



- 2) City Clerk - Re: Road Closure Bylaw 3133/95/closure of lanes in the proposed subdivision of 55 Avenue and C & E No. 1/ sale of part of the lane to Alan and Eugene Watson and consolidation of lanes with adjacent lots .. 4

(4) **REPORTS**

- 1) Finance & Audit Committee - Re: 1994 Financial Statements .. 6

**DECISION - APPROVED THE 1994 AUDITED FINANCIAL STATEMENTS**

- 2) Finance & Audit Committee - Re: Appointment of External Auditor .. 7

**DECISION - AGREED TO APPOINT THE FIRM OF CRAIG, DAVIES, COLLINS AS EXTERNAL AUDITORS FOR THE YEARS 1995 AND 1996**

- 3) Culture Development Superintendent - Re: Idea Bank Society/Presentation/Quality of Life .. 10

**DECISION - PRESENTATION FROM DR. VINAY CHAFEKAR ON THE RED DEER IDEA BANK. RECEIVED BY COUNCIL FOR INFORMATION**

- 4) Parkland Community Planning Services - Re: Proposed Amendments to Anders East Outline Plan .. 14

**DECISION - APPROVED PROPOSED AMENDMENTS TO THE ANDERS EAST OUTLINE PLAN**

- 5) Director of Community Services - Re: Delivery of Special Transportation Services in Red Deer . . 19

**DECISION - APPROVED VARIOUS RECOMMENDATIONS FROM THE SPECIAL TRANSPORTATION COMMITTEE**

- 6) Red Deer Taxi Commission - Re: Annual Tax Review/The Taxi-Business Bylaw Amendment 3076/A-95/Several Changes to the Bylaw . . 23

**DECISION - BYLAW GIVEN 3 READINGS**

(5) **CORRESPONDENCE**

- 1) 590069 Alberta Ltd. - Re: Rezoning Request/4305 - 58 Street/housing development/Jim Wilson . . 35

**DECISION - AGREED IN PRINCIPLE WITH THE DEVELOPMENT OF HOUSING AT THIS LOCATION AND PRIOR TO CONSIDERATION OF REZONING REQUEST, ADDITIONAL INFORMATION AND A MORE DETAILED DEVELOPMENT PLAN FOR THIS SITE**

- 2) Holiday Inn Red Deer - Re: Signage on City Property/SW or NW 30-38-27-4 . . 46

**DECISION - DENIED REQUEST TO PLACE A BILLBOARD TYPE SIGNAGE ON CITY PROPERTY**

- 3) Alberta Urban Municipalities Association - Re: Agreement on Internal Trade/Update .. 55

**DECISION - AGREED TO SUPPORT RECOMMENDATIONS IN THE REPORT FROM AUMA AND THAT AUMA BE REQUESTED TO RECOMMEND TO THE PROVINCE DELETION OF REPORTING REQUIREMENTS PLACED ON MUNICIPALITIES WITHIN THE INTERNAL TRADE AGREEMENT**

(6) **PETITIONS AND DELEGATIONS**

(7) **NOTICES OF MOTION**

- 1) City Clerk - Re: Alderman Volk/Vending Units .. 67

**DECISION - DEFEATED REQUEST FOR ADDITIONAL CHARGE OF \$100 FOR VENDING CARTS**

- 2) City Clerk - Re: Review of Health Bylaw .. 70

**DECISION - MOTION TO REVIEW BYLAW WITH INTENT OF PROHIBITING SMOKING IN PLACES OF PUBLIC ASSEMBLY DEFEATED**

(8) **WRITTEN ENQUIRIES**

(9) **BYLAWS**

- 1) 2672/N-95 - Land Use Bylaw Amendment/5311 - 44 Avenue/R. Gustum/Triplex/Basement Suites - 2nd & 3rd readings .. 1

**DECISION - BYLAW GIVEN 2ND & 3RD READINGS**

- 2) 2672/O-95 - Land Use Bylaw Amendment/Part of the S.E. 1/4  
10-38-27-4/Anders East - Phases 3B and 5/Anders East  
Developments Ltd. - 2nd & 3rd readings . . . 1

**DECISION - BYLAW GIVEN 2ND & 3RD READINGS**

- 3) 3076/A-95 - The Taxi-Business Bylaw Amendment/Annual Taxi  
Review/Several Changes to the Bylaw - 3 readings . . . 23  
. . . 71

**DECISION - BYLAW GIVEN 3 READINGS**

- 4) 3133/95 - Road Closure Bylaw/Closure of Lanes in the  
Proposed Subdivision of 55 Avenue and C & E No. 1/sale of  
part of the lane to Alan and Eugene Watson and consolidation  
of lanes with adjacent lots - 2nd & 3rd readings . . . 4

**DECISION - BYLAW GIVEN 2ND & 3RD READINGS**

ADDITIONAL AGENDA

- 1) City Clerk - Re: Alderman Statnyk Absence

**DECISION - AUTHORIZED ABSENCE FOR COUNCIL MEETINGS DURING  
THE MONTHS OF MAY, JUNE & JULY 1995**

- 2) City Clerk - Re: Appointment of Deputy Mayor

**DECISION - AGREED TO APPOINT ALDERMAN PIMM AS DEPUTY  
MAYOR FOR THE PERIOD JUNE 7 - JUNE 13, 1995**

- 3) Alderman Schnell - Notice of Motion - Turf Naturalization

**A G E N D A**

\*\*\*\*\*

FOR THE REGULAR MEETING OF RED DEER CITY COUNCIL

TO BE HELD IN THE COUNCIL CHAMBERS, CITY HALL,

**MONDAY, JUNE 5, 1995,**

**COMMENCING AT 4:30 P.M.**

\*\*\*\*\*

- (1) Confirmation of the Minutes of the Regular Meeting of May 23, 1995

PAGE

- (2) **UNFINISHED BUSINESS**

- (3) **PUBLIC HEARINGS**

- 1) City Clerk - Re: Land Use Bylaw Amendments:

- A) 2672/N-95 - 5311 - 44 Avenue/R.  
Gustum/Triplex/Basement Suites

- B) 2672/O-95 - Part of the S.E. 1/4  
10-38-27-4/Anders East - Phases  
3B and 5/Anders East  
Developments Ltd.

.. 1

- 2) City Clerk - Re: Road Closure Bylaw 3133/95/closure of lanes  
in the proposed subdivision of 55 Avenue and C & E No. 1/  
sale of part of the lane to Alan and Eugene Watson and  
consolidation of lanes with adjacent lots

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(4) **REPORTS**

- 1) Finance & Audit Committee - Re: 1994 Financial Statements .. 6
- 2) Finance & Audit Committee - Re: Appointment of External Auditor .. 7
- 3) Culture Development Superintendent - Re: Idea Bank Society/Presentation/Quality of Life .. 10
- 4) Parkland Community Planning Services - Re: Proposed Amendments to Anders East Outline Plan .. 14
- 5) Director of Community Services - Re: Delivery of Special Transportation Services in Red Deer .. 19
- 6) Red Deer Taxi Commission - Re: Annual Taxi Review/The Taxi-Business Bylaw Amendment 3076/A-95/Several Changes to the Bylaw .. 23

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- 1) 590069 Alberta Ltd. - Re: Rezoning Request/4305 - 58 Street/housing development/Jim Wilson .. 35
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- 1) 2672/N-95 - Land Use Bylaw Amendment/5311 - 44 Avenue/R. Gustum/Triplex/Basement Suites - 2nd & 3rd readings .. 1
- 2) 2672/O-95 - Land Use Bylaw Amendment/Part of the S.E. 1/4 10-38-27-4/Anders East - Phases 3B and 5/Anders East Developments Ltd. - 2nd & 3rd readings .. 1
- 3) 3076/A-95 - The Taxi-Business Bylaw Amendment/Annual Tax Review/Several Changes to the Bylaw - 3 readings .. 23  
.. 71
- 4) 3133/95 - Road Closure Bylaw/Closure of Lanes in the Proposed Subdivision of 55 Avenue and C & E No. 1/sale of part of the lane to Alan and Eugene Watson and consolidation of lanes with adjacent lots - 2nd & 3rd readings .. 4

PUBLIC HEARINGSNO. 1

DATE: May 29, 1995  
TO: City Council  
FROM: City Clerk  
RE: LAND USE BYLAW AMENDMENT 2672/N-95 AND  
LAND USE BYLAW AMENDMENT 2672/O-95

---

Public Hearings have been advertised in regard to the above noted Land Use Bylaw Amendments. The Public Hearings are scheduled to be held in the Council Chambers on Monday, June 5, 1995, commencing at 7:00 p.m. or as soon thereafter as Council may determine.

Land Use Bylaw Amendment 2672/N-95 provides for the property described as 5311 - 44 Avenue (Lot 21, Block F, Plan K9) to be a land use exception added to Section 4.13.1 of the Land Use Bylaw, in order to permit two basement suites to be located in the dwelling.

Land Use Bylaw Amendment 2672/O-95 provides for the rezoning of a portion of Anders East, part of S.E. 1/4 10-38-27-4, to allow for 12 single family lots, 8 (16 units) of semi-detached lots, 1 municipal reserve lot, and 1 public utility lot in Phase 3B, and a 1.383 hectare (3.4 acre) multi-family lot and 2 municipal reserve lots in Phase 5.

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



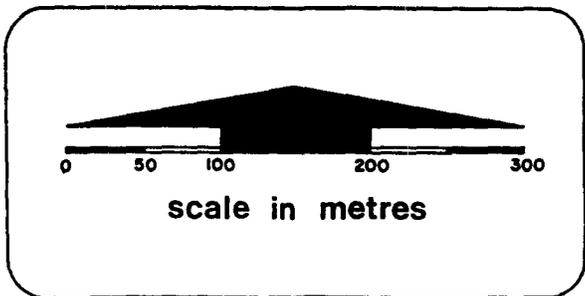
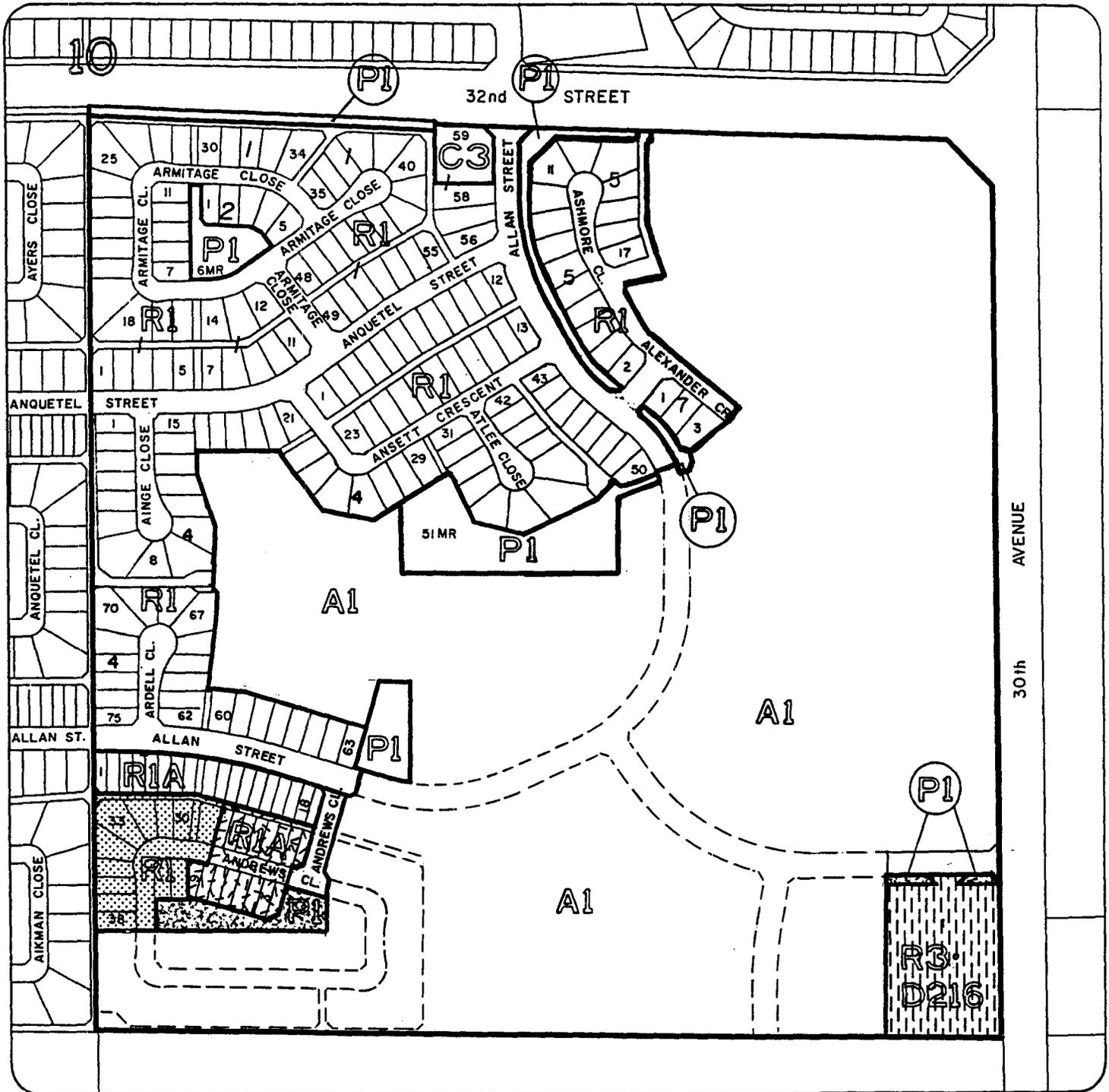
Kelly Kloss  
City Clerk

KK/ds



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

J6



**Revisions :**

MAP NO. 5/95  
(BYLAW No. 2672/0-95)

Change from A1 to R1 , R3-D216 ,  
R1A , & P1 .

**COUNCIL MEETING OF JUNE 5, 1995**

**ATTACHMENT TO REPORT ON OPEN AGENDA**

**RE: Public Hearing: 5311-44 Avenue  
Land Use Bylaw Amendment 2672/N-95**

May 25, 1995.

Red Deer City Council:

Re: Proposed Land Use Bylaw  
Amendment 2672 /N - 95.

As the owners of a house at 5309 - 44 Ave., Red Deer, we felt a few of our thoughts should be expressed.

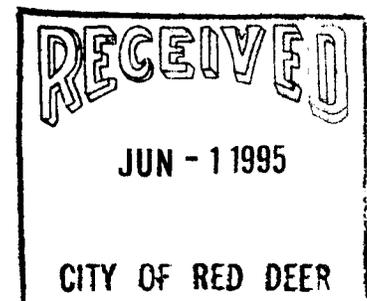
When we purchased our house, as rental property, we researched the zoning in that area. We are surprised to find that the owner of the house at 5311 - 44 Ave., wouldn't have also inquired, as he has several other rental properties in the city. If he knew it was zoned single family, and rented it as multi family, than that is a deliberate offence.

If in Council's wisdom, you do grant this house owner special exemption, we would be surprised if you are not deluged with other house owners coming forward with the same "problem", and requesting your tolerance. You are aware, I'm sure, that there are many illegal suites in single family zoned areas in Red Deer. Perhaps, in the future, we may also be coming to you with the same request.

As for the tenants in the house now, at 5311 - 44 Ave., there are not any problems. The previous tenants were a problem, with too many vehicles taking up space in front of other residences, especially when parties were held. I am sure the present owner of the house is responsible for the better tenants. If he should sell the house, and the new owner is not as considerate, what happens then? I presume the change to the zoning goes with the house, not the present owner.

Thank you for allowing us the opportunity to express our thoughts on this proposed change.

*Rita Gray*  
*Robert Gray*  
Rita And Robert Gray.  
4 Mitchell Ave  
Red Deer, Ab.  
T4N 0L1



**FILE**  
FILE NO.



**THE CITY OF RED DEER**

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

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

June 6, 1995

Robert & Lillian Gustum  
R.R. 3 LCD 1  
Red Deer, Alberta  
T4N 5E3

Dear Mr. & Mrs. Gustum:

RE: LAND USE BYLAW AMENDMENT 2672/N-95, 5311 - 44 AVENUE

Further to my letter of May 9, 1995 wherein I advised of a Public Hearing with regards to the above noted Land Use Bylaw Amendment, I wish to advise as follows.

At the Council Meeting of June 5, 1995 following the Public Hearing, Land Use Bylaw Amendment 2672/N-95 was given second and third readings, a copy of which is attached hereto. This means that the dwelling located on 5311 - 44 Avenue is now considered a permitted use.

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

Sincerely,

KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Principle Planner  
Council and Committee Secretary, S. Ladwig



*a delight  
to discover!*



## THE CITY OF RED DEER

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

**FILE** LE No

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

June 6, 1995

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

Dear Sir:

RE: LAND USE BYLAW AMENDMENT 2672/N-95, 5311 - 44 AVENUE

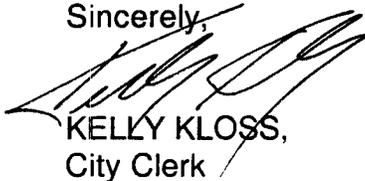
Further to my letter of April 25, 1995 concerning the above topic, I wish to advise as follows.

At the Council Meeting of June 5, 1995 a Public Hearing was held with regard to Land Use Bylaw Amendment 2672/N-95 which provides for the property described as 5311 - 44 Avenue to be a Land Use Exception in order to permit two basement suites to be located in the dwelling.

Following the Public Hearing, the above noted Bylaw Amendment was given second and third readings, a copy of which is attached hereto.

Although Council did not agree with your request that the use of this property for a triplex be discontinued, we do appreciate you bringing your concerns forward. If you have any questions or require additional information please do not hesitate to contact the undersigned.

Sincerely,



KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Principle Planner  
Council and Committee Secretary, S. Ladwig



*a delight  
to discover!*

**FILEE**

**DATE: June 6, 1995**  
**TO: Red Deer Regional Planning Commission**  
**FROM: City Clerk**  
**RE: LAND USE BYLAW AMENDMENT 2672/N-95 AND 2672/O-95**

---

At the Council Meeting of June 5, 1995 a Public Hearing was held with regard to the above noted Land Use Bylaw Amendments. Following the Public Hearing the Bylaws were given second and third readings, copies of which are attached hereto.

Land Use Bylaw Amendment 2672/N-95 provides for the property described as 5311 - 44 Avenue (Lot 21, Block F, Plan K9) to be a land use exception added to Section 4.13.1 of the Land Use Bylaw, in order to permit two basement suites to be located in the dwelling.

Land Use Bylaw Amendment 2672/O-95 provides for the rezoning of a portion of Anders East, part of S.E. ¼ 10-38-27-4, to allow for 12 single family lots, 8 (16 units) of semi-detached lots, 1 municipal reserve lot, and 1 public utility lot in Phase 3B, and a 1.383 hectare (3.4 acre) multi-family lot and 2 municipal reserve lots in Phase 5.

I trust you will now be updating the Land Use Bylaw and forwarding the amended pages to this office for circulation.



KELLY KLOSS,  
City Clerk

KK/fm

attchs.

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



**THE CITY OF RED DEER**  
P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4

**FILE** No

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

June 6, 1995

Melcor Developments Limited  
#400 Professional Building  
4808 Ross Street  
Red Deer, Alberta  
T4N 1X5

ATTENTION: Fred Lebedoff

Dear Sir:

RE: LAND USE BYLAW AMENDMENT 2672/O-95 ANDERS EAST PHASES 3B & 5

Further to my letter of May 9, 1995 wherein I advised of a Public Hearing in regards to the above noted Land Use Bylaw Amendment, I wish to advise as follows.

At the Council Meeting of June 5, 1995 prior to second reading of Land Use Bylaw Amendment 2672/O-95 the following resolution was passed approving an amended Outline Plan for Anders East:

"RESOLVED that Council of The City of Red Deer, having considered the report from the Parkland Community Planning Services, dated May 29, 1995, Re: Proposed Amendments To Anders East Outline Plan, hereby approves the proposed amendments to the Anders East Outline Plan, and as submitted to Council June 5, 1995."

Attached is a copy of the approved amended Outline Plan.

Subsequent to the passage of the above noted resolution, Bylaw 2672/O-95 was given second and third readings, a copy of which is attached hereto.

.../2



*a delight  
to discover!*

Melcor Developments Limited  
June 6, 1995  
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 'K. Kloss', written over the typed name.

KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Director of Development Services  
Director of Community Services  
Bylaws & Inspections Manager  
Land & Economic Development Manager  
City Assessor  
E.L. & P. Manager  
Council & Committee Secretary, S. Ladwig

NO. 2

DATE: May 29, 1995  
TO: City Council  
FROM: City Clerk  
RE: PUBLIC HEARING/ROAD CLOSURE BYLAW 3133/95

---

A Public Hearing has been advertised in regard to Road Closure Bylaw 3133/95 to be held in the Council Chambers of City Hall on Monday, June 5, 1995, commencing at 7:00 p.m., or as soon thereafter as Council may determine.

Road Closure Bylaw 3133/95 provides for the closure of lanes in the proposed subdivision of 55 Avenue and C & E No. 1 due to the sale of part of the lane to Alan and Eugene Watson and consolidation of lanes with adjacent lots.

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



Kelly Kloss  
City Clerk

KK/ds



**FILE**

**DATE: June 6, 1995**  
**TO: Land & Economic Development Manager**  
**FROM: City Clerk**  
**RE: ROAD CLOSURE BYLAW 3133/95**

---

At the Council Meeting of June 5, 1995, Road Closure Bylaw 3133/95 was given second and third reading by Council following the Public Hearing. Attached hereto is a certified copy of the above noted Road Closure Bylaw.

The decision of Council in this instance is submitted information.



KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Director of Community Services  
Director of Development Services  
Recreation, Parks & Culture Manager  
City Assessor  
Inspections Manager  
E.L. & P. Manager  
Principal Planner  
Council & Committee Secretary, S. Ladwig

**BYLAW NO. 3133/95**

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

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

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

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

READ A FIRST TIME IN OPEN COUNCIL this 24 day of April A.D. 1995.

READ A SECOND TIME IN OPEN COUNCIL this 5 day of June A.D. 1995.

READ A THIRD TIME IN OPEN COUNCIL this 5 day of June A.D. 1995.

  
MAYOR

CERTIFIED TO BE A TRUE AND CORRECT  
COPY OF THE ORIGINAL BYLAW.

  
CITY CLERK

  
CITY CLERK

R E P O R T SNO. 1

**DATE: May 25, 1995**

**TO: City Council**

**FROM: Finance & Audit Committee**

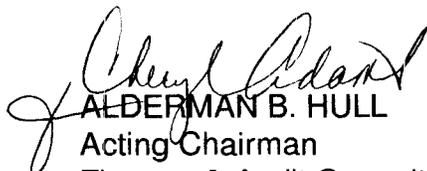
**RE: 1994 FINANCIAL STATEMENTS**

---

The Finance & Audit Committee considered the Auditor's letter and the Financial Statements to December 31, 1994, at their May 24, 1995 meeting. M. Davies, Matthew Craig Davies Collins, was present and reviewed the report in detail with members of the Committee. Following detailed discussion of the financial statements, the motion noted hereunder was introduced and passed recommending same be accepted.

"That the Finance & Audit Committee, having considered the Auditors letter dated May 12, 1995 and the Financial Statements ending December 31, 1994, hereby recommend same to Council of the City of Red Deer for acceptance."

The above is submitted to Council for your consideration and final approval.

  
ALDERMAN B. HULL  
Acting Chairman  
Finance & Audit Committee

**COUNCIL MEETING OF JUNE 5, 1995**

**ATTACHMENT TO REPORT ON OPEN AGENDA**

**RE: 1994 Financial Statements**

The Corporation of  
**THE CITY OF RED DEER**  
Alberta, Canada



**FINANCIAL STATEMENTS**  
For the year ended December 31, 1994

The Corporation of  
**THE CITY OF RED DEER**  
Alberta, Canada

**FINANCIAL STATEMENTS**  
For The Year Ended December 31, 1994

Prepared by CORPORATE SERVICES

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**INTRODUCTORY  
SECTION**

# CITY COUNCIL

**MAYOR G. SURKAN**

**Alderman L. Campbell-Cardwell**  
**Alderman T. Gullbault**  
**Alderman W. Hull**  
**Alderman D. Lawrence**

**Alderman L. Pimm**  
**Alderman R. Schnell**  
**Alderman W. Statnyk**  
**Alderman J. Volk**

**CITY MANAGER**

M. Day

**CORPORATE SERVICES DIRECTOR**

A. Wilcock

**Treasury Services Manager**

D. Norris

**City Assessor**

A. Knight

**Information Technology Manager**

D. Smith

**City Clerk**

K. Kloss

**COMMUNITY SERVICES DIRECTOR**

L. Hodgson

**Social Planning Manager**

C. Jensen

**Recreation, Parks & Culture Mgr.**

D. Batchelor

**Transit Manager**

K. Joll

**Officer In Charge**

**(R.C.M.P.) - City Detachment**

Insp. S. Sutton

**DEVELOPMENT SERVICES DIRECTOR**

B. Jeffers

**Engineering Department Manager**

K. Haslop

**Public Works Manager**

G. Stewart

**Fire Chief**

R. Oscroft

**Electric Light & Power Manager**

A. Roth

**Land & Economic Develop. Mgr.**

A. Scott

**Bylaws & Inspections Manager**

R. Strader

**Personnel Manager**

G. Howell

\*\*\*\*\*

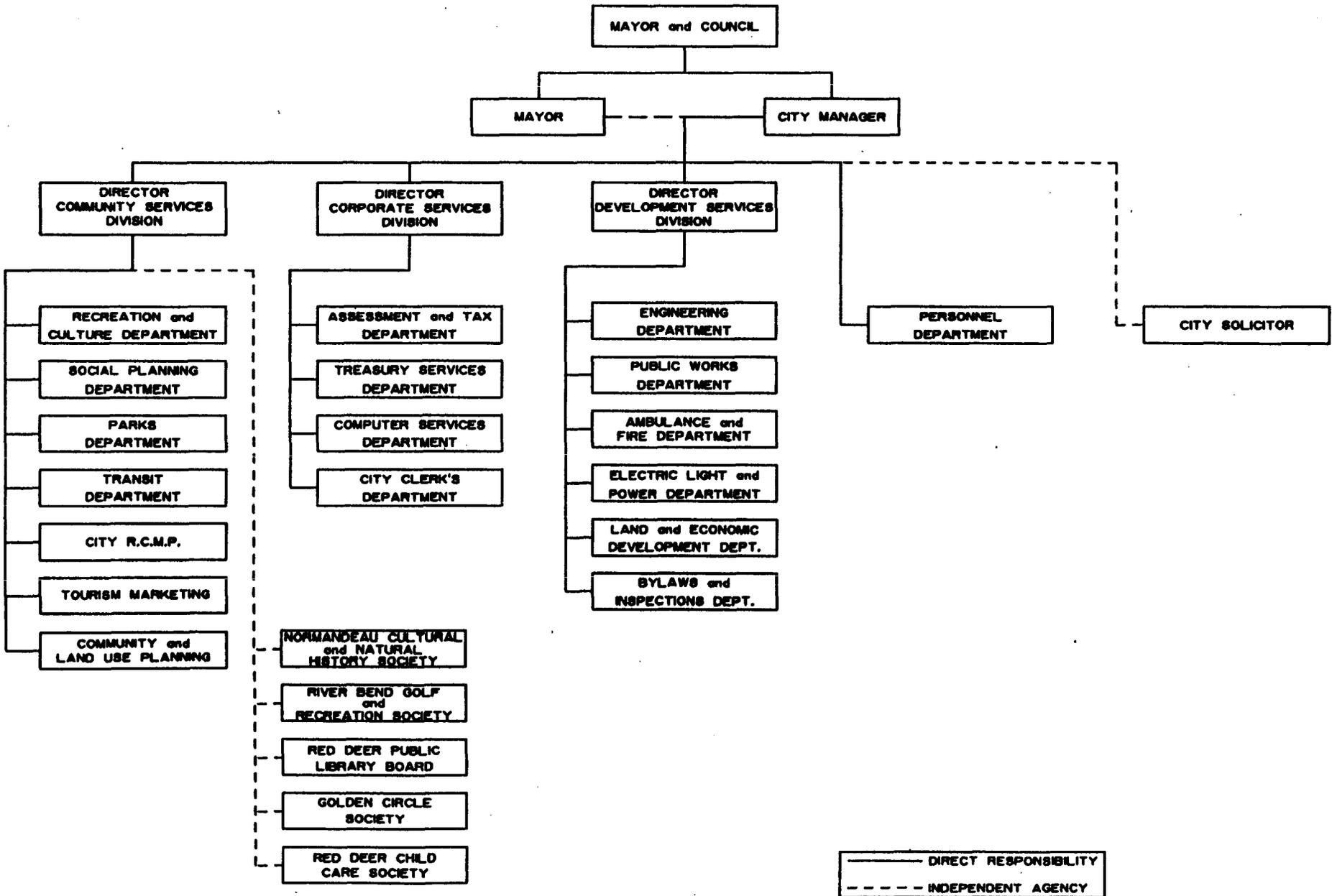
**City Solicitor**

Chapman Riebeek Simpson  
Chapman Wanless

**City Auditor**

Craig Davies Collins

# THE CITY OF RED DEER ORGANIZATIONAL CHART



## CITY PROFILE

The City of Red Deer is a thriving, modern city of 60,000 situated between Calgary and Edmonton. The City provides for its citizens through a wide range of services, some funded primarily by property taxes, and others operating as self funding utilities.

**GENERAL OPERATIONS** - The City's GENERAL OPERATIONS, funded primarily through property taxes, include:

**POLICE SERVICES** - The RCMP, under contract to the City, provide police services including general investigation, traffic, community policing and victim services. The City provides a building, furnishings, and a number of municipal employees to support the RCMP in providing these police services.

**FIRE & AMBULANCE** - The Fire Department provides a number of services including Fire Suppression, Emergency Medical Services and Fire Prevention. The department operates out of three fire stations located in the City.

**COMMUNITY SERVICES** - The Community Services Division coordinates the delivery of recreation, culture, parks, and social services in the City through the Parks, Recreation & Culture, and Social Planning departments. Services include development and maintenance of the City's extensive parks and open space system, playground and rink maintenance, operation of the City's two cemeteries, operation of a wide variety of recreational and cultural activities and facilities, and the coordination of day care, special transportation, and family and community support services.

**CORPORATE SERVICES** - The Corporate Services Division provides financial and information services to the City, through the Assessment and Tax, Information Technology, and Treasury Services departments. Services include administering and coordinating City budgets, the City's insurance program, long term borrowing, accounting, accounts payable and receivable, utility billing, purchasing & stores, information systems operations & support, assessing and levying property and business taxes, and many other financial and administrative services.

**DEVELOPMENT SERVICES** - The Development Services Division includes the Engineering Department, Public Works Department, and the Transit Department. In addition to providing engineering services and such services as roadway and bridge maintenance, sidewalk repair, meter maintenance, and the operation of the Red Deer Industrial Airport, the division is also responsible for the operation of the water, wastewater, and solid waste utilities, and the operation of the City's Equipment Pool. Transit services include fixed transit routes throughout the City, an after hours Dial-a-Bus system, and some charter services.

**OTHER** - Other services are provided by the City through a number of departments including City Clerk's, Land and Economic Development, Personnel, and Bylaws & Inspections. Legal services are provided to the City by a local law firm, and planning services are provided by the Parkland Community Planning Services.

**SELF FUNDING UTILITIES** - The City operates a number of self funding utilities.

**WATER UTILITY** - The City obtains water from the Red Deer River, and provides water treatment and distribution services through a system of water treatment plants, water reservoirs, booster stations and a water distribution system. Services include, among others, water main maintenance, hydrant & valve inspection & repair, and water meter maintenance. The utility is funded primarily through utility charges to customers.

**WASTEWATER UTILITY** - The City provides a wastewater collection and treatment system through a series of wastewater lines and mains, and the operation of a wastewater treatment plant. The utility is funded through utility charges to customers.

**PARKING UTILITY** - The City provides for much of the parking in the downtown area, by providing on-street metered parking, and by providing both metered parking lots and manned parking lots in a number of locations. The parking utility is administered by the Bylaws & Inspections Department, and is funded primarily through meter and lot revenues.

**SUBDIVISIONS** - The City's Subdivision Fund provides extension of major services to new areas of the City, and recovers such costs through charges to developers connecting to these services. The City is also involved in the development and marketing of commercial, industrial and residential land in the City of Red Deer. The Land & Economic Development Department is responsible for the coordination of the City's land development activities. Funding of the Subdivision Fund is primarily through the sale of commercial, industrial and residential land.

**EQUIPMENT POOL** - City equipment, such as trucks, sweepers, buses and graders are the responsibility of the City's Equipment Pool. Operating and maintenance costs are charged to the equipment pool, with such costs being recovered through user fees charged to departments using the equipment. These user fees include a surcharge to help provide for the eventual replacement of the equipment. These funds are held in an equipment replacement reserve.

**SOLID WASTE** - The City operates three separate solid waste utilities; **GARBAGE COLLECTION**, **LANDFILL**, and **RECYCLING**. The services are provided primarily by private operators under contracts administered by the Public Works Departments. The City also provides other waste services, including the Hazardous Waste Blitz carried out each year. All three solid waste utilities are funded through utility charges to customers. Funds are being set aside for the eventual replacement of the existing landfill site.

**ELECTRICAL DISTRIBUTION** - The City purchases power on a wholesale basis from TransAlta Utilities Corporation under the terms of a Power Supply Agreement. The City distributes the power to the citizens of Red Deer through its distribution system comprised of substations, transformers, and overhead and underground distribution lines. This utility is operated by the Electric Light & Power (E.L.& P.) department, and is funded through utility charges to customers.

## REPORT FROM THE DIRECTOR OF CORPORATE SERVICES

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I am pleased to submit The City of Red Deer's Consolidated Annual Financial Statements for the fiscal year ended December 31, 1994, in accordance with Section 276(1) of the Municipal Government Act of the Province of Alberta. The accounting firm of Craig Davies Collins has been appointed auditors by City Council and is responsible to report directly to you with their audit results.

Operating results for 1994 were again favourable in both General Municipal Operations and Self Supported Utility Operations.

### **OPERATING RESULTS - GENERAL MUNICIPAL OPERATIONS**

A deficit of \$543,500 had been budgeted to be funded from accumulated surplus. The actual result for the year was a surplus of \$2,278,549. The accumulated General Municipal Surplus at December 31, 1994 increased to \$6,430,490.

The City of Red Deer has experienced favourable operating surpluses in the previous five years from its property tax supported operations, as follows:

GENERAL OPERATING SURPLUSES (DEFICITS) (\$,000's)		
YEAR	BUDGET	ACTUAL
1990	\$ (500)	\$ 778
1991	(450)	1,126
1992	(300)	236
1993	(315)	85
1994	(544)	2,279

The surpluses have occurred primarily because of favourable earnings on investments and a general reduction in costs compared to budget. Details of tax supported operations for the year are provided in Schedule A of the financial statements.

### **OPERATING RESULTS - SELF SUPPORTING UTILITY OPERATIONS**

Utility operations generated a combined surplus of \$1,352,385 compared to a budgeted surplus of \$149,626. This surplus increased the accumulated surplus from self supporting utility operations to \$4,069,684 at the end of the year. Details by utility are provided on the following page.

<b>SUMMARY OF RESULTS FOR SELF SUPPORTING UTILITY OPERATIONS FOR 1994</b>			
<b>UTILITY</b>	<b>1994 Operating Surplus (Deficit)</b>		<b>Accumulated Surplus December 31, 1994</b>
	<b>Budget</b>	<b>Actual</b>	
Equipment Pool	\$ -	\$ (3,516)	\$ -
Parking Fund	-	(5,098)	-
Water Supply	45,787	726,384	1,146,608
Wastewater	36,567	489,479	1,837,434
Solid Waste Disposal	-	(33,797)	267,918
Solid Waste Collection	27,294	48,399	310,936
Recycling	39,978	155,282	506,788
Electrical Distribution	-	(24,748)	-
	<b>\$ 149,626</b>	<b>\$ 1,352,385</b>	<b>\$ 4,069,684</b>

Details of the utility operations for the year are provided in Schedules C to K of the financial statements.

## **RESERVES**

Reserves are established at the discretion of Council to set aside funds for future expenditures. Reserves increased in 1994 to a total of \$27,667,393 as follows:

	<b>1993 Balance</b>	<b>Additions</b>	<b>Reductions</b>	<b>1994 Balance</b>
Debt Reduction	\$ 1,603,929	\$ 97,983	\$ 282,959	\$ 1,418,953
Power Utility	5,480,932	4,340,585	1,881,848	7,939,669
Parking	679,552	172,480	0	852,032
Waskasoo Park	1,341,790	90,091	3,455	1,428,426
Landfill Replacement	2,965,681	821,853	0	3,787,534
Facility Maintenance	4,821,513	321,015	637,736	4,504,792
Equipment Replacement	1,351,285	1,843,949	460,000	2,735,234
Capital Projects	1,277,129	543,433	102,856	1,717,705
Other	2,736,692	994,785	448,430	3,283,048
	<b>\$ 22,258,503</b>	<b>\$ 9,226,174</b>	<b>\$ 3,817,284</b>	<b>\$27,667,393</b>

## **LOCAL ECONOMIC CONDITIONS**

The City of Red Deer's economy continued to grow in 1994.

- Population 59,826.
- The number of manufacturing firms operating in the City increased marginally from 140 in 1993 to 144 in 1994. Manufacturing jobs increased from 3,628 to 3,675 (up 1%).
- The number of building permits issued in 1994 increased 2% over 1993 to 538, and the value of the building permits issued increased from \$45.1 million in 1993 to \$52.1 million in 1994.

## **TAX ASSESSMENT AND PROPERTY TAXES**

All levels of government are faced with the requirement to control expenditures while maintaining services. The City reacted by not increasing the municipal share of property taxes in 1994. City Council has decided to continue to maintain this same level of taxation for 1995.

In 1994 municipal property taxes represented 45% of the total tax bill.

This was the second year in a row that Council has held the municipal portion of property taxes to a 0% increase.

## **CAPITAL EXPENDITURES**

There was an increase in capital expenditure in 1994 as detailed in the following table:

<b>SUMMARY OF CAPITAL EXPENDITURE FOR 1994 (In Thousands of Dollars)</b>		
<b>DESCRIPTION</b>	<b>1994</b>	<b>1993</b>
Subdivision Servicing	\$ 3,600	\$ 2,000
Roads and Bridges	4,700	1,900
Recreation and Parks Facilities	3,100	700
Electrical Distribution System	3,200	3,000
Major Corridor	1,100	400
Purchase of Equipment	2,600	2,700
All Other	1,000	800
	<b>\$ 19,300</b>	<b>\$ 11,500</b>

The capital expenditures were funded from the following sources:

DESCRIPTION	1994	1993
Debentures Issued	\$ -	\$ -
Government Grants	4,300	1,000
Operating Budget Contributions	10,400	11,100
Developer Contributions	1,500	1,300
Other	1,600	1,100
	\$ 17,800	\$ 14,500

The City is in the final phases of the Major Continuous Corridor program, which includes the relocation of the main rail line and yards and construction of a major road corridor at a cost of approximately \$78 million. This project is 90% funded by the Province of Alberta. Total expenditures on the Major Continuous Corridor to December 31, 1994 were \$78 million.

### **SUBDIVISION INVESTMENT**

The City's net investment in subdivisions (net of recoveries) is shown below:

NET SUBDIVISION INVESTMENT (In Thousands of Dollars)					
	1994	1993	1992	1991	1990
Net Subdivision Investment	\$ 4,434	\$ 4,388	\$ 7,217	\$ 10,530	\$ 13,855
Reduction (Increase) from Prior Year	\$ (46)	\$ 2,829	\$ 3,313	\$ 3,325	\$ 926

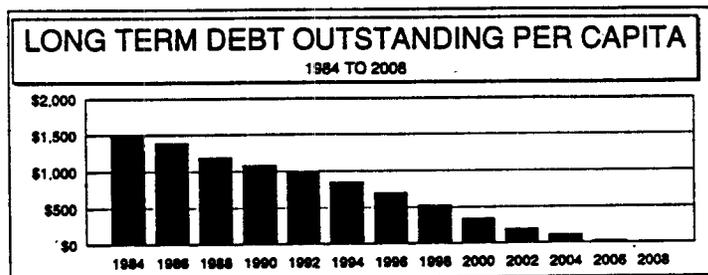
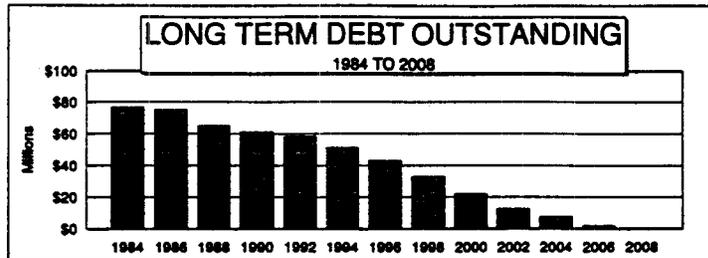
**DEBT REDUCTION**

Consistent with the City's objective long term debt decreased again in 1994, as detailed below:

<b>SUMMARY OF CHANGES IN LONG TERM DEBT FOR 1994 (\$,000's)</b>				
<b>Purpose of Borrowing</b>	<b>1994 Debt Balance</b>	<b>Per Capita Debt</b>	<b>1993 Debt Balance</b>	<b>Per Capita Debt</b>
General	\$ 26,287	\$ 439	\$ 28,347	\$ 474
Water Supply	7,674	128	8,248	138
Wastewater	8,665	145	9,092	152
Subdivision Development	8,702	146	9,315	156
<b>Total</b>	<b>\$ 51,328</b>	<b>\$ 858</b>	<b>\$ 55,002</b>	<b>\$ 920</b>

No additional long term debt was incurred in 1994. At December 31, 1994 there were reserves of \$1.4 million or \$23 per capita to repay a portion of the debt.

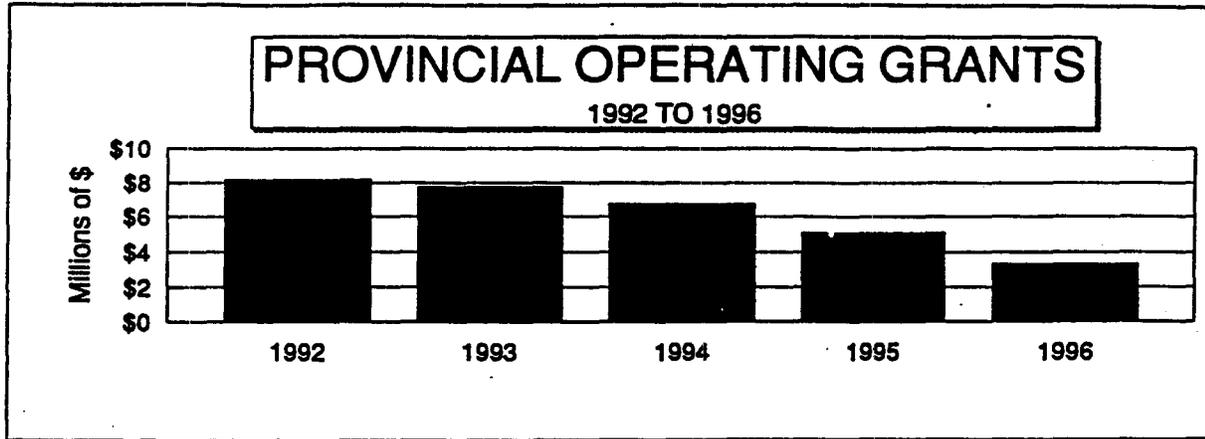
Based on the City's long term capital plan, the forecast change in total debt and debt per capita is shown on the following graphs:



In 1983 the total debenture debt was \$78.3 million or \$1,559 per capita. Today it is \$51 million or \$858 per capita and by the year 2000, based on the long term capital plan, it is projected to have reduced to \$22 million, or \$334 per capita. This projected reduction in long term debt will significantly increase the City's ability to maintain existing services while maintaining municipal tax increases at a low level.

## **PROVINCIAL GRANT REDUCTION**

The Provincial government has announced continued reductions in other Provincial grants to the City. The projected impact of these grant reductions is summarized on the following graph based on information provided by the Province.



The projected grant reductions require reductions in expenditures or increases in other revenue sources.

## **CONCLUSION**

The financial condition of The City of Red Deer continued to improve in 1994 with significant further reductions in long term debt.

The City of Red Deer will no doubt experience continued demand to provide quality services in the face of no increase in municipal tax rates and significant reductions in Provincial grants. Continuation of long term capital and operational budgeting will provide the framework for the decisions that have to be made. Council has in place a Corporate Plan as part of this long term planning consisting of:

- Strategic Plan
- Three Year Business Plan
- Two Year Operating Budget for 1995-6
- Five Year Major Capital Budget.

Respectfully submitted.

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

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Canadian Award for Financial Reporting to Corporation of The City of Red Deer for our annual financial report for the fiscal year ended December 31, 1993. The Canadian Award for Financial Reporting program was established to encourage municipal governments throughout Canada to publish high quality financial reports and to provide peer recognition and technical guidance for officials preparing these reports.

In order to be awarded a Canadian Award for Financial Reporting, a government unit must publish an easily readable and efficiently organized annual financial report, whose contents conform to program standards. Such reports should go beyond the minimum requirements of generally accepted accounting principles and demonstrate an effort to clearly communicate the municipal government's financial picture, enhance an understanding of financial reporting by municipal governments, and address user needs.

A Canadian Award for Financial Reporting is valid for a period of one year only. We believe our current report continues to conform to the Canadian Award for Financial Reporting program requirements, and we are submitting it to GFOA.

# Canadian Award for Financial Reporting

Presented to

Corporation of the  
City of Red Deer,  
Alberta

For its Annual  
Financial Report  
for the Year Ended  
December 31, 1993

A Canadian Award for Financial Reporting  
is presented by the Government Finance Officers  
Association of the United States and Canada  
to municipalities whose annual financial reports  
achieve the high program standards for Canadian  
Government accounting and financial reporting.



*Sam Krab*  
President

*Jeffrey L. Esall*  
Executive Director

# **FINANCIAL STATEMENTS**

## MANAGEMENT REPORT

The accompanying consolidated financial statements and all information in this annual report are the responsibility of Management. The financial statements have been prepared by Management in accordance with Canadian generally accepted accounting principles and include certain estimates that reflect Management's best judgements. Financial information contained throughout this annual report is consistent with these financial statements.

Management has developed and maintains an extensive system of internal control that provides reasonable assurance that all transactions are accurately recorded, that the financial statements realistically report the City's operating and financial results and that the City's assets are safeguarded. As well, it is the policy of the City to maintain the highest standard of ethics in all its activities.

City Council has approved the information contained in the financial statements. Council fulfills its responsibility regarding the financial statements mainly through its Finance and Audit Committee.

Craig Davies Collins, an independent firm of chartered accountants, was appointed by a vote of City Council to examine the consolidated financial statements and provide an independent professional opinion.

  
G. Surkan  
Mayor

  
A. Wilcock  
Director of Corporate Services

## AUDITORS' REPORT

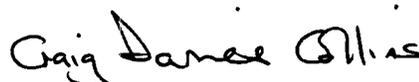
Her Worship the Mayor and Council  
The City of Red Deer  
Red Deer, Alberta

We have audited the consolidated statement of financial position of The City of Red Deer as at December 31, 1994 and 1993 and the consolidated statements of financial activities, consolidated statement of operating surplus, consolidated statement of equity in fixed assets, and consolidated statement of changes in financial position for the years then ended. These financial statements are the responsibility of the City's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In our opinion, these consolidated financial statements present fairly, in all material respects, the financial position of the City as at December 31, 1994 and 1993 and the results of its operations and the changes in its financial position for the years then ended in accordance with generally accepted accounting principles.

Red Deer, Alberta  
April 4, 1995

  
Chartered Accountants

THE CITY OF RED DEER  
**CONSOLIDATED STATEMENT OF FINANCIAL POSITION**  
 DECEMBER 31, 1994

	<u>1994</u>	<u>1993</u>
<b>ASSETS</b>		
Current Assets		
Cash	\$ 5,464	\$ 665,546
Short Term Investments (Note 3)	23,044,123	23,427,702
Accounts Receivable (Note 4)	12,681,220	13,141,025
Inventories	1,885,460	3,022,570
Deferred Expense	1,355,203	1,700,331
	<u>38,971,470</u>	<u>41,957,174</u>
Long Term Investments (Note 3)	<u>27,888,091</u>	<u>18,205,954</u>
Capital Assets		
Land for Resale (Note 5)	11,372,306	11,459,434
Loan Receivable (Note 6)	134,529	145,527
Fixed Assets (Note 7)	<u>414,162,307</u>	<u>398,681,232</u>
	<u>425,669,142</u>	<u>410,286,193</u>
	<u>\$ 492,528,703</u>	<u>\$ 470,449,321</u>

The accompanying notes form an integral part of these Financial Statements

## STATEMENT 1

	<u>1994</u>	<u>1993</u>
<b>LIABILITIES</b>		
Current Liabilities		
Short Term Borrowing	\$ 2,306,472	\$ 0
Accounts Payable and Accrued Liabilities	10,796,946	13,473,625
Deposits	1,035,608	990,263
Deferred Revenue (Note 8)	3,872,331	3,006,977
Current Portion of Long Term Debt (Note 9)	<u>3,958,867</u>	<u>3,673,885</u>
	<u>21,970,224</u>	<u>21,144,750</u>
Long Term Debt (Note 9)	<u>47,368,949</u>	<u>51,327,817</u>
	<u>69,339,173</u>	<u>72,472,567</u>
<b>EQUITY</b>		
Reserves (Note 10)	27,667,393	22,258,503
Operating Surplus - Statement 4	10,500,174	6,869,251
Equity in Fixed Assets - Statement 5	<u>385,021,963</u>	<u>368,849,000</u>
	<u>423,189,530</u>	<u>397,976,754</u>
	<u>\$ 492,528,703</u>	<u>\$ 470,449,321</u>

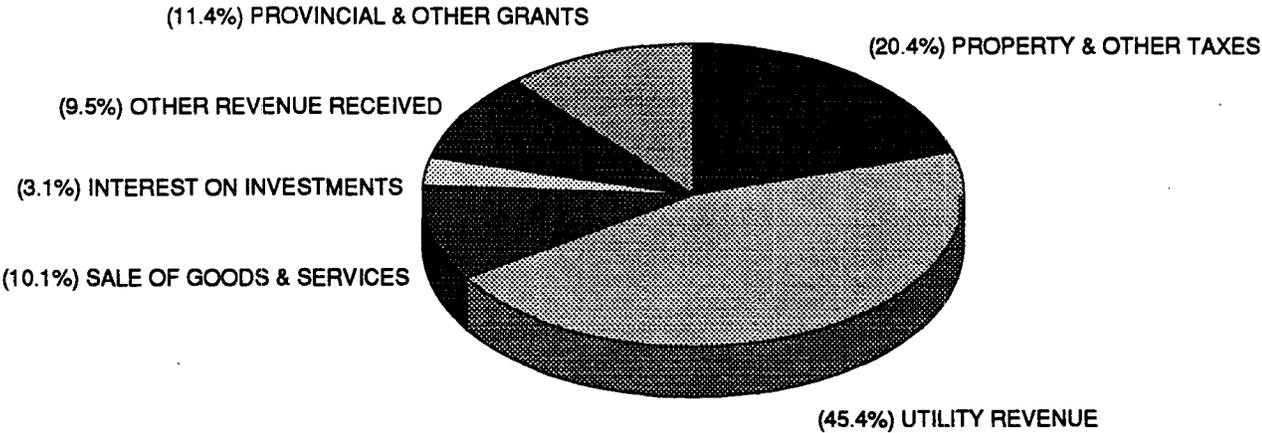
THE CITY OF RED DEER  
**CONSOLIDATED STATEMENT OF FINANCIAL ACTIVITIES**  
 FOR THE YEAR ENDED DECEMBER 31, 1994

	1994 Budget	1994 Actual	1993 Actual
<b>REVENUES</b>			
Net Property Taxes (Note 12)	\$ 20,355,823	\$ 20,385,194	\$ 19,270,324
Business Taxes	1,690,000	1,763,897	1,685,870
Mobile Home License Fees	252,530	259,384	321,802
Local Improvement Levies	398,300	399,466	420,455
Net Taxes for General Municipal Purposes	22,696,653	22,807,941	21,698,451
Utility Revenue	50,524,820	50,759,429	50,123,487
Sale of Goods & Services	12,689,240	11,276,607	12,735,699
Provincial & Other Grants	12,208,070	12,791,011	9,695,102
Other Revenues (Note 13)	8,722,040	10,624,862	10,344,840
Investment Earnings	1,790,330	3,481,396	2,499,389
Total Revenues	<u>108,631,153</u>	<u>111,741,246</u>	<u>107,096,968</u>
<b>EXPENDITURES</b>			
Legislative & Administrative	8,414,736	7,419,573	7,719,652
Police & Other Protective	8,088,201	7,848,250	7,599,567
Fire & Ambulance	6,493,855	6,213,193	6,528,716
Public Transit	1,796,418	1,686,092	1,833,512
Transportation	10,351,602	8,515,824	8,947,430
Social Planning	1,622,442	1,531,538	1,671,898
Community	1,985,824	2,005,591	2,005,364
Recreation, Parks and Culture	9,168,253	9,025,932	8,969,886
Parking	601,113	559,867	691,112
Equipment Pool	2,646,039	2,284,979	2,390,962
Water	4,466,928	3,955,325	4,189,442
Wastewater	3,402,629	3,052,987	2,978,742
Solid Waste Collection	2,560,856	2,579,792	2,514,173
Solid Waste Disposal	536,745	474,892	473,515
Recycling	724,892	668,740	707,219
Subdivisions	1,834,967	1,830,468	1,850,995
Electric Light & Power	27,464,284	26,637,678	26,639,498
Total Expenditures	<u>92,159,784</u>	<u>86,290,721</u>	<u>87,711,683</u>
<b>SURPLUS</b>	<u>16,471,369</u>	<u>25,450,525</u>	<u>19,385,285</u>
<b>SURPLUS COMPONENTS</b>			
OPERATING SURPLUS	3,375,180	7,625,522	4,524,100
CAPITAL FUNDING	13,096,189	17,825,003	14,861,185
<b>SURPLUS</b>	<u>\$ 16,471,369</u>	<u>\$ 25,450,525</u>	<u>\$ 19,385,285</u>

The accompanying notes form an integral part of these Financial Statements

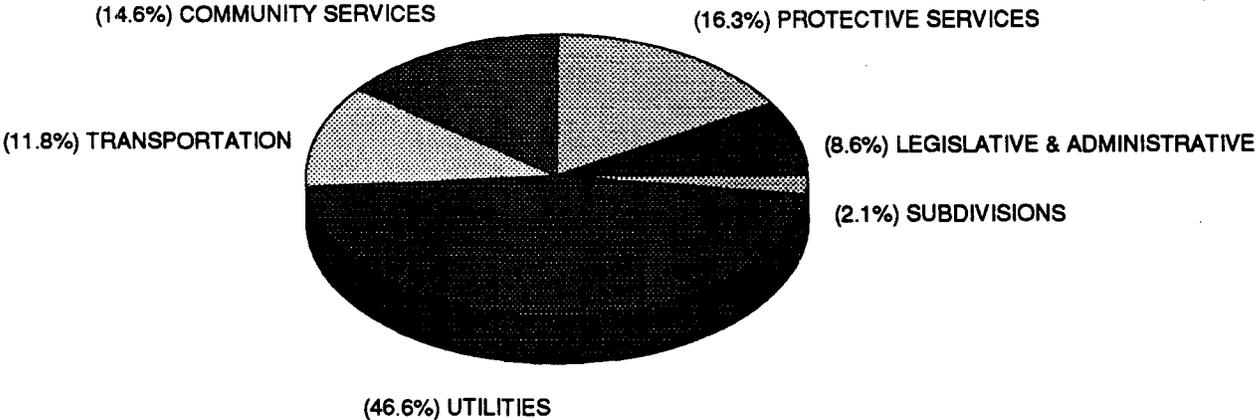
# OPERATING REVENUES

1994



# OPERATING EXPENDITURES

1994



## STATEMENT 3

THE CITY OF RED DEER

**CONSOLIDATED STATEMENT OF CHANGES IN FINANCIAL POSITION**  
FOR THE YEAR ENDED DECEMBER 31, 1994

	<u>1994</u>	<u>1993</u>
<b>Operating Activities</b>		
Surplus (Statement 2)	\$ 25,450,525	\$ 19,385,285
Net Changes in Non-Cash Working Capital		
Balances Related to Operations:		
Receivables	459,805	683,160
Inventories	1,137,110	88,792
Deferred Expense	345,128	(623,130)
Payables	(2,676,679)	1,227,241
Other Liabilities	910,700	(1,307,663)
Cash Provided by Operations	<u>25,626,589</u>	<u>19,453,685</u>
<b>Investing Activities</b>		
Capital Expenditure		
Subdivision Servicing	3,598,676	2,398,538
Roads and Bridges	4,717,829	1,884,034
Recreation , Culture & Parks Facilities	3,113,521	1,003,928
Electrical Distribution	3,249,051	2,838,925
Major Corridor	1,082,531	625,248
Fire Stations	0	1,003
Equipment Purchases	2,580,750	2,089,482
Other	952,227	985,981
	<u>19,294,585</u>	<u>11,827,139</u>
Increase in Long Term Investments	<u>9,682,137</u>	<u>18,205,954</u>
Cash Applied to Investing Activities	<u>28,976,722</u>	<u>30,033,093</u>
Decrease in Cash Position	(3,350,133)	(10,579,408)
Cash Position, Beginning of Year	<u>24,093,248</u>	<u>34,672,656</u>
Cash Position, End of Year	<u>20,743,115</u>	<u>24,093,248</u>
<b>Cash Comprised of:</b>		
Cash	5,464	665,546
Short Term Investments	23,044,123	23,427,702
Short Term Borrowing	(2,306,472)	0
	<u>\$ 20,743,115</u>	<u>\$ 24,093,248</u>

The accompanying notes form an integral part of these Financial Statements

## STATEMENT 4

THE CITY OF RED DEER  
**CONSOLIDATED STATEMENT OF OPERATING SURPLUS**  
 DECEMBER 31, 1994

	<u>1994</u>	<u>1993</u>
Balance, Beginning of Year	\$ 6,869,251	\$ 7,860,088
Prior Year Adjustments (Note 2)	<u>0</u>	<u>(1,547,782)</u>
Adjusted, Beginning Balance	<u>6,869,251</u>	<u>6,312,306</u>
Current Year Operations (Statement 2)	<u>25,450,525</u>	<u>19,385,285</u>
Deduct ; Transfer to Equity in Fixed Assets	17,825,003	14,861,185
Transfer to Reserves	<u>3,994,599</u>	<u>3,967,155</u>
	<u>21,819,602</u>	<u>18,828,340</u>
Net Consolidated Surplus	<u>3,630,923</u>	<u>556,945</u>
Balance, End of Year - Statement 1	<u>\$ 10,500,174</u>	<u>\$ 6,869,251</u>

The accompanying notes form an integral part of these Financial Statements

STATEMENT 5

THE CITY OF RED DEER  
**CONSOLIDATED STATEMENT OF EQUITY IN FIXED ASSETS**  
 DECEMBER 31, 1994

	<u>1994</u>	<u>1993</u>
Equity, Beginning of the Year	<u>\$ 368,849,000</u>	<u>\$ 355,702,427</u>
Add: Principal Payment - Long Term Debt	3,673,886	3,315,152
Contribution from Operating Surplus - Statement 5	<u>17,825,003</u>	<u>14,861,185</u>
	<u>21,498,889</u>	<u>18,176,337</u>
Deduct: Disposal of Land for Resale	87,128	756,919
Fixed Asset Disposals	556,612	729,815
Transfer to Reserves	1,414,290	371,081
Depreciation	3,256,899	3,162,303
Other	10,997	9,646
	<u>5,325,926</u>	<u>5,029,764</u>
Equity, End of the Year - Statement 1	<u><u>385,021,963</u></u>	<u><u>368,849,000</u></u>

The accompanying notes form an integral part of these Financial Statements

## NOTES TO FINANCIAL STATEMENTS

### 1. SIGNIFICANT ACCOUNTING POLICIES

The consolidated financial statements have been prepared in accordance with generally accepted accounting principles and include the following policies:

a) **Financial Statements**

The City's Financial Statements for the General Municipal and Utility Operations have been prepared on a consolidated basis whereby interdepartment charges have been eliminated.

School administration is completely independent of City Council and is subject to control by the Provincial Government pursuant to the provisions of the School Act. The only relationship between the School Boards and the City is that the City is obligated to provide funds raised by taxes deemed necessary to the two school boards. Thus the two school boards are not included in the financial statements.

Red Deer Day Care Service, Golden Circle, Red Deer Visitor and Convention Bureau and the Red Deer General Hospital are administered by separate Boards or Societies. The Boards and Societies are not included in the Financial Statements except for certain assets that are owned by the City and funded by debenture borrowing that relate to the operations of these Boards and Societies. The City has effective control over the Red Deer Public Library, River Bend Golf Course, the Towne Centre Association of Red Deer and the Normandeau Cultural and Natural History Society and these entities have been consolidated in these financial statements.

b) **Fund Accounting**

**Operating Fund**

The City organizes and operates its accounting system to segregate the accounts according to the purpose for carrying on specific activities. These activities are separated as follows:

i) **General Municipal Operations**

to account for the assets and liabilities, revenues and expenditures associated with the provision of conventional municipal services.

ii) **Utility Operations**

to account separately for those entities that provide specific services on a "User Pay" concept, ensuring that users pay the full cost of the utility. These specific services are:

Power distribution  
Water supply  
Wastewater treatment  
Garbage collection

Garbage disposal  
Recycling  
Parking services  
Equipment pool

**Depreciation**

The Public Sector Accounting and Auditing Committee of the Canadian Institute of Chartered Accountants has not established a depreciation policy for local governments, therefore the City has not yet established a policy for recording depreciation as an expenditure. The City has retained debenture principal payments as an expenditure in place of recording depreciation (see note 9).

## 1. SIGNIFICANT ACCOUNTING POLICIES (continued)

### Capital Fund

The City maintains a separate capital fund to account for the funding and construction of fixed assets.

Fixed assets consist of general municipal and utility fixed assets recorded at cost. Utility fixed assets used in production of a service for resale are generally depreciated at rates designed to amortize the cost of the assets over their useful lives. The depreciation as calculated is reported as a reduction of equity in fixed assets rather than as a charge to operations. General purpose fixed assets, not related to a direct fee for service activity, are not depreciated.

Equity in fixed assets represents the City's net investment in its total fixed assets, land held for resale, and other capital assets, after deducting the portion financed by third parties through debenture debts or other long term capital borrowing.

### c) Accrual Basis of Accounting

#### i) **Revenues**

The accrual basis of accounting is followed for revenues except for parking fines which are recorded on a cash basis and for government transfers which are recognized as revenues or capital finances acquired in the period that the events giving rise to the transfer occurred providing the transfers are authorized, any eligibility criteria has been met by the City, and reasonable estimates of the amounts can be made.

#### ii) **Expenditures**

Expenditures are recognized by the City at the point in time when a legal liability is recognized (when a good or service has been received). In prior years expenditures were recognized by the City at the point in time that a commitment to purchase is made.

Interest on long term debt is recorded as an expenditure at the time of payment. Principal and interest payments are recorded as operating fund expenditures.

Sick leave benefits are recorded on a cash basis. No liability exists for sick leave due to the fact sick leave accumulated is not payable to the employee upon termination of service.

Vacation pay is recognized as it is earned.

### d) **Investments**

Investments are recorded at cost. Investment premiums and discounts are amortized proportionately over the term of the respective investments (see note 3).

### e) **Inventories**

Inventories of materials and supplies are valued at the lower of cost or net realizable value with cost determined by the average cost method.

### f) **Subdivision Development**

Subdivision development costs are treated as capital assets and divided into two categories, fixed assets and land held for resale. Land held for resale is valued at original cost. Other development costs incurred to place the land in a saleable state are classified as fixed assets.

Land sales revenue is considered to be operating revenue and is shown as such in the Consolidated Statement of Financial Activities. Principal and interest payments on debentures issued for subdivision development purposes are shown as subdivision operating expenditures.

g) **Reserves**

Reserves are established at the discretion of Council to set aside funds for future operating and capital expenditures. Transfers to and from reserves are recorded in the Consolidated Statement of Operating Surplus.

**2. IMPACT OF ACCOUNTING POLICY CHANGES**

The City has implemented the following accounting policy changes - recording of vacation pay, elimination of encumbrance accounting and the consolidation of controlled agencies (see Note 1). The effect of these changes is as follows:

	<u>1994</u>	<u>1993</u>
Effect on Current Year's Operations:		
Consolidation of Agencies' Surplus	\$ (26,857)	\$ 115,919
Recording of Vacation Pay	16,807	(38,945)
Elimination of Encumbrances	(12,989)	20,666
	<hr/>	<hr/>
	\$ (23,039)	\$ 97,640
Adjustments Prior to 1993	0	(1,645,422)
	<hr/>	<hr/>
Effect on Surplus Increase (Decrease):	<u>\$ (23,039)</u>	<u>\$ (1,547,782)</u>

**3. INVESTMENTS**

<u>Type of Investment</u>	<u>1994</u>		<u>1993</u>	
	<u>Cost</u>	<u>Market Value</u>	<u>Cost</u>	<u>Market Value</u>
Federal Government and Agencies	\$ 10,082,032	\$ 9,776,925	\$ 8,947,850	\$ 8,969,539
Provincial Government and Agencies	12,359,474	11,948,702	6,054,983	6,095,735
Other Governments	3,841,339	3,732,750	100,000	100,000
Canadian Banks	24,649,369	24,662,040	18,593,940	18,641,041
Commercial Paper	<hr/>	<hr/>	<u>7,936,883</u>	<u>7,959,983</u>
	\$ 50,932,214	\$ 50,120,417	\$ 41,633,656	\$ 41,766,298
Less Amount Included in Current Assets	<u>23,044,123</u>	<u>22,833,007</u>	<u>23,427,702</u>	<u>23,432,557</u>
	<u>\$ 27,888,091</u>	<u>\$ 27,287,410</u>	<u>\$ 18,205,954</u>	<u>\$ 18,333,741</u>

#### 4. ACCOUNTS RECEIVABLE

Accounts Receivable are net of allowances and are represented by the following:

	<u>1994</u>	<u>1993</u>
Utilities	<b>\$ 6,410,206</b>	\$ 6,269,214
Land Sales	<b>680,113</b>	3,030,527
Property Taxes	<b>1,109,431</b>	1,146,721
Business Taxes	<b>119,313</b>	117,510
Other Governments	<b>1,597,347</b>	594,195
Other	<b>2,764,810</b>	1,982,858
Total	<b><u>\$12,681,220</u></b>	<b><u>\$13,141,025</u></b>

#### 5. LAND HELD FOR RESALE

Land held for resale is categorized as follows:

	<u>1994</u> <u>Cost</u>	<u>1994</u> <u>Market Value</u>
Undeveloped Land		
Residential	\$ 4,111,338	\$ 11,441,830
Industrial	6,767,546	4,314,500
	<u>\$ 10,878,884</u>	<u>\$ 15,756,330</u>
Developed		
Residential	\$ 63,848	\$ 2,813,609
Industrial	429,574	6,184,500
	<u>\$ 493,422</u>	<u>\$ 8,998,109</u>
	<u>\$ 11,372,306</u>	<u>\$ 24,754,439</u>

#### 6. LOAN RECEIVABLE

The Loan Receivable of \$134,529 represents the outstanding portion of a loan made by the City to the Red Deer Curling Club for plant improvements, the funds for which were obtained by the issuance of a \$200,000 debenture on October 1, 1981 for a period of 20 years.

## 7. FIXED ASSETS

Details of Fixed Assets recorded are as follows:

	1994 <u>Cost</u>	1994 <u>Accumulated Depreciation</u>	1994 <u>Net Book Value</u>
Engineering Structures	\$ 338,208,458	\$ 24,025,266	\$ 314,183,192
Buildings	64,456,027	8,341,982	56,114,045
Machinery and Equipment	35,663,823	13,643,301	22,020,522
Land	<u>21,844,458</u>	<u>0</u>	<u>21,844,548</u>
	<u>\$ 460,172,856</u>	<u>\$ 46,010,549</u>	<u>\$ 414,162,307</u>

	1993 <u>Cost</u>	1993 <u>Accumulated Depreciation</u>	1993 <u>Net Book Value</u>
Engineering Structures	\$ 325,102,851	\$ 22,159,037	\$ 302,943,814
Buildings	61,585,327	7,694,951	53,890,376
Machinery and Equipment	33,328,145	12,899,663	20,428,482
Land	<u>21,418,560</u>	<u>0</u>	<u>21,418,560</u>
	<u>\$ 441,434,883</u>	<u>\$ 42,753,651</u>	<u>\$398,681,232</u>

## 8. DEFERRED REVENUE

Deferred Revenue consists of funds received which relate to future periods, as follows:

	<u>1994</u>	<u>1993</u>
Advances from the Province of Alberta		
- Urban Transportation	\$ 757,896	\$ 483,996
- FCSS and Recreation	109,399	47,421
Prepaid Taxes	2,331,115	2,117,005
Prepaid Local Improvements	284,284	282,677
Other	<u>389,637</u>	<u>75,878</u>
	<u>\$ 3,872,331</u>	<u>\$ 3,006,977</u>

## 9. LONG TERM DEBT

Long Term Debt consists of debentures payable primarily to the Alberta Municipal Financing Corporation (AMFC) and a loan payable to Canada Mortgage and Housing (CMHC) for the construction of public housing units. Principal and interest amounts due are as follows:

	<b>Principal</b>	<b>Interest</b>	<b>Total</b>
1995	\$ 3,958,867	\$ 5,907,764	\$ 9,866,632
1996	4,382,064	5,462,205	9,844,269
1997	4,829,540	4,968,106	9,797,646
1998	5,220,934	4,422,176	9,643,110
1999	5,861,263	3,828,896	9,690,159
Balance	<u>27,075,148</u>	<u>11,578,692</u>	<u>38,653,840</u>
	<u>\$51,327,816</u>	<u>\$36,167,839</u>	<u>\$ 87,495,656</u>

Debentures are predominantly with AMFC and are payable in annual amounts to the year 2008. Interest rates on these debentures range from 6.69% to 12.00%. The Province of Alberta provides an interest subsidy grant on debenture issues as follows:

<u>Debenture Issue</u>	<u>Subsidized Rate</u>
January 1, 1974 - March 31, 1980	8%
April 1, 1980 - March 31, 1981	9%
April 1, 1981 - March 31, 1982	11%
April 1, 1982 - March 31, 1983	11% for five years only

Debentures approved after March 31, 1983 are not eligible for subsidy. Effective May, 1993 the Interest Subsidy Grant was reduced by 40%.

The loan payable to CMHC was issued January 1, 1972 for a term of 50 years at an interest rate of 8.25%, with an annual repayment of interest and principal of \$26,925. Included in long term debt is the debt incurred by the City on behalf of the Red Deer Curling Club as referred to in Note 3.

Details of long term debt by function are as follows:

<u>Function</u>	<u>Outstanding Beginning of Year</u>	<u>1994 Reductions</u>	<u>Transfer Between Functions</u>	<u>Outstanding End of Year</u>
General Administration	\$ 1,799,273	\$ 306,553		\$ 1,492,720
Fire	327,031	34,045		292,986
Equipment	24,042	2,120		21,922
Roads, Walks & Lighting	16,272,582	947,963		15,324,619
Airport	9,393	279		9,114
Public Transit	40,216	3,986		36,230
Water Supply	8,247,453	573,084		7,674,369
Wastewater	9,092,226	427,857		8,664,369
Day Care	439,927	27,836		412,091
Cemeteries	44,731	3,637		41,094
Community Services	6,002,632	504,227		5,498,405
Public Housing	289,108	2,583		286,525
Subdivisions	9,314,810	612,890		8,701,920
Recreation	<u>3,098,278</u>	<u>226,826</u>		<u>2,871,452</u>
	<u>\$ 55,001,702</u>	<u>\$ 3,673,886</u>	<u>0</u>	<u>\$ 51,327,816</u>

#### Debt Limits

Section 271 of the Municipal Government Act requires that debt and debt limits as defined by regulation for The City of Red Deer be disclosed as follows:

	<u>1994</u>	<u>1993</u>
Total Debt Limit	\$ 72,286,000	\$ 69,943,000
Total Debt	<u>51,328,000</u>	<u>55,002,000</u>
Debt Limit Available	<u>\$ 20,958,000</u>	<u>\$ 14,941,000</u>
Service on Debt Limit	\$ 9,241,000	\$ 8,693,000
Service on Debt	<u>6,562,000</u>	<u>6,836,000</u>
Service Costs Avoided	<u>\$ 2,679,000</u>	<u>\$ 1,857,000</u>

## 10. RESERVES

Details of Reserves for 1994 are as follows:

	<u>Balance Beginning of Year</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance End of Year</u>
Debt Reduction	\$ 1,603,929	\$ 97,983	\$ 282,959	\$ 1,418,953
Power Utility	5,480,932	4,340,585	1,881,848	7,939,669
Perpetual Care	342,335	45,400	0	387,735
Future Expenditures	1,377,536	1,262,097	396,431	2,243,202
Red Deer Heritage	279,550	15,344	32,875	262,019
Sewer Improvement Levies	5,025	337	0	5,362
Airport	280,419	0	0	280,419
Parking	679,552	172,480	0	852,032
Waskasoo Park	1,341,790	90,091	3,455	1,428,426
Landfill Replacement	2,965,681	821,853	0	3,787,534
Facility Maintenance	4,821,513	321,015	637,736	4,504,792
Capital Projects	1,654,986	165,575	102,856	1,717,705
Public	73,970	49,465	19,124	104,311
Equipment Replacement	<u>1,351,285</u>	<u>1,843,949</u>	<u>460,000</u>	<u>2,735,234</u>
<b>Total Reserves</b>	<b><u>\$ 22,258,503</u></b>	<b><u>\$ 9,226,174</u></b>	<b><u>\$ 3,817,284</u></b>	<b><u>\$ 27,667,393</u></b>

## 11. CONTINGENCIES

### a) Insurance Agreement

The City is a member of a reciprocal insurance agreement known as the Alberta Local Authorities Reciprocal Insurance Exchange (ALARIE), licensed by the Superintendent of Insurance of Alberta on October 1, 1990 and governed by Section 15 of the Insurance Act of Alberta.

The City is committed to making a contribution of \$235,000 to ALARIE in 1995. A portion of this payment, in excess of the cost of purchasing liability insurance, is being accumulated in a self insurance fund administered by ALARIE. After 1994, the City's liability insurance coverage will continue to be purchased through ALARIE, but the contributions to the self insurance fund will cease.

Under the terms of membership, the City could become liable for its proportionate share of any claim losses in excess of the funds held by the exchange. ALARIE has set aside a pool of funds to satisfy probable losses.

### (b) Unfunded Pension Liability

Employees of The City of Red Deer participate in the Local Authorities Pension Plan, which is one of the plans covered by the Public Sector Pension Plans Act. The Plan covers approximately 89,000 employees of approximately 500 non-government employer organizations such as municipalities, hospitals, and schools (non-teachers).

The City of Red Deer is required to make current service contributions to the Plan of 5.550% of pensionable payroll up to the year's maximum pensionable earnings under the Canada Pension Plan, and 7.425% on pensionable earnings above this amount. Included in the above rates are past service contributions to the Plan of 0.087% of pensionable payroll required to eliminate an unfunded liability related to service prior to 1992.

Employees of The City of Red Deer are required to make current service contributions of 4.550% of pensionable salary up to the year's maximum pensionable earnings under the Canada Pension Plan, and 6.425% on pensionable salary above this amount. Included in the above rates, the employees are required to make past service contributions to the Plan of .0087% of pensionable salary to eliminate the unfunded liability related to service prior to 1992.

Total current and past service contributions by The City of Red Deer to the Local Authorities Pension Plan in 1994 were \$1,265,890 (1993 - \$1,333,593). Total current and past service contributions by the employees of The City of Red Deer to the Local Authorities Pension Plan in 1994 were \$1,052,176 (1993 - \$1,108,306).

During 1993, the Alberta Legislature passed the Public Sector Pension Plans Act which established the basis for meeting the unfunded liabilities under defined benefit pension plans for employees of the provincial government, post-secondary educational institutions and employees of local authorities. The provisions of the legislation relating to the Plan required that the unfunded liability in the Plan must be eliminated on or before December 31, 2036. Additional contributions are to be paid annually by the Crown in the aggregate amount of 30% of the total required and 35% each by the employers and employees based on the pensionable salaries of the employees to eliminate the unfunded liability. The most recent actuarial valuation of the Local Authorities Pension Plan, carried out at December 31, 1994, indicates an unfunded liability in the Plan of \$941.8 million.

## 12. PROPERTY TAXES LEVIED AND GRANTS IN LIEU OF TAXES

Details of taxes levied and grants in lieu of taxes are as follows:

	1994 <u>Budget</u>	1994 <u>Actual</u>	1993 <u>Actual</u>
<b>PROPERTY TAXES</b>			
Real Property Taxes	\$ 42,265,398	\$ 42,090,308	\$ 41,210,285
Grants in Lieu of Taxes			
- Provincial Government	1,609,222	1,590,735	1,456,650
- Federal Government	138,189	130,926	147,258
Power, Pipeline, Cable TV and Other Taxes	<u>1,118,325</u>	<u>1,132,024</u>	<u>1,094,854</u>
	<u>45,131,134</u>	<u>44,943,993</u>	<u>43,909,047</u>
<b>LESS: PROPERTY TAXES COLLECTED FOR OTHERS</b>			
- School Boards	20,196,661	19,973,409	20,060,202
- Provincial School Foundation	2,813,725	2,813,725	2,717,157
- Provincial Planning Board	274,449	274,449	324,225
- Red Deer Public Library	990,393	990,393	880,984
- Piper Creek Foundation	397,083	397,083	447,579
- Red Deer Regional Hospital	0	0	103,925
- Towne Centre Association	<u>103,000</u>	<u>109,740</u>	<u>104,651</u>
	<u>24,775,311</u>	<u>24,558,799</u>	<u>24,638,723</u>
Net Property Taxes (Statement 2)	<u>\$ 20,355,823</u>	<u>\$ 20,385,194</u>	<u>\$ 19,270,324</u>

### 13. OTHER REVENUES

Other Revenues consist of:

	<u>1994</u>	<u>1993</u>
Equipment & Facility Rental	<b>\$ 1,947,625</b>	<b>\$ 1,436,197</b>
Income Tax Rebates on Power	<b>1,662,360</b>	<b>1,840,324</b>
Parking and Traffic Fines	<b>1,306,200</b>	<b>1,137,831</b>
Franchise Fees	<b>1,132,364</b>	<b>993,225</b>
Proceeds on Disposal of Fixed Assets	<b>1,093,402</b>	<b>361,656</b>
Penalties and Service Charges	<b>905,087</b>	<b>1,003,823</b>
Licenses and Permits	<b>691,230</b>	<b>635,150</b>
Contribution to Library Expansion	<b>258,161</b>	<b>255,584</b>
Transfers from Allowances	<b>193,855</b>	<b>136,418</b>
Other	<b><u>1,434,578</u></b>	<b><u>2,544,632</u></b>
	<b><u>\$10,624,862</u></b>	<b><u>\$10,344,840</u></b>

### 14. TRUST FUND

The City, by agreement between the Province of Alberta and the Westerner Exposition Association, established a trust fund to account for the construction of the Agri-Trade Centre. The balance of the funds held in trust have been transferred to the Westerner Exposition Association to help fund future operations. The fund balances and activities in the year are as follows:

	<u>1994</u>	<u>1993</u>
Fund Balance, beginning of year	<b>\$ 1,252,229</b>	<b>\$ 1,477,494</b>
Fund Activities		
- Investment Interest	<b>80,423</b>	<b>77,208</b>
- Loan Repayment	<b>0</b>	<b>60,000</b>
- Fund expenditure	<b><u>(16,248)</u></b>	<b><u>(362,473)</u></b>
	<b>1,316,404</b>	<b>1,252,229</b>
Transfer Balance to Westerner	<b><u>(1,316,404)</u></b>	<b><u>-</u></b>
Fund Balance, end of year	<b><u>\$ 0</u></b>	<b><u>\$ 1,252,229</u></b>

## 15. SALARY AND BENEFITS DISCLOSURE

Disclosure of salaries and benefits for elected municipal officials, the chief administrative officer and designated officers as required by provincial regulations is as follows:

	1994			1993		
	No. of Persons	Salary	Benefits & Allowances	Total	No. of Persons	Total
Mayor	1	\$ 59,675	\$ 7,611	<b>\$ 67,286</b>	1	\$ 67,583
Alderman Campbell-Cardwell	1	15,281	1,129	<b>16,410</b>	1	16,190
Alderman Guilbault	1	14,993	1,124	<b>16,117</b>	1	16,857
Alderman Hull	1	14,393	1,140	<b>15,533</b>	1	17,628
Alderman Lawrence	1	14,743	179	<b>14,922</b>	1	17,755
Alderman Pimm	1	13,713	149	<b>13,862</b>	1	15,291
Alderman Schnell	1	15,368	1,131	<b>16,499</b>	1	16,486
Alderman Statnyk	1	14,343	143	<b>14,486</b>	1	15,916
Alderman Volk	1	14,781	151	<b>14,932</b>	1	16,741
City Manager	1	103,938	18,266	<b>122,194</b>	1	122,228
Designated Officers	4	304,094	37,231	<b>341,325</b>	4	343,079

## 16. RECLASSIFICATION

Certain 1993 figures have been reclassified to conform to the financial statement presentation adopted for 1994.

**Supplementary Financial Statements**  
**And Statistical Information**

**REVIEW ENGAGEMENT REPORT**  
**SUPPLEMENTARY FINANCIAL STATEMENTS**  
**AND STATISTICAL INFORMATION**

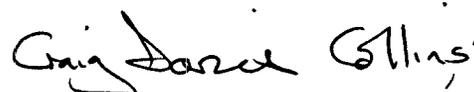
Her Worship the Mayor and Council  
The City of Red Deer  
Red Deer, Alberta

We have reviewed the supplementary financial statements and statistical information of **The City of Red Deer** for the year ended **December 31, 1994**. Our review was made in accordance with generally accepted standards for review engagements and accordingly consisted primarily of enquiry, analytical procedures and discussion related to information supplied to us by the City.

A review does not constitute an audit and consequently we do not express an audit opinion on these supplementary financial statements and statistical information.

Based on our review, nothing has come to our attention that causes us to believe that these financial statements and statistical information are not, in all material respects, in accordance with general accepted accounting principles.

Red Deer, Alberta  
April 04, 1995



Chartered Accountants

# **Operating Revenue and Expenditure Detail**

## **General Fund**

**GENERAL  
STATEMENT OF REVENUE & EXPENDITURE  
FOR THE YEAR ENDED DECEMBER 31, 1994**

	<u>Legislative &amp; Administrative</u>	<u>Police &amp; Protective</u>	<u>Fire &amp; Ambulance</u>	<u>Public Transit</u>
<b>REVENUES</b>				
Sales of Goods & Services	\$ 167,116	\$ 79,837	\$ 448,089	\$ 1,406,851
Other Revenue from Own Sources	1,755,182	1,632,322	49,408	0
Provincial Grants	59,608	7,601	5,764	844
Other Grants Received	0	0	65,360	0
Transfer from Operating (Schedule L)	10,987,586	14,000	0	0
	<u>12,969,492</u>	<u>1,733,760</u>	<u>568,621</u>	<u>1,407,695</u>
<b>EXPENDITURES</b>				
Salaries, Wages & Benefits	4,388,709	1,724,402	5,624,139	1,581,495
Contracted Services	1,496,160	210,103	232,621	70,146
Purchases from Other Governments	0	5,861,779	0	0
Purchases of Materials & Supplies	133,296	46,939	216,677	23,780
Contribution to Municipal Agencies	0	0	0	0
Grants to Organizations	87,105	0	0	0
Financial Charges	658,483	0	70,906	8,812
Other	655,820	5,027	68,850	1,859
Transfer to Operating (Schedule L)	1,178,148	95,739	232,719	980,087
Net Transfer to Capital	2,493,337	71,435	191,819	797
	<u>11,091,058</u>	<u>8,015,424</u>	<u>6,637,731</u>	<u>2,666,976</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	<b>1,878,434</b>	<b>(6,281,664)</b>	<b>(6,069,110)</b>	<b>(1,259,281)</b>
Net Transfer (to) from Reserves	1,029,064	(8,613)	54,224	0
	<u>2,907,498</u>	<u>(6,290,277)</u>	<u>(6,014,886)</u>	<u>(1,259,281)</u>

Net Taxes for General Purposes (Schedule B)  
General Municipal Revenue (Schedule B)

**SURPLUS AFTER RESERVE TRANSFERS**

Transfer from Accumulated Surplus

**SURPLUS AFTER TRANSFERS**

Note: Interfund transactions have not been eliminated.

SCHEDULE A

<u>Transportation</u>	<u>Social Planning</u>	<u>Community</u>	<u>Recreation Parks &amp; Culture</u>	<u>1994 Totals</u>	<u>1993 Totals</u>
\$ 584,739	\$ 181	\$ 118,190	\$ 2,185,170	\$ 4,990,173	\$ 4,736,288
517,109	95,381	76,360	1,215,233	5,340,995	4,620,886
832,627	1,005,030	77,541	414,024	2,403,039	3,209,519
4,200	135,850	42,403	43,968	291,781	325,596
674,033	0		128,239	11,803,858	11,832,984
<u>2,612,708</u>	<u>1,236,442</u>	<u>314,494</u>	<u>3,986,634</u>	<u>24,829,846</u>	<u>24,725,273</u>
3,573,339	204,745	361,920	5,607,770	23,066,519	24,429,818
1,263,220	65,837	172,879	989,712	4,500,678	4,389,842
1,227	0	0	3,000	5,866,006	5,521,318
669,134	2,818	14,880	1,547,308	2,654,832	2,609,174
0	0	0	300	300	1,116
279,640	1,205,034	231,769	0	1,803,548	2,270,686
2,727,079	81,240	1,179,458	691,762	5,417,740	5,503,148
3,032	6,522	10,000	61,116	812,226	416,324
1,723,587	53,093	43,358	1,243,501	5,550,232	5,416,118
804,980	4,298	44,108	506,504	4,117,278	1,484,626
<u>11,045,238</u>	<u>1,623,587</u>	<u>2,058,372</u>	<u>10,650,973</u>	<u>53,789,359</u>	<u>52,042,170</u>
(8,432,530)	(387,145)	(1,743,878)	(6,664,339)	(28,959,513)	(27,316,897)
(48,085)	(15,777)	(47,658)	(3,400)	959,755	(1,315,161)
<u>(8,480,615)</u>	<u>(402,922)</u>	<u>(1,791,536)</u>	<u>(6,667,739)</u>	<u>(27,999,758)</u>	<u>(28,632,058)</u>
				23,402,081	22,139,940
				6,876,226	6,672,243
				<u>\$ 2,278,549</u>	<u>\$ 180,125</u>
				543,500	466,668
				<u>\$ 2,822,049</u>	<u>\$ 646,793</u>

THE CITY OF RED DEER  
**GENERAL TAX & OTHER REVENUES - DETAILS**  
 FOR THE YEAR ENDED DECEMBER 31, 1994

SCHEDULE B

**NET TAXES FOR GENERAL MUNICIPAL PURPOSES**

	<u>1994 Actual</u>	<u>1993 Actual</u>
Net Property Taxes (Note 12)	\$ 20,385,194	\$19,270,324
Business Taxes	1,763,897	1,685,870
Mobile Home License Fees	259,384	321,802
Local Improvement Levies	<u>399,466</u>	<u>420,455</u>
Net Taxes for General Municipal Purposes	\$ 22,807,941	\$21,698,451
Transfer of Local Improvement Levies to Utilities	(108,724)	(107,511)
Transfer from Electric Light & Power in Lieu of Taxes	<u>702,864</u>	<u>549,000</u>
Net Taxes for General Municipal Purposes (Schedule A)	<u>\$ 23,402,081</u>	<u>\$22,139,940</u>

**GENERAL MUNICIPAL REVENUES**

	<u>1994 Actual</u>	<u>1993 Actual</u>
Penalties and Costs on Taxes	\$ 206,222	\$ 367,470
Franchises	1,132,364	993,225
Return on Investments	1,815,122	1,368,831
Other Revenue from Own Sources	99,448	513,317
Provincial Unconditional Grants	<u>3,623,070</u>	<u>3,429,400</u>
General Municipal Revenues (Schedule A)	<u>\$ 6,876,226</u>	<u>\$ 6,672,243</u>

Note: Interfund transactions have not been eliminated.

## **Operating Revenue and Expenditure Detail**

### **Utility Funds**

## THE CITY OF RED DEER

## SCHEDULE C

**PARKING**STATEMENT OF REVENUE & EXPENDITURE  
FOR THE YEAR ENDED DECEMBER 31, 1994

	<u>1994</u>	<u>1993</u>
<b>REVENUES</b>		
Fees	\$ 464,208	\$ 563,261
Fines	336,409	419,941
Provincial Grants	5,938	8,146
Transfers from Operating (Schedule L)	0	2,017
Other	798	54,374
	<u>807,353</u>	<u>1,047,739</u>
<b>EXPENDITURES</b>		
Administration	342,452	428,642
Meter & Lot Maintenance	86,817	132,553
Transfers to Operating (Schedule L)	170,637	173,407
Internal Charges - Property Taxes	36,413	35,996
Debt Charges	93,338	93,921
Transfer to Capital	37,200	47,017
	<u>766,857</u>	<u>911,536</u>
<b>OPERATING SURPLUS</b>	40,496	136,203
Transfer from Capital - Land Sale	75,500	10,272
Surplus Transfer to Reserve	<u>(121,094)</u>	<u>(144,378)</u>
<b>SURPLUS (DEFICIT) AFTER RESERVE TRANSFERS</b>	(5,098)	2,097
Transfer from (to) Accumulated Surplus	0	
<b>SURPLUS (DEFICIT) AFTER TRANSFERS</b>	<u><u>(5,098)</u></u>	<u><u>2,097</u></u>

Note: Interfund transactions have not been eliminated.

THE CITY OF RED DEER

SCHEDULE D

**EQUIPMENT**

STATEMENT OF REVENUE & EXPENDITURE  
FOR THE YEAR ENDED DECEMBER 31, 1994

	<u>1994</u>	<u>1993</u>
<b>REVENUES</b>		
Transfers from Operating (Schedule L)	\$ 3,365,405	\$ 3,341,676
Other Rentals & Recoveries	739,251	487,652
Provincial Grants	364,416	142,241
Other	208,361	126,145
	<u>4,677,433</u>	<u>4,097,714</u>
 <b>EXPENDITURES</b>		
Salaries, Wages & Benefits	691,055	825,290
Parts & Supplies	534,700	605,762
Fuel & Oil	516,096	474,158
Radio Rental	327,356	211,507
Insurance	102,787	109,795
Other Operating Costs	107,958	159,367
Bus refurbishing	0	0
Debt charges	5,027	5,083
Transfers to Operating (Schedule L)	130,170	145,302
Transfer to Capital - Depreciation	867,430	880,198
Transfer to Capital - Minor Capital	442	10,467
	<u>3,283,021</u>	<u>3,426,929</u>
 <b>OPERATING SURPLUS</b>	 1,394,412	 670,785
Surplus Transfer to Capital Fund	(1,394,072)	(665,899)
Net Transfer (to) from Reserves	(3,856)	0
 <b>SURPLUS AFTER TRANSFERS</b>	 <u>(3,516)</u>	 <u>4,886</u>

Note: Interfund transactions have not been eliminated.

THE CITY OF RED DEER  
**WATER**  
 STATEMENT OF REVENUE & EXPENDITURE  
 FOR THE YEAR ENDED DECEMBER 31, 1994

SCHEDULE E

	<u>1994</u>	<u>1993</u>
<b>REVENUES</b>		
Residential	\$ 3,256,504	\$ 3,113,361
Commercial	2,938,225	2,810,423
Service Connection Fees	185,224	169,349
Penalties & charges	65,725	56,520
Provincial grants	79,052	138,940
Local Improvement Levies	100,028	98,771
Other	33,147	24,697
Transfers from Operating (Schedule L)	422,776	409,605
	<u>7,080,681</u>	<u>6,821,666</u>
	0	
<b>EXPENDITURES</b>		
Administration	109,737	127,636
Purification & Treatment	1,329,705	1,456,619
Distribution	919,826	954,566
Pumping	26,020	58,662
Debt charges	1,570,037	1,591,959
Transfers to Operating (Schedule L)	1,956,974	1,962,876
Net Transfer to Capital	419,031	492,922
	<u>6,331,330</u>	<u>6,645,240</u>
<b>OPERATING SURPLUS</b>	749,351	176,426
Net Transfer from Reserve	<u>(22,967)</u>	<u>813</u>
<b>SURPLUS AFTER RESERVE TRANSFERS</b>	726,384	177,239
Budgeted Transfer from (to) Accumulated Surplus	(45,787)	(45,167)
<b>SURPLUS TRANSFER TO FUND PROJECT</b>		
Transfer from Accumulated Surplus	0	500,000
Transfer to Capital	0	(500,000)
<b>SURPLUS AFTER TRANSFERS</b>	<u><u>680,597</u></u>	<u><u>132,072</u></u>

Note: Interfund transactions have not been eliminated.

THE CITY OF RED DEER  
**WASTEWATER**  
STATEMENT OF REVENUE & EXPENDITURE  
FOR THE YEAR ENDED DECEMBER 31, 1994

SCHEDULE F

	<u>1994</u>	<u>1993</u>
<b>REVENUES</b>		
Residential	\$ 2,489,901	\$ 2,472,323
Commercial	2,675,637	2,546,418
Penalties & Charges	52,931	46,408
Provincial Grants	100,938	129,277
Local Improvement Levies	1,035	1,070
Other	37,953	16,935
Transfers from Operating (Schedule L)	44,958	50,605
	<u>5,403,353</u>	<u>5,263,036</u>
<b>EXPENDITURES</b>		
Administration Costs	143,621	128,381
Collection	349,253	344,058
Treatment and disposal	1,080,606	999,841
Debt charges	1,483,104	1,506,463
Transfers to Operating (Schedule L)	1,800,985	1,787,002
Net Transfer to Capital	279,230	316,618
	<u>5,136,799</u>	<u>5,082,363</u>
<b>OPERATING SURPLUS (DEFICIT)</b>	<b>266,554</b>	<b>180,673</b>
Net Transfer from Reserve	222,943	218,930
<b>SURPLUS AFTER RESERVE TRANSFERS</b>	<b>489,497</b>	<b>399,603</b>
Budgeted Transfer to Accumulated Surplus	(36,567)	(220,718)
<b>SURPLUS AFTER TRANSFERS</b>	<b><u>452,930</u></b>	<b><u>178,885</u></b>

Note: Interfund transactions have not been eliminated.

THE CITY OF RED DEER  
**SOLID WASTE COLLECTION**  
 STATEMENT OF REVENUE & EXPENDITURE  
 FOR THE YEAR ENDED DECEMBER 31, 1994

SCHEDULE G

	<u>1994</u>	<u>1993</u>
<b>REVENUES</b>		
Residential	\$ 1,178,037	\$ 1,162,729
Commercial	1,883,822	1,855,240
Penalties & charges	32,221	28,668
Other	4,897	4,899
Transfers from Operating (Schedule L)	96,905	98,530
	<u>3,195,882</u>	<u>3,150,066</u>
<b>EXPENDITURES</b>		
Administration	12,360	20,513
Collection	2,567,432	2,493,660
Transfers to Operating (Schedule L)	567,691	564,054
	<u>3,147,483</u>	<u>3,078,227</u>
<b>OPERATING SURPLUS</b>	<b>48,399</b>	<b>71,839</b>
Budgeted Transfer from (to) Accumulated Surplus	<u>(27,294)</u>	<u>(12,236)</u>
<b>SURPLUS AFTER TRANSFERS</b>	<u><u>21,105</u></u>	<u><u>59,603</u></u>

Note: Interfund transactions have not been eliminated.

THE CITY OF RED DEER  
**SOLID WASTE DISPOSAL**  
 STATEMENT OF REVENUE & EXPENDITURE  
 FOR THE YEAR ENDED DECEMBER 31, 1994

SCHEDULE H

	<u>1994</u>	<u>1993</u>
<b>REVENUE</b>		
Fees	<u>\$ 1,637,987</u>	<u>\$ 1,501,838</u>
 <b>EXPENDITURE</b>		
Disposal Costs	474,892	473,515
Transfers to Operating (Schedule L)	337,000	505,826
Transfer to Capital	243,007	296,668
	<u>\$ 1,054,899</u>	<u>\$ 1,276,009</u>
 <b>OPERATING SURPLUS</b>	<b>583,088</b>	<b>225,829</b>
Surplus Transfer to Reserve	<u>(616,885)</u>	<u>(246,497)</u>
 <b>SURPLUS AFTER TRANSFERS</b>	<u><u>\$ (33,797)</u></u>	<u><u>\$ (20,668)</u></u>

Note: Interfund transactions have not been eliminated.

THE CITY OF RED DEER

SCHEDULE I

**RECYCLING**

STATEMENT OF REVENUE & EXPENDITURE  
FOR THE YEAR ENDED DECEMBER 31, 1994

	<u>1994</u>	<u>1993</u>
<b>REVENUES</b>		
Residential	\$ 596,391	\$ 632,788
Multi-Family Residential	241,135	235,225
Penalties & charges	8,635	8,170
Other	74,451	42,424
Transfers from Operating (Schedule L)	54,700	166,200
	<u>975,312</u>	<u>1,084,807</u>
<b>EXPENDITURES</b>		
Recycling Costs	667,995	707,219
Transfers to Operating (Schedule L)	140,322	152,452
Transfer to Capital	745	1,668
	<u>809,062</u>	<u>861,339</u>
<b>OPERATING SURPLUS</b>	<b>166,250</b>	<b>223,468</b>
Surplus Transfers to Reserve	<u>(10,968)</u>	<u>0</u>
<b>SURPLUS AFTER RESERVE TRANSFER</b>	<b>155,282</b>	<b>223,468</b>
Budgeted Transfer to Accumulated Surplus	(39,878)	(33,280)
<b>SURPLUS AFTER TRANSFERS</b>	<u><u>115,404</u></u>	<u><u>190,188</u></u>

Note: Interfund transactions have not been eliminated.

THE CITY OF RED DEER  
**SUBDIVISIONS**  
 STATEMENT OF REVENUE & EXPENDITURE  
 FOR THE YEAR ENDED DECEMBER 31, 1994

SCHEDULE J

	<u>1994</u>	<u>1993</u>
<b>REVENUES</b>		
Lot sales	\$ 4,252,694	\$ 6,115,417
Debenture interest subsidy	92,160	106,418
Local Improvement Levies	7,670	7,670
Transfers from Operating (Schedule L)	252,265	0
	<u>4,604,789</u>	<u>6,229,505</u>
 <b>EXPENDITURES</b>		
Administration	148,822	150,004
Debt charges	1,681,645	1,700,991
Transfer to Operating (Schedule L)	912,426	496,002
Transfer to Capital	(13,802)	7,670
	<u>2,729,091</u>	<u>2,354,667</u>
 <b>OPERATING SURPLUS</b>	 1,875,698	 3,874,838
Surplus Transfer to Capital Fund	<u>(1,875,698)</u>	<u>(3,874,838)</u>
 <b>SURPLUS AFTER TRANSFERS</b>	 <u><u>0</u></u>	 <u><u>0</u></u>

Note: Interfund transactions have not been eliminated.

THE CITY OF RED DEER  
**ELECTRIC LIGHT & POWER**  
 STATEMENT OF REVENUE & EXPENDITURE  
 FOR THE YEAR ENDED DECEMBER 31, 1994

SCHEDULE K

	<u>1994</u>	<u>1993</u>
<b>REVENUES</b>		
Residential	\$ 11,190,795	\$ 11,373,511
Commercial	22,506,678	22,202,616
Penalties & charges	525,237	482,153
Provincial grants	1,561,500	1,060,392
Income tax rebates	1,662,360	1,840,324
Other	178,250	159,627
Transfers from Operating (Schedule L)	<u>2,158,556</u>	<u>2,078,089</u>
	<u><b>39,783,376</b></u>	<u><b>39,196,712</b></u>
<b>EXPENDITURES</b>		
Purchase of Power for Resale	22,693,092	22,591,443
Income tax rebates	1,662,360	1,840,324
Administration	1,187,497	1,188,464
Customer billing & collection	299,833	255,427
Distribution & maintenance	794,896	763,840
Transfers to Operating (Schedule L)	6,632,985	6,776,667
Transfer in Lieu of Taxes	702,864	549,000
Net Transfer to Capital	<u>1,428,017</u>	<u>2,732,328</u>
	<u><b>35,401,544</b></u>	<u><b>36,697,493</b></u>
<b>OPERATING SURPLUS</b>	<b>4,381,832</b>	<b>2,499,219</b>
Surplus Transfer to Reserve	<u>(4,406,581)</u>	<u>(2,480,863)</u>
<b>SURPLUS AFTER TRANSFERS</b>	<u><b>(24,749)</b></u>	<u><b>18,356</b></u>

Note: Interfund transactions have not been eliminated.

## CITY OF RED DEER

**SCHEDULE OF INTERNAL OPERATING CHARGES & TRANSFERS**

FOR THE YEAR ENDED DECEMBER 31, 1994

	<u>GENERAL</u>	<u>PARKING</u>	<u>EQUIPMENT FUND</u>	<u>WATER</u>	<u>WASTE WATER</u>
<b>TRANSFERS FROM OPERATING</b>					
<b>TRANSFERS</b>					
Administration Charges	\$ 7,856,407	\$ 0	\$ 0	\$ 0	\$ 0
Hydrant Rental	0	0	0	179,478	0
Meter Maintenance	0	0	0	116,315	0
Meter Readers	0	0	0	0	0
Interest - Subdivisions	228,540	0	0	0	0
Interest - Inventory	144,000	0	0	0	0
E.L. & P. Building Debenture	116,750	0	0	0	0
Prepaid Debentures	183,335	0	0	0	0
Utility Billing	1,175,052	0	0	0	0
Other	2,037,717	0	0	0	0
	<u>11,741,801</u>	<u>0</u>	<u>0</u>	<u>295,793</u>	<u>0</u>
<b>INTERNAL COST RECOVERIES</b>					
Equipment Rental	0	0	3,365,405	0	0
Utilities	0	0	0	126,983	44,958
Facility Rental	62,057	0	0	0	0
	<u>62,057</u>	<u>0</u>	<u>3,365,405</u>	<u>126,983</u>	<u>44,958</u>
<b>TOTAL</b>	<u><b>11,803,858</b></u>	<u><b>0</b></u>	<u><b>3,365,405</b></u>	<u><b>422,776</b></u>	<u><b>44,958</b></u>
<b>TRANSFER TO OPERATING</b>					
<b>TRANSFERS</b>					
Administration Charges					
- General	\$ 0	\$ 102,456	\$ 0	\$ 622,880	\$ 500,754
- Engineering	0	0	0	153,900	153,900
- Public Works	0	0	0	140,000	140,000
- Meter Readers	0	0	0	53,365	53,365
- Utility Billing	0	0	0	258,511	258,511
Prepaid Debentures	1,659	27,298	46,550	29,188	0
Hydrant Rental	179,478	0	0	0	0
Meter Maintenance	0	0	0	0	116,315
Interest - Subdivisions	0	0	0	0	0
E.L. & P. Building Debenture	0	0	0	0	0
Interest - Inventory	0	0	0	0	0
Other	1,321,577	8,265	27,130	0	0
	<u>1,502,714</u>	<u>138,019</u>	<u>73,680</u>	<u>1,257,844</u>	<u>1,222,845</u>
<b>INTERNAL CHARGES</b>					
Equipment Rental	2,613,724	31,938	38,760	271,856	178,041
Utilities	1,371,737	680	17,730	427,274	400,099
Facility Rental	62,057	0	0	0	0
	<u>4,047,518</u>	<u>32,618</u>	<u>56,490</u>	<u>699,130</u>	<u>578,140</u>
<b>TOTAL</b>	<u><b>5,550,232</b></u>	<u><b>170,637</b></u>	<u><b>130,170</b></u>	<u><b>1,956,974</b></u>	<u><b>1,800,985</b></u>

SCHEDULE L

<u>SOLID WASTE COLLECTION</u>	<u>SOLID WASTE DISPOSAL</u>	<u>RECYCLING</u>	<u>SUBDIVISIONS</u>	<u>ELECTRIC LIGHT &amp; POWER</u>	<u>TOTAL</u>
\$ 0	\$ 0	\$ 0	\$ 0	0	\$ 7,856,407
0	0	0	0	0	179,478
0	0	0	0	0	116,315
0	0	0	0	106,730	106,730
0	0	0	250,000	0	478,540
0	0	0	0	0	144,000
0	0	0	0	0	116,750
0	0	0	0	0	183,335
60,000	0	0	0	0	1,235,052
0	0	54,700	2,265	0	2,094,682
<u>60,000</u>	<u>0</u>	<u>54,700</u>	<u>252,265</u>	<u>106,730</u>	<u>12,511,289</u>
0	0	0	0	0	3,365,405
36,904	0	0	0	2,051,826	2,260,671
0	0	0	0	0	62,057
<u>36,904</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,051,826</u>	<u>5,688,133</u>
<u>96,904</u>	<u>0</u>	<u>54,700</u>	<u>252,265</u>	<u>2,158,556</u>	<u>18,199,422</u>
\$ 310,721	\$ 135,860	\$ 0	\$ 165,730	5,764,769	\$ 7,603,170
0	0	0	0	0	307,800
10,140	16,070	49,020	0	0	355,230
0	0	0	0	0	106,730
246,761	60,000	83,775	0	411,267	1,318,825
0	0	0	78,605	0	183,300
0	0	0	0	0	179,478
0	0	0	0	0	116,315
0	0	0	228,540	0	228,540
0	0	0	0	116,750	116,750
0	0	0	0	144,000	144,000
0	54,700	0	439,479	0	1,851,151
<u>567,622</u>	<u>266,630</u>	<u>132,795</u>	<u>912,354</u>	<u>6,436,786</u>	<u>12,511,289</u>
69	70,370	7,527	72	153,048	3,365,405
0	0	0	0	43,151	2,260,671
0	0	0	0	0	62,057
<u>69</u>	<u>70,370</u>	<u>7,527</u>	<u>72</u>	<u>196,199</u>	<u>5,688,133</u>
<u>567,691</u>	<u>337,000</u>	<u>140,322</u>	<u>912,426</u>	<u>6,632,985</u>	<u>18,199,422</u>

# **Operating Revenue and Expenditure Summary**

## **General and Utility Funds**

THE CITY OF RED DEER  
**OPERATING SURPLUS (DEFICIT) - BY FUNCTION**  
1990-1994

	1994 Budget	1994 Actual
Legislative & Administrative		
Council and Legislative	\$ (272,805)	\$ (248,700)
General Administration	(6,808,497)	(7,750,420)
Police & Protective		
Police	(6,305,324)	(5,993,475)
Disaster Services	(3,720)	(3,720)
Inspection	(185,401)	(202,731)
Fire & Ambulance		
Fire Fighting and Prevention	(5,319,294)	(5,244,902)
Ambulance Services	(810,897)	(591,489)
Public Transit	(330,858)	(279,194)
Transportation		
Roads, Streets, Walks and Lighting	(7,546,262)	(7,269,448)
Airport	(180,687)	(113,530)
Social Planning		
Social Planning	(235,910)	(196,850)
Day Care	(104,926)	(108,592)
Community		
Community	(1,395,643)	(1,416,199)
Cemeteries	29,438	23,648
Economic Development	(214,074)	(203,691)
Public Housing	(131,920)	(104,306)
Recreation Parks & Culture		
Recreation and Parks	(3,997,750)	(3,853,932)
Cultural	(1,518,508)	(1,664,315)
Parking	294,825	286,633
Equipment Pool	(3,327,059)	(3,234,895)
Water	1,567,360	2,183,522
Wastewater	1,649,116	2,025,142
Solid Waste Collection	507,144	519,186
Solid Waste Disposal	546,255	920,088
Recycling	129,508	251,872
Subdivision	654,684	652,491
Electric Light & Power	8,238,820	9,559,162
	<u>(25,072,385)</u>	<u>(22,058,645)</u>
Net Taxes for General Purposes	22,696,653	22,807,941
Other General Revenues	5,750,912	6,876,226
<b>OPERATING SURPLUS</b>	<u>3,375,180</u>	<u>7,625,522</u>
Net Transfer to Reserves	(3,769,054)	(3,994,599)
Net Transfer from Prior Year's Surplus	393,874	393,874
<b>SURPLUS AFTER TRANSFERS</b>	<u>0</u>	<u>4,024,797</u>

1993 Actual	1992 Actual	1991 Actual	1990 Actual
\$ (260,895) (6,305,658)	\$ (287,020) (12,069,101)	\$ (247,032) (9,991,292)	\$ (280,059) (5,617,424)
(5,876,598) 0 (258,933)	(5,816,232) (579) (68,764)	(4,880,432) (1,752) (177,044)	(4,844,716) (1,970) (170,116)
(5,398,417) (746,776) (478,703)	(5,299,332) (836,302) (574,551)	(5,175,795) (846,233) (553,175)	(5,129,170) (233,058) (621,576)
(7,515,189) (91,742)	(6,857,295) (108,950)	(7,143,413) 41,490	(6,579,734) (83,516)
(252,990) (113,022)	(216,331) (63,782)	(241,342) (59,780)	(333,568) (57,093)
(1,435,115) 19,177 (222,144) (130,660)	(1,449,943) (17,349) (377,167) (174,751)	(1,875,807) (17,328) (360,911) (114,426)	(784,617) (22,049) (165,999) (139,218)
(3,109,532) (1,556,567) 317,865 (3,191,488) 1,130,926 1,916,000 537,363 731,655 209,720 488,332 7,746,797	(3,168,378) (1,483,848) 629,913 (3,183,201) 1,093,323 1,408,349 448,513 448,269 232,050 566,903 7,289,924	(3,136,755) (1,675,656) 679,690 (3,057,013) 907,574 1,312,832 363,084 557,566 2,879 473,511 9,391,130	(3,543,397) (1,643,918) 407,721 (2,874,123) 308,406 715,545 436,920 524,168 0 433,575 6,745,087
(23,846,594)	(29,935,632)	(25,825,430)	(23,553,899)
21,698,451 6,672,243	21,833,699 10,903,854	21,137,376 8,060,529	19,482,837 8,070,820
4,524,100	2,801,921	3,372,475	3,999,758
(3,967,155) 655,267	(2,045,143) 603,195	(1,961,807) 676,234	(3,464,438) 671,185
<u>1,212,212</u>	<u>1,359,973</u>	<u>2,086,902</u>	<u>1,206,505</u>

THE CITY OF RED DEER  
**OPERATING REVENUES - BY FUNCTION**  
 1990-1994

	1994 <u>Budget</u>	1994 <u>Actual</u>
Legislative & Administrative		
Council and Legislative	\$ 0	\$ 0
General Administration	1,356,354	1,913,789
Police & Protective		
Police	810,656	935,210
Disaster Services	0	0
Inspection	806,600	784,549
Fire & Ambulance		
Fire Fighting and Prevention	48,894	55,172
Ambulance Services	528,970	513,449
Public Transit	1,465,560	1,407,695
Transportation		
Roads, Streets, Walks and Lighting	2,904,567	1,756,025
Airport	160,930	182,649
Social Planning		
Social Planning	1,079,572	1,075,616
Day Care	207,034	189,436
Community		
Community	34,287	72,801
Cemeteries	235,758	189,620
Economic Development	500	143
Public Housing	3,080	51,930
Recreation Parks & Culture		
Recreation and Parks	3,090,705	3,144,384
Cultural	744,010	744,841
Parking	933,138	807,353
Equipment Pool	1,215,845	1,312,028
Water	6,523,568	6,541,119
Wastewater	5,397,305	5,357,359
Solid Waste Collection	3,068,000	3,098,978
Solid Waste Disposal	1,390,000	1,637,987
Recycling	854,400	920,612
Subdivision	5,451,651	4,344,854
Electric Light & Power	37,780,204	37,624,857
	<hr/>	<hr/>
	76,091,588	74,662,456
Net Taxes for General Purposes	22,696,653	22,807,941
Other General Revenues	5,750,912	6,876,226
	<hr/>	<hr/>
<b>OPERATING REVENUES</b>	104,539,153	104,346,623
Net Transfer from Prior Year's Surplus	393,874	393,874
	<hr/>	<hr/>
<b>REVENUES AFTER TRANSFER</b>	<u>104,933,027</u>	<u>104,740,497</u>

1993 Actual	1992 Actual	1991 Actual	1990 Actual
\$ 1,693,955	\$ 0 1,363,786	\$ 0 1,205,843	\$ 0 1,453,034
749,836	846,289	809,494	668,265
0	0	0	0
735,758	913,459	809,376	722,562
38,617	58,020	30,402	42,422
545,812	543,346	487,251	421,050
1,362,439	1,249,887	1,164,390	1,050,810
1,587,828	1,791,837	1,545,605	1,422,393
163,322	159,757	179,347	187,625
1,143,731	1,189,133	1,113,028	1,250,421
165,685	242,674	242,291	241,678
64,314	72,444	109,788	128,999
203,597	164,886	166,361	147,780
134	436	92	6,525
3,078	3,078	3,078	3,078
3,796,929	3,970,041	3,956,743	3,644,423
637,253	636,916	635,266	546,829
1,045,722	1,060,608	1,010,354	1,044,027
756,038	785,538	967,745	792,127
6,313,290	6,228,303	5,635,654	4,879,995
5,211,361	5,388,205	5,001,489	4,305,040
3,051,536	2,735,690	2,672,006	2,500,731
1,501,838	1,122,100	1,007,732	930,298
918,607	873,745	538,674	0
6,221,835	6,933,132	6,999,579	5,658,310
37,118,623	35,411,672	33,758,695	29,197,785
<u>75,031,138</u>	<u>73,744,982</u>	<u>70,050,283</u>	<u>61,246,207</u>
21,698,451	21,833,699	21,137,376	19,482,837
6,672,243	10,903,854	8,060,529	8,070,820
<u>103,401,832</u>	<u>106,482,535</u>	<u>99,248,188</u>	<u>88,799,864</u>
655,267	603,195	676,234	671,185
<u>104,057,099</u>	<u>107,085,730</u>	<u>99,924,422</u>	<u>89,471,049</u>

THE CITY OF RED DEER  
**OPERATING EXPENDITURES - BY FUNCTION**  
 1990-1994

	1994 Budget	1994 Actual
Legislative & Administrative		
Council and Legislative	\$ 272,805	\$ 248,700
General Administration	8,164,851	9,664,209
Police & Protective		
Police	7,115,980	6,928,685
Disaster Services	3,720	3,720
Inspection	992,001	987,280
Fire & Ambulance		
Fire Fighting and Prevention	5,368,188	5,300,074
Ambulance	1,339,867	1,104,938
Public Transit	1,796,418	1,686,889
Transportation		
Roads, Streets, Walks and Lighting	10,450,829	9,025,473
Airport	341,617	296,179
Social Planning		
Social Planning	1,315,482	1,272,466
Day Care	311,960	298,028
Community		
Community	1,429,930	1,489,000
Cemeteries	206,320	165,972
Economic Development	214,574	203,834
Public Housing	135,000	156,236
Recreation, Parks & Culture		
Recreation and Parks	7,088,455	6,998,316
Cultural	2,262,518	2,409,156
Parking	638,313	520,720
Equipment Pool	4,542,904	4,546,923
Water	4,956,208	4,357,597
Wastewater	3,748,189	3,332,217
Solid Waste Collection	2,560,856	2,579,792
Solid Waste Disposal	843,745	717,899
Recycling	724,892	668,740
Subdivision	4,796,967	3,692,363
Electric Light & Power	29,541,384	28,065,695
<b>OPERATING EXPENDITURES</b>	<b>101,163,973</b>	<b>96,721,101</b>
Net Transfer to Reserves	3,769,054	3,994,599
<b>EXPENDITURES AFTER TRANSFER</b>	<b>104,933,027</b>	<b>100,715,700</b>

1993 Actual	1992 Actual	1991 Actual	1990 Actual
\$ 260,895	\$ 287,020	\$ 247,032	\$ 280,059
7,999,613	13,432,887	11,197,135	7,070,458
6,626,434	6,662,521	5,689,926	5,512,981
0	579	1,752	1,970
994,691	982,223	986,420	892,678
5,437,034	5,357,352	5,206,197	5,171,592
1,292,588	1,379,648	1,333,484	654,108
1,841,142	1,824,438	1,717,565	1,672,386
9,103,017	8,649,132	8,689,018	8,002,127
255,064	268,707	137,857	271,141
1,396,721	1,405,464	1,354,370	1,583,989
278,707	306,456	302,071	298,771
1,499,429	1,522,387	1,985,595	913,616
184,420	182,235	183,689	169,829
222,278	377,603	361,003	172,524
133,738	177,829	117,504	142,296
6,906,461	7,138,419	7,093,498	7,187,820
2,193,820	2,120,764	2,310,922	2,190,747
727,857	430,695	330,664	636,306
3,947,526	3,968,739	4,024,758	3,666,250
5,182,364	5,134,980	4,728,080	4,571,589
3,295,361	3,979,856	3,688,657	3,589,495
2,514,173	2,287,177	2,308,922	2,063,811
770,183	673,831	450,166	406,130
708,887	641,695	535,795	0
5,733,503	6,366,229	6,526,068	5,224,735
29,371,826	28,121,748	24,367,565	22,452,698
98,877,732	103,680,614	95,875,713	84,800,106
3,967,155	2,045,143	1,961,807	3,464,438
<u>102,844,887</u>	<u>105,725,757</u>	<u>97,837,520</u>	<u>88,264,544</u>

**OPERATING REVENUES AND EXPENDITURES  
BY SOURCE OF REVENUE AND OBJECT OF EXPENDITURE  
1990-1994**

	1994 <u>Budget</u>	1994 <u>Actual</u>
<b>REVENUES</b>		
Property Taxes	\$ 45,131,134	\$ 44,943,993
Less: Taxes Collected for Others		
- School Boards	20,196,661	19,973,409
- Other Governments & Agencies	<u>4,578,650</u>	<u>4,585,390</u>
Net Property Taxes	20,355,823	20,385,194
Business Taxes	1,690,000	1,763,897
Mobile Home License Fees	252,530	259,384
Local Improvement Levies	<u>398,300</u>	<u>399,466</u>
Net Taxes for General Municipal Purposes	22,696,653	22,807,941
Utility Revenue	50,524,820	50,759,429
Sale of Goods & Services	11,097,240	9,835,128
Provincial & Other Grants	9,714,070	8,535,437
Other Revenues	8,716,040	9,047,166
Investment Earnings	<u>1,790,330</u>	<u>3,361,522</u>
Total Revenues	<u>104,539,153</u>	<u>104,346,623</u>
<b>EXPENDITURES</b>		
Salaries, Wages & Benefits	\$ 29,593,346	\$ 28,150,204
Contracted Services	12,382,961	9,504,646
Purchases From Other Governments	6,004,183	5,902,419
Purchases of Materials & Supplies	5,208,595	5,051,526
Purchase of Power for Resale	23,331,950	22,723,670
Contributions to Municipal Agencies	1,316,875	1,378,628
Grants to Organizations	443,082	526,344
Financial Charges	10,236,196	10,151,519
Other Expenses	3,419,398	2,776,803
Net Contribution to Capital Projects	<u>9,227,387</u>	<u>10,555,342</u>
Total Expenditures	<u>101,163,973</u>	<u>96,721,101</u>
<b>OPERATING SURPLUS</b>	3,375,180	7,625,522
Net Transfer to Reserves	(3,769,054)	(3,994,599)
<b>SURPLUS (DEFICIT) AFTER RESERVE TRANSFERS</b>	<u>(393,874)</u>	<u>3,630,923</u>
Net Transfer from Accumulated Surplus	393,874	393,874
<b>SURPLUS AFTER TRANSFERS</b>	<u>\$ 0</u>	<u>\$ 4,024,797</u>

1993 Actual	1992 Actual	1991 Actual	1990 Actual
\$ 43,909,047	\$ 42,756,210	\$ 40,330,176	\$ 36,899,879
20,060,202	18,649,159	17,012,394	15,515,766
<u>4,578,521</u>	<u>4,616,332</u>	<u>4,410,091</u>	<u>4,012,890</u>
19,270,324	19,490,719	18,907,691	17,371,223
1,685,870	1,625,161	1,563,852	1,469,128
321,802	291,991	267,553	254,218
<u>420,455</u>	<u>425,828</u>	<u>398,280</u>	<u>388,268</u>
21,698,451	21,833,699	21,137,376	19,482,837
50,123,487	47,938,034	45,155,052	37,804,063
11,467,983	12,114,095	11,781,137	10,187,274
8,557,318	13,495,214	10,197,301	10,082,930
9,103,254	8,579,072	8,102,281	7,922,622
<u>2,451,339</u>	<u>2,522,421</u>	<u>2,875,041</u>	<u>3,320,138</u>
<u>103,401,832</u>	<u>106,482,535</u>	<u>99,248,188</u>	<u>88,799,864</u>
\$ 29,951,260	\$ 29,625,563	\$ 27,893,854	\$ 25,569,228
9,333,340	9,474,148	9,254,587	8,508,412
5,557,314	5,643,517	4,774,611	4,624,133
4,913,888	5,085,629	5,030,214	5,089,388
22,591,443	22,046,932	20,784,802	17,745,634
1,610,889	1,656,614	976,914	(139,484)
660,966	700,072	1,556,274	2,526,337
10,401,576	11,867,841	10,339,134	10,378,999
2,556,408	2,539,496	1,964,734	2,815,917
<u>11,300,648</u>	<u>15,040,802</u>	<u>13,300,589</u>	<u>7,681,542</u>
98,877,732	103,680,614	95,875,713	84,800,106
4,524,100	2,801,921	3,372,475	3,999,758
(3,967,155)	(2,045,143)	(1,961,807)	(3,464,438)
<u>556,945</u>	<u>756,778</u>	<u>1,410,668</u>	<u>535,320</u>
655,267	603,195	676,234	671,185
<u>\$ 1,212,212</u>	<u>\$ 1,359,973</u>	<u>\$ 2,086,902</u>	<u>\$ 1,206,505</u>

**Capital Revenue and Expenditure Summary**

THE CITY OF RED DEER  
**CAPITAL SOURCES & EXPENDITURES**  
 1990 - 1994

	<u>1994</u>	<u>1993</u>
<b>SOURCES OF CAPITAL</b>		
Unexpended Capital Funds - Prior Year	13,564,505	\$ 10,901,540
Debentures Issued	0	0
Government Grants	4,255,574	1,139,279
Net Contribution from Operating	10,430,380	11,166,049
Return on Investments	112,066	44,054
Developer Contributions	1,449,287	1,264,676
Other	1,577,696	1,247,127
	<u>31,389,508</u>	<u>25,762,725</u>
<b>CAPITAL EXPENDITURES</b>		
Overexpenditure from Prior Year	0	0
Subdivision Servicing	3,598,676	2,398,538
Roads and Bridges	4,717,829	1,884,034
Recreation, Culture & Parks Facilities	3,113,521	1,003,928
Electrical Distribution	3,249,051	2,838,925
Major Corridor	1,082,531	625,248
Fire Stations	0	1,003
Equipment Purchases	2,580,750	2,089,482
Other	952,227	985,981
	<u>19,294,585</u>	<u>11,827,139</u>
<b>PAID TO OTHERS</b>		
Westerner - Agri-Trade Centre	0	0
	<u>0</u>	<u>0</u>
Current Year Capital Surplus (Deficit)	12,094,923	13,935,586
Net Transfer (to) from Capital Reserves	(1,414,290)	(371,081)
Capital Funds Advanced - End of Year	<u>10,680,633</u>	<u>13,564,505</u>

<u>1992</u>	<u>1991</u>	<u>1990</u>
\$ 12,151,348	\$ 5,447,591	\$ 5,035,411
0	3,810,868	0
9,002,917	8,250,210	9,414,524
14,938,940	14,796,659	7,408,653
256,141	689,117	899,260
1,522,730	1,030,281	1,046,862
1,978,105	2,643,415	1,084,470
<u>39,850,181</u>	<u>36,668,141</u>	<u>24,889,180</u>
0	0	0
2,990,741	2,920,741	3,799,122
2,683,539	1,269,578	3,183,855
961,597	1,904,194	943,660
1,771,227	2,206,796	1,802,024
14,775,567	7,024,437	6,816,288
1,697,329	507,186	0
1,997,208	2,245,343	2,638,407
1,456,531	1,054,106	480,773
<u>28,333,739</u>	<u>19,132,381</u>	<u>19,664,129</u>
0	5,000,000	0
<u>0</u>	<u>5,000,000</u>	<u>0</u>
11,516,442	12,535,760	5,225,051
(614,902)	(384,412)	222,540
<u>10,901,540</u>	<u>12,151,348</u>	<u>5,447,591</u>

## **STATISTICAL AND SUPPLEMENTARY INFORMATION**

**COMPARATIVE FINANCIAL STATISTICS**  
1990-1994

	<u>1994</u>	<u>1993</u>
Population	59,826	59,826
Assessed Valuation		
Land	\$ 749,119,100	\$ 746,865,020
Improvements, Pipelines and Other	<u>1,782,461,380</u>	<u>1,792,374,200</u>
	<u><u>2,531,580,480</u></u>	<u><u>2,539,239,220</u></u>
Per Capita Assessed Valuation	\$ 42,316	\$ 42,444
Mill Rates (Commercial):		
Municipal	8.232	8.232
Education Foundation	3.738	3.265
School Supplementary	8.413	8.212
Hospital	0.000	0.043
Other	<u>0.750</u>	<u>0.724</u>
	<u><u>21.133</u></u>	<u><u>20.476</u></u>
Property Taxes		
Current Levy (Note 12)	\$ 44,943,993	\$ 43,909,047
Current collected	42,914,453	41,933,198
Percent of Current Levy	95.5%	95.5%
Gross Tax Collections	\$ 43,859,947	\$ 42,734,801
Taxes Outstanding (Note 4)	\$ 1,109,431	\$ 1,146,721
Surplus or (Deficit):		
General Operating Funds	\$ 2,278,549	\$ 180,125
Utility Operating Funds	<u>1,352,374</u>	<u>376,300</u>
Totals	<u><u>3,630,923</u></u>	<u><u>556,425</u></u>
Reserves (Note 10)	\$ 27,667,393	\$ 22,258,503
Long Term Debt:		
Tax Supported Long Term Debt	\$ 25,218,563	\$ 27,166,928
Self Supported Long Term Debt	<u>26,109,253</u>	<u>27,834,774</u>
Total Gross Long Term Debt (Note 9)	<u><u>\$ 51,327,816</u></u>	<u><u>\$ 55,001,702</u></u>
Tax Supported Debt as a % of Assessment	1.0%	1.1%
Gross Tax Supported Debt Per Capita	\$ 422	\$ 454
Total Gross Debt Per Capita	\$ 858	\$ 919
Debt Service Costs (Gross)	\$ 9,983,993	\$ 10,121,508

<u>1992</u>	<u>1991</u>	<u>1990</u>
58,656	58,252	56,922
\$ 392,426,630	\$ 389,365,370	\$ 379,634,630
995,652,950	982,933,210	957,359,630
<u>1,388,079,580</u>	<u>1,372,298,580</u>	<u>1,336,994,260</u>
\$ 23,665	\$ 23,558	\$ 23,488
14.484	14.078	13.328
6.147	5.979	5.078
13.638	12.557	11.747
0.000	0.000	0.000
1.267	1.262	1.240
<u>35.536</u>	<u>33.876</u>	<u>31.393</u>
\$ 41,687,120	\$ 39,277,464	\$ 35,854,494
40,973,993	38,614,865	35,088,340
98.3%	98.3%	97.9%
\$ 41,507,651	\$ 39,374,085	\$ 36,065,031
\$ 1,066,028	\$ 886,559	\$ 983,180
\$ 435,863	\$ 877,210	\$ 663,335
320,915	533,478	(128,015)
<u>756,778</u>	<u>1,410,688</u>	<u>535,320</u>
\$ 17,920,266	\$ 15,260,221	\$ 12,914,002
\$ 28,939,740	\$ 26,043,022	\$ 23,522,049
29,377,116	36,556,708	38,083,784
<u>\$ 58,316,856</u>	<u>\$ 62,599,730</u>	<u>\$ 61,605,833</u>
2.1%	1.9%	1.8%
\$ 493	\$ 447	\$ 413
\$ 994	\$ 1,075	\$ 1,082
\$ 11,590,242	\$ 10,079,593	\$ 10,141,476

THE CITY OF RED DEER  
**COMPARATIVE GENERAL STATISTICS**  
 1990-1994

	<u>1994 *</u>	<u>1993</u>	<u>1992</u>
<b>POPULATION (source: City Census)</b>			
Newborn to Age 19	18,506	18,506	18,145
Age 20 to 39	21,887	21,887	21,565
Age 40 to 64	13,408	13,408	12,878
Age 65 & Older	5,122	5,122	4,991
Unclassified	903	903	1,077
<b>TOTAL</b>	<u><u>59,826</u></u>	<u><u>59,826</u></u>	<u><u>58,656</u></u>

<b>RESIDENTIAL HOUSING UNITS (source: City Census)</b>			
<b>Single Family</b>			
Owner Occupied	9,918	9,918	9,721
Rented	1,166	1,166	1,182
Vacant	140	140	136
<b>Multi-Family , Semi-Detached &amp; Suites</b>			
Owner Occupied	1,791	1,791	1,665
Rented	8,867	8,867	8,784
Vacant	485	485	538
<b>Mobile Homes</b>			
Owner Occupied	731	731	685
Rented	179	179	199
Vacant	54	54	53
Other	65	65	65
<b>TOTAL</b>	<u><u>23,396</u></u>	<u><u>23,396</u></u>	<u><u>23,028</u></u>

<b>INFRASTRUCTURE</b>			
Length of Roads Maintained	359 Km.	353 Km.	345 Km.
Water Mains Length	355 Km.	352 Km.	348 Km.
Sanitary Sewer Length	283 Km.	280 Km.	277 Km.
Area of Municipality	5943Ha.	5,943 Ha.	5,309 Ha.

<b>STAFFING</b>			
Total Full Time Staff	497	518	534
Total Part Time Staff	24	73	80

<b>NEW CONSTRUCTION</b>			
Total # of Building Permits Issued	538	530	488
Total Value of Building Permits Issued	\$ 52,085,131	\$ 45,070,471	\$ 71,640,876 \$

\* A census was not taken in 1994

<u>1991</u>	<u>1990</u>
17,977	17,756
21,920	21,603
12,422	11,827
4,774	4,502
1,159	1,234
<u>58,252</u>	<u>56,922</u>

9,587	9,301
1,142	1,165
98	172

1,570	1,481
8,917	8,871
347	344

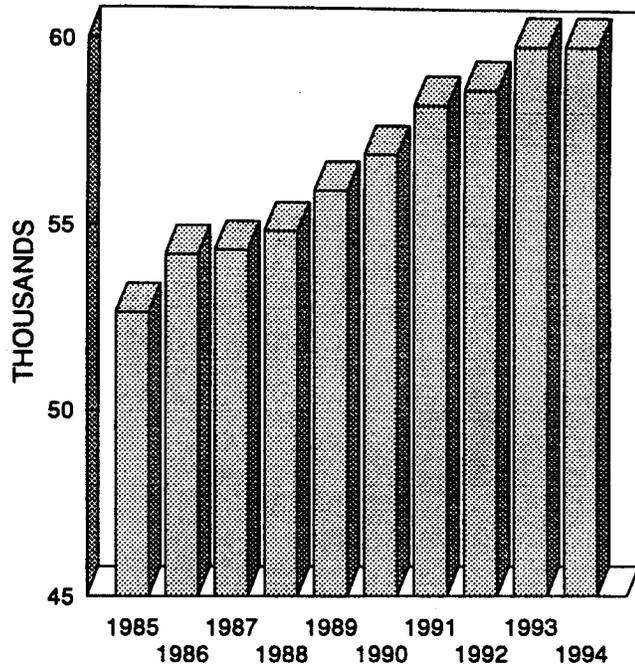
715	702
144	153
41	51
71	58
<u>22,632</u>	<u>22,298</u>

337 Km.	334 Km.
342 Km.	336 Km.
272 Km.	268 Km.
5,309 Ha.	5,309 Ha.

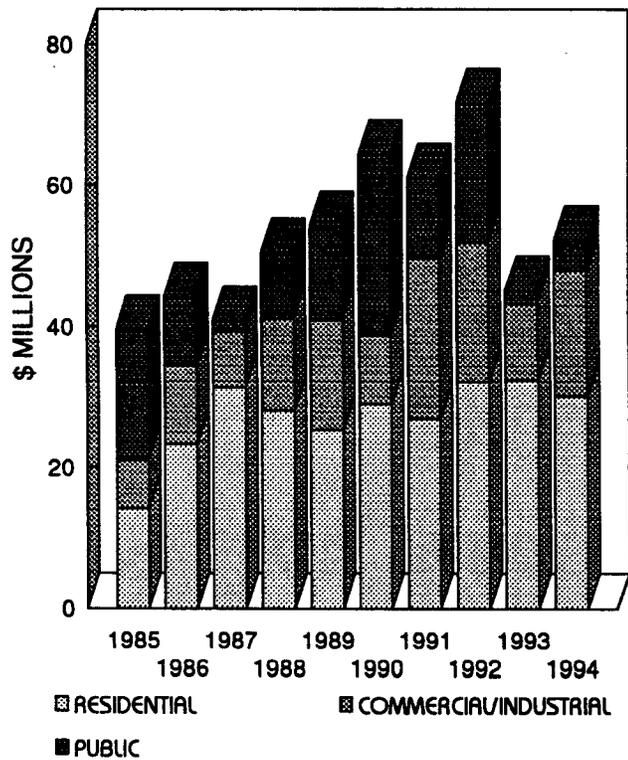
544	538
85	63

469	619
61,064,999	\$ 64,365,480

## POPULATION



## VALUE OF BUILDING PERMITS ISSUED



THE CITY OF RED DEER  
**GOVERNMENT GRANTS**  
 1990 - 1994

	<u>Provincial Government</u>	<u>Federal Government</u>	<u>Local Government</u>	<u>Total 1994</u>
<b>OPERATING</b>				
Protective Services	\$ 838,480	\$ 11,143	\$ 65,360	\$ 914,983
Transportation			4,200	4,200
Social Planning	1,001,070	104,721	34,207	1,139,998
Recreation, Parks & Culture	387,164	11,129	34,055	432,348
Utility income tax rebate	1,561,500			1,561,500
Debenture interest subsidy	596,099			596,099
Alberta Partnership	3,623,070			3,623,070
A.M.P.L.E.	0			0
Other	239,215	24,025		263,240
	<u>8,246,598</u>	<u>151,018</u>	<u>137,822</u>	<u>8,535,438</u>
<b>CAPITAL</b>				
Transportation	1,750,561			1,750,561
Water & Wastewater				0
Recreation, Parks & Culture	162,950			162,950
Infrastructure	1,151,150	1,151,151		2,302,301
Other	39,761			39,761
	<u>3,104,422</u>	<u>1,151,151</u>	<u>0</u>	<u>4,255,573</u>
<b>TOTAL GRANTS</b>	<u>11,351,020</u>	<u>1,302,169</u>	<u>137,822</u>	<u>12,791,011</u>

<u>Total 1993</u>	<u>Total 1992</u>	<u>Total 1991</u>	<u>Total 1990</u>
\$ 83,669	\$ 125,483	\$ 95,189	\$ 68,206
692,199	488,778	631,821	605,604
1,207,303	1,310,764	1,226,253	1,209,388
1,378,593	1,533,721	1,419,116	1,432,474
1,060,392	1,105,104	1,094,496	999,000
598,806	869,252	908,291	943,851
3,429,400	3,436,650	3,305,005	3,204,969
0	4,616,471	1,395,741	1,395,741
105,461	74,301	137,077	212,721
<u>8,555,823</u>	<u>13,560,524</u>	<u>10,212,989</u>	<u>10,071,954</u>
786,359	8,417,637	7,591,137	8,760,923
82,010	436,366	208,955	122,773
258,800	117,714	341,633	530,828
12,110	31,200	108,485	0
<u>1,139,279</u>	<u>9,002,917</u>	<u>8,250,210</u>	<u>9,414,524</u>
<u><u>9,695,102</u></u>	<u><u>22,563,441</u></u>	<u><u>18,463,199</u></u>	<u><u>19,486,478</u></u>

DATE: May 18, 1995

TO: Mayor  
Aldermen  
City Manager  
Directors

FROM: City Clerk

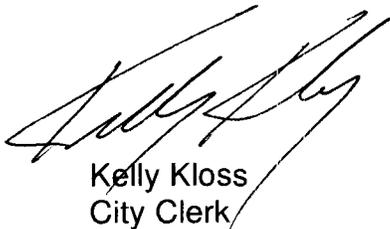
RE: 1994 FINANCIAL STATEMENTS

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Attached is a copy of the 1994 Financial Statements for The City of Red Deer. It is a requirement that this document be submitted to members of Council by the end of May.

As the Financial Statement will be presented on the Open Agenda of Council at its meeting on June 5, 1995, I would ask that you bring this copy to the meeting.

If you have any questions with regard to the Financial Statements, please do not hesitate to contact the Director of Corporate Services.



Kelly Kloss  
City Clerk

KK/ds

**FILE**

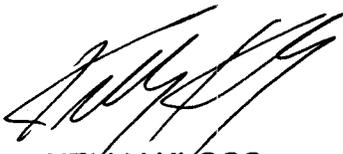
**DATE: June 6, 1995**  
**TO: Director of Corporate Services**  
**FROM: City Clerk**  
**RE: 1994 FINANCIAL STATEMENTS**

---

At the Council Meeting of June 5, 1995, consideration was given to the report from the Finance and Audit Committee dated May 25, 1995 concerning the above topic, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered the report from the Finance and Audit Committee dated May 25, 1995, Re: 1994 Audited Financial Statement, hereby approves the 1994 Audited Financial Statement as submitted to Council June 5, 1995."

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



KELLY KLOSS,  
City Clerk

KK/fm

cc. Treasury Services Manager

NO. 2

**DATE: May 24, 1995**  
**TO: City Council**  
**FROM: Finance & Audit Committee**  
**RE: APPOINTMENT OF EXTERNAL AUDITOR**

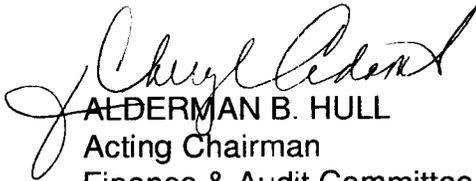
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The Finance & Audit Committee, at their meeting of May 24, 1995, gave consideration to the appointment of an external auditor for the 1995 and 1996 terms.

The Committee considered the major conversion of the financial systems, as noted in the memo from the Director of Corporate Services dated May 11, 1995, and correspondence from the current external auditor. The following motion was passed in this respect.

"That the Finance & Audit Committee, having considered memo from the Director of Corporate Services dated May 11, 1995, and correspondence from the current external auditor Craig Davies Collins dated May 2, 1995, hereby recommend to Council of the City of Red Deer the appointment of the firm Craig Davies Collins as external auditors for the years 1995 and 1996 at an annual fee of \$44,500.00."

The above is submitted for Council's consideration and final approval.

  
ALDERMAN B. HULL  
Acting Chairman  
Finance & Audit Committee

**DATE: May 11, 1995**  
**TO: Finance and Audit Committee**  
**FROM: Director of Corporate Services**  
**RE: APPOINTMENT OF EXTERNAL AUDITORS**

---

As a result of a call for proposals in 1990, the firm of Craig Davies Collins was appointed by Council as the City's external auditors for the financial years 1990 - 1994 inclusive.

The City is involved in a major conversion in 1995 of its financial systems from a UNISYS mainframe to an IBM AS400 client/server system. This involves also replacing most of the City's existing financial software with an integrated financial system.

Normally in 1995 the City would request proposals from interested auditors for the five year period 1995 - 1999 inclusive. If a different audit firm was selected for 1995, however, it would place an unmanageable burden on staff to:

- train a new audit firm in both the old and new systems
- involve more staff time when they are heavily committed to implementing the new integrated financial system.

The City's existing auditors have submitted a proposal to do the 1995 audit for \$44,500. This is less than the 1994 audit fee of \$45,964 under the existing contract. They have also agreed to charge the same fee of \$44,500 for 1996.

### **Recommendation**

Craig Davies Collins be appointed the City's external auditors for 1995 and 1996 at an annual fee of \$44,500.



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

AW/jt

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# Craig Davies Collins

CHARTERED ACCOUNTANTS

PARTNERS:  
 \* WILLIAM G. CRAIG, B.COMM., C.A.,  
 \* MICHAEL G. DAVIES, B.Sc., Agric., C.A.,  
 \* ALLAN E. COLLINS, B.COMM., C.A.,

2ND FLOOR  
 5913 - 50TH AVENUE  
 RED DEER, ALBERTA T4N 4C4

PHONE: (403) 346-4134  
 FAX: (403) 341-4242

May 2, 1995

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

**Attention: Mr. Alan Wilcock, C.A., Director of Corporate Services**

Dear Sir,

**Proposal for Provision of Audit Services for 1995**

You requested that we provide you with an estimate of the cost of audit services for the 1995 year recognizing that our five year audit contract expires with the completion of the 1994 audit. It is our understanding that you wish to have audit continuity during the conversion of your computer accounting system from the old UNISYS to the new AS400 client/server system. We are also aware that you will no longer have an internal audit function as the internal auditor has been reassigned to other tasks. Based on this understanding we make the following offer:

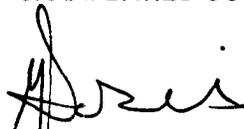
1.	Audit of annual City and Municipal Affairs Financial Statements	\$ 40,000
2.	Other audits	
	FCSS	2,800
	Local Authorities Board Pension Plan	1,200
	TransAlta Utilities Income Tax Rebate	500
	<b>Total proposed cost of audit</b>	<b>\$ 44,500</b>

If the conversion extends over a two year period and it is your wish to maintain the continuity of the audit we will extend this offer to cover the two year period at the same rate for both years of \$44,500.

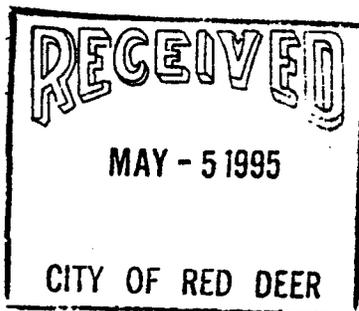
We trust this offer meets with your approval and look forward to continuing to work with you and your staff in the future. Should you require any further information or explanation please call.

Yours very truly,

CRAIG DAVIES COLLINS



M.G. Davies



MGD/ik

**FILE**

**DATE: June 6, 1995**  
**TO: Director of Corporate Services**  
**FROM: City Clerk**  
**RE: APPOINTMENT OF EXTERNAL AUDITOR**

---

At the Council Meeting of June 5, 1995, consideration was given to the report from the Finance and Audit Committee dated May 24, 1995 concerning the above topic, and at which meeting the following resolution was passed:

""RESOLVED that Council of The City of Red Deer, having considered the report from the Finance and Audit Committee dated May 24, 1995, Re: The Appointment Of The External Auditor, hereby appoints the firm of Craig Davies Collins as External Auditors for The City of Red Deer for the years 1995 and 1996, at an annual fee of \$44,500.00 (forty-four thousand five hundred dollars), and as presented to Council June 5, 1995."

The decision of Council in this instance is submitted for your information. I trust you will be advising the firm of Craig Davies Collins of Council's decision in this instance.



KELLY KLOSS,  
City Clerk

KK/fm

**FILE**

Copied to  
City Clerk's Dept  
July 20/95 JT

June 19, 1995

Craig Davies Collins  
5913 Gaetz Avenue  
RED DEER, Alberta  
T4N 4C4

Attention: M. Davies

Dear Sir:

**RE: APPOINTMENT AS EXTERNAL AUDITOR**

I am pleased to confirm that City Council has agreed to accept your proposal to continue as the City's external auditors for the years 1995 and 1996.

Yours truly,

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

AW/jt

f:\d\l\alan\letters\externaud.cdc

NO. 3

FILE NO. C-68

**DATE: May 16, 1995**

**TO: KELLY KLOSS**  
**City Clerk**

**FROM: LESIA DAVIS**  
**Culture Development Superintendent**

**RE: IDEA BANK - CITY COUNCIL MEETING OF JUNE 5, 1995**

---

The Idea Bank Society, under the Chair of Dr. Vinay Chafekar, would like to request making a 5-10 minute presentation at the June 5th meeting of City Council. I am attaching one page of background information that can be attached with the agenda. A 5:30 or 7:15 time assignment would be preferred, and both I and Dr. Chafekar will be presenting.



LESIA DAVIS

LD:lb  
Attach.

cc. Lowell Hodgson, Community Services Director

COMMENTS:

Mr. Chafekar and Ms. Davis will be present to address Council relative to this issue.

"G. SURKAN"  
Mayor

"M.C. DAY"  
City Manager

**DATE:** May 18, 1995

**TO:** KELLY KLOSS  
City Clerk

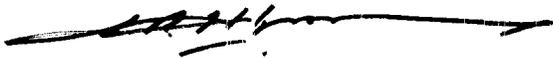
**FROM:** LOWELL R. HODGSON, Director  
Community Services Division

**RE:** IDEA BANK

---

I applaud the Idea Bank Committee for their imaginative program to encourage creative ideas that might improve the quality of life in our city. Four years ago, at an Arts Matter Conference, local artist, Dave More, came forward with the Idea Bank concept and, in 1995, the focus of the competition is on the downtown. It is, of course, the hope of the Idea Bank Committee that some of the ideas put forward might be taken up by property owners, developers, or any interested group who want to make our downtown more attractive.

Vinay Chafekar, Chairman of the Idea Bank Committee, will describe this concept to City Council and to the public, encouraging submissions to this year's competition.



LOWELL R. HODGSON

:dmg

Att.

c/o Box 5008, Red Deer, AB T4N 3T4

Ph: 342-6100

Fax: 342-6073

**THE IDEA BANK OF RED DEER****'95 Focus**

Ideas to improve the quality of life in downtown Red Deer are being solicited in a competition, May 1 - Sept. 30, 1995.

Prizes will be publicly awarded in October; first prize \$300, second prize \$200, third prize \$100.

Be part of a unique community project that will live on and that appeals to anyone who cares about Red Deer as their #1 community.

**What is it?**

Perhaps the only such 'bank' in the country, this unique bank collects creative ideas; the bank then pays dividends by having a reservoir of community thoughts on improving the quality of life in Red Deer, accessible to all.

Ted Gaebler, in a recent speech, suggested that corporations should have a department of creative ideas -- Red Deer has a bank of creative ideas, with regular deposits.

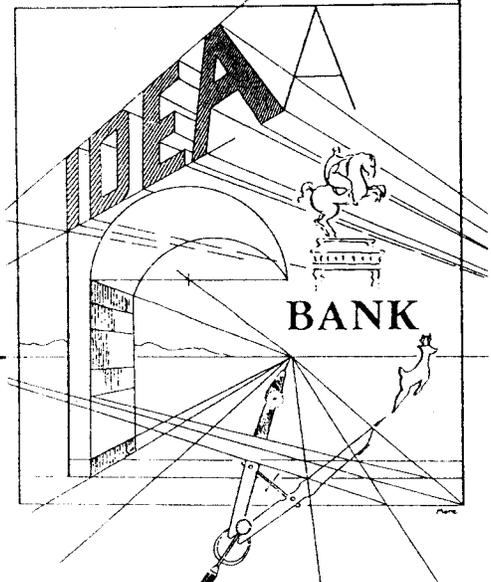
Ideas are collected from the public and could include landscaping, architecture, public art, recycling projects, "people places", businesses, or any host of other creative suggestions.

All ideas will be published, in a flyer with a wide circulation (2,000+), available for planners, builders, developers, businesses, community associations, service clubs, or any public association. Some ideas may cost nothing to implement, others may have a price.

**Background**

Dave More, a local artist, originally came forward with the Idea Bank concept. The first competition, open to the public, was held in the spring of 1993. Since then, winning entries are coming to fruition: a Rev. Gaetz sculpture was installed downtown, a historic clay mural of the old armouries is near completion and will be installed in the link of the Library expansion, and a couple of new city-wide festivals have been born: First Night Festival (being planned for New Year's Eve 1995), Spring Solstice, and Harvest Fest.

If any further information is required, or for an application form, please call 342-6100.



Vinay Chafekar	346-4675
Dave More	746-3429
Paul Meyette	343-3394
Greg Lutes	343-2400
Lesia Davis	342-6100
Roger Clarke	340-5033

**1995 SPONSORS:**

- C.I.B.C.
- Govind N. Bhadresa Prof. Corp.
- Vinay D. Chafekar Prof. Corp.
- The Red Deer Chamber of Commerce
- Red Deer Advocate
- City of Red Deer Recreation, Parks & Culture Department
- Parkland Savings & Credit Union
- Santo Property Management
- Group<sup>2</sup> Architects
- The Towne Centre Association
- Hook Outdoor Advertising

**FILE**

**DATE: June 6, 1995**  
**TO: Lesia Davis, Culture Development Superintendent**  
**FROM: City Clerk**  
**RE: IDEA BANK**

---

On behalf of Council, please accept their thanks for the presentation, by Dr. Vinay Chafekar concerning the Idea Bank Society, made at the Council Meeting of June 5, 1995.

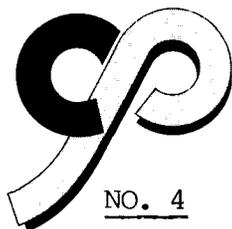
Please convey our thanks to Dr. Chafekar.



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Community Services



**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

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

**DATE: MAY 29, 1995**

**TO: CITY COUNCIL**

**FROM: FRANK WONG**

**RE: PROPOSED AMENDMENTS TO  
ANDERS EAST OUTLINE PLAN**

A public meeting was held on Tuesday, May 23, 1995 at St. Elizabeth Seton School to discuss proposed amendments to the Anders East Outline Plan. The proposed changes are:

1. Increasing the number of semi-detached lots in Phases 5, 7, and 10; and the random placement of these lots in Phase 7.
2. The inclusion of a phasing sequence for the remainder of the subdivision.
3. The inclusion of a day care facility adjacent to 30th Avenue.

The meeting was attended by 3 area residents along with representatives from Al-Terra Engineering Ltd., Anders East Development Ltd., and ourselves (registration list and comment sheet attached).

The comments of the area residents were:

- a. Group the semi-detached lots around the green area in Phases 5 and 7 rather than interspersing them with single family lots
- b. The extensive length of semi-detached lots along collector road to 30th Avenue (Phase 10) may create a parking problem
- c. The location of the day care site may create a traffic problem similar to that of the day care site in Eastview Estates, too close to a multi-family development and too close to the junction of a collector road to an arterial road

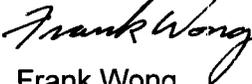
The developer stated that the proposed semi-detached development will be similar in nature to those being developed on Allan Street having double attached garages, thereby reducing parking problems. Depending on market demand, they may not develop the randomly spaced semi-detached lots in Phase 7 and possibly the western half of the row of semi-detached lots in Phase 10 as semi-detached development. On the subject of the day care site, the developer's consulting engineer explained that there should not be any traffic problem as they plan to

design this entry similar to the development's north entry that incorporates a divided entry with two lanes in each direction.

The rest of the discussion at the meeting related to the timing of various phases, the timing of the seeding of the storm water detention pond area, the tentative location of the school if the public school board decides to build it, and the various types of multiple family development that could occur on the multiple family sites.

**RECOMMENDATION**

Planning staff recommend that Council approve the proposed amendments to the Anders East Outline Plan.

  
Frank Wong,  
Planning Assistant

Enclosure

**COMMENTS:**

We recommend that Council approve the updated Outline Plan.

"G. SURKAN"  
Mayor

"M.C. DAY"  
City Manager





ANDERS EAST NEIGHBOURHOOD MEETING  
REGARDING OUTLINE PLAN AMENDMENTS

PARKLAND COMMUNITY PLANNING SERVICES / CITY OF RED DEER

MAY 23, 1995

NAME:

Gary and Nancy Wankless

ADDRESS

51 Ansett Cres.

COMMENTS

1. We appreciated the resource people at this meeting held on Tuesday, May 23, 1995.
2. Regarding duplex development, we comment as follows:
  - a) 'duplexes are to be of a standard comparable to those being built'. Comment: we agree
  - b) one resident suggested duplexes in SW corner (marked in green) be located around green area only. We think that is a good idea. The green area will add 'space' to the denser population.
  - c) duplex row on major entrance has the potential to create traffic problems - more likelihood of street parking.
  - d) multi-family site - green area around park great idea. If site is developed with cut-de-sacs it will likely work very well.
  - e) park development is to commence - great news.

**FILE**

**DATE: June 6, 1995**  
**TO: Red Deer Regional Planning Commission**  
**FROM: City Clerk**  
**RE: PROPOSED AMENDMENTS TO ANDERS EAST OUTLINE PLAN**

---

At the Council Meeting of June 5, 1995, your report dated May 29, 1995 concerning the above topic was presented to Council, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered the report from the Parkland Community Planning Services, dated May 29, 1995, Re: Proposed Amendments To Anders East Outline Plan, hereby approves the proposed amendments to the Anders East Outline Plan, and as submitted to Council June 5, 1995."

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



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Community Services  
Director of Development Services  
Bylaws & Inspections Manager  
Land & Economic Development Manager  
E.L. & P. Manager  
Fire Chief

**DATE:** May 26, 1995

**TO:** KELLY KLOSS  
City Clerk

**FROM:** LOWELL R. HODGSON, Director  
Community Services Division

**RE:** DELIVERY OF SPECIAL TRANSPORTATION SERVICES  
IN RED DEER

---

During the service analysis review by City Council in August 1994, the Social Planning Department was instructed to work with the Special Transportation Advisory Board to consider the delivery of appropriate special transportation services. Since that time, a sub-committee of the advisory board has been working toward the attached report, with the following issues as a focus:

- What is the most efficient and effective service delivery system for special transportation?
- For the tax dollars provided, what is the optimal level of service?

I commend the sub-committee and the Special Transportation Advisory Board for excellent work, which brought them to their five recommendations. My comment on each of those recommendations is as follows:

### **RECOMMENDATIONS**

1. *"That The City of Red Deer continue to contract with the Red Deer Action Group For the Physically Disabled, an arms-length society, to offer special transportation services in Red Deer."*

I support this recommendation as the Red Deer Action Group has a history of good service and an understanding of the special needs of their clients. The Red Deer Action Group is an arms-length agency and we deliver this service through a contract. They currently own the seven accessible vehicles, and have established a relationship with various service clubs in the city that provide the matching funds necessary for the acquisition of running stock.

2. *"That the Red Deer Action Group For the Physically Disabled offer increased hours of service to meet the needs of the community (up to 1,500 hours), with the same City funding as provided in 1995, to meet increased demand and extended evening and weekend service."*

I support this recommendation, as it clearly indicates an expectation for increased service with the same City funding as is currently provided. The Red Deer Action Group is left with the option of entering into a partnership with Prairie Bus Lines to provide drivers and dispatch, or to reduce their own expenses by whatever means deemed appropriate in order to offer this increased service.



City Clerk  
 Page 2  
 May 26, 1995  
 Special Transportation Services

---

3. *"That the Red Deer Action Group explore partnerships with the private sector that would increase after-hours service for persons with disabilities."*

Extending the hours of operation by up to 1,500 hours will significantly reduce the need for after-hours service. However, new partnerships may be considered and, through that, an even better service provided. Cost will be an issue here.

4. *"That the taxi industry be encouraged to provide, on a cost recovery basis, accessible service for those persons who can afford to pay."*

With an aging population, taxi companies should be planning for increased demands and developing a fleet of vehicles suitable to meet these needs. While we can do nothing more than encourage in this regard, we should, nonetheless, do that in an effort to be certain the best service possible is available.

5. *"That City Council review the feasibility of establishing a Transportation Advisory Board to address both regular and special transportation issues, and provide a continuum or family of services in Red Deer."*

The Special Transportation Advisory Board has served the city well in addressing the needs of handicapped persons. Other advisory boards, such as the Recreation, Parks & Culture Board and the Environmental Advisory Board, also provide an opportunity for broad based citizen input into decisions that affect their everyday lives. The Transportation Advisory Board might offer a similar opportunity and could provide the Transit Department with not only citizen input, but likewise, could assist in becoming ambassadors for the service. It would be my recommendation that a Transportation Advisory Board be very broadly based and I am supportive of considering this potential.

With City Council support of the above recommendations, an existing service by way of a contract can continue and be enhanced without increased City costs and those needing this service would receive the benefit.



LOWELL R. HODGSON

:dmg

Att.

c Colleen Jensen, Social Planning Manager  
 Special Transportation Advisory Board  
 Kevin Joll, Transit Manager

**DATE: May 25, 1995**

**TO: KELLY KLOSS**  
**City Clerk**

**FROM: FRANCES CRAIGIE, Chair**  
**Special Transportation Advisory Board**

**RE: DELIVERY OF SPECIAL TRANSPORTATION IN RED DEER**

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On May 8, 1995, Council received the report "*Delivery of Special Transportation in Red Deer*" in Committee of the Whole, for information.

On May 18, 1995, the Special Transportation Advisory Board discussed the report on open agenda and heard presentations from the Red Deer Action Group for the Physically Disabled with their response to the report. Those presentations are included with this submission.

After careful consideration and debate, Recommendation #2 was altered to address Committee members' concerns. New information about the service in Lethbridge was also included in the report.

The Special Transportation Advisory Board then passed the following motion:

"That the Special Transportation Advisory Board recommend to Council of the City of Red Deer approval of the report "*Delivery of Special Transportation Services in Red Deer*"."

The Special Transportation Advisory Board wishes to thank the members of the Committee who worked on the report and representatives of private industry who submitted information.

Yours truly,



FRANCES CRAIGIE, Chair  
Special Transportation Advisory Board

BJ:kt  
Enc.

c. Lowell Hodgson, Director of Community Services

COMMENTS:

We concur that the City continue to contract with The Red Deer Action Group for the provision of special transportation services. No other contractor is positioned to administer the program with the level of knowledge and sensitivity provided by The Action Group. We concur that The Action Group undertake to expand the service provided within the existing budget and recommend that The Group be requested to present a detailed proposal to Council by October 1, 1995.

We further concur with recommendations #3 and #4 regarding expanded partnerships with the private sector.

With respect to the recommendation concerning the possible creation of a new transportation advisory board, we recommend that this option be further explored by the administration in cooperation with the Special Transportation Board. We acknowledge that Special Transportation will be challenged to work more closely within the overall transportation service provided in this community and surrounding communities and that there may be benefit from an expanded level of citizen input related to broader issues. At this time, we are unsure whether a permanent Board is required to provide for that discussion, given Council's general direction that we reduce the number of standing committees.

With respect to the section in the report headed "Further Comments" there are some factual inaccuracies and only one option has been explored. If the Red Deer Action Group were to choose this course of action, a number of other alternatives could be explored. We would be prepared to assist them in this regard.

"G. SURKAN"  
Mayor

"M.C. DAY"  
City Manager

DATE: JUNE 5, 1995  
TO: CITY COUNCIL  
FROM: CITY CLERK  
RE: SPECIAL TRANSPORTATION SERVICES

Submitted to City Council  
Date: June 5/95

---

Doreen Befus called our office today and indicated that she wanted to attend the Council meeting tonight however was ill and could not. She wanted me to relay the following to you:

- Drivers are excellent
- Any cut back would be disastrous to the seniors and handicapped children
- To get other drivers with no experience or training would be a problem
- Extended service would be great

Submitted for Council's information.



Kelly Kloss  
City Clerk



# THE CITY OF RED DEER

SP-4.794

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

SOCIAL PLANNING DEPARTMENT  
(403)342-8100 FAX (403)347-4636

SPECIAL TRANSPORTATION ADVISORY BOARD

May 15, 1995

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

Audrey Shadbolt  
9 - Meeres Close  
Red Deer, Alberta  
T4N 0J6

Dear Ms. Shadbolt:

Thank you for your letter received May 9, 1995, expressing your appreciation of the service offered by the Citizen's Action Bus, and your concern that cutbacks may force fewer hours of operation.

A committee of the Special Transportation Advisory Board has recently reviewed the delivery of special transportation in Red Deer and their report will be discussed on open agenda at the Special Transportation Advisory Board May 18, 1995 (5:00 p.m.), and at City Council, June 5, 1995 (approximately 7:00 p.m.).

The recommendation of that committee regarding hours of service is an increase in hours to accommodate the demand by persons with disabilities. Reduced service was not discussed by the committee.

You are welcome to attend either of the above meetings and to receive a copy of the report entitled "Delivery of Special Transportation Services in Red Deer". Please call for any further information (342-8103).

Thank you for taking the time to write.

Yours truly,

BARBARA JEFFREY  
Projects Supervisor

BJ:kt

- c. Mayor and Council  
H. Michael C. Day, City Manager  
Lowell Hodgson, Director of Community Services



*a delight  
to discover!*

9 miles close  
Red Deer.  
May 2, 1995.

City Council of Red Deer,

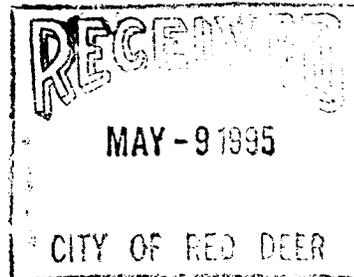
Dear Ms. Surkan,

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

I am a hemodialysis patient, who is treated 3 times a week at Red Deer Regional Hospital Centre. and so use Citizens Action Bus 3x a week. (6 trips) It has come to my attention that cut backs may force fewer hours of operation for these buses. I hope this is only a rumour, as we could use more hours, not less. At present, the buses run 5 days week, and 2 evenings. There is no coverage for STAT holidays which causes big problems.

I ask you to consider us before making your decision.

Thank you,  
Audrey Shadroet.





# THE CITY OF RED DEER

SP-4.794

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

SOCIAL PLANNING DEPARTMENT  
(403)342-8100 FAX (403)347-4636

SPECIAL TRANSPORTATION ADVISORY BOARD

May 15, 1995

Diana Currie, R.N.  
Dialysis Unit  
Red Deer Regional Hospital  
3942 - 50A Avenue  
Red Deer, Alberta  
T4N 4E7

**BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL**

Dear Ms. Currie:

Thank you for your letter received May 9, 1995, expressing your appreciation of the service offered by the Citizen's Action Bus, and your concern that cutbacks may force fewer hours of operation.

A committee of the Special Transportation Advisory Board has recently reviewed the delivery of special transportation in Red Deer and their report will be discussed on open agenda at the Special Transportation Advisory Board May 18, 1995 (5:00 p.m.), and at City Council, June 5, 1995 (approximately 7:00 p.m.).

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Thank you for taking the time to write.

Yours truly,

BARBARA JEFFREY  
Projects Supervisor

BJ:kt

- c. Mayor and Council  
H. Michael C. Day, City Manager  
Lowell Hodgson, Director of Community Services



*a delight  
to discover!*

May 4/95

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

Dear Mayor Surkan, and Council Members,

On behalf of the patients being treated in the Dialysis Unit at the Red Deer Hospital, I would like to impress upon you and the council, the wonderful service that is being done by the citizen's Action Bus. It has come to my attention however that there is a possibility that cut backs in this area are forth coming and so I would like to stress the need for the continuing service for our patients. For three times a week a dialysis patient comes to the hospital for a three to four hour treatment. Many of these individuals are partially blind, or physically handicapped due to other underlying problems. For some, it means a difference of staying at home or in nursing homes as apposed to being in Auxilliary Care at the Hospital.

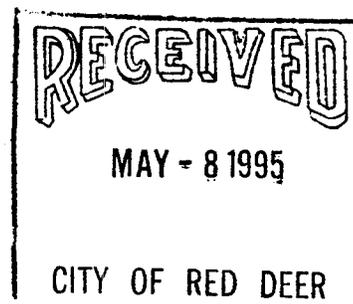
Presently, We have six patients using this service and we can anticipate further growth over the next several months, As there are at least six patients due to start on our program. The Renal program has a twelve percent growth rate per year and as many of our patients are seniors with other problems, This service is imperative ~~in~~ retaining their quality of life.

Thanks for your consideration of this concern.

Yours Sincerely,



Diana Currie R.N



**COUNCIL MEETING OF JUNE 5, 1995**

**ATTACHMENT TO REPORT ON OPEN AGENDA**

**RE: DELIVERY OF SPECIAL  
TRANSPORTATION SERVICES IN RED DEER**

**THE RED DEER ACTION GROUP  
RESPONSE TO  
THE REVIEW COMPLETED BY THE  
SPECIAL TRANSPORTATION ADVISORY BOARD  
FOR CITY COUNCIL  
APRIL 1995**

**MAY 18, 1995**

Madam Chairman:

Members of the Special Transportation Advisory Board:

The members of The Red Deer Action Group Board and the members of the Citizens Action Bus Board asked me to present our response to:

**THE REVIEW OF SPECIAL TRANSPORTATION  
SERVICES IN RED DEER.  
COMPLETED BY THE SPECIAL TRANSPORTATION  
ADVISORY BOARD  
FOR CITY COUNCIL  
APRIL 1995**

Because of the confidentiality, we were not privy to the Review until a week ago and considering the importance and the complexity of the issues involved - a week is not much time in which to think through an in-depth, definitive reply.

Referring to page 12 of the Review.

**VII. RECOMMENDATIONS TO COUNCIL**

**RECOMMENDATION**

1. We agree with and we support this. The Citizens Action Bus service is a tried and proven service of exceptionally good quality. The volunteer commitment in starting, maintaining and expanding this service has been enormous.

Our first driver's salary was approximately \$7.00 per hour and beginning with him all our drivers have been dedicated, above and beyond the call of duty - their tasks go far beyond those of regular transit drivers, considering the diversified needs of C.A.B. passengers. To illustrate one incident:

A 6 year old disabled child was picked up from school and scheduled to be returned to the baby sitter. The sister wasn't home, the mother wasn't home, Granny wasn't home. The driver kept the child on the bus until the end of his shift, then, in his own time, eventually found someone home. Another time, when funding cuts to Education began and the School Board decided to use taxis for some disabled students, a child was just left. The mother was very upset and insisted that only the C.A.B. transport her child hence forth. All C.A.B. users have complete confidence in the service because of the dedication of drivers, dispatcher and Executive Director, Mr. Howard Maki. To my knowledge no C.A.B. passenger has ever been stranded. I was one of the founding members of the C.A.B. and have used the service regularly - it is very important to me and to many others.

- The majority of Handibus Services in the Province are either integrated with Transit operations or administered by non-profit services. You get a volunteer commitment plus a Service Club commitment.
- In comparison with other Handibus services, the Action Bus rate of \$14.50 per hour for drivers is not out of line.

Lethbridge	\$13.50 per hour
Medicine Hat	\$15.53 per hour
Calgary	\$15.08 per hour
Action Bus rates	
Start	\$12.35 per hour
6 months	\$13.10 per hour
1 year	\$14.50 per hour

No increases since 1992

The Action Group would also like to point out that the Action Bus Budget was cut by \$4,000.00 in 1994 and by \$2,000.00 in 1995. To absorb these cuts, the staff, including drivers accepted a cut of 3 formerly paid holidays in 1994 and 1995.

#### RECOMMENDATION 3

The Action Group is prepared to look at Associated Taxi's proposal in more depth. However, the Service Clubs which donated 25% of cost of bus purchases may object to leasing to a private company making a profit.

#### RECOMMENDATIONS 4 AND 5

The Action Bus would be prepared to support these.

#### In conclusion Madam Chairman

We fully understand that the Red Deer Action Group is only one of many special interest groups competing for continually shrinking funds. However, we feel that high quality special transportation is vital in any community concerned with the quality of life of its inhabitants. We are constantly searching for ways and means to increase efficiency.

For example; we have converted the Buses to natural gas fuel to reduce operating costs; and during school holidays we operate with fewer buses.

May 18, 1995

Madame Chairman,

I Appreciate and Support the Presentation that Doreen Carlyle has made to this Committee on behalf of the Red Deer Action Group Board. As President, of the Red Deer Action Group I wish to add a few Comments and Observations, brought to my attention, as well.

Once again, I wish to point out that The Red Deer Action Group Board was disappointed that they were kept in the dark, over such Important Recommendations already Submitted to Council on the Whole, before they had any opportunity to Agree with the Recommendations or Share their Concerns about the Recommendations. Any Suggested Changes to the C.A.B. Service, directly effects them, as they are Appointed by the Red Deer Action Group to over-see the Operation of this Service.

Barbara attended our Meeting to go over the Recommendations with the Board. As Chairman, I tolaid out the possibilities of the Longer Hours of Bus Service for each Day of the Week. I was over whelmed that the Board was 100% Against this Recommendation Knowing these Extended Hours of Service would only be feasible though Monies Cut-Back from the Drivers.

One Director pointed out, that He had worked for Months with an Private Sector in Red Deer, to promote this type of Service to the Disabled, and now a Year later has beam most disappointed as they have not been able to keep any of their Promises for better Service through them. Their Ideas were excellent in Theory, but could not to fulfilled in Reality. With this in mind it was felt We should be sitting around the Table Discussing, how we could Give our Drivers a Raise, in Appreciation Not Cutting them Back.

Another Suggestion made was, Should the City of Red Deer's Tax-payers be made Aware of any need for Increased Service for the Disabled, they might be willing to give an Extra Dollar, on their Taxes, ear-marked for this Service to the Community. One cannot overlook the fact that they themselves might need the Service, if not through an Disability for sure when they would become a Senior.

The Red Deer Action Group does not apologias for the Wages now paid to it's Drivers. It is comparable to other Special Transportation Services throughout Alberta, for Drivers with such long year of Service.

If it were not for the Expertise of the Supervisor, Dispatcher and Drivers, with their many years of Service, the Citizen's Action Bus Service would not be what it is today. If this was not so then the First Recommendation, to continue with the Organization already suppling the Service, would not of been made.

I apologias if I have personally failed to commuciate the true feeling of the Red Deer Action Group Board, while sitting on the Ad Hoc Committee, and or sitting on this Committee, as the Red Deer Action Group appointed Me to this Committee to represent them.

Thankyou for you time.

Rene Buchholz, President  
Red Deer Action Group

**DELIVERY OF SPECIAL TRANSPORTATION SERVICES  
IN RED DEER**

**REVIEW COMPLETED BY THE  
SPECIAL TRANSPORTATION ADVISORY BOARD  
FOR CITY COUNCIL  
APRIL 1995**

**DELIVERY OF SPECIAL TRANSPORTATION SERVICES  
IN RED DEER**

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**Appendices**

- A. Other Alberta Cities:-Calgary
  - Edmonton
  - Fort McMurray
  - Lethbridge
  - Medicine Hat
  
- B. Information about the Red Deer Action Group

## I. PARAMETERS OF THE REVIEW

City Council, in their ongoing review of the businesses in which the City of Red Deer is involved, passed the following motion in August 1994:

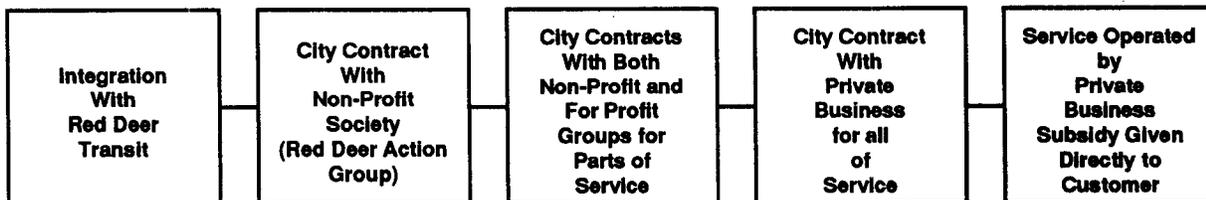
*AGREED the Social Planning Department work with the Special Transportation Advisory Board in the development of a report and recommendations to City Council relating to the delivery of special transportation services and the appropriate relationship with the private sector. Such study should be prepared in consultation with representatives of the taxi industry, and in the context of revisions to the Taxi Bylaw.*

The Special Transportation Advisory Board convened a sub-committee to develop the above mentioned report and make recommendations to Council early in 1995.

The Review Committee of the Special Transportation Advisory Board decided at an early meeting of the Committee, that the mandate given to them by City Council required that any possibility of service delivery must be examined to ascertain that:

- the most efficient and effective method of service is being deployed.
- the greatest number of trips are being offered for persons with disabilities for the tax dollars provided.

To that end, the Committee considered the following continuum as their mandate:



When considering the best methods of delivery of special transportation, within the limits of budgets, three situations for the users must be remembered:

- Customers who have their own transportation vehicles and only use a public or private service in situations where inclement weather, vehicle breakdown or personal health make an alternative choice necessary.
- Customers for whom personal income and/or insurance claims allow them funding for both private and public special transportation or for whom, even on a limited budget, transportation is considered by them as a priority so resources are directed to private as well as public special transportation.
- Customers whose very limited income make public special transportation the only option for them. For a majority of persons with disabilities receiving the Alberta Assured Income for the Severely Handicapped (AISH), approximately \$810/month, the cost of transportation is a major concern. Seniors who have experienced a reduction in benefits and may be eligible for less health-related services, are cautious about spending limited

pensions on transportation. Each increase in fares will mean less travel for these customers.

Any discussion of special transportation must also take into consideration that the number of persons who have significant difficulty in using transport services, including persons with disabilities and seniors, is expected to grow dramatically over the next decade and beyond. Providing such persons with full access to transport services is both a matter of equity, and of permitting them to contribute to society to their fullest potential.

## **II. REVIEW COMMITTEE MEMBERS**

Larry Pimm	City Council Representative on the Special Transportation Advisory Board
Frances Craigie	Special Transportation Advisory Board Chair
Rene Buchholz	Red Deer Action Group for the Physically Disabled Chair
Marlin Styner	Representative of Community Agencies on the Special Transportation Advisory Board
Kevin Joll	Transit Manager, City of Red Deer
Barbara Jeffrey	Projects Supervisor, Social Planning Department, City of Red Deer
Jeffrey Dawson	Guest from Taxi Commission

## **III. HISTORICAL PERSPECTIVE**

### **A. Citizen's Action Bus**

Delivery of special transportation in Red Deer began in 1977 when the newly formed Parkland Action Group for the Physically Disabled (name changed to Red Deer Action Group for the Physically Disabled in 1980) obtained a wheelchair lift-equipped vehicle and operating funds from the Moose Lodge. After six months of operation and a proven need for the service, the Action Group approached Red Deer City Council for assistance with operating funds.

The Red Deer Action Group for the Physically Disabled has always operated as an arms-length, non-profit society which administers and operates special transportation services in the city. The Red Deer Action Group is the employer of the Citizen's Action Bus staff and owns the vehicles for the service. Vehicles were slowly added to the fleet of the Citizen's Action Bus in the 1980's with funding for vehicles being provided by local service clubs and operating dollars obtained from the specially designed Public Transportation Operating Assistance Grant (\$3.19 per capita in 1995), municipal tax levy and user fees.

In 1990, when service clubs informed the Red Deer Action Group that the cost of vehicles was difficult for them to raise (approximately \$40,000), the City was approached to allow 75% of the cost of replacement vehicle to be obtained from the Alberta Cities Partnership Grant, with the

service clubs providing the required 25% matching grant. An orderly system of replacing vehicles has been initiated, with one vehicle per year being replaced through the above program. The Red Deer Action Group has ownership of the vehicles and, at present, has eight accessible vehicles (one older vehicle being used only as a spare). The Red Deer Action Group also replaced one vehicle through the Alberta Wild Rose Foundation in 1992.

- The Red Deer Action Group have had a long standing arrangements with private taxi companies to provide overflow trips for those persons who could transfer safely to a regular taxi. In 1991, about \$10,000 was paid to private taxi companies; however, budget constraints have reduced funding for overflow to \$3,000 in 1995. Efficiencies created by integration of the Seniors' Taxi and Citizen's Action Bus have allowed many of these trips to be accommodated.
- The City of Red Deer and the Social Planning Department collaborated with a private taxi company (Red Deer Cabs) in 1990 - 91 to convert a van to accessible taxi in order to provide, at full fare, service for persons with disabilities when the Citizen's Action Bus (Red Deer Action Group for the Physically Disabled) was not available. The accessible taxi also permitted overflow trips to be booked by the Citizen's Action Bus for persons not able to transfer from their wheelchair. Although this van was used and appreciated by clients, the taxi company could not keep the service operating because drivers did not want to use that taxi. The drivers reported that turn-around time for passengers was longer than for regular fares; therefore, they could not maintain the number of trips needed to make a profit. That particular van also needed mechanical repairs frequently during the trial period. Passengers reported a high turnover in personnel, necessitating retraining as to individual client's needs. The vehicle was also not attractive to ambulatory passengers.

## **B. Subsidized Taxi**

In 1981, changes in the transit routes made getting to bus stops difficult for some elderly citizens so the Social Planning Department was directed to initiate some type of service to accommodate those citizens "who could not access regular transit with dignity".

- From 1981 to 1991, the Subsidized Taxi program operated for seniors over 65 with a physical need and over 75 by reason of age. The City of Red Deer approached the Red Deer Action Group and requested that they administer the program on behalf of the City.

Seniors would book their own private taxis and the Subsidized Taxi program would subsidize the difference between the user fee (in November 1991) \$3.00 per trip and the actual cost. Each senior could be subsidized to a maximum of \$20.00 per month or \$35.00 for a couple.

A review of the Subsidized Taxi program was undertaken in 1991 because costs for the service were escalating. The program became a victim of its own success in that it had 1,530 registered users with an average subsidy of \$10.27 per month. The potential to double the deficit if each regular user used maximum subsidy and the increase in registered users from 832 in 1986 to 1,530 in 1990 worried administration and Council.

Total City Cost

1982	\$25,676
1986	\$43,402
1990	\$60,041 (budget was \$46,490)

The Subsidized Taxi Review Committee met with the managers of City Cabs, Associated Taxi and Red Deer Cabs to discuss modifications to the service. The taxi representatives understood the need to limit the service and decided not to submit proposals for an alternate service because "there is not much profit in transporting seniors [10% discount to all seniors] especially as the service is now operated, with the upfront cost per trip, and that a reduction in the use of taxis would not present a major problem to them."

The Review Committee then proposed a Seniors' Taxi service integrated with the Citizen's Action Bus operation. The new service would:

- restrict the hours of service to regular transit hours of operation
- require everyone to book trips through a common dispatcher
- restrict the number of trips to the availability of vehicles
- allow for more than one user on the vehicle at one time through the coordination of demand for service by the dispatcher
- reduce costs while maintaining a basic service

Arrangements were made to lease two vehicles (only one was ever used) and seniors slowly became accustomed to booking trips in advance and using Citizen's Action Bus vehicles. Interestingly, the numbers of seniors using regular transit increased when Subsidized Taxi was discontinued.

In 1993, when the Seniors Taxi had been leased for two years, a committee reviewed the feasibility of contracting the Seniors' Taxi Service to a private contractor, partly in response to the Special Transportation Review (1993) which advised an expanded role for taxi companies in special transportation services. The Committee was also responding to two resolutions by Council April 26, 1993.

Two options were considered:

- the purchase by the City of two accessible vehicles that could be leased to a private taxi company which could in turn provide the Seniors' Taxi Service under contract;
- the purchase by the City of one accessible vehicle which would continue to be operated by the Red Deer Action Group as an accessible taxi and also handle overflow from the Citizen's Action Bus.

The Committee recommended:

- that the Red Deer Action Group continue to operate the Seniors' Taxi Service as an interim measure until a community bus system has been introduced;
- that an accessible vehicle be purchased with funding from the provincial Alberta Cities Partnership (75%) and the Twilight Homes Foundation (25%);

- that the City and the Red Deer Action Group work cooperatively with private taxi companies, which own accessible vehicles, so that evening and weekend service can be available to the disabled beyond the hours of operation of the Citizen's Action Bus.

The proven ability of the Seniors' Taxi to act as a back-up for the Citizen's Action Buses and expand the number of trips without adding to the costs convinced the Committee, and the FCSS Board (July 21, 1993), that a Seniors' Taxi should be purchased. Council approved purchase of the accessible vehicle August 16, 1993.

#### **IV. CURRENT SITUATION**

Special Transportation services are available to citizens of Red Deer through the Red Deer Action Group For The Physically Disabled, a non-profit society associated with the City since 1977.

- Eligibility depends on physical need or disability.
  - A one-way trip costs \$2.00 for all users (as of February 1995).
  - All dispatch is handled by one person working eight hours per day.
  - Trips are booked at least 24 hours in advance.
  - Permanent bookings are in place for persons who have a regular medical, employment, school or recreational appointment.
  - The Red Deer Action Group has an annual contract with the Red Deer Public School District to carry (in 1995, forty-two) students with disabilities on a flat rate all the days of the school year.
- Most frequent requests for additional service include:
- additional service in early morning and late afternoon when vehicles are completely booked with school trips.
  - Sunday and holiday service.
  - more Saturday service (1.5 vehicles operate).
  - evening service Monday, Tuesday and Wednesday
  - same day bookings
- Volunteer commitment to the service includes:
- The Board of the Red Deer Action Group who administer the service, including monitoring the budget, overseeing all staff and obtaining 25% funding for vehicles.
  - Service clubs who provide the 25% funding (approximately \$10,000) as vehicles are replaced.

#### **V. OTHER ALBERTA CITIES**

Contact was made with three Alberta cities of somewhat similar size, as well as Calgary and

Edmonton. No pattern of service delivery evolves. Each community has chosen a system but changes to that system are ongoing. Edmonton is presently reviewing their service delivery with a series of public meetings held late in 1994. The operator of the Lethbridge service feels that non-profit with "as little bureaucracy as possible" is the best way to go. An official with the Diversified contract in Edmonton says complaints about service are less from their contract than from the owner/operator service. The range of possibilities shown from the information about other cities allowed the Review Committee to consider many options. (See Appendix).

## **VI. EXPLORATION WITH THE PRIVATE SECTOR**

### **A. Private Sector Presentations**

The Review Committee contacted representatives of the private sector to ask them to meet with the Committee to discuss the role of the private sector in the delivery of special transportation.

All information about the Red Deer Action Group operations were provided to the private sector (See Appendix B). Bob Bradford of Prairie Bus Lines requested a further information meeting with City representatives. Red Deer Action Group employees were also willing to answer any questions directly.

#### **Alberta Gold - Bob Holmes**

- private taxi operation would not be beneficial to the City.
- could not possibly move people in the manner they are now moved.
- would have to run the meter through the pick up time.
- either the subsidy would have to be larger or the client would have to pay more.
- one of his customers (who can transfer) is spending \$3,000 - \$7,000 per year on taxis, an extra \$5 - \$8 per trip.
- One-third of the fleet of taxis in the city would need to be accessible to guarantee return trips.
- private companies could probably operate a Seniors' Taxi (carrying only seniors) as cheaply.
- because maintenance, insurance, payroll and housing of Citizen's Action Bus are handled with the City fleet, the cost savings are something private companies could not match. Insurance for a taxi company is \$2,500 - \$5,000 per vehicle.

#### **Associated Taxi - Paul Richard**

- three accessible taxis are a minimum to make a vehicle always available (cab companies could/do cooperate).
- Associated will pick up one of the unused licenses as soon as a reliable vehicle becomes available.
- the taxi industry needs to either "get in" or "get out" of accessibility transportation.
- the Dodge van with raised roof only has a one year life span as a taxi (operating 24 hours a day).
- Checker Cabs (Calgary) Windstar Vans better but carry only one chair (have a lowered floor). Fare is cab rates plus \$2.00.

- the accessible taxi is accepted and appreciated.
- scheduling can be a problem with only one vehicle (for instance, several people at the Centrum with only one vehicle).
- a good quality cab costs:\$10,000 with \$5,000/year maintenance  
accessible taxi:\$52,000 (1995) with \$10,000/year maintenance.  
The suspension and the engine are the most important factors.
- Associated has four trained drivers working three shifts on accessible taxi, three on regular.
- Associated Drivers have Action Bus training, First Aid and Government training.
- a good shift income is \$150 - 180; propane costs \$8 per car per shift, \$18 per accessible van.
- Associated divides the city in eight zones.
- Associated drivers stay 5 - 8 years (company average).
- Associated could not 'take over' special transportation in the City quickly; however, Paul thinks that \$5.50 per taxi trip could be the same for a special transportation trip if private industry were operating the service.
- Associated likes the cooperation with Red Deer Action Group and would like to continue being used for overflow.
- Associated thinks that a subsidy for most clients will continue to be a reality.

#### **Associated Taxi (Preliminary Proposal) - Wayne Boyd**

- **Lease of Seniors' Taxi Vehicle**

Full-Time Lease:

- ▶ guarantee all Citizen's Action Bus trips on that vehicle (7:30 a.m. to 5:00 p.m.)
- ▶ utilize the vehicle for private bookings outside of Citizen's Action Bus service hours
- ▶ pay a lease fee (suggested \$200 per week) plus fuel, oil and servicing costs
- ▶ Red Deer Action Group responsible for all major repairs and tires
- ▶ Associated would handle installation of meter and related costs

Part-Time Lease:

- ▶ only use the vehicle after Citizen's Action Bus hours to provide back up to vehicle they now have
- ▶ costs would be handled similarly to full-time lease

#### **Prairie Bus Lines (Diversified) - Bob Bradford (Rick Colbourne)**

After two meetings with the ad hoc Committee and City staff, the following preliminary proposal was presented by Prairie Bus Lines.

- Red Deer Action Group (RDAG) would continue to own the vehicles, administer the service, set and monitor the standards and handle the contract.
- Prairie Bus Lines would supply drivers and dispatch for the Red Deer Action Group for the Physically Disabled.
- pay drivers for the service at approximately \$11.00 per hour (as compared to Red Deer Action Group's average of \$14.50 per hour)
- integrate the dispatch with Prairie Bus Lines' present service at a salary of

- approximately \$8.50 per hour (compared to Red Deer Action Group's \$12.00 per hour)
- hire drivers employed by Red Deer Action Group (with the understanding that drivers may be disturbed by the reduction in salary)
- handle all customers' concerns
- charge \$2,000 per month (\$24,000 per annum) to administer drivers and dispatch
- train all drivers in their present 80-hour training, at half pay
- provide their present benefits package, including 100% medical and dental
- be willing to sign a three to five year contract
- carry out the terms of any contract as set by the Red Deer Action Group

Prairie Bus Lines estimated the savings to such a change in operations as follows:

savings in wage package (15,080 x \$3.50)	\$ 52,780
savings in dispatch	24,960
savings on benefits (15% of 77,740)	<u>11,661</u>
	89,401
cost of Prairie Bus Lines administration	<u>(24,000)</u>
total savings	\$ 65, 401

## **B. Analysis of the Private Sector Presentations**

### **Alberta Gold**

Alberta Gold Taxi Company sees their role as supplementary to the present Red Deer Action Group service and directed to those clients who have the ability to pay an extra five to eight dollars per trip. They mention that the cost savings to the service that handling Citizen's Action Bus vehicles with the City fleet gives could not be matched by the private sector. They also do not think that the number of trips and the dovetailing of trips would be as efficient and effective.

### **Associated Taxi**

Associated Taxi mentions the difficulty of maintaining trained drivers on their accessible taxi. They have addressed that difficulty by having four trained drivers working three shifts on the accessible taxi and three on a regular taxi. The assumption is that drivers either cannot earn as much money driving the accessible van or do not want to handle wheelchairs. However, if they are well-trained, the handling of chairs should not be the difficulty (Red Deer Action Group has not lost drivers because of the handling of wheelchairs). Associated Taxi says that the company average length of service is five to eight years but this has not been the experience on the accessible van.

Associated Taxi says that the average taxi trip cost of \$5.50 per trip could be the same for special transportation, in the private sector. However, in their presentation, Associated Taxi said that the maintenance costs for an accessible vehicle are double those of a regular taxi, fuel costs are 225% (\$8 versus \$18) and that an accessible taxi has only a one year life span as a taxi (operating 24 hours per day) as compared to several years for a sedan. Associated Taxi also mentioned \$52,000 as the cost for an accessible vehicle (with limited federal government grants still available of up to \$20,000). A regular taxi is approximately \$10,000. (The price of \$52,000

is higher than Red Deer Action Group's figure of \$42,000 - 45,000, dependent, of course, on the vehicle). Special transportation trips also cannot be booked as frequently as regular taxi trips because of the loading and unloading time of wheelchairs. With all of the above considerations, the ability to offer special transportation at the same costs as regular taxi trips seems doubtful.

Associated Taxi also can see a role as supplementary to the Red Deer Action Group service and would be interested in expanding that role, as their proposal explains. Associated also thinks that any service will continue to be subsidized.

Associated Taxi's proposal to lease an accessible vehicle could definitely provide additional service. The second taxi after hours and on weekends could allow Associated to better guarantee the return on taxi trips. A full-time lease would also provide savings in driver wages and benefits. However, Associated has stated that 24-hour operation of an accessible van can reduce the lifespan of the vehicle to as little as one year and that maintenance costs average \$10,000 per year. Any lease payments may be spent on maintenance. Costs of fuel, oil and servicing could be apportioned on a per kilometre basis.

The fact that service clubs provide 25% of the cost of all Red Deer Action Group vehicles may be of concern if a private business is profiting from the service.

Associated Taxi's accessible taxi is also used for airport and other city trips. The available service may not be as great as expected if the vehicle is often out of town.

### **Prairie Bus Lines**

The savings of a contract with Prairie Bus Lines are in wages and benefits. With private sector wages at \$11.00 per hour and Red Deer Action Bus (seven to sixteen year employees) at \$14.50 per hour, the savings are obvious. The cost of Prairie Bus Lines administration (\$24,000) is comparable to the dispatch costs (\$24,960). Prairie Bus Lines is not interested in assuming responsibility for the whole service. The cost of vehicles, insurance and maintenance would make the service unprofitable for them. Again, the concern that service clubs may not be interested in donating 25% (\$10,000) of the cost of a vehicle which would in turn be used to generate a profit for a private business must be considered.

### **Further Comments**

The ad hoc Committee realizes that, if the Red Deer Action Group were to contract with Prairie Bus Lines for drivers, they would have to lay off all their staff. All Citizen's Action Bus drivers have service records of seven to fifteen years so the severance package required to compensate for "constructive" dismissal (dismissal where another position is available; Prairie Bus Lines has promised to hire Citizen's Action Bus drivers) could be significant. Labour Standards requires:

five weeks pay for six to eight years' service  
six weeks pay for eight to ten years' service  
eight weeks pay for ten or more years' service

However, these are minimum payments and may not keep the organization out of the courts. Compensation also depends on responsibility level of the job and the likelihood of alternate employment, age being a primary factor. A preliminary figure of \$45,000 could be paid out if all drivers left. The possible adverse publicity in the community for this action must also be considered.

The \$65,401 savings if the driver contract was with the private sector could provide as much as 2,487 hours of service ( $\$65,401 \div \$26.30$  gross cost per operational hour), not including the revenue gained from those trips. However, demand for service on evenings and weekends and an increase of the seniors' taxi vehicle from five to eight hours per day could probably be met with approximately 1,500 hours.

Extra daytime service is another area of concern but another vehicle would be necessary to meet this need.

Special Transportation Advisory Board members have reported damage and expensive repairs to wheelchairs that are handled by inexperienced drivers, especially if those chairs are carried in trunk of a vehicle.

The mandate of the Special Transportation Advisory Board was to review the delivery of special transportation in relation to the private sector. However, within the discussion, the issue of special transportation and its relationship to the transit system was discussed. The Board feels that an obvious relationship between transit and special transportation exists and has addressed this relationship in a recommendation.

The Board also sees opportunity for exploring the addition of vehicle time. The Town of Penhold has an accessible vehicle which is under utilized. Associated Taxi has an accessible vehicle. Either group may be interested in leasing their vehicle to the Red Deer Action Group for unspecified hours.

## VII. RECOMMENDATIONS TO CITY COUNCIL

1. **That the City of Red Deer continue to contract with the Red Deer Action Group for the Physically Disabled, an arms-length society, to offer special transportation services in Red Deer.**

The Red Deer Action Group:

- ▶ initiated the program in 1977
- ▶ has a proven track record in offering reliable, consistent service for persons with disabilities
- ▶ has members who have first hand knowledge of the services needed by persons with disabilities
- ▶ provides volunteer commitment to the service
- ▶ can solicit funding from service clubs to provide the 25% matching for the Alberta Cities Partnership Grant
- ▶ owns the seven accessible vehicles presently in service

2. **That the Red Deer Action Group for the Physically Disabled offer increased hours of service to meet the needs of the community (up to 1,500 hours) with the same City funding as provided in 1995, to meet increased demand and extended evening and weekend service.**

The Red Deer Action Group would have the option of:

- ▶ exploring a partnership with Prairie Bus Lines to provide drivers and dispatch
- ▶ reducing the expenses of the transportation services
- ▶ asking for proposals from a wider representation of the private sector

**3. That the Red Deer Action Group explore partnerships with the private sector that would increase after hours service for persons with disabilities.**

Associated Taxi has suggested that they lease one vehicle from the Red Deer Action Group (either full time or after Citizen's Action Bus hours) to provide back-up to their accessible taxi. Although funds would be generated from the lease, the vehicle's life span would be shortened considerably. The vehicle would also make out-of-town trips, making it less available. The advantages and disadvantages need to be explored in more depth.

**4. That the taxi industry be encouraged to provide, on a cost recovery basis, accessible service for those persons who can afford to pay.**

Taxi companies will always be able to better supply service on demand at any hour of the day or night. Some patrons will have the money to pay for that service or use their limited funds to pay for the freedom because transportation is their priority. As the proportion of seniors and persons with disabilities increases, the demand will increase.

**5. That City Council review the feasibility of establishing a Transportation Advisory Board to address both regular and special transportation issues and provide a continuum or family of services in Red Deer.**

Presentations to the Special Transportation Advisory Board have proven that persons concerned about transportation for persons with disabilities see transit as part of the continuum of service. A public transit system, in the 1990's, should consider being able to offer its services to all citizens. Red Deer Transit has been progressive in purchasing low floor buses and using them on a route to maximize the use for persons with mobility devices. Federal and provincial government funding is requiring that more transit vehicles be accessible. The Special Transportation Advisory Board could become a Transportation Advisory Board with representation from persons with disabilities, seniors, students and persons with low incomes. All decisions regarding the future of public transportation would be considered by the board. Edmonton is currently working successfully with this model.

## **APPENDICES**

DELIVERY OF SPECIAL TRANSPORTATION 1994				
	Red Deer	Medicine Hat	Lethbridge	Edmonton
City Population	60,000	46,760	64,938	629,999
Number of Trips Per Year	36,466	50,694	87,382 passengers	710,000
Gross Cost Per Trip	10.59	10.00	6.13	11.55
Net Cost Per Trip (gross minus fares)	7.68	7.79	3.63	10.17
Fare Per Trip (one way)	2.00	1.10	2.50	1.60
Average Revenue Per Trip	2.91	2.21	3.46	1.38
Monthly Pass Cost	N/A	N/A	\$60.00 (flat rate customers)	\$46.00
Average Trips Per Monthly Pass	N/A	N/A	40	37 - 40
Gross Cost of Service	386,114	507,000	536,460	8,200,500
Revenue				
Grants (3.19/capita)	191,400	115,000 (FCSS)		
Taxes	88,521	70,000	202,214	2,233,000 (24%)
Fares	106,193	210,000	121,286	
		112,000	218,464	979,800 (8%)
Capital Funding	75/25 (from service clubs)	75/25 (City)	75/25 (some support from seniors groups)	75/25 (City) will not buy any more vehicles - all to private contractors.
Administration Responsibility	Non-Profit Society	City Transit	Non-Profit (4 staff)	DATS a municipal department of transit (scheduling, bookings, dispatch)
Driver Supervision	Non-Profit Society	ATU/Transit	Handibus Association	Contracted out.
Driver Hourly Wage	\$14.50 (\$12.35 to start)	\$15.53	\$8.00 to \$13.50 \$12.00 average wage after three years	Drivers paid per passenger. \$12.70 wheelchair and \$5.70 escort
Consumer Input	Board of Directors	Informal	Board of Directors (4 times/year)	DATS Consumer Working Group Transit System Advisory Board. Advisory Board on Persons With Disabilities.
Contracts With Other Agencies/Institutions	School Boards \$8.20 return trip/42 children	Understandings	Schools/Hospital (verbal)	ACT Trips (Parks & Recreation) on a cost recovery basis.
Contracts, Involvement With Private Sector	Overflow to Taxi Companies	Accessible Taxi Service	N/A	City owns 17 lift-equipped vehicles; will phase out by 1996 or 1997, depending on condition of vehicles. All vehicles contracted to one company (Diversified). Other contracts with owner/operators of sedans and lift-equipped vans. 49 sedans with 49 owner/operators, 26 contractors with lift-equipped vans and 46 vehicles, 9 passenger vans with "many to one trips". Driver-van contract to July 1996 with one option year. Contract based on flat-rate basis, per passenger trip carried, including some payment for "no shows" (contract used to be hourly). Owner/operators are not part of a taxi company, do not pay stand fees; all vehicles are base-white with magnetic decals. The city-owned vans are tendered, flat rate.
Policies	Door to door. Medical certificate of need	Curb to curb (some help to "needy")	Door to door	First accessible door
Customers	Children/adults	Anyone with a disability	No child under 5 without guardian	Adults 16+ (group trips 13 - 15 year olds)
Contact Person	Howard Maki (403)343-1198	Dave Gaze (403)529-8214	Ken Blampied (403)328-7161	Dennis Nowicki (403)496-4553
Differences in Communities	Senior population 8% Registrants 757	Senior population 15%	Senior population 14% Group trips for schools and mentally handicapped affect costs. Drivers work six hours/day, five days per week. Dispatch \$15.00/hour	13,866 registrants (71% seniors) Senior population 9.67%

\* Calgary was also contacted but information was insufficient at time of printing.

## **APPENDIX 'B'**

### **RED DEER SPECIAL TRANSPORTATION: Red Deer Action Group**

- Registered Users: 506 physically disabled; 171 elderly; 43 children (**as of December, 1994**)
- 38,000 passengers carried per year
- 1995 Gross budget: \$388,255 (\$10.22/trip)
- Revenue (fees for service) \$107,500
- Tax levy: \$280,755 (\$7.30/trip) (\$89,355 tax levy, \$191,400 Public Transportation Operating Assistance Grant)
- Fare: \$3.00 senior; \$2.00 person with disability (**all fares \$2.00 one way February, 1995**)
- Six days per week (limited on Saturday) one unit 3 hours, one unit 4 - 5 hours
- Evening service Thursday and Friday, one unit 6:00 - 11:00 p.m.
- Forty-two to 48 children transported to and from school between 8:00 and 9:00 a.m. and 3:00 and 4:00 p.m.
  
- Door to door service so no passenger is left in a vulnerable position
- Passengers book 24 hours in advance
- Dispatch -- one person, eight hours per day, five days per week
- Vehicles -- six full-sized converted vans, one Volkswagon handivan, one spare vehicle (all owned by Red Deer Action Group)
  
- Contract with school districts at \$8.20 per child per day (fixed number for school year)
- Drivers trained for special needs customers
- Some cancellations because of ill health
- Accurate records of trips and costs recorded to account for taxpayers' dollars
- Reliable, long-term service
- Handling of customer complaints and concerns
- Cost and trip control

**RED DEER ACTION GROUP**  
**1995**

**STAFFING**

Administration/Benefits	\$ 26,427
Dispatch/Benefits	28,704
Drivers/Benefits (including vacation/sick relief) (one full-time driver/benefits \$34,684)	261,188
	\$316,320

**STAFFING TOTAL**

**\$316,320**

**OTHER**

<b>Vehicles</b>	
Maintenance, Repair, Fuel	\$ 60,000
Insurance, Damage	1,650
Licenses	700
Contractual Services (overflow)	3,000
Office (rent, postage, supplies, computer, transportation)	5,485
Training	300
Audit	800
	\$ 71,935

**OTHER TOTAL**

**\$ 71,935**

**TOTAL**

**\$388,255**

<b>1995 Operational Hours</b>	
5 vehicles at 2,080 hours per year	10,400
1 vehicle at 1,760 hours per year	1,760
1 vehicle at 1,300 hours per year	1,300
1 vehicle at 260 + 1,040 hours per year	1,300
Hours	14,760
Gross cost per operational hour	\$26.30
Staffing cost per operational hour	21.43
<u>Other</u> cost per operational hour	4.87
Net cost per operational hour	19.02
Drivers only per operational hour	17.70

## CITY OF RED DEER - 1995 AND 1996 DETAILED OPERATING BUDGET

PROGRAM: SPECIAL TRANSPORTATION  
DEPARTMENT: SOCIAL PLANNING

cab

CODE	PROGRAM DESCRIPTION	1994 BUDGET	1995 BUDGET	1996 BUDGET
	PROJECT NAME: SPECIAL TRANSPORTATION			
	PROGRAM NO: 2-9600-0000 EXPENDITURES			
1	<u>PERSONNEL SERVICES</u>		314,415	316,320
120	Full-Time Salaries	176,320		
122	Part-Time Salaries	33,800		
110	Administrative Allowance	47,940		
129	Casual/Relief	17,000		
	Benefits	41,260		
	<u>OTHER</u>		77,340	71,935
125	Training - Staff	300		
211	Transportation - Staff	800		
216	Postage/Shipping	100		
217	Telephone	500		
221	Advertising	50		
222	Printing	600		
231	Audit	800		
262	Rental - Office/Building	1,800		
263	Repair and Maintenance - Computer	500		
265	Repair and Maintenance - Machinery/Equipment	60,000		
272	Damage Claims	150		
274	Insurance	1,500		
275	Repair and Maintenance - Office/Facility	700		
279	Contractual Services	3,000		
282	Licenses	700		
511	Office/Stationery Supplies	400		
517	Food/Coffee Supplies	35		
50	<u>CAPITAL</u>			
	Capital	0	0	0
	<b>TOTAL EXPENDITURES</b>		<b>391,755</b>	<b>388,255</b>
60	<u>2-9600-0000 RECOVERIES BY AGENCY</u>		109,000	107,500
	Cash Trips (\$2.00 effective April 1, 1994)	35,500		
	School Trips	65,000		
	Pre-School Trips	500		
	Social Services	500		
	Seniors Trips (\$3.00)	6,000		
	Other			
	<b>TOTAL RECOVERIES</b>		<b>109,000</b>	<b>107,500</b>
	<b>TOTALS</b>		<b>282,755</b>	<b>280,755</b>

**FILE**

**DATE: June 6, 1995**

**TO: Special Transportation Advisory Board**

**FROM: City Clerk**

**RE: DELIVERY OF SPECIAL TRANSPORTATION IN RED DEER**

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At the Council Meeting of June 5, 1995, consideration was given to your report dated May 25, 1995 concerning the above noted topic, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered the report from the Special Transportation Advisory Board dated May 25, 1995, Re: Delivery Of Special Transportation Services In Red Deer, hereby agrees as follows:

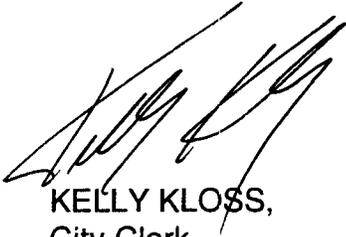
- 1) That The City of Red Deer continue to contract with the Red Deer Action Group for the Physically Disabled, to offer Special Transportation Services in Red Deer;
- 2) That the Red Deer Action Group for the Physically Disabled offer increased hours of service to meet the needs of the community (up to 1500 hours), with the same City funding as provided in 1995, to meet the needs of increased demand and extended evening and weekend service;
- 3) That the Red Deer Action Group for the Physically Disabled explore partnerships with the private sector that would increase after-hours service for persons with disabilities;
- 4) That the taxi industry be encouraged to provide, on a cost recovery basis, accessible service for those persons who can afford to pay;
- 5) That the mandate of the Special Transportation Advisory Board being expanded to include issues related to both regular and special transportation, be explored;

and as presented to Council June 5, 1995."

Special Transportation Advisory Board  
June 6, 1995  
Page 2

With regard to the second point in the above resolution, a representative from the Red Deer Action Group spoke to Council at the June 5, 1995 meeting and indicated that instead of a cutback in wages of the Action Bus Drivers, their membership may be willing to review an increase in fares. The Special Transportation Advisory Board and the Red Deer Action Group may wish to pursue this matter further before any action is taken.

On behalf of Council, please accept their thanks to all involved in the drafting of this detailed report. By way of a copy of this memo I trust the Community Services Division will be informing the Red Deer Action Group of Council's decision in this instance.



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Community Services  
Social Planning Manager  
Transit Manager

DATE: MAY 18, 1995

TO: MAYOR & CITY COUNCIL

FROM: RED DEER TAXI COMMISSION

RE: **ANNUAL TAXI REVIEW - APRIL 25, 1995 RESULTING IN  
AMENDMENTS RECOMMENDED TO TAXI BUSINESS BYLAW 3076/92**

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As Council will recall, there is an Annual Review of the Taxi Bylaw. This report covers the results of the 1995 Annual Review.

Written submissions requesting amendments to the Taxi Business Bylaw 3076/92 were received by the Taxi Commission from Clifford Simpson, the Licensing Department, Bob Holmes and Paul Richard, copies of which are enclosed herewith.

The Annual Review of the Taxi Bylaw took place on April 25, 1995, resulting in members of the Taxi Commission recommending the following amendments:

On Page 7 - License renewals take place on January 15th of each year. Change Section 6 to allow that "new" licenses may be applied for at any time during the year.

On Page 8 - Since there are only a limited number of colours and shades of that colour, it was agreed that if one company owns a certain colour, that company should have the right to allow another company to use its colour.

Therefore a sentence is recommended to be added to allow two or more brokers to use the same colours upon mutual agreement.

On Page 9 - Section 14 (3) Add subsection (d) to read: "(d) Taxi Licensees shall update their affiliation if there is a Taxi Business name change."

This would also apply if a taxi company incorporated under a numbered company and later changed its numbered company to an alphabetical name.

On Page 15 - The recommended change to Section 20 requires that the holder of a Taxi License Plate affiliated with a Broker who no longer holds a valid Broker's License must return said Plate to the License Inspector until he becomes affiliated with a new Broker.

This is the procedure currently followed by the License Inspector.

Page 2  
 Mayor & City Council  
 re: Annual Review of Taxi Bylaw

On Page 24 - Section 46 - The recommendation is to add a subsection (a) to read "The vehicle identification number of a taxi must be the same number as the Taxi License Plate fixed to the taxi."

This is the procedure currently followed by the License Inspector. Members of the industry wish to have this in the Bylaw.

Schedule "A" - Taxi License Plate - increase from \$25.00 to \$30.00 in 1996  
 Taxi Driver's License - increase from \$20.00 to \$25.00 in 1996  
 Taxi Broker's License - increase from \$125.00 to \$150.00 in 1996

Additions: 1. That there be no more passengers in a taxi than there are seat belts.

This regulation in the bylaw will be helpful to taxi drivers who are requested to taxi 6 passengers at one time, and to taxi drivers who are requested to taxi 5 or 6 inebriated passengers late at night, requiring one of them to sit next to the driver in the middle seat.

2. For the information of Council, an Ad Hoc Taxi Fare Committee has been established by the Taxi Commission in order to study and make recommendations on taxi fare increases. The Ad Hoc Committee will be made up of:

**MEMBERS:**

1 Manager from Associated/Chinook/City  
 2 Drivers from Associated/Chinook/City  
 1 Manager from Alberta Gold  
 2 Drivers from Alberta Gold  
 1 Manager from Central Alberta/VIP Taxi  
 2 Drivers from Central Alberta/VIP Taxi  
 1 Member from the Taxi Commission

**RESOURCE STAFF:**

Bylaws & Inspections Manager  
 Licensing Inspector

Page 3  
Mayor & City Council  
re: Annual Review of Taxi Bylaw

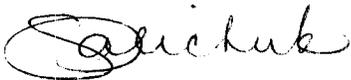
It is anticipated that this study will become one of the written submissions to the 1996 Annual Tax Review.

Members of the Taxi Commission and resource staff will be in attendance at the Council meeting of Monday, June 5th in order to answer any questions.

**RECOMMENDATION:**

**THAT The Taxi Business Bylaw 3076/92 be amended as noted in the above recommendations.**

Respectfully submitted,



COLLEEN PALICHUK  
Chairman  
TAXI COMMISSION

- (a) the full and correct name, business address and telephone number of the applicant;
- (b) full particulars of incorporation;
- (c) the full and correct name, address and telephone number of all the shareholders and directors; and
- (d) a list of all convictions of the applicant, its shareholders and directors, for any offenses under the laws of Canada or of any of its Provinces, or Territories, and under the laws of the Country of original of the applicant and of its shareholders and directors before their residing in Canada.



6

The application shall be delivered to the License Inspector not later than January 15th in the year for which the License is requested and shall include:

- (a) payment of the fee required in Schedule "A";
- (b) proof that the applicant qualifies for a Taxi Broker's License under Section 3(a); and
- (c) the list of the motor vehicles required under Section 3(c).

7

(1)<sup>1</sup> A Taxi Broker's License shall be valid until January 31 in the year following the year in which it was issued.

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<sup>1</sup> 3076/A-94

(2) All Taxi Broker's Licenses are the property of the City and shall not be sold, assigned or transferred to any person except in accordance with this Bylaw.

8 (1) Should the Broker subsequently cease to meet the requirements of Section 3(a), then the Taxi Broker's License is deemed to be automatically revoked.

(2) No Broker shall operate a Taxi Business which does not meet the requirements of Section 3(a).

9<sup>1</sup> The Broker shall inform the License Inspector within 72 hours of any additions to or deletions from the list of vehicles required under Section 3(c), which are used in the Taxi Business. Any person shall have the right to obtain a copy of a list of all of the vehicles affiliated with a Broker on application to the License Inspector and on payment of the fee specified in Schedule A.

10 Each Broker operating in the City shall locate its office and communication centre in an area designated in the City Land Use Bylaw for such use.



11 Should a dispute arise between two or more Brokers respecting the entitlement to the registration and use of the same identification colours, the priority of choice shall be given to the Broker who has utilized the colours in the City for the longest period of time.

12 Each Broker shall provide 7 days per week and 24 hours per day Taxi service available to residents of the City.

and directors of such corporations. For greater certainty, the obligation shall be to supply information as to the natural persons involved in corporate applicants, regardless of the number of corporations that may be involved.

(2)<sup>1</sup> Any person who wishes to obtain a Wheelchair Accessible Vehicle Taxi License Plate shall make application to the License Inspector in accordance with the provisions of Section 17(1) and in addition shall provide proof to the satisfaction of the License Inspector that the vehicle in respect of which the plate is to be issued meets the requirements set forth in the document known as C.S.A. D409-92 "Motor Vehicles for the Transportation of Persons with Physical Disabilities" or any replacement for that document.

(3) No Taxi License Plate shall be issued without compliance with Section 17(1) and unless the License Inspector is satisfied that the motor vehicle is safe, fit and suitable for use as a Taxi.

18<sup>2</sup> No Taxi License Plate shall be renewed in any subsequent calendar year without compliance with Sections 15(2) and 17. Notwithstanding this, where the vehicle in respect of which the Taxi License Plate has been issued has not been operated for a minimum of 40 weeks in the calendar year prior to the application for renewal, the Taxi License Plate shall not be renewed.



19 (1) A Taxi Licensee operating a Taxi under affiliation with a Broker shall, upon the termination of such affiliation, cease to operate the motor vehicle as a Taxi and shall return the Taxi License Plate to the License Inspector.

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<sup>1</sup> 3076/A-94

<sup>2</sup> 3076/A-94

- (2) Should the Taxi Licensee enter into a new affiliation agreement with a Broker, then the Taxi Licensee shall furnish to the License Inspector such information as the License Inspector may require. Upon compliance with all provisions of this Bylaw, the change in affiliation shall be recorded and the Taxi License Plate will be reissued.



- 20<sup>1</sup> If a Broker ceases to be the holder of a valid Taxi Broker's License, then the Broker and any person holding a Taxi License Plate in respect to a Taxi used in that Broker's business shall cease to operate such Taxi and shall return the Taxi License Plate to the License Inspector.

- 21<sup>2</sup> A Taxi License Plate shall be valid until January 31 in the year following the year in which it was issued.

- 22 Taxi License Plates and any other plates or insignia required by Provincial law or regulations shall be located on the Taxi where directed by the City or the Government of Alberta.

- 23 All Taxi License Plates are the property of the City and shall not be sold, assigned or transferred to any person except in accordance with this Bylaw.

#### TRANSFER OF TAXI LICENSE PLATES TO ANOTHER VEHICLE

- 24 (1) Should a Taxi Licensee desire to substitute another motor vehicle for any Taxi for which Taxi License Plates have been issued, such Licensee shall deliver to the License Inspector the Taxi License Plates issued for such Taxi,

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<sup>1</sup> 3076/A-94

<sup>2</sup> 3076/A-94

Taxi Licensee is proposing the transfer due to his or her own ill health, proof of which shall be supplied to the satisfaction of the License Inspector;

- (b) the proposed transferee complies with the requirements of Section 17; and
  - (c) the proposed transferee has paid the fee required in Schedule "A".
- (4)<sup>1</sup> If a Transferee who has acquired a Taxi from a Taxi Licensee defaults on the purchase agreement and the Taxi is then repossessed by the vendor, the Taxi License Plate shall be surrendered to the License Inspector. The vendor shall be entitled to have the Taxi License Plate reissued on application to the License Inspector if Section 16(1) and (2) and Section 25(1), (2) and (3) are complied with, and provided that such application is made not later than 3 months after the date of repossession of the Taxi.

#### LICENSING OF TAXI DRIVERS

- 26 (1) Any person who wishes to obtain a Taxi Driver's License or to renew such license, shall apply to the License Inspector in writing in a form supplied by the License Inspector, signed by the Applicant, and including the following information:
- (a) the full and correct name, address, and telephone number of the applicant;

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<sup>1</sup> 3076/A-94

- (b) the physical description of the Applicant;
- (c) the Social Insurance Number of the Applicant;
- (d) a list of all convictions of the Applicant for any offenses under the laws of Canada or of any of its Provinces, or Territories, or Country of origin before residing in Canada;
- (e) a declaration of any physical or medical disability of the Applicant;
- (f)<sup>1</sup> a list of all the Provinces or Territories in Canada in which the Applicant has at any time been issued a license to drive a motor vehicle;
-  (g) a letter from the Broker confirming Applicant's affiliation with such Broker;
- (h)<sup>2</sup> evidence that the Applicant is properly licensed to drive a motor vehicle under the laws of the Province of Alberta;
- (i) a copy of the Applicant's driving abstract from the Motor Vehicles Branch of the Solicitor General's Office for the Province of Alberta or, if applicable, from any Province or Territory in which the Applicant has formerly resided; and
- (j) evidence that the Applicant has completed a driver improvement

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<sup>1</sup> 3076/A-94

<sup>2</sup> 3076/A-94

course recognized by the City for the initial application only, or for subsequent applications when a Taxi Driver's License lapses for one year or has been revoked by the License Inspector.

27<sup>1</sup> A Taxi Driver's License shall be valid until January 31 in the year following the year in which it was issued.

28 Each Taxi Driver shall, at all times when in charge of a Taxi:

- (a) prominently display his Taxi Driver's License in such a position inside the Taxi that is clearly visible to all passengers in the Taxi;
- (b) be neatly dressed, clean, well behaved and courteous to passengers;
-  (c) not permit to be carried in his Taxi, at any time, a greater number of passengers than the proper seating capacity;
- (d) not demand payment of any fees not specifically authorized by this Bylaw;
- (e) after completion of every trip, check the Taxi and, if he finds any article lost or left therein, deliver the same to the Broker for return to the owner, if known. If the owner is not known, the Broker shall deliver the article to the City Police Department. If unclaimed after 30 days, such article shall be returned to the Broker for return to the Taxi Driver;

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<sup>1</sup> 3076/A-94

- (a) the time and date when each customer is picked up;
- (b) the location at which each customer is picked up; and
- (c) the destination at which each customer is discharged.

44 Each Broker, Taxi Licensee or Taxi Driver shall, upon the demand of a Peace Officer, License Inspector or Bylaw Enforcement Officer produce any permit, identification card, registration card, license or other document which such Licensee may, from time to time, be required to produce or possess by this Bylaw or which has been issued to the Licensee under this Bylaw.

45 No Broker and no Taxi Licensee shall suffer, allow or permit a radio scanner or any device capable of monitoring the radio signals of any other Broker or Taxi Licensee to be installed or carried in any Taxi.



46 The name and vehicle identification number of a Taxi owned, operated or affiliated with the Broker shall be prominently displayed on each Taxi or its roof light in lettering not less than 2 inches in height to the satisfaction of the License Inspector.

47 Roof top advertising display units may be placed on the roof of a Taxi subject to the following requirements:

- (a) signs must be a standard manufactured unit and must display advertising visible only from the side of the vehicle;
- (b) illumination of advertising shall not exceed 40 watts and shall be non-flashing;

**SCHEDULE "A"****ANNUAL LICENSE FEES**

	1	Taxi Broker's License fee will be	\$125.00
	2	Taxi License Plate fee will be	25.00
	3	Taxi Driver's License will be	20.00
	4	Transfer of Taxi Broker's License	125.00
	5	Transfer of Taxi License Plate	25.00
	6	For each list of vehicles under Section 9	10.00

COMMENTS:

We concur with the recommendations of the Taxi Commission.

"G. SURKAN"  
Mayor

"M.C. DAY"  
City Manager

**COUNCIL MEETING OF JUNE 5, 1995**

**ATTACHMENT TO REPORT ON OPEN AGENDA**

**RE: TAXI BUSINESS BYLAW REVIEW**



**Cliff Simpson**

4411-46 Ave. Red Deer, AB. T4N-3M9 Ph. # 1-403-347-3207

Taxi Commission Bylaw Review - 1995

9:50 a.m.  
FEB. 15/95

February 15, 1995

page .....1

Well, here we are again in all too short a time. At least it seems short to me. I am confident that this time it will be more pleasurable as most of the hard work is behind us and perhaps now we can concentrate on fine tuning the foundation that built the new Bylaws.

My input this time shall be rather short compared with last year. Part of this is because the new Bylaw has satisfied most of what the driver's wanted and secondly I have learned that if there is too much on our plates, we do not pay as much attention as we should to some of the smaller details.

In reviewing the Bylaw and ascertaining those areas that have caused me concern I have been able to define them into the following areas. I trust that I shall have the opportunity to further expand on these suggestions when the opportunity permits.

1. Rate Increases
2. Definitions
3. Interpretation of the Bylaws and appeal procedures.
4. Hours of Work
5. Passengers/Safety

#### Rate Increases

Last year we received a minimal increase. We were able to achieve this through conciliation and it was certainly less than what was anticipated. The brokers have recently agreed to increase most of the out of town rates which again has helped a little. For this reason my request this year shall be minimal and I would only ask that the " drop " rate be increased from \$2.20 to \$2.50. Based on an average trip being \$6.60 [ I believe that this is the figure that Mr. P. Richard gave to the commission last year ] this would represent a 5% increase on an average fare. G.S.T would represent 2.5 ¢ making the raise 27.5 ¢ per trip to the drivers. The average number of trips in a 10 hour shift would be 20 trips. This would equate to a daily increase of \$ 5.50 in gross revenue. I would suggest that any increase in fares that are agreed upon be implemented by Aug. 31/95 in order that the largest contractor [ the school boards ] not have to readjust their budgets between the months of September and October.

I think that now is the time for the Taxi Commission in conjunction with the Taxi Industry, to begin looking at developing a formula that can be used in future years to assist in determining what rate increases should be in subsequent years.

#### Definitions

The greatest difficulty I have had with the Bylaw is the way in which the Bylaws Dept.

has interpreted it or in the way they have applied a ruling. I am not suggesting that this is entirely their fault. Everyone has the same copy of the Bylaw. It is what the Bylaw does not say that creates difficulty for some if not a lot of people. An example of this can be seen in Section 15 (1) where it states that a taxi must have worked 40 weeks in the last calendar year. We have no definition of what a week represents therefore we have some situations where a driver applies for a plate when in fact he may have only worked 40 hours in the last year or paid lease for 40 days in the last year. As long as a driver can produce lease receipts then according to the Bylaw he qualifies for plate renewal. This was not the intention of the Bylaw. When we worked at creating the changes it was intended that the Bylaw and its effects would apply to those persons who worked full time within the industry. What we need to do now is define what is full time. If we are not able to achieve a consensus on this, then perhaps we can at least determine the difference between a part-time driver and a full time driver.

### Interpretation of the Bylaw and appeals

Section 15 (2) states that if such a statement is challenged then the license inspector may require the applicant to produce copies of their lease receipts. I would suggest that this is not enough proof to verify if in fact the driver is being honest. If a driver in fact is attempting to be dishonest and it is in the best interests of a broker to support a driver then there is certainly no difficulty in coming up with the necessary 40 lease receipts. What the Commission in conjunction with the Industry needs to do is develop a criteria that ensures a driver has in fact worked the required amount of time. Some of the suggestions for this criteria are:

- 1) Production of corresponding trip sheets. This is a requirement under the current Bylaw now.
- 2) Production of gas/propane receipts that correspond with the trip sheets.
- 3) Production of repair/maintenance receipts.
- 4) Production of the G.S.T. registration number of each driver/owner.
- 5) A sworn affidavit from the broker that the lease receipts presented are in fact representative of the hours/weeks worked.
- 6) Submission to the Taxi Commission of all disputed applications for their input and recommendations. Selected representative from the Industry to sit on a hearing board reviewing each dispute.

While this suggestion list is by all means not complete it will go a long way towards settling any perceived wrongs within the industry. It is my contention that every available effort and all resources should be used prior to an appeal being forwarded to City Council. In all likelihood City Council would ask for this kind of information to begin with and it would look better for the Industry and the Commission if they all did their homework first.

I would like to suggest that the Taxi Commission be sent copies of all enquiries, complaints and appeals as a matter of routine from the Bylaw dept. This would assist the Taxi

Commission in better understanding the industry and further would help them in arbitrating any matters that may be brought before them.

### Hours of Work

I discussed this matter in my last brief to the Taxi Commission and I would ask the members to review the material I forwarded. I shall only ask at this time that the Commission sit with the Taxi Industry representatives and explore the subject of hours worked and try to determine if in fact they may represent a hazard to the driver or their passengers. My personal feeling is that 15 hours is too long to work in one shift [ some drivers work longer ] and that 12 hours would be more acceptable providing that the driver took at least a one hour break during this period.

### Number of Passengers

I would like to suggest that the Taxi Commission review with the Industry the number of passengers that may load on any one fare. I would like to suggest that a maximum of four (4) adults be considered. This would allow for three (3) passengers in the back and one (1) in the front. This is particularly noticeable on the night shift when picking up passengers from bars. My own personal experience has been that I have greater control over a situation if there is only one person in the front besides myself. While the vehicle itself may have six seat belts there is a certain element of danger/distraction to the driver if he does not have enough space to feel comfortable in. This is particularly true when driving school children. Five in a car is too much for any driver to handle.

### Summation

It would be greatly appreciated if the Taxi Commission was able to define in greater detail this year what the review process is going to look like. Last year we all presented submissions which the Taxi Commission then took under their wing and then made recommendations to City Council. It was only after the matter was referred back to the Taxi Commission from City Council that the Industry was allowed verbal input to the point that we were able to ratify the full list of recommendations to City Council. I trust that this year we will be able to complete that process first.

Respectfully Submitted by

  
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CLIFFORD SIMPSON

DATE: February 15, 1995

TO: Policing Committee

FROM: Licensing Department

RE: ANNUAL REVIEW OF THE TAXI BYLAW 3076/92

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**RATE INCREASE IN TAXI BADGES AND PLATES**

A taxi badge has been \$20.00 since 1986

A taxi plate has been \$25.00 since 1986 ( during most of this period, this was a cost incurred by the broker, until such time driver owners were able to purchase their own plate, 1991)

Over this time the taxi industry has become a business that The City has become highly involved in:

- Annual Taxi Review - Policing Committee/Taxi Commission
- A taxi plate freeze has increased the License Department role in monitoring the issuance and transfer of plates and interpretation of the Bylaw.
- Increased complaints from the industry.
- Due to department changes the Bylaw Officers work out of the RCMP, therefore meter inspection and seals are now done by the License Department. There are 102 taxis that require semi-annual inspections. A re-inspection of any vehicles that require re-seals or any transferred vehicles that are brought into the industry are inspected and sealed as required. In 1994 there were 245 taxi inspections done.
- Cost of film and plastic laminates have increased over the years.

Due to the increased costs and work load we suggest an increase in fees as follows:

	<b>FEE NOW</b>	<b>PROPOSED FEE 1996</b>
Taxi License Plate	25.00	30.00
Taxi Drivers License	20.00	25.00
Taxi Broker's License	125.00	150.00



balance the needs of the Citizens of Red Deer, the Taxi Drivers the  
Taxi Lessee's, the Taxi Licensee's and the Broker's.

Sincerely

Bob Holmes

## 1RE: OVERVIEW

Since October of 1991 I have tried to find a comparison in business to the Taxi Industry. I was looking for any business where someone set all the input and output costs for a large group of self-employed business persons not working under written contract. Because I was unsuccessful finding even one that came close I had to assume the Taxi Industry is unique.

As far as the By-law is concerned I believe we have two choices. Get rid of the By-law altogether, which would be a disaster, or repair the areas that do not reflect the intent and reasons for it.

Before anyone can understand the Taxi Industry or make decisions regarding it they must know who is self-employed who are employees, also, the type of political economic environment they work in. Without knowing these relationships a person could easily mistake an employee for a self-employed person. A person working in a Command Economic environment could be mistaken for a person working in a Free Market environment.

A common mistake made by persons looking at the Taxi Industry is that Taxi Drivers are employed by the Broker when they are not. Another common mistake made by persons looking at the Taxi Industry is that the Broker takes most of the risk when in reality it is the Taxi Licensee's that take most of the economic risk, and the Taxi Drivers who are all self-employed who take almost all of the physical risk.

What makes the Taxi business unique is the fact that the Broker and other suppliers set the input costs and the City and Broker combined set the output costs for Taxi Drivers who are self-employed and have no written contracts. A business has to be able to adjust their input and/or output costs, the size of its workforce etc. to survive. It is only when it is understood the Taxi Licensee's and Taxi Lessee's are running businesses but cannot adjust their input costs, output costs or the size of the workforce because of regulation that it can be realized that they are in a unique position.

I have listed common definitions in the industry. The definitions are taken from the By-law, the dictionary and other sources. I have tried to be as accurate as possible.

DEFINITIONS:COMMAND ECONOMY

- The state or a governing body regulating a product or service. The regulations usually include the source of supply, quantity of supply, purchase price, retail price, the method of use, and condition of a product or service.

MARKET ECONOMY

- The marketplace decides the supply what price the product or service retails at with as little regulation as possible.

TYPES OF EMPLOYMENTEMPLOYEE

- One who works for another.

SELF-EMPLOYED

- Earning an income directly from one's own business or profession rather than as the employee of another.

PERSONS WORKING IN THE TAXI INDUSTRYBROKER

- Person or persons to whom a Taxi Broker License has been issued. Self-employed.

DISPATCHER

- Person who dispatches the taxis. Employee.

PHONE HELP

- Person or persons who help a Dispatcher. Employee.

SUPERVISOR

- Person or persons ensuring, the Taxis are following a particular Broker's policy. Self-employed with diminished Stand Rent or Lease.

TAXI BUSINESS

- The business of operating Taxis and includes the business of accepting calls for the dispatch of Taxis and the business of dispatching Taxis. The company supplying Stand Rent. The governing body that currently

sets the rate payed by Passengers travelling out of the City, Stand Rent and Lease Rates.

- TAXI DRIVER - Any person who is licensed to drive a Taxi. Self-employed.
- TAXI LESSEE - Person who leases a Taxi from a Taxi Licensee. Self-employed
- TAXI LICENSEE - Person who holds a subsisting Taxi License Plate issued under the Taxi Business By-law. A "Taxi Licensee" can be a Broker or a Taxi Driver. Self-employed.

#### PAYMENTS AND RATES

- LEASE - The amount a Driver is charged in advance to drive a Licensee's Taxi for a given length of time. Lease is set by the Broker.
- METER RATE - Rate charged to the customer within the City Limits of Red Deer. Meter Rate is set in the By-Law. Last set January 1, 91.
- OUT of TOWN RATE - Rate charged when a customer goes outside the City Limits of Red Deer. Out of Town Rate is currently set by the Broker. The rate today is 5% less than it was in 1981, 13 years ago.
- STAND RENT - The price charged in advance by the Broker for all products and services supplied to the Taxi Licensee. Stand Rent is set by the Broker.

#### FURTHER EXPLANATIONS NOT IN THE BY-LAW:

All Taxi Lessee pay fixed Lease to the Taxi Licensee. They are self-employed and work within a Command Economy.

All Taxi Licensee's pay a fixed Stand Rent to the Broker. They are self-employed and work within a Command Economy.

A Taxi Licensee when not a Broker can own 1 Taxi and be payed Lease from other Taxi Driver's.

A Taxi Licensee when a Broker can own 7 Taxis and be payed Lease from other Taxi Driver's.

A Broker can have as many Taxi Licensee's as they can attract from the existing pool, to affiliate with their Taxi Business. They are paid Stand Rent from Taxi Licensee's affiliated with them. Brokers work in a Market Economy.

The Taxi By-Law is clearly necessary to safeguard the Citizens and Businesses of Red Deer. The Taxi By-Law insures a safe, clean, reliable Taxi Service charging the same rate to every citizen. I know of no Council that promotes Command Economic principles unduly. The Taxi Driver's deliver privately owned public transportation with no subsidy. This is no different from the Red Deer Transit System delivering publicly owned public transportation, with a subsidy. Both must be regulated within a Command Economic environment for the public good.

FORMAT FOR CHANGES AND ADDITIONS PROPOSED ON THE FOLLOWING PAGES

RE: ..... The section and title in the By-Law  
 CURRENT ..... The current wording in the By-Law.  
 PROPOSED ..... The suggested wording.  
 JUSTIFICATION ..... The justification for making the change.

Re: SEC 02(p)( )( ) TITLE AND DEFINITIONS

CURRENT:

2 (p) "Qualified Applicant" means a person who has operated a Taxi in the City for twelve continuous months immediately prior to such person's application for a Taxi License Plate, either as a Taxi Driver, Taxi Licensee or Broker;  
 ( ) non existent  
 ( ) non existent

PROPOSED:

Change Section 2(p) to read and add ( )( ).

2 (p) "Qualified Applicant" means a person affiliated as a Taxi Driver with one or more Brokers for 12 continuous months

Review of current By-Law

in the City during the 24 months immediately prior to such a person's application for a Taxi License Plate either as a Taxi driver, Taxi Licensee or Broker;

- ( ) "Affiliated" means a person or taxi associated with a Broker using that Broker's services full time.
- ( ) "Full Time" means a person working a minimum of 7.5 hours a day five days a week in the Taxi Industry.

JUSTIFICATION:

The intent in this part of the By-Law was to make sure that a Taxi Driver sees a complete year in the Taxi Industry in Red Deer before they can purchase a taxi.

Too often in the past a person would become a Taxi Driver in the fall then someone would convince them to put a down payment on a Taxi before Christmas. By the end of spring, when the new owner fell behind two or more weekly Taxi payments, the seller would repossess the Taxi.

A Broker can decide not to sell their service to a Taxi Driver or Taxi Licensee for any reason. The reasons can be ethical or unfair. Currently under Section 2, when a Taxi Driver, or Taxi Licensee does not or cannot immediately affiliate with another Broker, they become ineligible for to apply for a Taxi License Plate. I am sure that an operator affiliated to any Broker for 12 or more continuous months, during the last 24 months, would clearly remember all four seasons as the By-Law intended.

Using the words "operated a Taxi in the City for twelve continuous months" allows the interpretation that a Taxi Driver cannot take holidays if they want to apply for a Taxi License Plate in the following year. Using the words "affiliated as a Taxi Driver with one or more Brokers for 12 continuous months" is more appropriate considering the intent of Section 2.

Affiliated and Full Time are self explanatory. As long as it is understood that 12.5 hours per day for three days is different from a minimum of 7.5 hours a day for five days although the total hour's 37.5 are the same.

Re: SEC 3(a) & SEC 12 LICENSING OF TAXI BUSINESSES

Prepared by Bob Holmes  
For March 1995

CURRENT:

- 3 (a) has available to him or her at least 3 licensed Taxis for use in the operation of the Taxi Business.
- 12 Each Broker shall provide 7 days per week and 24 hours per day Taxi service available to residents of the City.

PROPOSED:

Delete Section 3(a)

Delete Section 12

JUSTIFICATION:

The original intent (and industry understanding) of this part of the By-Law was that every Broker have three Taxis on the road working always. The Taxis were to be available to residents of the City. At least three Taxis were not to be on-standby but actually working. Brokers were not to close their business during slow times.

The interpretation (by the By-Laws Department) of the current wording in Section 3(a) along with Section 12 has been and can be that a Broker's requirement is to have three Taxis available. The requirement to actually have a driver in them, is not enforced. They could be on call.

Because of the court ruling recently in Edmonton, to allow independent one Driver Taxis, Section 3(a) and Section 12 becomes unworkable.

**Note:** Because our City has grown almost to 60,000 and there are some 100 taxis working in the City. There is no question whether there will be taxis servicing the residents of the City 24 hours a day seven days a week. Therefor Sections 3(a) and 12 can be deleted.

Re: SEC 06

LICENSING OF TAXI BUSINESSES

CURRENT:

6 The application shall be delivered to the License Inspector not later than January 15th in the year for which the License is requested and shall include:

PROPOSED:

Change Section 6 to read.

6 The application shall be delivered to the License Inspector not later than January 15th in the year, which a License is to be renewed and any time during the year when a new License is requested and both shall include:

JUSTIFICATION:

There is no restriction on how many Broker's there are in the City they are self-employed and work within a Free Market Environment. The only restriction on a new Broker is that they attract their Taxi Licensee's from the existing pool. The former wording means that all new Brokers can only start their business January 1 to January 15 of any year.

Re: SEC 11

LICENSING OF TAXI BUSINESSES

CURRENT:

- 11 Should a dispute arise between two or more Brokers respecting the entitlement to registration and use of the same identification colours, the priority shall be given to the Broker who has utilized the colours in the City for the longest period of time.

PROPOSED:

Change Section 11 to read.

- 11 Should a dispute arise between two or more Brokers respecting the entitlement to registration and use of the same top (above the lower window line) and bottom (below the lower window line) identification colours, the priority shall be given to the Broker who has used the colours top and bottom in the City for the longest period of time. This does not preclude two or more brokers using the same colours upon mutual agreement.

JUSTIFICATION:

There is no need to restrict taxis' colours as long as the Taxis with an individual colour are different. There is no need to restrict the Taxis that are two toned if they do not have the same colours in the same location.

Example 1: There is no-good reason that a future Broker cannot register their colours to be a dark blue bottom with a white top.

Example 2: There is no-good reason that a future Broker cannot register their colours to be a white bottom with a red top.

Example 3: There is no-good reason that a future Broker cannot register their colours to be a gold bottom with a gold top.

None of the colour combinations in the examples are used at this time.

"This does not preclude two or more brokers using the same colours upon mutual agreement" would allow an independent Broker to affiliate with another Broker full or part-time. If the original Broker or the affiliated Broker dissolved the relationship the registered colours would remain with the original Broker.

Review of current By-Law

Re: SEC 13( ) & 16(1) LICENSING OF TAXI BUSINESSES

CURRENT:

- 13 ( ) Does not exist.
- 16 (1) Not more than 7 Taxi License Plates shall be issued to a Broker.

PROPOSED:

Add to section 13 and/or Change 16(1) to read.

- 13 ( ) Any group of two or more Brokers using joint dispatch facilities, to be viewed as separate Brokers under this By-Law, must be able to prove to the Licence Inspector:
- (1) the Brokers are only sharing the dispatch service.
  - (2) the Brokers are not sharing customers.
  - (3) the public can call and will get a Taxi affiliated to the Broker they called.
- 16 (1) Not more than 7% of the Taxi License Plates affiliated to a Broker shall be issued to Taxis owned by the Broker.

JUSTIFICATION:

Section 13 along with Section 16 are in the By-Law to maintain a reasonable relationship between the number of Broker owned taxis as compared to Driver owned taxis.

There is a very good reason that our By-Law refers to taxi companies as Brokers. A Broker acts as an agent in negotiating contracts, purchases, or sales in return for a fee. The broker in essence finds a Taxi Rider then sells that information for the use of a Taxi Driver. It is also very important to know that no Taxi Driver in the City of Red Deer is an employee of any Broker.

Brokers say their concern is to have Taxis available when a Driver owned Taxi is being repaired or replaced. This is simply not true. In the past Brokers have never held Taxis in reserve for Taxi Licensee's and there is no-good reason to believe they will in the future.

December 31, 1991 nine of the outstanding Taxi Licence Plates issued were issued to Taxis owned by Brokers 6.52%. The City of Red Deer issued 0 Taxi License Plates to Taxis owned by City Cabs

Prepared by Bob Holmes  
For March 1995

(1990) Ltd., 4 Taxi License Plates to Taxis owned by Red Deer Cabs Ltd., and 5 Taxi License Plates to Taxis owned by Associated Chinook Cabs combined with Associated Cabs (Alta) Ltd. or just over two per Broker. 127 of the outstanding Taxi Licence Plates were issued to non Broker owned Taxis 92%. I understand two plates were paid for but were not picked up. None of the nine Taxis were held for Taxi Licensees nor could a Taxi Licensee bump a Taxi Lessee working a Broker owned taxi.

Today there are over 28 Broker owned taxis and still none of the Taxis are held for Taxi Licensees nor can a Taxi Licensee's bump a Taxi Lessee working a Broker owned taxi.

Taxi Licensee's have not expected to bump Lessee's in the past nor the present. Most Taxi Drivers would look at bumping as unfair.

Sections 13 and 16 try to regulate who owns the taxis and how many they can own. There is a good argument for those that believe that Brokers should not own any taxis and any Broker that is also a taxi driver who qualifies could own one. The Broker is a self-employed person no different from any self-employed Taxi Driver. One is neither better nor worse than the other. Allowing the self-employed Brokers seven taxis and the self-employed Taxi Driver only one definitely gives an unfair advantage to the Broker to earn income from self-employed Taxi Lessee's. There is no proof that a Broker keeps their taxis in better shape than can a Taxi Licensee. In fact the reverse in almost every case is true.

In the past few months' Broker's have expressed the need for growth. Nothing in Section 13 or Section 16 (now or as proposed) stops a Broker from growing. If a Broker needs more taxis all that is needed is the ability to produce a service that will attract more Taxi Licensees to purchase it. It is purely selfish when a Broker says I need to own more taxis to lease to self-employed Taxi Driver's at more than \$260.00 per driver per shift per week for a total of more than \$500.00 in revenue per week. A self-employed Taxi Driver can only have growth if they can own the taxi they drive. Presently by circumvention and cheating (the intention of the By-Law) conservatively twenty self-employed Taxi Drivers have been prevented from growing.

The Broker is the governing body that sets Stand Rent, Lease and at present the rate charged to passengers travelling out of the

City. The Broker can set Stand Rent and Lease any time they chose and have done so approximately every 0.9 years since 1981. The City of Red Deer sets the meter rate and has done so approximately once every 2.7 years since 1981. At present the Broker sets the rate charged to passengers travelling outside the City limits and the rate has been effectively reduced by 5% since 1981. If the Broker's, Taxi Licensee's, and Taxi Lessee's worked within the same economic environment the safeguards in sections 13 and 16 would be unnecessary. They do not so it is not only necessary but essential to protect the Taxi Licensee's and Taxi Lessee from Broker exploitation.

In an open entry system having too many Taxis operating in the area exploits Taxi Drivers to the benefit of the Brokers. In a closed entry system having too many Broker/Owned Taxis allows the exploitation Taxi Drivers to the benefit of the Brokers. The Taxi Driver is self-employed and because labour standards only protects payed employees they are not covered. It is only the relationship of the total number of Taxis divided realistically between Brokers and Drivers that compels a Broker to be reasonable when setting rates or regulations for self-employed Taxi Drivers.

I personally feel a percentage formula would be equitable for all concerned. If every Broker had the same number of Taxis affiliated, a specific number would be all right but again they do not so it is not.

Example 1: There are eight taxis affiliated to a Broker of which seven are owned by the Broker. This would mean 87.5% of the taxis (affiliated to that Broker) are owned by the Broker.

Example 2: There are 18 taxis affiliated to a Broker of which zero are owned by the Broker. This would mean 0.0% of the taxis (affiliated to that Broker) are owned by the Broker.

Using a percentage formula eliminates the inequities and problems associated with Sections 13 and 16 of the By-Law. Using a percentage formula eliminates the temptation to apply for a Taxi Broker License for any other reason than to operate a Brokerage.

Sections 13 and 16 were never intended to stop a Brokerage such as Alberta Gold Taxi from having Brokerage owned taxis. These two sections were intended to maintain a reasonable relationship between the number of Broker owned Taxis as compared to Driver owned Taxis.

There are Brokers who have totally disregarded the intent of the current By-Law and there is no question whether the Brokers knew the intent, they did. Changing these two sections so they correctly reflect the intent of the By-Law will affect some financially. In court January 1993 the Judge said the City had the right to enact the type of change proposed above even if it affects someone financially. Because of their own greed, some Brokers will find themselves in the position of having excess Taxis. The Brokers that have disregarded the intent of sections 13 and 16 of the By-Law should be given three months to divest themselves of their excess taxis by selling them to qualified Taxi Lessee

It is imperative that to ask yourselves why in January of 1992 four Brokers needed nine company Taxis? Now they have more than twenty-eight.

Re: SEC 14(3) ( ) TRANSFER OF BROKERS BUSINESS

CURRENT:

14 (3) ( ) Does not exist.

PROPOSED:

Add to section (14).

14 (3) ( ) Taxi Licensee's shall update their affiliation if there is a Taxi Business name change.

JUSTIFICATION:

The present wording it is only necessary for the Broker to register the Taxis owned by Broker not the Driver owned, Taxis affiliated to the Broker.

Re: SEC 15(1) LICENSING OF TAXIS

CURRENT:

Review of current By-Law

- 15 (1) The maximum number of Taxi License Plates which may be issued each year under this By-Law (the "licenses available") shall be equal to the number of licenses issued as at December 31 in the immediately preceding year and under which Taxis were, in fact, operated for a minimum of 40 weeks immediately prior to December 31 of that year, or alternately, one license per 700 persons of City Population based on the population of the City determined in the last Annual Census, whichever is the greater.

PROPOSED:

Change section 15(1) to read.

- 15 (1) The maximum number of Taxi License Plates that may be issued each year under this By-Law (the "licenses available") shall be equal to the number of licenses issued as at December 31 in the immediately preceding year and under which Taxis were, in fact, operated for a minimum of 40 weeks during the 12 months immediately prior to December 31 of that year or 80 weeks during the 24 months immediately prior to December 31 of that year or 120 weeks during the 36 months immediately prior to December 31 of that year or alternately, one license per 700 persons of City Population based on the population of the City determined in the last Annual Census, whichever is the greater.

JUSTIFICATION:

The intent of this part of the By-Law was to stop the shelving of Taxis while trying to achieve and maintain a population Taxi ratio of 700 to one. It was not to unduly restrict a Taxi Licensee. It was thought that 40 weeks out of 12 months was more than adequate for any contingency but this may not be the case. By allowing Taxi Licensee's to average their weeks worked over a three-year period accomplishes the goal of stopping the shelving of plates and allows Taxi Licensee's to better adjust to unforeseen problems.

Example: A Taxi Licensee pays 45 weekly Stand Rent's during 1991, then 48 weekly Stand Rent's during 1992, and 36 weekly Stand Rent's in 1993.

Using the example and the current wording of the By-law that Taxi Licensee would not be eligible to have a Taxi License Plate reissued to the Taxi for 1994 although an average of 43 weekly Stand Rents was payed per year over a three-year period.

Inserting the words "during the 12,24 or 36 months" eliminates any confusion of just when the Taxi must operate its weeks.

Re: SEC 20 LICENSING OF TAXIS

CURRENT:

20 If a Broker ceases to be the holder of a valid Broker's License, then the Broker and any person holding a Taxi License Plate in respect to a Taxi used in the operation of that Broker's business shall cease to operate such Taxi and shall return the Taxi License Plate to the License inspector.

PROPOSED:

Change Section 20 to read.

20 If a Broker ceases to be the holder of a valid Broker's License, then the Broker and any person holding a Taxi License Plate affiliated with that Broker's business shall cease to operate such Taxi and shall return the Taxi License Plate to the License inspector. On forming a new affiliation with a Broker holding a valid Broker's License, the License Inspector shall reissue the Taxi License Plate pursuant to section 17 of the By-Law.

JUSTIFICATION:

Section 15(5) provides that any licenses surrendered or revoked shall not there after be reissued. The Non-Broker Taxi Licensee cannot be made responsible for the actions of the Broker. This assures Taxi Licensee's will not loose their taxi's because of a Broker's actions.

Re: SEC 46 & SEC 46 ( ) REGULATIONS RESPECTING TAXI CONDITIONS

CURRENT:

Review of current By-Law

46 The name and vehicle identification number of a Taxi owned, operated or affiliated with the Broker shall be prominently displayed on each Taxi or its roof light in lettering not less than 2 inches in height to the satisfaction of the License Inspector.

( ) Does not exist.

PROPOSED:

Change Section 46 to read.

46 The name and vehicle identification number of a Taxi, affiliated with any Broker shall be prominently displayed in a colour that clearly contrasts the background colour on each taxi or its roof light in lettering not less than 2 inches in height to the satisfaction of the License Inspector.

( ) The vehicle identification number of a taxi must be the same number as the Taxi License Plate fixed to the Taxi.

JUSTIFICATION:

The purpose of a vehicle identification number is for the public including Peace Officers to be able to identify a taxi. Having the vehicle identification number contrasting the background color is only common sense.

Having the vehicle identification number and the Taxi License Plate the same eliminates any confusion what the number of the Taxis is. Confusion may occur when trying to identify a Taxi with two different numbers. Most major cities make this a requirement.

INFORMATION and CONCLUSION

There is sometimes confusion about whom or what a taxi license plate is issued. The taxi license plate is owned by the City and issued to one Taxi. As stated in OFFENCES AND PENALTIES section 57 of the By-Law "No person shall operate or permit a motor vehicle to be operated as a taxi unless a Taxi License Plate has been issued for that motor vehicle". In other words a Taxi license Plate is only valid for the one vehicle it was issued. This is no different from the Provincial License Plate issued to a commercial vehicle. It is only valid for the one vehicle it was issued. It cannot be

Prepared by Bob Holmes  
For March 1995

put on another vehicle according to the MOTOR VEHICLE ADMINISTRATION ACT Transfer of Registration Section 41(2).

There is also confusion outside the industry concerning ownership of Taxi's. All taxis have an owner. The owner can be a Broker or a Taxi Driver. Every Taxi must also be affiliated with a Broker. When a Broker owns a taxi, it is not assumed that it is affiliated to that Broker. There is nothing in our By-Law that stops Associated Cabs from taking one of their Broker owned Taxi's painting it the colors of Red Deer Cabs then working it there. The only requirement is that the Taxi must be registered showing the Taxi is affiliated to Red Deer Cabs owned by an Associated Cabs Brokerage. This situation to my knowledge has never happened but it could and without adjustment it most probably will.

For every Taxi there is two separate businesses involved: one is the Brokerage Business and the other is the Taxi Business. The statement above is not just hypothetical it shows just how separate the Taxi business is from the Brokerage business.

Council deemed it advisable to adopt a controlled entry form of licensing after receiving reports of the extensive study by an Ad Hoc Committee. I believe they did because of the overwhelming proof that if Taxi drivers remain self-employed and unable to control any facet of their business other than the number of hours they work. Council has a responsibility to restrict the number of taxis and who owns them. An Alderman stated in the Council "the Taxi Business is the furthest thing from Free Enterprise imaginable". There is no doubt the Alderman was correct. I am sure Council realized the Taxi Brokerage Business on the other hand is definitely a Free Enterprise Business with the ability to control almost every facet of their business.

Some confusion is also always expressed as for the need of a Taxi By-Law at all. In Alberta almost everyone who gets into a Taxi expects to pay the same fare from point "a" to point "b" as any other passenger travelling from point "a" to point "b". The ramifications of a City the size of Red Deer not having a Taxi By-Law to set standards and most important to the passengers the rate charged, would be extensive.

I am told that Red Deer has some one million seven hundred thousand persons visit each year as tourists, business persons, and/or convention travelers. Also I understand that people

**Review of current By-Law**

involved in the Tourist and Convention Industries go to great lengths to leave a good impression so these people will come back. It is known that Taxi service if unreliable can influence where a convention is held. On the same token a reliable Taxi service can be the deciding factor for them to return.

The needs of the Citizens of Red Deer are even more important. I know of no other way to put this "the Citizens of Red Deer would go nuts if the Taxi By-Law did not exist". Taxi Passengers expect a fixed rate.

All businesses have to be concerned about profit. What is over looked is the Taxi Driver's need for profit. What is forgotten or not realized is Taxi Drivers are working in a Command Economy and cannot adjust to changing economic conditions.

The area of most concern during this review is Brokerage owned taxis. There are so many ways a specific number of Broker owned taxis is inequitable that the intent of the By-Law becomes unworkable. If the intent is to have the proper mix of Broker owned Taxis and Driver owned taxis. A percentage formula would be best.

In the spring of 1992 Associated Cabs had a group of three Business Taxi Licenses (now called Brokers Licenses) most of the taxis [white] were affiliated to Associated Chinook Cab Ltd. the balance of the taxis [blue] were affiliated to Associated Cab (Alta) Ltd. Associated had purchased City Cabs (1990) Ltd. but at the time they had no taxis working. The customers that called Associated Chinook Cab Ltd. or Associated Cab (Alta) Ltd. or City Cabs (1990) Ltd. got the Taxi next in the dispatch order (despite the affiliation). The only difference between an Associated Chinook Cab Ltd. and an Associated Cab (Alta) Ltd. was the color. The names on the taxis were identical. The only difference now is the taxis affiliated to City Cabs (1990) Ltd. are decalced City Cab Associated. The drivers of all three Brokers wore and now wear identical uniforms. The top lights of all three brokers only have Associated decalced on them. Today Associated Cab (Alta) Ltd. and City Cabs (1990) Ltd. could not realistically stand alone in the City. Even having three Business Taxi Licenses (now called Brokers Licenses) at the time Associated Chinook Cab Ltd., Associated Cab (Alta) Ltd. and City Cabs (1990) Ltd. had only five Brokerage owned

taxis affiliated to them and working (less than 5% of there total). Now Associated Chinook Cab Ltd., Associated Cab (Alta) Ltd. and City Cabs (1990) Ltd. have 17 Broker/Owned Taxis affiliated to them and working (34% of their total).

Why do Brokers at Associated want to own more taxis now than when the system was open entry? The answer is they want the money that should be going to self-employed Taxi Licensee's.

Eg: If a used car is purchased and made ready for used as a taxi for \$6000.00 Brokers over the pas few years sold Taxis @\$1000.00 down \$100.00 per week plus interest. The Following is a rough estimate of what happens.

Open Entry Vehicle Sold by the Broker to the Driver

Broker's sale price to Driver	9,900.00
Interest charged by Broker	891.00
Driver purchase price and interest	10,791.00
Brokers purchase price	\$6,000.00
Profit on sale and interest	4,891.00
Stand rent payed by Driver @\$175.00 for 89 weeks	15,575.00
Estimated net revenue	\$20,466.00
({guess} 25 Taxis being purchased: 25 times \$20,466 = 491,184.00)	

Open Entry Broker Vehicle Leased to some Driver's.

Potential revenue @\$200.00 per shift 1.4 shifts 89 Weeks	\$285.00
Estimated expenses @\$100.00 per week	8,900.00
Purchase price	6,000.00
Estimated Net Revenue	\$10,025.00

(5 Taxis being leased: 5 times \$10,025.00 = \$50,125)

Open Entry Driver's expenses Taxi purchased from the Broker

Taxi purchase price	\$9,900.00
Interest payed to Broker	891.00
Total purchase price	10,791.00
Stand rent @\$175.00 for 89 weeks	15,575.00
Estimated expenses @\$100.00 per week	8,900.00
Estimated Gross Expense	\$35,266.00
Potential revenue @\$200.00 per shift 1 shift 0 Weeks	0.00
Estimated net expense	\$35,266.00

Controlled Entry Broker Vehicle Leased to two Drivers.

Potential revenue @\$265.00 per shift 2 shifts 89 Weeks	\$170.00
Estimated expenses @\$100.00 per week	8,900.00
Purchase price	6,000.00
Estimated Net Revenue	\$32,270.00

(17 Taxis being leased: 17 times \$32,270.00 = \$584,590.00)

Controlled Entry Driver's expenses Taxi purchased from non Broker's

Taxi purchase price	6,000.00
Interest	540.00
Total purchase price	6,540.00
Stand rent @\$224.00 for 89 weeks	19,936.00
Estimated expenses @\$100.00 per week	8,900.00
Estimated gross expense	\$35,376.00
Potential revenue @\$265.00 per shift 1 shifts 89 Weeks	\$585.00
Estimated net expense	\$11,791.00

Prepared by Bob Holmes  
For March 1995

NOTICE THE STAND RENT AND LEASE RATE WENT UP BUT METER RATE  
REMAINED THE SAME

In an Open Entry system Brokers want to be in the Brokerage Business only. In a Controlled Entry system Brokers want to be in the Brokerage Business and the Taxi Business.

(In the above example the figures may not be exact.)

(In the above example if the exact figures were entered the result would look very similar)

The above example there is no intent to slight in any way any of the Associated Brokers. They have done nothing different from what most other Taxi Brokers after Taxi Drivers were no longer employed. I believe that Yellow Cabs was the last Taxi Company in Red Deer to employ Taxi Drivers on commission. Vern's Taxi, I believe, was the last Taxi Company to employ Taxi Drivers at an hourly wage.

The above example is only in this document to help the reader understand how self-employed Taxi Drivers are exploited. In the Open Entry System, with a little study, it is easy to see why Brokers sell more cars than the rider-ship can support and own as few Taxis as possible. In a Controlled Entry System, with a little study, it is easy to see why the Brokers want to own all the Taxis and set the Lease Rate as high as possible.

There are two major methods to solve the problem one workable one not. First Brokers could go back to owning all the Taxis paying all the expenses for them and paying the Drivers a salary or commission. Second the City can have a By-Law that restricts not only the number of Taxis but how many and who can own them.

Open Entry facts of the Taxi Industry

Brokers will purchase, setup and sell as many Taxis as they can.

It is very difficult to double shift a taxi especially for a Driver/Owner.

A taxi driver has a cash income and therefor is a bad risk to a lending institution. The lending institution cannot garnishee income for bad debt. The only source of financing is the Broker mostly.

Lease Rate is low.

Review of current By-Law

Stand Rent is low.

Controlled Entry facts of the Taxi Industry

Brokers cannot purchase, setup and sell as many Taxis as they want.

It is very easy to double shift a taxi, especially for a Broker.

A taxi driver has a cash income but also a taxi that is more valuable. The lending institution can use the taxi as collateral because there is a ready market to purchase it on default of payment.

Lease Rate is high.

Stand Rent is high.

Today there are five Brokers in Red Deer and for all intensive purposes three Brokerages selling their services to the one hundred and one Taxi Owners affiliated to them (Broker/Owned Taxis and Owner/Operated Taxis). Approximately one hundred and seventy self-employed Taxi Drivers provide service to the almost sixty thousand residents of Red Deer. The By-law has to serve the needs of the Residents the Taxi Drivers and the Brokers.



# Associated Cab

operating as 549709 Alberta Ltd.

Professional & Reliable Service

4733 - 60 Street

Red Deer, Alberta T4N 2N8

Phone: (403) 343-3300 Fax: (403) 340-1055

02/14/95

THE CITY OF RED DEER  
P.O. Box 5008  
Red Deer, Alberta  
T2N 3R5

THE CITY OF RED DEER


4:20 P.M.  
95-02-15  
CR

## ATTENTION: TAXI COMMISSION

Dear Sir/Madam:

RE: ANNUAL REVIEW OF THE TAXI BUSINESS BYLAW 3076-92

-----  
Associated Cab has 3 items for the Tuesday, April 25, 1995 Taxi Commissions agenda:

1. **REQUEST FOR DESIGNATED CAB STAND:**

To reduce the safety hazards of traffic congestion at the Greyhound Bus Depot, we would like to make a formal request for the City to install a 2 to 3 vehicle taxi parking only lane in front of Pizza 73 that all cab companies will have equal access to. (At present the parking lot of the Red Deer Inn is off limits to taxi parking). As the City expands it will become more important to service the growing volume of clients safely in this area.

2. At every review to date of the Taxi Bylaw, complaints have been lodged against certain taxi plates and their rights to be on the road. To date nothing has been done about any of them. Specifically the three Red Deer Cab owners plates. A concession was made in the Ad Hoc Committee to permit the owners of Red Deer Cabs to operate seven company owned vehicles, and still own and operate their own vehicles, providing that they met certain guidelines: They were to only use them for their own use, as they worked (and still do) at other full time jobs. They were not to lease those vehicles to anyone else, and they must operate their vehicles for the 40 weeks per year. This was an agreement that the committee decided was relevant since none of the owners paid lease on these vehicles anyway.

The industry agrees that taxi plates 13, 42, and 95 are no longer owners of Red Deer Cabs, and this concession has formally expired. We must have these three plates cancelled.

3. The only other plate that requires any scrutiny is plate 15 owned by Robert Holmes. We require an answer on this plate as well, as the vehicle absolutely did not operate enough weeks to qualify. If he is permitted to operate this plate then we must demand the return of the other plates that were cancelled under the same conditions. Either uphold the Bylaws consistently or remove the Bylaw completely.

**ASSOCIATED CAB**

A handwritten signature in cursive script that reads "Paul Richard". The signature is written in black ink and is positioned above the typed name.

**Paul Richard**  
**President**  
/pdr

encl.

**FILE**

**DATE: June 6, 1995**  
**TO: Red Deer Taxi Commission**  
**FROM: City Clerk**  
**RE: ANNUAL TAXI REVIEW/TAXI BUSINESS BYLAW 3076/A-95**

---

At the Council Meeting of June 5, 1995, consideration was given to your report dated May 18, 1995 concerning the above topic, and at which meeting three readings were given to Taxi Business Bylaw 3076/A-95, a copy of which is attached hereto.

On behalf of Council, please accept their thanks for your time and commitment in the process of reviewing the Taxi Business Bylaw. This office will be directly notifying the Taxi companies of Council's decision.



KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Director of Development Services  
Bylaws & Inspections Manager  
Inspector Sutton  
D. Souch



## THE CITY OF RED DEER

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

**FILE**

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

June 6, 1995

VIP Taxi  
11, 7887 - 49 Avenue  
Red Deer, Alberta  
T4P 2B4

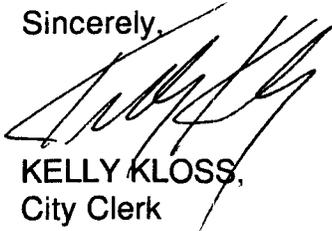
Dear Sir:

RE: ANNUAL TAXI REVIEW - TAXI BUSINESS BYLAW AMENDMENT 3076/A-95

At The City of Red Deer Council Meeting held June 5, 1995, consideration was given to the above noted topic, and at which meeting Taxi Business Bylaw Amendment 3076/A-95 was passed. A copy of said Amendment, as well as a copy of the Consolidated copy of the Taxi Business Bylaw, are attached hereto for your information. I trust you will make copies of these Bylaws available to your drivers.

Thank you for your participation in the process of this review. If you have any questions or require additional information please, do not hesitate to contact the undersigned.

Sincerely,



KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Bylaws & Inspections Manager  
Council and Committee Secretary, S. Ladwig



*a delight  
to discover!*



## THE CITY OF RED DEER

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

**FILE** E No

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

June 6, 1995

Central Alberta Cabs  
11, 7887 - 49 Avenue  
Red Deer, Alberta  
T4P 2B4

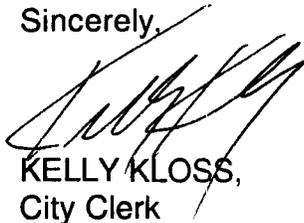
Dear Sir:

RE: ANNUAL TAXI REVIEW - TAXI BUSINESS BYLAW AMENDMENT 3076/A-95

At The City of Red Deer Council Meeting held June 5, 1995, consideration was given to the above noted topic, and at which meeting Taxi Business Bylaw Amendment 3076/A-95 was passed. A copy of said Amendment, as well as a copy of the Consolidated copy of the Taxi Business Bylaw, are attached hereto for your information. I trust you will make copies of these Bylaws available to your drivers.

Thank you for your participation in the process of this review. If you have any questions or require additional information please do not hesitate to contact the undersigned.

Sincerely,



KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Bylaws & Inspections Manager  
Council and Committee Secretary, S. Ladwig



*a delight  
to discover!*



## THE CITY OF RED DEER

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

**FILE** No.

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

June 6, 1995

Associated Cabs, Chinook Cabs, City Cabs  
4733 - 60 Street  
Red Deer, Alberta  
T4N 2N8

Dear Sir:

RE: ANNUAL TAXI REVIEW - TAXI BUSINESS BYLAW AMENDMENT 3076/A-95

At The City of Red Deer Council Meeting held June 5, 1995, consideration was given to the above noted topic, and at which meeting Taxi Business Bylaw Amendment 3076/A-95 was passed. A copy of said Amendment, as well as a copy of the Consolidated copy of the Taxi Business Bylaw, are attached hereto for your information. I trust you will make copies of these Bylaws available to your drivers.

Thank you for your participation in the process of this review. If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,



KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Bylaws & Inspections Manager  
Council and Committee Secretary, S. Ladwig



*a delight  
to discover!*



## THE CITY OF RED DEER

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

**FILE** LE No

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

June 6, 1995

Alberta Gold Taxi Ltd.  
7650A - 42 Avenue  
Red Deer, Alberta  
T4P 1Y5

Dear Sir:

RE: ANNUAL TAXI REVIEW - TAXI BUSINESS BYLAW AMENDMENT 3076/A-95

At The City of Red Deer Council Meeting held June 5, 1995, consideration was given to the above noted topic, and at which meeting Taxi Business Bylaw Amendment 3076/A-95 was passed. A copy of said Amendment, as well as a copy of the Consolidated copy of the Taxi Business Bylaw, are attached hereto for your information. I trust you will make copies of these Bylaws available to your drivers.

Thank you for your participation in the process of this review. If you have any questions or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

KELLY KLOSS,  
City Clerk

KK/fm

attchs.

cc. Bylaws & Inspections Manager  
Council and Committee Secretary, S. Ladwig



*a delight  
to discover!*

C O R R E S P O N D E N C E

NO. 1

Mayor and City Council

May 24th 1995

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

Dear Mayor and Council :

We, the members of 599069 Alberta Ltd, hereby request the rezoning of the property known as 4305 - 58th Street and described legally as :

All of that portion of parcel C, as shown on filed plan 837 HW which lies north of a line drawn parallel to a perpendicularly distant seven hundred and sixty-four and five tenths(764.5) feet northerly from the south boundary of the said Parcel C and to the west of a line drawn parallel to and perpendicularly distant eleven hundred and three and eight tenths(1103.8) feet westerly from the east boundary of said Parcel C , containing two and forty-three hundredths (2.43) acres, more or less....and of this description :

WE request the rezoning of the westerly 200 x 178 ft (less cut-off) as a first order of business, and the easterly 100 x 178 ft land portion as the second order of business.

The current zoning is PS...publicservice/government and we request the change of these two land parcels from PS to a Residential Zoning that will permit us to construct up to ~~12~~ <sup>24</sup> duplexes or townhouses.... R2 preferred.

The YMCA building(the central portion of the above description)that includes approx. 145 x 178 ft of land will remain zoned P S.....it is our intent to lease or sell the remaining building ( 13,938 ft ) and the 145 x 178 ft land to a DAYCARE and/or FITNESS CENTRE.

We would like to thank the Mayor and City Council for their assistance in completing this application.

Regards on behalf of 599069 Alberta Ltd...

**THE CITY OF RED DEER**  
CLERK'S DEPARTMENT

RECEIVED	
TIME	4:20
DATE	May 24/95
BY	ds

Jim Wilson

c/o Sutton Group-Red Deer Ltd  
4819-48th Avenue  
T4N 3T2 ph 347 - 0751

19069 ALBERTA LTD  
 ZONING APPLICATION - CREATE 3 SUBDIVIDED R2 LOTS - EACH TO CONTAIN 8 - 2 STOREY CONDO TOWNHOUSES  
 - THE YMCA BUILDING + 1.1 ACRES TO REMAIN ZONED P.S.

← 58 STREET →

R2 LOT

R2 LOT

R2 LOT

548.8 FT

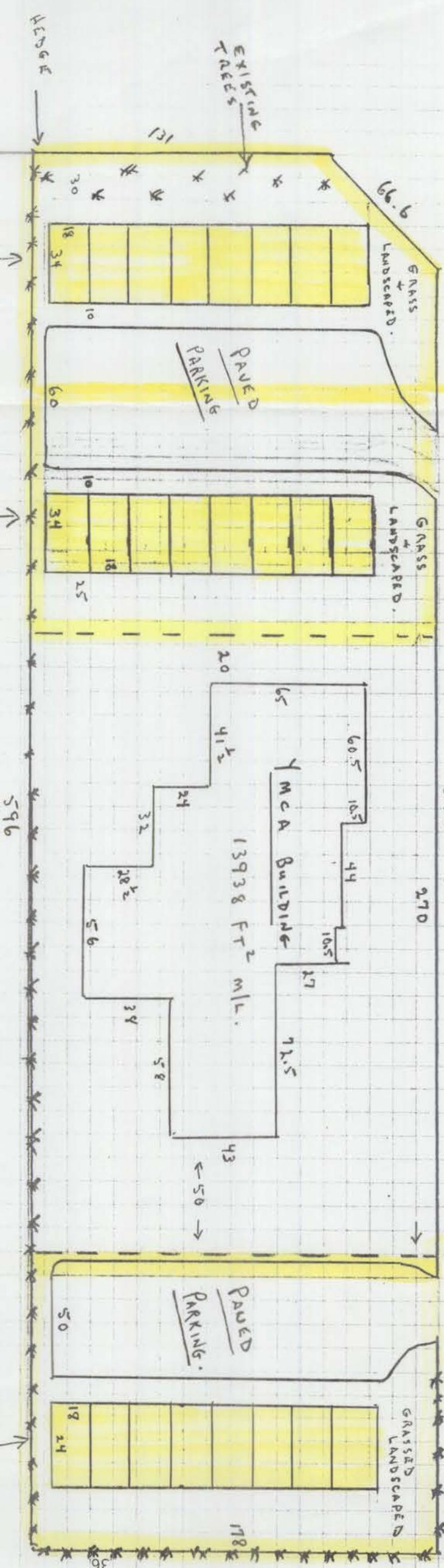
270

← HEDGE →

44  
 AVENUE  
 8 X 1224 FT  
 2 STOREY CONDO  
 TOWNHOUSES

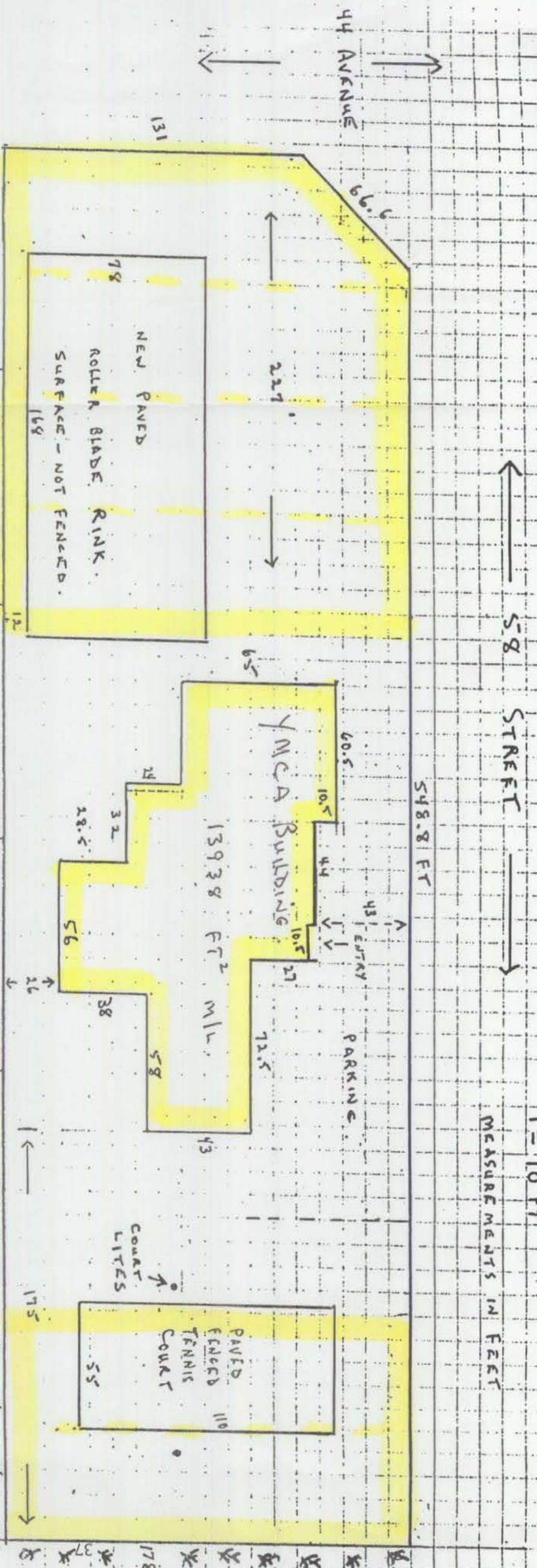
8 X 1224 FT  
 C. TOWNHOUSES

8 X 1224 FT  
 TWO STOREY  
 CONDO TOWNHOUSES



POTENTIAL 24 2 STOREY TOWNHOUSES w/ FULL BASEMENTS.  
 ENCA FLOOR = 612 FT (16 X 34) X 2 = 1224 FT<sup>2</sup>  
 POTENTIAL Y.M.C.A. BUILDING (LEASE OR SELL)  
 270 X 178 FT = 48,060 FT<sup>2</sup> = 1.1 ACRES.

SCALE - 1 SQUARE = 10 FT



①

REZONE :

200 FT X 178 FT  
= 4 X 50 FT LOTS.

A REAR LANE WILL BE PROVIDED FOR THE WESTERLY 4 LOTS  
AND FRONT DRIVEWAYS (NO LAND) WILL BE PROVIDED FOR THE EASTERLY 2 LOTS.

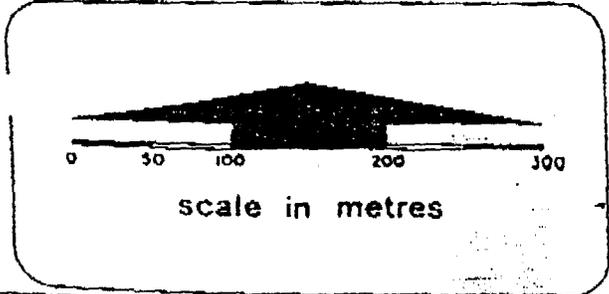
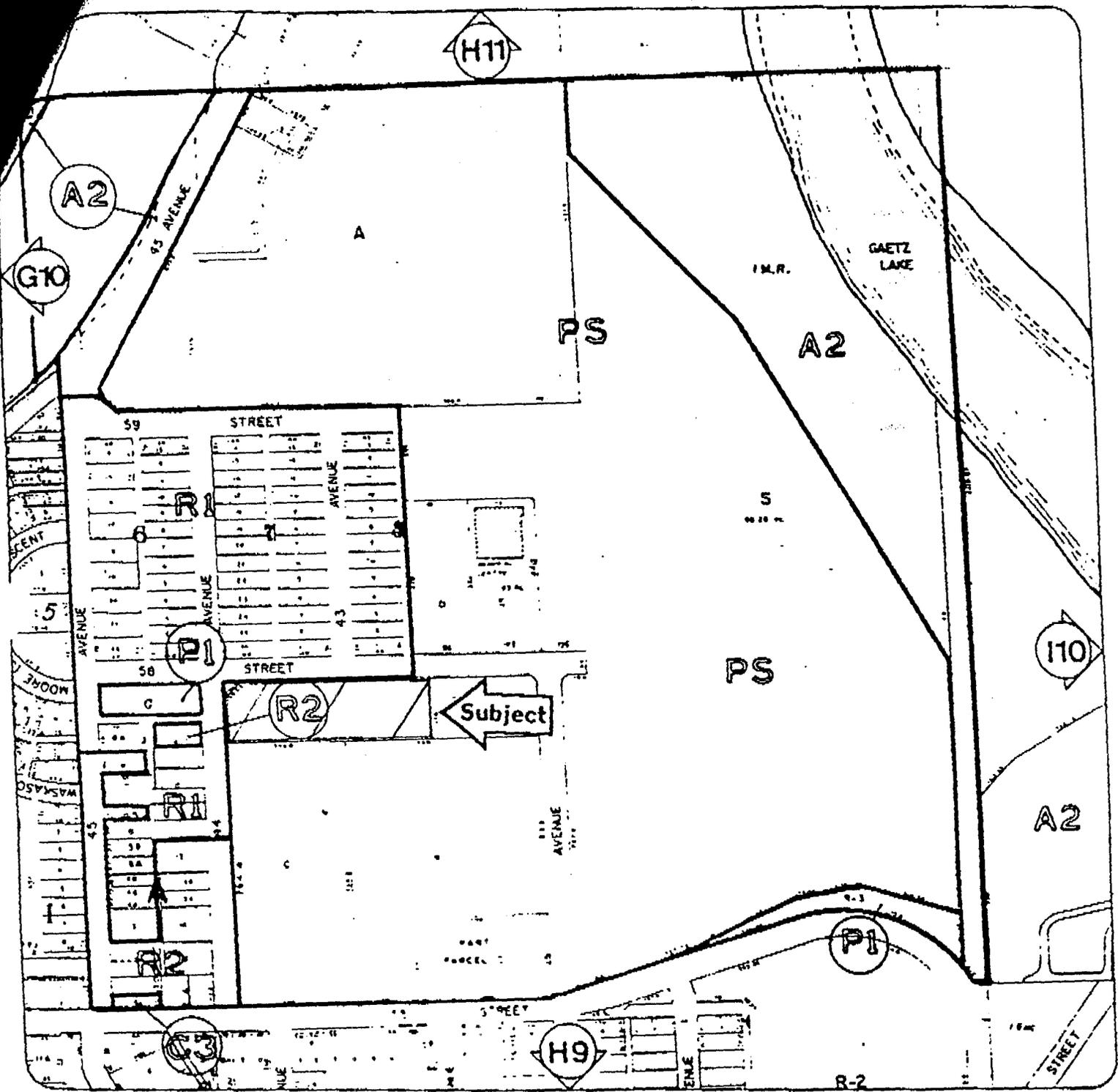
②

REZONE :

100 X 178 FT  
= 2 X 50 FT LOTS.

Land Use bylaw  
Land Use Districts

H10



Revisions :  
2672/1-82 (3 & 16/Aug./82)  
2672/8-85 (10/6/85)  
2672/0-86 (1/12/86)

DATE: May 25, 1995

TO: ✓ X DIRECTOR OF COMMUNITY SERVICES ✓  
DIRECTOR OF CORPORATE SERVICES  
X DIRECTOR OF DEVELOPMENT SERVICES ✓  
✓ X BYLAWS & INSPECTIONS MANAGER ✓  
CITY ASSESSOR  
✓ X E.L. & P. MANAGER  
ENGINEERING DEPARTMENT MANAGER  
X FIRE CHIEF (EMERGENCY SERVICES)  
INFORMATION TECHNOLOGY SERVICES MANAGER  
✓ X LAND AND ECONOMIC DEVELOPMENT MANAGER  
PERSONNEL MANAGER  
PUBLIC WORKS MANAGER  
R.C.M.P. INSPECTOR  
RECREATION, PARKS & CULTURE MANAGER  
SOCIAL PLANNING MANAGER  
TRANSIT MANAGER  
TREASURY SERVICES MANAGER  
X PRINCIPAL PLANNER ✓  
CITY SOLICITOR

FROM: CITY CLERK

RE: SUTTON GROUP/REZONING REQUEST

---

Please submit comments on the attached to this office by May 29, 1995, for the Council Agenda of June 5, 1995.

"Kelly Kloss"  
City Clerk

**THE CITY OF RED DEER**

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

May 25, 1995

Mr. Jim Wilson  
c/o Sutton Group - Red Deer Ltd.  
4819 - 48th Avenue  
Red Deer, Alberta  
T4N 3T2

Dear Sir:

I acknowledge receipt of your letter dated May 24, 1995, re: 599069 Alberta Ltd./rezoning request/4305 - 58 Street.

This item will be discussed and possibly a decision made at the Meeting of Red Deer City Council on June 5, 1995. Council meetings begin at 4:30 p.m., and adjourn for the supper hour at 6:00 p.m., reconvening at 7:00 p.m.

In the event you wish to be present at the Council meeting, would you please telephone our office on Friday, June 2, 1995, and we will advise you of the approximate time that Council will be discussing this item.

Would you please enter City Hall on the park side entrance when arriving, and proceed up to the second floor Council Chambers.

This request has been circulated to City administration for comments, and should you wish to receive a copy of the administrative comments prior to the Council meeting, they may be picked up at our office on the second floor of City Hall on June 2.

If you have any questions in the meantime, please do not hesitate to contact the writer.

Yours sincerely,

Kelly Klöss  
City Clerk

KK/ds

*a delight  
to discover!*

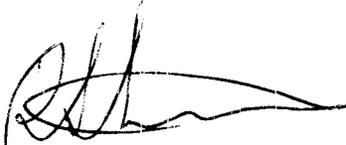
DATE: May 25, 1995  
TO: City Clerk  
FROM: Bylaws & Inspections Manager  
RE: **4305 - 58 Street SUTTON GROUP**

---

In response to your memo regarding the above subject, our concern is that we do not have sufficient time to provide complete information on the application. More information is required as well, in order for this Department to comment. We would like to see a proposed site layout showing site access, location of parking, building layout and landscaped areas. This type of information would also be useful for the residents of the area who will very likely be present at the public hearing.

**Recommendation:**

That the application be tabled pending further information from the applicant.



R. Strader  
Bylaws & Inspections Manager  
BUILDING INSPECTION DEPARTMENT

RS/tmp

DATE: May 29, 1995  
TO: City Clerk  
FROM: Engineering Department Manager  
RE: SUTTON GROUP/REZONING REQUEST  
4305 - 58 STREET, RED DEER

---

The information relative to the rezoning request is minimal. Our concerns are relative to density and serviceability. The development will likely involve subdivision, and accordingly, any rezoning consideration should be subject to an acceptable plan of subdivision, a serviceability study, and a residential Development Agreement.

The City Planner will be commenting on density, community acceptance, and land use.



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

KGH/emg

- c.c. Director of Community Services
- c.c. Bylaws & Inspections Manager
- c.c. EL&P Manager
- c.c. Fire Chief
- c.c. Land & Economic Development Manager
- c.c. Principal Planner

**DATE:** May 26, 1995

**TO:** KELLY KLOSS  
City Clerk

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

**RE:** SUTTON GROUP: REZONING REQUEST  
Your memo dated May 25, 1995 refers.

---

The Sutton Group - Red Deer Limited request rezoning of the former Y.M.C.A. property in order to accommodate redevelopment. They propose R2 zoning to accommodate duplex and townhouse development to the west and east of the existing Y.M.C.A. building, with PS remaining on the building for use by a day care and/or fitness centre.

The request for this rezoning and the proposed use of this site is supported from a Community Services perspective. This increases residential development in the downtown fringe - a goal of the Downtown Concept Plan. The existing building, which, we understand, is salvageable, would serve the community well as either a day care or fitness centre. However, the PS zoning may not be suitable.

Prior to approving this request, however, we recommend that the developer be required to present plans for this property redevelopment to the neighbourhood residents. The community should be given the opportunity to respond to these plans.

### RECOMMENDATION

That Council of The City of Red Deer support the request in principle at this time, subject to further information and more detailed plans and response from the neighbouring community.

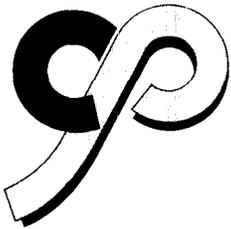


LOWELL R. HODGSON



DON BATCHELOR

:dmg



**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

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

---

**DATE: MAY 25, 1995**

**TO: KELLY KLOSS, CITY CLERK**

**FROM: FRANK WONG, PLANNING ASSISTANT**

**RE: SUTTON GROUP - REZONING REQUEST  
FORMER Y.M.C.A. PROPERTY**

---

The applicants are requesting to rezone portions of the former Y.M.C.A. property to accommodate some type of low to medium residential development. The remaining land, which contains the existing structure, is intended to be leased or sold for the purpose of a daycare and/or fitness centre. Planning staff comments are as follows:

1. We would like to know the proposed use for the existing Y.M.C.A. building prior to any rezoning of the easterly portion of the existing site (the use will determine how much parking is required on the site and thereby determine the site size)
2. The entire site will likely require rezoning
3. The proposed low to medium density residential may blend in with the existing low density neighbourhood
4. Parking is a major issue as 58th Street is an access route for the schools in the area

**RECOMMENDATION**

We recommend that the westerly 200 feet, plus or minus, of the site be rezoned to R2 Residential (General). This land use district could accommodate the applicants' proposal of 4 semi-detached lots (8 units) or even a slightly higher density development of a townhouse project. The remainder of the existing site should not be rezoned till such time as tenants or buyers are secured for the building. At that time, an assessment can be made to determine whether the easterly area is required for parking.

*Frank Wong*

Frank Wong,  
Planning Assistant

43

PLAN

7

861 H.W.

43RD. AVE.

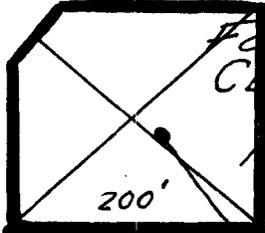
D PLAN

8

3962 H.W.

E

58<sup>TH</sup>. STREET



Former YMCA  
CERT. OF TITLE

162-T-150

Student Parking  
LOT L

PLAN  
5083 M.C.

East

105-65

346.0

560

Rezoned from PS to  
R2 as per applicants'  
request.

LOT N

7.53 AC.

Camille  
High School

PLAN 3889 K.S.  
N.0°01.5'W.

North  
Assumed  
170 A AIR MAIL

East  
400

105-45

R/W

PART  
PARCEL C  
RC.M.P.

PLAN  
837 H.W.

North  
250

250

664

350

160

400

105.3

S.E

55<sup>TH</sup>. STREET

44<sup>TH</sup>. AVE.

PLAN K9

F

PLAN 551K

43RD. AVE.

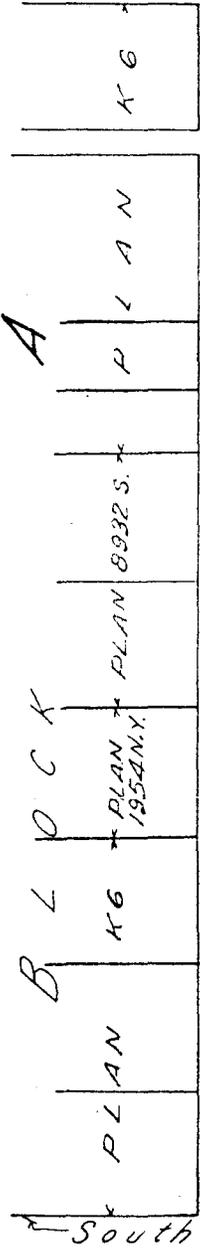
PLAN

49

42A AVE.

17867

65-6701-311



DATE: May 26, 1995

TO: Kelly Kloss  
City Clerk

FROM: Fire Prevention

RE: SUTTON GROUP/REZONING REQUEST

Please be advised that this department has no objection to the rezoning and development as proposed in the Sutton Group letter dated May 24, 1995. The developer should be made aware of Code requirements relating to Fire Department access and hydrant locations.



Ken Webster  
Fire Inspector

/co

DATE: May 26, 1995  
TO: Kelly Kloss, City Clerk  
FROM: Alan Scott, Land and Economic Development Manager  
RE: **SUTTON GROUP/REZONING REQUEST  
WASKASOO AREA**

---

The Land and Economic Development Department would support the request for a rezoning of the indicated site, to accommodate the construction of twenty-four duplexes or townhouses.

We believe that in-fill development of type is beneficial, in that it provides a better utilization of City services in an area where under-utilization exists.

The City should ensure that any development proposed be of high quality, and be compatible with the neighbourhood.



Alan V. Scott

AVS/mm

COMMENTS:

We recommend that Council agrees in principle with the development of housing on the existing YMCA property and encourage the developer to initiate discussions with the community and administration regarding the nature of the development and its compatibility with the neighbourhood. At this stage, we could not recommend a change to the Land Use Bylaw until we have a more detailed development plan outlining the nature of development, density, serviceability, etc.

"G. SURKAN"  
Mayor

"M.C. DAY"  
City Manager



**THE CITY OF RED DEER**

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

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

June 6, 1995

Sutton Group - Red Deer Limited  
4819 - 48 Avenue  
Red Deer, Alberta  
T4N 3T2

ATTENTION: Jim Wilson

Dear Sir:

RE: REZONING REQUEST, 4305 - 58 STREET/FORMER YMCA PROPERTY

At The City of Red Deer Council Meeting held on June 5, 1995, consideration was given to your correspondence dated May 24, 1995 concerning the above topic, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from Jim Wilson, Sutton Group, dated May 24, 1995, Re: Request To Rezone 4305 - 58 Street, Former YMCA Property, hereby agrees in principle with the development of housing on the above noted property;

Council further agrees that prior to any consideration of a Land Use Bylaw Amendment, for the above use, additional information be provided to Council relative to discussions with the community and City administration, and a more detailed development plan outlining the nature of development, density, and serviceability, and as presented to Council June 5, 1995."

As outlined in the above resolution, Council supports in principle, a housing development subject to various additional information being made available.

It would now be in order for you to contact the Director of Community Services, Lowell Hodgson, to review the process in providing the necessary details, as well as the format of a Community meeting.

.../2



*a delight  
to discover!*

Sutton Group - Red Deer Limited  
June 6, 1995  
Page 2

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

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Kloss', written over a horizontal line.

KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Community Services  
Director of Development Services  
Bylaws & Inspections Manager  
Land & Economic Development Manager  
E.L. & P. Manager  
Fire Chief  
Principal Planner



Her Worship Mayor Surkan  
and Honourable Members of City Council

Date: 18th May 1995.  
Ref: Signage on City Property.

Please accept this letter as an official application for permission to erect a billboard type sign on Site(SW1/4 Sec-30-38-27-4 or NW1/4 Sec-30-38-27-4). It is our understanding that this location is city owned and therefore the decision regarding what can be placed on this land lies with you.

The Holiday Inn, Red Deer is affiliated with Holiday Inn World Wide which is one of the world's most respected and recognized hotel chains. Having a member of this prestigious "family " come to Red Deer should be an indicator of the exciting direction this city is heading. Since becoming a Holiday Inn we have worked very hard to make this property live up to Holiday Inn World Wide's very strict standards. We have spent a great deal of our time using our Holiday Inn affiliation and national sales network to bring business to Red Deer, both in the meetings market and leisure travel.

Despite the power of this recognizable name we are met with the problem of awareness. We can market ourselves aggressively and try to get our name out to the public but without proper signage indicating we're here we are potentially missing a huge portion of the travellers. We are certain that if we have highway signage indicating a "HOLIDAY INN NEXT EXIT" this will without a doubt draw people in to Red Deer who otherwise may have just continued on to Edmonton or Calgary. This is especially true for the leisure traveller who may have disposable income to spend on golf , theatre or shopping in our city.

We request that we be permitted to erect a tasteful billboard on Site (SW1/4 Sec-30-38-27-4 or NW 1/4 Sec-30-38-27-4) with the message facing to the North. The message would read "Holiday Inn, Red Deer (logo) 67th Street Next Exit". With regards to size we would be happy to conform to city standards regarding signage of this type.

I thank you for your time and consideration. We look forward to hearing from you soon , please do not hesitate to call me at 342-6567 if you have any questions regarding this application.

Yours in hospitality,

A handwritten signature in black ink, appearing to read "Karima Suleman". The signature is stylized and cursive.

Karima Suleman  
Vice President

*"Stay with someone you know"®*

DATE: May 24, 1995

**FILE**

TO: X DIRECTOR OF COMMUNITY SERVICES  
DIRECTOR OF CORPORATE SERVICES  
X DIRECTOR OF DEVELOPMENT SERVICES  
X BYLAWS & INSPECTIONS MANAGER  
CITY ASSESSOR  
X E.L. & P. MANAGER  
ENGINEERING DEPARTMENT MANAGER  
FIRE CHIEF (EMERGENCY SERVICES)  
INFORMATION TECHNOLOGY SERVICES MANAGER  
X LAND AND ECONOMIC DEVELOPMENT MANAGER  
PERSONNEL MANAGER  
PUBLIC WORKS MANAGER  
R.C.M.P. INSPECTOR  
X RECREATION, PARKS & CULTURE MANAGER  
SOCIAL PLANNING MANAGER  
TRANSIT MANAGER  
TREASURY SERVICES MANAGER  
X PRINCIPAL PLANNER  
CITY SOLICITOR

FROM: CITY CLERK

RE: HOLIDAY INN - SIGNAGE

---

Please submit comments on the attached to this office by May 29, 1995 for the Council Agenda of June 5, 1995.

"Kelly Kloss"  
City Clerk



# THE CITY OF RED DEER

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

FILE # 713

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

May 24, 1995

Holiday Inn Red Deer  
6500 67 Street  
Red Deer, Alberta  
T4P 1A2

ATTENTION: Karima Suleman

Dear Sir/Madam:

I acknowledge receipt of your letter dated May 18, 1995 re: SIGNAGE ON CITY PROPERTY.

This item will be discussed and possibly a decision made at the Meeting of Red Deer City Council on June 5, 1995. Council meetings begin at 4:30 p.m., and adjourn for the supper hour at 6:00 p.m., reconvening at 7:00 p.m.

In the event you wish to be present at the Council meeting, please telephone our office on Friday, June 2, 1995 and we will advise you of the approximate time that Council will be discussing this item.

Would you please enter City Hall on the park side entrance when arriving, and proceed up to the second floor Council Chambers.

This request has been circulated to City administration for comments, and should you wish to receive a copy of the administrative comments prior to the Council meeting, they may be picked up at our office on the second floor of City Hall on Friday, June 2, 1995.

If you have any questions in the meantime, please do not hesitate to contact the writer.

Yours sincerely,

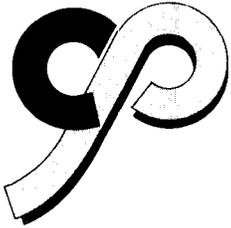


Kelly Kloss  
City Clerk

KK/fm



*a delight to discover!*



**PARKLAND  
COMMUNITY  
PLANNING  
SERVICES**

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

**DATE:** May 25, 1995

**TO:** KELLY KLOSS, CITY CLERK

**FROM:** TONY LINDHOUT, PLANNER

**RE:** HOLIDAY INN - SIGNAGE on SW or NW 30-38-27-4

The Red Deer Holiday Inn is requesting City Council approval to erect a billboard or freestanding type of sign on lands owned by the City in either the NW or SW 30-38-27-4, being lands located in the Edgar Industrial Park. This would require a rental or lease agreement with the City. The Holiday Inn wishes to better market themselves to Highway 2 travellers and they feel that a sign located adjacent to the east side of Highway 2 will draw in additional visitors to Red Deer. The applicants have not submitted any detail with regard to a preferred or exact location for the sign, or its size.

The subject lands are designated either A1, Future Urban Development District or P1, Parks and Recreation District under the City's Land use Bylaw. In the P1 District neither billboard nor free standing type signs are permitted. The A1 District does allow, as a discretionary use, free standing signs having a maximum area of 1.5 m<sup>2</sup> and being no higher than 4.5 m. However, the City's "Major Entry Arteries Design Standards" and "Section 5.4 Building and Landscape Design Standards on Major Entry Areas" in the Land Use Bylaw take precedent and prohibit billboard type signage along lands adjacent to Highway 2 in the subject location. These areas have been identified as future landscaped buffer zones, free of the clutter of commercial signage.

**Recommendation**

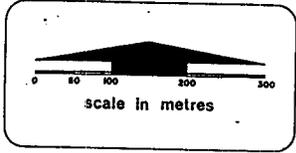
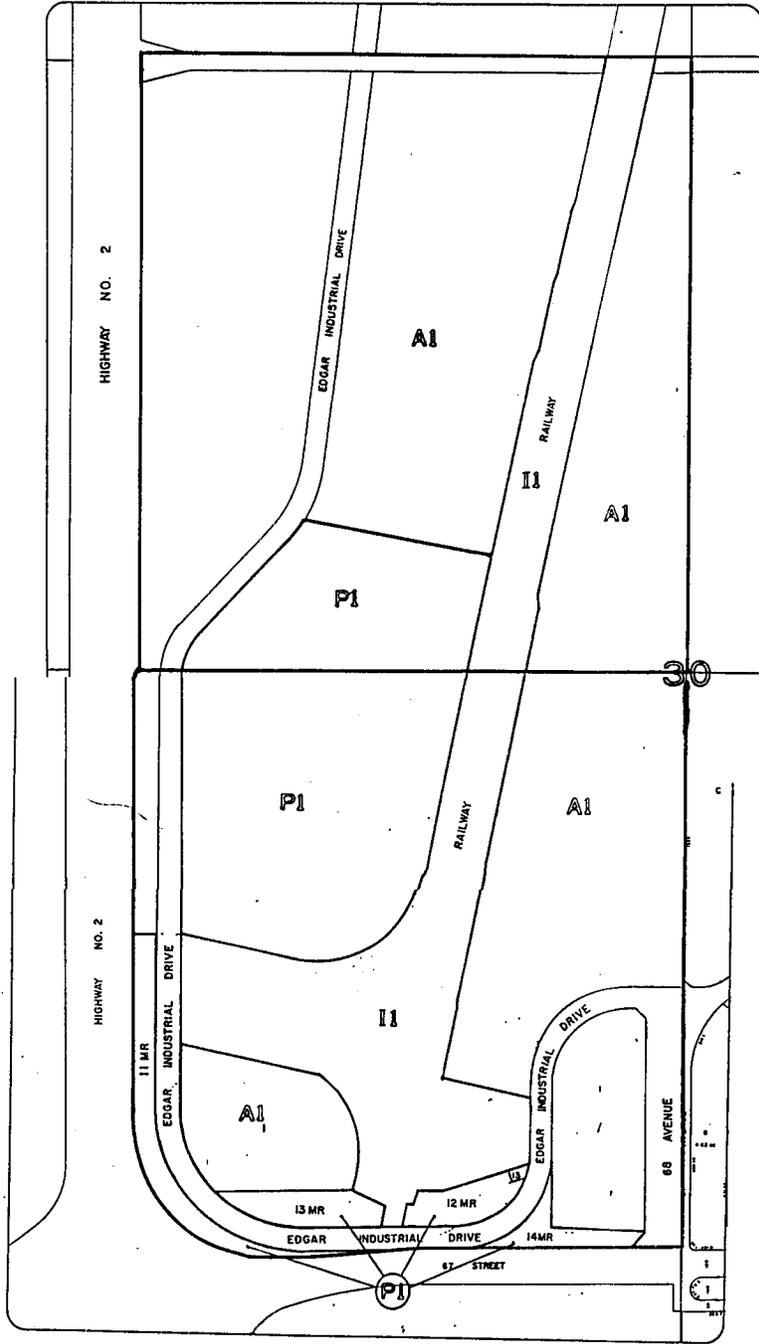
Due to established City policy and sound planning principles, planning staff do **not** support the proposed sign as requested by the Holiday Inn group. As an alternative, it is suggested that Holiday Inns contact Alberta Transportation to explore if they could advertise on any of their highway facility location signage.

\_\_\_\_\_  
Tony J. Lindhout, ACP, MCIP  
PLANNER

- c.c. - Director of Community Services  
- Director of Development Services  
- Bylaws and Inspections Manager  
- Land and Economic Development Manager  
- Recreation, Parks and Culture Manager

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

C13



Revisions :  
2672 / P-93 (27/9/93)

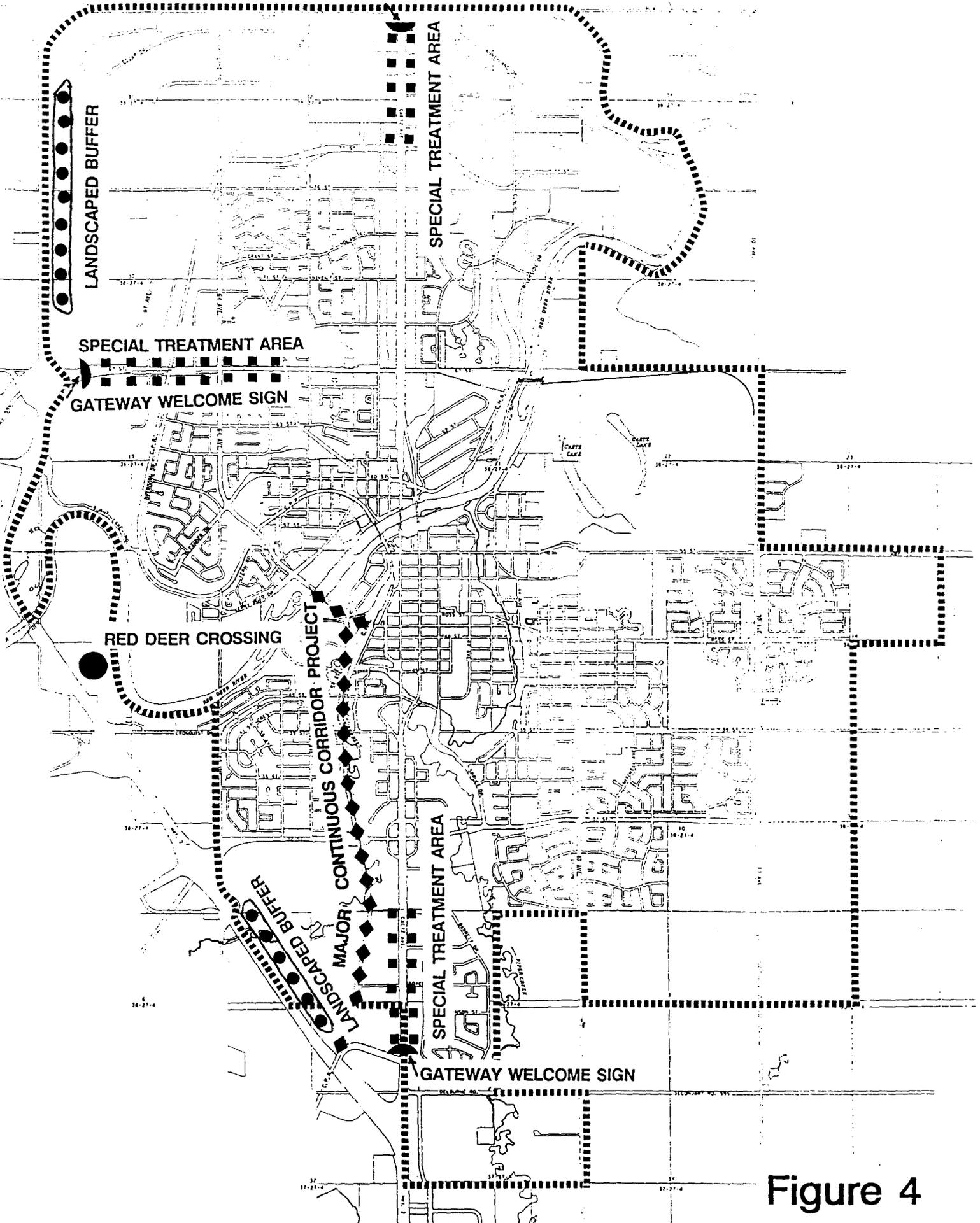


Figure 4

RPC - 5485

**DATE:** May 26, 1995  
**TO:** KELLY KLOSS  
City Clerk  
**FROM:** LOWELL R. HODGSON  
Director of Community Services  
**RE:** HOLIDAY INN - SIGNAGE

---

The Holiday Inn has proposed that an advertising and directional billboard-style sign be located on City land adjacent to Highway #2 in the Edgar Industrial Area.

The proposed sign location (see attached plan) is within the area described under Bylaw 2672/80 as "Major Entry Areas". In accordance with this bylaw, billboard signs are prohibited within this area.

In discussing this proposal with the Recreation, Parks & Culture Manager, we feel that the intent of the bylaw is to ensure that entrances to the city are not cluttered with a proliferation of signage. Any consideration for signage on city property along a "major entry area" would establish an undesirable precedent.

#### RECOMMENDATION

That City Council deny the request of the Holiday Inn for a billboard sign along Highway #2 on City property.



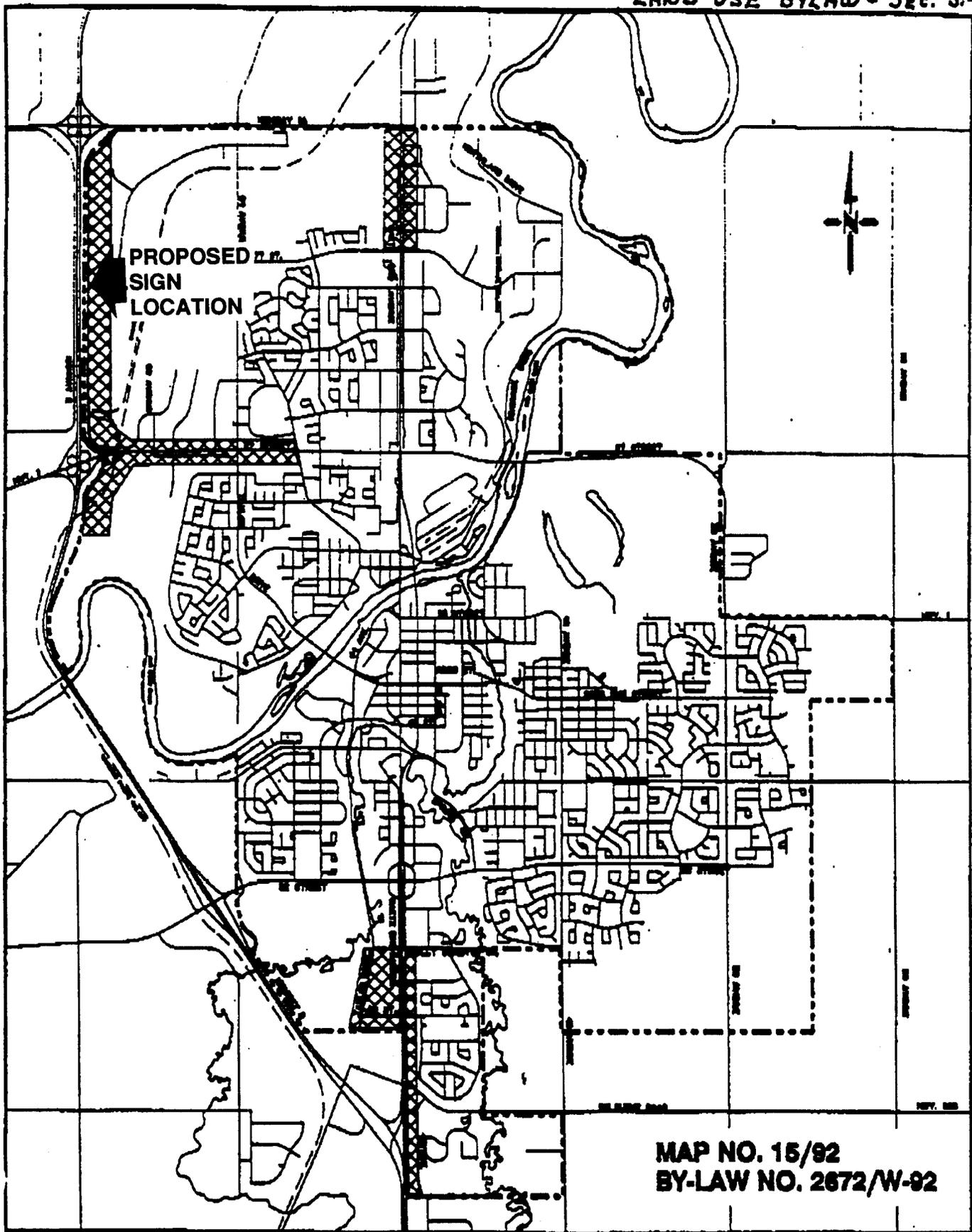
LOWELL R. HODGSON

DB\ad

Att.

c. Tony Lindhout, Planner, P.C.P.S.

LAND USE BYLAW - Sec. 5.4



DATE: May 25, 1995  
TO: City Clerk  
FROM: Bylaws & Inspections Manager  
RE: **HOLIDAY INN**

---

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

Depending on the exact location of the proposed sign the land use designation could be A1, P1 or I1. The use table for A1 and P1 do not permit billboard signs, and the I1 table specifically mentions land adjacent to Highway #2 as not being used for billboards.

The policy on billboard locations has been reviewed a number of times by Council. As the sign industry considers sites such as those adjacent to Highway #2 as very desirable locations, approval of this sign would result in numerous similar applications being submitted. The arguments for and against billboards has been presented on several occasions therefore we will not review it at this time. Council has felt that sufficient locations exist for billboards without amending the Land Use Bylaw.

**Recommendation:**

That the application be denied.



R. Strader  
Bylaws and Inspections Manager  
BUILDING INSPECTION DEPARTMENT

RS/tmp

DATE: May 26, 1995  
TO: Kelly Kloss  
City Clerk  
FROM: Daryle Scheelar  
E. L. & P. Dept.  
RE: Holiday Inn - Signage

---

E. L. & P. have no objection to the placement of highway signage within the S.W. 1/4 Sec. 30-38-27-4 or N.W. 1/4 Sec. 30-38-27-4 by Holiday Inn Red Deer subject to:

1. Holiday Inn maintaining a minimum 6 metre clearance from a future aerial power line proposed by E. L. & P. along the west side of Edgar Industrial Drive. Detailed location of the sign in relation to the future roadway will be required to determine the clearances.
2. The customer would also be asked to contact TransAlta Utilities to ensure clearance to their facilities. Should this sign require electrical service the customer charges will be dependant upon accessibility to power lines at the time of sign installation.

Should you have any questions or comments please advise.



Daryle Scheelar,  
Distribution Engineer

RL/jjd

DATE: May 26, 1995  
TO: Kelly Kloss, City Clerk  
FROM: Alan Scott, Land and Economic Development Manager  
RE: **HOLIDAY INN - SIGNAGE**

---

---

The two quarter section sites identified by Holiday Inn, as preferred locations for a proposed billboard type sign, are owned by the City of Red Deer and held within our Land Bank. The NW 1/4 SEC 30-38-27-4 is planned for future industrial use. The SW 1/4 SEC 30-38-27-4 contains a portion of the CP Rail yards, and a site designated for a future recreation development, including baseball diamonds and soccer pitches.

Bylaw No. 2672/G-91 approved by City Council, does not permit the erection of billboard signs on sites adjacent to Highway 2, within the City of Red Deer. In view of this, we cannot support the request as it is not a permitted use in this area.

Council is aware that the City of Red Deer erected a billboard further to the north along Highway 2, advertising the availability of industrial sites within Edgar Industrial Park. The billboard has been in existence for a number of years, and is now in need of repairs and repainting. It would appear that the billboard at this location is in contravention of a City of Red Deer bylaw passed by Council in 1991.

The Land and Economic Development Department would therefore recommend that this billboard be removed rather than be refurbished.



Alan V. Scott

AVS/mm

COMMENTS:

We concur with the recommendations of the Administration. As noted, Council has debated this issue several times and has consistently supported the position that commercial signage is not appropriate on public property, particularly at the entrance of Red Deer where it would be a significant detractor of the overall aesthetics of the community.

With respect to the City billboard advertising industrial sites, we concur with the recommendation of the Land & Economic Development Manager that the sign be removed rather than be refurbished.

"G. SURKAN", Mayor

"M.C. DAY", City Manager



## THE CITY OF RED DEER

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

**FILE** No.

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

June 6, 1995

Holiday Inn Red Deer  
6500 - 67 Street  
Red Deer, Alberta  
T4P 1A2

ATTENTION: Ms. Karima Suleman, Vice President

Dear Ms. Suleman:

RE: REQUEST FOR SIGNAGE ON CITY PROPERTY

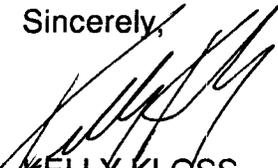
At The City of Red Deer Council Meeting held on June 5, 1995, consideration was given to your letter dated May 18, 1995 concerning the above noted topic, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from the Holiday Inn, Red Deer, dated May 18, 1995, Re: Request To Place Billboard Type Signage On City Property, hereby agrees that said request be denied, and as presented to Council June 5, 1995."

Although Council did not support your request, it is their intent to consider at the Council Meeting of June 19, 1995 whether to proceed with a review of the City's policy relative to signage on public and private property.

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

Sincerely,



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Development Services  
Director of Community Services  
Bylaws & Inspections Manager  
Principal Planner



*a delight  
to discover!*

**FILE**

**DATE: June 6, 1995**  
**TO: Land & Economic Development Manager**  
**FROM: City Clerk**  
**RE: CITY OF RED DEER BILLBOARD ADJACENT TO HIGHWAY 2**

---

At the Council Meeting of June 5, 1995, consideration was given to your report dated May 26, 1995 concerning the above noted topic. At this meeting no decision was made relative to the removal of this sign, however, the following Notice of Motion was introduced:

"RESOLVED that Council of The City of Red Deer hereby agrees as follows:

- 1) That an ad hoc committee be established to review The City's Sign Bylaw relative to location of signage on public and private property adjacent to Highways and major corridors;
- 2) That said committee review the use of The City of Red Deer billboard located adjacent to Highway 2;
- 3) That the membership be appointed by the Mayor and include members of Council and City Administration."

The above noted Notice of Motion will be submitted to Council at its meeting of June 19, 1995.



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Development Services  
Director of Community Services  
Recreation, Parks & Culture Manager  
Bylaws & Inspections Manager  
Principal Planner

**FILE**

**DATE: June 6, 1995**  
**TO: Bylaws & Inspections Manager**  
**FROM: City Clerk**  
**RE: REQUEST FOR COMMENTS - ALDERMAN VOLK NOTICE OF MOTION -  
REVIEW OF SIGN BYLAW**

---

At the Council Meeting of June 5, 1995, the following Notice of Motion was submitted by Alderman Volk concerning the above topic:

"RESOLVED that Council of The City of Red Deer hereby agrees as follows:

- 1) That an ad hoc committee be established to review The City's Sign Bylaw relative to location of signage on public and private property adjacent to Highways and major corridors;
- 2) That said committee review the use of The City of Red Deer billboard located adjacent to Highway 2;
- 3) That the membership be appointed by the Mayor and include members of Council and City Administration."

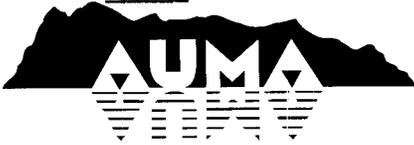
Please provide your comments relative to the above. As this matter will be presented to Council on June 19, 1995, please provide your comments to this office by Monday, June 12, 1995.



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Development Services



# ALBERTA URBAN MUNICIPALITIES ASSOCIATION

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

May 1, 1995

Dear Mayor & Council

**RE: AGREEMENT ON INTERNAL TRADE-UPDATE**

As you recall we contacted you in mid-February of 1995 to bring to your attention the Internal Trade Agreement and its implications to municipalities. The Alberta Urban Municipalities Association (AUMA) supports in principle the intention of the agreement "to reduce and eliminate, to the extent possible, barriers to the free movement of persons, goods, services and investments within Canada and to establish an open, efficient and stable domestic market". However, we believe its application should not be onerous on our members.

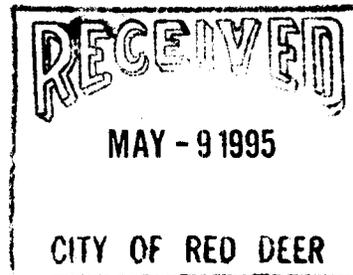
As such, we have had several meetings and discussions with Municipal Affairs Minister, Tom Thurber, Federal and Intergovernmental Affairs Minister, Ken Rostad and their departments. Given the fact that municipalities account for 35% of all public sector procurement, more than any other single group, it became clear that municipalities would have to participate in the agreement. Consequently the AUMA created a focus group involving municipal representation to help with the provincial / municipal consultations to endeavor to reduce the impact of the agreement to our members.

The attached document reflects a summary of these discussions, we would appreciate you taking the time to review and comment on same.

We look forward to your advice.

Sincerely

Alderman Patricia Mackenzie  
President



PM/am

enclosure

DATE: May 18, 1995  
TO: DIRECTOR OF COMMUNITY SERVICES  
X DIRECTOR OF CORPORATE SERVICES  
DIRECTOR OF DEVELOPMENT SERVICES  
BYLAWS & INSPECTIONS MANAGER  
CITY ASSESSOR  
E.L. & P. MANAGER  
ENGINEERING DEPARTMENT MANAGER  
FIRE CHIEF (EMERGENCY SERVICES)  
INFORMATION TECHNOLOGY SERVICES MANAGER  
LAND AND ECONOMIC DEVELOPMENT MANAGER  
PERSONNEL MANAGER  
PUBLIC WORKS MANAGER  
R.C.M.P. INSPECTOR  
RECREATION, PARKS & CULTURE MANAGER  
SOCIAL PLANNING MANAGER  
TRANSIT MANAGER  
TREASURY SERVICES MANAGER  
PRINCIPAL PLANNER  
CITY SOLICITOR

FROM: CITY CLERK  
RE: AUMA - AGREEMENT ON INTERNAL TRADE - UPDATE

---

Please submit comments on the attached to this office by May 29, 1995, for the Council Agenda of June 5, 1995.

"Kelly Kloss"  
City Clerk

**DATE: May 18, 1995**  
**TO: City Clerk**  
**FROM: Director of Corporate Services**  
**RE: AUMA - AGREEMENT ON INTERNAL TRADE - UPDATE**

---

The document contains a number of recommendations on the Agreement on Internal Trade that the City should support.

The major concern the City had with the Agreement on Internal Trade is not discussed or included in the report recommendations. Our concern was related to the reporting requirements. These stated the City must file a report annually outlining:

- the number and aggregate values of the procurements awarded that equal or exceed the above values
- the estimated aggregate values of contracts awarded below the applicable values
- the aggregate values must be broken down by each category of procurement (e.g. goods, services and construction).

The requirements could be very onerous and are not necessary.

### **Recommendation**

That Council ask the AUMA to include a recommendation concerning deletion of the reporting requirements.



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

AW/jt

Alberta Urban Municipalities Association  
[AUMA]

**AUMA Report**

**"Agreement on Internal Trade"**

May 1995

**Index**

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B.	Municipal Involvement	2
C.	Internal Trade Agreement	2
D.	Recommendations	3
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## A Introduction

The governments of Canada, the provinces and territories negotiated an "Agreement on Internal Trade" during 1993 and 1994. The First Ministers signed the agreement July 18, 1994 to become effective for the federal and provincial governments on July 1, 1995. Municipalities, academic institutions, schools and hospitals [the "MASH" sector] become effective by July 1, 1996.

- **Agreement Objective:** "to reduce and eliminate, to the extent possible, barriers to the free movement of persons, goods, services and investments within Canada and to establish an open, efficient and stable domestic market."
- **General Rules:**
  1. **Non-discrimination:** Provinces agree to treat residents, goods, services or investments of any other province no less favourable than they treat their own. Federal government cannot favour one part of the country over another part of the country.
  2. **Right of entry and exit:** means no import or export controls by provinces.
  3. **No unnecessary obstacles:** any measure adopted or maintained must not operate to create an obstacle to trade.
  4. **Legitimate objectives:** a measure can be inconsistent with rules 1, 2 and 3 if the objective is to protect health, safety, the environment and consumers and the measure is carried out in the least restrictive trade way.
  5. **Reconciliation of standards:** through harmonization, mutual recognition or other means.
  6. **Transparency:** measures must be visible and readily accessible.
- **Procurement Chapter:** requires open tendering for procurement of goods over \$25,000 and services and construction over \$100,000. Note that provisions exist for some exemptions, one example being certain construction materials: gravel, asphalt, etc.

Public sector procurement is worth over \$100 billion. The municipal portion is \$35 billion. A chart in the "Appendix" identifies the values.

- **MASH [Municipalities] Sector Process:** The parties to the agreement refer to the federal government and provinces. By agreement, the parties are responsible for incorporating, among others, **Municipalities**. Negotiation with Municipalities is to be complete by June 30, 1995, effective for July 1996 implementation.

## **B. Municipal Involvement**

Alberta Municipalities became aware of the agreement and various conditions in May 1994. The involvement of Municipalities has raised several issues and concerns. AUMA's initial position requested the Province of Alberta to exempt Municipalities from the agreement.

The Province has been transferring roles and responsibilities to regions and Municipalities over the last two years. A new Municipal Government Act has become effective January 1, 1995 assigning **natural person powers** and more **autonomy** to Municipalities. Municipalities were not originally consulted in the drafting of the internal trade agreement.

Having communicated the need for intensive consultations however, Municipalities generally and specifically have said that they are supportive of more free and open trade within Canada. Achieving the goal of eliminating internal trade barriers will result in greater competitiveness and efficiency within the Canadian supply base.

Several meetings have been held with Province of Alberta representatives allowing more discussion and exchange about the agreement goals and conditions. To deal with the Municipalities issues in a facilitating way, AUMA convened a focus group consisting of Alberta agreement negotiation representatives and Alberta municipal representatives. Further discussions were held with Alberta representatives to develop this report.

Specific recommendations are provided to the Alberta Provincial Negotiation Team in preparation for the May 3 and 4, 1995 interprovincial MASH discussions. AUMA will be allowed an observer status at the negotiation and a representative will attend. AUMA will be sharing the recommendations with "sister" Canadian municipal organizations encouraging these organizations to consider similar positions.

## **C. Agreement Provisions**

The agreement covers eighteen chapters, many covering topics of national and interprovincial conditions, procedures and policies. Some of these chapters provide definitions, interpretations, exemptions or special provisions to the total agreement. Neither this report nor the focus group could deal with all of the chapters completely.

This report deals with Chapter Five, Specific Rules about Procurement and the Chapter that creates the procurement rules applicable to all parties. Municipalities makeup 35% of the \$100 billion public procurement value. Chapter Five is where municipalities can make a major contribution to a more open and efficient domestic market. This is the Chapter allowing flexibility and room to negotiate streamlining procedures, reporting and participation by municipalities.

## **D. Recommendations**

### • **General:**

The Internal Trade Agreement generally is to achieve the following procurement environment objectives:

1. Municipalities maintain decision making to achieve the best price, quality and service;
2. Enhances competitiveness and supply capability;
3. Results in efficient and cost-effective processes.

#### **Recommendation #1:**

- Develop a Communications Plan to provide information to Municipalities that address increased awareness, political/administration understanding and issues resolution.

#### **Recommendation #2:**

- That Municipal populations of "5,000 or less" be exempt from the agreement.

### • **Article 102:      Extent of Obligations**

Article 102 determines the parties scope of involvement by identifying government departments, regional/municipal governments and other governmental or non-governmental bodies.

#### **Recommendation #3:**

- That the Province of Alberta clarifies the extent of the agreement obligations as it relates to Municipal autonomous Boards, Agencies and Authorities in that the Municipalities may not have direct influence over such organizations.

- **Article 506: Procurement Procedures**

Article 506 addresses procurement procedures [notification, etc.] and provides for: 1. Electronic tendering; 2. Newspaper publication; or 3. Use of Source Lists [Municipal supplier or bid lists]. Municipalities may use one, all or any combination thereof.

**Recommendation #4:**

- Alberta negotiates an efficient and effective electronic tendering system for large municipalities to facilitate ease of use, participation and reporting; or
- Without an efficient and effective electronic tendering system, the procurement thresholds and reporting requirements will be problematic for municipalities; Therefore a material increase in the threshold levels for municipalities would be required.

**Recommendation #5:**

- Expand upon the methods of publication of tenders to include: "weekly, daily and/or trade publications."

**Recommendation #6:**

- The Province of Alberta should be the receiver of municipal notifications of methods of advertising [eg. Weekly paper, electronic, or source list, etc.] commencing June 30, 1996, such communication being a letter or FAX and only requiring an update if a municipality elects to change procedures.

**Recommendation #7:**

- Municipalities need clarification of the flexibility of exemptions or interpretations for the procurement of specialized or unique equipment and limited suppliers. [Refer to Article 506 Clause 12(b) [one supplier, competition concern] and Article 508 Clause 1(b) [exclusion with minimal trade restrictions].

- **Article 513: Bid Protest Procedures**

Article 513 deals with Bid Protest Procedures involving the parties, recognizes several steps and establishes a review panel. There are no penalties related to the outcome of a decision.

**Recommendation #8:**

- **A.** The protest procedures for Municipalities should be established as follows:
  1. A supplier's first contact shall be with the Municipality through the Municipal department administering the contract and if required to Municipal Council level for a possible decision;
  2. After step one, if the issue is still outstanding, a supplier shall undertake resolution discussions with both provincial procurement representatives and the municipality doing the procurement;
  3. After steps one and two, it would be the supplier's decision whether to go further and decide a dispute resolution selection.
- **B.** Following the steps identified in Option "A," a supplier could proceed to a hearing before a bid-protest panel and Alberta will pay for the costs associated with establishing such a panel.

**Appendix**

**Value of Public Sector Procurement Chart**

# Value Of Public Sector Procurement

Billions of \$

<b>Federal and Provincial Governments</b>	<b>25</b>
Municipal Governments	35
Education	10
Hospitals	15
<b>Total MASH</b>	<b>60</b>
<b>Crown Corporations</b>	<b><u>15</u></b>
	<b>100</b>

SOURCE: FEDERAL & INTERGOVERNMENTAL AFFAIRS 1995

**COMMENTS:**

The attached report contains a number of recommendations from the A.U.M.A. regarding the internal trade agreement. We concur with the recommendation of the Director of Corporate Services that Council support these recommendations and that we request A.U.M.A. to include a recommendation deleting the reporting requirements. In our view, these reporting requirements are not only onerous, they are totally unnecessary.

"G. SURKAN"  
Mayor

"M.C. DAY"  
City Manager



## THE CITY OF RED DEER

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

**FILE**

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

June 6, 1995

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

ATTENTION: Alderman Patricia Mackenzie, President

Dear Alderman Mackenzie:

RE: AGREEMENT ON INTERNAL TRADE - UPDATE

At The City of Red Deer Council Meeting held on June 5, 1995, consideration was given to your letter dated May 1, 1995 concerning the above topic, and at which meeting the following resolution was passed:

"RESOLVED that Council of The City of Red Deer, having considered correspondence from the Alberta Urban Municipalities Association, dated May 1, 1995, Re: Agreement On Internal Trade - Update, hereby agrees as follows:

- 1) To support the recommendations as outlined in the document entitled 'AUMA Report - Agreement On Internal Trade' dated May 1995;
- 2) That AUMA be requested to include a further recommendation in the above noted report, requesting that the Province delete the reporting requirements placed on Municipalities within the Internal Trade Agreement;

and as presented to Council June 5, 1995."

.../2



*a delight  
to discover!*

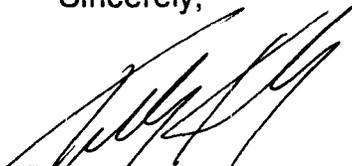
It is the City's understanding that with regard to reporting requirements placed on Municipalities, Cities must file a report annually outlining:

- 1) The number and aggregate values of the procurements awarded that equal or exceed the above values;
- 2) The estimated aggregate values of contracts awarded below the applicable values;
- 3) The aggregate values must be broken down by each category of procurement (eg. goods, services, and construction).

City Council felt that these reporting requirements were not only very onerous but were not necessary.

Thank you for the opportunity to comment on your report. If you have any questions or require additional information please do not hesitate to contact the undersigned.

Sincerely,



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Corporate Services



August 10, 1995

Premier Ralph Klein  
Room 307, Legislature Building  
Edmonton, AB  
T5K 2B6

Dear Premier Klein.

I understand that the agenda for the August meeting of provincial premiers includes discussion on the application of the federal-provincial Internal Trade Agreement to municipalities. I know your briefing material will undoubtedly include the AUMA Report on this issue which outlines a number of local government concerns related to this process.

Red Deer City Council agrees with the recommendations outlined in the AUMA report. Members of Council are particularly concerned with the onerous reporting requirements currently under consideration. We believe strongly in the development of processes based on a mutually agreed standard and the deletion, wherever possible, of regulatory systems and policing activities which add no value to the product.

I know this has also been a basic premise of your administration, and we endorse the initiatives you have taken to lighten the regulatory load required by Provincial statutes. We would appreciate your personal efforts to extend this approach to Chapter Five of the Internal Trade Agreement, which can substantially impact on our costs of doing business while adding no value to the outcome. Specifically, we request that you support the deletion of the reporting requirements for municipal governments.

Thank you in advance for your consideration of our concerns. I look forward to hearing the outcome of your upcoming discussion with the other premiers.

Sincerely,

  
Mayor Gail Surkan

c Alderman Patricia Mackenzie, President, AUMA

cc Kelly Kloss

**THE CITY OF RED DEER**

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



OFFICE OF THE PREMIER

September 7, 1995

Her Worship Mayor Gail Surkan  
Major, City of Red Deer  
Box 5008  
RED DEER, AB  
T4N 3T4

Dear Mayor Surkan:

Thank you for taking the time to write to me regarding the application of the *Canadian Agreement on Internal Trade* to the procurement of cities and municipal governments.

If the situation were as portrayed by the Federation of Canada Municipalities resolution sponsored by the City of New Westminister, I too would be in support of it. Of course, it is not. The terms by which the Agreement will be extended to municipalities are currently under negotiation. The Honourable Ken Rostad and his officials have been working with the Alberta Urban Municipalities Association and its President, Alderman Patricia Mackenzie, in the development of an Alberta negotiating position. The joint position is based on providing clear rules for municipalities and suppliers in order to provide certainty and predictability. The application of the rules must be practical and cost effective for municipalities. They must also make good business sense for both suppliers and procurers.

In so doing, our objective is to create an environment that enhances competitiveness and encourages investment. This is a major challenge since some governments are protectionist. I know I can count on you in helping us meet this challenge. Albertans want a more open and efficient domestic market - an environment where our suppliers have increased access to markets in order to capitalize on the Alberta advantage.

Sincerely yours,

  
RALPH KLEIN

/se  
cc: Hon. Ken Rostad  
Minister of Federal and  
Intergovernmental Affairs



August 10, 1995

Premier Ralph Klein  
Room 307, Legislature Building  
Edmonton, AB  
T5K 2B6

Dear Premier Klein.

*Ralph*

I understand that the agenda for the August meeting of provincial premiers includes discussion on the application of the federal-provincial Internal Trade Agreement to municipalities. I know your briefing material will undoubtedly include the AUMA Report on this issue which outlines a number of local government concerns related to this process.

Red Deer City Council agrees with the recommendations outlined in the AUMA report. Members of Council are particularly concerned with the onerous reporting requirements currently under consideration. We believe strongly in the development of processes based on a mutually agreed standard and the deletion, wherever possible, of regulatory systems and policing activities which add no value to the product.

I know this has also been a basic premise of your administration, and we endorse the initiatives you have taken to lighten the regulatory load required by Provincial statutes. We would appreciate your personal efforts to extend this approach to Chapter Five of the Internal Trade Agreement, which can substantially impact on our costs of doing business while adding no value to the outcome. Specifically, we request that you support the deletion of the reporting requirements for municipal governments.

Thank you in advance for your consideration of our concerns. I look forward to hearing the outcome of your upcoming discussion with the other premiers.

Sincerely,

*Gail*  
Mayor Gail Surkan

c Alderman Patricia Mackenzie, President, AUMA

cc *Kelly Kloss*

**THE CITY OF RED DEER**

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

NOTICES OF MOTIONNO. 1

**DATE: May 25, 1995**  
**TO: City Council**  
**FROM: City Clerk**  
**RE: ALDERMAN VOLK NOTICE OF MOTION - VENDING UNITS**

---

At the Council Meeting of May 23, 1995, the following Notice of Motion was submitted by Alderman Volk concerning the above topic:

"WHEREAS temporary vending carts only pay a license fee, and no rent, to operate on City land;

THEREFORE BE IT RESOLVED that Council of The City of Red Deer hereby agrees that all vending carts pay 15% of gross sales to The City of Red Deer for the rental of land for the use of operating temporary vending carts, with the rental revenue being applied towards the beautification of the Downtown."

This is submitted for Council's consideration.



KELLY KLOSS,  
City Clerk

KK/fm

DATE: May 29, 1995  
TO: City Clerk  
FROM: Bylaws & Inspections Manager  
RE: **NOTICE OF MOTION - ALDERMAN VOLK**

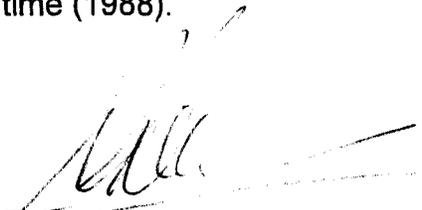
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We have several comments regarding the above, for the consideration of Council.

In 1994, we had four vending carts licensed; this year there are five. The majority of these units are hot dog vendors who locate on private property. We have not received any complaints regarding these units in the last several years.

Determining gross revenue from these units would be difficult as no receipts are issued and, in most cases, a cash register is not used. While there are only five of these, a great deal of staff time would be necessary to determine the revenue generated.

The issue of competition was discussed when licensing for these units was approved by Council. As mentioned, we have not received any complaints about this issue since that time (1988).



R. Strader  
Bylaws & Inspections Manager  
BUILDING INSPECTION DEPARTMENT

RS/vs

Licensed Mobile Vending Units

- 1995 - 3 hot dog vendors - private locations  
2 mobile ice cream units (eg. Dickie Dee)
- 1994 - 2 hot dog vendors - private locations  
1 ice cream unit "Moo on the Move" (Library)  
1 popcorn unit "Mr. Popcorn" (Rotary Park)
- 1993 - 2 hot dog vendors - private locations  
1 popcorn unit "Mr. Popcorn" (Rotary Park)

COMMENTS:

We recommend that Council consider approving an increased contribution on the part of temporary vending carts. Such an increase could be implemented in the way Alderman Volk suggests, however to simplify the administration, we suggest that rather than a percentage of gross sales, the vending cart be charged the basic license fee and an additional amount attributable to rent in the order of \$100.00.

"G. SURKAN"

Mayor

"M.C. DAY"

City Manager

**FILE**

**DATE: May 25, 1995**  
**TO: Bylaws and Inspections Manager**  
**FROM: City Clerk**  
**RE: ALDERMAN VOLK NOTICE OF MOTION - VENDING UNITS**

---

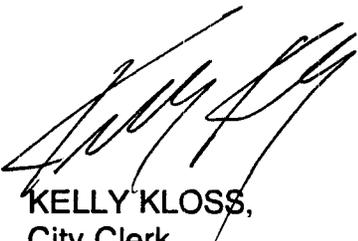
At the Council Meeting of May 23, 1995, the following Notice of Motion was submitted by Alderman Volk concerning the above topic:

"WHEREAS temporary vending carts only pay a license fee, and no rent, to operate on City land;

THEREFORE BE IT RESOLVED that Council of The City of Red Deer hereby agrees that all vending carts pay 15% of gross sales to The City of Red Deer for the rental of land for the use of operating temporary vending carts, with the rental revenue being applied towards the beautification of the Downtown."

Please provide comments on the above Notice of Motion, to this office, by Tuesday a.m., May 30, 1995.

Thank you.



KELLY KLOSS,  
City Clerk

KK/fm

**FILE**

**DATE: June 6, 1995**  
**TO: Bylaws & Inspections Manager**  
**FROM: City Clerk**  
**RE: ALDERMAN VOLK NOTICE OF MOTION - VENDING UNITS**

---

At the Council Meeting of June 5, 1995, consideration was given to the following motion concerning the above topic, however, same was defeated.

"RESOLVED that Council of The City of Red Deer hereby agrees that in addition to the basic license fee, all vending carts that have been approved to locate on public sidewalks, be charged an additional amount of \$100.00, attributable to rent, and as presented to Council June 5, 1995."

As the above resolution was defeated, no further action is required.



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Development Services  
Director of Corporate Services

NO. 2

**DATE: May 24, 1995**

**TO: City Council**

**FROM: City Clerk**

**RE: ALDERMAN VOLK NOTICE OF MOTION - REVIEW OF HEALTH BYLAW**

---

At the Council Meeting of May 23, 1995, the following Notice of Motion was submitted by Alderman Volk, concerning the above topic.

"RESOLVED that Council of The City of Red Deer hereby directs the Administration to draft amendments to the Health Bylaw, with the intent of prohibiting smoking in places of public assembly."

This matter is submitted for Council's consideration.



KELLY KLOSS,  
City Clerk

KK/fm

**COMMENTS:**

If Council agrees with this Notice of Motion, in order to draft amendments to the bylaw, the Administration would like an interpretation as to how broad "places of public assembly" would extend. For example, does Council intend to include only those buildings which are City owned or to extend the bylaw to include those which may not be City operated or owned but have some City funding. We assume that there is not the intention to extend the bylaw to cover private facilities, eg. Elks Club, Legion, etc. The current bylaw does include private facilities where the public assembles with exceptions. For example those exemptions would include:

- a place where a private social function is being held
- pool hall, bowling alleys, games arcades, bingo halls
- restaurants
- beverage rooms
- school buildings

"G. SURKAN"  
Mayor

"M.C. DAY"  
City Manager

**COUNCIL MEETING OF JUNE 5, 1995**

**ATTACHMENT TO REPORT ON OPEN AGENDA**

**RE: NOTICE OF MOTION  
ALDERMAN VOLK - HEALTH BYLAW**

**OFFICE CONSOLIDATION**

**BYLAW 2934/87**

**THE HEALTH BYLAW**

## **BYLAW NO. 2934/87**

Being a Bylaw of The City of Red Deer with respect to the health of the citizens of Red Deer and the regulation of smoking.

WHEREAS Section 112 of the Municipal Government Act, R.S.A. 1980, Chapter M-26 provides as follows:

"A council may pass bylaws that are considered expedient and are not contrary to this or any other act, a) for the peace, order and good government of the municipality, b) for promoting the health, safety, morality and welfare thereof."

AND WHEREAS it has been determined that smoking, and second-hand tobacco smoke is a health hazard and a public nuisance because of its adverse effect upon and risk to the health of the inhabitants of The City of Red Deer;

AND WHEREAS it is desirable for the health, safety, and welfare of the inhabitants of The City of Red Deer to provide for regulating smoking for the better protection of persons from conditions injurious to health in accordance with the provisions of this bylaw;

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

### **SHORT TITLE**

1            This bylaw may be cited as "The Health Bylaw".

### **DEFINITIONS**

2            In this bylaw;

- (a) "Beverage Room" or "Lounge" means any premises which have been licensed for the sale of liquor pursuant to the provisions of the Liquor Control Act of Alberta;
- (b) "City" means The City of Red Deer, a municipal corporation of the Province of Alberta, and includes the area contained within the boundaries of the City where the context so requires;
- (c) "Health Care Facility" includes any place in which medical, dental, optical, physiotherapy, chiropractic or other similar health services are provided or arranged;
- (d) "Hospital" means an institution operated for the care of diseased, injured or sick people, and shall include the common public areas of nursing homes or senior citizen homes;
- (e) "No Smoking Area" means an area in which smoking is prohibited pursuant to this bylaw, including an area designated by a proprietor as a no smoking area;
- (f) "Place of Employment" means any indoor place of work other than
  - (i) a private home which also serves as a place of work, or
  - (ii) a place of work occupied solely by an independent contractor or only by the partner to a partnership,

and includes any parts of a retail shop used exclusively by the employees of such premises, but does not include a reception area;

- (g) "Place of Public Assembly" means any building or portion thereof where the public may gather for such purposes as entertainment, recreation, education, deliberation, business or amusement, but does not include
- (i) a place where a private social function is being held,
  - (ii) pool halls, bowling alleys, games arcades, bingo halls,
  - (iii) restaurants,
  - (iv) beverage rooms, or
  - (v) school buildings.
- (h) "Post" means the erection or placing of a sign and includes the act of keeping continuously displayed;
- (i) "Private Social Function" means a special social event for which an entire room or hall has been exclusively reserved, and at which attendance is limited to people who have been specifically invited or designated by the sponsor thereof, but does not include events which are held privately for the purpose of business, sales or education;
- (j) "Proprietor" means
- (i) the occupant or owner of premises referred to in to this bylaw and includes any person in charge thereof or who controls, governs or directs the activity carried on therein. In respect of

a building occupied by more than one occupant, "owner" shall mean, in respect of the common areas of the premises, the legal owner or his agent or representative;

- (ii) the owner or driver of a taxi-cab;
  - (iii) the owner of a public bus or other form of public transportation;
  - (iv) the owner or driver of a school bus;
  - (v) the Board of Trustees of a school, college or hospital.
- (k) "Public Washrooms" means any washroom or lavatory open to the general public;
- (l) "Restaurant" means any place of business where food or refreshments are prepared to order and sold for human consumption on the premises and includes a restaurant, lunch counter or cafeteria but does not include an outdoor dining area or outdoor food stall;
- (m) "School Building" means a building provided or managed by a Board of Directors or Trustees or independent persons or organizations for the education of persons to and including the grade 12 level;
- (n) "Seating Capacity" means the number of seats provided for use by patrons or customers for the consumption of food while seated;
- (o) "Service Line" means an indoor line of two or more persons awaiting service of any kind, regardless of whether or not such service

involves the exchange of money, including but not limited to sales, provision of information, transactions, or advice, and transfers of money or goods, but does not include a service line at a private social function;

- (p) "Smoke or Smoking" means the inhaling, exhaling, burning or carrying of a lighted cigarette, cigar, pipe or other lighted smoking equipment burning tobacco or any other weed or substance, but does not include smoking by actors as part of a stage or theatrical performance;
- (q) "Smoking Area" means an area, designated by the proprietor, in which smoking is permitted;
- (r) "Taxicab" means any taxicab licensed pursuant to the provisions of the City Taxi Business Bylaw to carry on business in the City.

#### PLACES OF PUBLIC ASSEMBLY

- 3 No person shall smoke in those parts of a place of public assembly which are used as a concert hall, auditorium, gymnasium, swimming pool, indoor sporting area, library, classroom, lecture hall or in the seating area of a theatre or motion picture house, music hall or in a display area in a museum or art gallery, or in any portion of a place of public assembly designated as a no smoking area.
- 4 The proprietor of a place of public assembly shall designate not less than 50% of the floor area of the building, structure, place, or area such as a lobby, foyer or concourse that is generally open to the public to enter and assemble, as a non-smoking area provided that any area described in

Section 3 shall not be used in the calculation of the floor area for the purposes of this section.

- 5 The proprietor of a place of public assembly shall post a no smoking sign in each area wherein smoking is prohibited pursuant to this Bylaw or which is designated as a no smoking area by the proprietor, and shall post smoking signs in smoking areas.

## RESTAURANTS

- 6 The proprietor of a restaurant having a seating capacity of more than 20 persons shall designate in one location not less than 35% of the floor area thereof used for the seating and service of customers as a no smoking area.
- 7 The proprietor of a restaurant shall:
- (a) Post a no smoking sign in the no smoking area, or  
Place a no smoking sign on each table in the no smoking area, and
  - (b) Post a sign at the entrance to the restaurant containing the words "smoking permitted only in smoking areas", and
  - (c) Not place ashtrays on tables in non-smoking areas.

## COMMON PUBLIC AREAS

- 8 No person may smoke

- (a) In an elevator, escalator, inside stairway or public washroom, in any building, except school buildings, generally open and accessible by the public,
- (b) In a school bus, public bus or other form of public transportation, or
- (c) In a service line.

9 The proprietor of a public bus, school bus or other form of public transportation, and of any building or premises containing a service line, or any of the areas described in Section 8 (a) shall post a no smoking sign in each such areas.

#### HEALTH CARE FACILITIES

10 The proprietor of a hospital or a health care facility may designate all or any part of such premises as a no smoking area, and may designate smoking areas.

11 Upon designating no smoking areas, the proprietor shall post a no smoking sign at the entrance doors to each no smoking area.

12 Upon designating smoking areas, the proprietor shall post a sign at the main entrance containing the words "smoking permitted only in smoking areas" and shall post smoking permitted signs in the smoking areas.

#### SCHOOL BUILDING

13 The proprietor of a school building may designate all or any part of such building as a no smoking area.

- 14 Upon electing to designate all or any portion of a school building as a no smoking area, the proprietor
- (a) shall post at each entrance thereto a no smoking sign, or a sign containing the words "smoking permitted only in smoking areas", and
  - (b) shall post smoking permitted signs in smoking areas, and
  - (c) may post no smoking signs in the school building.

#### TAXI CAB

- 15 No person shall smoke in a taxi cab unless otherwise designated pursuant to Section 16.
- 16 The proprietor of a taxi cab may designate the taxi cab as a smoking area from time to time subject to the consent of the driver and all passengers actually occupying the taxi cab.
- 17 The proprietor of a taxi cab shall post in a conspicuous position in the taxi cab clearly visible to the passengers therein
- (a) A no smoking sign in general conformity with Schedule "A", or
  - (b) A sign containing the words "smoking permitted only by consent of all passengers and driver".

**PLACES OF EMPLOYMENT**

- 18           Effective January 1, 1988 no person shall smoke in a place of employment except in a smoking area.
- 19           The proprietor of a place of employment may designate all or any part of such premises as a smoking area, in accordance with Schedule D.
- 20           The proprietor of a place of employment shall
- (a)       post a no smoking sign at each of the entrances thereto, or
  - (b)       upon designating a smoking area shall post a sign at each of the entrances to the place of employment containing the text "smoking permitted only in smoking areas" and shall post smoking permitted signs in such smoking area.
- 21           Until December 31, 1987 the policy of the City with respect to smoking in a place of employment is as set forth in Schedule "D" hereto. Until December 31, 1987 proprietors of places of employment are recommended to utilize the policy in the decision to designate smoking areas.

**GENERAL AREAS**

- 22           The proprietor of any building, or other indoor premises not specifically listed in this Bylaw may designate all or any portion of such premises as a no smoking area, by posting therein no smoking signs in accordance with this Bylaw.

## SIGNS

23 Where this Bylaw permits a smoking area to be designated by a proprietor, such smoking area

- (a) shall be identified by means of signs provided for in this Bylaw;
- (b) shall be designed, constructed or arranged to ensure that smoke or gas resulting from smoking is minimized in adjacent no-smoking areas;
- (c) shall not exceed the size limitations imposed by any other section of this bylaw;
- (d) shall not include any part of the premises to which non-smokers may need access, and
- (e) shall not include any area in which smoking is prohibited pursuant to any fire bylaw, regulation or statute.

24 Signs prohibiting smoking shall

- (a) Be in a form in general conformity with Schedule "A" annexed hereto, and may include the words "City of Red Deer Health Bylaw", or
- (b) Be a written sign including the words "no smoking", such text to be not less than 1" in vertical height, or
- (c) Be a combination of (a) and (b) above.

- 25 A sign permitting smoking shall
- (a) Be in a form in general conformity with Schedule "B" annexed hereto,
  - (b) Be a written sign including the text "smoking area" such text to be not less than 1" in vertical height, or
  - (c) Be a combination of (a) and (b) above.
- 26 Signs shall consist of at least two contrasting colours, or if the lettering is to be applied to a clear panel then the lettering shall contrast to the colour of the background against which the sign is posted.
- 27 No person shall remove, alter, conceal, deface or destroy any sign posted by any person pursuant to this Bylaw.
- 28 The proprietor of any premises in which smoking is prohibited pursuant to this Bylaw shall post a no smoking sign within the building in proximity to the main public entrance of such place and conspicuously in at least one location on each floor therein.
- 29 All signs used to identify smoking or no smoking areas shall be placed at a height and location easily seen by a person in the premises, and shall not be obscured in any way.

## PENALTIES

- 30 No person shall smoke in a no smoking area designated by a proprietor, or established pursuant to this Bylaw.

- 31 (1)<sup>1</sup> Any proprietor who contravenes any provision of this Bylaw is guilty of an offence and is liable to a specified penalty of \$110.00.
- (2) Any other person who contravenes any provision of this Bylaw is guilty of an offence and is liable to a specified penalty of \$40.00.
- 32<sup>2</sup> Where a Peace Officer, Bylaw Enforcement Officer or a member of the Canadian Corps of Commissionaires has reasonable grounds to believe that a person has contravened any provision of this Bylaw, he may serve upon such person an offence ticket allowing payment of the specified penalty to the City which shall be accepted by the City in lieu of prosecution for the offence.
- 33<sup>3</sup> DELETED
- 34<sup>4</sup> DELETED
- 35<sup>5</sup> DELETED
- 36<sup>6</sup> DELETED

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<sup>1</sup> 3067/92

<sup>2</sup> 3067/92

<sup>3</sup> 3067/92

<sup>4</sup> 3067/92

<sup>5</sup> 3067/92

<sup>6</sup> 3067/92

- 37           Should any provision of this Bylaw be found to be invalid it is the express wish of the Council for the City that such invalid portion be severed and that the remainder of the Bylaw be maintained.
- 38           Bylaw 2835/85 is hereby repealed upon this Bylaw coming into full force.
- 39           This Bylaw shall come into full force the 1st day of September, 1987.

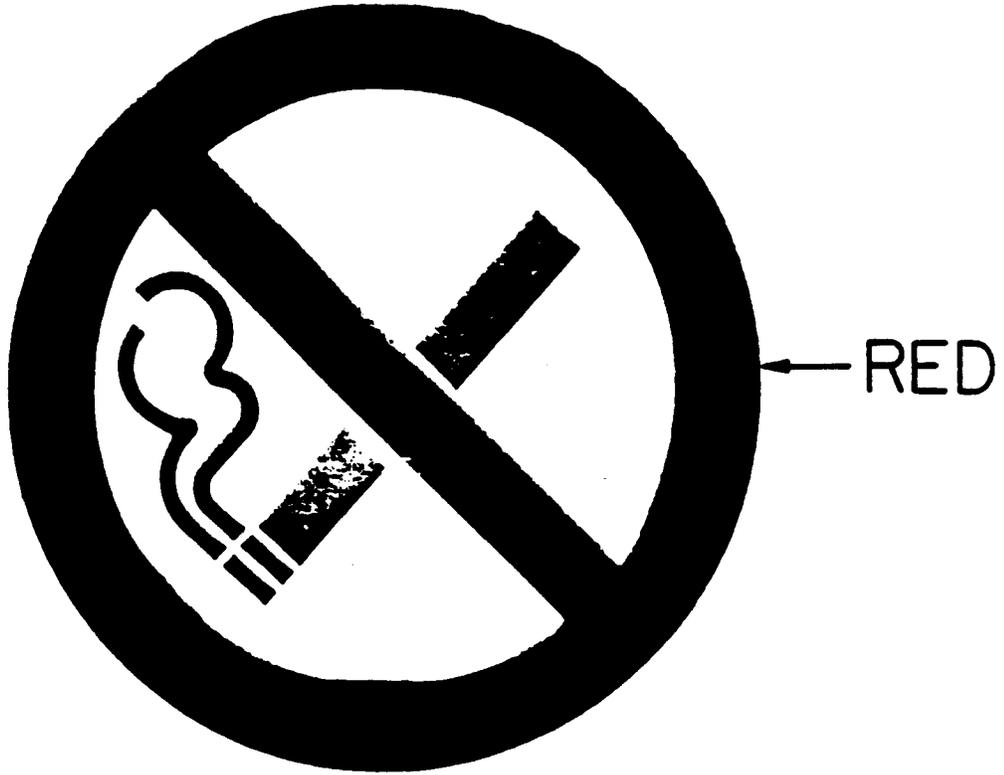
READ A FIRST TIME IN OPEN COUNCIL this 4 day of May, A.D. 1987.

READ A SECOND TIME IN OPEN COUNCIL this 4 day of May, A.D. 1987.

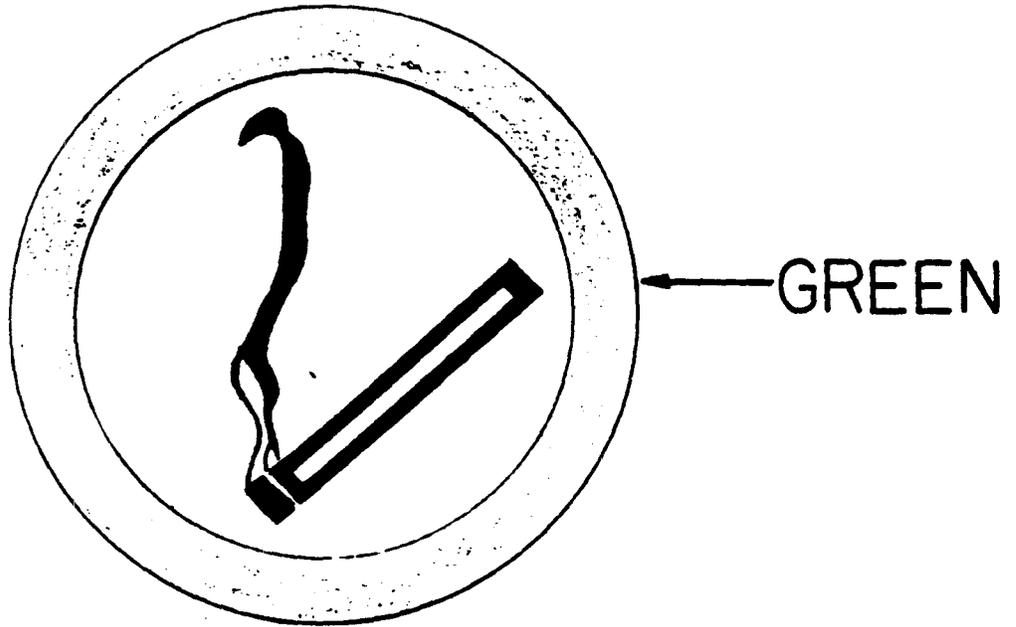
READ A THIRD TIME IN OPEN COUNCIL this 19 day of May, A.D. 1987.

"R.J. MCGHEE"  
MAYOR

"C. SEVCIK"  
CITY CLERK



**NO SMOKING**  
**CITY OF RED DEER**



BYLAW NO. 2934/87

**SCHEDULE "C"<sup>1</sup> - DELETED**

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<sup>1</sup> 3067/92

**SCHEDULE "D" TO THE HEALTH BYLAW**

**COUNCIL POLICY ON SMOKING IN THE WORKPLACE**

Council of the City and the Medical Health Officer of the Red Deer Health Unit believe that voluntary and involuntary exposure to smoking is hazardous to health and that significant numbers of the working population of Red Deer may be involuntarily exposed to such hazard in the work place.

Council strongly encourages employers and workers to adopt policies to eliminate or restrict smoking in the work place. Employers are encouraged to consult with workers on the issue and the following are recommended as acceptable minimum criteria;

- (a) the employer/proprietor will take all reasonable steps to ensure that no person shall be involuntarily exposed to smoking in the workplace;
- (b) any smoker may object to the employer or other person having control about smoking in his or her workplace. The employer will attempt to reach a reasonable accommodation, insofar as possible between the preferences of smoking workers and those who do not wish to be exposed to smoke.
- (c) If an accommodation cannot be reached which is satisfactory to all of the affected workers in any given workplace, then the preference of workers who do not want their air polluted by smoking shall prevail and the proprietor shall prohibit smoking in the work place to the end that those workers will work in a smoke-free environment.

BACKUP INFORMATION  
NOT SUBMITTED TO COUNCIL

To Red Deer City Council

June 5th 1995

Dear Council Members;

Regarding By-Law #2927/87..... First impression after reading the intent of the "Health by-law" can only be one of high expectations.

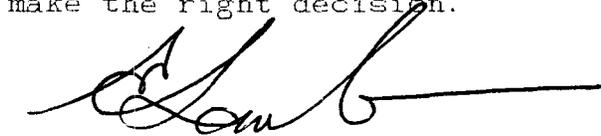
Definitions are clear and to the point and "Areas of Absolute Prohibition" are easy to understand. However, The by-law falls apart when Sec.5 nulifies any designated "No Smoking" areas in Sec.4.

In particular, Sec.3.(a). "in those parts of a place of public assembly", (indoor sporting area)....Sec.4.(1).(a). "place of public assenbly" and Sec.4.(c). "reception area".

Definitions Sec.2.(i),(j) and (o) make it clear that there shall be NO SMOKING at all in the Centrium ,(a place of public assembly) or in either of Red Deers two Indoor Malls, (reception areas).

Indeed this Health By-law is in need of an overhaul. Accompanying this letter is a copy of Bylaw #2602,1987 for the City of Prince Rupert, B. C. The indoor malls Of Prince Rupert are Non Smoking areas as are the stores. Prehaps this information will aid you in reformating our By-law #2927/87. Please feel free to read over my collection of newspaper articles and various warning lables. Scary I know, but may be it will help you make the right decision.

Sincerely,



Ernest Lamb  
Red Deer, AB.

347 8273

CC Mayor  
Aldermen

95/06/06

AK

CITY OF PRINCE RUPERT CLEAN INDOOR AIR BYLAW No. 2602, 1987

USERS' GUIDE

Bylaw Law No. 2602, was adopted by City Council on October 26, 1987.

Because of legal and manpower implementations, the City cannot determine how these regulations specifically affect your situation; however, it is hoped that the information below will make that determination easier for you.

1. PROHIBITION:

The Bylaw provides that no person shall smoke in the following places:

- a) a public place i.e. (school buses, Prince Rupert Transit, other buses controlled by the City, reception areas etc.).
- b) in a taxicab except with the unanimous consent of all occupants thereof.

2. DESIGNATION OF SMOKING AREAS:

The Bylaw further prohibits smoking in the following places unless the proprietor of same designates otherwise in accordance with Section 3 of the Bylaw.

- a) a workplace;
- b) a business place;
- c) a place of public assembly.

In short, smoking is prohibited in all those places listed in Sections 1. and 2. above; however, if the proprietor of those places in Section 2. wish to permit smoking, they can do so in the manner provided for in the Bylaw.

It is important to note that the designation of smoking areas under this Bylaw is subject to local, provincial, federal or other laws and regulations with respect to smoking. i.e. (Health, Fire, etc.). In other words, if existing or future laws of senior governments prohibit smoking in certain areas i.e. (food preparation areas, combustible storage areas, etc.), you cannot designate those areas as smoking areas under this Bylaw.

To determine whether or not designation of smoking areas is possible in your situation and the details of same, you are referred to Section 1. of the Bylaw which defines the various terms used therein and Section 3., which outlines the type of designation applicable in your case.

3. SIGNS:

Depending on the circumstances as set out in Section 4. a), and b) of the Bylaw, the proprietor of a workplace, business place or place of public assembly is required to post signs advising the public as to whether or not smoking is permitted in a building or premises and if so, additional signs must indicate where smoking is permitted. Proprietors of public places are also required to post signs indicating that smoking is prohibited in the manner set out in Section 4. a).

Purchase and installation of these signs is the responsibility of the proprietor.

4. OFFENCE/PENALTY:

Failure to comply with the provisions of Bylaw No. 2602 may result in a fine of \$500.00.

Your co-operation in implementing the intent of this Bylaw is greatly appreciated.

CITY OF PRINCE RUPERT

CITY OF PRINCE RUPERT

BYLAW NO. 2602, 1987

A Bylaw of the City of Prince Rupert for the purpose of controlling smoking.

WHEREAS the Council of a municipality, pursuant to the provisions of Section 692, and Section 932 of the Municipal Act, R.S.B.C., 1979, C. 290, and amendments thereto, may regulate persons, their premises and their activities, to further the care, protection, promotion and preservation of the health of the inhabitants of the municipality;

AND WHEREAS it has been determined that smoking is a health hazard or discomfort for many of the City's inhabitants;

AND WHEREAS it is deemed desirable for the health, safety and welfare of the City's inhabitants to prohibit or regulate smoking or both in certain areas;

AND WHEREAS the approval of the Minister of Health has been obtained, pursuant to the provisions of Section 692(4) of the Municipal Act as aforesaid.

NOW THEREFORE the Council of the City of Prince Rupert in open meeting assembled, enacts as follows:

1. INTERPRETATION:

In this Bylaw the words and phrases hereinafter listed shall have the meanings and applications as stated:

"business place" means any premises to which the public has access for the principal purpose of purchasing goods or services.

"premises" means any building or enclosed structure or any room, area, office, or shop therein as may be applicable.

"private function" means a special event for which an entire room or hall has been solely reserved and at which attendance is limited to people who have been individually invited.

"proprietor" means the person who controls, governs or directs the activity carried on within the premises, referred to in this Bylaw, and includes the person actually in charge thereof.

"public place or place of public assembly" means any premises which is not a business place or workplace, where the public is invited or has access and includes reception areas, buses operated within the City of Prince Rupert by or on behalf of any school district and buses operated within the City of Prince Rupert by or on behalf of the City of Prince Rupert or in cooperation with B.C. Transit.

"reception area" means the area of an office or establishment used solely for the purposes of receiving or greeting customers, clients or other persons dealing with the office or establishment.

"sign" means a notice including symbolic depictions, pertaining specifically to the prohibition or permission of smoking which is clearly visible upon entry into a premises.

"smoke" or "smoking" means the inhaling of, or exhaling of, the smoke of tobacco or other organic substance, or the carrying of a burning cigarette, cigar or any device in which tobacco or any other organic substance is burning.

"smoking area" is an area or areas where, under this Bylaw, the proprietor has signified that smoking is permitted.

"workplace" means any premises where the public is not invited or does not have access and in which a person or people are employed.

2. PROHIBITION:

No person shall smoke:

- a) in a workplace;
- b) in a business place;
- c) in a public place;
- d) in a taxicab except with the unanimous consent of all occupants thereof.

3. SMOKING AREAS:

Notwithstanding the provisions of Section 2:

- a) a proprietor of a workplace or business place may designate any portion or portions of such workplace or business place as a smoking area or areas;
- b) a proprietor of a place of public assembly may designate one or more smoking areas in such place of

public assembly provided that such area is constructed so that it is separated from the principal area of the place of public assembly and is enclosed by walls, has a closing door, and has a ventilation system which exhausts to the outside atmosphere;

- c) a proprietor of a place of public assembly within which an entire room or hall has been solely reserved for the holding of a private function, may designate, for the term of any such reservation, all or a portion of such room or hall as a smoking area.
- d) a person may smoke in a smoking area.

4. SIGNS:

- a) Subject to the provisions of Section 3, the proprietor of a workplace, business place or place of public assembly, shall keep posted in such workplace, business place or place of public assembly signs to signify the designations that have been made, as applicable:

- 1. "No Smoking On These Premises"; or
- 2. "No Smoking In this Area"; or
- 3. "Smoking Permitted On These Premises"; or
- 4. "Smoking In Smoking Areas Only"; or
- 5. "Smoking Permitted in This Area",

and if no signs are posted it will be signified that smoking is permitted.

- b) If in any premises there is more than one workplace, business place or place of public assembly, all proprietors in such premises or structure may, by unanimous consent, cause to be located at or near to all entrances to such premises or structure, signs in one of the forms noted in 4 (a) above.

5. OFFENCES:

Any person who fails to comply with any of the provisions of this Bylaw or who, without authority, covers, removes, or interferes with a sign is guilty of an offence against this Bylaw and is liable to the penalty provided for herein.

6. PENALTIES:

Any person who commits an offence against this Bylaw shall be liable upon conviction to a maximum fine of Five Hundred (\$500.00) Dollars.

7. SEVERABILITY:

In the event that any section, subsection, sentence, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of any court, such section, subsection, sentence, clause or phrase shall be severed from the remaining portion of this Bylaw.

8. APPLICATION:

This Bylaw shall come into full force and effect as of and from the 1st day of September 1987, or the date of its adoption, whichever is later.

9. TITLE:

This Bylaw may be cited as "City of Prince Rupert Clean Indoor Air Bylaw No. 2602, 1987".

READ A FIRST TIME THIS THE 13th DAY OF July , 1987.

READ A SECOND TIME THIS THE 13th DAY OF July , 1987.

READ A THIRD TIME THIS THE 13th DAY OF July , 1987.

APPROVED BY THE MINISTER OF HEALTH PURSUANT TO THE PROVISIONS OF SECTION 692(4) OF THE MUNICIPAL ACT THIS 2nd DAY OF October , 1987.

\_\_\_\_\_  
MINISTER OF HEALTH

RECONSIDERED, FINALLY PASSED AND ADOPTED THIS THE 26th DAY OF October , 1987.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CITY CLERK



# THE CITY OF RED DEER

P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4 FAX: (403) 346-6198

FILE

May 24, 1995

Westerner Exposition Association  
Box 176  
Red Deer, Alberta  
T4N 5E8

ATTENTION: Garry Klepper

Dear Sir:

Thank you for your letter of April 28, 1995, regarding a Notice of Motion concerning a referendum question during the 1995 General Election on the advisability of declaring the Centrum "smoke free". At The City of Red Deer Council Meeting of May 23, 1995, Council agreed not to proceed with the above noted referendum question.

For your information, Alderman Volk introduced the following Notice of Motion, which will be considered at the Council meeting of June 5, 1995.

"RESOLVED that Council of The City of Red Deer hereby directs the Administration to draft amendments to the Health Bylaw, with the intent of prohibiting smoking in places of public assembly."

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

Sincerely,

KELLY KLOSS,  
City Clerk

KK/fm



*a delight  
to discover!*

**BYLAW NO. 3076/A-95**

Being a Bylaw to amend Bylaw No. 3076/92, The Taxi-Business Bylaw of The City of Red Deer.

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

- 1 The Taxi Bylaw is amended as set out herein.
- 2 Section 6 is deleted and replaced with the following new section:
  - "6 In the case of renewal, the application shall be delivered to the License Inspector not later than January 15 in the year for which the License is to be renewed. An application for a new license may be made at any time during the year. In both cases, the application shall include:
    - (a) payment of the fee required in Schedule "A";
    - (b) proof that the applicant qualifies for a Taxi Broker's License under section 3(a); and
    - (c) the list of the motor vehicles required under section 3(c)."
- 3 Section 11 is deleted and replaced with the following new section:
  - "11 Should a dispute arise between two or more Brokers respecting the entitlement to the registration and use of the same identification colours, the priority of choice shall be given to the Broker who has utilized the colours in the City for the longest period of time. This does not preclude two or more Brokers using the same colours upon mutual agreement."
- 4 Section 19 is deleted and replaced with the following new section:
  - "19 A Taxi Licensee operating a Taxi under affiliation with a Broker shall keep the License Inspector informed from time to time of the details of such affiliation and shall provide such reasonable information in that regard as the License Inspector may require."





**THE CITY OF RED DEER**  
P. O. BOX 5008, RED DEER, ALBERTA T4N 3T4

**FILE**

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

June 6, 1995

Alderman Bill Statnyk  
22 Densmore Crescent  
Red Deer, Alberta  
T4R 2L8

Dear Bill:

At the Council Meeting of June 5, 1995, the following resolution was passed authorizing your absence from Council:

"RESOLVED that Council of The City of Red Deer hereby authorizes the absence of Alderman Bill Statnyk from any regular or special Council Meetings held during the months of May, June and July 1995."

If we can be of any assistance, in any way, please do not hesitate to call. Unless you otherwise direct, we will continue to forward your Council Agendas and mail so that you may be kept up to date with the issues.

Sincerely,

KELLY KLOSS,  
City Clerk

KK/fm



*a delight  
to discover!*

**FILE**

**DATE: June 6, 1995**  
**TO: Mayor's Office**  
**FROM: City Clerk**  
**RE: APPOINTMENT OF DEPUTY MAYOR - JUNE 7 - JUNE 13, 1995**

---

At the Council Meeting of June 5, 1995, the following resolution was passed relative to the above topic:

"RESOLVED that Council of The City of Red Deer hereby appoints Alderman Pimm as Deputy Mayor for the period of June 7 to June 13, 1995."

Trusting you will find this satisfactory.



KELLY KLOSS,  
City Clerk

KK/fm

cc. Alderman Pimm

**FILE**

**DATE: June 6, 1995**

**TO: Recreation, Parks & Culture Manager**

**FROM: City Clerk**

**RE: REQUEST FOR COMMENTS - ALDERMAN SCHNELL NOTICE OF MOTION - TURF NATURALIZATION**

---

At the Council Meeting of June 5, 1995, the following Notice of Motion was submitted by Alderman Schnell, relative to the above topic:

"Whereas concerns continue to be raised by citizens of Red Deer whose properties are affected by the turf naturalization program;

NOW BE IT RESOLVED that regular mowing programs be reinstated immediately in all areas of Red Deer where a residential property line is immediately adjacent to a park or public reserve area which has previously been the subject of the turf naturalization program."

Please provide your comments relative to the above noted Notice of Motion, including what the cost would be to reinstate the mowing program.

As this matter is to be presented at the Council Meeting of June 19, 1995, your comments should be submitted to this office by Monday, June 12, 1995.



KELLY KLOSS,  
City Clerk

KK/fm

cc. Director of Community Services  
Director of Corporate Services