete both a parking lot and a tennis rebound wall at the Rosedale neighborhood site. It is estimated at this time that the project budget will be approximately \$45 000, an increase of \$30 000 over the original 1995 site development budget."



ED MORRIS

EM/njh

Enc.



April 5, 1995

Mr. Ed Morris
Recreational Development Superintendent
City of Red Deer

Dear Ed,

On behalf of the Rosedale Acres Community Association, I authorize the City of Red Deer to proceed with construction of a paved parking lot to the east of the Community Shelter.

At our Executive Meeting of March 27, 1995, those in attendance agreed to authorize the City to construct a paved parking lot.

Many thanks for coming to our meeting of March 27th, 1995, to answers questions.

Sincerely,

A handwritten signature in cursive script that reads "Michelle Quigg". The signature is written in dark ink and is positioned above the typed name.

Michelle Quigg
President
Rosedale Acres Community Association

COMMENTS:

We concur with the recommendation of the Recreation, Parks and Culture Board.

The proposal accelerates the development of the parking lot onto land which is currently undeveloped, but scheduled for development in the near future.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: APRIL 25, 1995
TO: RECREATION, PARKS AND CULTURE BOARD
FROM: CITY CLERK
RE: ROSEDALE COMMUNITY NEIGHBOURHOOD DEVELOPMENT REQUEST

At the Council Meeting of April 24, 1995, consideration was given to your report dated April 12, 1995 concerning the above topic and at which meeting the following resolution was passed:

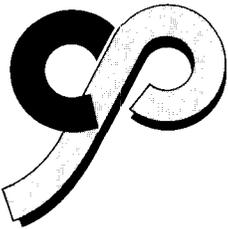
"RESOLVED that Council of The City of Red Deer, having considered report from the Recreation, Parks and Culture Board dated April 12, 1995, re: Rosedale Community Neighbourhood Development Request, hereby agrees to the allocation of \$45,000 for completion of both the parking lot and a tennis rebound wall at the Rosedale neighbourhood site in accordance with the approved site development plan with funding from the Rosedale Recreation Levy Fund and as presented to Council April 24, 1995."

The decision of Council in this instance is submitted for your information. By way of a copy of this memo, I will be requesting the Recreation, Parks and Culture Manager to advise the Rosedale Acres Community Association of Council's decision.


KELLY KLOSS
City Clerk

KK/clr

cc: Director of Community Services
Recreation, Parks and Culture Manager



NO. 6

MEMORANDUM

DATE: April 10, 1995

TO: CITY COUNCIL

FROM: TONY LINDHOUT, PLANNER
RYAN STRADER, BYLAWS AND INSPECTIONS MANAGER
CLIFF ROBSON, FIRE MARSHALL

RE: ABOVE GROUND STORAGE TANKS FOR FLAMMABLE LIQUIDS

Service stations for many years now have been allowed to locate near to, or within residential neighbourhoods. Both full service and self serve stations have usually consisted of underground fuel storage tanks and are often associated with a convenience store, video rental store, etc. In recent years, the sale of motor fuel products (gasoline and diesel) have been supplemented by above ground propane storage tanks. Recent discussions with the petroleum industry have indicated that the industry is now also considering above ground motor fuel storage tanks. Also, used motor oil products are beginning to be stored in above ground tanks.

Concerns

Underground motor fuel storage tanks have not caused any aesthetic problems because they are not visible and improvements in tank design have resulted in a high degree of safety from leakage. The consideration of above ground fuel and used oil storage tanks raises both aesthetic and safety issues. These types of tanks are more inviting in terms of mischief and vandalism incidents. There was an emergency situation in north Red Deer a few years ago involving an above ground propane storage tank. The visual impact of above ground fuel storage tanks would be significant. Propane tanks (some have been erected in a vertical position - 25 feet high) if supplemented by above ground gasoline and diesel storage tanks could affect the use and enjoyment of adjacent properties, aside from the safety issue that this type of development could create.

Proposed Bylaw

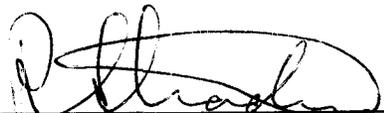
In order to provide some discretion to the Municipal Planning Commission as to whether above ground fuel and used oil storage tanks are acceptable in any given location, it is necessary to amend the Land Use Bylaw. Several definitions need to be amended as well as the insertion of a new discretionary use "above ground storage tanks for motor fuel products" in the applicable land use districts.

Recommendation

Planning staff recommend that Council give first reading to Bylaw 2672/G-95.



Tony Lindhout, Planner



Ryan Strader, Bylaws and Inspections Manager



Cliff Robson, Fire Marshall

COMMENTS:

We would recommend Council give first reading to this bylaw. The effect of the bylaw is to remove above ground storage tanks from any permitted use associated with service stations and include as a discretionary use which would allow the Municipal Planning Commission to take location and design into account.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: APRIL 25, 1995

TO: TONY LINDHOUT, PLANNER

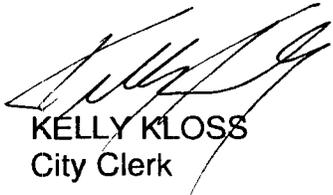
FROM: CITY CLERK

**RE: ABOVE GROUND STORAGE TANKS FOR FLAMMABLE LIQUIDS -
LAND USE BYLAW AMENDMENT 2672/G-95**

At the Council Meeting of April 24, 1995, consideration was given to your report dated April 10, 1995 concerning the above topic. At this meeting, first reading was given to Land Use Bylaw Amendment 2672/G-95, a copy of which is attached hereto.

Bylaw 2672/G-95 amends the Land Use Bylaw by redesignating above ground fuel and used oil storage tanks from permitted uses to discretionary uses in any given location.

A Public Hearing will be held for this Bylaw on Tuesday, May 23, 1995 at 7:00 p.m., or as soon thereafter as Council may determine. The advertising for this Bylaw will take place on both Friday, May 5, 1995 and Friday, May 12, 1995.



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Director of Development Services
Bylaws and Inspections Manager
Fire Chief
Fire Marshal
Council and Committee Secretary, S. Ladwig

DATE: April 18, 1995
TO: City Clerk
FROM: Director of Corporate Services
RE: EXPENDITURE APPROVALS

Section 248 (1) and (2) of the new Municipal Government Act states:

"248(1) A municipality may only make an expenditure that is

- (a) included in an operating budget, interim operating budget or capital budget or otherwise authorized by the council.*
- (b) for an emergency, or*
- (c) legally required to be paid.*

(2) Each council must establish procedures to authorize and verify expenditures that are not included in a budget."

There is a concern that a strict reading of Section 248 would require Council approval to purchase items that are not normally charged to a budget until used. An example would be inventory items.

The concern along with a proposed Council resolution have been discussed with the City Solicitor. He agrees the attached resolution should be submitted to Council for approval.

The proposed resolution would delegate from Council to the City Manager the authority to approve expenditure items that are not included in a budget. This authority would include:

- items for inventory
- prepaid services extending beyond the current budget year, e.g. prepaid insurance
- work for third parties where reimbursement is received from the third parties.

Requested Action

Council approval of the proposed resolution and inclusion of the authorization in Council Policy No. 405.



A. Wilcock, B. Comm., C.A.
Director of Corporate Services

Att.

f:\d\t\l\alan\memos\expenapp.clk

"WHEREAS Section 248(1)(a) of the *Municipal Government Act* provides that a municipality may make an expenditure that is not included in an operating budget, interim operating budget or capital budget, if the expenditure is otherwise authorized by the Council;

AND WHEREAS the Council deems it expedient to establish a standing authorization for certain kinds of expenditures that are not included, or not necessarily included, in a budget at the time the expenditures are made;

NOW THEREFORE BE IT RESOLVED that the City Manager may make, or cause to be made, expenditures not included in an operating or capital budget, that arise from the ordinary course of the City's business and are submitted for inclusion in a subsequent operating or capital budget or in an amendment to an existing operating or capital budget, including without limitation expenditures of the following kinds:

- (a) expenditures for the purpose of acquiring materials and supplies that are recorded as inventory and do not form part of a budget until they are actually used;
- (b) expenditures for the purpose of prepaying for services or other things that give value over a period of time extending beyond the current budget cycle; e.g. prepaid insurance, maintenance contracts, software licences.

AND BE IT FURTHER RESOLVED that the City Manager may make, or cause to be made, expenditures for the purpose of supplying labour and/or materials to or for the benefit of another party, on an "as required" or "as requested" basis, where the other party is obliged to reimburse the City for the expenditures."

COMMENTS:

We agree with the proposed action as recommended by the Director of Corporate Services.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: APRIL 25, 1995

TO: DIRECTOR OF CORPORATE SERVICES

FROM: CITY CLERK

RE: EXPENDITURE APPROVALS / COUNCIL POLICY NO. 405

At the Council Meeting of April 24, 1995, consideration was given to your report dated April 18, 1995 concerning the above topic. At this meeting the following resolutions were passed:

"WHEREAS Section 248(1)(a) of the Municipal Government Act provides that a municipality may make an expenditure that is not included in an operating budget, interim operating budget or capital budget, if the expenditure is otherwise authorized by the Council; and

WHEREAS the Council deems it expedient to establish a standing authorization for certain kinds of expenditures that are not included, or not necessarily included, in a budget at the time the expenditures are made;

NOW THEREFORE BE IT RESOLVED that the City Manager may make, or cause to be made, expenditures not included in an operating or capital budget, that arise from the ordinary course of the City's business and are submitted for inclusion in a subsequent operating or capital budget or in an amendment to an existing operating or capital budget, including without limitation expenditures of the following kinds:

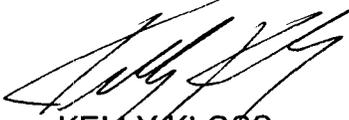
- (a) expenditures for the purpose of acquiring materials and supplies that are recorded as inventory and do not form part of a budget until they are actually used;
- (b) expenditures for the purpose of prepaying for services or other things that give value over a period of time extending beyond the current budget cycle, e.g. prepaid insurance, maintenance contracts, software licences;

Director of Corporate Services
April 25, 1995
Page 2

AND BE IT FURTHER RESOLVED that the City Manager may make, or cause to be made, expenditures for the purpose of supplying labour and/or materials to or for the benefit or another party, on an 'as required' or 'as requested' basis, where the other party is obliged to reimburse The City for the expenditures."

"RESOLVED that Council of The City of Red Deer, having considered report from the Director or Corporate Services dated April 18, 1995, re: Expenditure Approvals, hereby agrees to include in Council Policy No. 405, the authorization as outlined in said report and as presented to Council April 24, 1995."

The decision of Council in this instance is submitted for your information. Our office will now be updating Council Policy No. 405 for circulation to departments.



KELLY KLOSS
City Clerk

KK/clr

cc: City Manager
D. Souch

NO. 8

DATE: APRIL 19, 1995
TO: CITY CLERK
FROM: FIRE CHIEF
RE: BYLAW 3134/95 - FEES AND CHARGES BYLAW

On the advice of The City's Legal Advisor, an amendment to Schedule "C" of this Bylaw is necessary to allow the City to charge the owner of a property an inspection fee for fire prevention inspections conducted under The Safety Codes Act.

Recommendation

1. That Council approve the amended Bylaw 3134/95.


R. OSCROFT
Fire Chief

RO/clr

COMMENTS:

We recommend Council give 3 readings to the Bylaw.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: APRIL 25, 1995
TO: FIRE CHIEF
FROM: CITY CLERK
RE: BYLAW 3134/95 - FEES AND CHARGES BYLAW

At the Council Meeting of April 24, 1995, consideration was given to your report dated April 19, 1995 concerning the above topic and to Bylaw 3134/95.

At this meeting, and prior to the final passage of said Bylaw, the following resolution was passed:

"RESOLVED that Council of The City of Red Deer hereby agrees that Bylaw 3134/95 be amended by deleting clause 4 and substituting therefor the following clause 4:

'4 The fees and charges which shall be charged to, and be payable by the owners and/or occupants of property as determined by the Safety Codes Officer for inspections under the Safety Codes Act, the Fire Code and the Building Code, shall be as set forth in Schedule C annexed hereto.' "

Subsequent to the above resolution, Bylaw 3134/95 was approved as amended. Attached hereto is a copy of the updated Bylaw, for your information.

Trusting you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Director of Development Services

NO. 9

CS-4.621

DATE: April 19, 1995

TO: KELLY KLOSS
City Clerk

FROM: LOWELL R. HODGSON, Community Services Director
DON BATCHELOR, Recreation, Parks & Culture Manager

RE: CANADA / ALBERTA INFRASTRUCTURE PROGRAM:
RED DEER ARENA

When the Canada/Alberta Infrastructure Program was announced, the Arena project was submitted with an estimated cost of \$1,500,000. There was insufficient time and resources to engage engineers and architects for a more accurate estimate.

Detailed design has recently been completed, and tenders for this project closed a week ago, with Shunda Construction the low bidder. After some negotiations, the low bid is now \$1,866,074. To that, we must add consulting fees in the amount of \$87,000. The total project cost, therefore, is \$1,953,074.

In order to complete this project and to retain the same standard with respect to operations and maintenance that we have in our other arenas, we need the support of City Council to transfer some unexpended funds from other Recreation, Parks & Culture infrastructure projects. This transfer of funds is permissible in this program, but needs City Council support to transfer.

Time is of the essence with this project, in order to have work completed and the building operational again in October.

The request for transfers is as follows:

Project	Project Funds (\$)	Project Expenditures	Balance (\$)
1. Great Chief Park Sportsfields	100,000	62,550	37,450
2. Parking Lot Renewals: - Memorial Centre - Recreation Centre - Arena	126,500	66,510	59,990
3. Dawe Centre Renovations	47,444	22,834	24,610
4. Legion Track Relining	25,000	0	25,000
Total Balance			147,050

.../2

City Clerk
 Page 2
 April 19, 1995
 Canada/Alberta Infrastructure Program: Red Deer Arena

The above stated projects are underway now with firm commitments and it is proposed not to do the Legion Track as it has been spring inspected and is in very good condition yet. This would, therefore, be an unnecessary expenditure.

The revised proposed financial plan for the Arena project is then as follows:

■ Project Expenditure:	
Construction contract	\$ 1,866,074
Consulting fees	87,000
Total expenditure	\$ 1,953,074
■ Project Funding:	
Canada/Alberta Infrastructure Grant	\$ 1,500,000
GST rebate	106,872
Red Deer Minor Hockey Commission*	100,000
C.F.E.P. Grant**	100,000
Transfers from other C/A Infra. Grant	147,050
Town of Blackfalds (purchase of old rinkboards)	5,000
Total funding	\$ 1,958,922

* Red Deer Minor Hockey Commission has donated \$100,000 toward this project, with \$50,000 given in 1995 and \$10,000 per year for five years following.

** Red Deer Minor Hockey Commission has applied for a matching C.F.E.P. grant of \$100,000. While this is not yet approved, a clause in the contract allows for some work to be left unfinished if, by chance, this grant is not approved.

It is our recommendation that we not attempt to further cut this project in order to retain the integrity of it and to bring this facility up to the same standard as our other facilities, thus making it more efficient to operate.

Recommendation:

That Council of The City of Red Deer support the reallocation of \$147,050 of unexpended Canada/Alberta Infrastructure Program funding to the Red Deer Arena Renovations Project and that they accept the contribution of the Red Deer Minor Hockey Commission of \$100,000 toward the same project, with \$50,000 made payable in 1995 and \$10,000 per year thereafter, for five years.



LOWELL R. HODGSON



DON BATCHELOR

LRH:dmg

COMMENTS:

We concur with the recommendation of the Community Services Director and the Recreation, Parks & Culture Manager.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: APRIL 25, 1995

TO: DIRECTOR OF COMMUNITY SERVICES

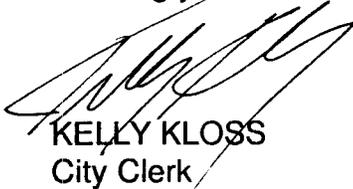
FROM: CITY CLERK

**RE: CANADA / ALBERTA INFRASTRUCTURE PROGRAM:
RED DEER ARENA**

At the Council Meeting of April 24, 1995, consideration was given to your report dated April 19, 1995 concerning the above topic and at which meeting said report was received as information.

As you are aware, Council previously passed a resolution authorizing the Administration to make such reallocations within the Infrastructure Program without the matter being presented to Council. This principle was again endorsed at the above noted meeting.

Trusting you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/clr

cc: Director of Corporate Services
Recreation, Parks and Culture Manager

DATE: April 11, 1995
TO: CITY COUNCIL
FROM: SENIOR MANAGEMENT TEAM
RE: CORPORATE PLAN - 3 YEAR PLANNING CYCLE

In early 1994, City Council identified the need for The City to adopt the following plans in a logical sequence and as part of an overall Corporate Plan:

- A long-term Strategic Plan
- A Three Year Business Plan
- A Two Year Operating Budget.

The Strategic Plan was adopted in December, 1994 with the approval of the Three Year Business Plan and the Two Year Operating Budget in January, 1995.

One of our long term objectives is to ensure that the Corporate Plan is monitored on an ongoing basis and updated regularly. We have developed a Three Year Planning Cycle to effectively meet this objective.

Attached is a circle graph showing the relationship among the three elements of the Plan - the Strategic Plan, the Three Year Business Plan and the Two Year Operating Budget - identifying in each quarter of the year those initiatives which must be undertaken. Also attached is a table which outlines the initiatives in more detail and within a more defined time frame.

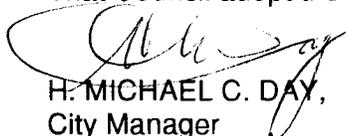
The Corporate Planning Cycle contemplates a major review of the Strategic Plan every third year, in the year following a Civic Election. This will allow a new Council to review The City's long-range direction early in its term. The major review would be initiated by Council in February, with adoption of the revised Strategic Plan anticipated in mid-June. This time frame, while fairly compact, was felt to be the most appropriate given that Departments are commencing work on the Three Year Business Plan and the Two Year Budget as early as May or June.

It is recognized that this time frame might be somewhat restrictive if the review was to include the addition of entire new sections and, in such circumstance, an adjustment to the schedule would be necessary.

The "major review" of the Strategic Plan which is scheduled to occur in Year One of the Planning Cycle - the year following a Civic Election, may take a slightly different form in 1996 because the current Plan will only be a little over a year old.

RECOMMENDATION:

That Council adopt the Corporate Plan - Three Year Planning Cycle as presented.


H. MICHAEL C. DAY,
City Manager

COMMENTS:

I concur with the recommendation.

"G. SURKAN"
Mayor

pms
Att.

**THE CITY OF RED DEER
CORPORATE PLAN - 3 YEAR PLANNING CYCLE**

YEAR ONE (year following election) - First Quarter	
mid January	<ul style="list-style-type: none"> ● Council review of Three Year Business Plans ● Council review of Two Year Budget
end February	<ul style="list-style-type: none"> ● Council agreement on Strategic Plan Review Process ● Council Retreat to: <ul style="list-style-type: none"> • look at vision, values and goals • review Strategic Plan in terms of what do we want to keep, what do we want to throw away and what do we want to add • review of recommendations for change from Senior Management Team
beginning March	<ul style="list-style-type: none"> ● Establishment of Strategic Plan Review Task Force by Senior Management Team, and initiation of detailed review of Strategic Plan
YEAR ONE - Second Quarter	
end April	<ul style="list-style-type: none"> ● Budget Guidelines established by Council ● Departments commence review of Two Year Budget
mid April	<ul style="list-style-type: none"> ● Strategic Plan Review Task Force presents first draft of revised Strategic Plan to Senior Management Team ● Departments review first draft of revised Strategic Plan
mid May	<ul style="list-style-type: none"> ● Second draft of Strategic Plan, including internal input, presented to Senior Management Team and Council ● Strategic Plan Review Task Force solicits public input
beginning June	<ul style="list-style-type: none"> ● Final draft of Strategic Plan, including public input, presented to Senior Management Team and Council
mid June	<ul style="list-style-type: none"> ● Council adoption of revised Strategic Plan
end June	<ul style="list-style-type: none"> ● Departments update Three Year Business Plans in line with revised Strategic Plan
YEAR ONE - Fourth Quarter	
end October	<ul style="list-style-type: none"> ● City Manager's review of departmental Three Year Business Plans ● City Manager's review of departmental Two Year Budgets
mid November	<ul style="list-style-type: none"> ● Senior Management Team preparation of Status Report on Strategic Plan

YEAR TWO - First Quarter	
beginning January	<ul style="list-style-type: none"> ● Council review of Strategic Plan Status Report
mid January	<ul style="list-style-type: none"> ● Council review of Three Year Business Plans ● Council review of Two Year Budgets
YEAR TWO - Second Quarter	
end April	<ul style="list-style-type: none"> ● Budget Guidelines established by Council ● Departments commence review of Three Year Business Plans ● Departments commence review of Two Year Budgets
YEAR TWO - Fourth Quarter	
end October	<ul style="list-style-type: none"> ● City Manager's review of departmental Three Year Business Plans ● City Manager's review of departmental Two Year Budgets
mid November	<ul style="list-style-type: none"> ● Senior Management Team preparation of Status Report on Strategic Plan
YEAR THREE (year of election) - First Quarter	
mid January	<ul style="list-style-type: none"> ● Council review of Strategic Plan Status Report ● Council review of Three Year Business Plans ● Council review of Two Year Budget
YEAR THREE - Second Quarter	
end April	<ul style="list-style-type: none"> ● Budget Guidelines established by Council ● Departments commence review of Three Year Business Plans ● Departments commence review of Two Year Budget
YEAR THREE - Fourth Quarter	
mid October	<ul style="list-style-type: none"> ● City Manager's review of departmental Three Year Business Plans ● City Manager's review of departmental Two Year Budget
mid November	<ul style="list-style-type: none"> ● Senior Management Team commences review of Strategic Plan in preparation for detailed review by Council in First Quarter of the following year ● Senior Management Team preparation of Status Report on Strategic Plan

DATE: APRIL 25, 1995

TO: SENIOR MANAGEMENT TEAM

FROM: CITY CLERK

RE: CORPORATE PLAN - 3 YEAR PLANNING CYCLE

At the Council Meeting of April 24, 1995, consideration was given to your report dated April 11, 1995 concerning the above. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Senior Management Team dated April 11, 1995, re: Corporate Plan - 3 Year Planning Cycle, hereby agrees to adopt the Corporate Plan - 3 Year Planning Cycle, as outlined in the report presented to Council from the Senior Management Team and as presented to Council April 24, 1995."

At the above noted meeting, the point was clarified that the chart does infer a provision for a review of performance and setting of priorities focusing on the upcoming year, similar to what was done with Council in the Summer of 1994 relative to Service Analysis. It was suggested that this analysis be done in May/June with the first analysis to be undertaken, if time permits, in June 1995.

Trusting you will find this satisfactory.



KELLY KLOSS
City Clerk

KK/clr

cc: Personnel Manager

NO. 11

PATH: gord\memos\airport.rep
MASTERFILE: 105.005

DATE: April 19, 1995

TO: City Clerk

FROM: Public Works Manager

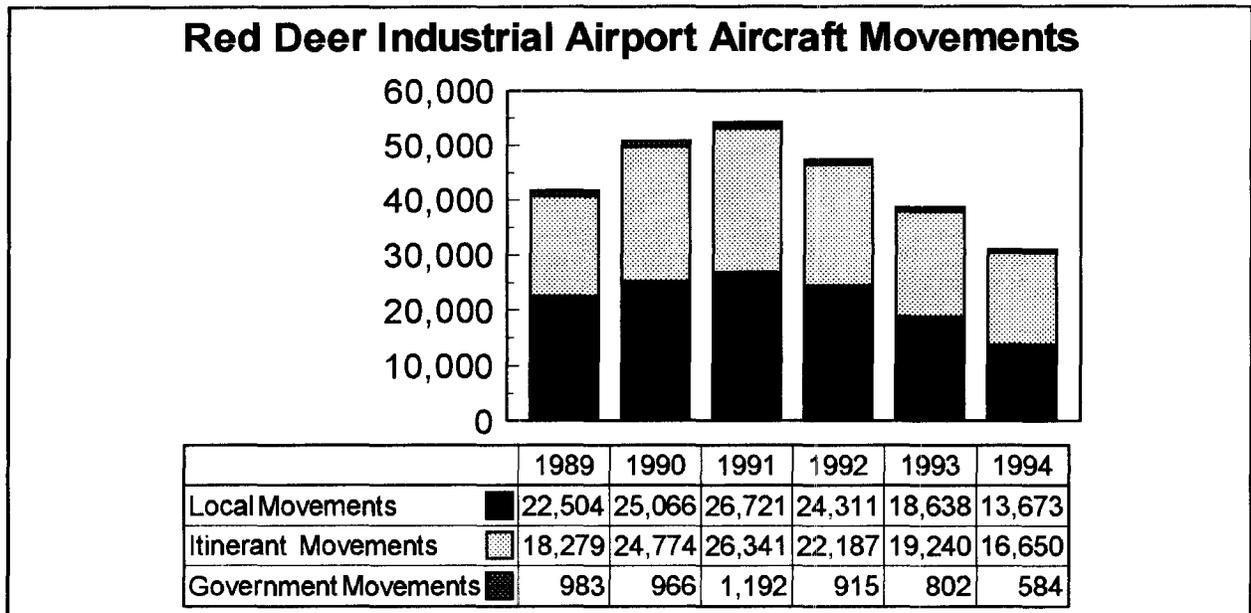
RE: RED DEER INDUSTRIAL AIRPORT

Introduction

As Council is aware, under the National Airports Policy the Federal Government is divesting itself of all interests in small airports. This has the potential for a significant impact on The City of Red Deer. For approximately the last 20 years, The City of Red Deer has been operating the Red Deer Industrial Airport. The annual budget is approximately \$300 000, of which \$132 000 is contributed from the City tax base.

Usage

The Airport has a significant economic impact on Red Deer and surrounding area. The chart below shows the aircraft movements over the last seven years. The increase of flights up to 1991 and the decrease since that time reflects a national trend in aircraft movements. Red Deer is the third busiest airport in its flight class (airports under 60,000 movements).



April 19, 1995
 City Clerk
 Page 2 of 5

Small aircraft (smaller than 4000 kg) land at the airport with no fees. This is a standard across the 3 western provinces. In 1994, there were 330 aircraft movements for aircraft over 4 000 kg. Landing fee revenues from this were \$5 347. The 330 movements were by 103 registered owners. The breakdown is as follows:

Petroleum related flights	172
Other business flights	140
Other	<u>18</u>
Total	330

Attached to our report is information showing the number of movements by these aircraft and the registered owners. Total aircraft movements for 1994:

Itinerant	16 650
Local	13 763
Government	<u>584</u>
Total	30 997

Future Costs

If the City continues to operate the Airport, we anticipate significant capital expenditure as well as an increase in the operating budget. We anticipate equipment replacement to be \$198 000 in 1997 and \$58 000 in 1998. This equipment could be purchased through the equipment pool, but would result in an increase in the operating budget of \$22 000 to \$25 000 per year in 1997 and an additional \$5 000 to \$6 000 in 1998.

We have identified three furnace replacements for 1996 at a total cost of \$41 000. Our maintenance building will require replacing in 1998. The estimated cost of that is \$250 000.

Airside asphalt overlays in the next 10 years are estimated at \$450 000.

If The City of Red Deer takes over the total operation of the Airport, the navigational aids for the distance measuring equipment would become the City's. Starting in 1996, the annual increase in operating costs for this equipment will be \$4 500 per year. This cost is not now in the operating budget. The cost to replace this equipment within the next 10 years is estimated at \$100 000. These are not discretionary expenditures; they are required by Federal Regulation

The landing lights presently maintained by the City will require replacement within 10 years. The estimated cost is \$120 000. These are not discretionary expenditures; they are required by Federal Regulation.

April 19, 1995
 City Clerk
 Page 3 of 5

We have attached a table summarizing both these estimated capital costs along with the projected increases in operating budget.

Land

Should the City gain title to the Airport, there is the potential for the sale of some airport lands. The first areas which may be of interest for sale are the lands associated with existing hangars and other buildings. This area is approximately 16 acres. There are also additional lands which could be developed for hangars and some land which could be declared surplus, sold, and farmed. Our preliminary estimates are as follows:

	Area in Acres	Est Value Per Acre	Total Value
Land in conjunction with existing buildings	16 acres	25 000	400 000
Other	376	1 500	564 000
Totals	392		964 000

Presently the City is receiving \$129 000 per year in rental for buildings and land. The farm land identified for potential sale is only a preliminary assessment and further work will be necessary before finalizing what land may be desirable to sell.

Another issue which has come up in discussions regarding the Airport is taxes. From the information we were able to obtain, businesses at the Airport pay approximately \$64 940 per year in property taxes to the County of Red Deer. Of the total taxes paid, \$35 717 is municipal portion.

Since the land at the Airport has been owned by the Federal Government to date, all buildings owned by private individuals are on leased land. Agreements are in place between The City of Red Deer and 22 parties for the lease of land. These leases are generally for a five year term with renewal options. We have two leases which, with renewals, take the leases to the year 2019. Some leases do not address a specific number of renewals. These leases are renewed every 5 years.

Development Possibilities

Over the last number of years we have, with varying degrees of success, tried to encourage development at the Airport. One of the major constraints at the Airport has been the availability of water. Any new developments would have to be small water users.

April 19, 1995
City Clerk
Page 4 of 5

These issues would be addressed in detail in the 5-year marketing plan to be developed for the Airport. Work has been held off on this plan until the future direction for the Airport is more clear.

Commercialization of Air Traffic Control

The Department of Transport Canada that is responsible for the operation of Air Traffic Control (A.T.C.) and Flight Service Stations (F.S.S.) have announced they intend to commercialize both of these facilities by 1998. We have discussed this with the flight service specialists at our airport and they inform us that Transport Canada will be encouraging the Canadian Owners & Pilots Association (C.O.P.A.), or similar non-profit organizations, to assume the responsibilities of A.T.C. and F.S.S. throughout Canada. The custodian will also be responsible for all of the NAV-AIDS currently owned and maintained by Transport Canada. The cost of operating the overall service will be offset by direct user fee for airspace - flight information, yearly registration fees of aircraft, etc. - very similar to what is done in Europe and other countries throughout the world.

The result of this should be that there is not a significant effect on the airport operator. However, it will have cost implications to those operating aircraft and may further decrease air traffic. We have attached an article from the Aviation News on this which may be of interest to Council.

Summary

This is a very important time for The City of Red Deer and its desires for the Red Deer Industrial Airport. The land leases at the Airport are very constraining should the City ever wish to cease operating the Airport. Because of the National Airports policy being initiated by the Federal Government, it appears that this may be the only opportunity the City has to cease to operate the airport if this is the wish of Council.

When evaluating the options on what to do with the Airport, Council must weigh the significant economic impact the Airport provides as well as the projected capital costs to be incurred and the projected increase in operating budget. Council must then decide if The City of Red Deer is the best party to operate the Airport.

We see a number of possible scenarios for the future of the Airport:

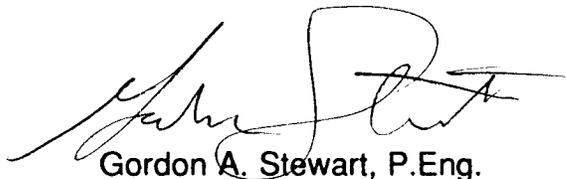
1. The City of Red Deer continues to operate the Airport. The shortfall in revenue is supported by the City tax base. The City would be responsible for future increases in operating budget as well as capital expenditures.

April 19, 1995
City Clerk
Page 5 of 5

2. The City could approach the County of Red Deer to see if there is any interest in cooperatively operating the Airport. The County has not been approached with this option. The County will be operating the water and sewer system at the previous CFB Penhold.
3. The City could indicate to the Federal Government that we do not wish to purchase the Base. The Federal Government has indicated they would then take the following steps:
 - a) Offer the County of Red Deer the opportunity to operate the Airport.
 - b) See if an airport authority could be formed to operate the Airport.
 - c) Determine if there is private sector interest in taking over the Airport.

RECOMMENDATION

The administration respectfully requests direction from Council as to how Council wishes to proceed at this time.



Gordon A. Stewart, P.Eng.
Public Works Manager

/blm

Att.

- c Director of Engineering Services
Airport Supervisor

Charter Aircraft and Companies 4000 kg and Heavier

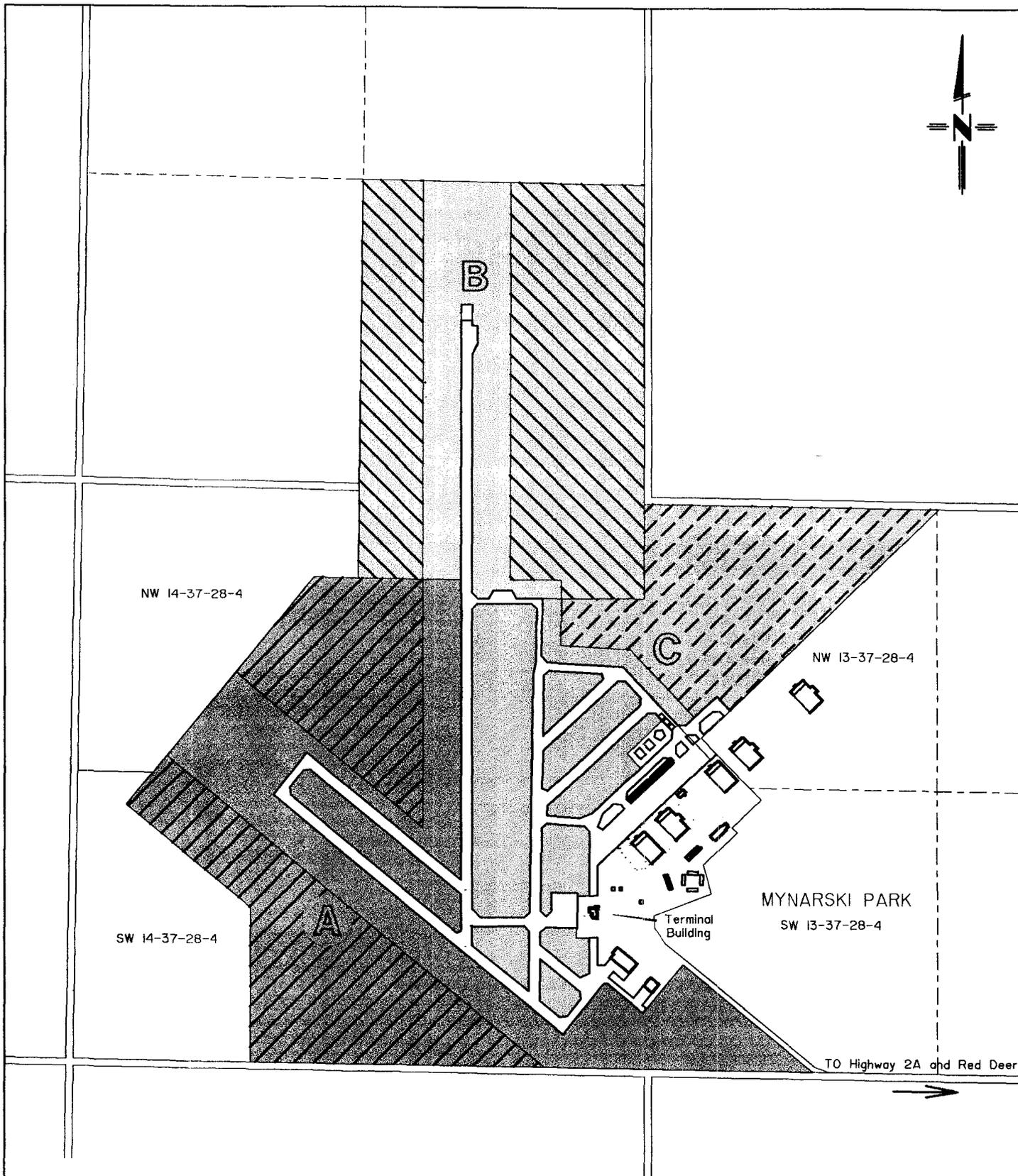
Using Red Deer Airport

Accent Aviation - 1	Flight Craft Inc. (U.S.A.) - 1
Aero Aviation - 1	Flight International (U.S.A.) - 2
Aeroquest Ltd. - 1	Foto Flight Surveys Ltd. - 1
Air Metro (U.S.A.) - 1	414660 Alberta Ltd. - 4
Airco Charters - 2	Franks Casing (U.S.A.) - 13
Alberta Central Airways - 1	General Electric (U.S.A.) - 1
Alberta Energy - 5	Hoechst Celanese Corp. (U.S.A.) - 1
ALC Airlift Corp. - 2	Home Oil Aviation - 17
Allan Ross - 1	Interra International - 2
Alta Flight Charters - 7	John T. Gillese - 1
Amoco Canada - 23	Ken Borek - 31
Antares Enterprises Inc. - 1	Kenny Rogers (U.S.A.) - 1
Anderson Air - 1	Kewatin Air Ltd. - 2
Anthony Aiello - 1	Koch Industries Inc. (U.S.A.) - 2
Bar XH Air Inc. - 10	Laex Aviation Ltd. - 1
Brooker Wheaton Aviation - 1	Luscar (Coal) Ltd. - 1
Brougm Geo Quest - 2	MacMillan Bloedel Ltd. - 2
Calgary Flight Service - 1	Max Pasley Inc. (McDonald's) (U.S.A.) - 6
Campbell Helicopters Ltd. - 3	McLean Co. Ltd. (U.S.A.) - 2
Canada Jet Charters - 1	McLure Farms - 1
Canadian Helicopter - 1	Metro Aviation - 1
Canadian Utilities - 2	Millard Air Ltd. - 1
Cathon Holdings - 1	Morgan Air - 1
Chevron Resources - 5	Murray Cooc (U.S.A.) - 1
Corpac Canada - 2	North Pacific Inc. (U.S.A.) - 3
Corporate Air Charters - 4	North Mountain Inc. - 1
Corsair Aviation - 1	North American Airlines - 3
Crew Concept (U.S.A.) - 1	Northern Mountain Helicopters - 2
Cypress Helicopters - 1	Northern Thunderbird - 2
Dawn Leasing (U.S.A.) - 1	Northwest Territorial Airways - 3
Delta Helicopters - 1	Nova Corporation - 3
Edward Sharoma (U.S.A.) - 1	1088259 Ont. Ltd. - 1
Esso Resources - 2	Oriole Air Ltd. - 1
Executive Airlines Inc. - 4	P.A. Service Inc. - 1
561112 Alberta Ltd. - 1	Pan Canadian Petroleum - 1
Five Star Manufacturing (U.S.A.) - 2	Peace Air Ltd. - 2

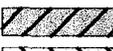
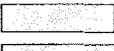
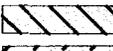
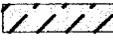
Planes and Parts Ltd. - 1
 Points North Inc. - 1
 Pro Flight Ltd. - 1
 Quickway Aviation Ltd. - 1
 R.H. Crossland & Assoc. (U.S.A.) - 2
 Remote Helicopters - 10
 San José Sharks (U.S.A.) - 1
 Schlumberger - 29
 Serenpet Inc. - 7
 Shell Canada Ltd. - 2
 Skate Fish Boston (U.S.A.) - 1
 Slave Air Ltd. - 1
 Sommers Bros. Contractors - 1
 Sun West Charters - 32
 Sunco - 1
 Suncor - 2
 Sunlite Electric St. Paul Ltd. - 3
 Syncrude Canada - 1
 Tim Hortons Donuts Ltd. - 2
 299401 Alberta Ltd. - 1
 Union Carbide Subsidiary (U.S.A.) - 2
 V.K. Leasing (U.S.A.) - 1
 Vancouver Helicopter - 1
 Verochris Corporation (U.S.A.) - 1
 Vertical Aviation Technologies Inc. (U.S.A.)-1
 Wal-Mart (U.S.A.) - 1
 Washington Asphalt Co. (U.S.A.) - 2
 Weldwood of Canada - 1
 West Fraser Air - 1
 Westair Aviation Inc. - 1
 Westwind Aviation - 2

Total Registered Owners	104
Petroleum Related Flights	172
Other Business Flights	140
Private or Other Flights	<u>18</u>
TOTAL LANDINGS	330

Landing Fee Revenue	\$5 347
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RED DEER INDUSTRIAL AIRPORT

A.V.P.A.		SALEABLE	
	AREA 'A' = 107 ac (43 ha)		AREA 'A' = 140 ac (57 ha)
	AREA 'B' = 64 ac (26 ha)		AREA 'B' = 154 ac (62 ha)
	AREA 'C' = 81 ac (33 ha)		AREA 'C' = 82 ac (33 ha)
TOTAL = 252 ac (102 ha)		TOTAL = 376 ac (152 ha)	

Buildings 

Airport Vacinity Protection Area (A.V.P.A.)

APRIL 1995
SCALE 1:5,000

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"Canada's National Aviation Newspaper"

Volume XX
 Issue VI
 March 27, 1995
 Our 475th Issue



CANADIAN AVIATION NEWS

SALE OF AIR TRAFFIC SYSTEM LOOMS

TORONTO, ON—

Transport Minister Douglas Young is going to seek cabinet approval to sell Canada's air traffic control system for up to \$1.3 billion to a non-profit corporation run by airlines, pilots and controllers.

Under the plan, the federal government will lend the soon-to-be created company the money needed to buy the system through a mortgage on the purchase price, Young said in a recent interview.

All of Ottawa's financial obligations to air navigation system, including an existing \$200 million-a-year subsidy, would end after the transfer, he said.

"It's going to be a business deal. We have a fiduciary responsibility to the taxpayer and we are going to make sure

we get our money's worth. We also have to have a financing scheme that will allow this to work efficiently and provide the kind of services we want at the price we can afford to pay."

Young said he'll submit the proposal to cabinet shortly and then begin detailed financial negotiations with the new company. If all goes well, the air navigation system — with its 6,000 employees and revenue of \$600 million a year from taxes and fees charged to travellers — will be in private sector hands sometime in the fiscal year which begins April 1, he said.

The new navigation company will be run much like a public utility, issuing debt to finance operations and

any capital expenditures. Its board of directors would be made up of users and employees.

Still to be finalized are the new corporation's debt load, what assets are included and the exact purchase price. Industry sources said the price will likely be between \$700 million and \$1.3 billion.

"What we want to do there is be better off than we are now," said Young, who is now on a trip to Australia and New Zealand to look at how similar transfers have worked.

Last summer Young first unveiled plans to "commercialize" the air traffic control system and hundreds of Canadian airports.

The air navigation system's roughly 6,000 employees are scat-

tered at airports across Canada and represented by eight separate unions. With the exception of pilots and air traffic controllers, off of those unions remain staunchly opposed to Ottawa's plan to transfer ownership of the system.

Air navigation is already run by Crown corporations in Germany, Britain, New Zealand and Australia. The United States is also considering transferring air traffic control operations to a separate company.

RED DEER INDUSTRIAL AIRPORT BUDGET REQUIREMENTS

ITEM	1996	1997	1998	1999	2000	2003	2005
Furnace replacement, Terminal Bldg	35 000						
Building #1	3 500						
Building #21	2 500						
D.M.E. Maintenance (\$4 500/yr)	0						
Runway Sweeper, Equipment Pool		170 000					
Mower, Equipment Pool		18 000					
Mower, Equipment Pool			18 000				
Tractor			40 000				
Maintenance Building Replacement			250 000				
Taxiway Rehabilitation				75 000			
Replace landing lights system					120 000		
Replace distance measuring equipment (D.M.E.)						100 000	
Runway rehabilitation							375 000
CAPITAL TOTAL	41 000	188 000	308 000	75 000	120 000	100 000	375 000
Increase in annual operating budget <i>as a result of capital purchases</i>	4 500	25 000	5 000	nil	nl	nil	nil
Cumulative increase of operating budget	4 500	29 500	34 500	34 500	34 500	34 500	34 500

COMMENTS:

It is recognized by all that the airport is a significant economic asset to the City of Red Deer and to Central Alberta as a whole. It is the base of operations for a number of businesses and is used by several other businesses during the year. It is also the home of the Red Deer Air Show, an event that draws approximately 100,000 each year. We believe strongly that the Red Deer Industrial Airport should continue to operate.

The attached reports indicate that the financial commitment required to operate the Red Deer Industrial Airport is very likely to increase over the next five to ten years. Many of the expenditures indicated are not discretionary, but required by federal or provincial regulation. In a period of severe financial restraint it is hard to give high priority to an area several kilometres outside of our boundary. While it is important that the airport continue to operate, it may be more appropriate that it be owned and operated by someone other than The City of Red Deer.

We would recommend that City Council direct the Administration to work with the Federal Government, the County of Red Deer and other affected parties to effect the transfer of the airport to another jurisdiction or to the private sector. There would be two primary conditions to such a transfer. The first is that such a transfer would be conditional upon the airport continuing to operate as such. The second condition would be that while The City of Red Deer is willing to consider some form of involvement in future developments, transfer of our existing lease with the Provincial Government/Federal Government to another jurisdiction or to the private sector is not acceptable.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

DATE: APRIL 25, 1995

TO: PUBLIC WORKS MANAGER

FROM: CITY CLERK

RE: RED DEER INDUSTRIAL AIRPORT

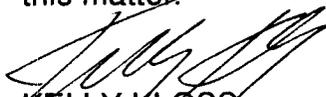
At the Council Meeting of April 24, 1995, consideration was given to your report dated April 19, 1995 concerning the above. At this meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Public Works Manager dated April 19, 1995, re: Red Deer Industrial Airport, hereby directs the Administration to work with the Federal Government, the County of Red Deer and other affected parties to effect the transfer of the Airport to another jurisdiction or to the private sector or to a partnership incorporating City and County membership, subject to the following conditions:

1. That such a transfer would be conditional upon the Airport continuing to operate as such;
2. That while The City of Red Deer is willing to consider some form of involvement in future developments, it is not acceptable that the existing lease with the Provincial Government/Federal Government be transferred to a new owner without the permission of The City of Red Deer, and as presented to Council April 24, 1995."

The decision of Council in this instance is submitted for your information and appropriate action. I trust that you will advise all interested parties of Council's decision.

I look forward to a further report being presented back to Council in due course regarding this matter.


KELLY KLOSS
City Clerk

KK/clr

cc: Director of Development Services
Land and Economic Development Manager
Airport Supervisor

CORRESPONDENCENO. 1

April 10/95

City Council
City of Red Deer
Box 5008, Red Deer
Alberta T4N 3T4

Attn: Mr Kelly Kloss, City Clerk

Dear Madam/Sir

Re: 5311 44 Ave Triplex
R Gustum

As per my recent conversation with Mr. Kloss regarding the above property, I feel council should review the zoning and bylaws aspects of this property remaining to be used as a triplex.

All opinions brought before council (dated April 27/92) indicate that this was an illegal setup and recommended it be removed. However, council voted against the recommendations

of the administration in this case.

The comments of the building inspection department indicated the property is and always was single family. I can assure you there were no additional tenants using the premises from July 84 until sometime after the next owner (Gerald Daskauer) purchased the property.

If the original owners (Lundham), who built the property, wanted to insure they would be able to continue to rent out the two additional units they would have requested re-zoning in the 1970's and would have brought the suites up to the codes of that date. In fact, they did not and the suites remained in their original state.

In allowing this triplex to remain how has the city assured that the suites meet provincial fire, safety and building codes. I can assure you it did not in 1991. I was asked to upgrade the electrical services but

after viewing the existing routes and how they were used by Mr. Gustum in a quick fire way, declared because of the prospect of a liability suit.

In his letter to counsel Mr. Gustum indicated no parking problems or other problems with neighbors. Since Mr. Gustum purchased the property, we have had nothing but problems. Parking has been a constant problem, garbage scattered on the ground and thrown over the fence, fences damaged allowing cats to go free, fruit trees pulled down, harassed by noisy party goers, loud music after hours, ultimatums by tenants for us to remain silent or leave the neighborhood while they party all night. Now a new tenant informs us that we must tolerate her cats unconditionally.

Since we felt it in our right to request her cats stay out of our yard and flower beds, we stated that

and quoted a bylaw. Now we are called a "bunch of Troublemakers" by the owner and tenants.

If Mr. Gustum was duped in a business transaction, I don't see the need for the city council to bail him out.

I may be mistaken but I thought city council was there to implement the direction given by the administration not second guess them. After all these are professional people who do not make hasty decisions based on personal opinions.

Yours truly,

John B Mac Donald.
Tenant at ...
5309 44 Ave
Red Deer, Ab
T4N 3J1



**PARKLAND
COMMUNITY
PLANNING
SERVICES**

Suite 500, 4808 Ross Street
Red Deer, Alberta T4N 1X5
Phone: (403) 343-3394
FAX: (403) 346-1570

DATE: April 12, 1995

TO: KELLY KLOSS, CITY CLERK

FROM: TONY LINDHOUT, PLANNER

RE: J. MACDONALD-COMPLAINANT / R. GUSTUM-OWNER
5311 - 44 AVENUE (WOODLEA), LOT 21, BLK. F, PLAN K9
TRIPLEX/BASEMENT SUITES

The site, which is designated R1 - Residential Low Density District, contains a residential detached dwelling structure that contains two basement suites, effectively creating a triplex. The immediate surrounding development in this Woodlea neighbourhood consists of single family dwelling units. Basement suites, duplexes and triplexes are neither permitted nor discretionary uses within the R1 District. The existing basement suites would therefore be considered non-conforming under the City's Land Use Bylaw thereby making the entire development non-conforming.

The City's Building Inspection Department indicates that no approval has ever been granted for the basement suites and/or triplex, not even prior to 1980 when the site was zoned R2. This being the case, the present use would not only be considered non-conforming under the Land Use Bylaw, it would also be considered an illegal development. This type of property rental situation is contrary to the general purpose statement of the R1 Low Density Residential District which states "*To provide land which will basically be used for low density residential development*".

RECOMMENDATION

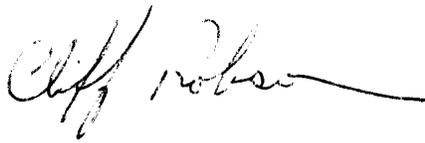
From a land use and planning perspective, planning staff do not support the multi-family triplex use and/or basement suites on the subject property which is located in a well established single family neighbourhood. Existing residents as well as new residents moving into the area rely on the assurance that zoning regulations will be upheld in order to maintain the character and make-up of the existing community.

Tony J. Lindhout, ACP, MCIP
PLANNER

c.c. Bylaws and Inspection Manger

DATE: April 12, 1995
TO: City Clerk
FROM: Fire Marshal
RE: Triplex 5311 - 44 Ave.

This department has no objection provided reasonable life safety requirements as per Alberta Fire Code are complied with.

A handwritten signature in cursive script that reads "Cliff Robson". The signature is written in black ink and includes a long horizontal flourish extending to the right.

Cliff Robson
Fire Marshal

CR/ks

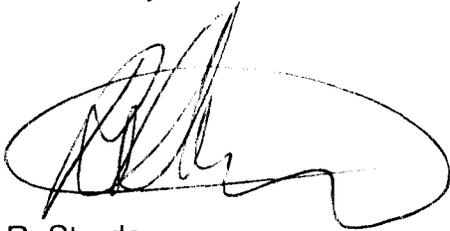
DATE: April 13, 1995
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: 5311 - 44 AVENUE
LOT 21, BLOCK F, PLAN K9

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

Our office received a complaint in February 1992, indicating that the above address was being used as a multiple family dwelling. The owner placed an application before City Council that they be allowed to continue the use as a tri-plex. Council, as noted in the City Clerk's memo, defeated a resolution to deny the request which effectively approved the owner's request. A copy of our original memo is attached.

As Council has made a decision on this matter, we have no recommendation.

Yours truly,

A handwritten signature in black ink, appearing to be 'R. Strader', written over a faint circular stamp or watermark.

R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTION DEPARTMENT

DATE: April 8, 1992
TO: City Clerk
FROM: Bylaws and Inspections Manager
RE: **5311 - 44 AVENUE
LOT 21, BLOCK F PLAN K9**

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

The site is presently zoned R1, in which a tri-plex is not a permitted nor discretionary use. Prior to 1980 the site was designated R2 in which tri-plexes were a discretionary use. In 1978 this use was removed from the discretionary use table for the Waskasoo area.

Our file on this site indicates that it was always used as a single family dwelling. Therefore when a complaint was received a letter was sent to the property owners.

If the site was used as a tri-plex it was not approved by the City. It is our opinion that the present use is therefore an illegal use of the site and cannot be considered "non-conforming but not illegal" because the use was not approved.

Yours truly

R. Strader
Bylaws and Inspections Manager
BUILDING INSPECTIONS DEPARTMENT

RS/jw

COPY

Moved by Alderman Statnyk, seconded by Alderman Lawrence

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Weddell Mehling Pander & Associates Realty Ltd. dated April 7, 1992 re: Request for Land Use Bylaw Amendment / Direct Control Use / 4324 - 54 Avenue, Lot 8A, Block 9, Plan 5365 N.Y. / Swell Investments Ltd., hereby agrees that said request be approved."

MOTION CARRIED

Consideration was given to correspondence from Robert and Lillian Gustum dated April 2, 1992, re: **Basement Suite/5311 - 44 Avenue/Triplex**. Following discussion, the motion as set out hereunder was introduced.

Moved by Alderman Campbell, seconded by Alderman Moffat

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Robert and Lillian Gustum dated April 2, 1992 re: 5311 - 44 Avenue, Lot 21, Block F, Plan K9 / Request to Continue Using the Premises as a Triplex as a nonconforming but not illegal use, hereby agrees that said request be denied, and as recommended to Council April 27, 1992."

Alderman Guilbault, Alderman Surkan, Alderman McGregor, Alderman Lawrence and Alderman Statnyk registered dissenting votes.

MOTION DEFEATED

Council recessed for supper at this time, 6:38 p.m. and reconvened at 7:35 p.m.

CORRESPONDENCE

Consideration was given to correspondence from Centurion Ventures Ltd. dated April 15, 1992, re: **Land Use Bylaw Amendment 2672/J-92/Advertising Cost**. Following discussion, the motion as set out hereunder was passed.

Moved by Alderman McGregor, seconded by Alderman Moffat

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Centurion Ventures Ltd. dated April 15, 1992 re: Advertising Cost, Land Use Bylaw Amendment 2672/J-92 / Industrial

89 Duncan Crescent,
Red Deer, Alberta.
T4R 1M3

April 2, 1992.

THE CITY OF RED DEER
CLERK'S DEPARTMENT

RECEIVED	
TIME	2:30 PM
DATE	April 2/92
BY	ST

City Council,
City of Red Deer,
Box 5003,
Red Deer, Alberta.
T4N 3T4

ATTENTION: City Clerk.

Dear Sirs:

Re: **GUSTUM, Robert H. & Lillian A.,**
5311 - 44th Avenue, Red Deer,
Lot 21, Block F, Plan K9.

We were quite shocked when we received the enclosed letter of February 20th, 1992 from Mr. Holloway of the Building Inspection Department.

By Agreement dated July 15th, 1989, we purchased the property from Windmill Holdings Ltd. as a revenue property with three rental units (triplex). There was nothing to indicate to us that it could not be used as a triplex as each unit had a separate electricity meter and the property had been rented out as a triplex for a considerable period of time.

It is our understanding that the property is presently zoned R1 - a single family dwelling. We further understand that the property was formerly zoned R2 - single family dwelling and one extra suite permitted and two extra suites discretionary. It would be disastrous for us financially if we could not use the property as a triplex as the price paid for the property and the financing for the purchase was based on the income that the three units would generate. As such we are asking that City Council give us permission to continue using the premises as a triplex on a non-conforming but not illegal use basis.

We have made enquiries of the two previous owners and we were advised that during their term of ownership, that is from 1980 to 1989, the property was set up as a triplex and during that time the three suites were rented continuously and no vacancy exceeded a one month duration. With regard to the first owner, Caroline Linham, she is very old so we had her niece, Alice Krawece, write the note herein enclosed. With regard to Windmill Holdings Ltd.'s letter of February 25th, 1992 which we herewith enclose, please note that Windmill Holdings Ltd. sold the property to us in 1989. During our term of

City Council,
Page 2,
April 2, 1992.

ownership from 1989 to the present, we have continuously rented the three units and have had no vacancies.

We have checked with the City of Red Deer By-Laws Office and they advise us that they have never received a complaint with regard to the property as to the parking of vehicles.

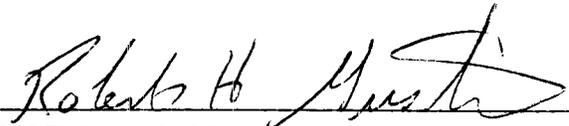
We have spent considerable time and money upgrading the premises and the yard to make the property attractive to the tenants and to the neighbours. We do not believe that any of the immediate neighbours have any objections or complaints with regard to the property being used as a triplex.

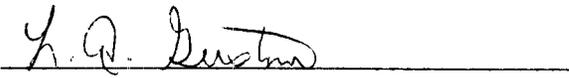
We would request that the City Clerk put the within request before City Council, along with the within letter and enclosures, and we would ask that the Clerk advise us of the hearing date and time. Our address and telephone numbers are as follows:

89 Duncan Crescent,
Red Deer, Alberta.
T4R 1M3

Phone: 340-8711 (work)
346-4435 (home)

Yours truly,

Per: 
ROBERT H. GUSTUM

Per: 
LILLIAN A. GUSTUM

Enclosures.

c.c. Mr. Ryan Strader,
Building Inspection Department.

COMMENTS:

As noted, Council has already dealt with this property once. Unless Council wishes to reverse its earlier decision, the only option will be to agree to the continued use.

The Fire Marshal advises that the suites are fully compliant with the fire codes.

"G. SURKAN", Mayor

"B. JEFFERS", Acting City Manager



THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 25, 1995

Mr. John MacDonald
5309 - 44 Avenue
Red Deer, Alberta
T4N 3J1

Dear Sir:

RE: 5311 - 44 AVENUE TRIPLEX, R. GUSTUM - OWNER

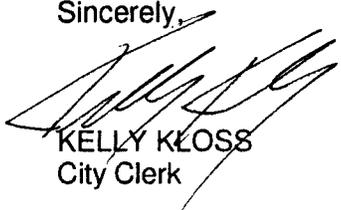
At The City of Red Deer's Council Meeting held April 24, 1995, consideration was given to your letter dated April 10, 1995 concerning the above topic. As you are aware, Council dealt with this matter in 1992 and agreed that the current use of the property as a triplex not be discontinued. Unfortunately, the housekeeping issues of bringing a Land Use Bylaw Amendment forward to make the use a permitted use, were not followed through. As such, the property would still be considered nonconforming. As a result of this, Council passed the following resolution at the April 24, 1995 Council Meeting:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Mr. John B. MacDonald dated April 10, 1995, re: 5311 - 44 Avenue/Triplex, R. Gustum - Owner, hereby instructs the Administration to proceed with the necessary steps to bring the subject site into conformance with the Land Use Bylaw by way of a Land Use Bylaw Amendment and as presented to Council April 24, 1995."

First reading of the necessary Land Use Bylaw Amendment will be presented to Council on May 8, 1995. Following first reading, the Bylaw must be advertised for a Public Hearing regarding this change to be held on Monday, June 5, 1995 at 7:00 p.m., or as soon thereafter as Council may determine, in Council Chambers. This would allow the opportunity for the public to speak for or against the proposed change.

For your information, I have attached hereto a brochure which outlines the process followed with Land Use Bylaw Amendments. If you have any questions or require any further information, please do not hesitate to contact the undersigned.

Sincerely,


KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Bylaws and Inspections Manager
Tony Lindhout, Planner



RED DEER

*a delight
to discover!*



THE CITY OF RED DEER

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 25, 1995

Robert and Lillian Gustum
89 Duncan Crescent
Red Deer, Alberta
T4R 1M3

Dear Mr. & Mrs. Gustum:

RE: 5311 - 44 AVENUE TRIPLEX

At The City of Red Deer's Council Meeting held April 24, 1995, consideration was given to the use of the above noted property as a triplex. At this meeting the following resolution was passed:

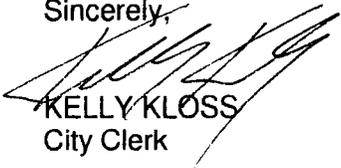
"RESOLVED that Council of The City of Red Deer, having considered correspondence from Mr. John B. MacDonald dated April 10, 1995, re: 5311 - 44 Avenue/Triplex, R. Gustum - Owner, hereby instructs the Administration to proceed with the necessary steps to bring the subject site into conformance with the Land Use Bylaw by way of a Land Use Bylaw Amendment and as presented to Council April 24, 1995."

As you are aware, in 1992 a Land Use Bylaw Amendment was not brought forward to make the triplex a permitted use. A Bylaw will however, be brought to the Monday, May 8, 1995 Council Meeting for first reading to rezone said property for a triplex. Following first reading of the Bylaw, a Public Hearing is advertised to be held on Monday, June 5, 1995 at 7:00 p.m., or as soon thereafter as Council may determine. The purpose of this meeting is to allow any persons affected the opportunity to speak for or against the proposed change. You also would have the opportunity to speak to this matter or submit additional written information for Council to consider.

Providing first reading of a Land Use Bylaw Amendment is given on May 8, 1995, you will be required to deposit with the City the approximate cost of said advertising, which in this instance is \$600.00. Once this deposit is received, the Bylaw will be advertised on Friday, May 19, 1995 and Friday, May 26, 1995.

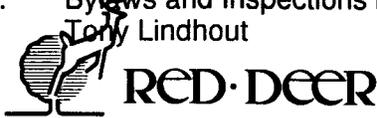
For your information, I have attached hereto a brochure outlining the process followed with Land Use Bylaw Amendments. If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

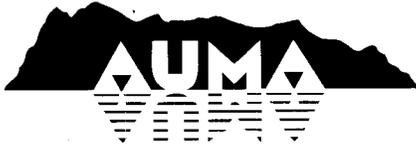

KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Bylaws and Inspections Manager
Tony Lindhout



*a delight
to discover!*



ALBERTA URBAN MUNICIPALITIES ASSOCIATION

8712 - 105 Street, Edmonton, Alberta T6E 5V9
 Tel: (403) 433-4431 • Toll Free: 1-800-661-2862
 Fax: (403) 433-4454

NO. 2

January 15, 1995

Dear Mayor and Council:

RE: REQUEST FOR RESOLUTIONS FOR THE 1995 AUMA CONVENTION
NOVEMBER 7 - 10, 1995 - EDMONTON CONVENTION CENTRE

This is your invitation to submit resolutions for debate at the Annual AUMA Convention. On behalf of the Association, I ask municipalities to bring forth concerns of province-wide interest for consideration by member municipalities.

Enclosed is a guideline for drafting resolutions which I trust you will find useful. Please take note of the need for supporting background information for each resolution being submitted for the convention. This material will assist the Convention Resolutions Committee - and later convention delegates - in understanding the issues. Resolutions without sufficient justification may be returned to the sponsors for additional information.

The deadline to receive resolutions is May 15, 1995, and after this date resolutions will be returned to the sponsor in accordance with the procedure for late resolutions.

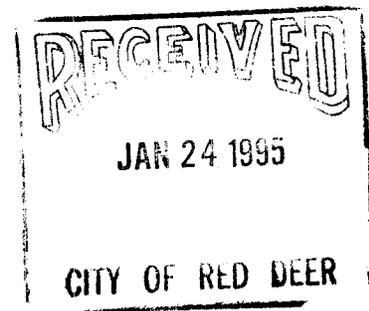
We anticipate receiving shortly, the government's responses to the resolutions carried out at the 1994 Convention. These will be distributed to the membership upon receipt.

Thank you.

Sincerely,

Alderman Patricia Mackenzie
 President

enc



DATE: MARCH 3, 1995
TO: CITY COUNCIL
FROM: CITY CLERK
**RE: AUMA RESOLUTION - ALDERMAN LAWRENCE:
VIDEO LOTTERY TERMINALS**

The following motion has been submitted by Alderman Lawrence for consideration as an AUMA resolution from Council:

"WHEREAS the Government of Alberta approves the placement of video lottery terminals in various locations within Alberta; and

WHEREAS video lottery terminals are designed to entice players to continue to play them through the methodology of the payouts; and

WHEREAS video lottery terminals can and have led to addictive behaviours which are not only a detriment to the individual but to society as a whole;

THEREFORE BE IT RESOLVED that the Government of Alberta be requested to prohibit video lottery terminals and machines of similar nature within Alberta."

The above is submitted for Council's consideration.



KELLY KLOSS
City Clerk

KK/clr

AUMA RESOLUTION

"WHEREAS in 1995 the Federal Government eliminated the Public Utilities Income Tax Transfer Act; and

WHEREAS in 1990 the Alberta Government eliminated the Alberta Income Tax Rebate; and

WHEREAS the Public Utilities Income Tax Transfer Act and the Alberta Income Tax Rebate were originally put in place to address the income tax inequity between investor and publicly owned utilities, with investor owned utilities paying income tax while publicly owned utilities do not, creating a tax inequity; and

WHEREAS the fundamental principle behind the Public Utilities Income Tax Transfer Act and the Alberta Income Tax Rebate was that all utility customers should be treated fairly and equally no matter where they are located in Canada, or whether they are served by investor owned or Crown owned companies;

NOW THEREFORE BE IT RESOLVED that the Alberta Urban Municipality Association strongly urge the Provincial Government to reinstate the Alberta Income Tax Rebate and thereby provide a strong incentive to have the Federal Government reinstate the Public Utilities Income Tax Transfer Act which would eliminate the inequities which have been created and enhance Alberta's competitiveness."

DATE: April 13, 1995

TO: KELLY KLOSS
City Clerk

FROM: ROGER CLARKE, Chairman
Red Deer and District FCSS Board

RE: FCSS FUNDING/CANADA ASSISTANCE PLAN

At the April 8, 1995, meeting of the Red Deer and District FCSS Board the attached report concerning FCSS Funding and the Canada Assistance Plan was considered. Of note in the report are:

- The option to receive funding for FCSS as a conditional grant has been offered again for the 1995/96 year. All of the six participating municipalities in our FCSS regional program have chosen this option.
- That the Province intends to consult with the Alberta Association for Municipal Districts and Counties regarding the future of FCSS (see letter from The Honourable Tom Thurber dated March 9).
- That municipalities may have the ability to cost share all expenditures on social programming (including municipal and provincial contributions for 1995/96 under the Canada Assistance Plan). This could amount to about \$300,000 in Red Deer's case.
- That beginning April 1, 1996, Canada Assistance Plan funding from the Federal Government will be eliminated. CAP will be replaced by the Canada Health and Social Transfer Payment. The impact this change will have on municipalities is unknown yet, however, it is likely to be substantial.

After considering the report the Board passed the following resolution:

"That the Red Deer and District FCSS Board recommend to each partner municipality that they each forward a letter to their respective associations of Alberta Urban Municipalities Association or Alberta Association of Municipal Districts and Counties expressing support for conditional funding and further that a resolution regarding funding and the intent of the FCSS Act be forwarded to City Council for submission to the Alberta Urban Municipalities Association."

A copy of the draft resolution is attached.

RECOMMENDATION:

That Council for the City of Red Deer send a letter to Alberta Urban Municipalities Association expressing support for conditional funding for FCSS,

and also that, the resolution as prepared by the FCSS Board be submitted by Red Deer to Alberta Urban Municipalities Association for consideration at the 1995 conference.



ROGER D. CLARKE, Chairman
Red Deer and District FCSS Board

:kt
Enc.

c. Lowell Hodgson, Director of Community Services

WHEREAS the responsibility to determine principles, standards and policies for social programming, including that of a preventive focus, remains a Provincial responsibility.

WHEREAS the process of delivery is willingly accepted as part of community-based municipal decision making.

WHEREAS preventive social programming legislation helps to ensure consistency in the standard of preventive social programs across the province.

WHEREAS the partnership between the provincial and municipal levels of government in providing a funding base for programs specifically related to the FCSS mandate has been very successful.

WHEREAS the FCSS program has been heralded as an extremely effective model that creates the spirit of community participation toward meeting the preventive social service needs of people in the community.

WHEREAS local governments representing the majority of Albertans have endorsed the need for the marriage of mandate and funding for preventive social programs by accepting the option of maintaining the funding allocation as conditional.

NOW THEREFORE BE IT RESOLVED that the Alberta Urban Municipalities Association

- recognize the unique characteristics of the current FCSS program and the local government acceptance of the same, and
- request the Provincial Government to retain the responsibility of developing the mandate, principles, standards and policies for preventive social programming in Alberta, to be delivered at the municipal level, with provincial funding support granted conditional to municipal participation in cost sharing and program delivery.

COMMENTS:

Proposed AUMA Resolutions

Submitted for Council's consideration.

"G. SURKAN"
Mayor

"B. JEFFERS"
Acting City Manager

BACKUP INFORMATION
NOT SUBMITTED TO COUNCIL

DATE: January 24, 1995

TO: Mayor
Aldermen
City Manager
Directors
Department Heads
City Solicitor
Principal Planner

FROM: City Clerk

RE: REQUEST FOR RESOLUTIONS 1995 AUMA CONVENTION
NOVEMBER 7-10, 1995 - EDMONTON

Each year the Alberta Urban Municipality Association invites the submission of resolutions on subjects of "Province Wide Interest" for consideration by member Municipalities at the annual AUMA Convention.

Attached herewith is a letter from the AUMA including "A Guide to Writing Resolutions" requesting submission of resolutions for consideration at the 1995 AUMA Convention to be held in Edmonton, Nov. 7-10. The deadline set for receipt of resolutions is **MAY 15, 1995**.

Council has always considered suggested resolutions at a Council Meeting prior to submission of same to AUMA. In order to meet the deadline set by AUMA, we will require receipt of all suggested resolutions by no later than **APRIL 18, 1995** for consideration on the Council Agenda April 24, 1995.

We trust you will take advantage of this opportunity to submit any resolutions for consideration at this fall's AUMA Convention.



KELLY KLOSS
City Clerk

KK/ds
Encl.

**THE CITY OF RED DEER**

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

City Clerk's Department
(403) 342-8132 FAX (403) 346-6195

April 25, 1995

Alberta Urban Municipalities Association
8712 - 105 Street
Edmonton, Alberta
T6E 5V9

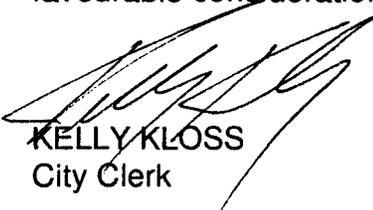
ATT: Alderman Patricia Mackenzie,
President

Dear Madam:

RE: REQUEST FOR RESOLUTIONS - 1995 A.U.M.A. CONVENTION
NOVEMBER 7 - 10, 1995, EDMONTON, ALBERTA

In response to your invitation to submit resolutions for debate at the annual A.U.M.A. Convention to be held in Edmonton, I am enclosing herewith certified copies of three resolutions approved by Council at its meeting of April 24, 1995. There is no background information being submitted with these resolutions as I believe each one is sufficiently clear and self-explanatory. However, should you require further information, please do not hesitate to contact the undersigned.

Trusting you will find this satisfactory and that you will give the attached resolutions favourable consideration.



KELLY KLOSS
City Clerk

KK/clr
attchs.

cc: Director of Community Services
Social Planning Manager
E. L. & P. Manager
F.C.S.S. Board



*a delight
to discover!*

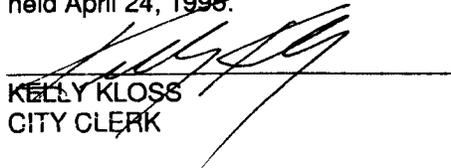
"WHEREAS the Government of Alberta approves the placement of video lottery terminals in various locations within Alberta; and

WHEREAS video lottery terminals are designed to entice players to continue to play them through the methodology of the payouts; and

WHEREAS video lottery terminals can and have led to addictive behaviours which are not only a detriment to the individual but to society as a whole;

THEREFORE BE IT RESOLVED that the Government of Alberta be requested to prohibit video lottery terminals and machines of similar nature within Alberta."

Certified to be a true and correct copy
of the resolution passed by Council
of the City of Red Deer at its meeting
held April 24, 1995.


KELLY KLOSS
CITY CLERK

"WHEREAS in 1995 the Federal Government eliminated the Public Utilities Income Tax Transfer Act; and

WHEREAS in 1990 the Alberta Government eliminated the Alberta Income Tax Rebate; and

WHEREAS the Public Utilities Income Tax Transfer Act and the Alberta Income Tax Rebate were originally put in place to address the income tax inequity between investor and publicly owned utilities, with investor owned utilities paying income tax while publicly owned utilities do not, creating a tax inequity; and

WHEREAS the fundamental principle behind the Public Utilities Income Tax Transfer Act and the Alberta Income Tax Rebate was that all utility customers should be treated fairly and equally no matter where they are located in Canada, or whether they are served by investor owned or Crown owned companies;

NOW THEREFORE BE IT RESOLVED that the Alberta Urban Municipality Association strongly urge the Provincial Government to reinstate the Alberta Income Tax Rebate and thereby provide a strong incentive to have the Federal Government reinstate the Public Utilities Income Tax Transfer Act which would eliminate the inequities which have been created and enhance Alberta's competitiveness."

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of the City of Red Deer at its meeting
held April 24, 1995.



KELLY KLOSS
CITY CLERK

"WHEREAS the responsibility to determine principles, standards and policies for social programming, including that of a preventive focus, remains a Provincial responsibility; and

WHEREAS the process of delivery is willingly accepted as part of community-based municipal decision making; and

WHEREAS preventive social programming legislation helps to ensure consistency in the standard of preventive social programs across the province; and

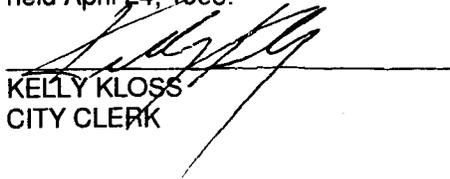
WHEREAS the partnership between the provincial and municipal levels of government in providing a funding base for programs specifically related to the FCSS mandate has been very successful; and

WHEREAS the FCSS program has been heralded as an extremely effective model that creates the spirit of community participation toward meeting the preventive social service needs of people in the community; and

WHEREAS local governments representing the majority of Albertans have endorsed the need for the marriage of mandate and funding for preventive social programs by accepting the option of maintaining the funding allocation as conditional;

NOW THEREFORE BE IT RESOLVED that the Alberta Urban Municipalities Association recognize the unique characteristics of the current FCSS program and the local government acceptance of the same, and request the Provincial Government to retain the responsibility of developing the mandate, principles, standards and policies for preventive social programming in Alberta, to be delivered at the municipal level, with provincial funding support granted conditional to municipal participation in cost sharing and program delivery."

Certified to be a true and correct copy
of the resolution passed by Council
of the City of Red Deer at its meeting
held April 24, 1995.


KELLY KLOSS
CITY CLERK

BYLAW NO. 2672/G-95

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

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1. Section 1.2 Definitions is amended by:

- (1) Rescinding the definition of "Motor Vehicle Sales, Service or Repair" and replacing it with the following:

"Motor Vehicle Sales, Service or Repair" means the sales, service (including car washes and the filling of tanks of vehicles with any motor fuel product from only underground storage tanks) or repair of motor vehicles.

- (2) Rescinding the definition of "Merchandise Sales and/or Rentals" and replacing it with the following:

"Merchandise Sales and/or Rentals" means the sale or rental of various goods excluding the sale of any motor fuel product from above ground storage tanks.

- (3) Rescinding the definition of "Service and Repair of Goods Traded in the District" and replacing it with the following:

"Service and Repair of Goods Traded in the District" means a facility where the upkeep or fixing of goods which are sold in the land use district is undertaken, and without limiting the generality of the foregoing, may refer to service and repair of motor vehicles, electrical equipment, jewellery, apparel, shoes and small engines but does not include a service station.

- (4) Rescinding the definition of "Service Station" and replacing it with the following:

"Service Station" means any premises at which motor fuel products from only underground storage tanks are put into the fuel tanks of vehicles and includes marine service stations and self-service outlets.

- (5) Adding the following new definition:

"Storage Tank" means a closed container of not less than 250 litre capacity used for the storage of flammable liquids or combustible liquids.

- 2. Section DC2.1.1 is amended by adding the words “excluding the sale of any motor fuel product from above ground storage tanks” after subsections (d)(i) “Automotive service centre” and (f)(i) “a self serve gas bar”.
- 3. The addition of the following new discretionary use to the C1,C2, C3, and C4 Commercial Districts; the I1 Industrial District; the P1 Parks and Recreation District; and the DC(2) Direct Control District No. 2:

Above ground storage tanks for motor fuel products including propane and used oil.
- 4. This Bylaw shall come into full force and effect upon the passage of third reading.

READ A FIRST TIME IN OPEN COUNCIL this day of , A.D. 1995.

READ A SECOND TIME IN OPEN COUNCIL this day of , A.D. 1995.

READ A THIRD TIME IN OPEN COUNCIL this day of , A.D. 1995.

MAYOR

CITY CLERK

BYLAW NO. 3133/95

Being a Bylaw to close portions of roads in The City of Red Deer as described herein.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 The following portions of roadway in The City of Red Deer are hereby closed.
 - (1) All that portion of lane as shown on Plan 7604 S lying within Lot 29, Block 17, Plan _____, containing 0.025 hectares more or less.
 - (2) All that portion of lane as shown on Plan 5622 HW lying within Lot 18, Block 14, Plan _____, containing 0.001 hectares more or less.
 - (3) All that portion of lane as shown on Plan 7604 S lying within Lot 27, Block 17, Plan _____, containing 0.024 hectares more or less.
 - (4) All that portion of lane as shown on Plan 3051 HW lying within Lot 27, Block 17, Plan _____, containing 0.024 hectares more or less.
 - (5) All that portion of lane as shown on Plan 7604 S lying within Lot 19, Block 14, Plan _____, containing 0.022 hectares more or less.
 - (6) All that portion of lane as shown on Plan 2800 AJ lying within Lots 20 and 21, Block 13, Plan _____, containing 0.050 hectares more or less.
 - (7) All that portion of lane as shown on Plan 564 KS lying within Lot 20, Block 13, Plan _____, containing 0.003 hectares more or less.

2 This Bylaw shall come into full force and effect upon the passage of third reading.

READ A FIRST TIME IN OPEN COUNCIL this day of A.D. 1995.

READ A SECOND TIME IN OPEN COUNCIL this day of A.D. 1995.

READ A THIRD TIME IN OPEN COUNCIL this day of A.D. 1995.

MAYOR

CITY CLERK

BYLAW NO. 3134/95

Being a Bylaw of the City of Red Deer respecting fees and charges levied by the City of Red Deer Fire Department.

WHEREAS the City of Red Deer is an accredited municipality under the *Safety Codes Act*, R.S.A., 1980, Chapter S-0.5 and is authorized to perform services and enforce the provisions of the *Safety Codes Act*;

AND WHEREAS the City of Red Deer provides a variety of services under the Building Code and Fire Code, as well as other miscellaneous services;

AND WHEREAS the foregoing services are provided by members of the City Fire Department;

NOW THEREFORE, THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, DULY ASSEMBLED, ENACTS AS FOLLOWS:

- 1 This bylaw may be cited as the "Fire Department Fees and Charges Bylaw".
- 2 The fees and charges which shall be charged to the County of Red Deer for fire department services to the County shall be as set forth in Schedule "A" annexed hereto.
- 3 The fees and charges which shall be charged to the Province of Alberta for responses to motor vehicles accidents and fires on Provincial Highways shall be as set forth in Schedule "B" annexed hereto.
- 4 The fees and charges which shall be charged to, and be payable by, the owners of property for inspections under the *Safety Codes Act*, the Fire Code and the Building Code shall be as set forth in Schedule "C" annexed hereto.

SCHEDULE A

FEE AND CHARGES TO: COUNTY OF RED DEER

<u>Service</u>	<u>Rate</u>
First Hour	
Pumper & 4 men	\$550/hr. + \$1.75/km
Tanker x 2 men	\$250/hr. + \$1.75/km
Heavy Rescue x 2 men	\$300/hr. + \$1.75/km
Heavy Rescue x 4 men	\$500/hr. + \$1.75/km
Light Rescue x 2 men	\$250/hr. + \$1.75/km
All Other Hours	
Pumper x 4 men	\$400/hr.
Tanker x 2 men	\$200/hr.
Heavy Rescue x 2 men	\$250/hr.
Heavy Rescue x 4 men	\$450/hr.
Light Rescue x 2 men	\$200/hr.

SCHEDULE B

Page 1 of 1

FEES AND CHARGES TO: PROVINCIAL GOVERNMENT

ServiceRate

Responses to Motor Vehicle Accidents and
Fires on Provincial Highways

\$300/hr. per unit responding

**SCHEDULE C
FEES AND CHARGES TO THE PUBLIC AND
TO OTHER CITY DEPARTMENTS**

SERVICE	RATE
Inspection	\$40.00 per man hour \$20.00 per 1/2 hour or part thereof plus G.S.T.
Reinspection	\$40.00 per man hour \$20.00 per 1/2 hour or part thereof plus G.S.T.
2nd Reinspection	\$80.00 per man hour \$40.00 per 1/2 hour or part thereof plus G.S.T.
Investigation	\$40.00 per man hour \$20.00 per 1/2 hour or part thereof plus G.S.T.
Investigation After Hours	\$80.00 per man hour \$40.00 per 1/2 hour or part thereof plus G.S.T.

BYLAW NO. 3134/95

Page 1 of 2

**SCHEDULE D
FEES AND CHARGES TO THE PUBLIC AND TO
OTHER CITY DEPARTMENTS**

SERVICE	RATE
Occupant Load Calculation and Certificate	\$40.00 per man per hour \$20.00 per 1/2 hour or part thereof plus G.S.T.
Consulting Fees - Architects & Engineers	\$50.00 per man hour \$25.00 per 1/2 hour or part thereof plus G.S.T.
File Search - Current Inspection less than 12 months old	\$50.00 per file plus G.S.T.
File Search - Inspection Required	\$40.00 per man hour \$20.00 per 1/2 hour or part thereof \$50.00 per file plus G.S.T.
Hydrant Flow Tests	\$40.00 per man hour \$20.00 per 1/2 hour or part thereof plus G.S.T.
Hydrant Flow Report	\$50.00 per file plus G.S.T.
Sprinkler Systems Approval - includes check approval & required inspections	300 to 1525 sq. m. \$60.00 + G.S.T. 1525 to 3050 sq. m. \$130.00 + G.S.T. 3050 to 6100 sq. m. \$200.00 + G.S.T. 6100 to 9150 sq. m. \$300.00 + G.S.T. 9150 to 15250 sq. m. \$400.00 + G.S.T. 15250 to ----- sq. m. \$600.00 + G.S.T.
Standpipe & Hose Systems Approval - includes plan check approval and required inspections	300 to 1525 sq. m. \$60.00 + G.S.T. 1525 to 3050 sq. m. \$120.00 + G.S.T. 3050 to 6100 sq. m. \$180.00 + G.S.T. 6100 to 9150 sq. m. \$240.00 + G.S.T. 9150 to 15250 sq. m. \$300.00 + G.S.T. 15250 to ----- sq. m. \$360.00 + G.S.T.

BYLAW NO. 3134/95

Page 2 of 2

Fire Alarm Approval - includes plan check approval and required inspections	300 to 1525 sq. m.	\$60.00 + G.S.T.
	1525 to 3050 sq. m.	\$130.00 + G.S.T.
	3050 to 6100 sq. m.	\$200.00 + G.S.T.
	6100 to 9150 sq. m.	\$300.00 + G.S.T.
	9150 to 15250 sq. m.	\$400.00 + G.S.T.
	15250 to ----- sq. m.	\$600.00 + G.S.T.
Above Ground or Underground Tank installation/Removal - includes plan check approval and required inspections	per tank	\$100.00 + G.S.T.

**SCHEDULE E
FEES AND CHARGES TO THE PUBLIC AND
TO OTHER CITY DEPARTMENTS**

Yearly SCBA Service/Maintenance	\$90.00	
SCBA Tank Fill	\$10.00	
Hose Coupling	\$25.00 per hour plus materials	
C.P.R. Training Dolls:		
- Large Doll	\$15.00 per day	
- Baby	\$10.00 per day	
- Set of 10 Training Heads	\$10.00 per day	
Adult Intubation Head	\$10.00 per day	
Baby Intubation Head	\$5.00 per day	
Arrhythmia Generator	\$15.00 per day	
I.V. Training Arm	\$5.00 per day	
False Alarms due to faulty equipment to be charged to the owner of the premises	First occasion	warning
	2nd & subsequent occasions	\$300.00 each
Dangerous Goods Abatement to be charged to the person responsible	\$300.00 per vehicle and crew provided plus cost of material used	
Motor Vehicle Accidents (in City) (includes response of pumper & rescue truck) be charged to the owner or his agent	\$500.00 per hour	
Rescue Boat	\$100.00 per hour	