

A G E N D A

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FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL  
TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL,  
MONDAY, OCTOBER 15, 1990,  
COMMENCING AT 4:30 P.M.

\* \* \* \* \*

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*2672/W-90 23 Holman Cres.  
51 Unit Condo - Canwest.*

Committee of the Whole

- 1) Legal Opinion
- 2) Land Matter

UNFINISHED BUSINESSNO. 1

DATE: October 10, 1990  
TO: City Council  
FROM: City Clerk  
RE: 1991 TRANSIT PROPOSAL

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At the Council meeting of October 1, 1990, the above matter received consideration and at which meeting a motion was passed agreeing that the current order for five fleet enhancement buses be cancelled. In addition, the following motion was tabled for consideration at the Council meeting of October 15.

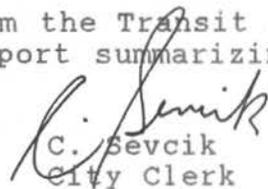
Moved by Alderman Campbell, seconded by Alderman Guilbault

"RESOLVED that Council of The City of Red Deer, having considered report from the Transit Manager dated September 21, 1990, re: 1991 Transit Proposal, hereby approves the following changes relative to the Transit System, for implementation on January 1, 1991:

1. The service frequencies of buses be reduced from 40 minutes to 30 minutes for regular service levels;
2. That a 15 minute peak hour service not be implemented;
3. That a transit service be offered during the following time frames:
  - a) 30 minute frequency between 0615 and 1915 hours Monday, Tuesday, Wednesday and Saturday;
  - b) 30 minute frequency between 0615 and 2215 hours Thursday and Friday;
  - c) No service on Sunday and holidays;
4. The proposed routing system be established in order to reduce rider travelling times;
5. That a system of school overloads be established to enhance regular service with a more direct destinational criteria;
6. That preliminary design work be commenced for the proposed off-street transit terminal;
7. That the proposal for Trans-Cab services be deferred as later evening services would be curtailed;

and as recommended to Council October 1, 1990."

Following hereafter is the report from the Transit Manager dated September 21, 1990, and a further report summarizing the public reaction to date.

  
C. Sevcik  
City Clerk

DATE: September 21, 1990  
TO: Director of Engineering Services  
FROM: Transit Manager  
RE: 1991 TRANSIT PROPOSAL

---

Attached is a proposal for transit services in the City of Red Deer for the 1991 operating year as prepared by the Transit Administration.

The proposal takes into consideration the report on transit operations prepared by Delcan Engineering Ltd. and the current financial status of the City of Red Deer as it pertains to the 1991 operating budget.

Although the proposal is a modification of the Delcan report, I believe that the most important details of the report are addressed. Along with the proposed system improvements, a significant cost saving can be realized.

I would like to point out, however, that although I believe this proposal can be marketed as a positive step, many questions that can affect transit services remain to be answered. The two major external factors are the current environmental concerns, that may result in increased transit use as more people become aware of the environmental issues; and the Persian gulf situation, that may cause more people to consider public transportation as gasoline prices increase.

The attached proposal can be adapted to meet increased demand if the need arises. In the meantime the proposal improves service levels while at the same time reduces operating costs.



Grant Beattie  
Transit Manager

GB/mlj

## TRANSIT PROPOSAL 1991

### HISTORY

In 1989, The City of Red Deer commissioned Delcan Engineering Ltd. to conduct an in-depth study into the operations of the Red Deer Transit System. The final consultant report was submitted to Council in early 1990 and was approved by Council in principle as a working document.

Although the Transit Administration supports the consultant's recommendations as outlined in Appendix I, consideration must also be given to the cost factors involved. Under the 3% budget guideline that has been established, total implementation of the study recommendations would not be possible. Taking this into account, the Transit Administration has used the consultant's report as a working document and guideline to alternative transit services.

The proposal outlined below takes into consideration the requirement to modify service levels and to make a concerted effort to reduce operating costs within the Transit Department.

### TRANSIT PROPOSAL

The consultant's report contains a number of recommended transit service policies as outlined in Appendix II. These service policies were designed to give the Transit Administration a clear mandate for transit operations in the City of Red Deer. Therefore, in designing the proposal for system changes, these service policies were taken into consideration along with the desire to reduce operating costs and subsequently the municipal tax levy.

The proposal is designed to streamline the route system in order to move transit passengers throughout the City in a quicker fashion. In order to accomplish the objective of shorter trip times, the current large looping routes needed to be re-worked to eliminate the large one way loops and provide a more direct service to the downtown area. The research conducted throughout the study has indicated that the downtown area remains the prime destination point for transit users. It should be pointed out that in order to accomplish shorter trip times some areas will be subjected to two way bus movement where only one way bus movements were under the current system. Although the Transit Department will make every effort to place bus stops at green areas, there is no doubt that some bus stops will be located adjacent to private property. These bus stops may result in some complaints being generated by the effected home owners.

Transit Proposal 1991  
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The other significant detrimental factor to current transit operations is the 40 minute service frequency. This has long been a prime concern of both current users and non-users of the transit system. The Transit Administration feels that service level frequencies is the fundamental drawing card for public transportation use. Therefore, in conjunction with a more streamlined routing system, the service proposal would result in service level frequency adjustments from 40 minutes to 30 minutes as outlined in Appendix III.

Currently, peak hour service is being offered at 20 minute frequency level for six hours per day. Research has indicated that this peak hour service is mainly utilized by students travelling to and from school. Although student usage makes up the majority of peak hour ridership, there is a detrimental side-effect for adult peak hour users. This proposal would then see the peak hour services eliminated and the regular services supplemented with school overloads. In other words, adult riders would be encouraged to use the regular service buses while students would be encouraged to use overload buses that would transport them directly to the school from various areas within the City.

In the opinion of the Transit Administration, this concept would encourage adult usage as these non-captive riders would not be subjected to large student crowds. The students would also be encouraged to use transit as the overload buses would be routed and scheduled to provide a more direct level of service to the schools. It is felt that this proposal may, in fact, encourage transit use among both groups of users and will increase transit ridership and revenue.

The proposal also includes a streamlining of the current hours of operation. As the system now stands, services are offered for 16 hours per day, six days per week. It is proposed that service levels in the low usage periods, primarily in the evenings, be curtailed with the exception of Thursday and Friday, when later evening shopping is available. Therefore, transit services would be offered for 13 hours per day on Monday, Tuesday, Wednesday and Saturday with services expanded to 16 hours per day on Thursday and Friday.

As illustrated in Appendix IV, this service proposal will result in some significant operational cost savings. These cost savings are directly related to the operator staff levels. This proposal will result in an operator staff level decrease as outlined in Appendix V. However, costs savings are not the entire objective of the proposal. The secondary objective is to offer public transportation services that will encourage continued and additional use of the system.

It should be pointed out, however, that a reduction of service hours will undoubtedly result in a number of public complaints. That is especially true since Sunday shopping is somewhat full scale in Red Deer and pressure for Sunday services may well occur in the near future. Notwithstanding that some transit users will be adversely affected by service

Transit Proposal 1991  
Page 3

hour cuts, the Transit Administration is of the opinion that the low evening ridership does not justify the additional service hours. As illustrated in Appendix VI, evening ridership accounts for 8.6% of the total daily ridership on an evening when later shopping hours are available. Other aspects of this proposal involve other Transit issues other than service hours and frequency levels. These areas include the off-street transit terminal and bus purchases for fleet enhancement.

As this proposal, which is a modification of the consultant's report, would result in public transportation services being offered with no fleet enhancement being required, then the need for additional buses would not be necessary.

As Council may recall, the Transit Administration received approval in early 1990 to place an order for five fleet enhancement buses in anticipation that the consultant's recommendation would be implemented in their entirety. It was recommended that the bid be awarded in early 1990 due to the fact that delivery times necessitated a significant lead time for the order. As a result, the Transit Department has an outstanding Purchase Order for these five buses and may or may not be subjected to a penalty if the order is cancelled.

The other issue that needs to be addressed is that of the off-street transit terminal. The consultant's report recommends the construction of the terminal at the present Sport's World lot. The Transit Administration agrees with the consultant's analysis and proposed timing of constructing the terminal for an opening date of mid-1992.

There are, however, a number of concerns being voiced by other interested parties including the issue of replacement parking. From a transit operations perspective, there is no doubt that an off-street terminal will be required in the near future. It would, therefore, be proposed that the Transit System proceed with the design plans of the terminal during the 1991 budget year.

### PROPOSAL RECOMMENDATION

The Transit Administration recommends the following for implementation on January 1, 1991:

- 1) The service frequencies of buses be reduced from 40 minutes to 30 minutes for regular service levels.
- 2) That a 15 minute peak hour service not be implemented.

Transit Proposal 1991  
Page 4

- 3) That a transit service be offered during the following time frames:
  - a) 30 minute frequency between 0615 and 1915 hrs Monday, Tuesday, Wednesday and Saturday.
  - b) 30 minute frequency between 0615 and 2215 hrs Thursday and Friday.
  - c) No service on Sunday and Holidays.
- 4) The proposed routing system be established in order to reduce rider travelling times.
- 5) That a system of school overloads be established to enhance regular service with a more direct destinational criteria.
- 6) That the current order for five fleet enhancement buses be cancelled.
- 7) That preliminary design work be commenced for the proposed off-street transit terminal.
- 8) That the proposal for Trans-Cab services be deferred as later evening services would be curtailed.

### CONCLUSION

The Transit Administration believes that this proposal is a positive step toward improved transit services on an interim basis. The proposal takes into consideration the recommendations of the Delcan report and has modified them in such a manner as to improve service levels and frequencies. It has also taken into consideration the desire to improve the efficiency levels of the Transit System and reflect a significant cost saving.

The proposal, as it stands, can be modified to accommodate additional service demands if and when such demands meet the proposed service level criteria for increased service levels.

## CONSULTANT'S REPORT RECOMMENDATIONS

The following are the recommendations made in the Delcan Report of 1989.

- 1) That a radial system be adopted as the Long Range Strategic Plan.
- 2) Reduce service frequency levels from 40 minute off-peak, 20 minute peak to 30 minute off-peak, 15 minute peak.
- 3) Design routes for more direct travel reducing large one way loops with the downtown being the main destination focal point.
- 4) Adopt Service Goals, Objectives and Policies.
- 5) Adopt Trans-Cab (para transit) services in the evening hours for the West Park area on a one year trial basis.
- 6) Aggressively market and promote public transportation services.

## RECOMMENDED SERVICE POLICIES

The following Service Policies are recommended in the 1989 Delcan report:

- 1) Walking Distance - 95% of all residences should be within 400 m walking distance of a bus stop. 75% of industrial site users should be within 750 m walking distance.
- 2) Hours of Service - The base period of service should be from 6:20 am to 6:00 pm, Monday to Saturday. Extended service will be provided at other times when a revenue cost ratio for the extended service is at least 30%.
- 3) Frequency of Service - Minimum frequencies of service are:
  - 15 minute frequency in peak periods
  - 30 minute frequency in off-peak periods
- 4) Days of Service - Base days of service are Monday to Saturday, except holidays. Service will be provided on Sundays and holidays when the revenue cost ratio for the additional days of service is at least 30%.
- 5) Directness of Travel - Maximum travel time around a one-way loop should not exceed 8 minutes.
- 6) Travel Time - A trip by transit to City Centre should not require more than two times the peak period travel time by automobile. A trip by transit between any two points in the City should not require more than 3 times the peak-period travel time by automobile.
- 7) Transfer Requirements - No transfer required to reach downtown from any part of the City. Maximum of one transfer required to reach any destination outside City Centre.
- 8) Loading - The maximum load on any bus should not exceed 125% of the seated capacity.
- 9) Schedule Adherence - Achieve a 95% on-schedule performance, which is defined as not departing earlier than one minute before or three minutes later than the published time.
- 10) Spacing and Location of Bus Stop - The average bus stop spacing should be no less than 500 m and bus stops should be located at least 300 m apart.

- 11) Location of Shelters - A shelter should be provided at 40% of all bus stops.
- 12) Subdivision Approvals - Subdivision approval and major roadwork proposals should be referred to the Transit Department for review and input prior to approval or adoption.
- 13) Introduction of New Services - A new service will be introduced when forecast ridership is sufficient enough that such service will achieve a revenue cost ratio of 30% within six months and will achieve the system average R/C ratio within 18 months.
- 14) Service Withdrawals - A service may be withdrawn only after the revenue cost ratio has dropped to less than 30% for three consecutive months excluding July and August. That affected passengers, residents and employees have been notified of the impending withdrawal of service and a public meeting has been held to obtain input on possible changes.
- 15) Frequency of Fare Adjustments - Fares should be increased annually in March. The calculated net effect of the fare increase should be to increase farebox revenue by an amount equal to the inflation rate for the previous 12 months.
- 16) Target Revenue/Cost Ratio - Annual system average R/C ratio should be 50%.
- 17) Reduced and Concession Fares
  - Cash fares should not be discounted for any fare category
  - Tickets should be sold in quantities of 12 priced at 10 times the cash fare
  - Senior passes should be monthly passes, rather than annual, to be consistent with other fare categories
  - Pass prices should be based on a multiplier, which is 90% of the average number of trips per month rounded up to the nearest 50 cents

## HOURS OF OPERATION/FREQUENCY LEVELS

Current System	40 minute off peak 20 minute peak Monday to Saturday 0600 - 2200 hrs
Proposed System	30 minute off peak No peak service supplemented by school overloads Monday, Tuesday, Wednesday and Saturday 0615 - 1915 hrs Thursday and Friday 0615 - 2215 hrs

## APPENDIX IV

## FINANCIAL IMPLICATIONS (91)

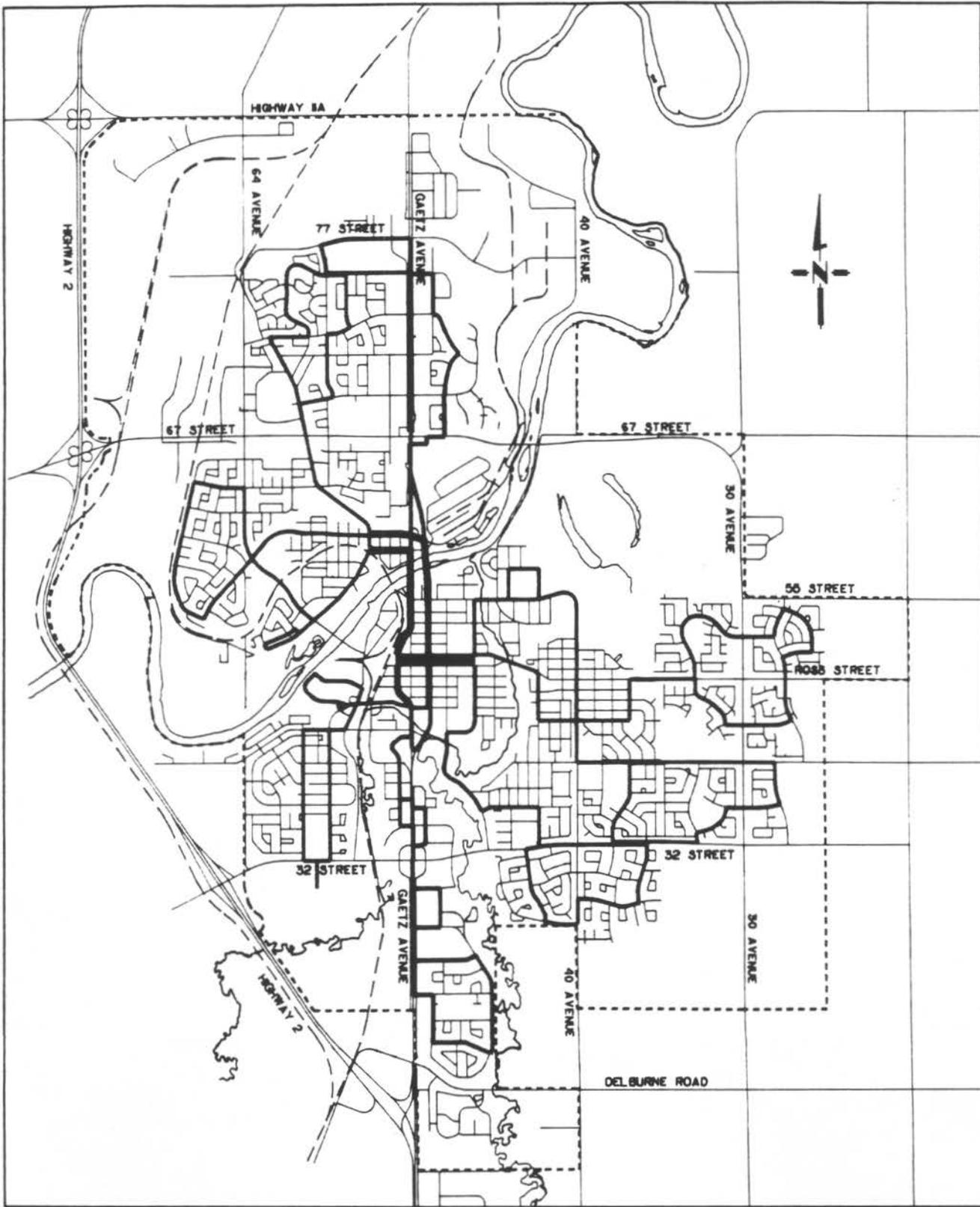
Program	Current System	Proposed System
Administration	324,370	312,865
Training	7,910	7,910
Promotion and Advertising	18,500	18,500
Operations	2,238,175	2,076,870
Premises and Garage	46,030	46,030
Debt Charges	13,775	13,775
Total Expenditures	2,648,760	2,475,950
Cost saving of proposed system	\$172,800	
Percentage decrease in 1991 Budget	10.5%	



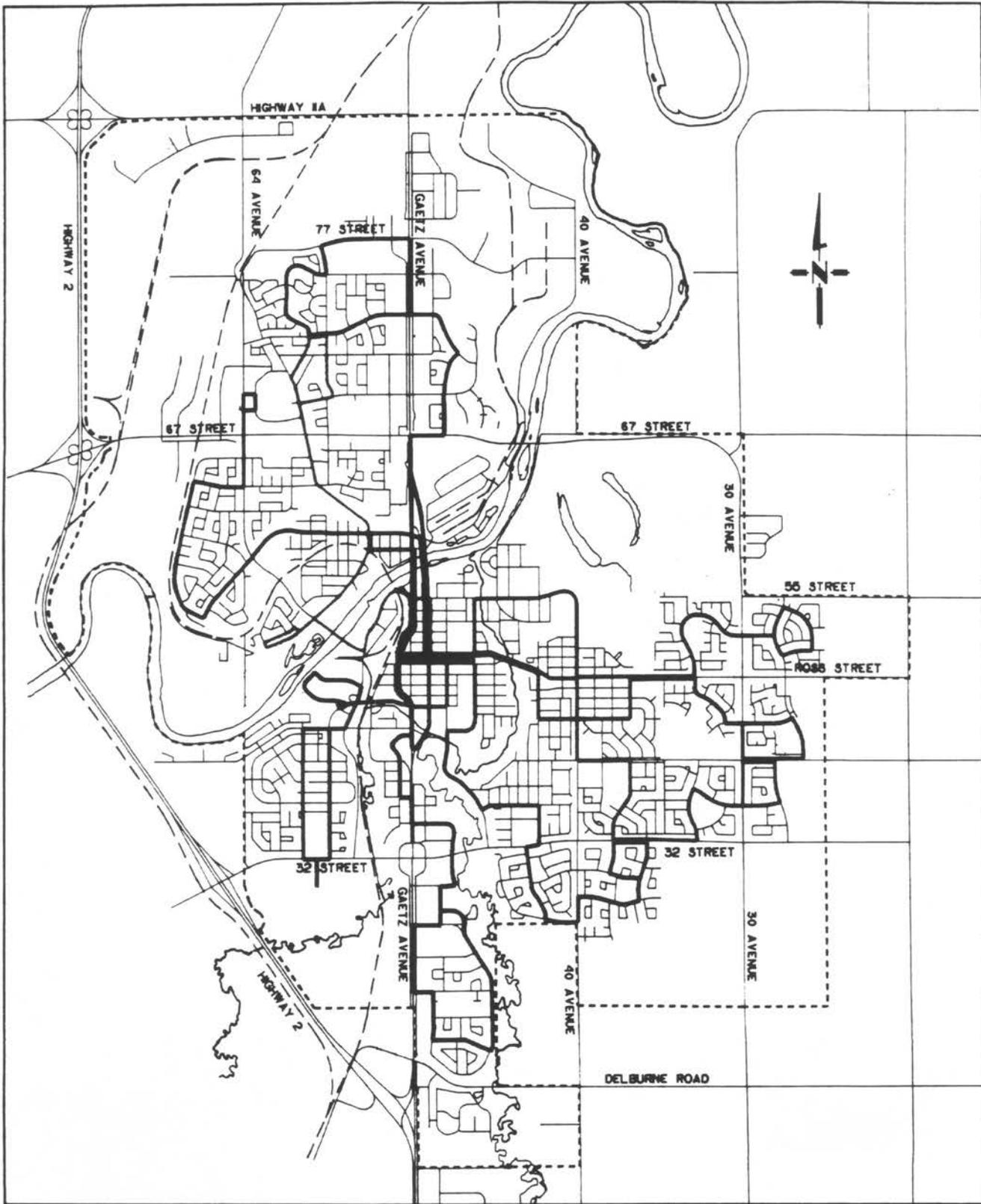
**RIDERSHIP BY ROUTE AND TIME OF DAY**  
(March 30, 1990)

ROUTE	AM PEAK (0700-0900)	MIDDAY (0920-1520)	PM PEAK (1540-1740)	EVENING (1800-2200)	TOTAL
One	330	693	690	238	1951
Two	826	532	703	152	2213
Three	280	322	278	78	958
Four	649	414	565	121	1749
Totals	2085	1961	2236	589	6871
Percentage	30.4	28.5	32.5	8.6	100

- NOTE: 1) The above ridership figures may vary as passengers transferring from one route to another while using a pass would be counted as two rides.
- 2) The Transit Department normally conducts passenger counts on Thursdays and Fridays. Actual counts for non-late shopping days are not available. It is estimated that ridership on those days would decrease by approximately 20%.



TRANSIT DEPARTMENT  
EXISTING ROUTES



# 1991 TRANSIT ROUTE PROPOSALS

DATE: September 24, 1990  
TO: City Clerk  
FROM: Director of Engineering Services  
RE: 1991 TRANSIT PROPOSAL

---

Attached herewith is a proposal from the Transit Manager relating to transit service in 1991.

This proposal is presented to Council as a result of a recent meeting of the Finance Committee. At that meeting there was discussion relating to the full implementation of the Transit Study in 1991, as approved in principle by Council early in 1990.

Given the present concerns relating to budgets and municipal expenditures, it was considered prudent to reconsider the implementation scheme.

Implementation of the proposal, as recommended by the consultant, would involve additional expenditures in 1991 of approximately \$250,000. Subsequent full years could involve approximately \$400,000. While it is anticipated ridership and revenues would increase, they would not cover the additional costs.

Implementation would also necessitate an enlargement of our present Transit fleet to provide five additional buses. Council approved the purchase of those buses in 1990 so they would be available in 1991. A purchase order has been issued.

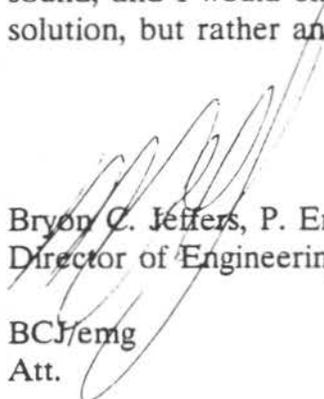
The major points or considerations in Mr. Beattie's proposal are:

1. Change from 40 minute service levels to 30 minute services levels - a significant enhancement.
2. No 15 minute peak service; presently there is a 20 minute peak service; should have little impact.
3. Special school overloads; this will tend to segregate students from adult riders. Will provide more direct travel to schools.

Confidential  
City Clerk  
Page 2  
September 24, 1990

4. Smaller loops on the routes, making them faster, more direct, and convenient - significant enhancement.
5. Reduced hours of service on Monday, Tuesday, Wednesday, and Saturday; negative impact on those using the bus in the evening - less than 8% of daily ridership on average.
6. Expected reduction in expenditures of approximately \$170,000.
7. Reduction in staff levels required. This will adversely affect permanent staff and will cause personnel problems.

The proposal placed before Council by Mr. Beattie appears to be technically and fiscally sound, and I would endorse it. I would, however, emphasize that this is not a long-term solution, but rather an interim step that may require enhancement at a later date.



Bryon C. Jeffers, P. Eng.  
Director of Engineering Services

BCJ/emg  
Att.

DATE: October 10, 1990  
 TO: City Clerk  
 FROM: Transit Manager  
 RE: 1991 TRANSIT PROPOSAL - PUBLIC RESPONSE

---

The following is a record of telephone calls received by the Transit Department up to October 9, 1990, regarding the proposed transit system changes currently being considered by Council.

I will be prepared to verbally update this information at the Council meeting of October 15, 1990.

Number of Calls	15
Against Proposal	10
Changed Opinion	5

In all cases the issue receiving the most disapproval was the section of the proposal that would reduce operating hours Monday, Tuesday, Wednesday and Saturday. The other aspects of the proposal appeared to have support from the callers.

It should be pointed out that four of the ten calls categorized as "against proposal" use transit only one evening of the week to attend meetings. We have also received a call from the President of the College Students Association expressing concerns.

I have also enclosed, for Council's information, correspondence between the Transit Department and Red Deer College regarding two surveys that were to be conducted in 1987 and 1988. The Transit Department has not received the results of either survey.



Grant Beattie  
 Transit Manager

GB/mlj

cc Director of Engineering Services

# RED DEER COLLEGE

Box 5005  
Red Deer, Alberta T4N 5H5  
Telephone (403) 342-3300



OFFICE OF THE PRESIDENT

February 16, 1987

Mr. Beatty  
City of Red Deer  
Transit Department  
5438 - 47 Street  
Red Deer, Alberta

Dear Mr. Beatty:

Thank you for agreeing to meet with myself and Brent Walker to discuss the proposal of a Bus Schedule Extension.

The meeting has been scheduled for Friday, March 6, 11:00 a.m. to 12:00 noon.

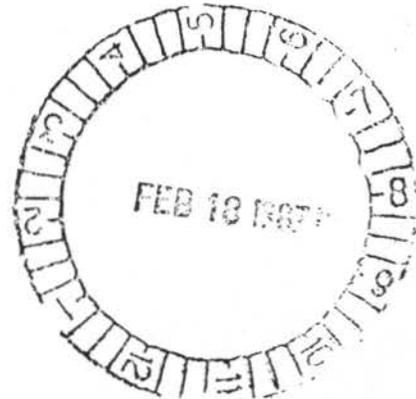
I look forward to meeting you.

Sincerely,

Dr. E. Luterbach  
President

:lls

cc: Brent Walker



FACULTY ASSOCIATION  
OF  
RED DEER COLLEGE

56 Avenue - 32 Street  
Red Deer, Alberta  
T4N 5H5  
Telephone 346-3376  
Area Code 403

April 13, 1987

Mayor R. McGhee  
City of Red Deer  
Red Deer, Alberta

Dear Mayor McGhee:

RE: EXTENDED BUS SERVICE

I would like to offer this letter of support for a proposal for extended bus service, which was prepared by the Students' Association of Red Deer College. Several students, who require bus service to their homes, and who are enrolled in evening courses at the College, have encountered the problem of the last bus leaving the College at 9:10 p.m. Since evening classes do not end until 9:20 p.m., students have two choices: to seek alternative transportation home or to leave classes early.

Our faculty would appreciate any consideration that could be given to lengthening the hours of operation to benefit our evening students.

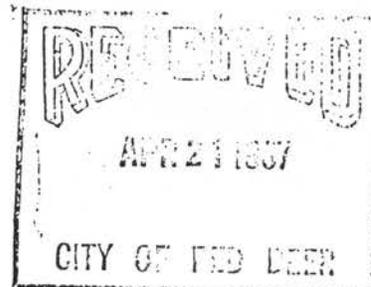
Sincerely,



Dick Huddleston  
F.A.R.D.C. President

c.c. Stefanie Ivan, Students' Association President  
Dr. E. Luterbach, President, Red Deer College

DH:1m



# RED DEER COLLEGE

Box 5005  
Red Deer, Alberta T4N 5H5  
Telephone (403) 342-3300



July 03, 1987

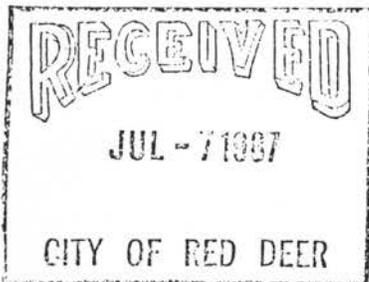
Mr. Beattie - Transit Supervisor  
City of Red Deer Transit System  
c/o City Hall  
Box 5008  
RED DEER, Alberta T4N 3T4

Dear Mr. Beattie:

A month and a half ago I was referred a survey sent by your Department to, I believe, the Student Association Office. I have since then consulted with our senior administration group, the Student Association President, and others as appropriate in developing a survey instrument which I hope would elicit appropriate responses to the problem identified by our students of potentially inadequate evening bus service.

If we undertake this survey, we would want to do this by mid-September. May we count on receiving the final questionnaire from your office by mid-August, so that we might arrange to have these distributed to our evening class students in the first weeks of classes?

Thank you for your interest and concern in our students' request for extended service.



Yours truly,

Diane Tyler  
Dean - Student Services  
Red Deer College

DT\*hm

att.

c.c. Dr. Ed Luterbach  
Stefanie Ivan, S.A. President

## City Transit Department

The following in-class survey is undertaken by the City Transit Department with the College's co-operation. We would very much appreciate your completing this brief questionnaire and returning it to your instructor. Thanks for your participation.

Mr. Beattie - Red Deer Transit

## RED DEER TRANSIT

## EVENING STUDENT TRANSIT SURVEY

1. What method of transportation do you currently use to attend classes?

<input type="checkbox"/>	Public Transit
<input type="checkbox"/>	Private Auto
<input type="checkbox"/>	Auto Pool
<input type="checkbox"/>	Other

2. If you use public transit, are you satisfied with the present service?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

3. If the transit service hours were extended, what method of transportation would you use to attend class?

<input type="checkbox"/>	Public Transit
<input type="checkbox"/>	Private Auto
<input type="checkbox"/>	Auto Pool
<input type="checkbox"/>	Other

4. When would you prefer to leave RDC Campus, if hours were extended?

<input type="checkbox"/>	9:30 p.m.
<input type="checkbox"/>	10:00 p.m.
<input type="checkbox"/>	10:30 p.m.
<input type="checkbox"/>	11:00 p.m.
<input type="checkbox"/>	11:30 p.m.
<input type="checkbox"/>	12:00 a.m.

## THE CITY OF RED DEER



TRANSIT DEPARTMENT

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

342-8225

July 8, 1987

Red Deer College  
Box 5005  
RED DEER, Alberta  
T4N 5H5

Attention: Diane Tyler, Dean - Student Services

Dear Ms. Tyler:

RE: STUDENT SURVEY

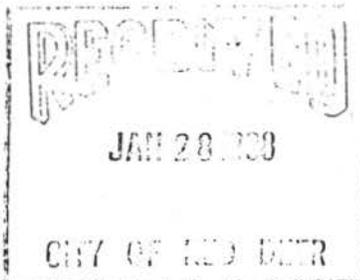
In response to your letter of July 3, 1987 I have reviewed the survey form submitted and find it to be satisfactory.

I look forward to the results of the survey, but should advise you that the results will be necessary as soon as possible as the Transit Operating Budget is in the process of being prepared.

Yours truly,

G. E. BEATTIE,  
Transit Manager

GEB:sp

RED DEER COLLEGE  
STUDENT'S ASSOCIATION

January 25, 1988

Mr. Beattie  
Transit Manager  
Box 5008  
Red Deer, AB  
T4N 3T4

Dear Mr. Beattie:

The Red Deer Students' Association is currently implementing a survey designed to assess the transportation needs of RDC students as the results of the survey implemented in the fall of 1987 were found to be inconclusive.

Enclosed please find a copy of the questionnaire that was jointly designed by myself and a representative from the College. Approximately 1500 questionnaires will be distributed to evening class students at the College during the week of February 1 - 5, 1988.

I would appreciate meeting with you to discuss the results of this questionnaire. I can be contacted at 343-1877 if you require any further information on this matter.

Thank you for your consideration.

Sincerely,

*Stefanie Ivan*

Stefanie Ivan  
President, RDC SA

rm

cc Joanne Bucklee

ENCL

The following survey is being conducted by Red Deer College. We would appreciate your completing this questionnaire and returning it to your instructor.

Thank you.

EVENING STUDENT SURVEY

Course Name: \_\_\_\_\_

Course Hours: \_\_\_\_\_

1. Do you currently utilize the Red Deer public transit system as a method of transportation to and from the College?

\_\_\_\_ YES

\_\_\_\_ NO or infrequently (less than two times per week)

2. After completing your evening course, what time do you normally depart from the College?

\_\_\_\_ prior to 8:55 p.m.

\_\_\_\_ 8:55 p.m.

\_\_\_\_ 9:30 p.m.

\_\_\_\_ 9:45 p.m.

\_\_\_\_ 10:00 p.m.

\_\_\_\_ later than 10:00 p.m.

If you answered no or infrequently to #1, please answer questions 3 and 4. If you answered yes in question 1, please refrain from answering the other questions. If you have any comments, please add them at the end of this survey.

3. If you infrequently or do not currently use the public transit system, please check any of the following reasons that are applicable, otherwise, continue to question number 4.

\_\_\_\_ private vehicle

\_\_\_\_ car pool

\_\_\_\_ hours of public transit not convenient

\_\_\_\_ present transit system does not meet my needs (please explain) \_\_\_\_\_

\_\_\_\_ other (please explain) \_\_\_\_\_

\_\_\_\_\_

4. If you infrequently or do not use the Red Deer transit system, would you use it if the hours were extended?

\_\_\_ YES

\_\_\_ NO

If yes, what time would you prefer to depart from the College after your night class?

\_\_\_ 9:30 p.m.

\_\_\_ 9:45 p.m.

\_\_\_ 10:00 p.m.

\_\_\_ later than 10:00 p.m.

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# THE CITY OF RED DEER

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

Transit Department 342-8225

FEBRUARY 8, 1988

Red Deer College Student Association  
Box 5005  
RED DEER, Alberta  
T4N 5H5

ATTENTION: STEFANIE IVAN, PRESIDENT

Dear Ms. Ivan:

RE: EVENING STUDENT TRANSPORTATION SURVEY

In response to your letter of January 25, 1988 outlining your intent to undertake a survey to assess the transportation needs of evening students, I would be more than pleased to discuss the results with you once completed.

However, I must advise you that the 1988 Operating Budget for the Transit Dept. has been reviewed by City Council and no funds are available for the extension of Transit service levels.

In the event that your survey indicates that Transit service level increases are warranted, I would suggest that such a service level increase would most likely not be entertained until the 1989 Operating Budget is prepared.

Yours truly,

G. E. BEATTIE,  
TRANSIT MANAGER

GEB:sp



BE A FRIEND OF THE GAMES  
January 28, 29, 30, 31

Commissioners' Comments

Attached is a report from the Transit Manager with comments from the Dir. of Engineering Services with respect to the implementation of a somewhat restructured transit service for the 1991 fiscal year.

Council will recall that approval in principle has been given to the implementation of the consultant's recommendations for a revised Transit System in 1991 which contemplates a significant improvement in the level of service and as a consequence a significant increase in the Transit deficit in the short run. Provisions had been made in the Budget forecasts to absorb this increase in deficit within the framework of an acceptable tax increase. However, these forecasts were made prior to the current downturn in the economy and, what is more important, the more stringent than anticipated restraints and reductions in grants by the Provincial Government. Furthermore, with the current Middle East Crisis there already has been a significant increase in fuel costs which will undoubtedly remain high for the foreseeable future.

In the light of this the possibility of delaying or otherwise modifying the implementation of the improved Transit service in 1991 was discussed with the Finance Committee. At their request, this matter is now being brought forward for Council's consideration with the proposal for the significant changes outlined by the Transit Manager. We fully support his proposed changes and would recommend Council endorse same. However, to elicit public reaction to the proposed changes, this report was made available to the public about a week ago and the attached report from the Transit Manager indicates the comments he had received as of the 9th of October. This report will be verbally updated at the Council meeting.

In considering this program, we believe that it is important for Council to recognize that with a 3% guideline given to Departments for the preparation of their budgets, all Departments will be facing a reduction in the level of service because inflation is significantly higher than 3%.

We believe that over the past few years, we have squeezed as much efficiency as possible out of across the board restraints and the time has come when, to achieve restraint, we must look at the elimination of some services. The attached proposal is just such an example.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

DATE: October 5, 1990FAX TO: College Students AssociationATTENTION: Brian MacPheeTHEIR FAX NO: 340-8940FROM: Charlie SevikDEPARTMENT: City Clerks

OUR FAX NO: (403) 346-6195

NUMBER OF PAGES INCLUDING THIS PAGE 14

DATE: September 21, 1990  
TO: Director of Engineering Services  
FROM: Transit Manager  
RE: 1991 TRANSIT PROPOSAL

---

Attached is a proposal for transit services in the City of Red Deer for the 1991 operating year as prepared by the Transit Administration.

The proposal takes into consideration the report on transit operations prepared by Delcan Engineering Ltd. and the current financial status of the City of Red Deer as it pertains to the 1991 operating budget.

Although the proposal is a modification of the Delcan report, I believe that the most important details of the report are addressed. Along with the proposed system improvements, a significant cost saving can be realized.

I would like to point out, however, that although I believe this proposal can be marketed as a positive step, many questions that can affect transit services remain to be answered. The two major external factors are the current environmental concerns, that may result in increased transit use as more people become aware of the environmental issues; and the Persian gulf situation, that may cause more people to consider public transportation as gasoline prices increase.

The attached proposal can be adapted to meet increased demand if the need arises. In the meantime the proposal improves service levels while at the same time reduces operating costs.



Grant Beattie  
Transit Manager

GB/mlj

## TRANSIT PROPOSAL 1991

### HISTORY

In 1989, The City of Red Deer commissioned Delcan Engineering Ltd. to conduct an in-depth study into the operations of the Red Deer Transit System. The final consultant report was submitted to Council in early 1990 and was approved by Council in principle as a working document.

Although the Transit Administration supports the consultant's recommendations as outlined in Appendix I, consideration must also be given to the cost factors involved. Under the 3% budget guideline that has been established, total implementation of the study recommendations would not be possible. Taking this into account, the Transit Administration has used the consultant's report as a working document and guideline to alternative transit services.

The proposal outlined below takes into consideration the requirement to modify service levels and to make a concerted effort to reduce operating costs within the Transit Department.

### TRANSIT PROPOSAL

The consultant's report contains a number of recommended transit service policies as outlined in Appendix II. These service policies were designed to give the Transit Administration a clear mandate for transit operations in the City of Red Deer. Therefore, in designing the proposal for system changes, these service policies were taken into consideration along with the desire to reduce operating costs and subsequently the municipal tax levy.

The proposal is designed to streamline the route system in order to move transit passengers throughout the City in a quicker fashion. In order to accomplish the objective of shorter trip times, the current large looping routes needed to be re-worked to eliminate the large one way loops and provide a more direct service to the downtown area. The research conducted throughout the study has indicated that the downtown area remains the prime destination point for transit users. It should be pointed out that in order to accomplish shorter trip times some areas will be subjected to two way bus movement where only one way bus movements were under the current system. Although the Transit Department will make every effort to place bus stops at green areas, there is no doubt that some bus stops will be located adjacent to private property. These bus stops may result in some complaints being generated by the effected home owners.

Transit Proposal 1991  
Page 2

The other significant detrimental factor to current transit operations is the 40 minute service frequency. This has long been a prime concern of both current users and non-users of the transit system. The Transit Administration feels that service level frequencies is the fundamental drawing card for public transportation use. Therefore, in conjunction with a more streamlined routing system, the service proposal would result in service level frequency adjustments from 40 minutes to 30 minutes as outlined in Appendix III.

Currently, peak hour service is being offered at 20 minute frequency level for six hours per day. Research has indicated that this peak hour service is mainly utilized by students travelling to and from school. Although student usage makes up the majority of peak hour ridership, there is a detrimental side-effect for adult peak hour users. This proposal would then see the peak hour services eliminated and the regular services supplemented with school overloads. In other words, adult riders would be encouraged to use the regular service buses while students would be encouraged to use overload buses that would transport them directly to the school from various areas within the City.

In the opinion of the Transit Administration, this concept would encourage adult usage as these non-captive riders would not be subjected to large student crowds. The students would also be encouraged to use transit as the overload buses would be routed and scheduled to provide a more direct level of service to the schools. It is felt that this proposal may, in fact, encourage transit use among both groups of users and will increase transit ridership and revenue.

The proposal also includes a streamlining of the current hours of operation. As the system now stands, services are offered for 16 hours per day, six days per week. It is proposed that service levels in the low usage periods, primarily in the evenings, be curtailed with the exception of Thursday and Friday, when later evening shopping is available. Therefore, transit services would be offered for 13 hours per day on Monday, Tuesday, Wednesday and Saturday with services expanded to 16 hours per day on Thursday and Friday.

As illustrated in Appendix IV, this service proposal will result in some significant operational cost savings. These cost savings are directly related to the operator staff levels. This proposal will result in an operator staff level decrease as outlined in Appendix V. However, costs savings are not the entire objective of the proposal. The secondary objective is to offer public transportation services that will encourage continued and additional use of the system.

It should be pointed out, however, that a reduction of service hours will undoubtedly result in a number of public complaints. That is especially true since Sunday shopping is somewhat full scale in Red Deer and pressure for Sunday services may well occur in the near future. Notwithstanding that some transit users will be adversely affected by service

## Transit Proposal 1991

Page 3

hour cuts, the Transit Administration is of the opinion that the low evening ridership does not justify the additional service hours. As illustrated in Appendix VI, evening ridership accounts for 8.6% of the total daily ridership on an evening when later shopping hours are available. Other aspects of this proposal involve other Transit issues other than service hours and frequency levels. These areas include the off-street transit terminal and bus purchases for fleet enhancement.

As this proposal, which is a modification of the consultant's report, would result in public transportation services being offered with no fleet enhancement being required, then the need for additional buses would not be necessary.

As Council may recall, the Transit Administration received approval in early 1990 to place an order for five fleet enhancement buses in anticipation that the consultant's recommendation would be implemented in their entirety. It was recommended that the bid be awarded in early 1990 due to the fact that delivery times necessitated a significant lead time for the order. As a result, the Transit Department has an outstanding Purchase Order for these five buses and may or may not be subjected to a penalty if the order is cancelled.

The other issue that needs to be addressed is that of the off-street transit terminal. The consultant's report recommends the construction of the terminal at the present Sport's World lot. The Transit Administration agrees with the consultant's analysis and proposed timing of constructing the terminal for an opening date of mid-1992.

There are, however, a number of concerns being voiced by other interested parties including the issue of replacement parking. From a transit operations perspective, there is no doubt that an off-street terminal will be required in the near future. It would, therefore, be proposed that the Transit System proceed with the design plans of the terminal during the 1991 budget year.

### PROPOSAL RECOMMENDATION

The Transit Administration recommends the following for implementation on January 1, 1991:

- 1) The service frequencies of buses be reduced from 40 minutes to 30 minutes for regular service levels.
- 2) That a 15 minute peak hour service not be implemented.

- 3) That a transit service be offered during the following time frames:
  - a) 30 minute frequency between 0615 and 1915 hrs Monday, Tuesday, Wednesday and Saturday.
  - b) 30 minute frequency between 0615 and 2215 hrs Thursday and Friday.
  - c) No service on Sunday and Holidays.
- 4) The proposed routing system be established in order to reduce rider travelling times.
- 5) That a system of school overloads be established to enhance regular service with a more direct destinational criteria.
- 6) That the current order for five fleet enhancement buses be cancelled.
- 7) That preliminary design work be commenced for the proposed off-street transit terminal.
- 8) That the proposal for Trans-Cab services be deferred as later evening services would be curtailed.

### CONCLUSION

The Transit Administration believes that this proposal is a positive step toward improved transit services on an interim basis. The proposal takes into consideration the recommendations of the Delcan report and has modified them in such a manner as to improve service levels and frequencies. It has also taken into consideration the desire to improve the efficiency levels of the Transit System and reflect a significant cost saving.

The proposal, as it stands, can be modified to accommodate additional service demands if and when such demands meet the proposed service level criteria for increased service levels.

## CONSULTANT'S REPORT RECOMMENDATIONS

The following are the recommendations made in the Delcan Report of 1989.

- 1) That a radial system be adopted as the Long Range Strategic Plan.
- 2) Reduce service frequency levels from 40 minute off-peak, 20 minute peak to 30 minute off-peak, 15 minute peak.
- 3) Design routes for more direct travel reducing large one way loops with the downtown being the main destination focal point.
- 4) Adopt Service Goals, Objectives and Policies.
- 5) Adopt Trans-Cab (para transit) services in the evening hours for the West Park area on a one year trial basis.
- 6) Aggressively market and promote public transportation services.

## RECOMMENDED SERVICE POLICIES

The following Service Policies are recommended in the 1989 Delcan report:

- 1) Walking Distance - 95% of all residences should be within 400 m walking distance of a bus stop. 75% of industrial site users should be within 750 m walking distance.
- 2) Hours of Service - The base period of service should be from 6:20 am to 6:00 pm, Monday to Saturday. Extended service will be provided at other times when a revenue cost ratio for the extended service is at least 30%.
- 3) Frequency of Service - Minimum frequencies of service are:
  - 15 minute frequency in peak periods
  - 30 minute frequency in off-peak periods
- 4) Days of Service - Base days of service are Monday to Saturday, except holidays. Service will be provided on Sundays and holidays when the revenue cost ratio for the additional days of service is at least 30%.
- 5) Directness of Travel - Maximum travel time around a one-way loop should not exceed 8 minutes.
- 6) Travel Time - A trip by transit to City Centre should not require more than two times the peak period travel time by automobile. A trip by transit between any two points in the City should not require more than 3 times the peak-period travel time by automobile.
- 7) Transfer Requirements - No transfer required to reach downtown from any part of the City. Maximum of one transfer required to reach any destination outside City Centre.
- 8) Loading - The maximum load on any bus should not exceed 125% of the seated capacity.
- 9) Schedule Adherence - Achieve a 95% on-schedule performance, which is defined as not departing earlier than one minute before or three minutes later than the published time.
- 10) Spacing and Location of Bus Stop - The average bus stop spacing should be no less than 500 m and bus stops should be located at least 300 m apart.

- 11) Location of Shelters - A shelter should be provided at 40% of all bus stops.
- 12) Subdivision Approvals - Subdivision approval and major roadwork proposals should be referred to the Transit Department for review and input prior to approval or adoption.
- 13) Introduction of New Services - A new service will be introduced when forecast ridership is sufficient enough that such service will achieve a revenue cost ratio of 30% within six months and will achieve the system average R/C ratio within 18 months.
- 14) Service Withdrawals - A service may be withdrawn only after the revenue cost ratio has dropped to less than 30% for three consecutive months excluding July and August. That affected passengers, residents and employees have been notified of the impending withdrawal of service and a public meeting has been held to obtain input on possible changes.
- 15) Frequency of Fare Adjustments - Fares should be increased annually in March. The calculated net effect of the fare increase should be to increase farebox revenue by an amount equal to the inflation rate for the previous 12 months.
- 16) Target Revenue/Cost Ratio - Annual system average R/C ratio should be 50%.
- 17) Reduced and Concession Fares
  - Cash fares should not be discounted for any fare category
  - Tickets should be sold in quantities of 12 priced at 10 times the cash fare
  - Senior passes should be monthly passes, rather than annual, to be consistent with other fare categories
  - Pass prices should be based on a multiplier, which is 90% of the average number of trips per month rounded up to the nearest 50 cents

## HOURS OF OPERATION/FREQUENCY LEVELS

Current System	40 minute off peak 20 minute peak Monday to Saturday 0600 - 2200 hrs
Proposed System	30 minute off peak No peak service supplemented by school overloads Monday, Tuesday, Wednesday and Saturday 0615 - 1915 hrs Thursday and Friday 0615 - 2215 hrs

## FINANCIAL IMPLICATIONS (91)

Program	Current System	Proposed System
Administration	324,370	312,865
Training	7,910	7,910
Promotion and Advertising	18,500	18,500
Operations	2,238,175	2,076,870
Premises and Garage	46,030	46,030
Debt Charges	13,775	13,775
Total Expenditures	2,648,760	2,475,950
Cost saving of proposed system	\$172,800	
Percentage decrease in 1991 Budget	10.5%	

## STAFF IMPLICATIONS

## CURRENT STAFF LEVELS

Administration	3 full time 1 part time
Operations	35 full time 6 part time

## PROPOSED STAFF LEVELS

Administration	4 full time
Operations	28 full time 14 part time

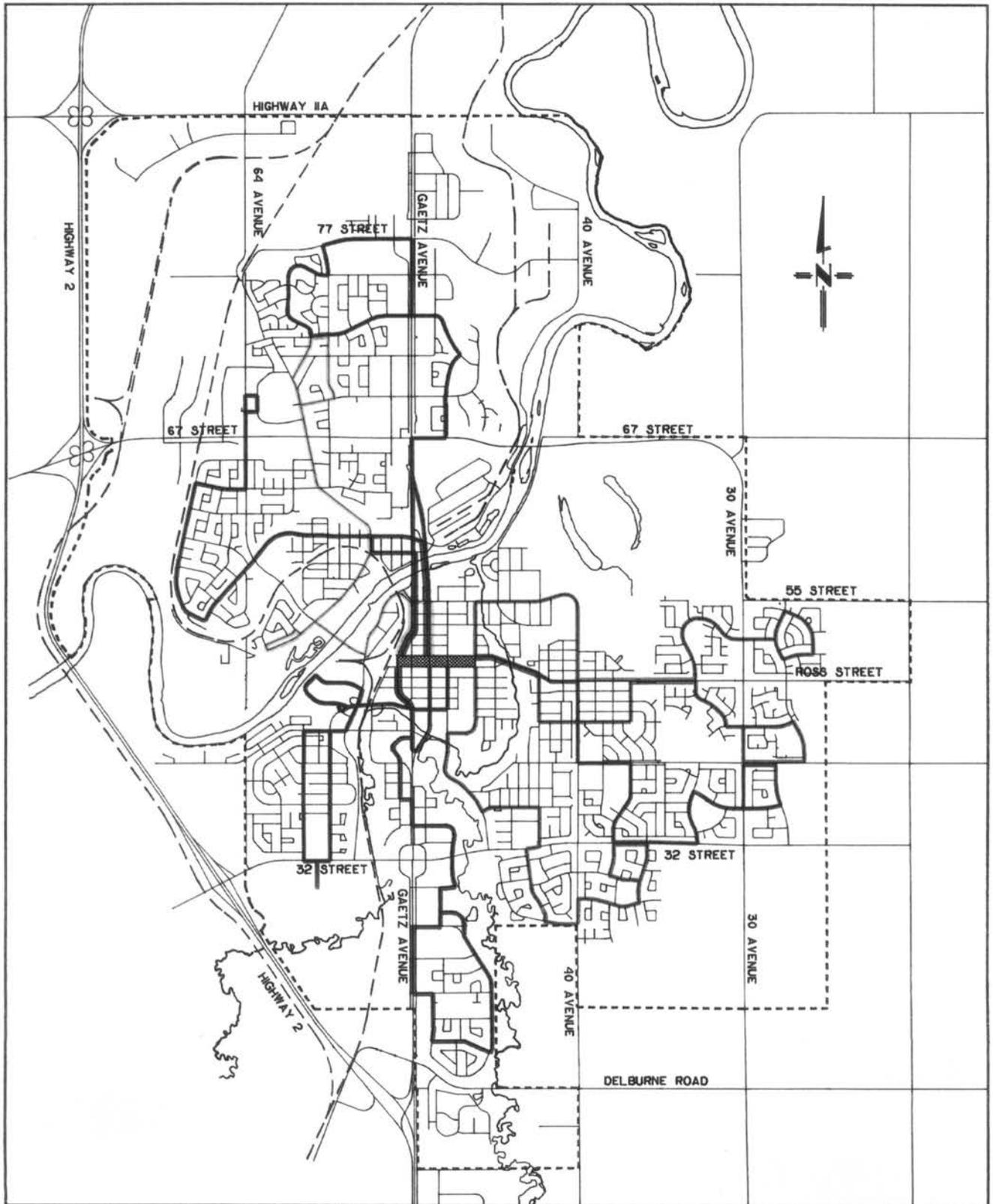
TOTAL CURRENT STAFF	38 full time employees 7 part time employees
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TOTAL PROPOSED STAFF	32 full time employees 14 part time employees
----------------------	--

**RIDERSHIP BY ROUTE AND TIME OF DAY**  
(March 30, 1990)

ROUTE	AM PEAK (0700-0900)	MIDDAY (0920-1520)	PM PEAK (1540-1740)	EVENING (1800-2200)	TOTAL
One	330	693	690	238	1951
Two	826	532	703	152	2213
Three	280	322	278	78	958
Four	649	414	565	121	1749
Totals	2085	1961	2236	589	6871
Percentage	30.4	28.5	32.5	8.6	100

- NOTE: 1) The above ridership figures may vary as passengers transferring from one route to another while using a pass would be counted as two rides.
- 2) The Transit Department normally conducts passenger counts on Thursdays and Fridays. Actual counts for non-late shopping days are not available. It is estimated that ridership on those days would decrease by approximately 20%.



# 1991 TRANSIT ROUTE PROPOSALS

DATE: October 3, 1990  
TO: Transit Manager  
FROM: City Clerk  
RE: 1991 TRANSIT PROPOSAL

---

*Transit Proposal  
Brian MacPhee, Pres. of  
Students Assn. of Red Deer College  
343-1877 to pickup  
340-8940 - Fax if smell enough  
Mike + Bob  
Can give him Grants Report*

Your recommendation pertaining to the above matter received consideration at the council meeting of October 1, 1990.

The following resolutions were considered at the above noted meeting.

1. "That the current order for five fleet-enhancement buses be cancelled"

MOTION CARRIED

2. "RESOLVED that Council of The City of Red Deer, having considered report from the Transit Manager dated September 21, 1990 re: 1991 Transit Proposal, hereby approves the following changes relative to the Transit System, for implementation on January 1, 1991;
  1. The service frequencies of buses be reduced from 40 minutes to 30 minutes for regular service levels;
  2. That a 15 minute peak hour service not be implemented;
  3. That a transit service be offered during the following time frames:
    - a) 30 minute frequency between 0615 and 1915 hours Monday, Tuesday, Wednesday and Saturday;
    - b) 30 minute frequency between 0615 and 2215 hours Thursday and Friday;
    - c) No service on Sunday and holidays;
  4. The proposed routing system be established in order to reduce rider travelling times;

Transit Manager  
October 3, 1990  
Page 2

5. That a system of school overloads be established to enhance regular service with a more direct destinational criteria;
6. That preliminary design work be commenced for the proposed off-street transit terminal;
7. That the proposal for Trans-Cab services be deferred as later evening services would be curtailed;

and as recommended to Council October 1, 1990."

TABLED FOR TWO WEEKS

The above decisions of council are submitted for your information and I trust that you will immediately cancel the order for five fleet-enhancement buses so as to avoid a penalty if at all possible. We will be placing the second resolution back on council agenda for consideration at the meeting of October 15, 1990.

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm

cc City Commissioner  
Director of Engineering Services  
Director of Financial Services  
Purchasing Agent

Submitted to City Council

Date: 9/10/15

### Fall Term Breakdown

TOTAL CLASSES: 116

Total Enrollment - 1945

	# of classes	ENROLLMENT
MON.	30	615
TUES.	36	559
WED.	25	387
THURS.	23	278
FRI.	2	106

### Winter Term Breakdown

TOTAL CLASSES: 99

TOTAL Enrollment - 1619

	# OF CLASSES	ENROLLMENT
MON.	27	477
TUES.	25	414
WED.	25	442
THURS.	21	284
FRI.	1	2

RED DEER COLLEGE STUDENTS COMMENTS ON TRANSPORTATION

Michelle Petovello (8903249)

- Students taking night classes and using the transit will be stranded.

Catherine Kobasiuk (8803504)

- Those of us that can't afford vehicles depend on public transportation as the only way home after classes. Without the bus (after 7:15) I'll be spending \$25 - \$40 on cabs! Come on, Please, Let's be considerate.

Jacqueline Skay (9001040)

- Great! Now what about all the single parents trying to make it without a vehicle. Let's have welfare and the tax payers support and subsidize us even more.

Kimberly Ray Inderson (8902162)

- Do not have a Driver's License therefore I use the public transportation. College Library closes at 10:00 pm, would be nice if I could catch a bus instead of walking in winter and the dark.

Doug Girvan (Staff Member)

- If you stop running buses at 7:15, not only will this leave me stranded, but many other students, and working citizens of Red Deer.

Michelle Render (8900088)

- College students pay full fare so why improve bus service for High School students. Why pay 1/2 fare. The college students are a good portion of business, can't you cater to us at all?

Patrick Steffes (8700943)

- I am shocked! I can't believe the city is considering a proposal like this. My reason for concern is that cutting service would force students (females especially) to walk home in the dark.

Margaret Knight

- People in this city go to shows, bingos and work late, these people would be as greatly affected as the college student who has night class or the high school student in extra-curricular activities.

Dan Foster (Staff Instructor)

- Many of my students will have to miss my evening classes.

DATE: October 17, 1990  
TO: Transit Manager  
FROM: City Clerk  
RE: 1991 TRANSIT PROPOSAL

---

At the Council meeting of October 15, 1990 the above matter received further consideration with the following motions being passed:

"RESOLVED that Council of The City of Red Deer, having considered report from the Transit Manager dated September 21, 1990, re: 1991 Transit Proposal, hereby approves the following changes relative to the Transit System, for implementation on January 1, 1991:

1. The service frequencies of buses be reduced from 40 minutes to 30 minutes for regular service levels;
2. That a 15 minute peak hour service not be implemented;
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5. That a system of school overloads be established to enhance regular service with a more direct destinational criteria;
6. That preliminary design work be commenced for the proposed off-street transit terminal;

7. That the proposal for Trans-Cab services be deferred as later evening services would be curtailed;

and as recommended to Council October 1, 1990."

CARRIED

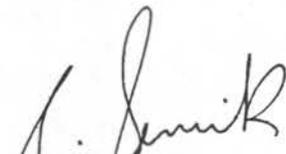
"RESOLVED that the administration bring back a further report on a method to provide evening service on Monday, Tuesday, Wednesday, and Saturday on a cost efficient basis to be implemented in conjunction with the proposal outlined in the preceding resolution relative to the 1991 Transit proposal.

CARRIED

The decision of Council in this instance is submitted for you information and appropriate action. We look forward to a further report in due course to go back to Council as directed in the second resolution noted above. In this regard, I'm enclosing herewith information which was presented at the Council Meeting by Brian McPhee, president of the Red Deer College Students' Association. You may find this information useful in preparing your further report to Council.

With regard to point six in the first resolution, that preliminary design work be commenced for the proposed off-street transit terminal, it was suggested that a joint study be undertaken with regard to replacement of the parking which will be displaced by the transit terminal site. It is my understanding that there are funds available for this joint study in the parking fund.

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm

cc City Commissioner  
Director of Engineering Services  
Parking Commission

9/10/15

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DATE 90/10/15

## RED DEER COLLEGE STUDENTS COMMENTS ON TRANSPORTATION

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Dan Foster (Staff Instructor)

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PUBLIC HEARINGSNO. 1

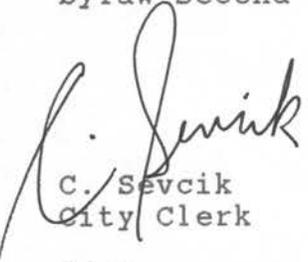
DATE: October 9, 1990  
TO: City Council  
FROM: City Clerk  
RE: PUBLIC HEARING/LAND USE BYLAW AMENDMENT 2672/Y-90

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A Public Hearing in regard to the above noted Land Use Bylaw Amendment has been advertised to be held in the Council Chambers of City Hall on Monday, October 15, 1990, commencing at 7:00 p.m. or as soon thereafter as Council may determine.

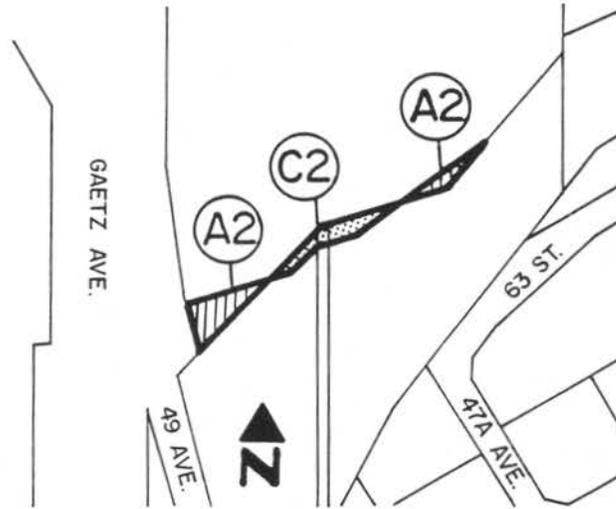
Bylaw 2672/Y-90 pertains to the redesignation of lands involved in the exchange between the City of Red Deer and the Parkland Mall.

Following the Public Hearing Council may choose to give the said bylaw second and third readings.



C. Sevcik  
City Clerk

CS/ds



Change from C2 to A2  and  
from A2 to C2 .

C2 - COMMERCIAL (SHOPPING CENTER) DISTRICT  
A2 - ENVIRONMENTAL PRESERVATION DISTRICT



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

*50096 9/29/28/1005*

## PUBLIC NOTICE

### "PLAN"

1. The Council of The City of Red Deer propose to pass Bylaw 2672/Y-90, being an amendment to the Land Use Bylaw of The City of Red Deer.
2. The purpose of the proposed amending Bylaw No. 2672/Y-90 is to adjust the southern boundary of the Parkland Mall through a land exchange with the City.
3. A copy of the proposed amending Bylaw may be inspected by the public at the office of the City Clerk, City Hall, Red Deer, between the hours of 8:00 o'clock in the forenoon and 4:30 o'clock in the afternoon Mondays to Fridays inclusive.
4. The Council of The City of Red Deer will hold a Public Hearing in the Council Chambers of City Hall, Red Deer, on Monday, the 15 day of October, 1990 at 7:00 p.m., or as soon thereafter as Council may determine, for the purpose of hearing presentations for or against the proposed amending Bylaw.
5. Any person claiming to be affected by the proposed bylaw shall be heard. Any other interested party may be heard if Council agrees.
6. To ensure the Public Hearing is conducted in an orderly manner, each speaker shall be limited to a maximum of 10 minutes, exclusive of questions put to the speaker by Council. Speakers must direct their remarks to the advisability of the bylaw under consideration and should not repeat at length points made by other speakers.
7. No written representation or petition shall be heard by Council of The City of Red Deer unless:
  - (a) such representation or petition is filed with the City Clerk no later than 4:30 p.m. on the Monday prior to the date of the Public Hearing;

2.....



*a delight to discover!*

- (b) it contains the names and addresses of all persons making the representation, and
- (c) it states the names and addresses of all persons authorized to represent a group of persons or the public at large.

DATE OF FIRST PUBLICATION of this Notice: September 28, 1990

DATE OF LAST PUBLICATION of this Notice: October 5, 1990.

C. SEVCIK  
CITY CLERK

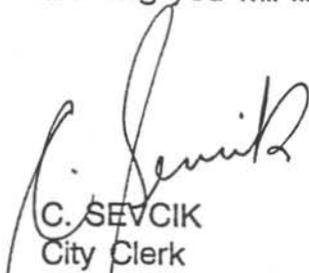
DATE: September 18, 1990  
TO: Red Deer Regional Planning Commission  
FROM: City Clerk  
RE: LAND USE BYLAW AMENDMENT 2672/Y-90

---

Council of The City of Red Deer at its meeting held on Monday, September 17, 1990 gave first reading to the above noted bylaw.

Bylaw 2672/Y-90 provides for the redesignation of lands exchanged between the Parkland Mall and The City of Red Deer, a copy of which is enclosed herewith. This office will now proceed with advertising for a public hearing to be held on Monday, October 15, 1990 commencing at 7 p.m. or as soon thereafter as Council may determine.

Trusting you will find this satisfactory.



C. SEVCIK  
City Clerk

CS/jt

Enc.

c.c. Director of Community Services  
Director of Engineering Services  
Bylaws & Inspections Manager  
City Assessor  
E. L. & P. Manager  
Parks Manager

*Also Resine Disposal*



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

September 18, 1990

Snell & Oslund Surveys 1979 Ltd.  
P.O. Box 610  
RED DEER, Alberta  
T4N 5G6

Attention: Mr. Gillis Oslund, A.L.S, P. Eng.

Dear Sir:

RE: LAND EXCHANGE BETWEEN THE PARKLAND MALL  
AND THE CITY OF RED DEER - LAND USE BYLAW AMENDMENT 2672/Y-90  
AND MUNICIPAL RESERVE DISPOSAL - Your File 554-002

Your letter of August 30, 1990 pertaining to the above topic was presented to Council September 17, 1990.

At the above noted meeting Council gave first reading to Land Use Bylaw Amendment 2672/Y-90, a copy of which is enclosed herewith for your information. In addition, the following motion was passed agreeing to dispose of the Municipal Reserve in question.

"RESOLVED that Council of The City of Red Deer having considered correspondence dated August 30, 1990, from Snell & Oslund Surveys (1979) Ltd. re: land exchange between the Parkland Mall and The City of Red Deer, parts of L-R, P-4335 NY, L-A, P-3860 RS and L-R-8, P-3860 RS, hereby approves the disposal of municipal reserve as outlined in the plan presented to Council September 17, 1990 (page 105), subject to compliance with the provisions of the Planning Act Revised Statutes of Alberta 1980, Chapter P-9, as amended."

This office will now proceed with preparation of advertising for a public hearing pertaining to the Land Use Bylaw Amendment to be held on Monday, October 15, 1990 commencing at 7 p.m. or as soon thereafter as Council may determine. The advertising

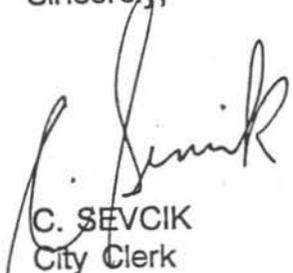
*(see over) re: public reserve  
disposal advertising ....2*

is scheduled to appear in the Red Deer Advocate on Friday, September 28th and October 5th. We will schedule the public hearing for the Municipal Reserve Disposal, if one is required, to fall on the same date.

In accordance with the Land Use Bylaw, you are required to deposit with the City Clerk prior to public advertising an amount equal to the estimated cost of said advertising. The estimated cost in this instance is \$500 for the Land Use Bylaw Amendment and \$200 for the Municipal Reserve Disposal, and we will require said deposits by no later than Tuesday, September 25, 1990 to proceed with the advertising as scheduled above. Once the actual costs are known, you will be either invoiced for or refunded the balance.

I trust you will find this satisfactory, however, if you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



C. SEVCIK  
City Clerk

CS/jt

Enc.

c.c. Principal Planner  
Director of Community Services  
City Assessor  
Council & Committee Secretary - Wilma

# SNELL & OSLUND SURVEYS (1979) LTD.

HEAD OFFICE  
P.O. BOX 610  
4826 - 47TH STREET  
RED DEER, ALBERTA  
T4N 5G6  
OFFICE PHONE: (403) 342-1255  
G. OSLUND A.L.S. PENG. (RES.) 346-6342  
D. VANDENBRINK A.L.S. PENG. (RES.) 886-2474  
G. ROSS A.L.S. (RES.) 342-0046

LAND SURVEYORS AND PROFESSIONAL ENGINEERS  
SUBDIVISION, MUNICIPAL, OILFIELD  
SURVEYS AND REPORTS  
SPECIAL ATTENTION TO URBAN,  
RURAL AND OILFIELD SURVEYS

BRANCH OFFICE  
P.O. BOX 1930  
ROCKY MOUNTAIN HOUSE  
ALBERTA T0M 1T0  
OFFICE PHONE: (403) 845-4646  
B. HAAGSMA A.L.S. (RES.) 845-4980

Sept. 14, 1990  
File 554-001

City of Red Deer,  
Box 5008,  
RED DEER, AB.  
T4N 3T4

ATTN: CHARLIE SEVCIK

Dear Sir:

Re: Land exchange between Parkland Mall  
and City of Red Deer

In connection with the above noted land exchange, the following description may be used for motions to cancel and dispose of certain reserves in connection thereof: :

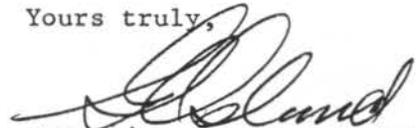
1. All that portion of Lot R-8 Plan 3860 R.S. contained within the limits of Lot A-1 on a plan of survey prepared and surveyed by Gillis Oslund, A.L.S. between the dates of August 13, and September 14, 1990 and containing 0.071 ha. more or less.  
R-1 5427 RS
2. All that portion of Lot ~~R~~ Plan ~~4335~~ N.Y. contained within the limits of Lot A-1 on a plan of survey prepared and surveyed by Gillis Oslund, A.L.S. between the dates of August 13, and September 14, 1990 and containing 0.036 ha. more or less.

THE CITY OF RED DEER  
CLERK'S DEPARTMENT

RECEIVED	
TIME	2:15
DATE	Sept 14/90
BY	ds

GO:lt

Yours truly,

  
Gillis Oslund, A.L.S., P.Eng.



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

August 8, 1990

*Will Need Public Reserve Change  
LUB Amendment.*

Abugov, Kaspar  
300, 2424 - 4th St. S.W.  
Calgary, Alberta  
T2S 2T4

Attention: Bruce Abugov

Dear Sir:

RE: PROPOSED LAND EXCHANGE/PARKLAND MALL

At the City of Red Deer Council meeting of August 7, 1990, consideration was given to your letter dated July 24, 1990, concerning the above topic and at which meeting, the following motion was passed.

"RESOLVED that Council of The City of Red Deer hereby approves the proposed land exchange pertaining to proposed Parkland Mall Expansion subject to the conditions as outlined by the administration to Council August 7, 1990.

Council further agrees that the applicant be advised that Council's approval of this request should not be taken as tacit approval of the development, which must proceed through the normal approval process."

The decision of Council in this instance is submitted for your information. As noted in the above resolution, the proposed land exchange is subject to conditions as outlined by the City administration and in this regard, I have enclosed the relevant comments which appeared on the August 7, 1990, Council agenda.

I trust you will now be contacting the appropriate City administration to ensure that all conditions outlined are met.

I would like to take this opportunity on behalf of Council to extend best wishes on a successful expansion.

page 2  
Abugov

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

Sincerely,



K. Kloss/  
Assistant City Clerk

KK/ds

Encl.

c.c. Dir. of Community Services  
Dir. of Engineering Services  
Dir. of Financial Services  
Bylaws & Inspections Manager  
City Assessor  
Sr. Planner  
Fire Chief  
E.L. & P. Manager  
Karl Luciani - Parkland Mall

C A N A D A )  
 )  
PROVINCE OF ALBERTA )  
 )  
TO WIT: )

IN THE MATTER OF SECTION 117  
OF THE PLANNING ACT 1980 R.S.

I, C. SEVCIK, of The City of Red Deer, in the Province of Alberta,  
DO SOLEMNLY DECLARE:

- 1. THAT I am the duly appointed City Clerk of the City of Red Deer and its proper officer in this behalf.
- 2. THAT the Council of the City of Red Deer wishes to dispose of a municipal reserve.
- 3. THAT the City of Red Deer has complied with the provisions of Sections 115 and 116 of The Planning Act, 1980.
- 4. THAT the City of Red Deer, in accordance with Section 117(1) of The Planning Act, 1980, requests the removal of the designation of municipal reserve from the lands described as follows:

ALL THAT PORTION OF LOT 2 MR BLOCK 9, PLAN 812-1608  
AS SHOWN ON A PLAN PREPARED BY GILLIS OSLUND, A.L.S.  
AND CONTAINING 0.089 HECTARES MORE OR LESS.  
EXCEPTING THEREOUT ALL MINES AND MINERALS.

*see attached  
description  
outlined in  
red*

AND I MAKE THIS SOLEMN DECLARATION conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

DECLARED before me at the City of )  
Red Deer, in the Province of Alberta, )  
this \_\_\_\_\_ day of ~~February~~, *October* )  
A. D. ~~1987~~. )  
*1990* )  
)  
)  
)  
)  
)  
)

\_\_\_\_\_  
C. SEVCIK  
CITY CLERK

A COMMISSIONER FOR OATHS in and for  
the Province of Alberta.

# SNELL & OSLUND SURVEYS (1979) LTD.

LAND SURVEYORS AND PROFESSIONAL ENGINEERS

SUBDIVISION, MUNICIPAL, OILFIELD  
SURVEYS AND REPORTS  
SPECIAL ATTENTION TO URBAN,  
RURAL AND OILFIELD SURVEYS

BRANCH OFFICE  
P.O. BOX 1930  
ROCKY MOUNTAIN HOUSE  
ALBERTA T0M 1T0  
OFFICE PHONE: (403) 845-4646  
B. HAAGSMA A.L.S. (RES.) 845-4980

PHONE: (403) 342-1255  
OSLUND A.L.S. PENG. (RES.) 346-6342  
ANDENBRINK A.L.S. PENG. (RES.) 886-2474  
ROSS A.L.S. (RES.) 342-0046

Sept. 14, 1990  
File 554-001

City of Red Deer,  
Box 5008,  
RED DEER, AB.  
T4N 3T4

ATTN: CHARLIE SEVCIK

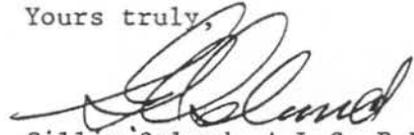
Dear Sir:

Re: Land exchange between Parkland Mall  
and City of Red Deer

In connection with the above noted land exchange, the following description may be used for motions to cancel and dispose of certain reserves in connection thereof: :

1. All that portion of Lot R-8 Plan 3860 R.S. contained within the limits of Lot A-1 on a plan of survey prepared and surveyed by Gillis Oslund, A.L.S. between the dates of August 13, and September 14, 1990 and containing 0.071 ha. more or less.  
R-1 5427 RS
2. All that portion of Lot ~~R~~ Plan ~~4335~~ N.Y. contained within the limits of Lot A-1 on a plan of survey prepared and surveyed by Gillis Oslund, A.L.S. between the dates of August 13, and September 14, 1990 and containing 0.036 ha. more or less.

Yours truly,



Gillis Oslund, A.L.S., P.Eng.

THE CITY OF RED DEER  
CLERK'S DEPARTMENT

RECEIVED	
TIME	2:15
DATE	Sept 14/90
BY	ds

GO:lt



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

## "PLAN"

Pursuant to the provisions of The Planning Act, Chapter P-9, R.S.A. 1980 of the Province of Alberta, the Council of The City of Red Deer, at its meeting of September 17, 1990, passed a resolution indicating its intention to dispose of public reserve as outlined in the above-noted plan and described as follows:

1. All that portion of Lot R-8, Plan 3860 R.S. contained within the limits of Lot A-1 on a plan of survey prepared and surveyed by Gillis Oslund, A.L.S. between the dates of August 13 and September 14, 1990 and containing 0.071 ha. more or less.
2. All that portion of Lot R1, Plan 5427 R.S. contained within the limits of Lot A-1 on a plan of survey prepared and surveyed by Gillis Oslund, A.L.S. between the dates of August 13 and September 14, 1990 and containing 0.036 ha. more or less.

If no objection to the proposed disposal of public reserve, as noted above, is received by FRIDAY, OCTOBER 12, 1990, the Council of The City of Red Deer will proceed without further notice.

However, if any objection to the proposed disposal of public reserve, as noted above, is received by the City Clerk no later than FRIDAY, OCTOBER 12, 1990, a Public Hearing will be held in the Council Chambers, City Hall, Red Deer, on MONDAY, OCTOBER 15, 1990, commencing at 7:00 p.m., or as soon thereafter as Council may determine.

C. SEVCIK  
CITY CLERK

SEARCHED	INDEXED
SERIALIZED	FILED
50095 9/10/91/28	



*a delight  
to discover!*

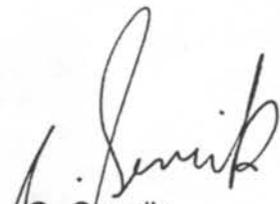
DATE: October 16, 1990  
TO: Red Deer Regional Planning Commission  
FROM: City Clerk  
RE: Landuse Bylaw Amendment 2672/Y-90

---

Council at its meeting held on Monday October 15, 1990 gave second and third reading to the above noted land use bylaw amendment a copy of which is enclosed herewith.

Bylaw 2672/Y-90 pertains to the redesignation of lands involved in the exchange between The City of Red Deer and the Parkland Mall.

Trusting you will find this satisfactory and that you will be sending us the revised district map for inclusion in the office consolidation copy at you earliest convenience.



C. Sevcik  
City Clerk

CS/blm

enc

cc Director of Engineering Services  
Director of Community Services  
City Assessor  
Bylaws and Inspections Manager

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-8198

City Clerk's Department 342-8132

October 16, 1990

Snell and Oslund Surveys 1979 Ltd.  
P.O. Box 610  
RED DEER, Alberta  
T4N 5G6

Attention: Mr. Gillis Oslund, ALS P. Eng.

Dear Sir:

RE: LAND EXCHANGE BETWEEN THE PARKLAND MALL AND THE CITY OF RED  
DEER - MUNICIPAL RESERVE DISPOSAL -  
LAND USE BYLAW AMENDMENT 2672/Y-90  
YOUR FILE 554-002

---

Further to our letter of September 18, 1990 wherein we advised of a public hearing in regard to the aforementioned land use bylaw amendment, I would advise as follows.

At the council meeting of October 15, 1990 Land Use Bylaw Amendment 2672/Y-90 was given second and third reading by council following the public hearing. Enclosed herewith is a copy of the aforementioned bylaw amendment as finally approved by council. I would further advise that council's intention to dispose of the public reserve adjacent to the south boundary of the Parkland Mall was advertised and posted on the site in accordance with the requirements of the Planning Act. No objections to the proposed disposal were received by the deadline of Friday October 12, 1990 and therefore a public hearing was not required. I am enclosing herewith a declaration pursuant to Section 117 of the Planning Act indicating compliance with Sections 115 and 116 of the said act which you will require to accompany the plan of subdivision for registration.

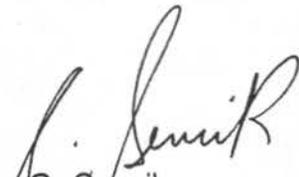
...2

*a delight  
to discover!*

October 16, 1990  
Snell and Oslund Surveys 1979 Ltd.  
Page 2

Trusting you will find this satisfactory. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik  
City Clerk

CS/blm  
enc

cc Director of Community Services  
Director of Engineering Services  
Bylaws and Inspections Manager  
City Assessor  
Parks Manager  
Principal Planner



REPORTSNO. 1

DATE: October 2, 1990

TO: City Clerk

FROM: E. L. &amp; P. Manager

RE: TransAlta Utilities Corporation / Public Utilities Board, Alberta  
Rate Increase

-----

After a rather lengthy hearing process which began November 14, 1988, the Public Utilities Board (PUB) issued its Order E90056 on September 25, 1990 regarding final rates respecting TransAlta Utilities Corporation (TAU) test years 1988, 1989 and 1990. As you are aware, the City of Red Deer intervened in this matter.

While the issues were numerous and complicated, the specific effect on the City of Red Deer rates for the test year 1990, effective for consumption after October 1, 1990, can be summarized as follows:

	<u>TAU Application</u>	<u>PUB Order</u>
Total Company	+0.4%	-1.1%
Wholesale Class	+4.9%	+3.6%
City of Red Deer	+3.9%	+2.6% (calculated by writer)

The increase in cost to the City of Red Deer, E. L. & P. Department resulting from the TAU rate increase is proposed to be recovered by a 2.27% increase in the E. L. & P. rates which would be effective for all billings mailed after October 21, 1990. The net cost increase to an average City of Red Deer residential consumer using 750 KWH per month will be \$0.91 per month.

It is respectfully requested that City Council approve the above proposed increase in E. L. & P. rates by granting the required 3 readings at the October 15, 1990 meeting.



A. Roth,  
Manager

AR/jjd  
c.c. Director of Finance

Commissioners' Comments

We would concur with the recommendations of the Electric, Light & Power Manager, as regrettably we have little choice but to recover the increased costs.

"R.J. MCGHEE"  
Mayor  
"M.C. DAY"  
City Commissioner

EFFECTIVE FOR BILLINGS MAILED AFTER October 21, 1990

Bylaw No.

Page 2 of 2

SCHEDULE "C" (Continued)

NON-RESIDENTIAL RATE - 64

Applies to commercial and industrial installations where service is taken at the voltage listed for rate 63 but where the KVA of Demand is 50 KVA or greater.

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

First 20 hours x KVA of Demand.....	\$ 0.1525 per KVAH
Next 20 hours x KVA of Demand.....	\$ 0.1017 per KVAH
All Additional KWH per month.....	\$ 0.0445 per KWH

Minimum charge will be the greater of:

50 KVA and 7125 KWH.....	\$ 482.26 per month or
\$ 7.38 per KVA of Demand per month.	

PRIMARY - RATE 76

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

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

First 20 hours x KVA of Demand.....	\$ 0.1525 per KVAH
Next 20 hours x KVA of Demand.....	\$ 0.0763 per KVAH
All additional KWH per month.....	\$ 0.0411 per KWH

Minimum charge will be the greater of:

100 KVA and 7125 KWH.....	\$ 586.04 per month or
\$6.68 per KVA of Demand per month.	

PRIMARY - RATE 77

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

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

First 20 hours x KVA of Demand.....	\$ 0.1525 per KVAH
Next 20 hours x KVA of Demand.....	\$ 0.0747 per KVAH
All additional KWH per month.....	\$ 0.0397 per KWH

Minimum charge will be the greater of:

300 KVA and 7125 KWH.....	\$ 999.04 or
\$ 6.68 per KVA of Demand per month.	

SCHEDULE "C"

PART 7

ELECTRIC LIGHT AND POWER RATES

GENERAL

The KVA of Demand with respect to the monthly billing period will be the highest demand recorded for any 15 minute period in the 12 month period including and ending with such monthly billing period.

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

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

RESIDENTIAL CONSUMERS

Applied to one family dwelling unit having a separate meter:

0 to 25 KWH per month.....\$6.68  
Next 125 KWH per month.....\$ 0.0890 per KWH  
All over 150 KWH per month.....\$ 0.0411 per KWH

Minimum charge \$6.68 per month

NON-RESIDENTIAL - RATE 63

Applies to commercial, business, industrial and most other non-residential type installations plus the "house lights" services (including common area lighting and utility rooms) of apartment buildings where the KVA of Demand is less than 50 KVA. If the KVA of Demand exceeds 50 KVA, Rate 64 will be applied immediately and will continue to be applied irrespective of future KVA of Demand.

Service to be taken at one of the following nominal voltages:

120/240 Volts, single phase, 3 wire;  
120/208Y Volts, network, 3 wire;  
120/208Y Volts, three phase, 4 wire;  
347/600Y Volts, three phase, 4 wire;

0 to 25 KWH per month.....\$7.67  
Next 425 KWH per month.....\$ 0.1747 per KWH  
Next 1575 KWH per month.....\$ 0.0970 per KWH  
All Additional KWH per month.....\$ 0.0476 per KWH

Minimum charge \$7.67 per month.

DATE: October 16, 1990  
TO: Director of Finance  
FROM: City Clerk  
RE: Electric Utility Read Increase Amending Bylaw 2960/H-90

---

At the council meeting of October 15, 1990 Amending Bylaw 2960/H-90 was given three readings resulting in a 2.27% increase in the E.L. & P. rates which would be effective for all billings mailed after October 21, 1990. Enclosed herewith is a copy of the amending bylaw as approved by council.

The decision of council in this instance is submitted for your information and appropriate action.



C. Sevcik  
City Clerk

CS/blm

cc E.L. & P. Manager  
Computer Services Manager  
Utilities Supervisor

NO. 2

DATE: October 3, 1990

TO: City Clerk

FROM: E. L. & P. Manager

RE: TransAlta Utilities/Public Utilities Board  
Electric Energy Marketing Agency Flow - Through Rider

---

TransAlta Utilities Corporation (TAU) has made application to the Public Utilities Board Alberta (PUB) for what they have termed as a "Flow-Through Rider" respecting the cost to TAU resulting from the operation of the Electric Energy Marketing Agency (EEMA). While the application deals specifically with the years 1989, 1990 and 1991, it is likely that the decision will establish the procedure to follow in the future.

The particulars of the application are summarized as follows:

- a) TAU expects that it will be required to refund \$0.9M arising from the 1989 EEMA Adjustment Proceedings which are currently in progress.
- b) TAU expects that its 1990 revenue will be deficient by \$4.1M in recovering its 1990 EEMA transfer payments.
- c) TAU expects that its 1991 EEMA transfer payment will be \$56.1M in excess of what it will recover through its currently approved rates.

If approved by the PUB, the City's cost of purchasing electricity will increase by an estimated 8.75% beginning January 1, 1991.

The PUB has scheduled a formal Hearing into this matter for November 29 and 30, 1990. In the past, the City of Red Deer has intervened on matters such as this and it appears that there are sufficient grounds to intervene in this matter.

City Clerk  
Page 2  
October 3, 1990

It is my recommendation that the City of Red Deer intervene in the matter of the TransAlta Utilities Corporation application to the Public Utilities Board Alberta for approval to institute an Electric Energy Marketing Agency Flow-Through Rider and that the firms of Bryan and Wilson (legal) and R. L. Bruggeman Regulatory Consulting (technical) be retained to represent the City.



A. Roth,  
Manager

AR/jjd

Commissioners' Comments

We would concur with the recommendations of the Electric, Light & Power Manager that again we intervene in this hearing.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

DATE: October 16, 1990  
TO: E.L. & P. Manager  
FROM: City Clerk  
RE: TRANS ALTA UTILITIES/PUBLIC UTILITIES BOARD  
ELECTRIC ENERGY MARKETING AGENCY FLOW-THROUGH RIDER

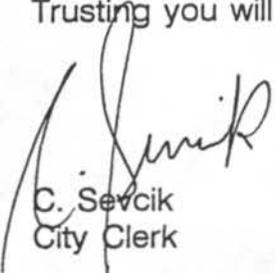
---

Your report dated October 3, 1990 pertaining to the above topic was considered at the council meeting of October 15, 1990 and at which meeting council passed the following motion:

"RESOLVED that Council of The City of Red Deer hereby agrees to intervene in the matter of the TransAlta Utilities Corporation Application to the Alberta Public Utilities Board for approval to institute an Electric Energy Marketing Agency Flow-Through Rider and that the firms of Bryan and Wilson (legal) and R.L. Bruggeman Regulatory Consulting (technical) be retained to represent the City of Red Deer, and as recommended to Council October 15, 1990."

The decision of council in this instance is submitted for your information and I trust that you will notify our legal and technical consultants in this instance. I am enclosing herewith a certified copy of the council resolution which is required by the Public Utilities Board. Please forward said resolution onto Bryan & Wilson for inclusion in their submission to the Board.

Trusting you will find this satisfactory.



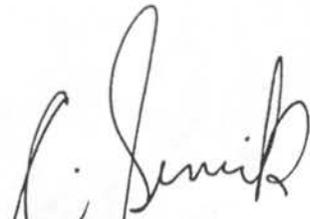
C. Sevcik  
City Clerk

CS/blm  
enc

cc City Commissioners  
Director of Finance

"RESOLVED that Council of The City of Red Deer hereby agrees to intervene in the matter of the TransAlta Utilities Corporation Application to the Alberta Public Utilities Board for approval to institute an Electric Energy Marketing Agency Flow-Through Rider and that the firms of Bryan and Wilson (legal) and R.L. Bruggeman Regulatory Consulting (technical) be retained to represent the City of Red Deer, and as recommended to Council October 15, 1990."

Certified to be a true and correct copy of the resolution passed by Council of the City of Red Deer on October 15, 1990.



C. Sevcik  
City Clerk

CS/blm

NO. 3

DATE: October 3, 1990  
TO: City Council  
FROM: City Clerk  
RE: RED DEER INDUSTRIAL AIRPORT COMMISSION  
RE: LEASE RENEWAL - DEPARTMENT OF NATIONAL DEFENCE

---

At the September 20, 1990 meeting of the Red Deer Industrial Airport Commission, consideration was given to a request from the Department of National Defence with regard to renewal of their lease of Building No. 38 at the Airport. The following resolution was passed at that time.

"THAT the Red Deer Industrial Airport Commission, having considered report from the Land Appraiser dated September 5, 1990 and correspondence from the Department of National Defence dated August 29, 1990 re: Lease Renewal, Building No. 38, hereby accept the proposal for Lease Renewal as submitted to the Commission September 20, 1990."

As this is not a standard City lease but a DND lease, the Commission requests Council's approval. Attached for your information is the correspondence contained on the September 20, 1990 Airport agenda.

Trusting you will find the above satisfactory.

  
M. SAWISKY, Chairman  
Red Deer Industrial Airport Commission

CGA/jt  
enc.



7800-2-P60 (ARPO)  
7625-P61-18905R1

Canadian Forces Base Winnipeg  
Westwin, Manitoba  
R3J 0T0

29 August 1990

Mr. P. Robinson  
City Hall  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4

LEASE RENEWAL - BUILDING NO. 38 -  
RED DEER INDUSTRIAL AIRPORT

To confirm our telephone conversation, the Department of National Defence (DND) wishes to renew the lease of Building 38 at the same terms and conditions with the following revisions:

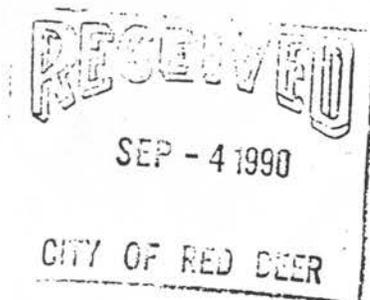
- a. the term would be two years from 1 September 1990 with an option in favour of DND for a further one year period;
- b. the proposed rental of \$3490 per month effective 1 September 1990 plus an increase of 5% effective 1 September 1991 with no increase for the option period would be acceptable.

Maintenance consisting of small repairs and interior painting is required. Due to Government contract regulations your assistance is requested to accomplish this work with DND responsible for costs.

It is anticipated the undersigned will attend the 20 September 1990 Airport Commission meeting, however your comments prior to the meeting would be appreciated.

Sincerely yours,

B.A. Blanchard  
Assistant Regional Properties Officer  
Western Region



DATE: September 5, 1990  
TO: Red Deer Industrial Airport Commission  
FROM: Land Appraiser  
RE: DND LEASE RENEWAL - BUILDING # 38

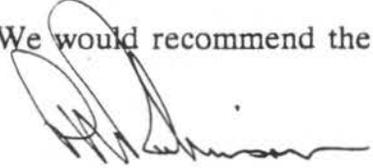
---

We have negotiated with DND for an extension of the present lease that expired August 31, 1990.

The granting of the attached proposal would give us a 5% increase the first year, with an additional 5% increase for the second year.

With regards to maintenance, they are requesting that due to DND red tape, should they require something to be done, it would be easier for us to obtain bids and get the work completed, then DND would pay us.

We would recommend the commission approve the proposal submitted by DND.



Peter Robinson, C.R.A., A.M.A.A.

PR/bw

cc Land Supervisor  
Bill Higgins  
Airport Manager

att'd.

Commissioners' Comments

We would concur with the recommendations of the Airport Commission.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

DATE: October 16, 1990  
TO: Red Deer Industrial Airport Commission  
FROM: City Clerk  
RE: LEASE RENEWAL DEPARTMENT OF NATIONAL DEFENSE BUILDING #38

---

Your report dated October 3, 1990 pertaining to the above topic was considered of October 15, 1990 and at which meeting council passed the following motion:

"RESOLVED that Council of The City of Red Deer hereby approves the lease renewal in favour of the Department of National Defence pertaining to Building No. 38 at the Red Deer Industrial Airport and as submitted to Council October 15, 1990."

The decision of council in this instance is submitted for your information. By way of a copy of this memo we are requesting the land appraiser, Mr. Peter Robinson, to ensure the appropriate legal documentation is prepared and executed by both parties.

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm

cc Director of Engineering Services  
City Assessor  
Land Appraiser

NO. 4

SP-2.936

**DATE:** October 4, 1990

**TO:** MAYOR McGHEE & COUNCIL

**FROM:** COLLEEN PALICHUK, Chairman  
Red Deer & District F.C.S.S. Board

**RE:** RED DEER CABS LTD.  
HANDIVAN TAXI PROJECT  
FINAL REPORT

---

Council members will recall that The City of Red Deer has provided funding to Red Deer Cabs Ltd. for the Handivan Taxi that has been operating. Attached is a copy of the final report prepared by the Social Planning Department for your information. Council may also be interested that Associated Cab Ltd. is also considering handivan taxis. They have already approached the Red Deer Action Group to have their drivers ride with handibus drivers to become better oriented for the service. The cab company is not, at this point, requesting any financial support for this venture.

It is the feeling of the F.C.S.S. Board that this project was quite successful. We have encouraged the Red Deer Action Group to cooperate with these private ventures in order to improve the availability of transportation services to the handicapped and elderly in the community.

  
COLLEEN PALICHUK

/kl

c. Craig Curtis, Community Services Director

CS-2.941

**DATE:** October 9, 1990

**TO:** CITY COUNCIL

**FROM:** CRAIG CURTIS  
Director of Community Services

**RE:** RED DEER CABS LTD.  
HANDIVAN TAXI PROJECT: FINAL REPORT  
A memo from the Chairman of the F.C.S.S. Board,  
dated October 4, 1990, refers.

---

1. The F.C.S.S. Board considered the final report on the handivan taxi project at its meeting on October 2, 1990. The board concluded that the project was successful, and it is encouraging the Red Deer Action Group to cooperate with all private ventures of this kind, in order to improve the availability of transportation services for the disabled.
2. I strongly support the conclusions of the Transportation Committee. Expansion of the handivan taxi service at this stage would be very difficult to accommodate because of extremely high cost and the limited budget funds available. However, provision of additional service through the private sector is clearly a viable option.



CRAIG CURTIS

CC:dmg

- c. Rick Assinger, Social Planning Manager  
Colleen Palichuk, F.C.S.S. Board Chairman  
Howard Maki, Director, Red Deer Action Group

**RED DEER CABS LTD.  
HANDIVAN TAXI PROJECT**

**FINAL REPORT  
JULY 1989 - JUNE 1990**

During 1989 budget discussions for the City of Red Deer, City Council suggested that other ways of meeting the needs of transportation for people who are handicapped should be explored. Simultaneously, the Red Deer Cab Company was considering purchase of a vehicle which could be converted to accommodate wheelchairs.

The Transportation Committee of the Red Deer Citizen's Action Board were reluctant to consider Red Deer Cab's special taxi as a viable alternative in expansion of service because:

- the availability of the taxi could not be guaranteed because the taxi could be used for other customers.
- the taxi company could discontinue the service at any time.
- service would be less personal from taxi drivers than from handibus drivers.
- users of special transportation need reliable service, especially for work, health, and education commitments.

However, the Red Deer Action Group and the F.C.S.S. Board supported the proposal to provide financial help to Red Deer Cabs Ltd. because:

- the vehicle would be available after the regular handibus service hours.
- the vehicle would help the handibus service accommodate need during peak hours.

A grant of \$1,500, payable at the rate of \$125 per month for each month in which the service is available was approved by the Citizen's Action Group, F.C.S.S. Board, and City Council. Red Deer Cabs Ltd. were asked to provide user statistics to the Social Planning Department, to have the special taxi available at all times and to charge reasonable fares.

Red Deer Cabs Ltd. purchased and equipped a 1986 Ford Econoline van. Estimated cost was \$1,162.40 for equipping the van and \$1,300 for raising the roof (total \$2,462.60).

- 2 -

The Red Deer Cabs Ltd. special taxi began service in June 1989. However, several problems were encountered in the first months. The cost of raising the roof increased to \$1,800. Ownership of the taxi changed from one of the drivers to the company, with ensuing expenses to the company. Demand for the taxi made taking it out of service to raise the roof difficult. However, the modifications were finally made in early January, 1990.

The final payment of the \$1,500 grant (\$750) was approved by Red Deer City Council on February 20, 1990 as recommended by the Red Deer Action Group and F.C.S.S. Board.

As stated in an interim report in February, 1990, for service between July 1, and December 31, 1989 the following statistics apply.

- 984 trips in a six month period
- 164 trips (average per month)
- 425 trips (nearly 50%) were arranged through the Citizen's Action Bus
- 247 trips on Sundays (25% of total trips)
- 192 trips in the evenings

For the period of January to June 1990, the following records have been kept. (No statistics are available for February due to a change of management at Red Deer Cabs Ltd.)

- 924 trips in a five month period
- 185 trips (average per month)
- 158 trips (17%) were arranged through Citizen's Action Bus
- 130 trips on Sundays
- 136 trips in the evenings

More trips were arranged privately in the second half of the year than in the first, according to Red Deer Cab's records.

A survey requested by Alderman Tim Guilbault and prepared by the Transportation Committee of the Red Deer Action Group, considered the satisfaction levels of users of special transportation services. One question in the survey, completed in June 1990, asked respondents about their satisfaction with Red Deer Cab's special taxi as an additional service. Responses to the question were as follows:

- 3 -

Very dissatisfied; poor service	1
Somewhat dissatisfied; below expectations	8
Adequate, satisfactory service	10
More than satisfactory, exceeds expectations	9
Very satisfactory, excellent service	12
Don't know; unable to comment	12

(102 surveys mailed; 56 returned; 55% response rate)

The following written comments were contained in the survey response.

**Satisfaction with having Red Deer Cab's special taxi as an additional service?**

- Have never had to use.
- On Sunday always a different driver and you never know if they are going to be on time.
- Availability somewhat poor - does not show up at appointed time.
- I am happy with our taxi services only I cannot understand why the taxi with wheelchair goes empty at times when there are no calls coming in for pickups during week? Elderly ladies are not aloud to take taxi home from Dr. Clinic to go home although she has not been using the action bus taxi. The driver mentioned they are only for wheelchairs.
- Very definitely a plus.
- Assistance of the Red Deer Cab's special taxi is sometimes not satisfactory, action bus driver much preferred.
- Great service but too costly to use on a daily basis.
- Have used it privately.
- All drivers are not too sure about the fare structure and procedures.
- They're very good.
- I am going to have to use the cab August 11.

- 4 -

- Yes if necessary, otherwise no.
- We never used the above so cannot comment.
- Drivers are constantly changing; are not adequately trained/experienced. Not always available.
- Never used but should fill in when the bus is not in operation.

Associate Taxi approached the Director of Citizen's Action Bus in August 1990 to inform him that they were planning to put into service, in early 1991, a side load mini-van with 2 or 3 drivers trained in working with wheelchairs. Associate Taxi did not request any assistance with funding.

### Conclusions

The Transportation Committee concludes that:

1. The Red Deer Cab special taxi has definitely provided service to people in wheelchairs when the handibus is not available.
2. Service from the special taxi can be erratic because other customers use the service. Drivers are also not trained in handling wheelchairs.
3. Drivers of the special taxi change frequently; wheelchair trips require additional time so the profit margin is lower.
4. The availability of the special taxi has allowed the Citizen's Action Bus to provide extra service at peak times to people in wheelchairs. However, the availability of the special taxi has put a strain on the budget of special transportation for contractual services.
5. Regular users of the special taxi find the service, as with other taxi services, costly.
6. The intention of Associate Cabs to also offer a vehicle which handles wheelchairs will increase competition and, hopefully, improve the service offered to customers.

- 5 -

Recommendation

Overall, the Red Deer Cabs Ltd. handivan taxi project has been successful. The Transportation Committee and Red Deer Action Group would support, in principle, assistance to a similar project. However, recognition of the extra costs to the Red Deer Action Bus must be taken into account.

Commissioners' Comments

Submitted for Council's information only.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

DATE: October 16, 1990  
TO: Red Deer and District F.C.S.S. Board  
FROM: City Clerk  
RE: RED DEER CABS LTD. HANDI-VAN TAXI PROJECT FINAL REPORT

---

The above noted report was presented to council at its meeting held on October 15, 1990. The said report was accepted by council for information purposes only and agreed that same be filed.

We thank you for your report in this instance.



C. Sevcik  
City Clerk

CS/blm

cc Social Planning Manager  
Director of Community Services

NO. 5

DATE: September 26, 1990

TO: City Clerk

FROM: Bylaws and Inspections Manager

RE: 121 NASH STREET, LOT 18, BLOCK 5, PLAN 752-1367

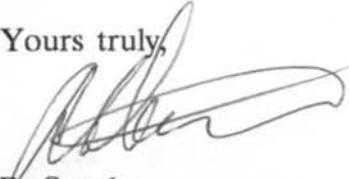
We have received complaints from the residents within the neighbourhood that the property at 121 Nash Street is becoming untidy by reason of a derelict vehicle stored at the rear of the property. The owners are David and Robb Sherwin, of the same address. We recommend Council declare the site as unsightly as defined in the Nuisance Bylaw 2060, authorized by Section 160 of the Municipal Government Act, giving the owners fourteen (14) days to remove the derelict vehicle.

Should the owners fail to remedy this condition, City forces will be authorized to remove same. All costs incurred to be charged against the property as taxes due and owing. Letters were sent to the owners on August 23, 1990, and September 14, 1990, advising them to remove the vehicle.

If Council agrees the site is a nuisance, we recommend the following resolution be approved:

"Resolved that, Council being of the opinion that the premises hereinafter described are unsightly and constitute a nuisance by reason of a derelict vehicle being stored in the rearyard, David and Robb Sherwin, being the owners of 121 Nash Street in the City of Red Deer, Province of Alberta (hereinafter called 'the premises'), be and is hereby ordered and directed within fourteen (14) days of a copy of this resolution being mailed to them by registered mail, to remove the derelict vehicle, failing which the Bylaws and Inspections Manager of the City is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to David and Robb Sherwin, and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such."

Yours truly,

  
R. Strader  
Bylaws and Inspections Manager  
BUILDING INSPECTION DEPARTMENT

LC/vs

Commissioners' Comments

We would recommend Council pass the suggested resolution.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

NO. 5

DATE: September 26, 1990  
TO: City Clerk  
FROM: Bylaws and Inspections Manager  
RE: 121 NASH STREET, LOT 18, BLOCK 5, PLAN 752-1367

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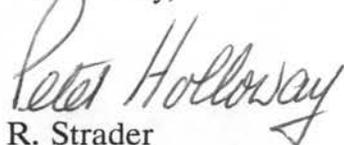
We have received complaints from the residents within the neighbourhood that the property at 121 Nash Street is becoming untidy by reason of a derelict vehicle stored at the rear of the property. The owners are David and Robb Sherwin, of the same address. We recommend Council declare the site as unsightly as defined in the Nuisance Bylaw 2060, authorized by Section 160 of the Municipal Government Act, giving the owners fourteen (14) days to remove the derelict vehicle.

Should the owners fail to remedy this condition, City forces will be authorized to remove same. All costs incurred to be charged against the property as taxes due and owing. Letters were sent to the owners on September 14, 1990, and August 23, 1990, advising them to remove the vehicle.

If Council agrees the site is a nuisance, we recommend the following resolution be approved:

"Resolved that, Council being of the opinion that the premises hereinafter described are unsightly and constitute a nuisance by reason of a derelict vehicle being stored in the rearyard, David and Robb Sherwin, being the owners of 121 Nash Street in the City of Red Deer, Province of Alberta (hereinafter called 'the premises'), be and is hereby ordered and directed within fourteen (14) days of a copy of this resolution being mailed to them by registered mail, to remove the derelict vehicle, failing which the Bylaws and Inspections Manager of the City is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to David and Robb Sherwin, and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such."

Yours truly,



R. Strader  
Bylaws and Inspections Manager  
BUILDING INSPECTION DEPARTMENT

LC/vs

Commissioners' Comments

We would recommend that Council pass the suggested resolution.

"R. J. MCGHEE"  
Mayor

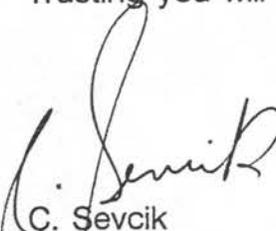
"M. C. DAY"  
City Commissioner

DATE: October 17, 1990  
TO: Bylaws and Inspections Manager  
FROM: City Clerk  
RE: UNSIGHTLY PREMISES AT  
121 NASH STREET AND 85 METCALF AVENUE

---

Your reports pertaining to the above unsightly premises appeared on the Council agenda of October 15, 1990, however at your request the said items were withdrawn as it is our understanding that the sites in question were cleaned up to your satisfaction. Accordingly there was no resolution passed by Council respecting the above sites at the Council meeting.

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm

NO. 6

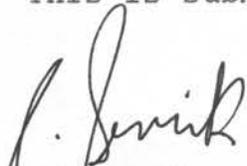
DATE: October 9, 1990  
TO: City Council  
FROM: City Clerk  
RE: DISPOSAL OF MUNICIPAL RESERVE SOUTHERN BOUNDARY OF  
PARKLAND MALL

---

At the Council meeting of September 17, 1990, a resolution was passed indicating Council's intention to dispose of Public Reserve adjacent to the southern boundary of the Parkland Mall and as outlined in the attached plan.

The proposed disposal has been advertised and posted on the site in accordance with the requirements of the Planning Act. No objections to the proposed disposal were received by the deadline Friday, October 12, 1990, and therefore a Public Hearing was not required.

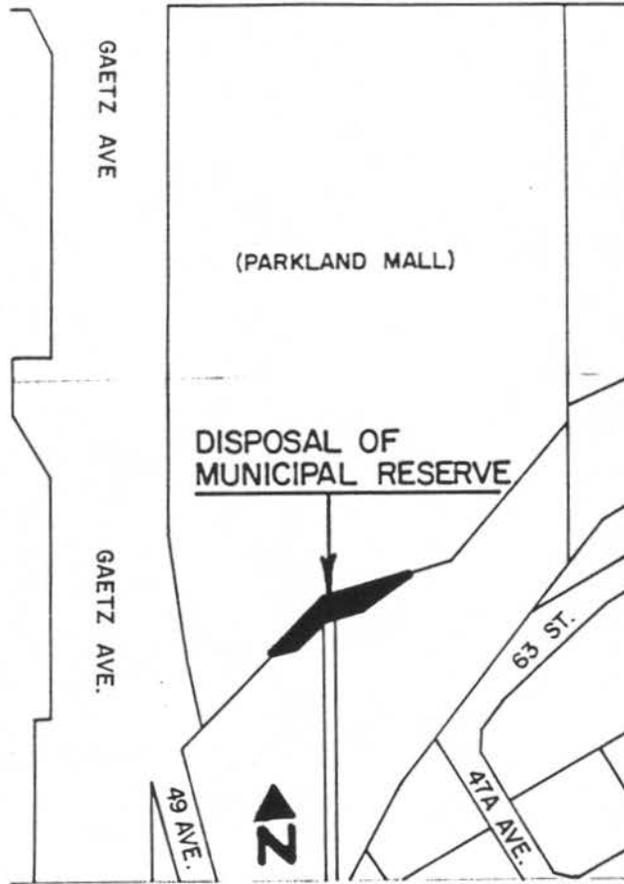
This is submitted for Council's information only.



C. Sevcik  
City Clerk

CS/ds

67 ST.



CANADA )  
 )  
PROVINCE OF ALBERTA )  
 )  
TO WIT: )

IN THE MATTER OF SECTION 117  
OF THE PLANNING ACT 1980 R.S.

I, C. SEVCIK, of The City of Red Deer, in the Province of Alberta, DO SOLEMNLY DECLARE:

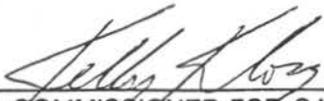
1. THAT I am the duly appointed City Clerk of The City of Red Deer and its proper officer in this behalf.
2. THAT the Council of The City of Red Deer wishes to dispose of a municipal reserve.
3. THAT The City of Red Deer has complied with the provisions of Sections 115 and 116 of The Planning Act, 1980.
4. THAT The City of Red Deer, in accordance with Section 117(1) of The Planning Act, 1980, requests the removal of the designation of municipal reserve from the lands described as follows:

"All that portion of Lot R-8 Plan 3860 R.S. contained within the limits of Lot 2 Block 7 on a plan of survey prepared and surveyed by Gillis Oslund, A.L.S. between the dates of August 13, and September 14, 1990 and containing 0.074 ha. more or less.

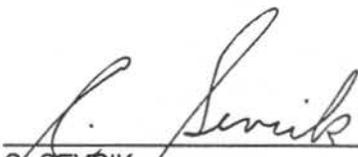
All that portion of Lot R-1 Plan 5427 R.S. contained within the limits of Lot 2 Block 7 on a plan of survey prepared and surveyed by Gillis Oslund, A.L.S. between the dates of August 13, and September 14, 1990 and containing 0.029 ha. more or less."

AND I MAKE THIS SOLEMN DECLARATION conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

DECLARED before me at The City )  
of Red Deer, in the Province of )  
Alberta, this 7 day of )  
December A.D., 1990 . )

  
A COMMISSIONER FOR OATHS  
in and for the Province of Alberta.

**K. KLOSS**  
Commissioner for Oaths in  
and for the Province of Alberta.  
My Appointment Expires  
NOVEMBER 20, 1993

  
C. SEVCIK  
City Clerk



NO. 7

DATE: OCTOBER 5, 1990  
TO: CITY CLERK  
FROM: CITY ASSESSOR  
RE: CITY DEER PARK - 3.24 ACRE APARTMENT SITE  
LOT 58, BLOCK 4, PLAN 892-1779  
20 DOUGLAS AVENUE  
(SEE ATTACHED MAP)

---

We wish to advise City Council that Red Cal Industries Ltd. did not exercise its option to purchase and develop this site on or before September 19, 1990.

In view of this, they were advised on September 20, 1990, that their agreement was null and void, and the lands were on the open market.

On October 3, 1990, Seibel Construction Ltd. of Red Deer submitted the attached correspondence and paid the deposit, indicating they would like the opportunity to propose a development on this site in accordance with the R-3 zoning.

The \$1,000 fee was paid by Seibel Construction Ltd. on October 3, 1990, for a 90-day period to place their plans before Council for approval.



Al Knight, A.M.A.A.  
City Assessor

WFL/AK/ngl

Enc.

SEIBEL CONSTRUCTION LTD.  
53 GILBERT CRES.  
RED DEER, AB. T4P 3L4  
OCT. 3, 1990

THE CITY OF RED DEER:

To whom it may concern:

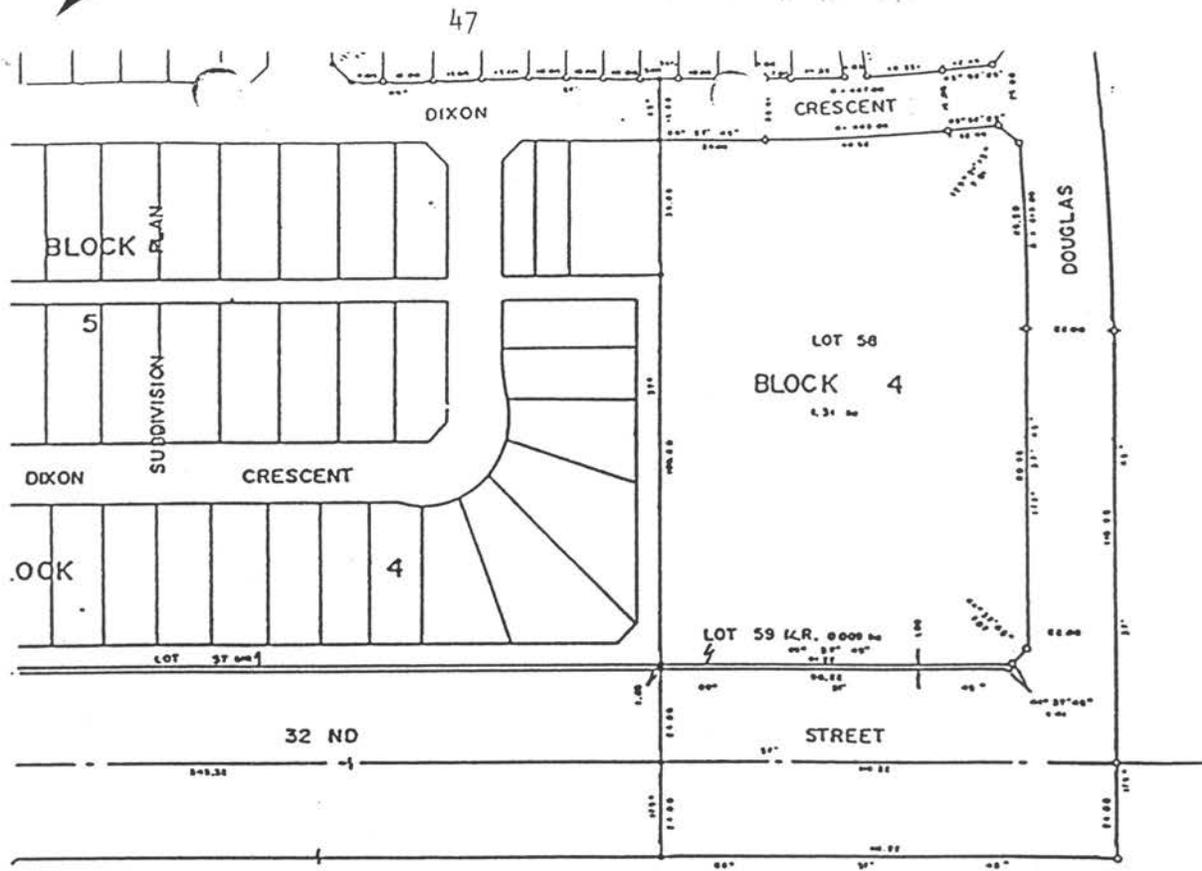
I, Gerry Seibel, would like to have the opportunity to put together a proposal to purchase your R-3 land on 32nd Avenue.

I would like to build 3 walk-up apartments consisting of 3 floors each with approximately 95 to 100 suites.

Sincerely, *Gerry Seibel*

SEIBEL CONST. LTD.  
PH-346-4557 HOME  
346-5745 WORK  
341-9789 MOBILE

*Received O/D 3/90  
W.H.*



- 1- Legal Description: Lot 58, Block 4, Plan 892-1779
- 2- Site Area 1.31 Hectares (3.24 Ac.)
- 3- Land Use District: R3-D216
- 4- Density for apartments is based on 216 person per Hectares (Maximum number of persons  $1.31 \times 216 = 282$  or 94 units)
- 5- The site can also be used for rental units or condominiums (condominium would require approval of the City Council)
- 6- The site can also be subdivided according to the Subdivision Regulation and Land Use Bylaw, at no cost to the City.
- 7- Parking: subject to Section 4.10 of the Land Use Bylaw.
- 8- Landscaping: minimum of 44% of the site area.
- 9 -Access to be from Douglas Avenue or Dixon Crescent.

NOTE: Since this is a single family area, the appearance and the material used in the building should blend into the surrounding area.

Commissioners' Comments

We would recommend that Council approve the granting of a 90-day option to Seibel Construction Ltd.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

DATE: October 16, 1990  
TO: City Assessor  
FROM: City Clerk  
RE: SEIBEL CONSTRUCTION LTD - 3.24 ACRE APARTMENT SITE  
20 DOUGLAS AVENUE, LOT 58, BLOCK 4, PLAN 892-1779

---

Your report dated October 5, 1990 pertaining to the above topic was considered at the council meeting of October 15, 1990 and at which meeting council passed the following motion as per your recommendations:

"RESOLVED that Council of The City of Red Deer hereby agrees to the granting of a 90 day option to Seibel Construction Ltd. to enable the said Company to propose a development on Lot 58, Block 4, Plan 892-1779, 20 Douglas Avenue and as recommended to Council October 15, 1990."

The decision of council in this instance is submitted for your information. I trust you will insure appropriate legal documentation is prepared and executed by both parties.

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm  
cc Director of Community Services  
Director of Engineering Services  
Bylaws and Inspections Manager  
E.L. & P. Manager  
Principal Planner

NO. 8

SP-2.934

**DATE:** October 4, 1990

**TO:** MAYOR McGHEE & COUNCIL

**FROM:** COLLEEN PALICHUK, Chairman  
Red Deer & District F.C.S.S. Board

**RE:** PROJECTED OVER-EXPENDITURE  
SUBSIDIZED TAXI SERVICE

---

The attached report was discussed at the last regular F.C.S.S. Board meeting on October 2, 1990. Due to an increase in the number of seniors registered for this service and an increase in number of trips taken, the Red Deer Action Group is projecting an over-expenditure for 1990 of up to \$14,500. Attached is a report from the Social Planning Manager outlining the detail on the budget for 1990 and the savings that could be achieved if any or all of the options suggested by the Red Deer Action Group are implemented.

Council should also be aware that the Red Deer Action Group has recommended an increase in the cost to the users of this service from \$2.25/trip to \$3.00/trip. This was the only way they could keep within the budget guideline of 3% for next year. The F.C.S.S. Board has recommended that the fare increase to \$2.75/trip in 1990 instead of the proposed \$3.00/trip. Accepting this recommendation would cost the City \$9,000 in 1991. We would ask that Council take this into consideration when considering our recommendation on how to respond to the projected deficit for 1990.

After considering this matter quite thoroughly, the F.C.S.S. Board recommends:

- 1) That the fare for the Subsidized Taxi service increase from \$2.25/trip to \$3.00/trip effective November 1, 1990.
- 2) That the Subsidized Taxi service be reviewed in regard to criteria for eligibility, amount of subsidy allowed, and booking procedures before January 1, 1991.

By accepting the above recommendation, the City will still incur an over-expenditure in this service of up to \$10,000 for 1990. It was the feeling of the F.C.S.S. Board that no other action should be taken until a review of this service is complete.



COLLEEN PALICHUK

/kl

c. Craig Curtis, Community Services Director  
Alan Wilcock, Finance Director

**DATE:** October 9, 1990  
**TO:** CITY COUNCIL  
**FROM:** RICK ASSINGER  
Social Planning Manager  
**RE:** SUBSIDIZED TAXI SERVICE

---

Further to the report from the Red Deer Action Group and the response of the F.C.S.S. Board regarding the projected over-expenditure in this service for 1990, I offer the following information for City Council.

On January 18, 1982 Red Deer City Council gave its approval to a Transit Review Committee recommendation that a supplementary transportation service for the elderly be developed and administered by the Social Planning Department. This was in response to a transit study that resulted in a major re-alignment of bus routes and complaints from some of the elderly residents about the increased distances to bus stops. The Social Planning Department set up the Subsidized Taxi Service on a trial basis for three months. Elderly persons over the age of 65 were eligible and were required to pay \$1.25/trip with the balance of the cost to be subsidized by the City to a maximum of \$35.00 per month.

Following the trial period, the F.C.S.S. Board recommended that this service be integrated with the Handibus operation. This was done in May, 1982 with a projected annual budget of \$29,000.

#### Changes to Service

Since 1982 the cost per trip for users has increased to \$1.50 in 1986, to \$2.00 in 1988, and to \$2.25 in 1990. The subsidy ceiling was dropped to \$20.00/month per individual and \$35.00/month per couple in 1983 and it has remained at this rate.

Eligibility for this service changed in 1983. Now, those between the ages of 65 and 75 require medical verification of the need for this service while those over the age of 75 qualify by reason of age only.

City Council  
 October 9, 1990  
 File No. SP-2.937

### Escalating Cost

The Social Planning Department indicated, at the time of implementation of this service, a fear that the costs could escalate with the increasing number of seniors registering for the service and the number of trips taken.

During the first four years of the operation of this service, the cost to the City did not escalate dramatically. In fact, the subsidy cost per trip remained at close to \$2.00 and the number of users per month remained steady. It was only during the past four years and, in particular, since 1989 that costs have escalated significantly.

### Statistics for Service

	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Registered Users	832	953	1,062	1,462	1,530
# of Users/Month	393	424	422	467	540
Ave. # of Trips/Month	1,776	2,026	1,892	2,177	2,535
Subsidy Cost/Trip	\$1.88	\$1.94	\$1.96	\$2.05	\$2.19
Benefit/User/Month	\$8.47	\$9.25	\$8.80	\$9.56	\$10.27
Total City Cost	\$43,402	\$48,122	\$49,710	\$53,201	

### Savings Implications for Options Presented by Red Deer Action Group

In its report to the F.C.S.S. Board, the Red Deer Action Group suggests four possible ways to reduce the deficit in this program in 1990. Unfortunately, too little time remains in this year to effect any major savings. The savings implications for the options presented are as follows:

City Council  
 Page 3  
 File #SP-2.937

- |    |   |          |
|----|---|----------|
| 1) | Cancel the issuing of new Subsidized Taxi cards for the remainder of 1990 | \$600    |
| 2) | Raise the user cost per trip to \$3.00 effective Nov. 1                   | \$4,000  |
| 3) | Reduce the monthly subsidy ceiling to \$15.00/single and \$25.00/couple   | \$800    |
| 4) | Cancel the service for the balance of 1990 effective November 1           | \$10,000 |

#### Conclusion

The Subsidized Taxi Service will need to be changed to best fit the transportation needs of the elderly in the community with the budget that is available to meet this need. If Council approves, this service will be reviewed thoroughly over the next two months with a report back to Council in December suggesting the best course of action for 1991. In the mean time, in order to curb the deficit for 1990, I recommend in favour of a fare increase to \$3.00/trip effective November 1, 1990 or, if Council is agreement with a reduced fare increase as proposed as an addback in the Social Planning budget, a fare increase to \$2.75/trip effective November 1, 1990.



RICK ASSINGER

RA/kl

**DATE:** October 9, 1990

**TO:** CITY COUNCIL

**FROM:** CRAIG CURTIS  
Director of Community Services

**RE:** **SUBSIDIZED TAXI SERVICE:  
PROJECTED OVEREXPENDITURE**  
A memo from the Chairman of the F.C.S.S. Board,  
dated October 4, 1990, refers.

---

1. In September, the Red Deer Action Group for the Physically Disabled informed the F.C.S.S. Board that use of the subsidized taxi service had substantially increased. Consequently, it is anticipated that an overexpenditure of more than \$14,000 could be incurred by the end of this year. The Action Group recommended that this overexpenditure be approved for 1990, and that the subsidized taxi service be reviewed in regard to the criteria for eligibility, the amount of subsidy allowed, and booking procedures.
2. The F.C.S.S. Board considered the Red Deer Action Group's request at its meeting on October 2, 1990. The board resolved to recommend to City Council:
  - that the fare for subsidized taxi service be increased from \$2.25/trip to \$3.00/trip, effective November 1, 1990; (This would result in a cost saving of approximately \$4,000 in 1990.)
  - that a review of subsidized taxi service be undertaken before January 1, 1990.

In making these recommendations, the board assumed that this program would incur an overexpenditure of approximately \$10,000 in 1990.

3. I have reviewed the reports from the Red Deer Action Group and the F.C.S.S. Board, and my comments are as follows:
  - Subsidized taxi service was introduced some years ago to compensate for decreased transit service. Subsidized taxi cards are available to any senior over 65 with a medical reason for using a taxi, and any senior over 75 upon application. The present subsidy allowed is \$20.00 per individual, or \$35.00 per couple, per month.

.../2

**City Council**  
**Page 2**  
**October 9, 1990**  
**Subsidized Taxi Service**

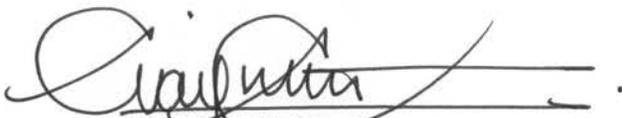
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- Subsidized taxi service is a very difficult program to manage. The only check on the cost is the amount of subsidy per user. Consequently, the increase in the average number of trips per month from 2,177 in 1989 to 2,500 in 1990, results in an automatic increase in subsidy and an overexpenditure of the budget.
- With the growing number of seniors in the community, it can be anticipated that the use of this service and the resulting subsidy will continue to increase. With the limited funds available for social services, this expenditure could reduce the funds available for other much-needed programs. It should be noted that seniors, as a group, have among the highest level of disposable income, and the open-ended nature of this program should, in my view, be reassessed.
- It is unfortunate that this projected overexpenditure of \$10,000-\$14,000 for subsidized taxi service was not recognized earlier. However, at this stage, I support the comments of the F.C.S.S. Board, and recommend that a complete review of the program be undertaken as soon as possible. I also support approval of the \$10,000 overexpenditure in 1990. If the Red Deer Action Group was required to absorb this deficit, it could have a detrimental effect on all the services it operates, including the handi-van taxi service.

4. **RECOMMENDATION**

I support the comments of the F.C.S.S. Board and recommend that City Council:

- support the recommendation that the fare for subsidized taxi service be increased from \$2.25/trip to \$3.00/trip, effective November 1, 1990;
- support the recommendation that a complete review of subsidized taxi service be undertaken, prior to budget deliberations in January;
- approve an overexpenditure of \$10,000 for subsidized taxi service for 1990.

  
CRAIG CURTIS

CC:dmg

- c. Rick Assinger, Social Planning Manager  
Colleen Palichuk, F.C.S.S. Board Chairman  
Howard Maki, Director, Red Deer Action Group

Commissioners' Comments

We would concur with the comments of the Dir. of Community Services, in that we see little opportunity, if any, to reduce this potential deficit for 1990 without seriously impacting other programs operated by this group. We further agree that a thorough review be undertaken prior to the presentation of the 1991 budget and we will have further comment and recommendations for Council at that time.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

*See Revised Report.*

SP-2.935

**DATE:** October 4, 1990  
**TO:** F.C.S.S. BOARD  
**FROM:** RICK ASSINGER  
Social Planning Manager  
**RE:** SUBSIDIZED TAXI SERVICE

---

Further to the report from the Red Deer Action Group regarding the projected over-expenditure in this service for 1990, I offer the following information for Board members and City Council.

	<u>1990 Budget</u>	<u>Actual Aug. 31, 1990</u>	<u>Projected Dec. 31, 1990</u>
Subsidized Taxi Service	46,490	44,365	60,990

Savings Implications for Options Presented by Red Deer Action Group

	<b>Savings</b>
1) Restrict new applicants for the balance of 1990.	\$600
2) Raise user fee to \$3.00/trip	\$4,000
3) Reduce monthly subsidy ceiling to \$15.00 - single and \$25.00 - couple.	\$800
4) Cancel service for balance of 1990 effective Nov. 1	\$10,000

  
RICK ASSINGER

RA/kl

**DATE:** September 26, 1990  
**TO:** F.C.S.S. BOARD  
**FROM:** RED DEER ACTION GROUP FOR THE PHYSICALLY DISABLED  
**RE:** A. SUBSIDIZED TAXI BUDGET AMENDMENT  
B. COMPUTER SOFTWARE

---

A. The Transportation Committee is concerned about the 1990 Subsidized Taxi expenses. Use of subsidized taxis did not drop over the summer months as expected. As of August 31, 1990, 89.2% of the budget has been used with four months remaining in 1990.

Comparison of 1989/1990 Statistics

	<u>December 1989</u>	<u>August 1990</u>
Number of trips	26,127	20,282
Average number of trips per month	2,177	2,500
Average subsidy per user	\$9.56	\$10.27
Number of registered users	1,462	1,530
Average number of users per month	467	540
New registrations (in 1990)		138
Cost per trip to user	\$2.00	\$2.25 (March 1990)

Subsidized taxi cards are available to any senior over 65 with a medical reason for using a taxi and to any senior over 75 if they register with the Citizen's Action Bus. The present subsidy allowed is \$20.00 per individual or \$35.00 per couple.

Seniors book their own taxis. The Transportation Committee does not know how many trips have been taken or what percentage of the senior's subsidy has been used until the invoices from the taxi companies arrive at the end of the month. Under the present system, the only check on the cost of subsidized taxi is the amount of subsidy per user. Given 540 users X \$20 subsidy, the cost for August could have been \$10,800.

The approximate net cost of subsidized taxi per month, in 1990 is \$5,000.00.

Over-expenditure of subsidized taxi in 1989 was	\$8,511.00
Predicted over-expenditure in July 1990 was	\$7,300.00
As is, over-expenditures for 1990 could be	\$14,500.00

The following action can be taken to minimize the amount of over-expenditure for 1990.

1. Restrict the issuing of new subsidized taxi cards for the remainder of 1990.
2. Raise the user cost of each subsidized taxi trip effective immediately.
3. Reduce the amount of subsidy per user for the remainder of 1990.
4. Cancel subsidized taxi card use for the remainder of 1990.

However, the Transportation Committee recommends that the Subsidized Taxi program be allowed the over-expenditure predicted for 1990. The Transportation Committee also suggests that the Subsidized Taxi Program be reviewed in regard to:

- a) Criteria for eligibility
- b) Amount of subsidy allowed
- c) Booking procedures

as soon as possible.

- B. The Transportation Committee plans to purchase software for the computer (\$888) obtained from the Community Services Division from within the 1990 Citizen's Action Bus budget. As of August 1990, the budget will allow this expenditure. However, unforeseen circumstances late in the year could cause an over-expenditure because of this item.

HOWARD MAKI  
Executive Director

(b) authorize a system of levies that is a modification of the system of levies provided for in this section.

1985 c43 s27; 1986 c24 s17

Finance

**171.5(1)** At the time and in the form prescribed by the council, a board shall submit to the council for its approval the estimates of the board for the current year and may request of the council any sums of money required to carry out its powers and duties.

(2) On receipt of the estimates, the council shall provide, in the form and manner it considers adequate, to every person assessed for business purposes in the area, notice of the estimates and the date and place of the council meeting at which the estimates will be considered.

(3) On approval of all or part of the estimates, the council shall direct the payment of the approved amount to the board.

(4) The board shall expend only money included in the estimates approved by the council and any member of the board who authorizes the expenditure of money not previously approved by the council is guilty of an offence and liable to a fine of not more than \$500.

(5) No indebtedness extending beyond the current fiscal year shall be incurred by a board.

(6) In addition to the amount paid under subsection (3), the council may contribute to the board funds

(a) from money collected from the municipality at large, or

(b) from money collected as payments pursuant to an off-street parking levy pursuant to the *Planning Act* if that money is used for the purposes described in section 171.4(d).

(7) The board shall include in its estimates any funds

(a) contributed by a council pursuant to subsection (6), or

(b) received from the disposal or conveyance of real property for commercial development,

but no such funds shall be used for the promotion of the area as a business or shopping centre or for studies relating thereto.

1983 c38 s30

Levy of  
business tax

**171.6(1)** Subject to those maximum and minimum charges that the council may specify in the by-law, the council shall authorize, by by-law, the levy, on all business assessments in the area, of a uniform rate that the council considers sufficient to raise the amount required for the purposes of section 171.5(3).

(2) Any levy imposed under subsection (1) may be collected in the same manner and with the same remedies as provided in the *Municipal Taxation Act* for the collection of taxes on business assessments but the limitations imposed by section 82(3) of that Act do not apply to a by-law under this subsection.

(3) In addition to the levy under subsection (1), the council may, by by-law, provide that the sum required for any specific activity of the

DATE: October 16, 1990  
TO: Red Deer and District F.C.S.S. Board  
FROM: City Clerk  
RE: PROJECTED OVEREXPENDITURE SUBSIDIZED TAXI SERVICE

---

Reports concerning the above matter received consideration at the council meeting of October 15, 1990 and at which meeting the following motion was passed:

"RESOLVED that Council of The City of Red Deer having considered reports to Council re: Subsidized Taxi Service: Projected Over-Expenditure hereby agrees as follows:

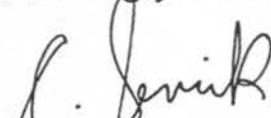
1. that the fare for subsidized taxi service be increased from \$2.25/trip to \$3.00/trip effective November 1, 1990
2. that a complete review of subsidized taxi service be undertaken prior to budget deliberations in January
3. that an over-expenditure of \$10,000 for subsidized taxi service for 1990 be approved

and as recommended to Council October 15, 1990."

The decision of council in this instance is submitted for your information and appropriate action.

By way of a copy of this memo we are requesting the Social Planning Manager to implement the directives in the above noted resolution.

Trusting you will find this satisfactory.

  
C. Sevcik  
City Clerk

CS/blm

cc City Commissioner  
Director of Community Services  
Director of Financial Services  
Social Planning Manager

NO. 9

DATE: October 5, 1990  
 TO: City Clerk  
 FROM: Bylaws and Inspections Officer  
 RE: 85 METCALF AVENUE, LOT 4, BLOCK 13, PLAN 792-2028

---

We have received complaints from the residents within the neighbourhood that the property at 85 Metcalf Avenue is becoming untidy by reason of a derelict vehicle stored in the rear yard. The owners are Roderick and Lorraine McDonald, 85 Metcalf Avenue, Red Deer, Alberta, T4R 1T8. We recommend Council declare the site as unsightly as defined in the Nuisance Bylaw 2060, authorized by Section 160 of the Municipal Government Act, giving the owner fourteen (14) days to remove the derelict vehicle.

Should the owner fail to remedy this condition, City forces will be authorized to remove same. All costs incurred to be charged against the property as taxes due and owing. Letters were sent to the owners on September 6, 1990 and September 26, 1990, advising them of the site condition and requesting the property to be cleaned up.

If Council agrees the site is a nuisance, we recommend the following resolution be approved:

"Resolved that, Council being of the opinion that the premises hereinafter described are unsightly and constitute a nuisance by reason of a derelict vehicle being stored in the rear yard, Roderick and Lorraine McDonald, being the owners of 85 Metcalf Avenue in the City of Red Deer, Province of Alberta (hereinafter called 'the premises'), be and is hereby ordered and directed within fourteen (14) days of a copy of this resolution being mailed to him by registered mail, to remove the derelict vehicle, failing which the Bylaws and Inspections Manager of the City is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to Roderick and Lorraine McDonald, and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such."

Yours truly,



R. Strader  
 Bylaws and Inspections Manager  
 BUILDING INSPECTION DEPARTMENT

RS/vs

Commissioners' Comments

We would recommend Council pass the suggested resolution as outlined in the report from the Bylaws & Inspections Manager.

"R.J. MCGHEE"  
 Mayor  
 "M.C. DAY"  
 City Commissioner

NO. 10

DATE: October 5, 1990  
 TO: City Clerk  
 FROM: Bylaws and Inspections Officer  
 RE: 3115-49 AVENUE, LOT M, PLAN 6176 N.Y.

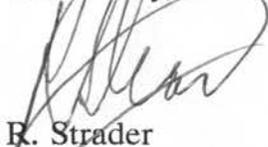
We have received complaints from the residents within the neighbourhood that the property at 3113-49 Avenue is becoming an untidy condition by reason of numerous dilapidated vehicles stored in the compound. The owner is Moore Developments, 3115-50 Avenue, Red Deer, Alberta, T4N 3X8. We recommend Council declare the site as unsightly as defined in the Nuisance Bylaw 2060, authorized by Section 160 of the Municipal Government Act, giving the owner fourteen (14) days to remove the dilapidated vehicles.

Should the owner fail to remedy this condition, City forces will be authorized to remove same. All costs incurred to be charged against the property as taxes due and owing. Letters were sent to the owner on August 13, 1990, August 30, 1990 and September 19, 1990, advising them of the site condition and requesting the property to be cleaned up.

If Council agrees the site is a nuisance, we recommend the following resolution be approved:

"Resolved that, Council being of the opinion that the premises hereinafter described are unsightly and constitute a nuisance by reason of numerous dilapidated vehicles being stored in the compound, Moore Developments, being the owner of 3113-49 Avenue in the City of Red Deer, Province of Alberta (hereinafter called 'the premises'), be and is hereby ordered and directed within fourteen (14) days of a copy of this resolution being mailed to him by registered mail, to remove the dilapidated vehicles, failing which the Bylaws and Inspections Manager of the City is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to Moore Developments, and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such."

Yours truly,



R. Strader  
 Bylaws and Inspections Manager  
 BUILDING INSPECTION DEPARTMENT

RS/vs

Commissioners' Comments

We would recommend Council pass the resolution as suggested by the Bylaws & Inspections Manager.

"R.J. MCGHEE"  
 Mayor

"M.C. DAY"  
 City Commissioner



## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 16, 1990  
 Moore Developments  
 3113 - 49 Avenue  
 RED DEER, Alberta  
 T4N 3V8

Dear Sir:

RE: DILAPIDATED VEHICLES AT 3113 - 49 AVENUE

I would advise that Council of the City of Red Deer at its meeting held on Monday October 15, 1990 passed the following motion concerning the above noted matter:

"RESOLVED that, Council being of the opinion that the premises hereinafter described are unsightly and constitute a nuisance by reason of numerous dilapidated vehicles being stored in the compound, Moore Developments, being the owner of 3113 - 49 Avenue in the City of Red Deer, Province of Alberta (hereinafter called 'the premises'), be and is hereby ordered and directed within fourteen (14) days of a copy of this resolution being mailed to the owner by registered mail, to removed the dilapidated vehicles, failing which the Bylaws and Inspections Manager of the City is hereby authorized and directed to cause such work to be done, in which case the cost thereof shall be charged to Moore Developments, and in default of payment shall be charged against the premises as taxes due and owing in respect thereof and shall be recovered as such."

The decision of council in this instance is submitted for your information and appropriate action.

Your cooperation in this matter is greatly appreciated.

Sincerely,

C. Sevcik  
 City Clerk  
 CS/blm

cc Bylaws and Inspections Manager

DOUBLE REGISTERED LETTER



RED DEER

*a delight  
to discover!*

CORRESPONDENCENO. 1

September 17, 1990

Mayor McGhee  
The City of Red Deer  
Red Deer, AB  
T4N 3T4

**Re: CPR Station**

Dear Sir:

The Historical Preservation Committee met last week, and reviewed the deliberations of council in regard to the preservation and retention of the CPR Station, on its current foundation. The Committee Members were very appreciative of the stand taken by council, and asked me to communicate this to you.

While I did not have the opportunity to speak to the motion, there were several points, on which I would have liked to have touched.

This year is the 100th anniversary of the arrival of the C&E railway in Red Deer. It was such a significant event in Red Deer's history, that the town was actually moved to accommodate the railway, and the colonization & development plans of Reverend Gaetz. The railway station, not surprisingly, became the center of the city. In the hearts and memories of long-time Red Deer residents, it is also the center of many personal experiences.

In the premier historical portrait of Red Deer, the CPR Station stands at one end of the vista, and the cenotaph at the other, highlighting Red Deer's most historic streetscape.

The recent Federal designation of the CPR Station as only one of two so designated in Alberta, also underscores its historical importance.

The City of Lethbridge, which faced the same opportunity and challenge, retained its station, relocated its rails, subsequently received numerous national awards for the integrated architectural redevelopment of the station and the rail site.

It is the belief of the Historical Preservation Committee, that we have the same opportunity in Red Deer, with a further advantage provided by Council, that traffic on a 1-way Ross Street, will lead directly past the cenotaph and the CPR station, highlighting its architecture, location, and I trust its functional value as an integrated component of the railway redevelopment proposal.

CPR Station - 17SEPT90 - Page 2

May I offer the assistance of the Committee, in reviewing any future plans that involve the renovation of this historic landmark, on its current foundation.

Kindest Regards



Robert Lampard, M.D.  
Chairman  
Historical Preservation Committee  
RL\dn

cc HPC Members

Commissioners' Comments

Submitted for Council's information.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132  
October 16, 1990

Dr. Robert Lampard, Chairman  
Historical Preservation Committee  
Box 800  
RED DEER, Alberta  
T4N 5H2

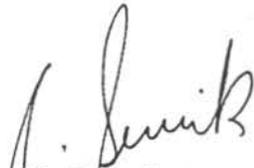
RE: C.P.R. STATION

Your letter addressed to Mayor McGhee dated September 17, 1990 pertaining to the above topic was presented on the council agenda of October 15, 1990. Your letter afore-mentioned was accepted by council for information purposes only and agreed that same be filed.

We thank you for your interest in this matter and your offer of the committee's assistance in reviewing plans that involve the renovation of this landmark has been noted.

Note

Trusting you will find this satisfactory.

  
C. Sevcik  
City Clerk

CS/blm

cc City Commissioners  
Director of Community Services

*Bylaws and Inspections Manager (9/1/02/21) (also over the phone)*



*a delight  
to discover!*



## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132  
October 16, 1990

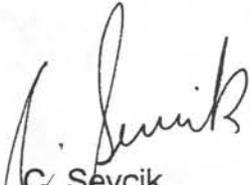
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Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm

cc City Commissioners  
Director of Community Services



*a delight  
to discover!*

Sept. 30, 1990

THE CITY OF RED DEER  
CLERK'S DEPARTMENT

NO. 2

RECEIVED	
TIME	12: 7 noon
DATE	Oct. 1/90
BY	AP

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

To: City Council,

Regarding my appearance of Sept. 20/90 before the Appeal Board for the Oak Furniture Gallery, upon which I was denied occupancy, I am requesting City Council to reconsider & re-zone.

I am not a Furniture Store, I am a specialty Oak store. I have signed a 3 year lease and spent \$5000.00 in renovations for this purpose. I am planning to make Red Deer my home and if denied, I will have no choice but to leave the city.

There have been re-zoning changes that you have made, example "The Frame Shop" and the "Wine Gallery". There are also stores in Edmonton exactly like mine where only Oak furniture is sold.

I rented this space from Great West Life, upon which I took in good faith and they sold the entire building one month later. My store (specialty) will have direct benefits to the City of Red Deer as its citizens currently travel to Edmonton or Calgary to purchase the same goods.

Sincerely

Gerard Parent

"Oak Furniture Gallery",  
Building "D", 2310 Gusty Ave. Red Deer  
T4R 1W5

(w) 346-0422

60 October 2, 1990

To: City Council  
% City Clerk  
Mr. C. Sawcik

THE CITY OF RED DEER  
CITY CLERK

FILED	
DATE	10/20
BY	Oct. 2/90
	SP.

I am requesting an amendment to the cities Land Use By-Law, C-4 Zoning.

OR

An exception to the By-Law for Bay "D", 2310 Gaetz Ave.

It is imperative that I stay in this location for the following reasons:

1. Growth: There is a growing business and I will require more space as it develops.
2. Visibility: To make it easier for my clients to find me.
3. Distribution: My customers need to be able to back up to my door in order to load their goods.
4. Accessibility: To permit large trucks to unload goods coming into my store without creating obstructions for traffic.

G. Parent

RED DEER DEVELOPMENT APPEAL BOARDNOTICE OF DECISION

Pursuant to Section 2.18.2 of the Development Appeal Board Bylaw 2589/78

TO: KAREN LAFONT, OAK FURNITURE GALLERY  
BOX 165  
LETHBRIDGE, ALBERTA

DATE: SEPTEMBER 21, 1990

COPY OF APPEAL BOARD MINUTE STATING  
SUBJECT OF APPEAL, DATE OF HEARING,  
THE DECISION, AND REASONS THEREFORE

Re: APPEAL NO. 34/90

DATE OF HEARING: SEPTEMBER 20, 1990

"IN THE MATTER of The Planning Act, R. S. A. 1980, Ch. p. 9;  
AND IN THE MATTER of City of Red Deer General Municipal Plan (Bylaw 2663/80;  
AND IN THE MATTER of The City of Red Deer Land Use Bylaw (No. 2672/80);  
AND IN THE MATTER of the Development Appeal Board Bylaw 2589/78;  
AND IN THE MATTER of a decision of the Municipal Planning Commission of  
August 13, 1990, which denied the proposed use for the sale of furniture at  
Building D, 2310 Gaetz Avenue (Lot 4, Block A, Plan 977 R.S.) zoned C4;  
AND IN THE MATTER of an Appeal by Karen Lafont, one of the owners of Oak  
Furniture Gallery, from the decision of the Commission;  
THIS APPEAL HAVING COME ON to be heard before the Red Deer Development Appeal  
Board on the 20th day of September, 1990, in the presence of Gerrard Parent,  
one of the owners of Oak Furniture Gallery, appearing on behalf of the  
Appellant herein, the Assistant Bylaws & Inspections Manager, P. Holloway,  
and the Associate Planner, G. Klassen;  
AND UPON HEARING the verbal submissions of Gerrard Parent, one of the owners  
of Oak Furniture Gallery, speaking on behalf of the Appellant herein, the  
Assistant Bylaws & Inspections Manager, P. Holloway and the Associate  
Planner, G. Klassen;  
AND UPON HAVING REGARD to The Planning Act 1980, The City of Red Deer General  
Municipal Plan, The City of Red Deer Land Use Bylaw and other relevant  
planning policies;  
AND UPON CONSIDERING the relevant planning evidence adduced at this Hearing  
and the circumstances and merits of this application;

IT IS ORDERED:

"THAT the Red Deer Development Appeal Board uphold the Municipal  
Planning Commission decision of August 13, 1990, to deny the  
proposed use for the sale of furniture at Building D, 2310 Gaetz  
Avenue (Lot 4, Block A, Plan 977 R.S.) zoned C4, on the grounds  
that the requested relaxation is excessive and that the use could  
be located in the C1 district."

NOTE: (Excerpt from The Planning Act, 1980)

"152. (1) Subject to subsection (2), on a question of law or on a question  
of jurisdiction, an appeal lies to the Court of Appeal from the Board or a  
development appeal board.

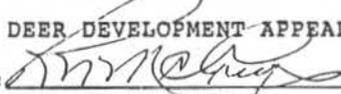
(2) An application for leave to appeal pursuant to subsection (1)  
shall be made

- (a) to a judge of the Court of Appeal, and
- (b) within 30 days after the issue of the order, decision, permit  
or approval sought to be appealed,

and notice of the application shall be given to the Board or the development  
appeal board, as the case may be, and such other persons as the judge may  
direct."

A decision of the Development Appeal Board is not a Development or Building  
Permit. Such permits may be obtained separately from City Hall after the  
expiration of the 30 day appeal period above stated has expired and if leave  
to appeal has not been granted.

RED DEER DEVELOPMENT APPEAL BOARD

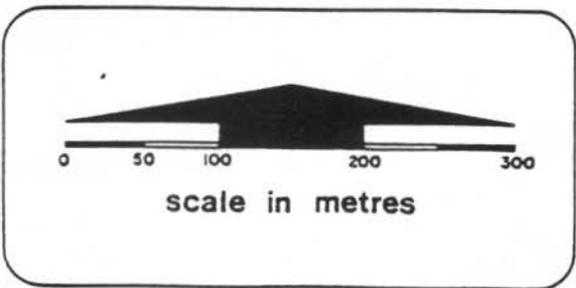
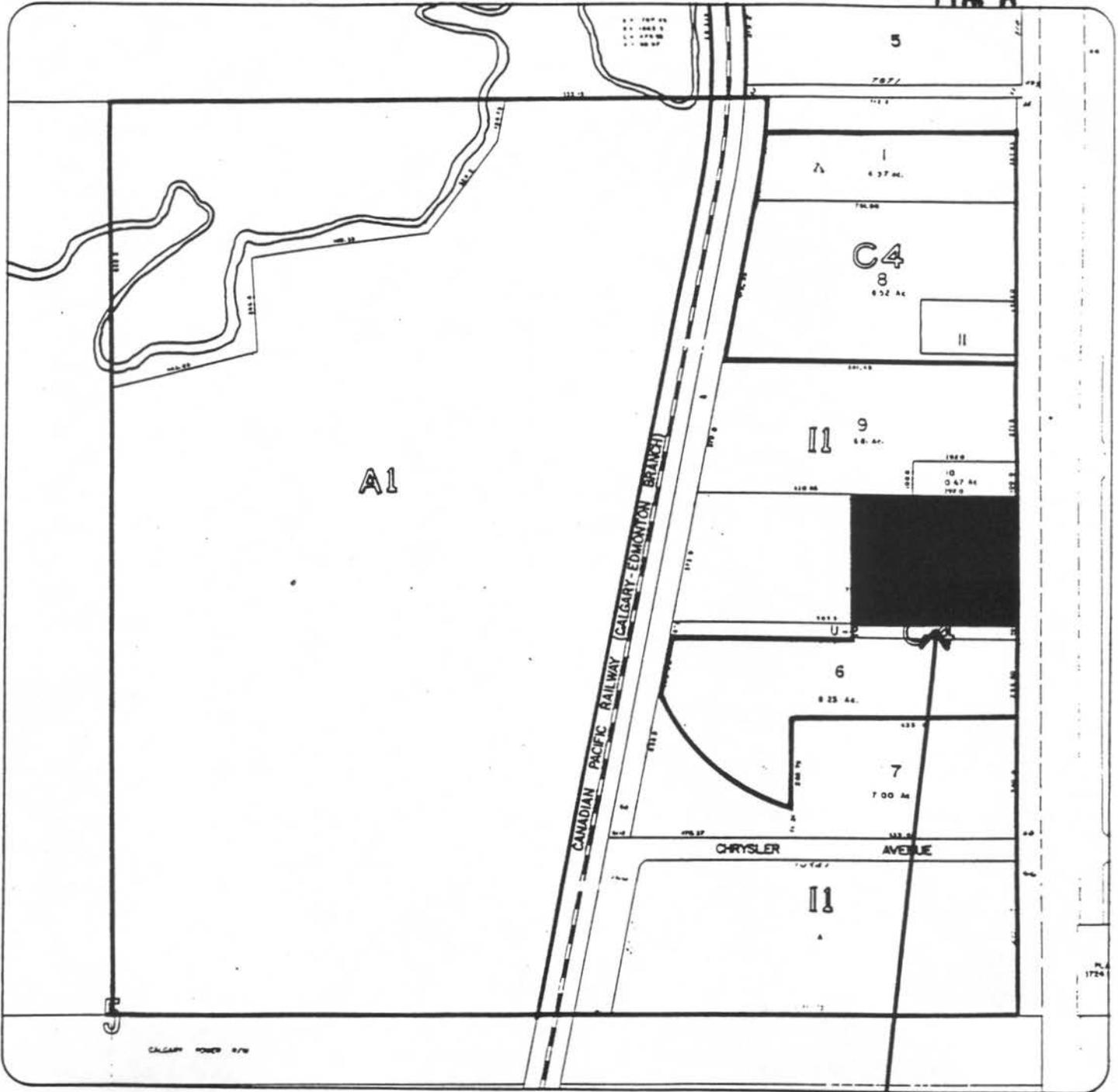
PER:   
Chairman

c.c. Building Inspection  
Planning Director

# City of Red Deer --- Land Use Bylaw Land Use Districts

## F5

MAP A



Revisions :  
 2672/I-85 (29/4/85)  
 2672/G-86 (3/3/86)  
 2672/H-86 (14/4/86)  
 2672/BB/89 (11/12/89)

*Lot 4, Block A,  
Plan 977 RS.*

DATE: October 2, 1990  
TO: City Clerk  
FROM: Bylaws and Inspections Manager  
RE: **OAK FURNITURE GALLERY**

---

FILE NO.

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

The site in question is presently zoned C4, in which the sale of furniture is a discretionary use, providing that the area of the store, including storage, is not less than 930 square metres. This size restriction was put in place as the retail industry indicated that there was a need for large amount of storage/display area for furniture operations, to be located outside of the C1 or C2 districts. Council again considered this when the C4 uses were reviewed in 1989.

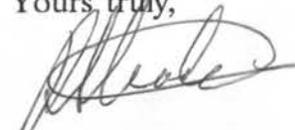
Smaller operations of less than 930 square metres can be accommodated in the C1 or C2 districts. The Municipal Planning Commission and the Development Appeal Board, when considering the application from the Oak Furniture Gallery, which involves only 125 square metres felt that the proper location is either the C1 or C2 zone. The applicant makes the point that this business is a specialty shop, which, in our opinion, confirms that its location should be in one of these zones. The C4 district is more suited to the larger businesses, requiring large floor areas and on-site parking.

The two approvals mentioned were dealt with as follows:

1. The Wine Store, approved by the Municipal Planning Commission as similar to the permitted use "eating and beverage establishments, up to 60 persons capacity".
2. The Frame Shop was approved by the Development Appeal Board.

We do not support the application, and recommend that Council deny the proposed rezoning.

Yours truly,



R. Strader  
Bylaws and Inspections Manager  
BUILDING INSPECTION DEPARTMENT

RS/vs

DATE: October 3, 1990  
TO: City Clerk  
FROM: Fire Marshal  
RE: OAK FURNITURE GALLERY

---

This department has no objection to a zoning change to accommodate this occupancy at Building D, 2310-Gaetz Avenue.

If any further information is required, please contact this office.



Cliff Robson  
Fire Marshal

CR/dd



**RED DEER  
REGIONAL PLANNING COMMISSION**

2830 BREMNER AVENUE, RED DEER,  
ALBERTA, CANADA T4R 1M9

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

DIRECTOR: W. G. A. Shaw, ACP, MCIP

**TO:** C. Sevcik  
City Clerk

**DATE:** October 5, 1990

**FROM:** Paul Meyette  
Principal Planner

**RE:** Oak Furniture Gallery - Rezoning

Mr. Gerrard Parent is requesting either an amendment to the City's Land Use Bylaw or an exception to the Land Use Bylaw to allow his furniture store to remain in its existing location.

#### BACKGROUND

Mr. Parent's site is located in the C4 District. The purpose of this District is to provide sufficient land for commercial, industrial and other services for the people using major arterial transportation routes or for uses requiring locations on major arterials. A furniture store is a discretionary use in the C4 District providing the floor area of the store is over 930 square metres, unless otherwise approved by the M.P.C. As Council is aware from the agenda material, Mr. Parent had applied for a development permit but was refused by the Municipal Planning Commission on the grounds that the store could be located in the C1 District. The M.P.C. decision was appealed to the Development Appeal Board, the Development Appeal Board upheld the decision of the M.P.C.

#### RECOMMENDATION

The City Planning Section cannot support Mr. Parent's request for rezoning of this site. The C1 District is intended to regulate development in the downtown and it would not be appropriate to create an isolated section of C1.

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTLE No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINT EARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION • TOWN OF DIDSBURY • TOWN OF ECKVILLE • TOWN OF INNISFAIL • TOWN OF LACOMBE • TOWN OF OLDS • TOWN OF PENHOLD • TOWN OF ROCKY MOUNTAIN HOUSE • TOWN OF STETTLE • TOWN OF SUNDRE • TOWN OF SYLVAN LAKE • VILLAGE OF ALIX • VILLAGE OF BENTLEY • VILLAGE OF BIG VALLEY • VILLAGE OF BOTHA • VILLAGE OF CAROLINE • VILLAGE OF CLIVE • VILLAGE OF CREMONA • VILLAGE OF DELBURNE • VILLAGE OF DONALDA • VILLAGE OF ELNORA • VILLAGE OF GADSBY • VILLAGE OF HALKIRK • VILLAGE OF MIRROR • SUMMER VILLAGE OF BIRCHCLIFF • SUMMER VILLAGE OF GULL LAKE • SUMMER VILLAGE OF HALF MOON BAY • SUMMER VILLAGE OF JARVIS BAY • SUMMER VILLAGE OF NORGLINWOLD • SUMMER VILLAGE OF ROCHON SANDS • SUMMER VILLAGE OF WHITE SANDS

C. Sevcik

October 5, 1990

The City Planning Section also does not support the request for an exception to the Land Use Bylaw. The Land Use Bylaw directs small furniture stores to the C1 District. An exception to the Land Use Bylaw would undermine the distinction between C1 zoning in the downtown area and the C4 zoning along major arterials.

c/c Director of Community Services  
Director of Engineering Services  
Bylaws & Inspections Manager  
City Assessor  
Economic Development Manager  
E. L. & P. Manager  
Fire Chief

Commissioners' Comments

We would concur with the recommendations of the Administration and cannot support a change of zoning for this application.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

DATE October 2, 1990

- TO:
- DIRECTOR OF COMMUNITY SERVICES
  - DIRECTOR OF ENGINEERING SERVICES
  - DIRECTOR OF FINANCIAL SERVICES
  - BYLAWS & INSPECTIONS MANAGER
  - CITY ASSESSOR
  - COMPUTER SERVICES MANAGER
  - ECONOMIC DEVELOPMENT MANAGER
  - E.L. & P. MANAGER
  - ENGINEERING DEPARTMENT MANAGER
  - FIRE CHIEF
  - PARKS MANAGER
  - PERSONNEL MANAGER
  - PUBLIC WORKS MANAGER
  - R.C.M.P. INSPECTOR
  - RECREATION & CULTURE MANAGER
  - SOCIAL PLANNING MANAGER
  - TRANSIT MANAGER
  - TREASURY SERVICES MANAGER
  - URBAN PLANNING SECTION MANAGER
  -
- 

FROM: CITY CLERK

RE: OAK FURNITURE GALLERY - REZONING - SECOND LETTER

Please submit comments on the attached to this office by \_\_\_\_\_  
OCT. 8 for the Council Agenda of OCTOBER 15, 1990.

  
C. SEVCIK  
City Clerk

- TO:
- DIRECTOR OF COMMUNITY SERVICES
  - DIRECTOR OF ENGINEERING SERVICES
  - DIRECTOR OF FINANCIAL SERVICES
  - BYLAWS & INSPECTIONS MANAGER
  - CITY ASSESSOR
  - COMPUTER SERVICES MANAGER
  - ECONOMIC DEVELOPMENT MANAGER
  - E.L. & P. MANAGER
  - ENGINEERING DEPARTMENT MANAGER
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  - TRANSIT MANAGER
  - TREASURY SERVICES MANAGER
  - URBAN PLANNING SECTION MANAGER
  -
- 

FROM: CITY CLERK

RE: Oak Furniture Gallery - Building D 2310 Gaetz Ave.

Please submit comments on the attached to this office by October  
8 for the Council Agenda of October 15.

  
 C. SEVCIK  
 City Clerk



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 1, 1990

Oak Furniture Gallery  
Building "D"  
2310 Gaetz Avenue  
RED DEER, Alberta  
T4R 1W5

Attention: Gerard Parent

Dear Sir:

RE: OAK FURNITURE GALLERY - BUILDING D

Thank you for your letter in regard to the above, and we would advise that this matter will be presented to Red Deer City Council at its meeting on October 15, 1990.

Please call this office on Friday prior to the said meeting to determine a suitable time, in the event you wish to be present.

Trust you will find this satisfactory.

Sincerely,

C. SEVCIK  
City Clerk

/jt



*a delight  
to discover!*

TO:

- DIRECTOR OF COMMUNITY SERVICES  
 DIRECTOR OF ENGINEERING SERVICES  
 DIRECTOR OF FINANCIAL SERVICES  
 BYLAWS & INSPECTIONS MANAGER  
 CITY ASSESSOR  
 COMPUTER SERVICES MANAGER  
 ECONOMIC DEVELOPMENT MANAGER  
 E.L. & P. MANAGER  
 ENGINEERING DEPARTMENT MANAGER  
 FIRE CHIEF  
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 RECREATION & CULTURE MANAGER  
 SOCIAL PLANNING MANAGER  
 TRANSIT MANAGER  
 TREASURY SERVICES MANAGER  
 URBAN PLANNING SECTION MANAGER
- 

FROM:

CITY CLERK

RE: Oak Furniture Gallery - Building D 2310 Gaetz Ave.

Please submit comments on the attached to this office by October  
8 for the Council Agenda of October 15.

*No Comments*  
  
 C. SEVCIK  
 City Clerk

DATE October 2, 1990

TO:  DIRECTOR OF COMMUNITY SERVICES  
 DIRECTOR OF ENGINEERING SERVICES  
 DIRECTOR OF FINANCIAL SERVICES  
 BYLAWS & INSPECTIONS MANAGER  
 CITY ASSESSOR  
 COMPUTER SERVICES MANAGER  
 ECONOMIC DEVELOPMENT MANAGER  
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 TRANSIT MANAGER  
 TREASURY SERVICES MANAGER  
 URBAN PLANNING SECTION MANAGER

FROM: CITY CLERK

RE: OAK FURNITURE GALLERY - REZONING - SECOND LETTER

Please submit comments on the attached to this office by \_\_\_\_\_  
OCT. 8 for the Council Agenda of OCTOBER 15, 1990.

*No comments  
Leo.*

*C. Sevcik*  
C. SEVCIK  
City Clerk

TO: KAREN LAFONT, OAK FURNITURE GALLERY  
BOX 165  
LETHBRIDGE, ALBERTA

DATE: SEPTEMBER 21, 1990

COPY OF APPEAL BOARD MINUTE STATING  
SUBJECT OF APPEAL, DATE OF HEARING,  
THE DECISION, AND REASONS THEREFORE

Re: APPEAL NO. 34/90

DATE OF HEARING: SEPTEMBER 20, 1990

"IN THE MATTER of The Planning Act, R. S. A. 1980, Ch. p. 9;  
AND IN THE MATTER of City of Red Deer General Municipal Plan (Bylaw 2663/80;  
AND IN THE MATTER of The City of Red Deer Land Use Bylaw (No. 2672/80);  
AND IN THE MATTER of the Development Appeal Board Bylaw 2589/78;  
AND IN THE MATTER of a decision of the Municipal Planning Commission of  
August 13, 1990, which denied the proposed use for the sale of furniture at  
Building D, 2310 Gaetz Avenue (Lot 4, Block A, Plan 977 R.S.) zoned C4;  
AND IN THE MATTER of an Appeal by Karen Lafont, one of the owners of Oak  
Furniture Gallery, from the decision of the Commission;  
THIS APPEAL HAVING COME ON to be heard before the Red Deer Development Appeal  
Board on the 20th day of September, 1990, in the presence of Gerrard Parent,  
one of the owners of Oak Furniture Gallery, appearing on behalf of the  
Appellant herein, the Assistant Bylaws & Inspections Manager, P. Holloway,  
and the Associate Planner, G. Klassen;  
AND UPON HEARING the verbal submissions of Gerrard Parent, one of the owners  
of Oak Furniture Gallery, speaking on behalf of the Appellant herein, the  
Assistant Bylaws & Inspections Manager, P. Holloway and the Associate  
Planner, G. Klassen;  
AND UPON HAVING REGARD to The Planning Act 1980, The City of Red Deer General  
Municipal Plan, The City of Red Deer Land Use Bylaw and other relevant  
planning policies;  
AND UPON CONSIDERING the relevant planning evidence adduced at this Hearing  
and the circumstances and merits of this application;

IT IS ORDERED:

"THAT the Red Deer Development Appeal Board uphold the Municipal  
Planning Commission decision of August 13, 1990, to deny the  
proposed use for the sale of furniture at Building D, 2310 Gaetz  
Avenue (Lot 4, Block A, Plan 977 R.S.) zoned C4, on the grounds  
that the requested relaxation is excessive and that the use could  
be located in the C1 district."

NOTE: (Excerpt from The Planning Act, 1980)

"152. (1) Subject to subsection (2), on a question of law or on a question  
of jurisdiction, an appeal lies to the Court of Appeal from the Board or a  
development appeal board.

(2) An application for leave to appeal pursuant to subsection (1)  
shall be made

- (a) to a judge of the Court of Appeal, and
- (b) within 30 days after the issue of the order, decision, permit  
or approval sought to be appealed,

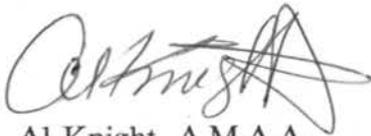
and notice of the application shall be given to the Board or the development  
appeal board, as the case may be, and such other persons as the judge may  
direct."

A decision of the Development Appeal Board is not a Development or Building  
Permit. Such permits may be obtained separately from City Hall after the  
expiration of the 30 day appeal period above stated has expired and if leave

DATE: October 5, 1990  
TO: City Clerk  
FROM: City Assessor  
RE: OAK FURNITURE GALLERY - BUILDING D  
2310 GAETZ AVENUE

---

The Assessment, Tax and Land Department has no comment regarding the above.



Al Knight, A.M.A.A.  
City Assessor

AK/ngl

c.c. Director of Community Services  
Director of Engineering Services  
Bylaws and Inspections Manager  
Economic Development Manager  
E.L.&P. Manager  
Fire Chief  
Urban Planning Section Manager

DATE: October 2, 1990

TO: City Clerk

FROM: E. L. & P. Manager

RE: Oak Furniture Gallery - Building D  
2310 Gaetz Avenue

---

E. L. & P. have no objections on this re-zoning.

If you have further questions or concerns, please advise.



A. Roth,  
Manager

/jjd

DATE: October 3, 1990

TO: City Clerk

FROM: E. L. & P. Manager

RE: Oak Furniture Gallery - Building D  
2310 Gaetz Avenue  
REZONING - SECOND LETTER

---

E. L. & P. have no objections on this re-zoning.

If you have further questions or concerns, please advise.



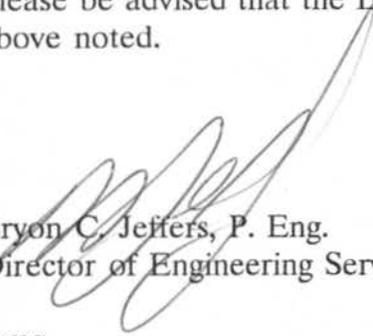
A. Roth,  
Manager

/jjd

DATE: October 4, 1990  
TO: City Clerk  
FROM: Director of Engineering Services  
RE: OAK FURNITURE GALLERY  
2310-50 AVENUE

---

Please be advised that the Engineering Department has no comments with respect to the above noted.

  
Bryon C. Jeffers, P. Eng.  
Director of Engineering Services

/emg

**DATE:** October 2, 1990

**TO:** CHARLIE SEVCIK  
City Clerk

**FROM:** CRAIG CURTIS  
Director of Community Services

**RE:** OAK FURNITURE GALLERY: REZONING REQUEST  
Your memos dated October 1 and 2, 1990 refer.

---

I have discussed the above issue with the Parks and Recreation & Culture Managers, and we have no comments from a Community Services perspective.



CRAIG CURTIS

CC:dmg

- c. Don Batchelor, Parks Manager  
Lowell Hodgson, Recreation & Culture Manager



## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 16, 1990

Oak Furniture Gallery  
 Building D  
 2310 Gaetz Avenue  
 RED DEER, Alberta  
 T4R 1W5

Attention: Mr. Gerard Parent

Dear Sir:

RE: OAK FURNITURE GALLERY/LAND USE BYLAW AMENDMENT

Your application for a land use bylaw amendment to allow Oak Furniture Gallery to operate from Building D, 2310 Gaetz Avenue received consideration at the council meeting of October 15, 1990.

At the afore-mentioned meeting, the following motion was introduced however the said motion was defeated:

"RESOLVED that Council of The City of Red Deer having considered request for a Land Use Bylaw Amendment to enable Oak Furniture Gallery to locate at 2310 Gaetz Avenue, Building "D", Lot 4, Block A, Plan 977 R.S., hereby agrees that said application be denied and as recommended to Council October 15, 1990."

MOTION DEFEATED

As a result of the above decision the administration will be bringing forward to council at the next meeting for council's consideration, a bylaw amendment which would allow Oak Furniture Gallery to remain in this location, if the bylaw is finally passed.

The intent would be to give the bylaw first reading at the October 29 meeting following which said bylaw would then have to be advertised for a public hearing to be held in four weeks time following first reading. If council gives the bylaw first reading on October 29, we will be requesting a deposit in the amount of \$400.00 to cover the cost of advertising. Once the actual costs are known you would be either invoiced for or refunded the balance.

...2



*a delight  
to discover!*

October 16, 1990  
Oak Furniture Gallery  
Page 2

The decision of council in this instance is submitted for your information. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Sevcik". The signature is written in a cursive style with a large, looping initial "C".

C. Sevcik  
City Clerk  
CS/blm

cc Bylaws and Inspections Manager  
Fire Marshall  
Principal Planner

NO. 3



September 24, 1990

Mayor and Members of Council  
The City of Red Deer  
Red Deer, Alberta  
T4N 3T4

Dear Mayor McGhee and Members of Council:

The two year agreement currently in effect between The City of Red Deer and the Red Deer Tourist and Convention Association runs until December 31, 1990. In order to assist the Association in planning for the coming year, we wish to enter into negotiations now to develop a new two year agreement.

Our Executive Committee has reviewed the current agreement and revised it as they felt appropriate. The revised agreement was adopted by the Board of Directors at their recent meeting and is now submitted for Council's consideration.

As you know, when the Association was established in 1987, City Council agreed to provide office space in City Hall for a start up period. We feel that the time has come for us to relocate and a search is presently underway for a suitable location. Thus, the major change in this agreement is to remove all reference to the provision of office space in City Hall.

We would appreciate Council's consideration of this agreement at your earliest convenience. Representatives of the Association would be pleased to answer any questions you may have when the agreement is considered by Council.

Sincerely,

*Wenaly M. Antondale*

*per*

Afzal Rajan  
Chairman

RED DEER TOURIST AND CONVENTION BOARD

WM/mm

### Summary of Changes to Agreement

- A.4.a. Change objective to reflect responsibility for coordination of tourism development as well as promotion
- B. Remove reference to provision of facilities by City.
  - 1,3 Term to commence January 1, 1991
  - 4.i Clause re damages to premises deleted
  - 5. Clause re City provision of adequate office space deleted
    - Clause re use of City telephone service deleted
    - Clause re City provision of janitorial service deleted
    - Clause re City provision of office equipment and furniture deleted
  - a. Clause added re provision of access to audiovisual and display equipment, to reflect current practices
  - b. Clause added re use of City mailing services at cost, to reflect current practices
  - h. Remove reference to tenants insurance
  - 6.1 Remove reference to vacation of premises
    - 2 Change to reflect that assets would be liquidated and any surplus after payment of creditors would be conveyed to City.
      - Clause re termination of agreement if premises are damaged by fire, etc., during term of agreement deleted
  - 8. Reference to facility deleted
  - 9. Change wording from lease to agreement

**THIS AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_, 1990 TO PROVIDE FOR THE PROVISION OF SERVICES TO COORDINATE TOURIST PROMOTION AND DEVELOPMENT FOR THE CITY OF RED DEER.**

**BETWEEN:**

**THE CITY OF RED DEER**  
**a municipal corporation duly incorporated**  
**under the laws of the Province of Alberta**  
**(hereinafter called the "City")**

**OF THE FIRST PART**

**- and -**

**THE RED DEER TOURIST AND CONVENTION ASSOCIATION**  
**a society duly incorporated under the laws of the Province of Alberta**  
**and having its head office in Red Deer, Alberta**  
**(hereinafter called the "Society")**

**OF THE SECOND PART**

**WHEREAS:**

A. The Society has been incorporated with the object of coordinating tourist promotion and development for the City and of administering the establishment of a promotional strategy to ensure that such strategy is implemented and carried out to the benefit of tourism in the City of Red Deer, in the Province of Alberta.

B. The City is prepared to provide certain services, together with an annual grant of funds to assist the Society in carrying out its objects.

C. The Society has been performing and carrying out services for an on behalf of the City with respect to its objects and purposes since its incorporation on the 4th day of March, 1988.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises, and the mutual covenants herein contained, and the payment of the grant as hereinafter provided, the parties hereto covenant and agree together as follows:

**Term**

1. The term of this agreement shall be for a period of two (2) years commencing on the 1st day of January 1991.

**Payment of Grant**

2. The Society shall submit to the Council of the City an annual operational budget and request for grant.

3. The grant approved by the Council of the City shall be paid by the City to the Society by way of equal quarterly instalments in advance commencing January 1, 1991 and continuing on the first days of April, July, October and January in each year hereafter.

**Society's Covenants**

4. The Society covenants with the City as follows:

- a) to develop a promotional strategy and administer such strategy in a manner so as to coordinate the tourist promotion and development for the benefit of tourism in the City of Red Deer, in the Province of Alberta;
- b) to assist and encourage all organizations, whether public or private, within the City to adopt a coordinated approach to tourism promotion and initiatives;
- c) to employ such staff and solicit such volunteer services as may be required to effectively carry out its objects;
- d) to establish a tourism and convention marketing strategy and solicit the support of all business and organizations with the City to follow such marketing strategy;

- e) to provide to the City an audited financial statement within ninety (90) days following the end of each fiscal year of the Society;
- f) to provide to the City Clerk minutes of all meetings of the Society or its Board of Directors, the annual budget documents and such other documents and information as the City may require, from time to time;
- g) to remain in good standing at all times as a registered society pursuant to the **Societies Act** of Alberta or any replacement legislation;
- h) not to hold itself out as an agent of the City but to, at all times, represent itself as an independent society; and
- i) to observe and comply with all municipal bylaws and regulations.

#### **City Covenants**

5. The City hereby covenants with the Society that in addition to making payments of the grant as herein before provided, the City shall provide to the Society the following services:

- a) access to City audiovisual and display equipment on a loan basis;
- b) the use of City mailing services at cost;
- c) the use of City purchasing services;
- d) the use of City printing services at cost;
- e) the use of City secretarial services;
- f) the use of meeting rooms in City Hall;
- g) accounting services;
- h) comprehensive public liability insurance protecting and indemnifying each of the City and the Society against any and all claims for injury or damage to persons or property or for loss of life occurring on, in or about the premises used or occupied by the Society, which policy shall name the City and the Society as insured.

**Termination**

6. (1) Should any of the Society's covenants herein contained not be performed or observed after thirty (30) days written notice of the default to the society, or if the Society shall be adjudicated bankrupt or enter into an agreement for the benefit of its creditors or suffer any distress or execution to be levied upon its goods or if the Society should enter into liquidation or receivership either compulsory or voluntarily, then this agreement, at the option of the City, may be terminated.

(2) Should the Society be wound up and cease to exist, all assets owned by the Society shall be liquidated and any surplus following payment of creditors shall be transferred and conveyed, to the City.

**Right to Renew**

7. This agreement shall terminate at the expiry of the term hereof.

**Assignment**

8. The Society shall not transfer or assign this agreement or any part thereof without the consent of the City; which consent shall be in the sole discretion of the City.

**Notice**

9. Any notice may be served under the agreement upon the City by personal service upon the City Clerk at City Hall, Red Deer, Alberta, or by mailing the same in a registered letter addressed to the City at:

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

or at such address as the Society may be notified of in writing. Any notice required to be given to the Society shall be sufficiently given by personal service upon the Chairman of the Society, or by mailing the same in a prepaid registered letter addressed to the Society at:

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

or at such address as the City may be notified of in writing. Such notice shall be deemed to have been received by the City or the Society respectively on the date on which it shall have been so delivered or five days after it is so mailed, provided that in the event that there is an obvious and known disruption of the postal service, then any notice required to be served shall be served by actual delivery to the address for service as herein before provided.

**General**

10. The City's Manager of Economic Development may attend meetings of the Society and of its board of directors upon request of either party, but shall not be entitled to vote thereat.

11. This agreement shall be binding upon the parties hereto, their heirs, executors, successors and assigns.

12. This agreement, including any schedules hereto, constitutes the entire agreement between the parties. This agreement may not be amended or modified in any respect except by written agreement executed by both parties hereto.

IN WITNESS WHEREOF the parties by their proper officers have executed this agreement in the day and year above written.

**THE CITY OF RED DEER**

PER: \_\_\_\_\_

PER: \_\_\_\_\_

**THE RED DEER TOURIST AND  
CONVENTION ASSOCIATION**

PER: \_\_\_\_\_

PER: \_\_\_\_\_

DATE: October 2, 1990  
TO: Charlie Sevcik, City Clerk  
FROM: Alan Scott, Economic Development Manager  
RE: **RED DEER TOURIST AND CONVENTION ASSOCIATION -  
TWO YEAR AGREEMENT**

---

The Red Deer Tourist and Convention Board is anticipating a move from City Hall to coincide with the commencement of the proposed new two year agreement. As a result, a number of services which are currently provided at no cost to the Red Deer Tourist and Convention Board, will no longer be available. These would include office facilities, secretarial service, telephones (both long distance and local), and the use of office equipment and furnishings.

Because the elimination of these free services may have a significant impact on the Tourist Board's budget, I would recommend that approval of the new two year agreement be delayed and considered with the 1991 budget.



Alan V. Scott  
MANAGER ECONOMIC DEVELOPMENT

AVS/mm

**DATE:** October 1, 1990

**TO:** CHARLIE SEVCIK  
City Clerk

**FROM:** CRAIG CURTIS  
Director of Community Services

**RE:** RED DEER TOURIST & CONVENTION ASSOCIATION:  
TWO-YEAR AGREEMENT  
Your memo dated September 24, 1990 refers.

---

1. I have reviewed the proposed two-year operating agreement in comparison with those approved for other societies, and my comments are as follows:
    - City Council has approved a number of agreements with arms-length societies for the operation and delivery of community service facilities and programs. These include:
      - the agreement with the Normandeau Cultural & Natural History Society, for the operation of the Red Deer & District Museum, Kerry Wood Nature Centre, Gaetz Lakes Sanctuary, and Fort Normandeau;
      - the agreement with the River Bend Golf & Recreation Society, for the operation of River Bend Golf Course & Recreation Area;
      - the agreement with the Red Deer Child Care Society, for the operation of the city's day care centres and programs;
      - the agreement with the Golden Circle Society, for the operation of the Golden Circle Seniors' Centre.
- All the above agreements have three-year terms and outline conditions for the operation of City-owned facilities. In addition, all the agreements, with the exception of that with the Golden Circle Society, provide for three-year funding with a small annual allowance for inflation.
- The proposed agreement with the Red Deer Tourist & Convention Association contemplates the association's obtaining new office accommodations outside City Hall. At the same time, it is requesting the City to continue to provide support in the form of secretarial and accounting services, etc.

Charlie Sevcik  
Page 2  
October 1, 1990  
Red Deer Tourist & Convention Assoc.

---

In my view, it is desirable for the Red Deer Tourist & Convention Association to operate as far as possible at arms-length from the City administration. Consequently, consistent with other agreements, no secretarial support should be continued, and the association should gradually assume responsibility for its own accounting. As with the Red Deer Child Care Society, limited additional funds should be provided for this purpose.

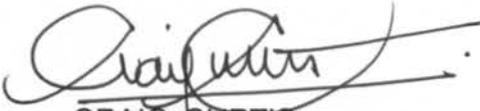
- The proposed agreement is for two years, and does not include provision for annual funding. It is my view that, consistent with other agreements, the agreement with the Red Deer Tourist & Convention Association should be on a three-year term, with the funding provisions clearly outlined.

The Red Deer Tourist & Convention Association's move to alternate accommodation will likely require a substantial increase in its operating budget. Consequently, it is my recommendation that this agreement be tabled at this stage, and considered together with funding during the budget deliberations in January.

## 2. RECOMMENDATION

It is my recommendation that City Council:

- table the draft agreement with the Red Deer Tourist & Convention Association for consideration during budget deliberations in January;
- instruct the administration to negotiate a three-year operating agreement with the association, outlining in detail the services to be provided and funding to be granted on an annual basis;
- request the association to make allowance for the provision of its own secretarial and accounting services in its budget submission.



CRAIG CURTIS

CC:dmg

- c. Wendy Martindale, Manager, Red Deer Tourist & Convention Board  
Al Scott, Economic Development Manager

FILE: RDTOUR.2YR

**DATE:** October 4, 1990

**TO:** City Clerk

**FROM:** Director of Financial Services

**RE:** RED DEER TOURIST AND CONVENTION ASSOCIATION -  
NEW TWO-YEAR AGREEMENT

---

The existing two-year agreement between the City and the Association expires December 31, 1990. The Association is proposing a new two-year agreement.

The new agreement contemplates the office of the Association would be moved from City Hall. This proposal could have budget implications and Council may want to consider the budget request before considering the agreement. No cost increase information has been provided with the agreement.



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

AW/jt

Commissioners' Comments

Attached is a proposed new agreement between the City and the Red Deer Tourist & Convention Board contemplating the relocation of the Board from City Hall to other premises, as yet unspecified.

Council will recall that after lengthy debate the Tourist & Convention Board was created as an independent agency, and not a City Department, in large part to enable the Board to raise funds from the private sector and ultimately become, if not self financing, at least close thereto.

The Administrative comment would indicate the anticipation that this move by the Board will likely have substantial budgetary implications. As the recent trend has shown an increase in private sector funding for the Tourist Board, we are not so pessimistic and believe that this move can be undertaken as originally planned with little or no impact on the budget. However, as this is not stated, we would concur with the Administration and recommend that this matter be tabled pending the submission of the Board's budget. Furthermore, we would concur with the comments of the Dir. of Community Services and recommend that as far as possible, the agreement be structured along similar lines to the agencies mentioned.

"R.J. MCGHEE", Mayor  
"M.C. DAY", City Commissioner

TO:  DIRECTOR OF COMMUNITY SERVICES  
 DIRECTOR OF ENGINEERING SERVICES  
 DIRECTOR OF FINANCIAL SERVICES  
 BYLAWS & INSPECTIONS MANAGER  
 CITY ASSESSOR  
 COMPUTER SERVICES MANAGER  
 ECONOMIC DEVELOPMENT MANAGER  
 E.L. & P. MANAGER  
 ENGINEERING DEPARTMENT MANAGER  
 FIRE CHIEF  
 PARKS MANAGER  
 PERSONNEL MANAGER  
 PUBLIC WORKS MANAGER  
 R.C.M.P. INSPECTOR  
 RECREATION & CULTURE MANAGER  
 SOCIAL PLANNING MANAGER  
 TRANSIT MANAGER  
 TREASURY SERVICES MANAGER  
 URBAN PLANNING SECTION MANAGER  
 CITY SOLICITOR

---

FROM: CITY CLERK

RED DEER TOURIST AND CONVENTION ASSOCIATION -  
 RE: NEW TWO-YEAR AGREEMENT

---

Please submit comments on the attached to this office by October  
5 for the Council Agenda of October 15, 1990.

*C. Sevcik*  
 C. SEVCIK  
 City Clerk

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

September 24, 1990

Red Deer Tourist and Convention Board  
P.O. Box 5008  
RED DEER, Alberta  
T4N 3T4

Attention: Afzal Rajan  
Chairman

Dear Sir:

**RE: RED DEER TOURIST AND CONVENTION ASSOCIATION -  
NEW TWO-YEAR AGREEMENT**

---

Thank you for your letter in regard to the above, and we would advise that this matter will be presented to Red Deer City Council at its meeting on October 15, 1990.

Please call this office on Friday prior to the said meeting to determine a suitable time, in the event you wish to be present.

Trust you will find this satisfactory.

Sincerely,

C. SEVCIK  
City Clerk

/jt



*a delight  
to discover!*

DATE: October 17, 1990

TO: Red Deer Tourist and Convention Board  
Attention: Afzal Rajan, Chairman

FROM: City Clerk

RE: PROPOSED AGREEMENT BETWEEN RED DEER TOURIST AND  
CONVENTION ASSOCIATION AND THE CITY OF RED DEER

---

Your letter of September 24, 1990 pertaining to the above topic and draft agreement received consideration at the Council meeting of October 15, 1990 and at which meeting Council passed the following motion:

"RESOLVED that Council of The City of Red Deer having considered correspondence and reports re: Proposed Red Deer Tourist and Convention Association New Agreement hereby agrees as follows:

1. that the draft agreement with the Red Deer Tourist and Convention Association be tabled for consideration during budget deliberations in January
2. that the Administration negotiate a three year operating agreement with the Association, said agreement to be structured along similar lines to the other agencies mentioned in the report from the Director of Community Services, and outlining in detail the services to be provided and funding to be granted on an annual basis
3. that the Association make allowance for the provision of its own secretarial and accounting services in its budget submission

and as recommended to Council October 15, 1990."

October 17, 1990  
Red Deer Tourist and Convention Board  
Page 2

The decision of Council in this instance is submitted for your information and appropriate action. With regard to point two of the above noted resolution the administrative contact person will be the Economic Development Manager, Mr. A. Scott.

Trusting you will find this satisfactory. If we can be of any further assistance please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik  
City Clerk

CS/blm

cc City Commissioner  
Director of Community Services  
Director of Financial Services  
Economic Development Manager  
City Solicitor



NO. 4

# Let yourself go ... Downtown

September 1990  
Mayor McGhee & City Council  
City of Red Deer

RE: 1991 BRZ Budget

11:10 am  
October 5/90  
C. Revick

Dear Mayor McGhee and Members of Council,

The Board of Directors of the Towne Centre Association of Red Deer, are pleased to submit for your approval, our 1991 BRZ budget. This budget has been presented to the membership at our annual general meeting held on October 3rd, 1990.

Since 1984, the first year of operation for the BRZ, we have not introduced an assessment increase to the members. Real growth in the BRZ and the addition of contractual responsibilities have provided the majority in increased revenues for Association activities. In 1988, the Association introduced a minimum levy of \$100.00 per year, assuring additional revenues and increasing member commitment financially to the BRZ program.

The Red Deer BRZ, remains amongst the lowest assessments for BRZ's in the Province, for comparable sized BRZ's.

1991 presents some new challenges and some new costs, which the Association can no longer absorb, within its present assessment structure. As a result, the assessment factor of .8% will face an increase for the first time in 7 years. The establishment of the minimum rate in 1988 ensures, that the smaller businesses in the BRZ will have no increase, while the remaining members will face the first increase since 1984.

Focus in the Association has evolved, and the program has moved from revitalization priorities to maintenance and growth priorities. While the same basic four points of downtown management remain the same, the emphasis has switched within the categories. The imminent development of rail property, the Plaza proposal, support for the 1995 Winter Games, and recruitment of new business and investment for the CBD will be the priorities we pursue over the next five years.

We have attached for your approval a balance sheet of revenues and category expenses. Two of these items will impact departmental budgets and preliminary information has been distributed to the affected departments. They are specifically the litter contract, and the fee for service for Christmas decorations.

(cont'd)

(2)

The Board of Directors looks forward to our continued successful public/private sector initiatives, for the benefit of the people of Red Deer.

Respectfully yours,

A handwritten signature in black ink, appearing to read "John P. Ferguson". The signature is stylized with a large, circular flourish at the beginning and a long, sweeping horizontal line extending to the right.

John P. Ferguson, General Manager,  
for; The Board of Directors.

1991 BRZ REVENUES;

BRZ TAX -----	\$81,000.00	
PROVINCIAL GRANT IN LIEU -----	\$12,500.00	(no change from 90)
LITTER CONTRACT -----	\$41,750.00	
DECORATION FEE FOR SERVICE -----	\$5,000.00	
KIOSK SALES -----	\$5,000.00	
ASSOCIATION SERVICES -----	\$1,200.00	
-----		
TOTAL REVENUE -----	- \$146,450.00	

1991 BRZ EXPENDITURES:

ORGANIZATION:	- \$54,000.00	
(rent, office supplies, equipment, newsletter, meeting space, seminars, insurance, accounting, banking, staff benefits, salaries, maintenance.)		
MARKETING:	- \$41,250.00	
(media purchase, attractions, donations, projects, equipment rental, Christmas decorations, Winter Games budget)		
DESIGN	- \$1,130.00	
(drafting and modelling materials)		
ECONOMIC DEVELOPMENT:	- \$8,320.00	
(administrative overhead, model construction, printing, fax, travel expenses)		
LITTER CONTROL:	- \$41,750.00	
(staff, vehicle, tools, fuel, insurance, landfill, GST, container maintenance and supply, promotion)		
-----		
TOTAL	- \$146,450.00	

As always, the BRZ budget has flexibility designed into the 1991 program, to ensure a balanced budget occurs in 1991. Should any projected revenue item not be achieved, adjustments are made appropriately to ensure a zero balance at year end.

Several areas of the 1991 budget are effected by GST and that cost is reflected in the above budget.

**TOWNE CENTRE ASSOCIATION of RED DEER**

#300, 4929 ROSS ST., RED DEER, ALBERTA T4N 1X9 (403) 340-8696



August 14, 1990

Mr. Ryan Strader  
Bylaw Enforcement

RE: 1991 LITTER CONTRACT

Dear Ryan,

As in past years, I am submitting for 1991 budget purposes, our contract fee for service request to supply litter control according to the agreement between the City and our Association. This year, we are faced with a hard cost that may be partially recoverable by the City. Allan Willcock is reviewing the impact of GST on litter control.

The Association and its activities are one of those severe grey areas that are very difficult to define. As a result, in discussions with Allan, it is clear we have no choice but to include GST in our budgeting of certain items, including litter control. Should it be proven that the litter contract is not subject to GST, we would amend that portion of the contract with the City.

The 1990 litter costs are described as follows;

TOTAL REQUESTED FOR 1991      \$41,750.00 (1990 contract was \$39,000.00)

GST IMPACT                              \$2,878.00 (Contract balance \$38,872.00)

If GST is not applicable our 1991 request would remain at \$39,000.00.

In addition, we are faced with increases in fuel bills, and wages, but anticipate reductions in equipment costs from elimination of the 13% fst. The net result will be a minimal reduction from the 1990 working budget for litter.

Thank you for your attention to this matter.

Respectfully yours,

John P. Ferguson, General Manager.

DATE: October 9, 1990  
 TO: City Council  
 FROM: City Clerk  
 RE: TOWNE CENTRE ASSOCIATION - 1991 BRZ BUDGET

---

The proposed 1991 BRZ budget as submitted by the Towne Centre Association is enclosed herewith for Council's information.

Section 171.5 of the Municipal Government Act provides as follows:

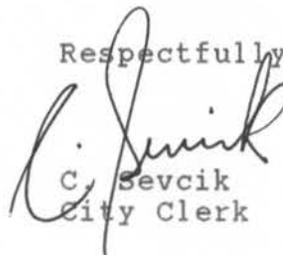
"171.5(1) At the time and in the form prescribed by the council, a board shall submit to the council for its approval the estimates of the board for the current year and may request of the council any sums of money required to carry out its powers and duties.

(2) On receipt of the estimates, the council shall provide, in the form and manner it considers adequate, to every person assessed for business purposes in the area, notice of the estimates and the date and place of the council meeting at which the estimates will be considered."

Council has directed in the past that individual notices be mailed to every person assessed for business purposes in the area. The cost of sending out notices individually approximates the cost of an advertisement. Council's direction is requested.

In addition, Council is requested to establish the date for the meeting to be held sometime in January. It is suggested that the Towne Centre Association Budget be considered at the regular Council meeting to be held on Monday, January 21, 1991, commencing at 7:00 p.m.

Respectfully submitted,

  
 C. Sevcik  
 City Clerk

Commissioners' Comments

We would recommend that:

- 1) Individual notices be mailed out as has been the case in the past.
- 2) That the meeting date be established as outlined in the report from the City Clerk.

"R. J. MCGHEE"  
 Mayor

"M. C. DAY"  
 City Commissioner

DATE: October 17, 1990  
TO: Director of Financial Services  
FROM: City Clerk  
RE: 1991 TOWNE CENTRE BUDGET

---

Enclosed herewith is a copy of the proposed 1991 Towne Centre Budget for inclusion in the budget documents going to Council.

At the Council meeting of October 15, 1990 a resolution was passed by Council agreeing that the Towne Centre Budget be considered at the Council meeting of January 21, 1991 commencing at 7 p.m. This office will be notifying all persons assessed for business purposes in the BRZ area early in the new year advising them of the Council meeting date.

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm

DATE: October 16, 1990  
TO: City Assessor  
FROM: City Clerk  
RE: 1991 TOWNE CENTRE ASSOCIATION BUDGET<sup>1</sup>

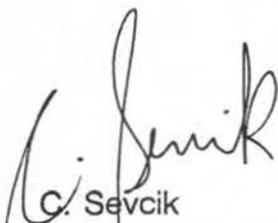
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At the council meeting of October 15, 1990 the following motion was passed pertaining to the above topic:

"RESOLVED that Council of The City of Red Deer hereby agrees that the 1991 Towne Centre Budget be considered at the Council meeting of January 21, 1991, commencing at 7:00 p.m. or as soon thereafter as Council may determine and that individual notices be mailed out to every person assessed for business purposes in the area, advising of the date and place of the Council meeting at which the budget will be considered."

As in previous years we will require from your department, the names of every person assessed for business purposes in the BRZ area including mailing addresses in order that notice of the budget estimates and the date and place of the council meeting at which the estimates will be considered, may be mailed by our office as directed. Once again we would appreciate the names and mailing addresses also to be printed directly onto stick-on labels which certainly minimizes our work load. This information is required by no later than December 31, 1990.

Your assistance in this matter is greatly appreciated.

  
C. Sevcik  
City Clerk

CS/blm  
cc Director of Financial Services  
Clerk/Steno II - Donna and Sandra



## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 16, 1990

Towne Centre Association

300, 4929 Ross Street

RED DEER, Alberta

T4N 1X9

Attention: Mr. John Ferguson, General Manager

Dear Sir:

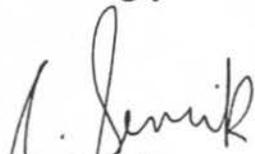
**RE: 1991 BRZ BUDGET**

At the council meeting of October 15, 1990 the following motion was passed by council pertaining to the above matter:

"RESOLVED that Council of The City of Red Deer hereby agrees that the 1991 Towne Centre Budget be considered at the Council meeting of January 21, 1991, commencing at 7:00 p.m. or as soon thereafter as Council may determine and that individual notices be mailed out to every person assessed for business purposes in the area, advising of the date and place of the Council meeting at which the budget will be considered."

The decision of council in this instance is submitted for your information. This office will be sending out notices to every person assessed for business purposes in the BRZ area early in the new year advising them of the council meeting at which the estimates will be considered.

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm

cc Director of Financial Services  
City Assessor  
Economic Development Manager  
Bylaws and Inspections Manager



*a delight  
to discover!*

NO. 5



110 - 12th Avenue S.W., Box 1900, Calgary, Alberta T2P 2M1 Telephone: (403) 267-7110

September 28, 1990

His Worship R.J. McGhee  
Mayor of Red Deer  
P.O. Box 5008  
Red Deer, Alberta  
T4N 4TA

Dear Sir:

Re: Provincial Income Tax Rebate

Enclosed is a copy of my letter to the Hon. Rick Orman and the Hon. Dick Johnston on the above subject.

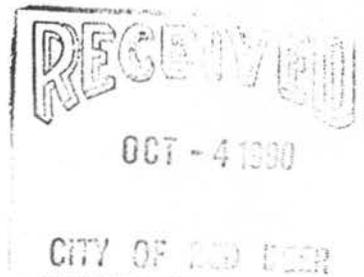
If you have questions or wish to discuss the issue please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'Harry Schaefer'.

H.G. Schaefer  
Deputy Chairman of the Board  
and Chief Financial Officer

HGS/vh  
Encl.





**TransAlta Utilities Corporation**

110 - 12th Avenue S.W., Box 1900, Calgary, Alberta T2P 2M1 Telephone: (403) 267-7110

September 28, 1990

The Honourable R. Orman  
 Minister of Energy  
 Government of Alberta  
 228 Legislative Building  
 Edmonton, Alberta  
 T5K 2B6

The Honourable Dick Johnston  
 Provincial Treasurer  
 Government of Alberta  
 Room 224 Legislature Building  
 Edmonton, Alberta  
 T5K 2B6

Dear Sirs:

In our letter of May 31, 1990, we advised of our serious concerns relative to the elimination of the Income Tax Rebate. It is apparent that other interested parties may have misunderstood the basis of TransAlta's concerns. In the interest of clarification, we believe that it is important for representatives of various interest groups to get together to achieve a full understanding of the issue and deal with misunderstandings that appear to be developing.

The basic issues of concern are:

1. The decision to eliminate the Provincial Income Tax Rebate had the effect of putting a tax on some of the customers of utilities in the province and not on others. Those customers unfairly burdened are the 300,000 customers served by investor-owned utilities in Alberta's towns and villages. One misunderstanding is that this inequity would be offset by the EEMA process. This is not so as the EEMA process does not deal with costs of utility distribution systems. Distribution system related costs amount to some 50% of the cost of service of the 300,000 customers served directly by investor-owned utilities and these customers are subject to income taxes related to distribution system investments.



The Honourable R. Orman  
The Honourable Dick Johnston

- 2 -

September 28, 1990

2. Our submission to government is that, if tax revenues are required from electric utilities, they should be based on the principle of equality where the tax should bear equally on all customers whether served by government-owned or by investor-owned utilities.
3. Finally, we pointed out that if Alberta does not apply equal tax treatment of utilities, regardless of ownership, the province is in serious jeopardy of losing the Federal Income Tax Rebate.

We believe that an early discussion of these points with all interested parties around the table would be most helpful to clarify and guide the future direction to be taken by government.

Yours sincerely,

A handwritten signature in cursive script that reads "Harry Schaefer".

H.G. Schaefer  
Deputy Chairman and  
Chief Financial Officer

HGS/pg

Commissioners' Comments

Submitted for Council's information.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

Minister of Finance



Ministre des Finances

NO. 6

OCT - 1 1990

His Worship  
Mr. R.J. McGhee  
Mayor of Red Deer  
P.O. Box 5008  
Red Deer, Alberta  
T4N 3T4

Dear Mayor McGhee:

I am writing in connection with your letter of March 15, 1990 regarding the proposed Goods and Services Tax (GST) and its application to municipalities. I regret the delay in replying. Normally, my department operates an efficient system for managing my correspondence.

You may be interested to learn that the existing federal sales tax, which has been in place since 1924, will yield about \$1.7 billion in revenues this year from residents of Alberta. Under the GST, they will pay about the same.

Since the existing tax damages our exports and favours imports, it limits output by some \$9 billion a year, at the expense of income and jobs for Canadians. Replacing it with the GST will enhance our competitive position and provide a major stimulus to economic growth -- a \$2 billion increase in real output in Alberta. At the same time, the GST will improve the overall fairness of the tax system.

Unlike the existing tax, which is imposed at multiple rates on only one-third of all goods and services consumed in Canada, the GST will apply at a lower uniform rate and to most goods and services. However, as I indicated as early as December 1987, the

.../2

government is committed to ensuring that sales tax reform will not impose on municipalities -- or other public sector bodies -- any greater sales tax burden than is the case under the existing system.

Transactions which arise from the regulatory nature and functions of local government will not, in general, be taxable. For example, standard residential services provided by, or on behalf of, municipalities will be tax-exempt. This would include regular garbage collection, water and sewerage, road building, clearing and snow removal. In addition, municipal transit services will be tax-exempt.

Normally, there would be no recovery of GST paid on goods and services acquired for use in providing tax-exempt activities. However, municipalities will receive a rebate of 57.14 per cent to ensure that their sales tax burden is not increased as a result of the GST. This rebate, which was determined in consultation with the Federation of Canadian Municipalities (FCM), amounts to an effective GST rate of only 3 per cent.

This approach is based on the fact that many of the goods and services currently being used by municipalities, including telecommunications services, are explicitly subject to tax. Furthermore, the existing federal sales tax is hidden in the cost of all nominally exempt goods and services because of the tax paid on inputs used to produce or deliver them.

Where municipal services are optional and provided on a fee-for-service basis, they will be taxable -- for example, snow removal on private property. Any other supply of a commercial nature made by municipalities will also be taxable. This will ensure competitive equity and minimize tax-based distortions.

As is the case with other suppliers of taxable goods and services, municipalities will be eligible to recover all the GST paid on purchases of inputs in respect of these activities. Only the difference between total GST charged on these services

and total GST paid on inputs acquired to provide these services will be remitted to the federal government. Moreover, when GST on purchases exceeds GST charged -- in the event, for example, of a large capital purchase -- the difference will be refunded.

The FCM and government officials are continuing their discussions on technical implementation issues related to the treatment of municipalities under the GST. This includes developing the details of the simplified accounting methods.

Thank you for your letter. I trust my comments have addressed the issues you have raised.

Yours sincerely,



Michael H. Wilson

Commissioners' Comments

Submitted for Council's information only.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

89  
file

Office of the Mayor



March 15, 1990

The Honourable Michael Wilson  
Minister of Finance  
Government of Canada  
OTTAWA, Ontario  
K1A 0A6

Dear Sir:

RE: GOODS AND SERVICES TAX

At the Council meeting of March 5, 1990 the attached report from the Economic Development Board pertaining to the above matter received consideration.

Council supported the recommendations of the Board and passed the following motion:

"RESOLVED that Council of The City of Red Deer, having considered report dated February 15, 1990 from the Economic Development Board re: Goods and Services Tax, hereby agrees to endorse the report and forward it to the Minister of Finance and our Member of Parliament."

Council of The City of Red Deer and I daresay the vast majority of the citizens are not in favour of the G.S.T. which will net the government billions of dollars more in taxation revenue. From the reports which we have read, government spending is increasing at alarming rates. Implementation of the G.S.T. alone will cost Canadian taxpayers millions upon millions of dollars, and is anything but a simplified and equitable taxation system.

.../2

The Honourable Michael Wilson  
Page 2  
March 15, 1990

We join the millions of Canadians across Canada in voicing our opposition, and urge the government to abandon its plan to implement the G.S.T. In consort with the millions of Canadians across Canada, we also urge the government to decrease government spending and progressively reduce the federal debt.

Sincerely,

A handwritten signature in black ink, appearing to read "R. J. McGhee". The signature is written in a cursive, somewhat stylized font.

R. J. McGHEE  
Mayor

CS/jt

Att.

c.c. City Council  
Red Deer M.P. Doug Fee  
City Clerk



## CITY OF NORTH YORK

5100 YONGE STREET  
NORTH YORK  
ONTARIO  
M2N 5V7

October 4, 1990

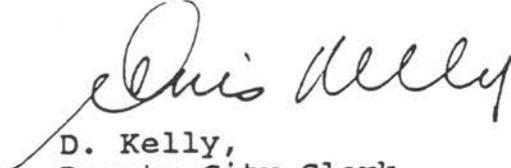
TO ALL CANADIAN MUNICIPALITIES

RE: FEDERAL GOVERNMENT - GOODS AND SERVICES TAX. (36)

We enclose Resolution No. 90-49 from the Minutes of the Meeting of North York Council held October 3, 1990, which is self-explanatory.

We draw your attention to the recommendations contained in the last three paragraphs of the Resolution.

Yours truly,

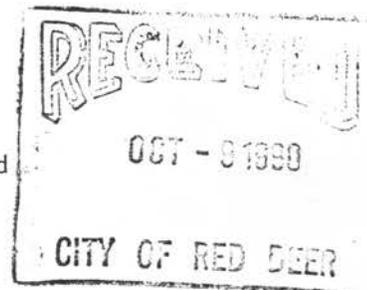
  
D. Kelly,  
Deputy City Clerk

BL:db

Commissioner's Comments

We would recommend that a copy of our letter and the Minister's response be forwarded to the City of North York.

"R.J. MCGHEE"  
Mayor



October 3, 1990

R E S O L U T I O N

90-49

Lastman - Yuill

WHEREAS the Federal Government is determined to impose its Goods and Services Tax despite the public outcry;

AND WHEREAS it is widely believed that public opinion has swelled to 80% of Canadians opposed to the G.S.T.;

AND WHEREAS Canadian taxpayers feel as though they are being taxed to death;

AND WHEREAS North York taxpayers and the Corporation of the City of North York will be adversely impacted by the G.S.T.;

AND WHEREAS the Federal Government will be spending over \$260 million in 1990-91 alone for salaries and promotion to implement the G.S.T. which is an outrageous waste of our tax dollars;

AND WHEREAS the Country is on the verge of a serious and deepening financial recession which will be seriously aggravated by this untimely tax;

THEREFORE BE IT RESOLVED that North York Council inform the Federal Government and the Prime Minister's office that it strongly opposes the implementation of the Federal Goods and Services Tax at this time;

AND BE IT FURTHER RESOLVED that the Clerk forward North York Council's Resolution to all 4,400 municipalities in Canada as quickly as possible and urge all municipal councils to endorse our Resolution and voice their concern in the strongest terms possible to the Prime Minister and Federal Members of Parliament;

AND BE IT FURTHER RESOLVED that the Clerk request all the municipalities to provide North York with a copy of their Council's Resolution respecting the G.S.T. and the date on which it was sent to the Federal Government;

AND BE IT FURTHER RESOLVED that the Federal Government be requested to take the necessary action, including the substantial cutting of Government programs, to eliminate the Federal deficit and thereby eliminate the need for this new and burdensome tax.

C A R R I E D

ABSENT: Nil

(Sgd.) D. Kelly  
Deputy City Clerk

(Sgd.) J. McGuffin  
Acting Mayor

C I T Y   O F   N O R T H   Y O R K

October 3, 1990

R E S O L U T I O N

90-49      Lastman - Yuill

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C A R R I E D

ABSENT:      Nil

(Sgd.) D. Kelly  
Deputy City Clerk

(Sgd.) J. McGuffin  
Acting Mayor



## CITY OF NORTH YORK

5100 YONGE STREET  
NORTH YORK  
ONTARIO  
M2N 5V7

October 4, 1990

TO ALL CANADIAN MUNICIPALITIES

**RE: FEDERAL GOVERNMENT - GOODS AND SERVICES TAX. (36)**

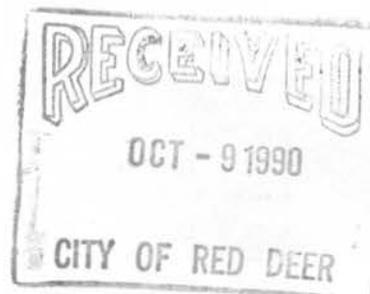
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We draw your attention to the recommendations contained in the last three paragraphs of the Resolution.

Yours truly,

D. Kelly,  
Deputy City Clerk

BL:db



**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-8195

City Clerk's Department 342-8132

October 16, 1990

City of North York  
5100 Yonge Street  
North York, Ontario  
M2N 5V7

Attention: D. Kelly, Deputy City Clerk

Dear Mr. Kelly:

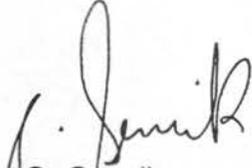
**RE: FEDERAL GOVERNMENT-GOODS AND SERVICES TAX**

Your covering letter and resolution number 90-49 pertaining to the above topic was placed on the Council of the City of Red Deer agenda and discussed at the October 15, 1990 meeting.

In response council directed that I send you a copy of our letter to the minister and his response. As you can see from our letter to the minister, the sentiments expressed in your resolution are fairly well covered and the response from the minister is pretty much what one might expect.

Trusting you will find this satisfactory and we thank you for your interest in this matter.

Sincerely,

  
C. Sevcik  
City ClerkCS/blm  
enc  
cc City Commissioners*a delight  
to discover!*

NO. 7

October 1, 1990

Diane and Wayne Backer  
4146, 38th Avenue  
Red Deer, Alberta  
T4N 2T9

THE CITY OF RED DEER CLERK'S DEPARTMENT	
RECEIVED	
TIME	1:50 PM
DATE	OCT 3/90
BY	JT

Mayor and Council  
CITY OF RED DEER  
Box 5008  
Red Deer, Alberta  
T4N 3T4

Dear Sirs/Madam:

This is a request for review of the decision made at the February 5th, 1990 council meeting regarding a request for stop signs at 44th Street and 38th Avenue intersection.

We are requesting a review of this decision because of a failure on our part to adequately research and present our original request. We did not adequately prepare, did not inform ourselves of procedures and did not follow-up. Thus pertinent information was not presented.

We have been living on the corner of 44th Street and 38th Avenue at 4146, 38th Avenue for eight years. In November of 1987 the stop signs at this intersection were changed to yield signs. Prior to this change we did not observe any regular dangerous activity at this intersection. However, since the change, not only has there been a number of accidents but daily near misses. Although these near misses are not always visually seen, the squealing of brakes being applied and the profanities that ensue can be heard.

We would like to comment and respond to a memo dated January 17th, 1990 addressed to your office from the Director of Engineering Services, file No:070-029 (copy enclosed).

.../2

.../2

On the copy of the original call of complaint to the Engineering Department on October 7, 1988, notation was made that our residence was telephoned twice; however, no message was left on our answering machine. Part of the complaint was due to the fact that the yield sign on the northwest corner of 44th Street and 38th Avenue might not be visible to south bound drivers because of it's location in relation to an "end of 30 km zone" sign. The speed limit sign hides the yield sign. This was not noted on the copy of the complaint.

A citizens petition for stop signs on 37th Avenue were justified as there was no existing signing. The city responded by erecting yield signs. However, the peition did not request the removal of existing stop signs elsewhere in the subdivision.

Just south of 44th Street at the intersection of Eastwood Crescent and 38A there is a stop sign stopping traffic east and west on Eastwood Crescent. If we follow the "Traffic Advisory Committee's recommendation that 'stop signs' not be installed on local residential roads where traffic volumes are usually low and normal 'right of way' rule provides adequate traffic control", then why are there stop signs on Eastwood Crescent? The traffic at this intersection is negligible compared to 44th Street and 38th Avenue intersection. We have also done a mini survey of sister subdivisions Grandview and Mountview. On 44th Street in Grandview there are stop signs at the intersection of 41st Avenue and 44th Street. Mountview has numerous stop signs at all intersecting streets to 39th Street as well as most of those intersecting with 37th Street.

Traffic accidents and near misses have greatly increased since the stop signs were replaced. We have witnessed four accidents (details attached Appendix A) in the past year alone.

this corner has no adequate sight stopping distance. When travelling northbound on 38th Avenue, one must come to a complete stop to see approaching eastbound or westbound traffic because of trees on the southeast corner of this intersection. Conversely, southbound traffic must come to a stop to see approaching east or westbound traffic because of a hedge and tree on the north west corner of the intersection. Parked cars along 44th Street also additionally obscures the view of oncoming traffic.

The intersection of 44th Street and 38th Avenue serves as a corridor for north/south traffic between Ross Street and 39th Street. This intersection is also busy at peak times with children walking, riding and skate boarding from Joseph Welsh, Eastview Community, Maryview and St. Thomas Schools. A stop sign would alert drivers that 44th Street is a main corridor with considerable traffic. It must be noted that east/westbound traffic is as heavy as north/southbound traffic at this intersection. The yield signs have caused confusion because of the high incidence of driver disrespect of the yield signs.

.../3

.../3

Motorists are now stopping on 44th Street at this intersection, where no stop sign exists, to make sure there are no vehicles coming through the intersection from 38th Avenue.

We telephoned the R.C.M.P. office to obtain the dates and details of the accidents which we have witnessed at this intersection as well as those which may have occurred but did not witness. We were informed that such information is given only at the request of the City of Red Deer. We hereby request the City of Red Deer to make that request to the R.C.M.P.

We trust that full consideration will be given to our request.

Yours truly,



Diane Backer



Wayne Backer

## APPENDIX 'A'

We have witnessed 4 accidents in the past year at the intersection of 44th Street and 38th Avenue.

1. September 14th, 1990, 10:30 AM involving southbound van on 38th Avenue and eastbound truck on 44th Street. The van did not yield right of way to traffic on 44th thus proceeding into the intersection where he was struck directly broadside by the eastbound truck. No injuries resulted, although the truck had to be towed away because the front end of the van was totally smashed. The police were at the scene.
2. August 1990, 5-6 PM involving single vehicle southbound on 38th did not yield and attempted to make a right hand turn onto 44th. He lost control of the vehicle hitting the southside sidewalk and then trying to regain control of the vehicle hit the northside sidewalk of 44th and came to rest in the eastbound lane of 44th. The impacts to the sidewalk was such that the axles or tierods were snapped. Police were at the scene.
3. October 1989, late evening 3 vehicles involved; two vehicles came to rest in the intersection with a third vehicle ending up in the yard of 4145, 38th Avenue on 44th Street side. Not much detail as we were roused from our beds. Ambulance and police were at scene.
4. October 11, 1989, 5:30 PM, two vehicles northbound on 38th Avenue failed to yield entered the intersection and struck the eastbound truck with such force that the truck spun around and came to rest in a westbound position. The second vehicle, a van, failing to yield rear ended the car. Ambulance and police were required.

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

February 6, 1990

Mr. Wayne Backer  
4146 - 38 Avenue  
RED DEER, Alberta  
T4N 2T9

Dear Sir:

RE: **REQUEST FOR STOP SIGNS**  
**44 STREET AND 38 AVENUE INTERSECTION**

Your letter of December 13, 1989 pertaining to the above matter was considered at the Council meeting of February 5, 1990. At the above noted meeting, Council passed the following motion concurring with the recommendations of the Director of Engineering Services.

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Wayne Backer and report from the Director of Engineering Services re: Request for Stop Signs at 44 Street and 38 Avenue intersection, hereby concurs with the recommendations of the Director of Engineering Services that no changes are warranted at this time."

I am also enclosing herewith all material which appeared on the Council agenda besides your letter (pages 63 to 66). If you have any questions or if I can be of any further assistance, please advise.

Sincerely,

C. SEVCIK

City Clerk

CS/jt

Enc.

c.c. City Commissioner  
Director of Engineering Services

DATE: January 17, 1990

TO: Executive Assistant to the Mayor and Commissioner

FROM: Director of Engineering Services

RE: WAYNE BACKER'S REQUEST FOR "STOP" SIGNS AT 44 STREET  
AND 38 AVENUE INTERSECTION

---

#### Background for the Existing "Yield" Sign Installations

The 44 Street and 38 Avenue intersection "Stop" signs were changed to "Yield" signs based on a November 2, 1987 Council resolution that directed "Yield" signs be installed on all 44 Street intersections, such that 44 Street traffic east/westbound had the right of way. Similar signing was approved for 37 Avenue, from 44 Street to Ross Street. This decision was based on:

1. A citizens' petition for stop signs on 37 Avenue, stopping the east/west traffic at 45 Street and 46 Street (see attached map).
2. The Traffic Advisory Committee's recommendation that "Stop" signs not be installed on local residential roads where traffic volumes are usually low and the normal right of way rule provides adequate traffic control.
3. "Yield" signs were used to assign the right of way to 44 Street and 37 Avenue as collector streets to serve the Eastview Subdivision. This corridor also serves City Transit buses and the Joseph Welsh Elementary School.

#### Procedure for Response to Citizen's Complaints

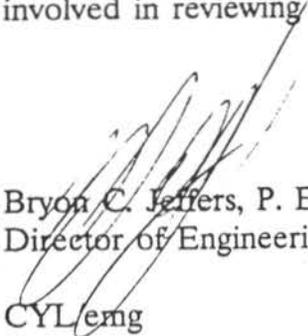
A record of Mrs. Diane Backer's complaint is attached herewith. In essence, Mrs. Backer telephoned her concerns and indicated that she would forward a letter to clarify these concerns. When no letter was received, the Engineering Department telephoned her twice. Both times there was no answer. Without hearing further from her, we assumed she was no longer concerned. As a rule of thumb, the Traffic Section responds to all telephone inquiries/complaints by telephone, and all written inquiries/complaints by letter. Throughout the years, this level of response has been found to be adequate, with little public dissatisfaction.

Executive Assistant to the Mayor and Commissioner  
Page 2  
January 17, 1990  
File: 070-029

Current Request

Mr. Wayne Backer requests that "Yield" signs at the 38 Avenue and 44 Street intersection be converted back to "Stop" signs due to driver disrespect of "Yield" signs. "Stop" signs are usually installed at major intersections with high traffic volumes, high traffic accidents, and/or inadequate stopping sight distances. "Stop" signs are rarely installed at local residential intersections. The installation of "Stop" signs at this intersection could be perceived to cause unnecessary delay, especially during off-peak hours, and result in more driver disrespect of regulatory signs.

Considering the above, we still support the existing signing, which basically assigns the right of way to those vehicles travelling east/west on 44 Street and north/south on 37 Avenue. These streets are used by public Transit and serve as collector roadways to the Subdivision. We further believe that our response procedure is adequate and that no further changes are required. There is no support, in our opinion, to warrant the time and expenditures involved in reviewing the right of way assignment at all City intersections.



Bryon C. Jeffers, P. Eng.  
Director of Engineering Services

CYL/emg  
Att.

THE CITY OF RED DEER

TRAFFIC CONTROL DEVICES REQUISITION FORM

REQUISITION

NATURE & REASON: Ms BAKER IS CONCERNED WITH THE REMOVAL OF STOP AND INSTALLATION OF YIELD SIGNS NOT ONLY ON HER CORNER BUT THROUGH OUT THE SUBDIVISION. HER CONCERN IS FOR THE TRAFFIC ON 44 ST. AND 38 AVENUE. WITH THE BUS ROUTE AND SCHOOL SO CLOSE SOMEONE WILL BE INJURED. A LETTER WILL FOLLOW FROM HER.

REQUESTED BY: DIANE BAKER PHONE NO. 347-4197

ADDRESS: 4146-38 AVENUE RED DEER T4N 2T9

RECEIVED DATE OCTOBER 7/88 THROUGH PHONE BY R. HAND

RECEIVED @ TRAFFIC SECTION DATE BY

ORDERS COMMISSIONERS'

ACTION NO ACTION REQUIRED

Wait for letter, then respond. by

Called Oct 19 - 11AM & Oct 20 2:45PM - No answer.

REASON:

COMMISSIONERS' ORDER REQUIRED: YES NO

RECOMMENDED BY: ENGINEERING DEPT. CITY COUNCIL TAC PARKING COMM.

DATE SIGNED

Under authority of Section subsection of Bylaw 2800/82 as amended, being the Traffic Bylaw for the City of Red Deer, we, the undersigned Commissioners of the City of Red Deer do hereby direct that the action described in lines 16 to 23 above be taken on

WORK MAYOR

COPY CITY COMMISSIONER

FILED WITH THE CITY CLERK THIS DAY OF 198 CITY CLERK

THE FOLLOWING LINES TO BE USED BY CITY CLERK ONLY

CC: CITY ENGINEER METER & SIGN SUPT. BYLAW ENFORCEMENT SUPT. TRAFFIC ADMSTR. R.C.M.P.



Royal  
Canadian  
Mounted  
Police

Gendarmerie  
royale  
du  
Canada

October 4, 1990

Your file      Votre référence

C. SEVCIK  
City Clerk

Our file      Notre référence

RE: Request for Stop Sign  
Diane & Wayne BACKER

With reference to correspondence forwarded by your office 90 OCT 03.

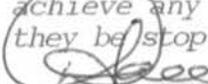
The intersection of 44th Street and 38th Avenue has been the scene of six motor vehicle collisions from 89 JAN 01 - 90 OCT 04.

In these incidents charges were laid with four fail to yield or fail to obey traffic control devices and two improper turn charges.

Two of these accidents were injury and four were property damage.

The intersection was visited and found to be somewhat limited in visibility to cross traffic. Any person approaching the intersection has to slow to a near stop to properly observe East and Westbound traffic.

I would suggest that in this particular intersection human error and carelessness are the main causes of the accidents. Stop signs would not achieve any drop in accidents as signs being disobeyed will be, whether they be stop or yield signs.

  
(D. HALL) Cst.  
Red Deer City Traffic

  
(R. L. BEATON) Insp.  
Officer In Charge  
Red Deer City Detachment

/clr

DATE: October 9, 1990

TO: City Clerk

FROM: Engineering Department Manager

RE: DIANE AND WAYNE BACKER  
REQUEST FOR STOP SIGN - 44 STREET AND 38 AVENUE  
EASTVIEW SUBDIVISION

---

The Backer's are requesting that the yield signs at 44 Street and 38 Avenue (see attached map) be converted to stop signs due to limited visibility, high accident rates, and similar stop sign installations elsewhere in the City.

A similar request was also received by the Engineering Department from Mrs. Sanovlak. She requested the yield signs at the 46 Street/37 Avenue and 46 Street/38 Avenue intersections be converted to stop signs due to vehicles travelling at excessive speeds and not yielding to school children.

The installation dates of similar stop signs cited by the Backers range from 1966 to 1986. Considerable manpower and research would be required if we have to review and analyze the reasons for all of the previous installations. In any case, unwarranted stop signs elsewhere do not justify the installation of more unwarranted signs.

We have, therefore, field inspected the situation on October 5, 1990, and restricted our comments to the above three specific sites.

A. VISIBILITY

1. 44 Street and 38 Avenue

For southbound motorists, the End 30 km sign was relocated to provide better visibility to the yield sign approximately 2 years ago. Field observations have re-affirmed that the present sign locations are satisfactory.

For northbound motorists, the yield sign is slightly obscured by tree branches. We will have the tree branches trimmed in the near future.

City Clerk  
 Page 2  
 October 9, 1990  
 File: 070-029

2. 46 Street and 37 Avenue

No visibility problem for the yield signs were observed.

3. 46 Street and 38 Avenue

For the westbound motorists, the yield sign is slightly obscured by tree branches. We will have the tree branches trimmed in the near future.

B. PARKING

During our site investigation at 4 p.m., parking on all 3 locations was minimal, and is comparable to other similar City intersections. We would recommend no parking be removed.

C. MOTORISTS' DISRESPECT OF THE YIELD SIGNS

This could be caused by the existence of numerous yield signs in this area. Increased police enforcement would help alleviate the problem.

D. ACCIDENTS

The RCMP records indicate the following number of reported accidents:

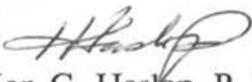
	Number of Reported Accidents		
	1988	1989	1990
44 Street and 38 Avenue	Unknown	5	2
46 Street and 37 Avenue	0	0	0
46 Street and 38 Avenue	1	0	0

Due to the high accident rate, we now believe that a more positive type of right of way assignment at the 44 Street and 38 Avenue intersection only, should be considered.

City Clerk  
Page 3  
October 9, 1990  
File: 070-029

In summary, we would recommend:

- a. The yield signs at 44 Street and 38 Avenue be converted to stop signs.
- b. Tree branches be trimmed at the 44 Street/38 Avenue and 46 Street/38 Avenue intersections.
- c. Increased police enforcement of the yield signs in the area.

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

CYL/emg  
Att.

c.c. RCMP Inspector

Commissioners' Comments

We would concur with the recommendations of the Engineering Department Manager.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

17
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135	8	9	8	7	6	5	4	3	2	1	125
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17	16	15	14	13	12	11	10	9	8
35	50							50	35

110	23	24	25	26	27	28	29	30	31	32	33	34
40	52											52

ROSS (50) STREET

20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
120																					120

**36**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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AVENUE

120	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
120																					120

**37**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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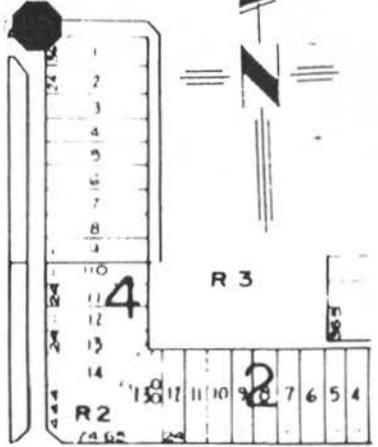
AVENUE

120	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
120																					120

**38**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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AVENUE



20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
125																					125

**35**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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125	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
125																					125

**34**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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125	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
125																					125

**33**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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1	2	3	4	5	6	7
35	33					33

**3**

20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
125																					125

**26**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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39

125	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
125																					125

**27**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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100	13	14	15	16	17	18
125						

**28**

100	8	7	6	5	4	3	2	1
125								

1	2	3	4	5	6	7
35	33					33

32	31	30	29	28	27
36	40	60	60	31	32

20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
125																					125

**25**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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125	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
125																					125

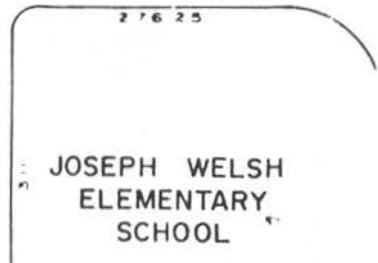
**24**

125	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	125
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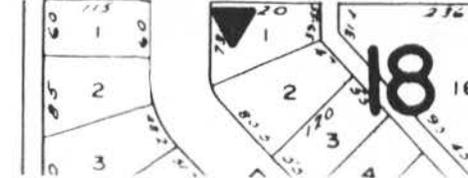
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**38**

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44 STREET



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115	15	14	13

**18**

20	1	2	3
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LEGEND:  
 TRANSIT ROUTE



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 4, 1990

Diane and Wayne Backer  
4146 - 38 Avenue  
Red Deer, Alberta  
T4N 2T9

Dear Sir and Madam:

RE: REQUEST FOR STOP SIGNS AT 44 STREET AND 38 AVENUE

Thank you for your letter in regard to the above, and we would advise that this matter will be presented to Red Deer City Council at its meeting on October 15, 1990.

Please call this office on Friday prior to the said meeting to determine a suitable time, in the event you wish to be present.

Trust you will find this satisfactory.

Sincerely,

C. Sevcik  
City Clerk

/ds



*a delight  
to discover!*

DATE October 3, 1990

TO:

- DIRECTOR OF COMMUNITY SERVICES
- DIRECTOR OF ENGINEERING SERVICES
- DIRECTOR OF FINANCIAL SERVICES
- BYLAWS & INSPECTIONS MANAGER
- CITY ASSESSOR
- COMPUTER SERVICES MANAGER
- ECONOMIC DEVELOPMENT MANAGER
- E.L. & P. MANAGER
- ENGINEERING DEPARTMENT MANAGER
- FIRE CHIEF
- PARKS MANAGER
- PERSONNEL MANAGER
- PUBLIC WORKS MANAGER
- R.C.M.P. INSPECTOR
- RECREATION & CULTURE MANAGER
- SOCIAL PLANNING MANAGER
- TRANSIT MANAGER
- TREASURY SERVICES MANAGER
- URBAN PLANNING SECTION MANAGER
- 

FROM: CITY CLERK

RE: DIANE & WAYNE BACKER - REQUEST FOR STOP SIGN/44 ST. & 38 AVE.

Please submit comments on the attached to this office by Oct. 8  
\_\_\_\_\_ for the Council Agenda of Oct. 15/90.

  
C. SEVCIK  
City Clerk



## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6198

City Clerk's Department 342-8132

October 16, 1990

Diane and Wayne Backer  
4146 - 38 Avenue  
RED DEER, Alberta  
T4N 2T9

Dear Mr. and Mrs. Backer

Your letter of October 1, 1990 requesting council to review its decision pertaining to your stop sign request at the intersection of 44 Street and 38 Avenue received consideration at the council meeting of October 15, 1990.

At the above noted meeting council passed the following motion:

"RESOLVED that Council of The City of Red Deer having considered request for stop signs at 44 Street and 38 Avenue hereby agrees as follows:

1. that the yield signs at 44 Street and 38 Avenue be converted to stop signs
2. that tree branches be trimmed at the 38 Avenue/44 Street and 38 Avenue/46 Street intersections
3. that police enforcement of the yield signs in the area be increased

and as recommended to Council October 15, 1990."

The decision of council in this instance is submitted for your information and I trust you will find same satisfactory.

...2



*a delight  
to discover!*

October 16, 1990  
Diane and Wayne Backer  
Page 2

We thank you for your letter in this instance and for taking time to be present at the council meeting of October 15.

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

Sincerely,



G. Sevcik  
City Clerk

CS/blm

cc Engineering Department Manager

DATE: October 16, 1990  
TO: Engineering Department Manager  
FROM: City Clerk  
RE: DIANE AND WAYNE BACKER REQUEST FOR STOP SIGNS  
44 STREET AND 38 AVENUE INTERSECTION

---

Consideration was given to the above noted request at the council meeting of October 15, 1990 and at which meeting council passed the following motion:

"RESOLVED that Council of The City of Red Deer having considered request for stop signs at 44 Street and 38 Avenue hereby agrees as follows:

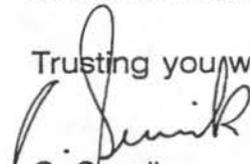
1. that the yield signs at 44 Street and 38 Avenue be converted to stop signs
2. that tree branches be trimmed at the 38 Avenue/44 Street and 38 Avenue/46 Street intersections
3. that police enforcement of the yield signs in the area be increased

and as recommended to Council October 15, 1990."

The decision of council in this instance is submitted for your information and I trust that you will proceed with the stop sign installation and the tree branch trimming as directed in the above noted resolution at your earliest convenience.

By way of a copy of this memo we are drawing to the attention of the police department point number 3 of the above noted resolution requesting police enforcement to be increased in the area.

Trusting you will find this satisfactory.

  
C. Sevcik  
City Clerk

CS/blm  
cc City Commissioner  
Inspector Beaton

No. 8

**Peavey**  
INDUSTRIES  
LIMITED

September 28, 1990

City Clerk  
City of Red Deer  
Red Deer, Alberta

Dear Sir:

**RE: Changes to Intersection at  
Gaetz Avenue & Molly Bannister Drive**

We have viewed with alarm recent changes being made to the referenced intersection. These changes are being made without either consultation or consideration being given to existing businesses and taxpayers.

The problem stems from the closure of the west service road on Gaetz Avenue at Molly Bannister Drive. This closure will direct all southbound traffic destined for Peavey Mart, MacDonald's Restaurant, the proposed Canadian Tire store, and Revelstoke (after their turnout is closed) to the 2400 Block service road access.

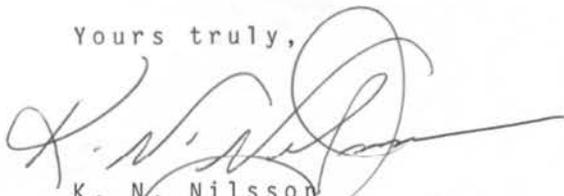
There they will have to make a right turn to the service road and a right turn to proceed north to their destination. The service road has parking permitted, which further chokes off traffic as trucks and buses use it when patronizing MacDonald's.

This intersection serves five entrances and has no traffic lights. It has already been the scene of many accidents, which will only increase with the passage of time.

Semi-trailer trucks serving the businesses in question cannot safely make the U-turn on to the service road, which will be required of southbound vehicles.

While the immediate installation of traffic lights at the 2400 Block intersection would prevent some accidents, the whole problem must be addressed and resolved quickly to minimize the effects that this change will have on our business.

Yours truly,



K. N. Nilsson  
President & General Manager

mh





**RED DEER  
REGIONAL PLANNING COMMISSION**

2830 BREMNER AVENUE, RED DEER,  
ALBERTA, CANADA T4R 1M9

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

DIRECTOR: W. G. A. Shaw, ACP, MCIP

**TO:** C. Sevcik  
City Clerk

**DATE:** October 5, 1990

**FROM:** Paul Meyette  
Principal Planner

**RE:** Peavy Industries Limited  
Gaetz Avenue and Molly Bannister Drive Intersection Changes

The City is currently reconstructing the Gaetz Avenue/Molly Bannister Drive intersection on the west side. Reconstruction was necessary to alleviate existing and anticipated congestion at this intersection.

Mr. Nilsson, on behalf of Peavy Industries, expresses concern about access to the businesses on the west side of the Gaetz Avenue service road between Molly Bannister Drive and Bennet Street. It is my understanding that the City Engineering Department is intending to study this area later this year. This study will likely address all of the concerns expressed by Mr. Nilsson.

c/c Director of Engineering Services  
E.L. & P. Manager  
R.C.M.P. Inspector

MUNICIPALITIES WITHIN COMMISSION AREA

CITY OF RED DEER • MUNICIPAL DISTRICT OF CLEARWATER No. 99 • COUNTY OF STETTLER No. 6 • COUNTY OF LACOMBE No. 14 • COUNTY OF MOUNTAIN VIEW No. 17 • COUNTY OF PAINT EARTH No. 18 • COUNTY OF RED DEER No. 23 • TOWN OF BLACKFALDS • TOWN OF BOWDEN • TOWN OF CARSTAIRS • TOWN OF CASTOR • TOWN OF CORONATION • TOWN OF DIDSBURY • TOWN OF ECKVILLE • TOWN OF INNISFAIL • TOWN OF LACOMBE • TOWN OF OLDS • TOWN OF PENHOLD • TOWN OF ROCKY MOUNTAIN HOUSE • TOWN OF STETTLER • TOWN OF SUNDRE • TOWN OF SYLVAN LAKE • VILLAGE OF ALIX • VILLAGE OF BENTLEY • VILLAGE OF BIG VALLEY • VILLAGE OF BOTHA • VILLAGE OF CAROLINE • VILLAGE OF CLIVE • VILLAGE OF CREMONA • VILLAGE OF DELBURNE • VILLAGE OF DONALDA • VILLAGE OF ELNORA • VILLAGE OF GADSBY • VILLAGE OF HALKIRK • VILLAGE OF MIRROR • SUMMER VILLAGE OF BIRCHCLIFF • SUMMER VILLAGE OF GULL LAKE • SUMMER VILLAGE OF HALF MOON BAY • SUMMER VILLAGE OF JARVIS BAY • SUMMER VILLAGE OF NORGLÉNWOLD • SUMMER VILLAGE OF ROCHON SANDS • SUMMER VILLAGE OF WHITE SANDS

DATE: October 3, 1990

TO: City Clerk

FROM: E. L. & P. Manager

RE: Peavey Industries Ltd.  
Gaetz Avenue and Molly Banister Drive  
Intersection Changes

---

E. L. & P. Department have no comments as the Engineering Department is responsible for the evaluation of the requirement for traffic lights.

If you have other inquiries or comments, please advise.



A. Roth,  
Manager

/jjd



Royal Gendarmerie  
 Canadian royale  
 Mounted du  
 Police Canada

October 4, 1990

Your file      Votre référence

Mr. C. SEVCIK  
 City Clerk  
 City of Red Deer  
 Red Deer, Alberta

Our file      Notre référence

Dear Mr. SEVCIK:

RE: Peavey Industries Ltd. - Gaetz Avenue and Molly Bannister Drive

I have read the letter written by Mr. NILSSON, and have also attended the area in question. I agree with Mr. NILSSON that there is problem with the safe movement of truck traffic in this area and with further development, the problem will be compounded.

In reference to paragraph 3 of his memo, I agree if large trailer trucks follow the route, there will be congestion on the corner of the 2400 block. Possibly placing no parking signs on the service road may alleviate some of this congestion, but the danger factor will still be present.

Mr. NILSSON refers to vehicles making u-turns which is not the proper terminology. The vehicles are in fact making two very sharp right hand turns. This manoeuver would require a semi-trailer unit to block two southbound lanes on Gaetz Avenue, part of the eastbound lane on the 2400 block access, and likely all of the southbound lane on the access road. This would be an extremely dangerous practice.

My suggestion would be to limit truck traffic access on the 2400 block road, and as an alternative, enter the service road via Boyce Street.

Yours truly,

  
 (T.R.NELSON) Sgt.  
 N.C.O. i/c Traffic Section  
 Red Deer City Detachment

  
 (R.L.BEATON) Insp.  
 O.i/c Red Deer City Detachment

/lb

Red Deer City Detachment  
 Bag 5033  
 Red Deer, Alberta

Canada

DATE: October 9, 1990  
TO: City Clerk  
FROM: Engineering Department Manager  
RE: PEAVY INDUSTRIES LTD.  
GAETZ AVENUE AND MOLLY BANISTER DRIVE INTERSECTION

---

The construction of 28 Street (Molly Banister Drive) west of Gaetz Avenue, was advanced late this year to accommodate the new Revelstoke site. Time did not permit advance warning to all businesses on the west Gaetz Avenue Service Road, nor did we explore any detailed design at the Gaetz Avenue/Bennett Street intersection. This problem has surfaced due to our desire to assist Revelstoke and unfortunately, has created another problem until the Major Continuous Corridor road is open.

The existing access to Gaetz Avenue, west side of 28 Street, was closed mid-September to accommodate construction equipment. This same access point is scheduled for re-opening on October 10, 1990.

The design of the newly constructed intersection on the west side of Gaetz Avenue is similar to what already exists on the east side of Gaetz Avenue, except for the large "bulbed" area in front of Revelstoke which was put in to accommodate large truck units. The center median has been constructed to prohibit the westbound to southbound left turn and the straight north/south movement along the service road. This is necessary to reduce the accident potential, avoid vehicles backing up onto Gaetz Avenue in trying to make the westbound to southbound left turn, and to maximize the capacity of the traffic signal. This design, as previously mentioned, is common at high volume intersections such as 77 Street, 67 Street, 32 Street, the east side of Molly Banister Drive, and may someday have to be considered to alleviate the congestion presently occurring at the Boyce Street intersection by Canadian Tire, and the 68 Street intersection near the Pines Shopping Centre.

There is a temporary centre median break installed opposite the Revelstoke entrance to 28 Street. This median break was put in until the 28 Street westward connection to the Major Continuous Corridor roadway is made. Revelstoke has, in writing, agreed to the closure of the opening once the Major Continuous Corridor connection has been made.

There was likely some effect on businesses while the 28 Street access to Gaetz Avenue was closed, but the long-term effect should be no different than what exists at the other major intersections previously mentioned.

City Clerk  
Page 2  
October 9, 1990  
File: 640-154A

Three suggestions mentioned by Mr. Nilsson warrant further review. The existing service road in front of Peavy Industries and MacDonalds is 30 ft wide. This is usually sufficient to accommodate parking on one side plus two through lanes of travel where the volumes are not high. In this case, although count information is not available, there may be a need to remove the remaining parking on the east side of the service road.

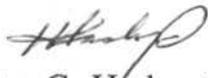
Secondly, the issue of a new traffic signal at Gaetz Avenue and Bennett Street was outlined to Council as part of the 1990 Budget. The Engineering Department will be providing a report on this installation to Council later this year and in anticipation of this intersection meeting the warrant, we have budgeted for this signal in 1991.

Thirdly, the large trucks do have difficulty making the U-turn at Gaetz Avenue and Bennett Street. The unit requires the entire service road plus room on Gaetz Avenue, to make the turn. Depending on the vehicle and the driver, curbs still may be mounted with corresponding damage to boulevard areas. This is one of the prime reasons for constructing the "bulb design". In this instance, the necessary right of way or funds are not readily available. As the required funds could be in the order of \$175,000, we would suggest one of three options:

1. Install a sign advising larger units to make the U-turn at Gaetz Avenue and Chrysler Street (22 Street) where a widening has been provided in front of Drummond Brewery. This would be a temporary situation until the Major Continuous Corridor road was complete and then southbound traffic could access these businesses from the Major Continuous Corridor road and 28 Street.
2. Allow the longer units to make a U-turn on 28 Street at the new Revelstoke entrance and proceed to the service road. This again would be a temporary arrangement until the Major Continuous Corridor road is connected to 28 Street.
2. Have the concerned businesses advise their delivery units to approach the stores from the south.

City Clerk  
Page 3  
October 9, 1990  
File: 640-154A

In summary, we apologize for the inconvenience during construction and look forward to resolving these problems as time and budget permits.



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

KGH/emg

c.c. E. L. & P. Manager  
c.c. RCMP Inspector  
c.c. Urban Planning Section Manager

Commissioners' Comments

We would concur with the comments of the Engineering Department Manager. As he has outlined, with the removal of parking, and the installation of a Traffic Signal two of the concerns expressed can be resolved. The third concern, that of semi-trailers accessing the site from the north is a problem and results from the construction of 28 Street prior to the opening of the corridor which was undertaken to assist Revelstoke with their development. This problem will be fully resolved when the Corridor is opened as south bound traffic can proceed via the Corridor, 28 St. Eastbound and South on the Service Road. Fortunately, the number of semi-trailers visiting the site is relatively small and we believe that the temporary solutions outlined by the Engineering Department Manager will solve the problem until the Corridor construction is complete and we too apologize for this unanticipated inconvenience.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

October 15, 1990

Dr. Webber  
Central Animal Clinic Ltd.  
2404-50 Avenue  
RED DEER, ALBERTA  
T4R 1M3

Mr. Don Ring  
Midalta Motors/Tilden Rent a Car  
2310-50 Avenue  
RED DEER, ALBERTA  
T4R 1C5

Dear Dr. Webber and Mr. Ring:

**RE: REDESIGN OF GAETZ AVENUE AND MOLLY BANISTER DRIVE**

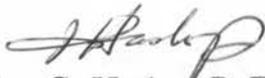
Your joint letter addressed to the Mayor was forwarded to the Engineering Department on October 10, 1990, for review and response.

Similar concern has previously been expressed by Mr. Nilsson of Peavy Industries, resulting in the matter being considered by City Council at their scheduled meeting of October 15, 1990.

As time did not permit us to respond in writing to your letter prior to the Council meeting, we have asked the City Clerk to contact you and advise of the time this matter will be considered by Council.

We are also attaching our report that appears on page 110 of the agenda which we believe is self-explanatory. Should you require further information or if Council decides to take alternative action, we will keep you informed.

Yours truly,



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

KGH/emg  
Att.  
c.c. City Clerk





## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 2, 1990

Peavey Industries Ltd.  
2420 - 50 Avenue  
Red Deer, Alberta  
T4R 1M3

Attention: Mr. K.N. Nilsson, President & General Manager

Dear Sir:

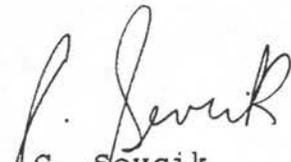
RE: CHANGES TO INTERSECTION AT GAETZ AVE. & MOLLY BANISTER DRIVE

Thank you for your letter in regard to the above, and we would advise that this matter will be presented to Red Deer City Council at its meeting on October 15, 1990.

Please call this office on Friday prior to the said meeting to determine a suitable time, in the event you wish to be present.

Trust you will find this satisfactory.

Sincerely,



C. Sevcik  
City Clerk

/ds



*a delight  
to discover!*

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47

STREET

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STREET

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STREET

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SUBJECT INTERSECTION

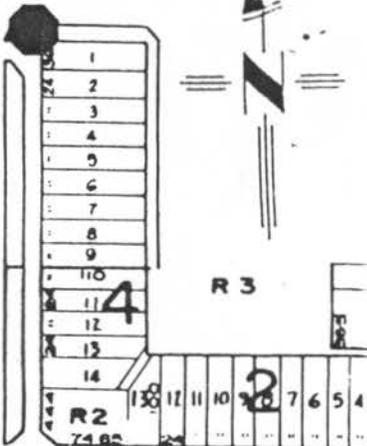
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276 28

JOSEPH WELSH  
ELEMENTARY  
SCHOOL

LEGEND:  
--- TRANSIT ROUTE

CENTRAL ANIMAL CLINIC LTD.

2404 GAETZ AVE. RED DEER, ALBERTA Phone: 343-0606

DR. R.W. WEBER D.V.M.  
DR. D.W. GUENTHER

Submitted to City Council

Date: 90/10/15

THE CITY OF RED DEER  
CLERK'S DEPARTMENT

RECEIVED	
TIME	am
DATE	October 15/90
BY	CS.

Oct.1 1990

Office of the Mayor  
City of Red Deer  
Box 5008  
Red Deer Alberta

RE: Roadway redesign of Gaetz Avenue and Molly Banister Dr.

Dear Sir;

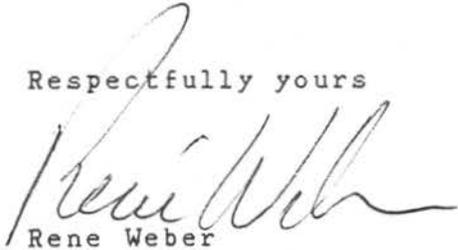
I would like to express my grave concerns about the redesigning of the Gaetz Avenue/Molly Banister Drive area. As a result of this redesign it appears that all the traffic coming from the north on Gaetz Avenue and wishing to go to the area on the west side of Gaetz Ave. south of Molly Banister Drive must come to the intersection at 24th Street and make a U-turn to go back north on the service road to visit the businesses of Central Animal Clinic, Peavey Mart, McDonald's Restaurant, the future Canadian Tire Store and the new Revelstoke Store. This Intersection is already extremely busy as it is the main access to the warehouse complex in the 2300 block and businesses south of there. This recent change has already created a tremendous traffic congestion and increased the hazards of this already dangerous intersection even more. As you can appreciate, this will make it much more difficult and even dangerous for our clients to reach our business. We have also seen incidences during the last week where trucks encountered difficulty in negotiating the U-turn and as a result used our parking area and the parking area of Peavey Mart as a transit route. This again causes anxieties and difficulties for our clients and staff and will cause a deterioration of our parking areas due to heavy traffic. This sort of situation is not acceptable to us.

An even more troubling situation is to regain access to Gaetz Ave. from our businesses. The long delays will be very frustrating and lead to impatients which in turn leads to dangerous driving situations and accidents. This is especially so if one desires to go north on Gaetz Avenue.

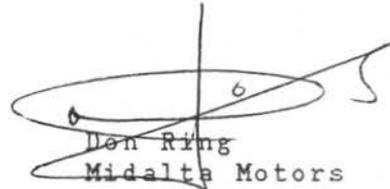
It is indeed very disturbing that such drastic changes in road design and traffic flow were made without first considering all the consequences and without even minor consultation with the people and taxpaying businesses most affected by these changes. It may well be a neat and clean design at Molly Banister Drive but it is certainly creating serious problems at the next intersection south.

I would thus suggest that you convene a meeting with yourself, your engineering staff and the affected ratepayers as soon as possible in order that a satisfactory solution to this untenable situation can be found.

Respectfully yours



Rene Weber  
Central Animal Clinic Ltd.



Don Ring  
Midalta Motors  
Tilden Rent a Car

DATE: October 17, 1990  
TO: Engineering Department Manager  
FROM: City Clerk  
RE: PEAVEY INDUSTRIES LIMITED CHANGES TO  
GAETZ AVENUE AND MOLLY BANISTER DRIVE INTERSECTION

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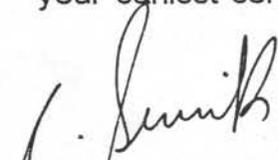
Correspondence from Peavey Industries Limited expressing concerns over changes to the above noted intersection received consideration at the Council meeting of October 15, 1990 and at which meeting the following motions were passed:

"RESOLVED that Council of The City of Red Deer having considered correspondence from Peavey Industries Limited re: Changes to Intersection at Gaetz Avenue and 28 Street (Molly Banister Drive) hereby concurs with the comments of the Engineering Department Manager as outlined in his report presented to Council October 15, 1990."

"RESOLVED that traffic lights be installed at the Gaetz Avenue and Bennett Street intersection as soon as possible to be charged to the 1991 Budget."

In addition to passing the above noted resolutions, it was agreed by Council that you notify all affected businesses in the area to attend a meeting for the purpose of explaining the reconstruction taking place, future changes when the Major Continuous Corridor is constructed, and to discuss other alternatives and temporary solutions to their problems.

The decision of Council in this instance is submitted for your information and appropriate action. I trust that you will be in contact with the businesses affected at your earliest convenience.



C. Sevcik  
City Clerk

CS/blm

cc City Commissioner  
Director of Financial Services  
E.L. & P. Manager

RCMP City Detachment  
Principal Planner

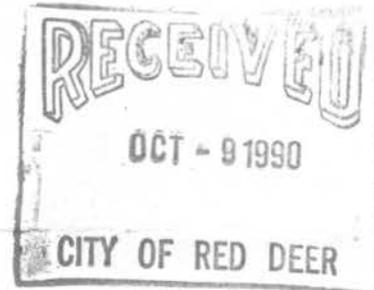
# O'LAARAS CORPORATION

NO. 9

"The DUMP'ER Recycling System"  
4926-89th Street, Edmonton, Alberta T6E 5K1  
Telephone: [403] 466-1544 Fax: [403] 466-2520

October 3, 1990

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



Attention: City Clerk's Department - Kelly

Dear Mayor McGhee &amp; Councillors:

**Re: Red Deer Recycling Program**

We wish to request an opportunity to appear before Council on the October 15th, 1990 scheduled Council Meeting and present a brief (7:15 minute) ITV video and answer any questions.

The purpose of our presentation is to inform Council and the Administration first hand of a newly developed recycling system that results in up to five times the recyclables being collected at a substantially reduced cost.

As the Request for Proposals of Red Deer household recyclables closes on October 16, 1990, we wish to advise Council of Alberta's alternative to Blue Box/Bag recycling. This will permit an opportunity for Council to request and assess additional information prior to it determining Red Deer's future five year recycling program. In other words why not look at the recycling system of tomorrow that is available to Red Deer today.

The **DUMP'ER Recycling System** has been developed in direct partnership with the Province of Alberta and will play an important role in the Province's future recycling initiatives.

...2

Mayor McGhee & Councillors  
Page 2

We would be pleased to answer any questions, provide information and confirmation of the Province's involvement either prior or during the presentation and encourage you in this regard.

Thank you and we look forward to your positive response.

Yours sincerely,

**D'Laras Corporation**



Douglas K. Fraser  
President & C.E.O.

P.S. You may have had an opportunity to see the adaptability of our colour-coded system first hand at last weeks AUMA Annual Conference where the **DUMP'ER Recycling System** was provided compliments of D'Laras & the Province.

## A New Generation of Recycling

You begin a successful recycling program each and every day.

By following the DUMP'ER SORT-BY-COLOUR guide, you start a recycling process appreciated today to ensure a better tomorrow.

## The Colours of Caring

When you take care in selecting the correct coloured bin, you help to take care of the environment.

GRAY	=	PAPER
RED	=	METAL
GREEN	=	GLASS
BLUE	=	PLASTIC
WHITE	=	OTHER WASTE

It may be wrong. It may be right.  
If in doubt . . . Dispose in WHITE.

## Please ...

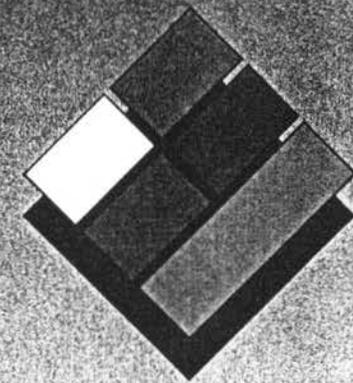
- Rinse ALL containers (jars, cartons, cans, etc.) thoroughly before starting them in the system.
- Proper rinsing of ALL containers minimizes cleaning of the DUMP'ER bins.
- Treat the WHITE bin as a traditional kitchen garbage can . . . line it with a plastic or paper bag.
- Place lids and caps unattached in the proper bins.

# The DUMP'ER Recycling System

By D'LARAS CORPORATION  
The DUMP'ER Recycling System - Pat. Pending  
 PRINTED ON RECYCLED PAPER

D'LARAS CORPORATION  
4926 - 89th STREET  
EDMONTON, ALTA. T6E 5K  
TEL: (403) 465-1544  
FAX: (403) 466-2520

# The DUMP'ER Recycling System



## Instructions

*And Sort-By-Colour Guide*

THE DUMPER RECYCLING SYSTEM  
**SORT-BY-COLOUR**

**Glass:**



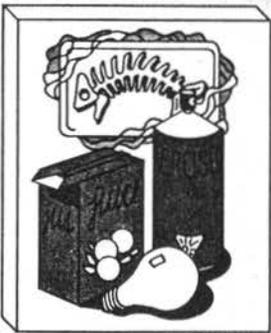
**Metal:**



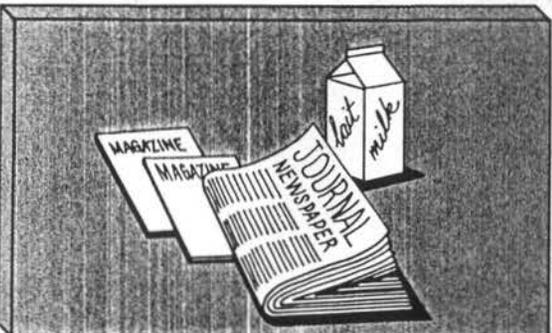
**Plastic:**



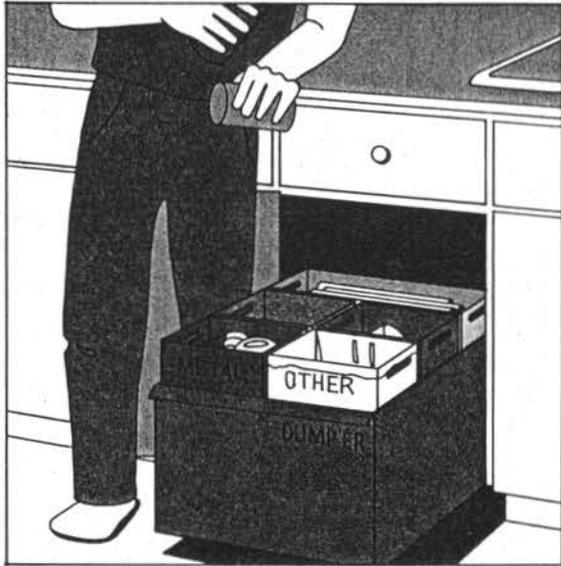
**Other:**



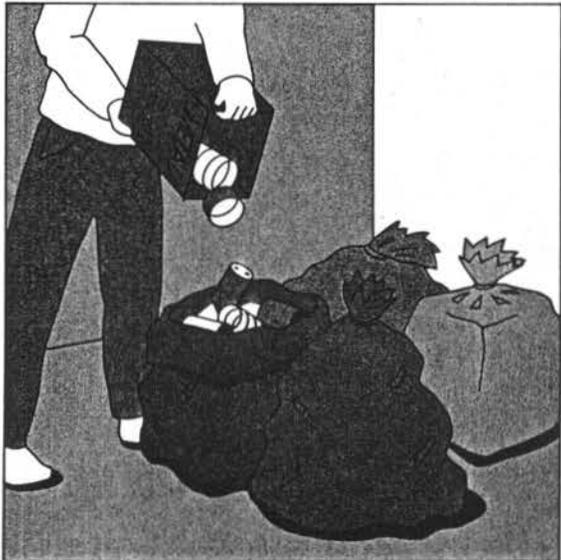
**Paper:**



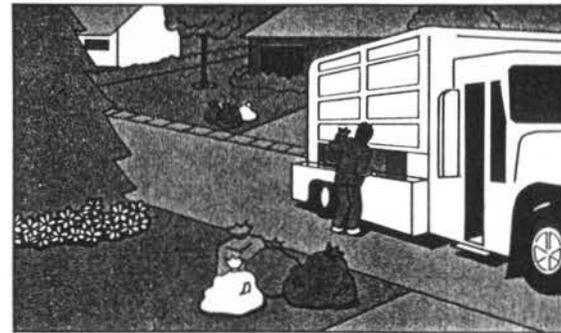
**Step 1:**



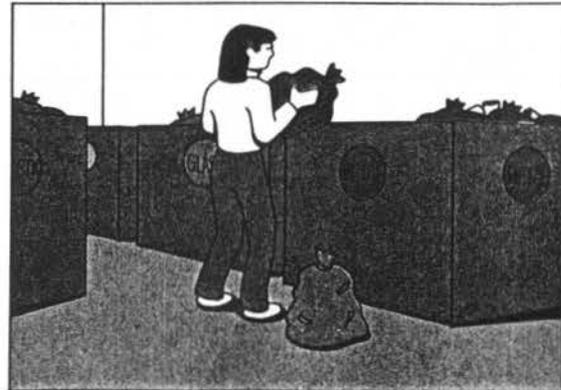
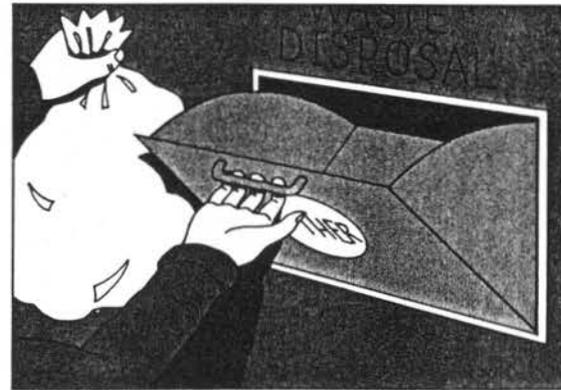
**Step 2:**



**Step 3: House**



**Step 3: Apartment**



DATE: October 10, 1990  
TO: City Clerk  
FROM: Director of Engineering Services  
RE: BLUE BOX PROGRAM

---

Mr. Fraser has, some time ago, discussed his blue box system with the writer, and more recently with members of my staff. We have seen a video and are aware of the product.

Both the writer and Public Works staff had reservations with respect to using this box, which is really several small boxes within a larger box and then a colour coded bag system to place at the curb.

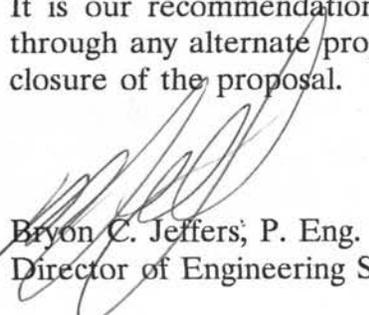
In our opinion, the individual compartments are too small to be practical. Further, instead of one box or one or two bags in a suitable storage place, you would have one box and several bags (which each citizen would have to buy).

Our last information was that the box cost in the order of \$25 per unit. This is five times the price of a traditional blue box, then you still must purchase the bags.

We have discussed this particular box and company with representatives of Alberta Environment. They certainly do not convey the impression that this system "has been developed in direct partnership with The Province of Alberta". They did not particularly endorse this system over any other. They further indicated that our initial grant contemplated the purchase of some 20,000 boxes at \$5 per box. If the City decided to use this system at \$25 per box, there would be no additional funds available.

Mr. Fraser was at our pre-tender meeting on Tuesday, October 2, 1990. He asked how he could get his product considered as part of the program. He was informed by the writer, that we were not considering his product. If he wished he was welcome to work with the firms submitting proposals. If they found the boxes to be attractive and a real cost savings to them over the two options proposed, then they could submit an alternate proposal.

It is our recommendation to Council that this is the best way to consider this option, through any alternate proposal, if submitted. We would recommend against any delay to closure of the proposal.



Bryon C. Jeffers, P. Eng.  
Director of Engineering Services

BCJ/emg

c.c. Solid Waste Superintendent

Commissioners' Comments

The attached application from the representative of D'Larras Corporation is merely a request to address Council. The circumstances respecting the applicant's proposal are outlined in the attached report from the Dir. of Engineering Services and we fully endorse his comments.

"R. J. MCGHEE"  
Mayor

"M. C. DAY"  
City Commissioner

DATE: October 10, 1990  
TO: City Clerk  
FROM: Director of Engineering Services  
RE: BLUE BOX PROGRAM

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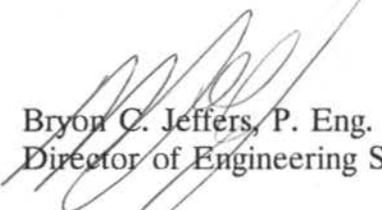
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Bryon C. Jeffers, P. Eng.  
Director of Engineering Services

BCJ/emg

c.c. Solid Waste Superintendent

**O'LAARAS  
CORPORATION**

*Discuss with  
Mike & Bob*

"The DUMP'ER Recycling System"  
4028-89th Street, Edmonton, Alberta T6E 0K1  
Telephone: [403] 466-1544 Fax: [403] 466-2520

DATE: OCTOBER 03, 1990

RECEIVING FAX NUMBER: 346 - 6114

PLEASE DELIVER THE FOLLOWING DOCUMENTS

TO: CITY OF RED DEER

CITY CLERK'S DEPARTMENT

ATTENTION: KELLY

REFERENCE: REQUEST TO APPEAR BEFORE COUNCIL

FROM: DOUGLAS FRASER

TOTAL NUMBER OF PAGES 1 (including front cover)

If you have any questions, pages unclear, problems or are missing any pages, please phone [403] 466 1544

COMMENTS: FURTHER TO OUR DISCUSSION, HOPEFULLY THE ATTACHED

LETTER COVERS THE REQUEST. THANKS AGAIN FOR YOUR

ASSISTANCE.

.....the DUMP'ER Recycling System.....

# O'LAARAS CORPORATION

"the DUMP'ER Recycling System"  
4026 89th Street, Edmonton, Alberta T0E 5K1  
Telephone: [403] 466-1544 Fax: [403] 466-2520

October 3, 1990

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

Attention: City Clerk's Department Kelly

Dear Mayor McGhee & Councillors:

Re: Red Deer Recycling Program

We wish to request an opportunity to appear before Council on the October 15th, 1990 scheduled Council Meeting and present a brief (7:15 minute) ITV video and answer any questions.

The purpose of our presentation is to inform Council and the Administration first hand of a newly developed recycling system that results in up to five times the recyclables being collected at a substantially reduced cost.

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...2

Mayor McGhee & Councillors

Page 2

We would be pleased to answer any questions, provide information and confirmation of the Province's involvement either prior or during the presentation and encourage you in this regard.

Thank you and we look forward to your positive response.

Yours sincerely,

D'Laras Corporation



Douglas K. Fraser  
President & C.E.O.

P.S. You may have had an opportunity to see the adaptability of our colour-coded system first hand at last weeks AUMA Annual Conference where the DUMP'ER Recycling System was provided compliments of D'Laras & the Province.

**THE CITY OF RED DEER**

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 17, 1990

D'Laras Corporation  
4928 - 89 Street  
EDMONTON, Alberta  
T6E 5K1

Attention: Mr. Douglas K. Fraser, President

Dear Sir:

**RE: THE DUMPER RECYCLING SYSTEM/RED DEER RECYCLING PROGRAM**

Your letter of October 3, 1990 pertaining to the above topic appeared on the Council agenda of October 15, 1990 and at which meeting the following motion was passed by Council:

"RESOLVED that Council of The City of Red Deer having considered information from the D'Laras Corporation re: Red Deer Recycling Program hereby fully endorses the comments of the Director of Engineering Services as outlined in the report presented to Council October 15, 1990."

In addition I am enclosing herewith the comments of the Director of Engineering Services which appeared on the Council agenda and as referred to in the above noted resolution (page 117).

I wish to take this opportunity of thanking you for being present at the Council meeting of October 15, 1990 and for your presentation informing Council and the Administration of a newly developed recycling system. As you are aware the proposals for a recycling program closes on October 16, 1990. The proposals will be analyzed and a report will be submitted in due course with a recommendation for Council's consideration.

...2

*a delight  
to discover!*

October 17, 1990  
D'Laras Corporation  
Page 2

The decision of Council in this instance is submitted for your information. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik  
City Clerk

CS/blm

enc

cc City Commissioner  
Director of Engineering Services

DATE: October 10, 1990  
TO: City Clerk  
FROM: Director of Engineering Services  
RE: BLUE BOX PROGRAM

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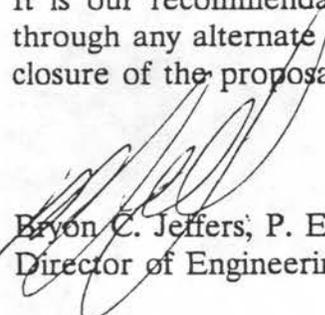
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It is our recommendation to Council that this is the best way to consider this option, through any alternate proposal, if submitted. We would recommend against any delay to closure of the proposal.



Bryon C. Jeffers, P. Eng.  
Director of Engineering Services

BCJ/emg

c.c. Solid Waste Superintendent

NOTICES OF MOTIONNO. 1

DATE: October 3, 1990  
TO: City Council  
FROM: City Clerk  
RE: ALDERMAN SURKAN NOTICE OF MOTION 1991 AUMA CONVENTION

---

The following notice of motion was submitted by Alderman Surkan at the council meeting of October 1, 1990.

"BE it resolved that council agree to allocate up to \$ 5 000.00 to cover the costs of staff work to complete detailed organizations of activities for the 1991 AUMA convention.



C. Sevdik  
City Clerk

CS/blm

Commissioners' Comments

We would recommend that Council support the request.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

Be it resolved that Council agree to allocate up to \$5,000.00 to cover the costs of staff work ~~to be required~~ to complete detailed organization of activities for the 1991 AUMS convention.

---

Whereas members of Council were evenly split in their decision not to establish an ad hoc committee to study the merits of establishing a municipal police force; and  
Whereas Council may wish to reconsider that decision should the terms of reference of the proposed study require the ad hoc committee only to recommend whether a preliminary review of relevant data indicates a more detailed examination of the issue is merited.

Be it resolved that Council reconsider the motion calling for the formation of an ad hoc committee to review existing data and other relevant sources pertinent to municipal policing options and recommend ~~more data~~ whether more detailed study is merited.

COUNCIL MEETING OCTOBER 1, 1990  
SCHEDULED ITEMS

---

4:30	P.57		ST. JOHN AMBULANCE AWARD
4:35			DOREEN BEFUS
4:40	P.109	R13	ACCESS AT 49 AVE. AND 59 ST.
4:50	P.38	R3	BUS SHELTER CONTRACT
5:00	P.79		LAND USE BYLAW
5:15	P.69	R10	GRANT REQUEST RE SPEED SKATING CHAMP.
5:25	P.65	R9	YOUTH AND VOLENTEER CENTRE SIDEWALK

7:00	P.96	R12	DOWNTOWN PARKING
7:10	P.89	R11	RETAINING WALL

<

DATE: October 17, 1990  
TO: Alderman Surkan  
FROM: City Clerk  
RE: 1991 AUMA CONVENTION PLANNING COMMITTEE

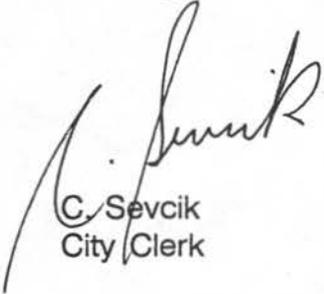
---

At the Council meeting of October 15, 1990 the following motion was passed:

"BE IT RESOLVED that Council agrees to allocate up to \$5,000.00 to cover the costs of staff work to complete detailed organizations of activities for the 1991 AUMA convention."

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

Trusting you will find this satisfactory.



C. Sevcik  
City Clerk

CS/blm

cc City Commissioners  
Director of Financial Services

NO. 2

DATE: October 3, 1990  
TO: City Council  
FROM: City Clerk  
RE: ALDERMAN SURKAN NOTICE OF MOTION MUNICIPAL POLICE FORCE

---

The following notice of motion was submitted by Alderman Surkan at the council meeting of October 1, 1990.

"WHEREAS members of council were evenly split in their decision not to establish an ad hoc committee to study the merits of establishing a municipal police force; and whereas council may wish to reconsider that decision should the terms of reference of the proposed study require the ad hoc committee only to recommend whether a preliminary review of relevant data indicates a more detailed examination of the issue is merited.

Be it resolved that council reconsider the motion calling for the formation of an ad hoc committee to review existing data and other relevant sources pertinent to municipal policing options and recommend whether more detailed study is merited



C. Sevcik  
City Clerk

CS/blm

AUMA LAW ENFORCEMENT TASK FORCEPREAMBLE

Due to time constraints, this Task Force has focused on but two issues which we believe to be fundamental to effective law enforcement, crime suppression, and for the protection of the public. The issues are those of **Police Training, the R.C.M.P. vis-a-vis regional and/or provincial police, and AUMA as participants in the R.C.M.P. contract renewals.**

It is believed that the initiatives taken in the form of the first two policy recommendations will probably mean that a concentrated lobby effort will be necessary at both the provincial and federal levels of government, should the policies be adopted at the Annual Convention.

It was not difficult to limit two issues to Police Training and the R.C.M.P. as the proponents to formats different to that which is effective in Alberta, seem to predicate their position from a base of departmental self-interest, if not outright empire building. Consistent, credible and cost effective efficiencies in law enforcement therefore appear to be at risk of losing out. Nor was it difficult to see the need for AUMA representation at the R.C.M.P. contract renewals, if our legitimate interests are to be preserved.

Members of the Task Force are aware that crime transcends all boundaries, and the sophistication of the criminal element cannot be underestimated.

Consequently, law enforcement officials recognize the need for well trained and dedicated police officers. They also recognize that the more levels of policing there are, the greater the chance of creating communications gaps, to the advantage of the criminal. Levels here, meaning autonomous police forces.

In respect to the other issues not dealt with by the Task Force, it will be our recommendation to the Board of Directors that the Task Force continue its work into 1989 for the development of further reports and policy recommendations.

-2-

RATIONALE FOR THE POLICY RECOMMENDATIONS ON POLICE TRAINING

With half the population of Alberta residing in Edmonton and Calgary, and with 61 urban municipalities under R.C.M.P. contract, the intensity of recruit training with these agencies is necessarily high.

- \*\*\* The R.C.M.P.            52 week basic & field training
- \*\* Calgary Police        30 week classroom & field training
- \*\* Edmonton Police      34 week classroom & field training.  
(both require an 18 month probation period after completion of this training.)
- \* The Provincial Solicitor General Staff Training School only provides for a 16 week training schedule.

It should be specifically noted that both Calgary and Edmonton training schools allow for members from the seven (7) smaller urban municipalities to train their members, without charge, at their respective schools.

It should be well remembered, that while the Province will provide funding for the smaller municipalities to train their police at the Provincial school, they will not fund for the training of municipal police in either Edmonton or Calgary, even when these municipalities prefer the training received at the Edmonton or Calgary Police Departments.

There is another level of training that differs from that provided by the police forces themselves, and here we refer to the community colleges, significant of which is Lethbridge Community College.

The Lethbridge college offers a two year diploma program in law enforcement, a program that was initiated some 18 years ago. Graduates from the college form the majority of members within the police department in Lethbridge, and is supported by the Taber and Coaldale police departments.

In other words, the centralized provincial Staff Training School would serve but seven (7) municipal police departments at the best, and these numbers could be as low as four if these towns had a choice as to where their officers were to be trained.

This translates into yearly classes of only 20 to 25 cadets, where such tiny numbers hardly justify the cost of the Provincial school.

-3-

### THE ONTARIO EXPERIENCE

The Ontario police training school established at Aylmer, Ontario, was initiated to only train police officers for those municipalities who had no comprehensive program of their own. The same rationale that is presently used by Alberta's Solicitor General Department in the establishment of Alberta's staff training school.

Ontario quickly realized that they did not have the numbers of students to fill the classrooms, and the Metropolitan Toronto Police Department was compelled to send all of their recruits to the Solicitor General's school at Aylmer. The rationale was changed to create one school for all police officer recruits.

Metro Toronto has since re-opened their police training school, as the provincial centre simply did not train recruits to the standards required, and, additionally, the traditions and department mores, key to all highly efficient law enforcement agencies, simply could not be instilled in recruits at one central school training for different police forces.

Presently, Ontario has three training schools, when the original intention was to have only one. Those schools are, the one at Aylmer, the Metro Toronto Police Department school, and the school for the training of Ontario Provincial Police recruits.

AUMA's Law Enforcement Task Force can determine no compelling reason to continue the operation of the Solicitor General's Staff Training School for the purpose of training police recruits.

-4-

LAW ENFORCEMENT TASK FORCE  
POLICY RECOMMENDATION NO. 1.

Overview

The Police Act allows for the Solicitor General to set standards for the training of law enforcement officers.

Both the City of Calgary Police Service, the City of Edmonton Police Department and the Royal Canadian Mounted Police have well established and comprehensive police training schools.

Alberta's community colleges, such as Lethbridge, Mount Royal and Grant McEwan Community Colleges make significant contributions to the education and preparation of individuals for careers as police officers, and are funded by the Government through the Department of Advanced Education.

Both the Cities of Edmonton and Calgary have voluntarily trained recruits from other smaller municipalities.

The Solicitor General's Staff Training School is deemed to be an unwarranted and cost deficient duplication for training of law enforcement officers, and total reliance on the school could see the end of the superior programs conducted by the aforementioned police forces and colleges.

RECOMMENDED POLICY STATEMENT NO. 1.

- (A) The Solicitor General be requested to set minimum standards for the training of all future peace officers serving within the Province of Alberta, in consultation with A.U.M.A.
- (B) The municipal police recruit training aspect of the Solicitor General's Staff Training Centre be discontinued.
- (C) The Calgary and Edmonton Police Departments' Training Centres and the law enforcement programs provided by the community colleges be formally recognized, and encouraged to continue and develop their programs.
- (D) That funding continue for those municipalities who desire to send peace officers to the Canadian Police College, the Calgary and Edmonton Police Training Centres, the R.C.M.P. training facilities, and to other recognized programs.

-5-

RATIONALE FOR THE POLICY RECOMMENDATIONS RESPECTING THE R.C.M.P. vis-a-vis REGIONAL/PROVINCIAL POLICE

This AUMA Task Force is particularly alarmed that the Law Enforcement Division of the Solicitor General's Department appears to be encouraging, in both the wording of the Police Act and through policy, a form of law enforcement that the United States, Great Britain, Ontario and Quebec are trying to move away from. That of jurisdictional fragmentation of law enforcement agencies.

An example of law enforcement fragmentation, is where the Olympics held in Los Angeles required the coordination of 52 different and independent agencies. The Calgary Olympics, on the other hand, required the coordination of but two jurisdictions. The City of Calgary Police Service, and the R.C.M.P.

One does not have to look only to the U.S. to find the folly of fragmented law enforcement. The Island of Montreal, at one time, had 30 independent police forces and 25 separate radio networks. The Ottawa area is encumbered with six different police jurisdictions.

The rationale the Law Enforcement Division gives for the provision of an option for regional policing within the Act, is a claim that municipalities can have a choice as to the type of policing they will enjoy. While encouraging regional police forces may enhance the work and status of a division of the Provincial Government, it flies in the face of the realities of law enforcement, and could well prove to spell the end of the R.C.M.P. as we know it.

Criminals recognize no boundaries. They represent an organized, cunning, and mobile counter-culture fully capable of taking advantage of those areas where multi-jurisdictional police forces exist. It is well recognized that fragmented law enforcement results in the overlapping of duties, duplication in the solving of the same crime, disputes, parochial jealousies, and a lack of fully integrated police departments. Fragmented law enforcement profits only the criminal, and deprives the population of adequate protection.

Alberta, the West and the Maritimes, enjoy the quality and level of law enforcement that the U.S. and Britain are trying to move toward - that of the large metropolitan areas policed by full-service and fully integrated police departments, as demonstrated by the Calgary and Edmonton Police Departments, and the rest of the province, for the most part, enjoying a highly effective unity of command, and a full range of services provided by the Royal Canadian Mounted Police.

-6-

Alberta's success in crime repression isn't through some quirk of fate. The integrated, full-service law enforcement as provided by the Edmonton and Calgary police departments and the R.C.M.P. are the reasons other countries look to Western and Maritime Canada as a model in law enforcement.

A study and policy paper prepared for the Law Reform Commission of Canada by A. Grant in 1980 said this.

"The major disadvantages in changing the current situation (R.C.M.P. contracts) includes the fact that the R.C.M.P. is a world famous organization with an exceedingly proud tradition of service which has amply earned its phenomenal growth rate by providing efficient policing and, therefore, ought not to be restructured."

Unfortunately, the apparent apathy on both the provincial and federal levels has seen an indifference which has resulted in severe staffing and budget cuts in the R.C.M.P. This indifference seems to have translated itself into 'regional police' thinking within the province. It follows that such thinking must contemplate the replacement of the R.C.M.P. with a provincial police force of some sort.

It is estimated that to replace the R.C.M.P. with a provincial police force would cost Alberta taxpayers 25% more to maintain the same level of manpower and integrated support services as is now provided by the R.C.M.P.

Contrary to popular belief, the R.C.M.P. are very much committed to municipal contract and provincial contract police work. The grass roots detachment work, together with the full-service integrated services and the unity of command are all part of the reason for the tradition of success this force has earned.

Indeed, the British, who are moving away from a multiplicity of law enforcement agencies, suggest that a 200 member force is the minimum through which effective law enforcement can begin. Ontario has found that police forces with less than 20 to 25 members simply are not economical. Neither number suggests the superior efficiencies in law enforcement which the majority of Albertans enjoy through the integrated services provided by the Edmonton and Calgary police departments, and the R.C.M.P.

-7-

The advantages of a strong R.C.M.P. presence at the municipal and provincial levels are the same today as they were ten years ago.

The Mounted Police maintain a unified command which enforces municipal, provincial and federal laws and encompasses the Western and Maritime provinces. Specialized units dealing with drugs, white collar crime, terrorism, computer & corporate crime, are maintained throughout these provinces. The scope of the R.C.M.P. mandate justifies the research, the sophisticated labs and the crime intelligence gathering capabilities which are in support of all detachments.

A large pool of uniformly and highly trained peace officers provides for a uniformity and consistency in law enforcement which is possible even when the officers are dispersed throughout the country's detachments.

The Force, embracing the highest of standards, attracts well motivated, career oriented candidates where service in the R.C.M.P. means wide experience in a broad range of duties.

The value of the R.C.M.P. in providing a large force to meet emergencies in any of their detachments, an effective command structure, and the 'Mounties' contribution to national unity cannot be overlooked, nor underestimated.

It is the conclusion of the AUMA Law Enforcement Task Force, that it would be the height of folly for this province to encourage regional police forces, or to contemplate a provincial police force, and the following Policy Recommendations reflect these significant concerns.

LAW ENFORCEMENT TASK FORCE  
POLICY RECOMMENDATION No. 2

Overview

The viability of the R.C.M.P. is absolutely contingent on their strength in municipal and provincial law enforcement duties.

The Royal Canadian Mounted Police provide a highly trained body of peace officers, internationally recognized for their ability to suppress crime and enforce the laws of municipal, provincial and federal governments, through a integrated and sophisticated command structure.

Studies throughout North America and Britain have shown that a multiplicity of independent police forces are counter-productive to effective law enforcement.

The mobility of the criminal sub-culture transcends all boundaries, and the sophistication of major criminal activities require the capacity to specialize in many and diverse areas of law enforcement.

Unity of command results in superior law enforcement and crime suppression,

RECOMMENDED POLICY STATEMENT NO. 2

- (A) the policy of the Provincial Government be one which maintains a contract with the Federal Government which ensures the R.C.M.P. is the agency that provides provincial policing.
- (B) the Police Act be amended to exclude reference to regional municipal police forces.
- (C) Provincial policy reflect, where municipalities do not have their own police force, that the principal contractor for municipal police work be the R.C.M.P.

LAW ENFORCEMENT TASK FORCE  
POLICY RECOMMENDATION NO. 3

Background Overview

Sixty one (61) urban municipalities hold contracts with the R.C.M.P. to provide their law enforcement needs. The balance of the urban municipalities without their own police force are policed through the network of rural R.C.M.P. detachments.

The membership of Alberta Urban Municipalities Association, therefore, are major stakeholders for the continued presence of the R.C.M.P. as both a provincially and municipally contracted law enforcement agency.

RECOMMENDED POLICY STATEMENT NO. 3

- (A) the Government include the participation of A.U.M.A. in the negotiations leading to the renewal of the 1991 contract with the R.C.M.P., and
- (B) the participation of the A.U.M.A. be comprised of the President, or his delegate from members of the present Law Enforcement Task Force.

CONCLUDING REMARKS

THE LAW ENFORCEMENT TASK FORCE RECOMMENDS THAT THE THREE ABOVE POLICY STATEMENTS BE ADOPTED BY THE MEMBERSHIP AT LARGE AS THE POLICY OF THE ALBERTA URBAN MUNICIPALITIES ASSOCIATION.

CARRIED

LAW ENFORCEMENT TASK FORCE POLICY  
RECOMMENDATION NO. 1

Overview

The Police Act allows for the Solicitor General to set standards for the training of law enforcement officers.

Both the City of Calgary Police Service, the City of Edmonton Police Department and the Royal Canadian Mounted Police have well established and comprehensive police training schools.

Alberta's community colleges, such as Lethbridge, Mount Royal and Grant McEwan Community Colleges make significant contributions to the education and preparation of individuals for careers as police officers, and are funded by the government through the Department of Advanced Education.

Both the Cities of Edmonton and Calgary have voluntarily trained recruits from other smaller municipalities.

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- (C) The Calgary and Edmonton Police Departments' Training Centres and the law enforcement programs provided by the community colleges be formally recognized and encouraged to continue and develop their programs.
- (D) That funding continue for those municipalities who desire to send peace officers to the Canadian Police College, the Calgary and Edmonton Police Training Centres, the R.C.M.P. training facilities and to other recognized programs.

GOVERNMENT RESPONSE

1. Standards: The Law Enforcement Division is already in the process of developing training standards. A draft has been circulated to chiefs of police and to police commissions.

con'd

Law Enforcement Task Force Policy  
Recommendation No. 1 con'd

2. Discontinue Solicitor General Training: The Solicitor General Staff College will continue to offer training programs only to tribal police and to police officers requiring specialized training, in those situations where reserves and municipalities request that this training be provided. Additionally, the department is prepared to respond to requests from municipalities that may occur, from time to time, due to voids in existing programs provided by municipal police departments.
3. Recognition of City and College Programs: It is not the role of the Department of the Solicitor General to formally recognize or accredit specific training programs provided by educational institutions. The Department of the Solicitor General sets standards by specifying areas in which the police officer must be competent. The local authority is liable for the actions of its police officers and it must be able to decide if a recruit, regardless of where he/she was trained, is competent and should be employed as a police officer.
4. Funding: There are limited funds available to support police training, and are used to only supplement specialized and in-service training required by the police services. Presently, the province provides funding in the form of unconditional police assistance grants to all municipalities over 2,500.

LAW ENFORCEMENT TASK FORCE  
POLICY RECOMMENDATION NO. 2

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- (C) provincial policy reflect, where municipalities do not have their own police force, that the principal contractor for municipal police work be the R.C.M.P.

GOVERNMENT RESPONSE

1. It is the intention of the province to continue with the R.C.M.P., as the provincial police service, when the existing agreement expires March 31, 1991. This, of course, is dependent on our ability to successfully negotiate a new contract.
2. Regional policing is an option available to local governments, however, the establishment of a regional police force requires the consent of the Solicitor General. It is not the intent of the Solicitor General to permit any proliferation of new police forces, however, a consolidation of existing adjacent police forces into more efficient units would be considered. An amendment to the Police Act is not contemplated at this time.

Law Enforcement Task Force  
Policy Recommendation No. 2

con'd

3. The R.C.M.P. will in all probability continue to be the primary contractor for municipal policing in those municipalities where contracts presently exist. This matter, however, is in large part, a responsibility of the municipal government.

LAW ENFORCEMENT TASK FORCE  
POLICY RECOMMENDATION NO. 3

Background Overview

Sixty one (61) urban municipalities hold contracts with the R.C.M.P. to provide their law enforcement needs. The balance of the urban municipalities without their own police force are policed through the network of rural R.C.M.P. detachments.

The membership of Alberta Urban Municipalities Association, therefore, are major stakeholders for the continued presence of the R.C.M.P. as both a provincially and municipally contracted law enforcement agency.

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- (B) the participation of the A.U.M.A. be comprised of the president, or his delegate from members of the present Law Enforcement Task Force.

CONCLUDING REMARKS

The Law Enforcement Task Force recommends that the three above policy statements be adopted by the membership at large as the policy of the Alberta Urban Municipalities Association.

GOVERNMENT RESPONSE

The actual negotiations with the federal government respecting the renewal of contracts for R.C.M.P. service should be restricted to provincial officials, in view of the fact that eight different provinces are engaged in this negotiating process. However, the A.U.M.A. should and will be actively consulted during negotiations to ensure that the interests of all municipalities, that presently have R.C.M.P. contracts, are fully presented and considered at all states of the negotiations.

Commissioners' Comments

Council will recall that in 1988-1989, the A.U.M.A. considered a report from its Task Force on Policing and supported the recommendations contained therein. Red Deer was one of the municipalities supporting the recommendations.

For Council's information, we have reproduced the document that was presented to the delegates.

"R.J. MCGHEE"  
Mayor

"M.C. DAY"  
City Commissioner

DATE: October 17, 1990  
TO: Alderman Surkan  
FROM: City Clerk  
RE: NOTICE OF MOTION MUNICIPAL POLICE FORCE

---

At the Council meeting of October 15, 1990 the following motion received consideration however the said motion was defeated.

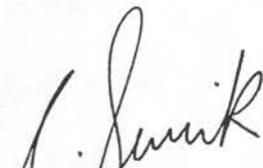
"WHEREAS Members of Council were evenly split in their decision not to establish an Ad Hoc Committee to study the merits of establishing a municipal police force; and

WHEREAS Council may wish to reconsider that decision should the terms of reference of the proposed study require the Ad Hoc Committee only to recommend whether a preliminary review of relevant data indicates a more detailed examination of the issue is merited.

BE IT RESOLVED that Council reconsider the motion calling for the formation of an Ad Hoc Committee to review existing data and other relevant sources pertaining to municipal policing options and recommend whether more detailed study is merited."

MOTION DEFEATED

As a result of Council's decision no further action will be taken on this matter.

  
C. Sevcik  
City Clerk

CS/blm

cc City Commissioners  
Inspector Beaton



EFFECTIVE FOR BILLINGS MAILED AFTER OCTOBER 21, 1990

Bylaw No. 2960/H-90  
Page 1 of 2

SCHEDULE "C"

PART 7

ELECTRIC LIGHT AND POWER RATES

GENERAL

The KVA of Demand with respect to the monthly billing period will be the highest demand recorded for any 15 minute period in the 12 month period including and ending with such monthly billing period.

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

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

RESIDENTIAL CONSUMERS

Applied to one family dwelling unit having a separate meter:

0 to 25 KWH per month.....	\$ 6.68
Next 125 KWH per month.....	\$ 0.0890 per KWH
All over 150 KWH per month.....	\$ 0.0411 per KWH

Minimum charge \$ 6.68 per month

NON-RESIDENTIAL - RATE 63

Applies to commercial, business, industrial and most other non-residential type installations plus the "house lights" services (including common area lighting and utility rooms) of apartment buildings where the KVA of Demand is less than 50 KVA. If the KVA of Demand exceeds 50 KVA, Rate 64 will be applied immediately and will continue to be applied irrespective of future KVA of Demand.

Service to be taken at one of the following nominal voltages:

- 120/240 Volts, single phase, 3 wire;
- 120/208Y Volts, network, 3 wire;
- 120/208Y Volts, three phase, 4 wire;
- 347/600Y Volts, three phase, 4 wire;

0 to 25 KWH per month.....	\$ 7.67
Next 425 KWH per month.....	\$ 0.1747 per KWH
Next 1575 KWH per month.....	\$ 0.0970 per KWH
All Additional KWH per month.....	\$ 0.0476 per KWH

Minimum charge \$ 7.67 per month

SCHEDULE "C" (continued)

NON-RESIDENTIAL RATE - 64

Applies to commercial and industrial installations where service is taken at the voltage listed for rate 63 but where the KVA of Demand is 50 KVA or greater.

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

First 20 hours x KVA of Demand.....\$ 0.1525 per KVAH  
Next 20 hours x KVA of Demand.....\$ 0.1017 per KVAH  
All additional KWH per month.....\$ 0.0445 per KWH

Minimum charge will be the greater of:

50 KVA and 7125 KWH.....\$ 482.26 per month or  
\$7.38 per KVA of Demand per month.

PRIMARY - RATE 76

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

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

First 20 hours x KVA of Demand.....\$ 0.1525 per KVAH  
Next 20 hours x KVA of Demand.....\$ 0.0763 per KVAH  
All additional KWH per month.....\$ 0.0411 per KWH

Minimum charge will be the greater of:

100 KVA and 7125 KWH.....\$ 586.04 per month or  
\$6.68 per KVA of Demand per month.

PRIMARY - RATE 77

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

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

First 20 hours x KVA of Demand.....\$ 0.1525 per KVAH  
Next 20 hours x KVA of Demand.....\$ 0.0747 per KVAH  
All additional KWH per month.....\$ 0.0397 per KWH

Minimum charge will be the greater of:

300 KVA and 7125 KWH.....\$ 999.04 or  
\$6.68 per KVA of Demand per month.

~~Correspondence~~

Additional  
Agenda.

Bylaw 2672/W-89

COMMISSIONERS' COMMENTS:

I called to advise  
can't go to Council  
Oct 1. D. Holloway  
advises that the earliest  
the D.P. could be issued  
would be Oct 8 under the  
most optimum conditions.

This will require certain  
steps to be taken by the developers  
- Consolidation of the site (Schmidt's  
- or letter of intent from  
purchaser.

MAYOR \_\_\_\_\_

CITY COMMISSIONER \_\_\_\_\_

DATE: October 15, 1990

FILE NO.

TO: City Clerk

FROM: Bylaws and Inspections Manager

RE: 23 HALMAN CRESCENT  
LOT 8B, BLOCK 15, PLAN 792-2849  
LOT PART OF 8, PLAN 2806 L.

---

When the above site was rezoned, Council withheld third reading until a development permit was issued. Accordingly, as the development permit was issued on October 9, 1990, third reading can now be given.

Yours truly,

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

R. Strader  
Bylaws and Inspections Manager  
BUILDING INSPECTION DEPARTMENT

RS/vs

CITY OF RED DEER  
DEVELOPMENT PERMIT  
BY-LAW NO. 2672/80

NO. 6854

OWNER/AGENT Paul Couillard Architects Ltd.

ADDRESS #302, 10357-109 Street, Edmonton, AB T5J 1N3 PHONE -

ADDRESS OF PROPOSED DEVELOPMENT 23 Halman Crescent

LEGAL DESCRIPTION: LOT 8B BLOCK 15 PLAN 792-2849  
LOT PT 8 BLOCK - PLAN 2806 L.

PROPOSED DEVELOPMENT 51 Unit Condominium

---

NOTICE OF DECISION

The above proposed development has been approved subject to the following condition:

"That the Municipal Planning Commission approve the following items in connection with a proposed 51 unit condominium complex to be constructed at Halman Crescent (Lot 8, Plan 2806 L. and Lot 8B, Block 15, Plan 792-2849) proposed zoning R3-D145.

1. Parking Relaxation:  
Bylaw Requires - 74 spaces  
Provided - 73 spaces  
Relaxation - 1 space
2. Site Development - Section 6.2.2.7. - Architectural treatment of the building, landscaping and parking layout.

Said approval is subject to:

1. The applicant obtaining third reading of the Land Use Bylaw Amendment 2672/W-89, as it applies to zoning R3-D145.
2. A detailed geotechnical evaluation of the site being submitted to, and accepted by the City, prior to issuance of a Development Permit.
3. Access to the site being satisfactory to the City Engineering Department.
4. The applicant complying with the requirements of the Land Use Bylaw, as it applies to parking requirements.

CITY OF RED DEER  
 DEVELOPMENT PERMIT  
 BY-LAW NO. 2672/80

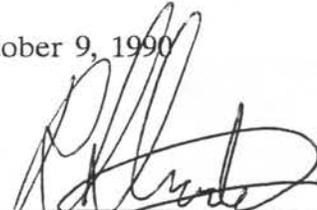
PAGE 2  
 NO. 6854

5. All parking areas, driveways, fire-lanes being paved.
6. A Caveat being registered against the title of both properties, in respect to the parking arrangements, as in accordance with Section 4.10.2.(3) of the Land Use Bylaw.
7. The construction of the lane turnaround to the east of Halman Crescent being to the satisfaction of the Engineering Department and the Fire Department.
8. The applicant being aware of, and complying with, the conditions of the August 15, 1990 memo of the City Engineering Department Manager (copy attached).
9. All escarpments, municipal reserves, etc., adjacent to the subject site, being protected or replaced to the satisfaction of the City Parks Manager.
10. Lot 7MR being retained as Municipal Reserve.
11. Consolidation of Lot 4 and Lot 9, as described on Subdivision Plan, dated August 28, 1990, prior to development of Phase II.
12. Subdivision approval being obtained from the City.
13. The decision of the Commission being advertised in a local newspaper and no appeal against said decision being successful."

DATE OF DECISION: September 17, 1990

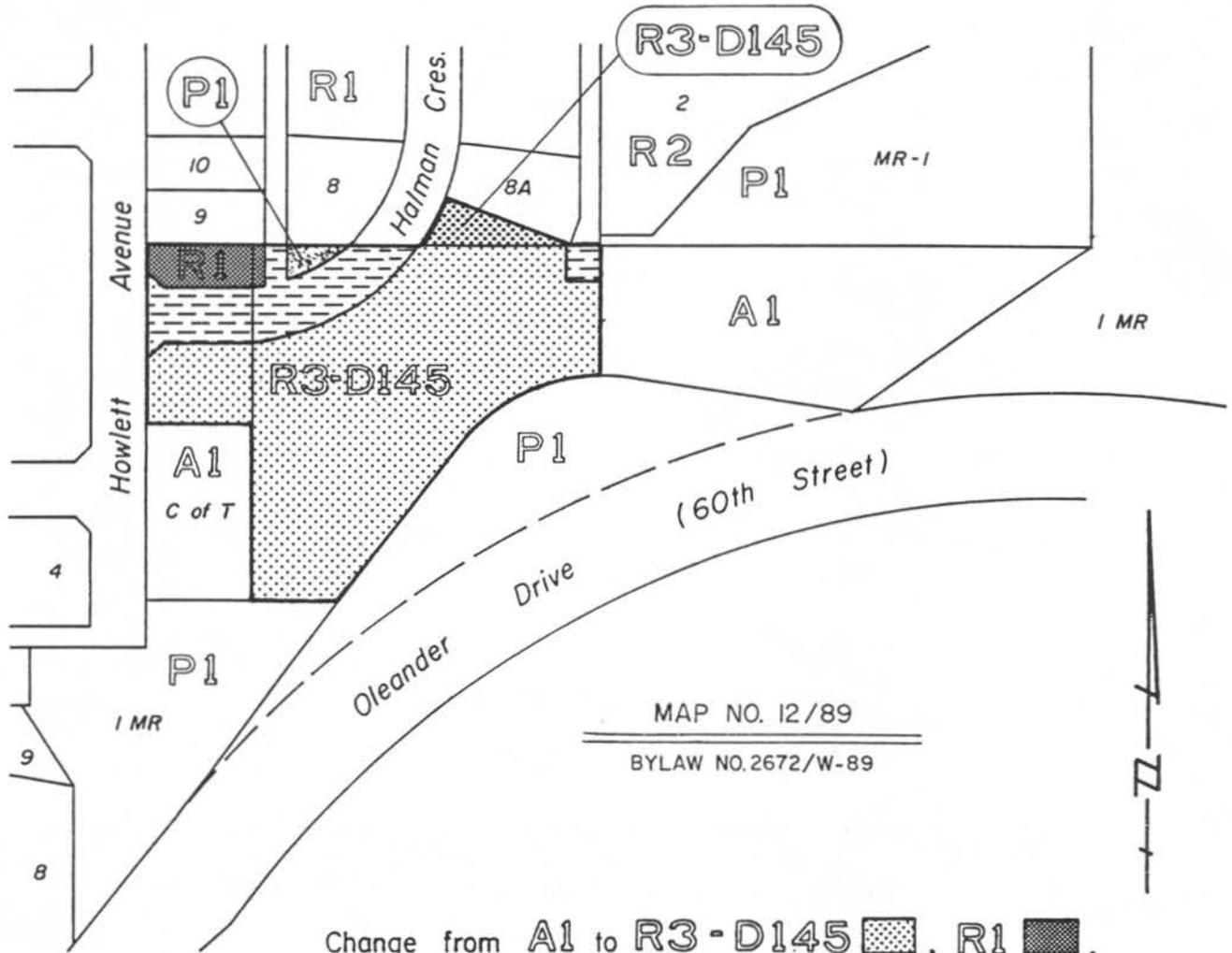
DATE OF ISSUANCE OF THIS NOTICE  
 AND PERMIT

October 9, 1990



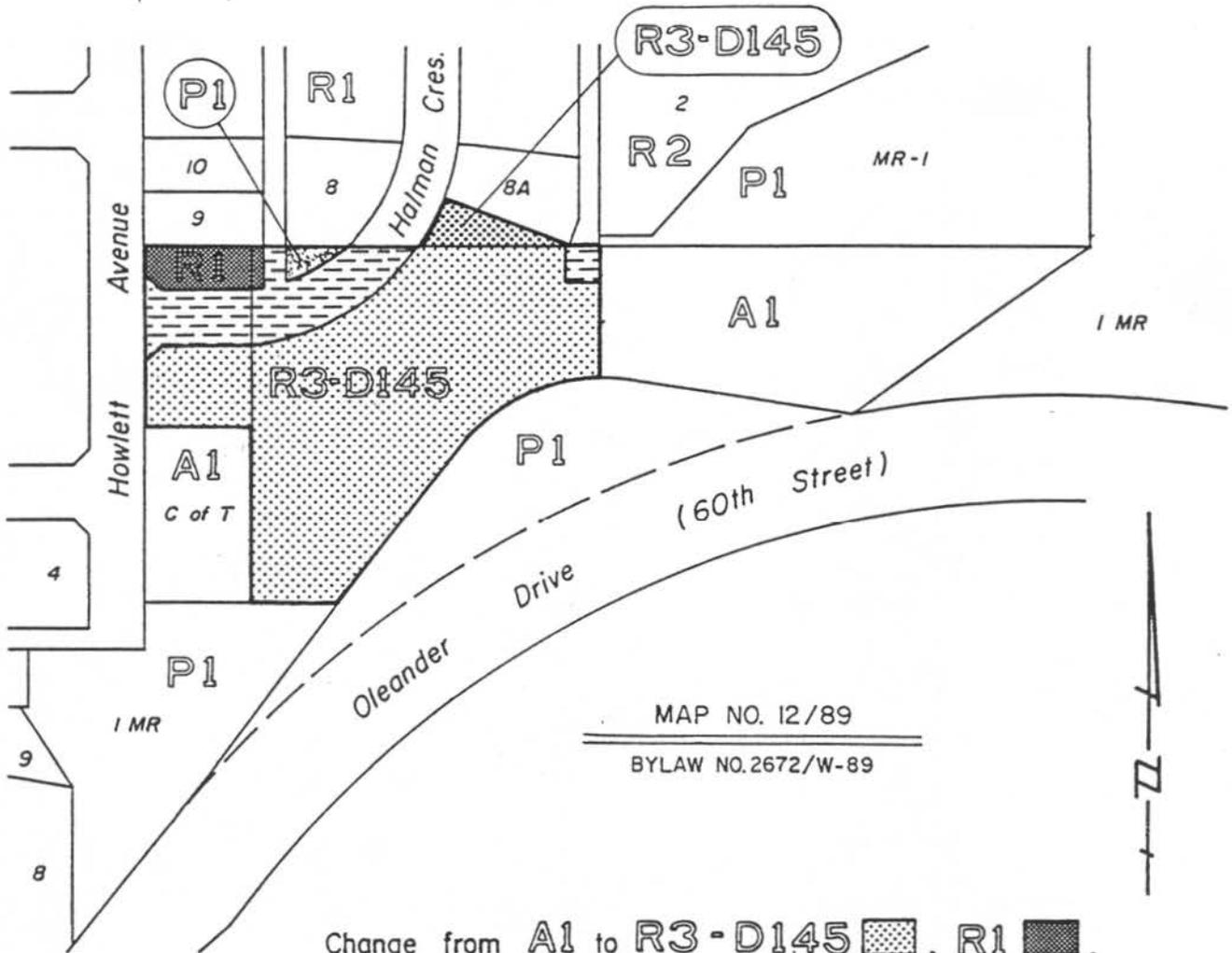
R. STRADER  
 DEVELOPMENT OFFICER  
 CITY OF RED DEER

See revised plan.



MAP NO. 12/89  
BYLAW NO. 2672/W-89

Change from A1 to R3-D145 [dotted pattern], R1 [solid black],  
P1 [stippled pattern], & ROAD [horizontal lines],  
from R1 to R3-145 [cross-hatch pattern],



R3-D145

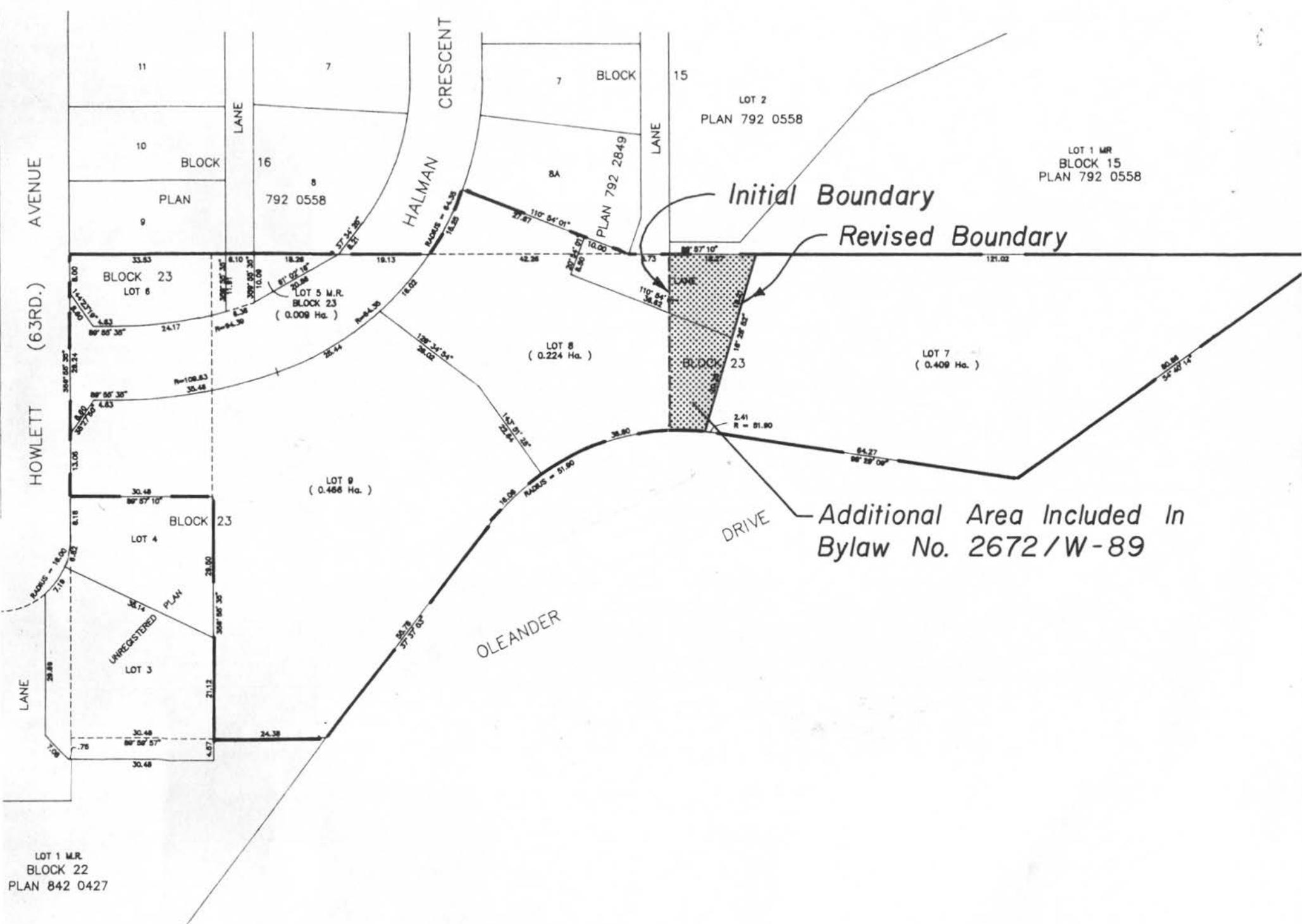
MAP NO. 12/89

BYLAW NO. 2672/W-89

Change from A1 to R3-D145 [dotted pattern], R1 [solid black],  
 P1 [cross-hatch pattern], & ROAD [horizontal lines pattern],  
 from R1 to R3-145 [diagonal lines pattern],

I asked Frank Wong to prepare  
 new Map 12/89 to be substituted  
 before 3rd reading of the Bylaws.





HOWLETT AVENUE (63RD.)

HALMAN CRESCENT

OLEANDER DRIVE

Initial Boundary  
Revised Boundary

Additional Area Included In  
Bylaw No. 2672/W-89

LOT 1 M.R.  
BLOCK 22  
PLAN 842 0427

LOT 2  
PLAN 792 0558

LOT 1 M.R.  
BLOCK 15  
PLAN 792 0558

LOT 9  
( 0.466 Ha. )

LOT 8  
( 0.224 Ha. )

LOT 7  
( 0.409 Ha. )

11

7

7

15

10

BLOCK 16

16

8

PLAN 792 0558

8A

BLOCK 7

BLOCK 23  
LOT 6

LOT 5 M.R.  
BLOCK 23  
( 0.009 Ha. )

BLOCK 23

BLOCK 23

LOT 4

UNREGISTERED PLAN

LOT 3

LANE

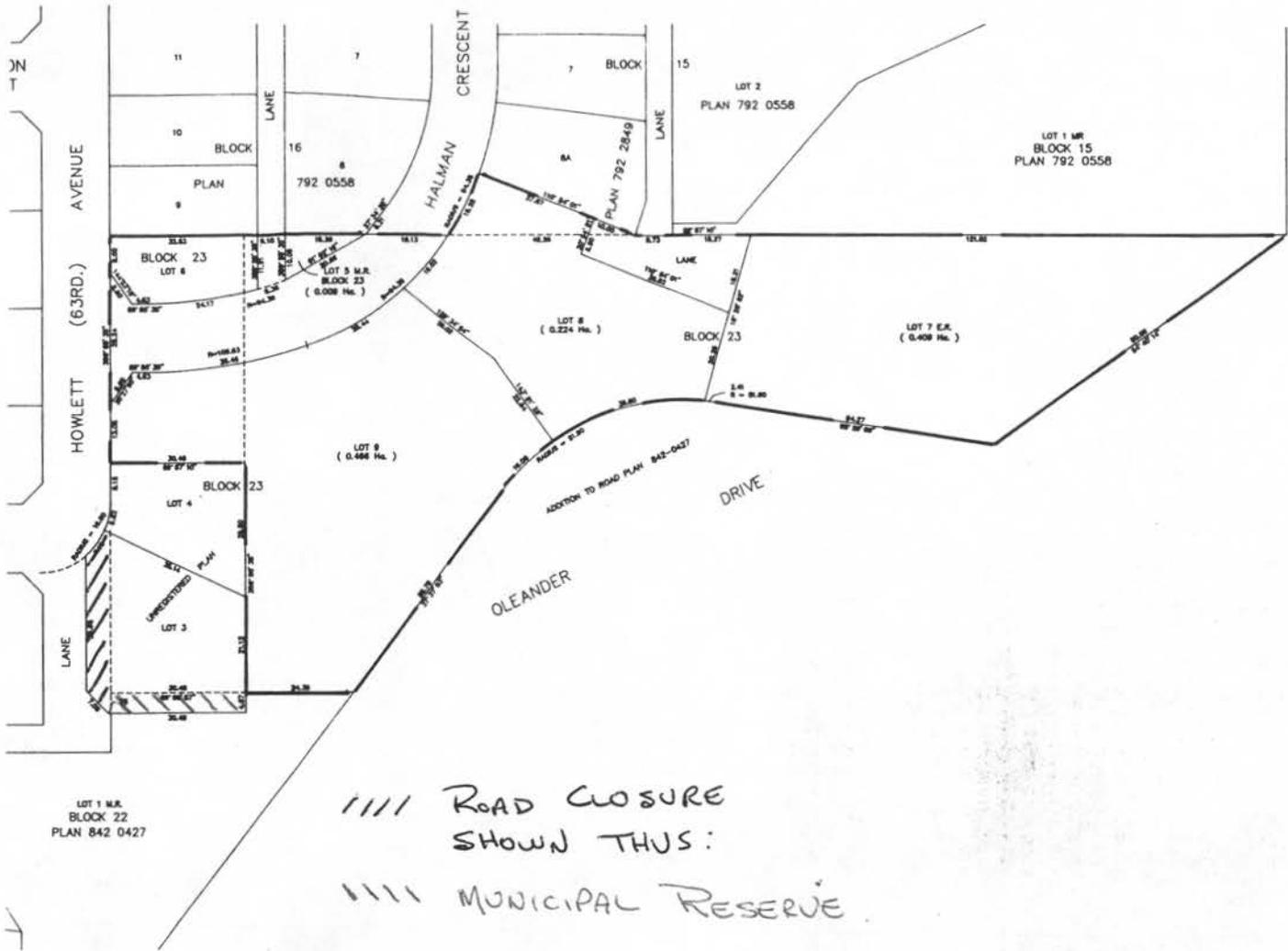
LANE

LANE

PLAN 792 2849

PLAN

DRIVE



OWNER:	THE CITY OF RED DEER	NORTH ALBERTA LAND REGISTRATION
	CITY ENGINEER	
	CITY CLERK	



RED DEER  
 TENTATIVE PLAN SHOWING SURVEY OF  
 SUBDIVISION  
 OF  
 LOT 8, PLAN 2806 L. AND  
 LOT 8B, BLOCK 15, PLAN 792 28  
 BEING IN THE  
 S.W. 1/4 SEC. 20, TWP. 38, RGE. 27, W  
 ALBERTA  
 BY : WAYNE W. FAWCETT, A.L.S., 1990  
 SCALE : 1:1000

NOTES:  
 Distances are shown in metres.  
 Distances shown on curves are arc distances.  
 Areas to be subdivided contain 1.32 ha, and 5 lots and is outlined blue  
 E.R. denotes Environmental Reserve.  
 M.R. denotes Municipal Reserve.

Certified correct this 28th day of August, 1990

*Wayne W. Fawcett*  
 ALBERTA LAND SURVEYOR

//// ROAD CLOSURE  
 SHOWN THUS:  
 //// MUNICIPAL RESERVE

ALBERTA  
 LAND SURVEYOR  
 REG. NO. 1000

INGS ON THE LAND PROPOSED TO BE SUBDIVIDED  
 Idings, historical or otherwise, and any structures on the land and whether they are to be demolished or moved

OWNER OR PERSON ACTING ON HIS BEHALF  
 FAWCETT hereby certify that I

owner and that the information given on this form is full and complete and is, to the best of my knowledge, a true statement of the facts relating to his application for subdivision approval.





## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

September 6, 1990

Canavest Properties Inc.  
837 - 2nd Ave. S.W.  
Calgary, Alberta  
T2P OE6

Attention: Mr. Rick Hansen, President

Dear Sir:

RE: LAND USE BYLAW AMENDMENT 2672/W-89

The above noted Land Use Bylaw Amendment pertains to the condominium development proposed by Canavest Properties Inc. south of Hallman Crescent in the Highland Green Area.

Bylaw 2672/W-89, a copy of which is enclosed herewith, was given first reading by Council of The City of Red Deer on September 5, 1989, and second reading on October 2, 1989. Third reading of the Land Use Bylaw Amendment was withheld until such time as a Development Permit for this proposed development is issued to Canavest Properties Inc. To this date, no development permit has been issued, nor has third reading been given to the bylaw in question.

The purpose for this letter is to draw to your attention Section 105(2) of the Municipal Government Act, Revised Statutes of Alberta 1980, Chapter M-26 which provides as follows:

105(2) "If a bylaw does not receive third reading within two years from the date of the first reading, the readings are deemed to have been rescinded".

In other words, if third reading is not given to bylaw 2672/W-89 by the fifth day of September 1991, first and second reading will be rescinded in accordance with the aforementioned provision. If you wish after September 5, 1991, to proceed with the proposed development on the site in question, it would be necessary for you to start at square one again, i.e. a new bylaw amendment, advertising, public hearing, etc.

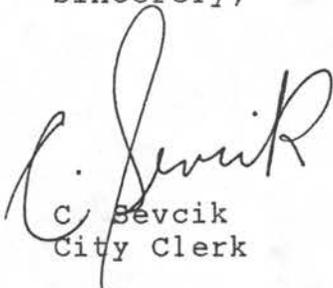


*a delight  
to discover!*

Page 4  
Canavest Properties

Should you require clarification or have any questions, please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik  
City Clerk

CS/ds

c.c. Dir. of Engineering Services  
Dir. of Community Services  
Bylaws & Inspections Manager  
City Assessor  
E.L. & P. Manager  
Fire Chief  
Beta Surveys

# CAMRY

Camry Consultants Inc.

September 21, 1990

City of Red Deer  
P.O. Box 5008  
Red Deer, Alberta  
T4N 5G3

Attention: Mr. Sevcik  
City Clerk

Dear Sir:

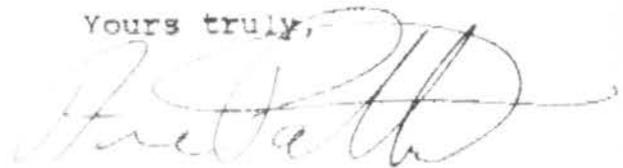
Re: Halman Park for Halman Properties Inc.

We wish to submit an application for third reading on the rezoning of our lands. This we would like to have tabled before City Council at the next council meeting. We understand the next meeting is to take place on October 1, 1990.

After my conversation with Peter Holloway, Assistant Manager, Bylaws and Inspections, on September 20, 1990, we understand that we have a Development Permit in principle.

If you have any queries, feel free to call me at 277-0557 (from 9 a.m. to 5 p.m.) or 651-3626 (between 7 a.m. and 7 p.m.).

Yours truly,



AP/ats

Arne Patterson  
Projects Manager  
Camry Consultants

Suite 401, 1110 Centre Street North  
Calgary, Alberta T2E 2K2

Telephone: (403) 277-0557  
Fax Number: (403) 277-0575

FACSIMILE COVER SHEET

Date: Sept 21/90 No. of Pages Including Cover Sheet: 2

TO: Fax No.: 1 346 6195

To: City of Red Deer  
City Clerk MR Sevcik

From: Arne PATERSON

Re: \_\_\_\_\_

If you did not receive the above-noted number of pages, please phone or Fax us at the numbers shown above.

Special Instructions: I hope This is ok

Enjoy your weekend

*[Handwritten Signature]*



## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

September 6, 1990

Canavest Properties Inc.  
837 - 2nd Ave. S.W.  
Calgary, Alberta  
T2P OE6

Attention: Mr. Rick Hansen, President

Dear Sir:

RE: LAND USE BYLAW AMENDMENT 2672/W-89

The above noted Land Use Bylaw Amendment pertains to the condominium development proposed by Canavest Properties Inc. south of Hallman Crescent in the Highland Green Area.

Bylaw 2672/W-89, a copy of which is enclosed herewith, was given first reading by Council of The City of Red Deer on September 5, 1989, and second reading on October 2, 1989. Third reading of the Land Use Bylaw Amendment was withheld until such time as a Development Permit for this proposed development is issued to Canavest Properties Inc. To this date, no development permit has been issued, nor has third reading been given to the bylaw in question.

The purpose for this letter is to draw to your attention Section 105(2) of the Municipal Government Act, Revised Statutes of Alberta 1980, Chapter M-26 which provides as follows:

105(2) "If a bylaw does not receive third reading within two years from the date of the first reading, the readings are deemed to have been rescinded".

In other words, if third reading is not given to bylaw 2672/W-89 by the fifth day of September 1991, first and second reading will be rescinded in accordance with the aforementioned provision. If you wish after September 5, 1991, to proceed with the proposed development on the site in question, it would be necessary for you to start at square one again, i.e. a new bylaw amendment, advertising, public hearing, etc.

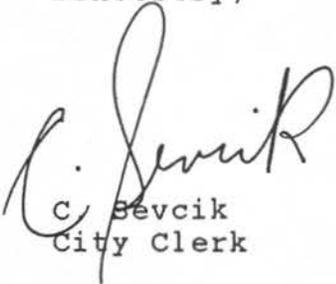


*a delight  
to discover!*

Page 4  
Canavest Properties

Should you require clarification or have any questions, please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik  
City Clerk

CS/ds

c.c. Dir. of Engineering Services  
Dir. of Community Services  
Bylaws & Inspections Manager  
City Assessor  
E.L. & P. Manager  
Fire Chief  
Beta Surveys



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

November 29, 1989

*Note: Watch for  
2 year expiry*

Canavest Properties Inc.  
837 - 2 Ave. S.W.  
Calgary, Alberta  
T2P 0E6

Attention: Mr. Rick Hansen, President

Dear Sir:

RE: PROPOSED CONDOMINIUM DEVELOPMENT/SOUTH OF HALLMAN CRESCENT  
HIGHLAND GREEN AREA

At the Council meeting of November 27, 1989, a petition was considered wherein certain residents opposed the access road linking 60 Street to the proposed condominium project referred to above. At the above noted meeting, Council agreed to reconsider its decision of November 14, 1989, and passed an amending motion to delete Condition No. 2 which provided that "direct controlled access be provided between the development site and Oleander Drive (60 Street)".

The resolution passed by Council as amended by Council November 27, 1989, now reads as follows:

"RESOLVED that Council of The City of Red Deer having considered correspondence from Canavest Properties Inc. dated November 1, 1989, re: proposed condominium development, Halman Crescent and Oleander Drive, Highland Green Area, hereby approves said development subject to the following conditions:

1. that the lane to the east of Halman Crescent be closed and that a turnaround be developed on the site to the satisfaction of the City Engineer's Department with the cost of said turnaround to be that of the developers;
2. that Lot 1-MR be retained as Municipal Reserve;
3. that the developer be required to submit a detailed geotechnical evaluation of the site before a development permit is issued;

4. that 3rd reading of Land Use Bylaw Amendment 2672/W-89 be withheld until such time as a development permit for this development is issued to Canavest Properties Inc.;
5. comments of the administration relative to this development as they appear on the November 14, 1989, agenda;

and as presented to Council November 14, 1989."

The above decision of Council is submitted for your information and I trust that you will find same satisfactory.

As previously indicated in my letter of November 16, 1989, third reading of Land Use Bylaw Amendment 2672/W-89 has been deferred pending fulfilment of the conditions noted in the above resolution. If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



G. Sevcik  
City Clerk  
CS/ds

c.c. Dir. of Engineering Services  
Dir. of Community Services  
Bylaws & Inspections Manager  
City Assessor  
E.L. & P. Manager  
Fire Chief  
Inspector Pearson  
Karol Lucianni, 11 Halman Crescent, Red Deer T4N 6J9

Beta Surveys.

Send out reminder letter in November that Bylaw must be given 3rd reading within 2 yrs of 1st reading otherwise 1+ 2 reading resumed. (see MGA 105)



## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

November 16, 1989

Canavest Properties Inc.  
837 - 2nd Ave. S.W.  
Calgary, Alberta  
T2P OE6

Attention: Mr. Rick Hansen, President

Dear Sir:

RE: PROPOSED CONDOMINIUM DEVELOPMENT SOUTH OF HALMAN CRESCENT  
HIGHLAND GREEN AREA

Your letter of November 1, 1989, pertaining to the above matter was considered at the Council meeting of November 14, 1989, and at which meeting, Council passed the following motion.

"RESOLVED that Council of The City of Red Deer having considered correspondence from Canavest Properties Inc. dated November 1, 1989, re: proposed condominium development, Halman Crescent and Oleander Drive, Highland Green Area, hereby approve said development subject to the following conditions:

1. that the lane to the east of Halman Crescent be closed and that a turnaround be developed on the site to the satisfaction of the City Engineer's Department with the cost of said turnaround to be that of the developers;
2. that direct controlled access be provided between the development site and Oleander Drive (60 Street);
3. that Lot 1-MR be retained as Municipal Reserve;
4. that the developer be required to submit a detailed geotechnical evaluation of the site before a development permit is issued;
5. that 3rd reading of Land Use Bylaw Amendment 2672/W-89 be withheld until such time as a development permit for this development is issued to Canavest Properties Inc.;

*deleted  
nov 27/89*

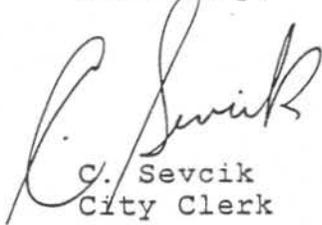
6. comments of the administration relative to this development as they appear on the November 14, 1989, agenda;

and as presented to Council November 14, 1989."

The above decision of Council is submitted for your information and I am also enclosing herewith the administrative comment which appeared on the Council agenda of November 14 (pages 9-19). Third reading of Land Use Bylaw Amendment 2672/W-89 has been deferred pending fulfillment of the conditions noted in the above resolution.

Trusting you will find this satisfactory, however if you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik  
City Clerk  
CS/ds

c.c. City Commissioner  
Dir. of Engineering Services  
Dir. of Community Services  
Bylaws & Inspections Manager  
City Assessor  
E.L. & P. Manager  
Fire Chief  
Inspector Pearson  
Karol Luciani, 11 Halman Crescent, Red Deer, T4N 6J9

Encl.

DATE: November 17, 1989  
TO: Bylaws & Inspections Manager  
FROM: City Clerk  
RE: PROPOSED CONDOMINIUM DEVELOPMENT/CANAVEST  
(FORMER CUNNINGHAM PROPERTY HIGHLAND GREEN SUBDIVISION)

---

At the Council Meeting of November 14, 1989, the following motion was passed pertaining to the above referenced development.

"RESOLVED that Council of The City of Red Deer having considered correspondence from Canavest Properties Inc. dated November 1, 1989, re: proposed condominium development, Halman Crescent and Oleander Drive, Highland Green Area, hereby approve said development subject to the following conditions:

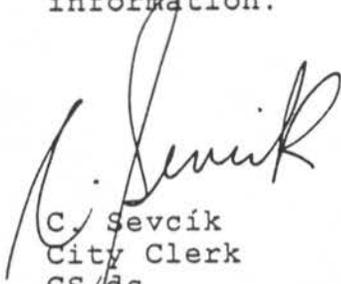
1. that the lane to the east of Halman Crescent be closed and that a turnaround be developed on the site to the satisfaction of the City Engineer's Department with the cost of said turnaround to be that of the developers;
2. that direct controlled access be provided between the development site and Oleander Drive (60 Street);
3. that Lot 1-MR be retained as Municipal Reserve;
4. that the developer be required to submit a detailed geotechnical evaluation of the site before a development permit is issued;
5. that 3rd reading of Land Use Bylaw Amendment 2672/W-89 be withheld until such time as a development permit for this development is issued to Canavest Properties Inc.;
6. comments of the administration relative to this development as they appear on the November 14, 1989, agenda;

and as presented to Council November 14, 1989."

I am enclosing herewith in confidence a legal opinion obtained pertaining to the proposed access to be constructed off 60 Street. This opinion should be considered by the Municipal Planning Commission when the developer applies for a Development Permit.

Page 2  
Bylaws & Inspections Mgr.

Trusting you will find this satisfactory and that you will ensure the Municipal Planning Commission is made aware of this information.



C. Sevcik  
City Clerk  
CS/as

c.c. City Commissioners  
Dir. of Community Services  
Dir. of Engineering Services

# CHAPMAN RIEBEEK SIMPSON CHAPMAN WANLESS

Barristers & Solicitors

THOMAS H. CHAPMAN, Q.C.\*  
NICK P. W. RIEBEEK\*  
DONALD J. SIMPSON  
T. KENT CHAPMAN  
GARY W. WANLESS\*  
GERI M. CHRISTMAN \*\*

208 Professional Building  
4808 Ross Street  
Red Deer, Alberta T4N 1X5  
TELEPHONE (403) 346-6603  
TELECOPIER (403) 340-1280

---

\* Denotes Professional Corporation

\*\* Denotes Student-At-Law

---

Your file:

Our file: CITY GENERAL

November 16, 1989

CITY OF RED DEER  
CITY HALL  
RED DEER, ALBERTA

"DELIVERED"

ATTENTION: CRAIG CURTIS, DIRECTOR OF COMMUNITY SERVICES

RE: LEGAL OPINION - DISPOSITION OF MUNICIPAL RESERVE  
CANAVEST PROPOSAL FOR DEVELOPMENT IN HIGHLAND GREEN

Dear Sir:

This letter is in response to your telephoned request to me on November 15, 1989 for a legal opinion on the implications of Council's decision on November 14, 1989 to approve the above development on the basis of the allocation of an easement to the Developer across lands zoned Municipal Reserve for the purpose of the construction of a private roadway.

The relevant statutory provisions, copies of which are attached, are as follows:

1. By Section 127 of the Municipal Government Act, no municipality may dispose of an interest in land acquired for the purpose of municipal reserve:
  - (a) without first complying with the provisions of the Planning Act; and
  - (b) at less than fair actual value [i.e. market value less the value as determined by Council of any conditions imposed on the development of the land - Section 127 (2.1)].
2. The Planning Act provides in Section 115 that Municipal Reserve can only be disposed of after advertising, posting on the land and, if there is any objection of the disposition, the holding of a public hearing.
3. That section does not apply to construction of a public roadway over the Reserve "if the interests of the public will not be adversely affected" (Section 118).

In the first place, it is clear that the granting of an easement is the granting of an "interest in land" within the meaning of Section 127 (2) (a) (ii). It is likewise clear that the roadway is to be for the private use of residents of the development and so would not be a "public roadway".

Under these circumstances, the disposition may take place but only after advertising. Although the value of the easement is up to council to determine, it is fair to suggest that there will be little or no commercial value to the easement if it is coupled with the duty to construct and maintain the roadway.

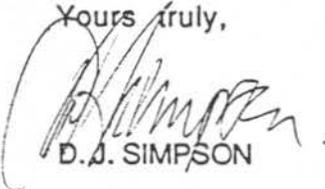
In coming to this opinion, I have consulted several legal sources but have not located any judicial decision or case in which the disposition of Municipal Reserve was at issue. There may be such a case but I have not been able to locate one in the time available to form this opinion, which is accordingly based on a straightforward interpretation of the legislation.

A further point which may be worth considering is whether there may be some difficulty in ensuring that the roadway will be properly maintained in future years. If a condominium corporation is established to look after maintenance of the common facilities including the roadway, then there should not be a difficulty. However, if there is to be no condominium corporation, or if in future the maintenance of the road begins to cost too much or be too difficult, then the owner of the easement could default on its maintenance obligations.

In such a case, the City has limited remedies for enforcement of the obligations under the easement. It could terminate the easement and shut down the road. However, that might result in patterns of traffic flow to and from the proposed development which would not be acceptable to the community. The City could bring an application for an injunction to require the easement holder to maintain, but if they failed to do so, the City might well end up having to either accept the responsibility to maintain or closing the road.

I trust that this is the information which you require and I would advise that I will be bringing this matter to Mr. Chapman's attention as soon as possible.

Yours truly,



D. J. SIMPSON

FILE NO.: R-33623

DATE: MAY 1, 1990

TO: ALAN WILCOCK  
Director of Financial Services

FROM: LOWELL R. HODGSON  
Acting Director of Community Services

RE: THE CITY OF RED DEER/MINNIE CUNNINGHAM AGREEMENT FOR  
LIFE TENANCY

---

Further to the City Council meeting held April 30, it is my understanding that the revenue generated from the payment in lieu of taxes will be put aside into a reserve account under the Parks Section and will be used in the future to restore this site.

  
LOWELL R. HODGSON

/cjm

c. Al Knight  
Don Batchelor  
Charlie Sevcik

DATE: October 17, 1990  
TO: Red Deer Regional Planning Commission  
FROM: City Clerk  
RE: LAND USE BYLAW AMENDMENT 2672/W-89

---

At the Council meeting of October 15, 1990 second and third reading was given to the aforementioned land use bylaw amendment a copy of which is enclosed herewith.

Bylaw 2672/W-89 provides for the redesignation of the Cunningham property to accommodate a 51 unit condominium development proposed by Canavest Properties Inc. Please note that the bylaw passed by Council October 15, 1990 incorporates the new plan to coincide with the plan of subdivision.

Trusting you will find this satisfactory and that you will be sending us a revised district map for inclusion in the office consolidation copy at your earliest convenience.



C. Sevcik  
City Clerk

CS/blm

cc Director of Engineering Services  
Director of Community Services  
Bylaws and Inspections Manager  
City Assessor  
E.L. & P. Manager  
Fire Chief



## THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6195

City Clerk's Department 342-8132

October 18, 1990

Canavest Properties Inc.  
837 - 2nd Avenue SW  
CALGARY, Alberta  
T2P 0E6

Attention: Mr. Rick Hanson, President

Dear Sir:

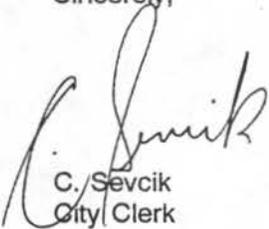
RE: LAND USE BYLAW AMENDMENT 2672/W-89 23 HALMAN CRESCENT  
PROPOSED 51 UNIT CONDOMINIUM DEVELOPMENT

At the Council meeting of October 15, 1990 the Bylaws and Inspections Manager advised Council that a development permit was issued on October 9, 1990 pertaining to the above noted development. You will recall that third reading of Land Use Bylaw Amendment 2672/W-89 was deferred pending issuance of the development permit.

At the aforesaid Council meeting and as a result of the information presented by the Bylaws and Inspections Manager, Bylaw 2672/W-89 received third reading as amended. Enclosed herewith is a copy of the Bylaw as finally passed by Council October 15, 1990.

The decision of Council in this instance is submitted for your information and I trust you will find same satisfactory. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,



C. Sevcik  
City Clerk

CS/blm  
Encl.

cc Bylaws and Inspections Manager  
Director of Engineering Services  
Director of Community Services  
Principal Planner  
City Assessor



*a delight  
to discover!*

ACKNOWLEDGEMENT OF RECEIPT  
OF A REGISTERED ITEM

AVIS DE RÉCEPTION D'UN  
ENVOI RECOMMANDÉ

To be filled in by Sender

À remplir par l'expéditeur

Name of addressee *Moore Dev.* Nom du destinataire

Street and No., Apt. No., P.O. Box or R.R. No. N° et rue, n° d'app., n° de C.P. ou de R.R.  
*Red Deer*

City Ville Province Country Pays Postal CODE postal

To be completed at destination

As a matter of priority this advice must be signed by the addressee or, if this is not possible, by another person authorized to do so under the regulations of the country of destination, or, if these regulations so provide, by the official of the office of destination and returned by the first mail direct to the sender.

À compléter à destination

Cet avis doit être signé en priorité par le destinataire et, si cela n'est pas possible, par une autre personne y autorisée en vertu des règlements du pays de destination, ou, si ces règlements le prévoient, par l'agent du bureau de destination et renvoyé par le premier courrier directement à l'expéditeur.

The registered item referred to was delivered on:

L'item recommandé décrit a été livré le:

*18/16* 1990

Signature of Official of Office of Delivery  
*[Signature]*

Signature de l'agent du bureau de destination

Signature of Addressee or Authorized Representative  
*[Signature]*

Signature du destinataire ou de son représentant

Date Stamp of Office of Delivery  
Timbre à date du bureau de destination



33-086-230 (9-85)

Canada Post Société canadienne  
Corporation des postes

To be filled in by the Office of Origin / À remplir par le bureau d'origine  
Office of Posting / Bureau de dépôt

Item N° d'envoi / Date of Posting / Date de dépôt

AR

Mtg. Oct. 15/90  
our letter to  
more Developments  
Item 10 after  
page 56

RETURN TO:  
RETOURNER À:

To be filled in by Sender / À remplir par  
Please Print Clearly / En lettres majuscules

Name / Nom

St and No., Apt

City / Ville

CANADA

# 160152  
CITY OF RED  
BOX 500  
RED DEER, ALBERTA  
T4N 3T1  
Colby Clarke  
Brennan

Postal CODE postal

## A New Generation of Recycling

You begin a successful recycling program each and every day.

By following the DUMP'ER SORT-BY-COLOUR guide, you start a recycling process appreciated today to ensure a better tomorrow.

## The Colours of Caring

When you take care in selecting the correct coloured bin, you help to take care of the environment.

GRAY	=	PAPER
RED	=	METAL
GREEN	=	GLASS
BLUE	=	PLASTIC
WHITE	=	OTHER WASTE

It may be wrong. It may be right.  
If in doubt . . . Dispose in WHITE.

## Please ...

- Rinse ALL containers (jars, cartons, cans, etc.) thoroughly before starting them in the system.
- Proper rinsing of ALL containers minimizes cleaning of the DUMP'ER bins.
- Treat the WHITE bin as a traditional kitchen garbage can . . . line it with a plastic or paper bag.
- Place lids and caps unattached in the proper bins.

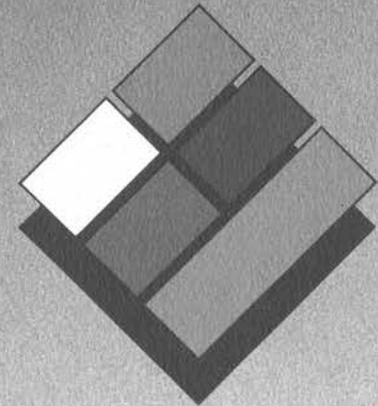
# The DUMP'ER Recycling System

By D'LARAS CORPORATION  
The DUMP'ER Recycling System - Pat. Pending  
 PRINTED ON RECYCLED PAPER

*Oct. 15/90 mtg.  
letter from  
O'Lasar Corp.  
Item 9. p. 114*

4926 - 89th STREET  
EDMONTON, ALTA. T6E 5K  
CORPORATION  
TEL: (403) 465-1544  
FAX: (403) 466-2520

# The DUMP'ER Recycling System

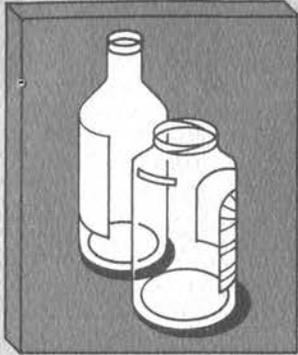


## Instructions

*And Sort-By-Colour Guide*

# THE DUMPER RECYCLING SYSTEM SORT-BY-COLOUR

**Glass:**



**Metal:**



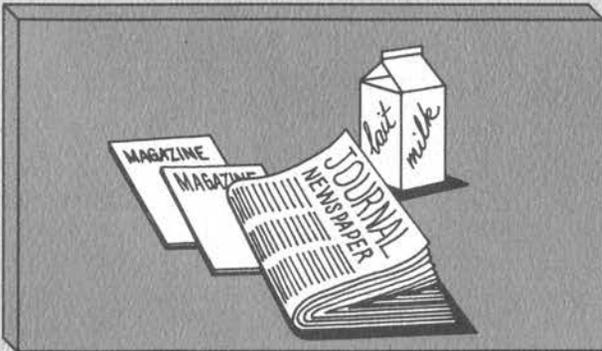
**Plastic:**



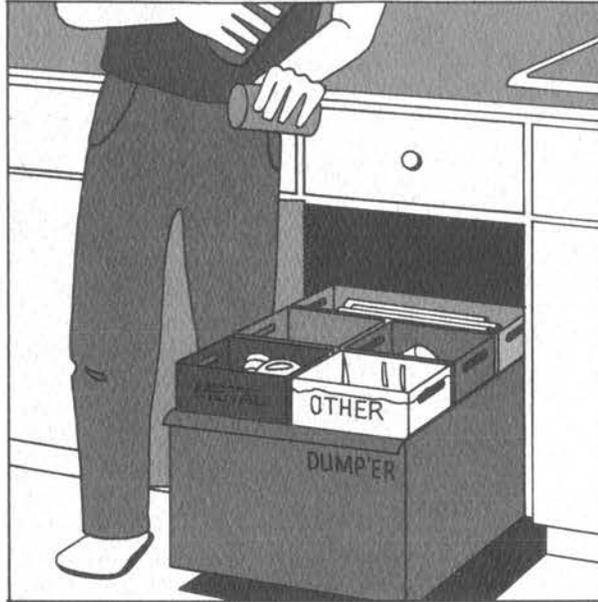
**Other:**



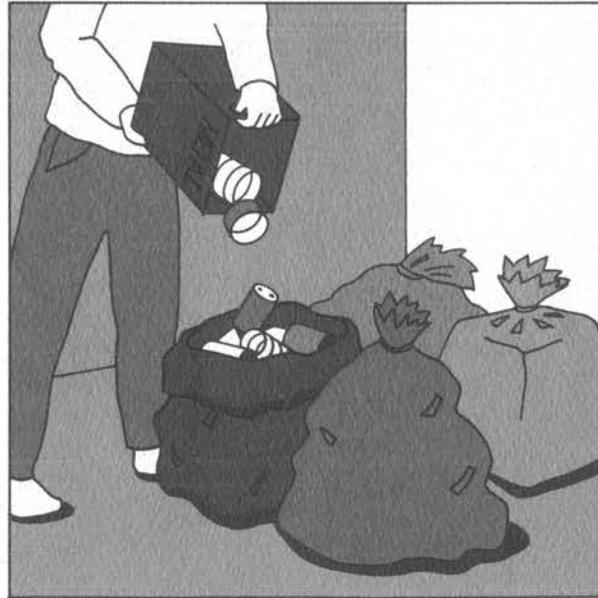
**Paper:**



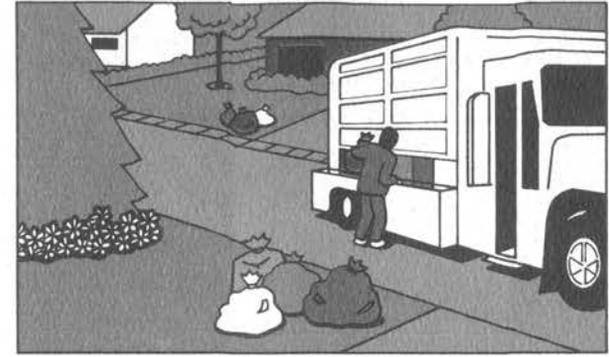
**Step 1:**



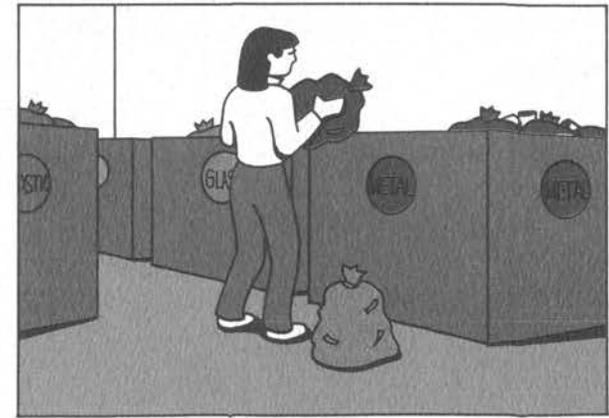
**Step 2:**



**Step 3: House**



**Step 3: Apartment**



## Recycling . . .

Recycling end-user refuse is an essential civic responsibility.

An informed public understands and demands the value of recovering recyclable materials.

The DUMP'ER Recycling System is a cost-effective program designed to ensure a high rate of household use.

## The DUMP'ER System . . .

is a household-initiated sorting system.

- no additional labour cost at curbside or at destination

is a colour-coded system.

- different colours for different materials
- develops linear flow at each point of transfer

GRAY = PAPER
RED = METAL
GREEN = GLASS
BLUE = PLASTIC
WHITE = OTHER WASTE

will maintain regular pickup schedules.

- every collection recycles . . . on every truck route . . . on every scheduled day

ensures recoverables get recovered.

- the high usage rate is built into the system
- material sorting is easy and immediate

## The DUMP'ER Recycling System

For More Information:

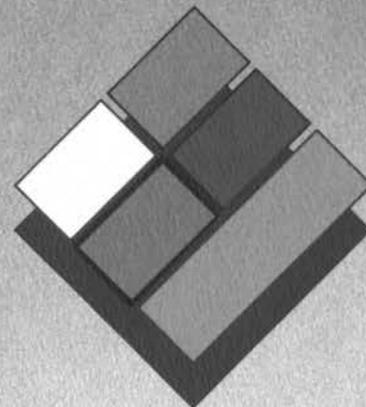
**D'Laras Corporation**

**(403) 451-1544**

The DUMP'ER Recycling System - Pat. Pending

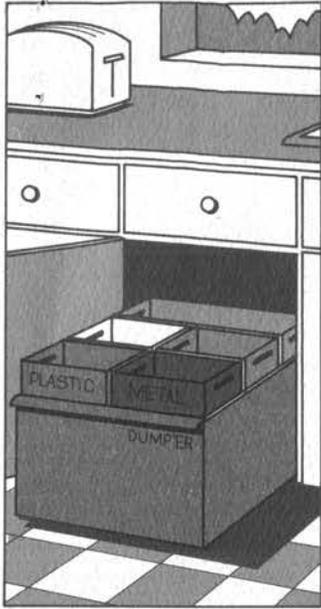
PRINTED ON RECYCLED PAPER

## The DUMP'ER Recycling System



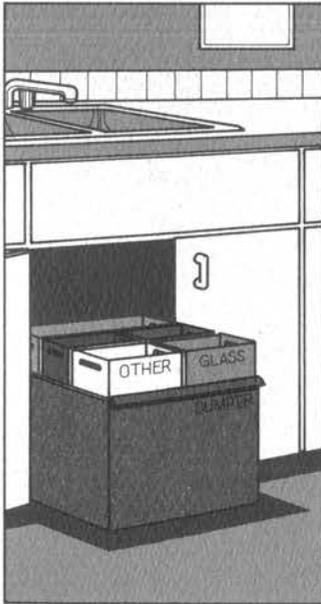
*The Advanced "Blue Box" Alternative*

## Kitchen Unit:



- Full-Sized Convenience
- Durable Six-Piece Plastic Unit
- Removable Independent Containers
- Changeable Inner-Configuration
- Accessible Grab-Holes
- External Dimensions:  
53 cm (21") W x  
38 cm (15") H x  
53 cm (21") D

## Apartment Adaptable:



- Standard Six-Piece Unit
- Same Quality Containers On An Alternative Scale
- Fits Under the Kitchen Sink
- External Dimensions:  
38 cm (15") W x  
38 cm (15") H x  
38 cm (15") D

## From Inside To Outside:

With sorting completed in the kitchen, the next stage is simple transference.

Accommodating the household schedule, sorted material transfer can occur at any time.



## The Recycling Collection:



The DUMPER is a totally complementary system.

Working with adjustable modular collection trucks, the DUMPER maintains the consumer-sorted process; an uninterrupted extension of the household's contribution to recycling.

## The Colour-Coded Collection Options:

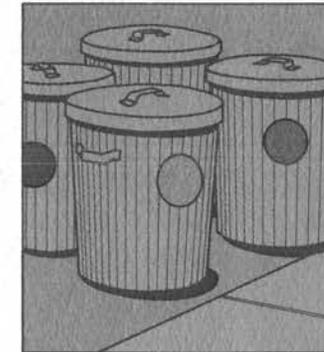
The DUMPER System readily adapts to existing pickup procedures. Colour-Coding confirms material identification.

The quantity and the option mix are determined by the household.



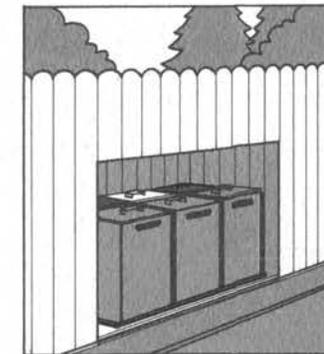
### Garbage Bags

- Traditional plastic bags in non-traditional colours (The distinctive bags will be recovered in the system)
- Various sizes available



### Garbage Cans

- Self-adhesive DUMPER ID's to colour-code conventional trash barrels



### Alley or Curb Units

- An aesthetically compatible DUMPER unit, "The CURBSIDER", for outdoor use
- Cart accessory available