



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, NOVEMBER 17, 2003

COMMENCING AT *4:30 P.M.*



(1) Confirmation of the Minutes of the Regular Meeting of Monday, November 3, 2003.

(2) **UNFINISHED BUSINESS**

1. Legislative & Administrative Services Manger – Re: *Land Use Bylaw Amendment 3156/V-2003 – Additional Setback Distance on Gaetz Avenue*

.1

(3) **PUBLIC HEARINGS**

(4) REPORTS

1. Community Services Director – Re: *Rotary Recreation Park Facilities Study* . .8
2. Recreation, Parks & Culture Manager & Bid Red Deer Chair – Re: *2006 Alberta Summer Games / Appointment of Bid Committee Members* . .11
3. Parkland Community Planning Services, Transit Manager & Inspections & Licensing Manager – Re: *Reid Signs Downtown Waste/Recycling Pilot Project* . .13
4. Parkland Community Planning Services – Re: *Land Use Bylaw Amendment 3156/WW-2003 / Corrections to Section 54 (8) (a) Exceptions Respecting Land Use*
(Consideration of 1st Reading of the Bylaw) . .36

(5) CORRESPONDENCE

1. City of Edmonton – Re: *Calgary to Edmonton Corridor Conference* . .39

(6) PETITIONS AND DELEGATIONS

1. Engineering Services Manager – Re: *Petition from Residents of Denison Crescent Regarding Noise from 39th Street* . .60
2. Engineering Services Manager – Re: *Petition for Lane Paving Local Improvement Project / Lane North of Reichley Street, From Reinholt Avenue to Rowell Close* . .71

(7) **NOTICES OF MOTION**

(8) **WRITTEN INQUIRIES**

(9) **BYLAWS**

1. **3156/WW-2003 – Land Use Bylaw Amendment - Corrections
to Section 54 (8) (a) Exceptions Respecting Land Use
(1st Reading)** . .77
. .36



Legislative & Administrative Services

DATE: November 10, 2003
TO: City Council
FROM: Legislative & Administrative Services Manager
**SUBJECT: Land Use Bylaw Amendment 3156/V-2003
Additional Setback Distance on Gaetz Avenue**

History

At the October 20, 2003 Red Deer City Council Meeting, Land Use Bylaw Amendment 3156/V-2003 was given second reading. Council then passed the following resolution:

“Resolved that Council of the City of Red Deer having reviewed the report from Parkland Community Planning Services, dated September 15, 2003, re: Land Use Bylaw Amendment 3156/V-2003, Additional Setback Distance on Gaetz Avenue, hereby agrees to table consideration of third reading of the bylaw for up to four weeks to allow the City Solicitor to further examine the wording of the bylaw.”

The Land and Economic Development Department has advised that discussions are still occurring regarding the recommended wording of the bylaw and, as such, request City Council to table third reading of the bylaw for another four weeks.

Recommendation

That Council table consideration of third reading of Land Use Bylaw Amendment 3156/V-2003 for up to four weeks.


Kelly Kloss
Manager



DATE: September 15, 2003
TO: Kelly Kloss, City Clerk
FROM: Johan van der Bank, Planner
RE: Bylaw No. 3156/V-2003
Additional Setback Distance on Gaetz Avenue

BACKGROUND

Commercial property owners along Gaetz Avenue are acquiring portions of the service roadway from the City for addition to their properties. After successful road closure procedures the acquired portion of land is consolidated with the commercial property and redesignated from Roadway to (usually) C4 Commercial (Major Arterial) District or C2 Commercial (Regional and District Shopping Centre) District. Where a number of smaller commercial properties exist adjacent to Gaetz Avenue this may have the effect that the Land Use Bylaw allows the owner of the property which acquired the service roadway to erect signs or buildings closer to the Gaetz Avenue curb line than what adjacent properties (where the service road still exists) are allowed to do.

Such a situation may possibly cause signs or buildings on adjacent properties (where service roadway has not been acquired) to be obscured by signs or buildings on the property where the service roadway has been acquired, and may cause complaints to the City from those adjacent property owners or may cause them to request the City to allow them to have larger signs in order to overcome the problem. In addition, the lack of a uniform setback distance for signs and buildings may lead to a more cluttered appearance along Gaetz Avenue.

In the area between 39 Street and 62 Street there is either no service roadway (e.g. in the Downtown commercial area) or the adjacent land is green space. Therefore along this section of Gaetz Avenue the potential problem is not applicable.

PLANNING ANALYSIS

Although in most instances an easement with utilities will encumber the property which acquires the service road right-of-way and buildings and signs will usually not be allowed within the easement, there are instances where reliance on the easement alone would not be sufficient. Planning staff identified this as a potential problem of which the resolution may require an amendment to the Land Use Bylaw. The following are two possible ways to deal with this situation:

1. Option 1 is to deal with each case individually by incorporating into the service roadway sales agreement a clause (or a restrictive covenant on the land title) which requires the construction of signs or buildings relative to the original property line along Gaetz Avenue prior to the addition of the service roadway. The advantage of this method is that the location of the original property line may be identified on the land title as a fixed reference. The potential problem with this method is that when processing development permit and sign applications, the City does not necessarily inspect the sales agreement (or the land title), and consequently the restrictive clause may be missed. Over time the restrictive clause in the sales agreement may become lost.
2. Option 2 would be to incorporate a new section into the Land Use Bylaw to cover all potential instances of the acquisition of service roadway adjacent to Gaetz Avenue. The new section would require that signs and buildings shall be set back from the Gaetz Avenue boundary in accordance with the land use district regulations, but instead of being measured relative to the new property line on Gaetz Avenue, these setback distances shall be measured relative to the width of the service roadway which existed prior to its addition to private property.

Based on the potential pitfall of Option 1, planning staff recommend that Option 2 be pursued.

In considering the wording of the proposed new section it was found that the service roadway does not have a consistent width for the entire length of Gaetz Avenue. It varies from 9 metres to 20 metres. In 62% of all the registered plans which were reviewed the service roadway width was found to be 20 metres.

Planning staff considered three options for the wording of the proposed section in the Land Use Bylaw:

- Option A would be to require a setback distance based on the average width of the service roadway along Gaetz Avenue. The problem with this method would be that it would benefit some properties (approximately 62% or more of all the cases) by allowing a less restrictive setback than that which was allowed prior to the roadway acquisition, and be a

disadvantage to others (approximately 38% or less) by requiring a more restrictive setback.

- Option B would be to use the maximum width of the service roadway, i.e. 20 metres in 62% of all cases, as the required additional setback from the Gaetz Avenue roadway boundary for all properties. North of 67 Street the Gaetz Avenue roadway is described by Plan 3932 EU and south of 39 Street it is described as Plan 1596 EU. The additional setback distance will be described relative to the applicable boundaries of these plans.

This option would ensure that no signs or buildings on adjacent properties are obscured, because the maximum width of the service roadway is being used as the setback distance for all properties, even those properties where the service roadway is narrower. This method would be a disadvantage to 38% of all the properties and would retain the status quo for 62% of all the properties.

The difference between this option and Option A is that, when one considers the situation which exists prior to the acquisition of the service roadway, Option B does not benefit any property relative to another. Few are disadvantaged while the majority retains the status quo.

- Option C would be to require a setback distance based on the width of the service roadway which was purchased from the City. In this way all properties on the same service roadway would be treated equally, and in practice any existing staggering of setbacks due to variations in the service roadway width would remain unchanged.
- Option D would be to determine the service roadway width on a block by block basis. This would require a much more cumbersome amendment to the Land Use Bylaw as each block and plan would need to be described in each instance where the service roadway width varies.

A proposed bylaw amendment to implement Option C is attached for Council's consideration.

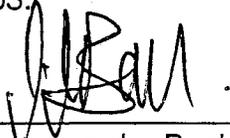
A number of developers have been negotiating with the City to purchase the service road right-of-way, based on preliminary site plans which indicate the location of proposed signs and buildings, which, if the Land Use Bylaw is changed as proposed in this letter, would not meet the proposed bylaw requirements. In some of these instances development permits have not yet been applied for or issued for all of the proposed buildings or signs indicated on the preliminary site plans. In order to accommodate these instances, the proposed bylaw includes a statement to exempt from this proposed section of the Land Use Bylaw all such instances where City Council has passed a resolution to sell the service road right-of-way prior to September 1, 2003. In order to ensure an effective cut-off date, December 1, 2004 is inserted as the date by which the

lot consolidation has to be implemented. All cases which do not meet these dates will have to comply with the proposed bylaw.

Due to the increased setbacks required on the consolidated properties it is considered appropriate to allow signs at size standards which would have applied if the service road still existed. In order to allow this the Sign Bylaw will have to be amended, and since the Sign Bylaw is about to be incorporated into the Land Use Bylaw, this amendment will be inserted at that time.

RECOMMENDATION

That Council gives first reading to the proposed Bylaw Amendment No. 3156/V-2003.



Johan van der Bank
Planner
attachments

cc: Colleen Jensen, Director of Community Services Division
Howard Thompson, Land & Economic Development Manager
Greg Scott, Inspections & Licensing Manager
Ken Haslop, Engineering Services Manager

BYLAW NO. 3156/V-2003

Being a Bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

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

Bylaw No. 3156/96 is hereby amended as follows:

1 By addition of the following new subsection to Section 37 of the Land Use Bylaw:

(7) Where on those sections of Gaetz Avenue running south between Highway 11A to 62nd Street and 39th Street to 18th Street a service road right of way or portion of right of way has been purchased from the City and consolidated with the adjacent property, then notwithstanding any other provisions of this bylaw, on the consolidated property the following setback distances shall be maintained from the Gaetz Avenue right of way:

- (a) No sign shall be constructed between the consolidated property boundary and the former property boundary;
- (b) The setback distance of buildings as may be determined by the applicable regulations in the Land Use Bylaw shall be measured relative to the position of the former property boundary;

Provided that this subsection does not apply where City Council has passed a resolution to sell the service road right of way prior to September 1st, 2003 and consolidation has occurred prior to December 1st, 2004.

READ A FIRST TIME IN OPEN COUNCIL this 22nd day of September 2003.

READ A SECOND TIME IN OPEN COUNCIL this 20th day of October 2003.

READ A THIRD TIME IN OPEN COUNCIL this day of 2003.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2003.

MAYOR

CITY CLERK

Comments:

We concur with the recommendations of the Legislative & Administrative Services Manager.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager

FILE



Council Decision – November 17, 2003

Legislative & Administrative Services

DATE: November 18, 2003
TO: Johan van der Bank, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Manager
SUBJECT: Land Use Bylaw Amendment 3156/V-2003
Additional Setback Distance on Gaetz Avenue

Reference Report:

Legislative & Administrative Services Manager, dated November 10, 2003

Resolutions:

“Resolved that Council of the City of Red Deer, having considered the report from the Legislative & Administrative Services Manager, dated November 10, 2003, re: Land Use Bylaw Amendment 3156/V-2003 – Additional Setback Distance on Gaetz Avenue, hereby agrees to table consideration of third reading of the bylaw for up to four weeks to allow City Administration to determine the appropriate wording of the bylaw.”

Report Back to Council: Yes

Comments/Further Action:

A report is to be presented to Council at the December 15, 2003 Council Meeting.

A handwritten signature in black ink, appearing to read 'Kelly Kloss'.

Kelly Kloss
Manager

/chk

c Director of Development Services
Community Services Director
Land & Economic Development Manager
City Solicitor

DATE: November 7, 2003

TO: Kelly Kloss, Manager
Legislative and Administrative Services

FROM: Colleen Jensen, Director
Community Services

SUBJECT: Rotary Recreation Park Facilities Study

Background:

In the 2003 Business Plan and Budget for the Community Services Directorate, Council approved funding to “ensure that the needs assessment and planning for the facilities and services that are located in Rotary Recreation Park would be done, with the coordination of the stakeholders involved”. This Assessment and Study was initiated in April 2003, with the guidance of a Steering Committee. The Steering Committee was comprised of representatives from the primary stakeholders within the park. A list of the members is included in ‘Section 1.2 Acknowledgments’ in the Report.

The facilities included in the Study were the Recreation Centre, the Red Deer and District Museum and Archives building, and the Golden Circle Resource Centre. In addition, review was also done for the park surrounding the buildings considering the inter-relationship between the facilities and the park and the connections to the community

The consulting team contracted for the Study was lead by Simpson Roberts Architecture Interior Design Inc. from Calgary. There was also significant involvement from Carson McCulloch & Associates Ltd, who are landscape architects, as well as several other specialized resources who reviewed structure and function (eg. Lord Cultural Resources Ltd who specialize in museum and archive work). The full team is listed on the front of the Report.

Process

The process for the Study included a review of the each of the three buildings in the park, assessing them structurally and mechanically, recognizing the specialized, unique requirements and functions of each. Synergies and coordination between the stakeholders was an important aspect of the Study. The consultants examined current uses, as well as present and future needs.

The process also included review of relevant documents such as the Community Culture Master Plan, the Greater Downtown Action Plan, the Golden Circle Expansion Feasibility Study, and the Golden Circle Expansion Backgrounder. All of these studies had extensive public consultation, and therefore the decision was made by the Steering Committee not to undertake broad public consultation. Other studies that related specifically to function were also reviewed including the Ball Report for the Archives and the Canadian Conservation Institute Study for the Museum.

Detailed interviews were conducted with the various stakeholders. On September 10 a public meeting was held to inform the community of the directions being suggested and to seek feedback. Approximately 100 people attended, with a very positive response overall. Plans were also subsequently displayed at the Red Deer Public Library with the opportunity for review and comment.

Community Services

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November 7, 2003

Discussion

The Draft Report, as circulated with this memo, includes an overview of the technical and structural reviews, as well as discussion of programming and functional issues for each of the facilities and the surrounding park area. In addition, specific recommendations are made with respect to needs of each facility and for development in the park area. These recommendations reinforce several recommendations found in other plans that focus on this area of the downtown. The Steering Committee strongly believes that the recommendations are appropriate, taking into consideration present and future needs, and the overall development of the area as a "downtown leisure and community complex". The suggested development of the park as a major green space in the downtown, with a promenade as a north/south link between the facilities, will facilitate pedestrian movement within the park and outwards to the community (eg. the link on the north end to the 48th Street Promenade). Not many cities have the opportunity to have significant park area in the downtown area. Consideration has been given to adaptive reuse of buildings and synergies between stakeholders.

The total cost of the recommendations contained within the Report is very significant. Having said this, however, it must be acknowledged that five facilities (the Recreation Centre, the Museum, the Archives, the Golden Circle and the proposed "community center") will be renovated or newly constructed, along with a significant re-development of the surrounding park area. The Report includes a suggested "phasing" over several years, which assists in spreading the costs in a more manageable manner.

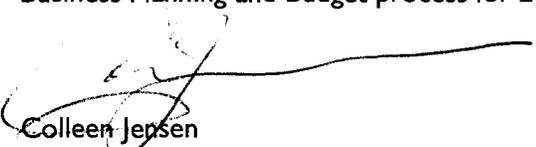
It must also be acknowledged that the facilities, for the most part, cannot continue as they are. Issues at the Museum and Archives, in particular, must be addressed as the collections and records are in danger of significant damage. All of the facilities are no longer functional in meeting the organizational (staffing, storage etc) and community (eg. programming, public areas) demands. The facilities are all 20 plus years old and require upgrading.

The Steering Committee clearly understands that Council will have many demands for capital needs over the next few years. Having said this, however, the Committee also strongly believes that the recommendations for Rotary Recreation Park are in keeping with well documented organizational and community needs, and are a reflection of the aging infrastructure of the buildings and park development.

Members from Simpson Roberts Architecture Interior Design, as the consultants for the Study, will be available at Council on November 17 to make a brief presentation.

Recommendation

That Council accept the Red Deer Rotary Recreation Park Facilities Study and request administration to bring forward strategies for implementation of the recommendations contained in the Report during the Business Planning and Budget process for 2004.


Colleen Jensen

:slm

- c. Steering Committee Members
Simpson Roberts Architecture Interior Design Inc.

Comments:

We concur with the recommendations of Administration. A copy of the Red Deer Rotary Recreation Park Facilities Study is submitted as an attachment to this agenda.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager

FILE



Council Decision – November 17, 2003

Legislative & Administrative Services

DATE: November 18, 2003
TO: Colleen Jensen, Community Services Director
FROM: Kelly Kloss, Legislative & Administrative Manager
SUBJECT: Rotary Recreation Park Facilities Study

Reference Report:

Community Services Director, dated November 7, 2003

Resolutions:

“Resolved that Council of the City of Red Deer, having considered the report from the Community Services Director, dated November 7, 2003, re: Rotary Recreation Park Facilities Study, hereby agrees that the Red Deer Rotary Recreation Park & Facilities Study be used as the basis for City Administration to bring forward implementation strategies to be considered during the Business Planning and Budget process for 2004.”

Comments/Further Action:

A handwritten signature in black ink, appearing to read 'Kelly Kloss'.

Kelly Kloss
Manager

/chk

c Recreation, Parks & Culture Manager

Item No. 2

Memo:

Date: November 6, 2003
To: Legislative & Administrative Services Manager
From: Recreation, Parks & Culture Manager
Bid Red Deer Chairman
Re: 2006 Alberta Summer Games
Appointment of Bid Committee Members.

History:

At the September 22nd meeting of Council a resolution was passed to undertake a joint bid with Red Deer County to host the 2006 Alberta Summer Games.

Council also directed the Administration to recommend to Council the membership of an Ad Hoc Committee whose purpose is to prepare the bid on behalf of the City and County.

Comments:

In consultation with Red Deer County Administration, soliciting volunteers from the 2007 Western Canada Summer Games Bid Committee and seeking additional members from the community at large, we are submitting to Council a recommended membership. The names are presented to Council in confidence.

Red Deer County will appoint a maximum of two members to the committee. It is also recommended that the committee select the Chairman and Vice-Chairman from among its members. Jerry Tennant will be an ex-officio member representing the City and Bid Red Deer.

The Committee will meet regularly over the next 5 months to prepare the bid for submission to the Alberta Sport, Recreation, Parks and Wildlife Foundation by March 31st 2004.

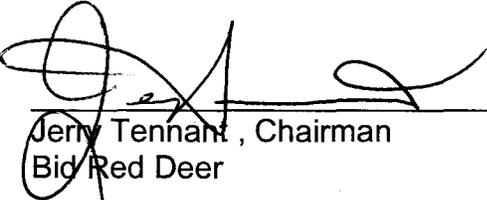
Recommendation:

That Council pass a resolution to:

1. Establish an Ad Hoc 2006 Alberta Summer Games Bid Committee.
2. Appoint the members to this Committee.



Harold Jeske
Recreation, Parks & Culture Manager



Jerry Tennant, Chairman
Bid Red Deer

Comments:

We concur with the recommendations of Administration.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager

REPORTS

Council considered a report from the Recreation Development Superintendent and the Recreation, Parks & Culture Manager dated September 17, 2003, **Re: Recreation, Parks & Culture Board Recommendation – Scott Tournament of Hearts**. Mr. Alan Redel, Chairman of the 2004 Scott Tournament of Hearts Committee, was in attendance to speak to this item. Following discussion the motion as shown below was introduced and passed.

Moved by Councillor Pimm, seconded by Councillor Watkinson-Zimmer

“Resolved that Council of the City of Red Deer, having considered the report from the Recreation, Parks & Culture Manager, dated September 17, 2003, re: Scott Tournament of Hearts, agrees to allocate \$50,000 as the City of Red Deer’s sponsorship for the Scott Tournament of Hearts to be funded by:

Mayor’s Budget:	\$10,000
2003 Tax Rate Stabilization Reserve	\$ 40,000

MOTION CARRIED

Consideration was given to a report from the Recreation, Parks & Culture Manager and the Chairman of the Bid Red Deer Committee, **Re: 2006 Alberta Summer Games**. Following discussion the motions as set out hereunder were introduced and passed.

Moved by Councillor Flewwelling, seconded by Councillor Hughes

“Resolved that Council of the City of Red Deer, having considered the report from the Recreation, Parks & Culture Manager and the Bid Red Deer Chair, re: 2006 Alberta Summer Games, agrees as follows:

1. To undertake a joint bid with Red Deer County to host the 2006 Alberta Summer Games and that City Administration and Bid Red Deer Forward a letter of intent to Alberta Sport Recreation, Parks & Wildlife Foundation by September 30, 2003.
2. That the Administration recommend to Council the membership of an Ad Hoc Committee whose purpose is to prepare a formal bid to



host the 2006 Alberta Summer Games.

3. That a budget contribution of \$100,000 be allocated from the 2003 Tax Rate Stabilization Reserve in the event the City is successful in its bid to host the 2006 Alberta Summer Games.”

MOTION CARRIED

Moved by Councilor Dawson, seconded by Councillor Higham

“*Resolved* that Council of the City of Red Deer, having considered the report from the Recreation, Parks & Culture Manager, re: Alberta Summer Games, agrees that the 2007 Summer Games reserve established by Council on March 10, 2003, in the amount of \$150,000 from the 2003 Tax Rate Stabilization Reserve, be reallocated as follows:

2006 Alberta Summer Games:	\$100,000
2004 Tournament of Hearts:	\$ 40,000
2003 Tax Rate Stabilization Reserve:	\$ 10,000.”

MOTION CARRIED

Council considered a report from the Community Housing Advisory Committee and the Social Planning Manager dated September 9, 2003, **Re: National Homelessness Initiative Funding Recommendations**. Following discussion the motions as shown below were introduced and passed.

Moved by Councillor Flewwelling, seconded by Councillor Moffat

“*Resolved* that Council of the City of Red Deer, having considered the report from the Community Housing Advisory Committee, dated September 9, 2003, re: National Homelessness Initiative Funding Recommendations, approves the following funding allocations:

Applicants	Proposal	Year One to March 31, 2004	Year Two to March 31, 2005	Year Three to March 31, 2006

Consideration was given to a report received from the Recreation Parks & Culture Manager dated December 3, 2002 **Re: Western Canada Summer Games Bid Committee Appointment of Members.** Following discussion the resolution as set out below was introduced and passed.

Moved by Councillor Hughes, seconded by Councillor Flewwelling

Resolved that Council of the City of Red Deer, having considered the report from the Recreation, Parks & Culture Manager and the Bid Red Deer Chairman, dated December 3, 2002, re: Appointment of Members to the Western Canada Summer Games Bid Committee, agrees as follows:

1. To establish an Ad Hoc Western Canada Summer Games Bid Committee, and
2. To appoint the following members to this Committee:

Jim Baker
Scott Cameron
Ron Lebsack
Doug Marchment
Kim Senecal
Lyn Radford
Roxanne Warner
Fred Zucker

MOTION CARRIED

Council recessed for supper at 5:27 p.m. and reconvened at 7:00 p.m.

PUBLIC HEARINGS

A Public Hearing was held with regard to Land Use Bylaw Amendment 3156/BBB-2002 which is the Call Centre at Bower Place Shopping Centre / Ivanhow Cambridge. As no one was present to speak for or against the Land Use Bylaw Amendment, Mayor Surkan declared the Public Hearing closed.

FILE



Council Decision – November 17, 2003

Legislative & Administrative Services

DATE: November 18, 2003

TO: Harold Jeske, Recreation, Parks & Culture Manager
Jerry Tennant, Bid Red Deer Chair

FROM: Kelly Kloss, Legislative & Administrative Manager

SUBJECT: 2006 Alberta Summer Games
Appointment of Bid Committee Members

Reference Report:

Recreation, Parks & Culture Manager and Bid Red Deer Chair, dated November 6, 2003

Resolutions:

“Resolved that Council of the City of Red Deer, having considered the report from the Recreation, Parks & Culture Manager and the Bid Red Deer Chairman, dated November 6, 2003, re: 2006 Alberta Summer Games, Appointment of Bid Committee Members, agrees as follows:

1. To establish an Ad Hoc 2006 Alberta Summer Games Bid Committee, and
2. To appoint the following members to this Committee:
 - Scott Boyd
 - Scott Cameron
 - Doug Marchment
 - Marg Phelan
 - Kim Senecal
 - Lyn Radford
 - Roxanne Warner
 - Fred Zucker”

Council Decision – November 17, 2003
2006 Alberta Summer Games
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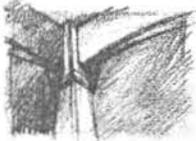
Report Back to Council: No

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written in a cursive style.

Kelly Kloss
Manager

/chk

c Community Services Director



John Hull
Architect

DATE: October 30, 2003

TO: Legislative & Administrative Services Manager

FROM: Tony Lindhout, Planner
John Hull, Architect

RE: Reid Signs Downtown Waste/Recycling Pilot Project

On December 2, 2002 Red Deer City Council passed the following resolution regarding the use of refuse/recycling containers in the City's Downtown commercial core areas:

"Resolved that Council of the City of Red Deer, having considered the report from the Inspections & Licensing Manager and the Transit Manager, dated November 25, 2002, re: Refuse/recycle containers in the Downtown and Transit Zones, agrees to the following:

1. That the Sign Bylaw be amended to allow placement of refuse/recycle containment with advertising panels in order to continue the Pilot Projects.
2. That the refuse/recycle container project, on behalf of the Downtown Business Association, be extended for one year until November 1, 2003, based on the identified criteria in the above noted report.
3. That a separate Pilot Project, specifically for the City of Red Deer Transit Department, be started based on the identified criteria in the above report.
4. That statistics be kept on the amount of garbage and recycling collected during the pilot project's timelines."

Background

Reid Signs since 2001, and as part of an extended pilot project, has placed a number of stainless steel refuse/recycling containers throughout the Downtown area including the Transit Terminal. These containers are all designed to carry advertising. The City's existing refuse containers (metal garbage cans inside a wooden slotted frame) located at various locations throughout the Downtown were left in place during the Reid Sign pilot project.

Regarding the stainless steel (polished silver) colour of the refuse/recycling containers, Reid Signs, as part of discussions leading up to the above noted December 2, 2002 Council decision,



A stainless steel refuse & recycling container with advertising panels currently located in the Downtown

agreed to repaint one container to illustrate an alternative colour and in that regard, the refuse/recycling container located in the SE corner of the 49 Street/48 Avenue intersection has been repainted to a "brown" colour.

The City is currently engaged in the process of preparing design guidelines for the downtown C1 Commercial District. The City's consultant for this project, John Hull Architect, has been asked to include/address the issue of the aesthetics of street furniture (benches, waste containers, kiosks, etc.) in the Downtown regarding design, use of material, colour and possible themes. This project is currently in the final stages of preparation; a 2nd draft is being finalized which will be further discussed with key downtown stakeholder groups.

It is anticipated that the final draft document, likely to be brought to Council for their consideration in early 2004, would include the following proposed design guidelines relative to waste containers in the Downtown:

- A refuse recycling program in the commercial core is encouraged.
- A common theme for Downtown streetscaping will be reflected in the design, style and use of materials for benches, garbage containers, bus shelters, lighting, etc. in a manner that respects the existing downtown built environment including its strong connection to a heritage component.
- A uniform and coordinated colour scheme for all downtown streetscape furniture (benches, bike racks, garbage/recycling containers, kiosks, etc.), traffic light standards, street light posts, street name signage and sign/parking meter posts, etc. will be established by the City in consultation with applicable City Departments and the Downtown Business Association.
- Where feasible, all public development related to the street environment will utilize colours and design features that are coordinated with the Downtown Logo; it is suggested that all street light and traffic light standards in the core be black in colour.
- No advertising will be permitted on public street furniture (including waste containers) with the exception of designated information kiosks. Existing kiosks, and other venues approved by the City, will be maintained by the Downtown Business Association for Downtown business advertising.

Summary

While the recycling aspect of the current Reid Signs refuse/recycling containers is a positive initiative, it would appear that public reaction and general consensus to this type of container has been mixed and appears inconclusive. The Downtown Business Association has indicated that the recycling component of these containers has not been successful; in part this could be attributed to prior existing City garbage containers being left in place during the Reid Sign pilot project.

The public, and Downtown stakeholders including City Departments (EL&P, Public Works, Community Services) have discussed and support draft design guidelines that would result in an effort to establish a coordinated use of common colours, designs, styles and materials for Downtown streetscaping furniture (benches, waste containers, bike racks, etc.) and public realm infrastructure items (i.e. street light & traffic light standards, transformers, sign posts, street signage, etc.). This initiative is also a requirement of the Greater Downtown Action Plan.

It is envisioned that as part of the Council review of the final proposed design guidelines document in early 2004, or shortly following adoption of the Downtown design guidelines, that the City would move quickly to make some firm decisions regarding the actual colour, design and style for some, or all, of the streetscape furniture items located in the Downtown.

Recommendation

That the current Reid Signs Pilot Project be further extended and left in place until such time as the City implements C1 Commercial design guidelines relative to Downtown waste containers.



 Tony J. Lindhout, PLANNER



 John Hull, ARCHITECT

- c. Colleen Jensen, Director of Community Services
- Sonia Sawyer, Executive Director, Downtown Business Association
- Kevin Joll, Manager, Transit Department
- Greg Scott, Manager, Inspections & Licensing Department
- Reid Signs

Transit Department

DATE: November 5, 2003

TO: Legislative and Administrative Services Manager

FROM: Transit Manager

SUBJECT: Downtown Business Association
Reid Signs Waste / Recycle Receptacle Pilot Project

Background

On December 2, 2002 a City Council resolution supported extending the Pilot Project provided by Reid Signs for the placement of waste / recycle containers in the downtown area including the transit terminal. The resolution also supported a separate Pilot Project at transit zones outside of the downtown area based on the report provided for Council's consideration.

Current Situation

The Transit Department proceeded to call for proposals for waste and recycle management within transit zones and the transit terminal. The Sign Bylaw has been revised to allow this service in transit zones. Reid Signs was the only company that responded and they were subsequently awarded the License Agreement for this service, subject to the 1 year pilot period ending November 1, 2003. Six units were placed at transit zones adjacent to commercial locations other than downtown and 6 units remained within the transit terminal as part of the Downtown Business Association Pilot Project.

As indicated in the background report presented to Council, December 2, 2002, by majority, there was positive public support for using this service specifically for transit zones. Since placing units at transit zones we have not received any negative public feedback. We have received many positive comments from customers and staff using this service within the terminal and at transit zones. We have also received specific requests from the public to place units at more transit zones.

We understand that there are concerns about the current units not complimenting the atmosphere of the downtown area and that the, yet to be finalized, Downtown C1 Commercial District Design Guideline does not support the current units with advertising. However, we believe the units look good in the transit terminal and they certainly serve a purpose. Without transit zone amenities with advertising transit capital and operating expenses will increase, or alternatively there will be no amenities at transit zones. The current waste / recycle containers with advertising are provided at no cost to the City. Reid Signs receives the advertising revenue and the service is provided for the City. If the containment units are pulled from the transit terminal and/or current transit zones the capital cost to replace the current 12 units is estimated at \$10,000. Ongoing annual maintenance expenditure is estimated at \$9,000.

More units are required to meet demand and the pending full term License Agreement with Reid Signs calls for a minimum of 25 units in total. Based on this, capital expense would be roughly \$20,000 and operating expense would be \$ 19,000 annually.



Transit Department

Waste and recyclable volume statistics from the containment units currently provided within transit facilities is substantial. Annual statistics provided by Reid Signs indicate that roughly 11,000 recyclable units (11,000 cans or bottles) and 600 kilograms of newspapers are recycled; and 29,000 kilograms of waste is gathered and effectively managed.

Recommendation

1. That the Reid Signs Pilot Project in the downtown area be extended to November 7, 2004 to allow time for the development of design guidelines for this type of service.
2. That Administration be directed to execute the full term License Agreement for providing waste / recycling service at transit zones outside of the downtown area, as currently held with Reid Signs.
3. That the waste / recycling units in the transit terminal become part of the transit service agreement with Reid Signs, for transit zones, with continuance in the transit terminal subject to final design standards and/or until a decision is reached as to whether the transit terminal service must be consistent with the Downtown C1 Design Guidelines.



Kevin Joll

/kj

Attachment – Location of Transit Zone Units

Cc Colleen Jensen, Director of Community Services, City of Red Deer
 Bryon Jeffers, Director of Development Services, City of Red Deer
 Greg Scott, Inspections and Licensing Department Manager, City of Red Deer
 Sonia Sawyer, Executive Director, Downtown Business Association
 Tony Lindhout, Planner, Parkland Community Planning Services
 Reid Keebaugh, Reid Signs

Locations and Sizes

1. Downtown Bus Terminal
2. Downtown Bus Terminal
3. Downtown Bus Terminal
4. Downtown Bus Terminal
5. Downtown Bus Terminal
6. Downtown Bus Terminal
7. 67 Street (N. side) north of Wal-Mart
8. Gaetz Avenue (E. side) at Red Deer Centre
9. Gaetz Avenue (W. side) at Village Mall
10. 49 Street (N. side) at McDonald's
11. Gaetz Avenue (W. side) at Canadian Tire
12. Bennett Street (N. Side) at Bower Mall

Each Bin measures 21" x 66 "

Each Bin contains 100 gallon capacity

MEMO

DATE: October 27, 2003

TO: LEGISLATIVE & ADMINISTRATIVE SERVICES

FROM: GREG SCOTT, Manager
Inspections & Licensing Department

RE: DOWNTOWN BUSINESS ASSOCIATION
REID SIGNS RECEPTACLE PILOT PROJECT

Background:

In November 2002 Red Deer City Council supported extending the pilot project from Reid Signs for the placement of refuse/recycle containers with advertising panels throughout the downtown. Section 12 of the Sign Bylaw was amended to incorporate advertising signs on refuse/recycling containers. Extending the pilot for one year would allow City administrative staff to review development and architectural standards for these types of receptacle plus enable the Downtown Business Association to collect statistical data on their use.

Current Situation:

Based on the attached correspondence from the Downtown Business Association it appears they had a difficult time collecting the data relating to the use of these receptacles. They feel that the information collected may not be accurate, therefore, not statistically useable for the assessment of the project. They also indicate there has been negative discussion relating to the advertising and appearance of the receptacles. The Downtown Business Association feels that downtown refuse/recycling receptacles need to compliment the atmosphere of the downtown area.

In addition, the City of Red Deer is currently finalizing the Downtown C1 Commercial District Design Guidelines, which will describe the manner by which development for both the private and public sector will evolve in the downtown. Although not yet approved by Council, this study recommends the following guidelines:

- 7.11 *"Recycling containers in the commercial core will be designed and fabricated to compliment its heritage character."*
- 7.12 *"No advertising will be permitted on public street furniture with the exception of designated information kiosks."*

If this study were approved, these guidelines would not support the use of the Reid Signs refuse/recycle receptacles throughout the downtown.

**DOWNTOWN BUSINESS ASSOCIATION
REID SIGNS RECEPTACLE PILOT PROJECT
Page 2**

The Inspections & Licensing Department feels it is important to provide refuse/recycle containers throughout the downtown area to manage the litter that is generated. To finalize and approve the C1 Design Study will take another two to three months. Once adopted, additional time will be required to design and finalize streetscape furniture standards conducive to the Heritage character theme. This overall process will probably take until spring of 2004.

Recommendation:

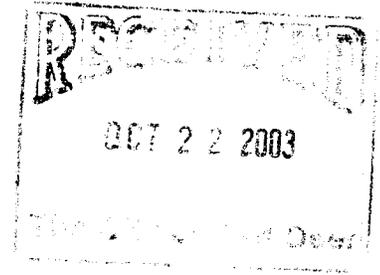
In consideration of this, the Inspections & Licensing Department would recommend that the Reid Sign Pilot project be extended for one more year to November 7, 2004 to allow adequate time for the City Administration to adopt downtown refuse/recycle receptacle standards.

Yours truly,



Greg Scott, Manager
Inspections & Licensing Department

- c Bryon Jeffers, Director of Development Services
- Downtown Business Association
- Joyce Boon, Permit & Licensing Supervisor
- Tony Lindhout, Planner
- Kevin Joll, Transit Manager



October 14, 2003

Kelly Kloss
City of Red Deer, Administrative & Legislative Services
Box 5008
4501 - 47A Avenue
Red Deer, AB T4N 3T4

Dear Kelly:

RE: REID SIGNS WASTE/ RECYCLING PILOT PROJECT

Following discussions with REID Signs and Parkland Community Planning Services regarding the waste/recycling pilot project, the Downtown Business Association would like forward our comments on the program to the City of Red Deer for information purposes.

The waste/recycling pilot program from Reid signs has not been well received in the downtown core. The waste and recyclables coming from the units are minimal. The majority of the recycling/garbage receptacles are adjacent to garbage containers; therefore, the data accumulated by the Downtown Business Association Litter controller is not accurate. The majority of the waste/recyclables are found in the City of Red Deer garbage bins. There has been some negative discussion around the advertising and the appearance of the units. The Downtown Business Association requests waste/recycling receptacles need to compliment the atmosphere of Downtown Red Deer, and the current REID receptacles do not.

Our recommendation is that the current recycling program be revisited with the advertising, placement, and esthetics of receptacles taken into consideration. The Downtown Business Association supports a recycling program in the downtown core and requests inclusion in securing a permanent recycling program with Parkland Community Planning Services and City of Red Deer.

If you have any questions, or require further discussion, please do not hesitate to call.

Best regards,

Sonia Sawyer
Executive Director

SS/km

cc: Tony Lindhout, Parkland Community Planning Services
Greg Scott, Inspections & Licensing - City of Red Deer

Reid Signs Ltd.
Box 2454
Lloydminster, Sask.
S9V-1W5

November 4, 2003

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

RE: Recycling Containers

Dear Kelly,

Reid Signs Ltd. is presently finishing the continuation of a one year recycling pilot project with the City of Red Deer and the Downtown Business Association.

Reid Signs Ltd. is willing and able to extend the pilot project indefinitely in the Downtown until the City of Red Deer can come up with their own recycling project. As well, we are willing to pay \$10.00 per week per bin or pick up all the recyclables and waste which would be save the Downtown an excessive labour cost.

In discussion with the City Planner Tony Lindout and the City Engineer John Hall, they concur with the extension of this program as they do not want to lose a viable recycling project that has not been given a fair chance.

We have also been in discussion with the Downtown Business Association and would like to continue with the program for the following reasons:

1. After the extension of the first pilot the Downtown Business Association was to monitor the amount of recyclables and this was not done.
2. There are still existing garbage containers beside our recycling containers which creates an impossible means of monitoring, we need these removed.

Reid Signs Ltd. can provide the City of Red Deer with professional reports from other major municipalities that proved that recycling is needed in the Downtown.

Please feel free to contact myself if you have any questions.

Best regards,

Reid Keebaugh
President
Reid Signs Ltd.

Schedule of Activities

1. Emptying done on a weekly basis (usually weekends).
2. The exteriors are washed on a monthly basis.
3. The garbage contents are removed to assigned dumpsters.
4. The returnable bottles are cashed in at local Cosmos depots.
5. Newspaper and magazines are hauled to the recycle depot (Canadian Waste,.
6207 – 47 A Avenue.)

The labour involved to complete the above is approximately 21 man-hours per week or 91 man-hours per month.

The operation of one vehicle is also considered.

M. Riopel Enterprise
69 Austin Dr.
Red Deer, AB
T4R 2V2

November 04,2003

Mr. Kevin Joll
Manager
Transit Department
The City of Red Deer
5438 – 47 Street
Red Deer, AB
T4N 3T4

Dear Kevin:

RE Servicing Recycling/Garbage Bins

For the last eighteen months, we have been employed by Reid Signs to provide complete service in regard to garbage disposal and maintenance for their Silver Bins.

We have monitored the activity and have prepared the enclosed schedule of activities.

We have also enclosed a list of the location of each of the Silver Bins with indications of the sizes.

The last enclosure presents the weekly volume collected from the Bins.

You may be interested to know that we have received many unsolicited positive comments from the public, witnessing our service.

In summary, I am sure you will concur that these Bins are well utilized and provide an ecologically acceptable alternative to sending these recyclable materials to our landfill. Not to mention profitable to the serviceman.

Regards,

Michael Riopel

M. Riopel Enterprise

Locations and Sizes

1. Downtown Bus Terminal
2. Downtown Bus Terminal
3. Downtown Bus Terminal
4. Downtown Bus Terminal
5. Downtown Bus Terminal
6. Downtown Bus Terminal
7. 67 Street (N. side) north of Wal-Mart
8. Gaetz Avenue (E. side) at Red Deer Centre
9. Gaetz Avenue (W. side) at Village Mall
10. 49 Street (N. side) at McDonald's
11. Gaetz Avenue (W. side) at Canadian Tire
12. Bennett Street (N. Side) at Bower Mall

Each Bin measures 21" x 66 "

Each Bin contains 100 gallon capacity

Weekly Volume of Refuse and Recyclables

Cans/Bottles (refundable deposits)	200 containers
Newspapers/Magazines	24 lbs.
Garbage	180 gallons

















Comments:

We concur with the recommendation that more time is needed to review the container program in light of the C1 Commercial Downtown Design Guidelines which are in the final stages of preparation. We therefore believe that the pilot project should run no longer than June 30, 2004 so that adequate notice can be given to effect any change prior to December 31, 2004.

We believe that we need to distinguish between standards for the Downtown streetscape and the standards for the transit operations. We therefore recommend that during the extended pilot project policies be developed governing advertising on waste/recycling containers in the Transit Terminal and advertising policies on these containers at the Transit shelters.

"G. D. Surkan"
Mayor

" N. Van Wyk"
City Manager

Copy K. Kloss

November 21, 2003

Mayor Siskaw
and City Councilors
City of Red Deer.

Submitted to
Mayor + Councilors
- This copy for file.

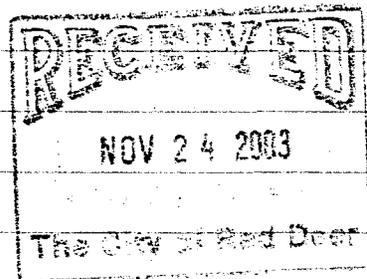
Thank you for introducing the stainless steel recycling garbage containers in Red Deer's downtown area. What a wonderful service and great idea to continue to promote environmental concerns by leading the way.

I truly hope you continue this valuable service and look at extending it to other areas where it is not in place. I applaud the councilors and yourself for being environmental conscious in our growing city. Our city can only and should only move forth with clear visions to protect our surroundings.

To the councilors that oppose it shame on you!!

Sincerely,
Sandra Zak

Sandra Zak
51 Mitchell Ave
Red Deer AB
T4N 5S3.





BACKUP

Legislative & Administrative Services

DATE: October 24, 2003

TO: Inspections & Licensing Manager
Transit Manager
Parkland Community Planning Services – Tony Lindhout

FROM: Legislative & Administrative Services Manager

SUBJECT: Request for Comments – By Friday, November 7, 2003
For the Council Agenda of Monday, November 17, 2003
Downtown Business Association - Reid Signs Waste / Recycling Pilot
Project

Please provide your comments to the attached letter from the Downtown Business Association regarding the recycling project in downtown Red Deer. Also attached, for your reference, is a copy of the Council Resolution of December 2, 2002, that extended the refuse/recycle container project to November 1, 2003.

Your comments are required by Friday, November 7, 2003 in order to include this item on the Council Agenda of Monday, November 17, 2003.

A handwritten signature in black ink, appearing to read 'Kelly Kloss'.

Kelly Kloss
Manager

/attach.

Christine Kenzie

From: Kelly Kloss
Sent: November 07, 2003 9:16 AM
To: Christine Kenzie
Subject: FW: DBA Pilot, Waster/Recycle, Comments due Nov7/03

-----Original Message-----

From: **Kevin Joll**
Sent: November 06, 2003 1:17 PM
To: Kelly Kloss
Cc: Colleen Jensen; Bryon Jeffers; Greg Scott; Tony Lindhout
Subject: DBA Pilot, Waster/Recycle, Comments due Nov7/03



Waste Recycle Appendix
lot End Commenations Recycle Ur

Kelly, please find my report attached with unit locations. I'll forward hardcopy via snail mail.

Regards,

Kevin Joll
Transit Manager
City of Red Deer
(403) 342-8228
(403) 342-8222 Fax
kevinj@city.red-deer.ab.ca

Christine Kenzie

To: reid.signs@sk.sympatico.ca
Cc: Kelly Kloss
Subject: Recycle Program

Your pictures of the overflowing sliver bins were received and printed.

The recycling project for Red Deer will be presented to the Monday, November 17, 2003 City Council meeting. Copies of the administrative comments for this item would be available on Friday, November 14, 2003. I will advise you of an exact time this item will be presented to Council on Friday, November 14, 2003.

Christine Kenzie
Legislative & Administrative Services
City of Red Deer
Box 5008
Red Deer, AB T4N 3T4
403.342.8201
Email: chrisk@city.red-deer.ab.ca

Christine Kenzie

From: Kelly Kloss
Sent: October 27, 2003 8:23 AM
To: Christine Kenzie
Subject: FW: Overflowing Silver Bins

Good Morning Christine,

Please print this off for the agenda. Could you also email Reid and let him know this will go to the Nov 17 meeting (I think that is the date we circulated to staff.)

Thanks

Kelly

-----Original Message-----

From: Reid Keebaugh [mailto:reid.signs@sasktel.net]
Sent: October 24, 2003 10:57 AM
To: kellyk@city.red-deer.ab.ca
Subject: Fw: Overflowing Silver Bins

Hi Kelly

Sorry this is taking so long, my computer crashed on wed. and all I have up till monday is my email. I will forward the rest of it on monday when I get this thing fixed. I hope this doesn't hold you up. Please call if you need anything 1800 327 3899

Regards Reid Keebaugh
Reid Signs Ltd. & Western OMG ltd.

----- Original Message -----

From: Michael Riopel
To: reid.signs@sasktel.net
Sent: Thursday, October 23, 2003 11:26 AM
Subject: Fw: Overflowing Silver Bins

----- Original Message -----

From: Michael Riopel
To: reid.signs@sk.sympatico.ca
Sent: Wednesday, October 22, 2003 2:01 PM
Subject: Overflowing Silver Bins

Reid : Am attempting to send you my entire file at once. Let me know if you received all 8 pictures.
Michael

[This message has been scanned for security content threats, including computer viruses.]

2003/10/27

Councillors Hughes, Higham, Flewwelling, Pimm and Mayor Surkan all registered dissenting votes.

MOTION DEFEATED

The following motion was introduced at this time

Moved by Councillor Rowe, seconded by Councillor Flewwelling

Resolved that Council of the City of Red Deer, having considered the report from the Inspections & Licensing Manager and the Transit Manager, dated November 25, 2002, re: Refuse/Recycle Containers in the Downtown and Transit Zones, agrees to the following:

1. That the Sign Bylaw be amended to allow placement of refuse/recycle containment with advertising panels in order to continue the Pilot Projects.
2. That the refuse/recycle container project, on behalf of the Downtown Business Association, be extended for one year until November 1, 2003, based on the identified criteria in the above noted report.
3. That a separate Pilot Project, specifically for the City of Red Deer Transit Department, be started based on the identified criteria in the above report.
4. That statistics be kept on the amount of garbage and recycling collected during the pilot project's timelines.

Councillor Watkinson-Zimmer registered a dissenting vote

CARRIED

Christine Kenzie

BACKUP

From: Kelly Kloss
Sent: October 24, 2003 10:10 AM
To: Christine Kenzie
Subject: FW: Red Deer Presentation.pdf

For the recycling/ garbage bin item. Please print. I know the letters are blurred but that is okay.

-----Original Message-----

From: Nic @ Lazercolor [mailto:nic.lazercolor@shaw.ca]
Sent: October 22, 2003 10:09 AM
To: kellyk@city.red-deer.ab.ca
Subject: Red Deer Presentation.pdf

Good Morning Kelly,
As requested be Reid Keebaugh, here is the pdf format of his Red Deer Presentation.
Regards,
Dean

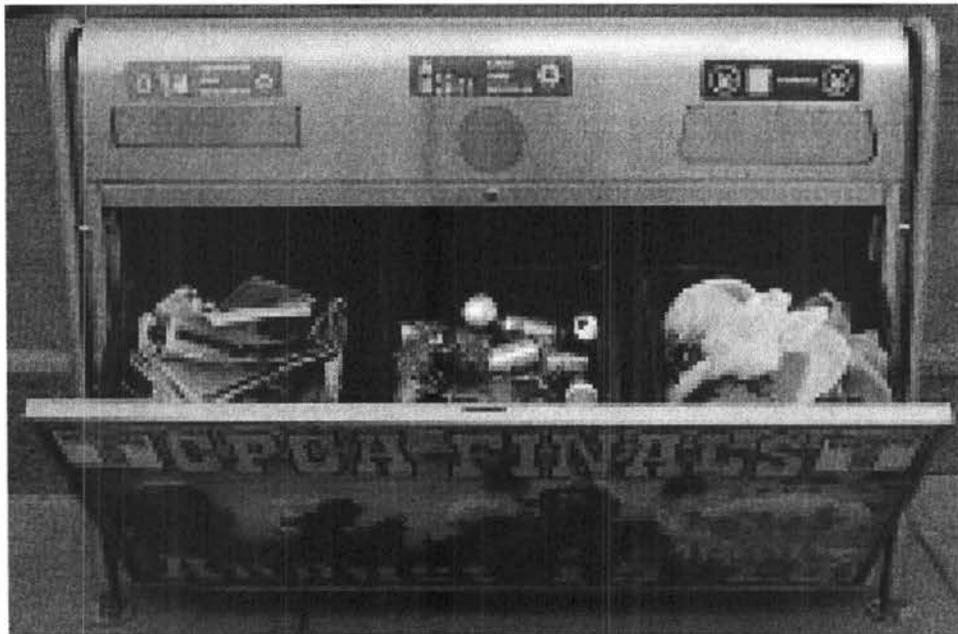
Red Deer Presentation.pdf

[This message has been scanned for security content threats, including computer viruses.]

Community Partners

CITY of RED DEER

&

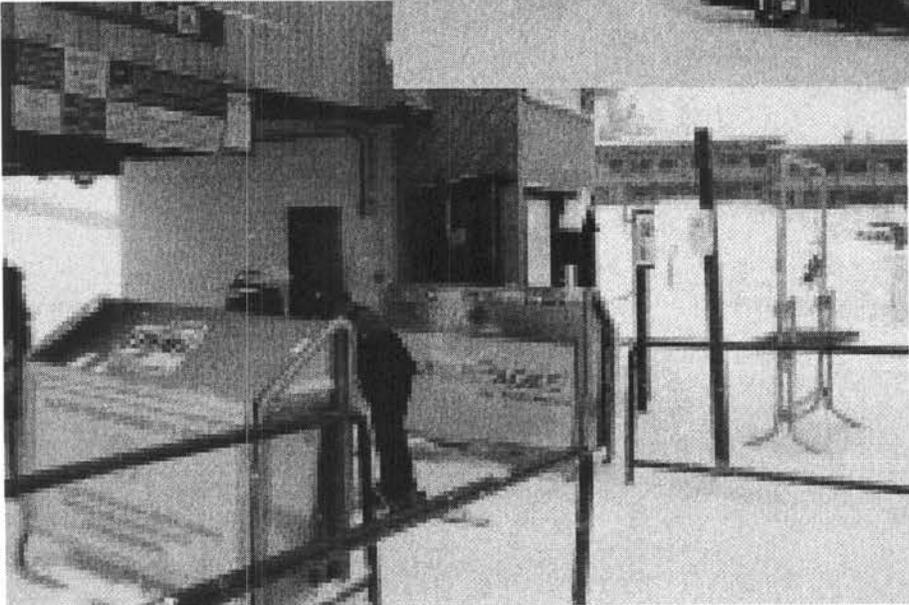
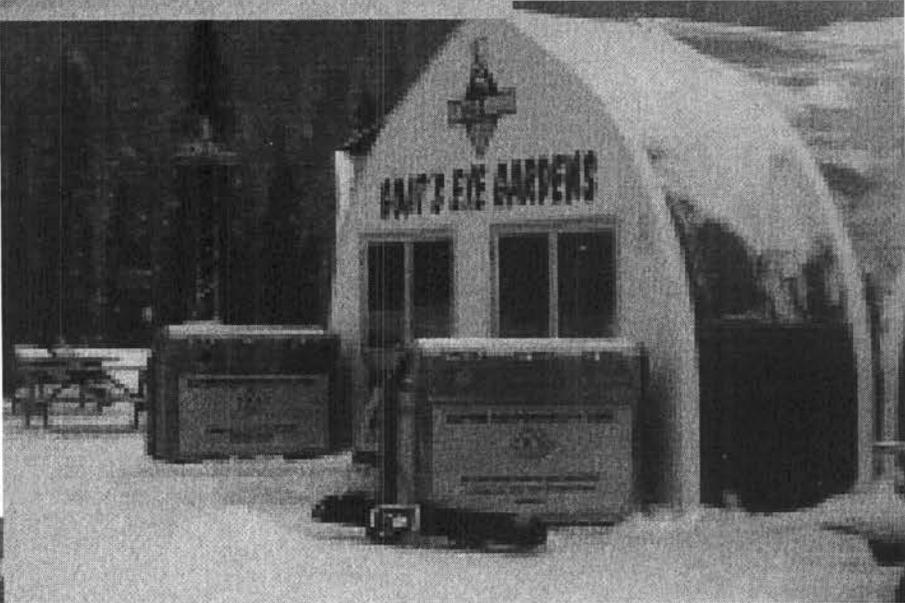


“The Recycling Advantage”



- **Ottawa • Toronto • Winnipeg • Lloydminster •**
- **Red Deer • Edmonton Northlands •**
- **Sunshine Ski Village, Banff •**
- **Innisfail • Sylvan Lake •**

Sunshine Ski Hill, Banff National Park

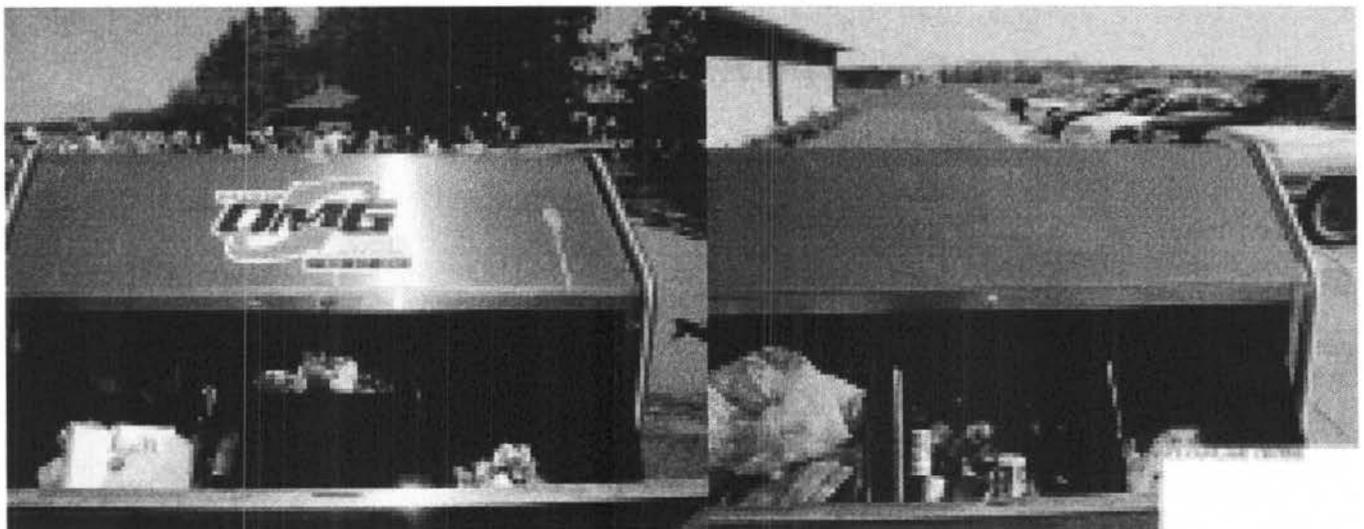


Red Deer Transit Terminal



Sylvan Lake

2004-2005 PROJECT



City of Winnipeg





Water and Waste Department • Service des eaux des déchets

FILE NO.: 811-1548-06-00

May 29, 2003

Mr. Reid Kochaugh
Reid Signs Ltd.
Box 2454
Lloydminster, Saskatchewan
S9V 1W3

Dear Reid:

RE: Reference for Reid Signs Limited/Reid Kochaugh

The City of Winnipeg has been involved with Reid Signs for the past 18 months, developing a public open space recycling program. The efforts have involved the placement of 60 silver boxes as part of a pilot program to assess the effectiveness of this system.

Reid Signs has performed well beyond our expectations during this pilot. The effort they have made in keeping the boxes clean, repairing damage, and accommodating our requests for have boxes moved has been exemplary. Due to security concerns during the Queen's visit, a number of boxes had to be removed from the street right-of-way. Reid Signs was very responsive to this request, and removed and reinstalled the boxes in a timely manner. Boxes are washed regularly, and damage due to vehicle accidents or graffiti is repaired immediately.

The City of Winnipeg has recently approved the implementation of a full scale program throughout the City, involving up to 600 silver boxes. We are confident that the same excellent experience that we had during the pilot program will carry through to the full scale program.

I would certainly recommend that any municipality contemplating expanding their recycling efforts to include public spaces consider the program offered by Reid Signs.

Yours truly,

J. Dan Michras, P. Eng.
Manager of Solid Waste Services
Solid Waste Services Division

Embrace the Spirit • Vivez l'esprit



City of Lloydminster

The World's Smallest City

North-South Division



June 2, 2011

RE: WASTE IN MAY CONCERN

RE: Request for – 12W7901000001

The City of Lloydminster has had over twenty silver bins installed in the community for the last two years under an agreement with Red Sign Ltd.

The level of public acceptance for these bins appears to be very high. We have received a number of compliments on them and requests for more since the day they were first installed. Not only are the bins attractive, they are functional and help to promote an excellent recycling effort without any cost to the City.

We would highly recommend the use of this type of waste recycling container to others.

Yours truly,

Ben Lyne
City Clerk / Director of Executive Services

Lloydminster Centennial Celebration - June 29th (July 1, 2011)

4400 48th Avenue
Phone: 781-677-5411

Health Services Division / Municipal Centre
www.lloydminster.ca

4700 Ave
Fax: 781-677-5615



August 26, 2003

Mr. Reid Keebaugh
Reid Signs Ltd.
Box 2454
Lloydminster, Saskatchewan
S9V 1W5

Dear Reid:

Subject: Reference for Reid Signs Limited / Reid Keebaugh

The City of Red Deer Transit Department has been involved with Reid Signs since March 2002. Reid Signs provides transit bench and refuse/recycle service at transit zones and in the transit terminal. This currently includes a minimum of 250 benches and 12 refuse/recycle units with advertising panels, through a pilot project. This will expand to a minimum of 25 units at transit zones upon successful completion of the pilot project.

We are extremely pleased with the working relationship and performance of Reid Signs. Reid Keebaugh and Clark Wright are excellent to work with and they display a high level of integrity. They are energetic and our experience is that their word is as good as a bond. In getting the pilot project off the ground in Red Deer they were very patient, flexible and willing to go the extra mile. They have responded quickly to requests and have been open to adaptation to suit our needs.

We would certainly recommend that any municipality, looking for transit bench and/or refuse/recycle containment service, consider the services offered by Reid Signs.

Sincerely,

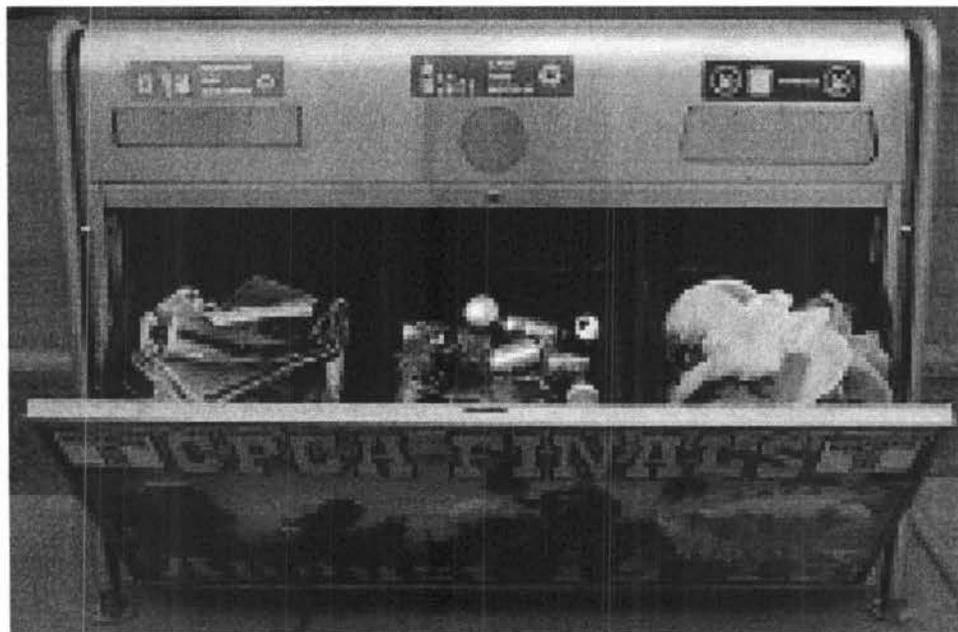
A handwritten signature in black ink, appearing to read 'Nash Joll'.

Nash Joll
Transit Manager

rkj



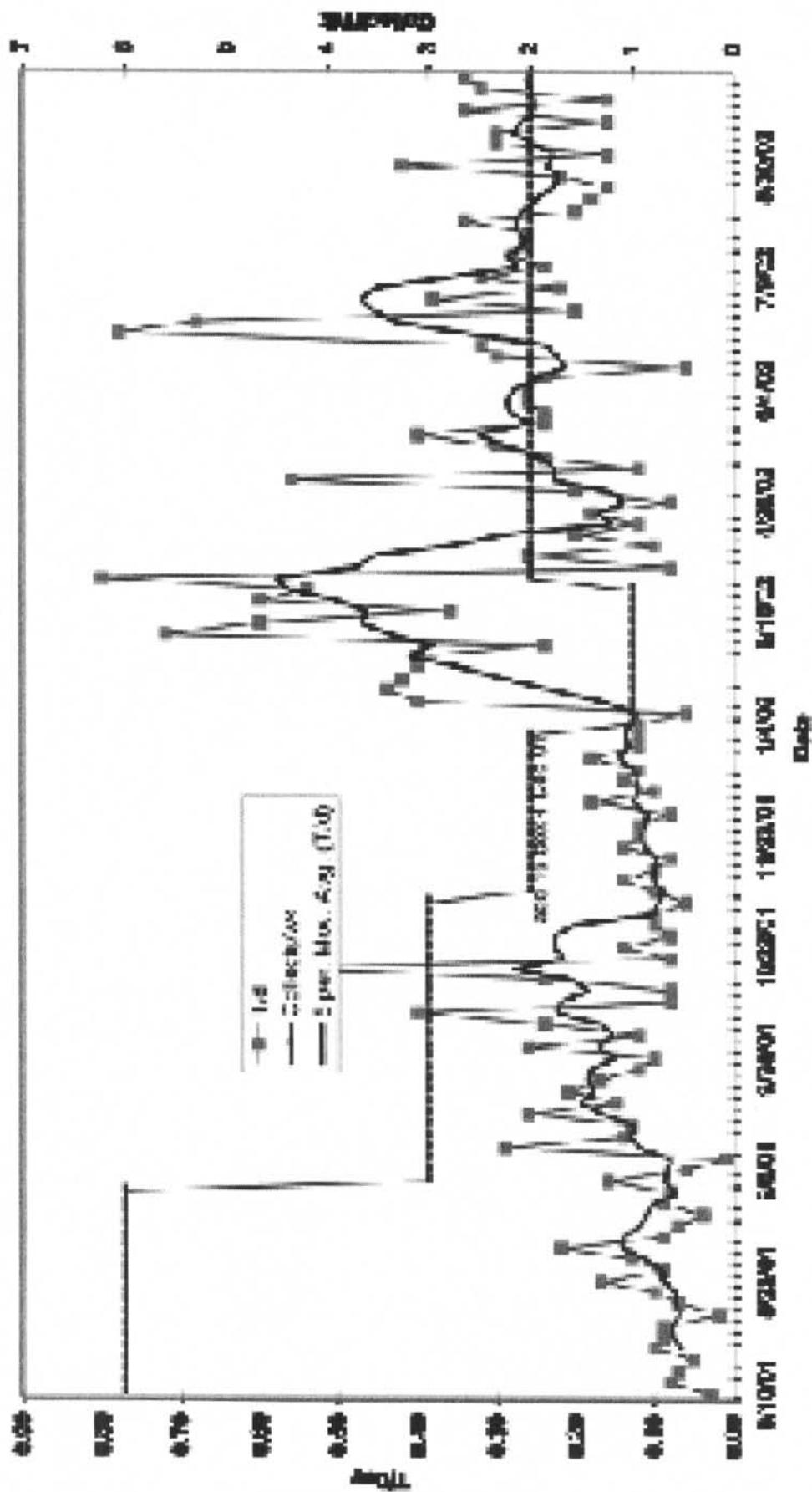
Collection Statistics



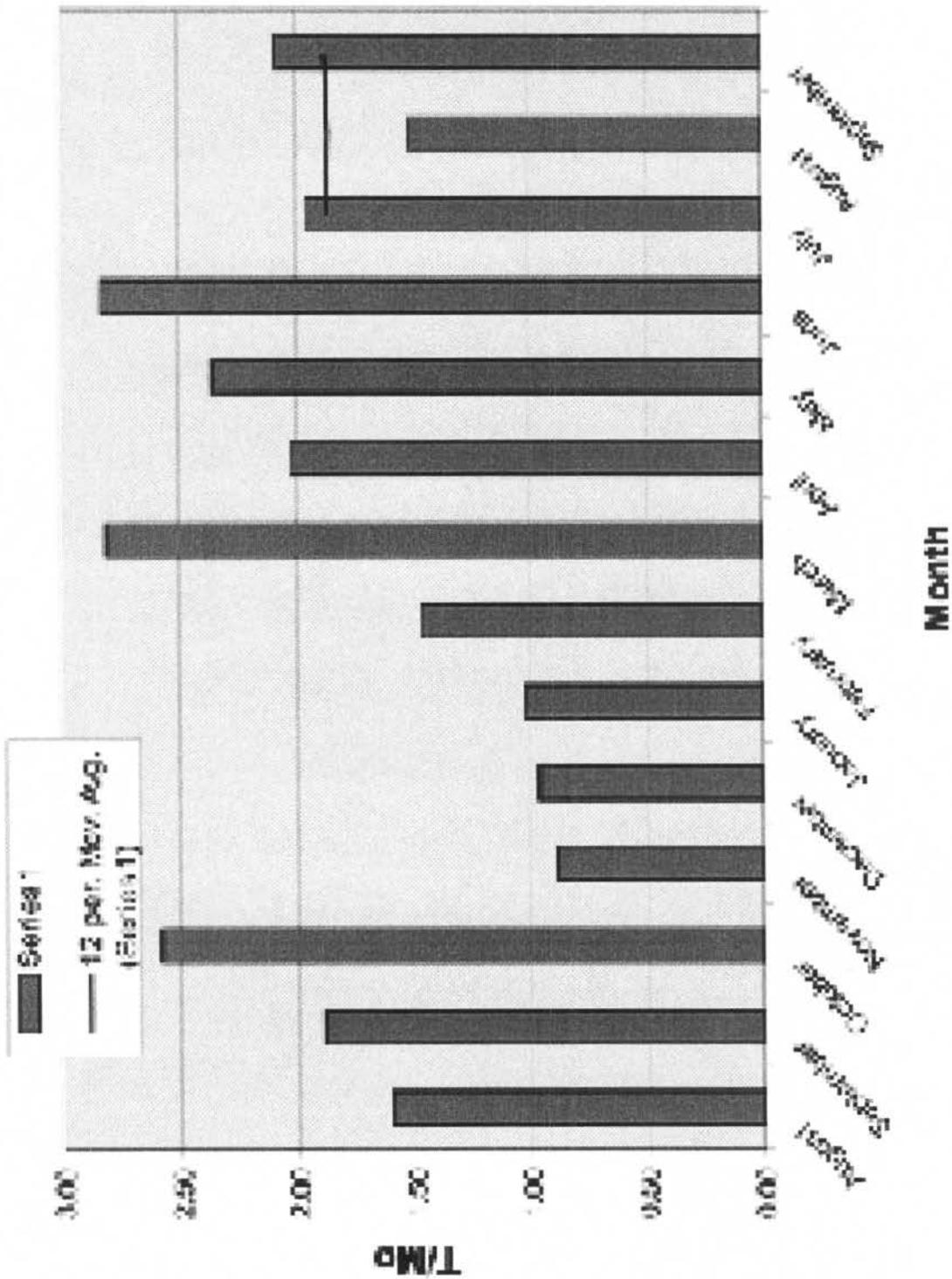
“The Recycling Advantage”



CMMS Peak Collection



OMG Monthly Collection



Date	Tonnes collected	Collect/Wk	kg collected	Collection 6 days/wk	Collect 3 days/wk	Collect 2 days/wk	Collect 1 D/wk	Comment
8/10/01	0.03	6	30	0.03				
8/13/01	0.08	6	80	0.08				
8/15/01	0.07	6	70	0.07				
8/16/01	0.05	6	50	0.05				
8/17/01	0.10	6	100	0.1				
8/18/01	0.09	6	90	0.09				
8/19/01	0.09	6	90	0.09				
8/20/01	0.02	6	20	0.02				
8/21/01	0.07	6	70	0.07				
8/22/01	0.10	6	100	0.1				
8/23/01	0.17	6	170	0.17				
8/24/01	0.09	6	90	0.09				
8/25/01	0.13	6	130	0.13				
8/27/01	0.22	6	220	0.22				
8/28/01	0.09	6	90	0.09				
8/29/01	0.07	6	70	0.07				
8/30/01	0.04	6	40	0.04				
8/31/01	0.09	6	90	0.09				
9/1/01	0.08	6	80	0.08				
9/4/01	0.16	3	160		0.16			
9/5/01	0.06	3	60		0.06			
9/6/01	0.01	3	10		0.01			
9/10/01	0.29	3	290		0.29			
9/12/01	0.14	3	140		0.14			
9/14/01	0.13	3	130		0.13			
9/17/01	0.26	3	260		0.26			
9/19/01	0.15	3	150		0.15			
9/21/01	0.21	3	210		0.21			
9/24/01	0.17	3	170		0.17			
9/26/01	0.12	3	120		0.12			
9/28/01	0.10	3	100		0.1			
10/1/01	0.26	3	260		0.26			
10/3/01	0.12	3	120		0.12			
10/5/01	0.24	3	240		0.24			
10/9/01	0.40	3	400		0.4			
10/10/01	0.08	3	80		0.08			
10/12/01	0.08	3	80		0.08			
10/15/01	0.24	3	240		0.24			
10/17/01	0.60	3	600		0.6			
10/19/01	0.08	3	80		0.08			
10/22/01	0.14	3	140		0.14			
10/24/01	0.08	3	80		0.08			
10/26/01	0.10	3	100		0.1			
10/29/01	0.10	3	100		0.1			
10/31/01	0.06	3	60		0.06			
11/2/01	0.10	2	100			0.1		
11/6/01	0.14	2	140			0.14		
11/9/01	0.10	2	100			0.1		
11/16/01	0.08	2	80			0.08		
11/20/01	0.14	2	140			0.14		
11/23/01	0.12	2	120			0.12		
11/27/01	0.12	2	120			0.12		
11/30/01	0.08	2	80			0.08		
12/4/01	0.18	2	180			0.18		add 16 containers
12/7/01	0.10	2	100			0.1		
12/11/01	0.14	2	140			0.14		
12/14/01	0.12	2	120			0.12		
12/18/01	0.18	2	180			0.18		
12/21/01	0.12	2	120			0.12		
12/28/01	0.12	2	120			0.12		
1/4/02	0.12	1	120				0.12	
1/11/02	0.06	1	60				0.06	
1/18/02	0.40	1	400				0.4	
1/25/02	0.44	1	440				0.44	
2/1/02	0.42	1	420				0.42	
2/8/02	0.40	1	400				0.4	
2/15/02	0.40	1	400				0.4	
2/22/02	0.24	1	240				0.24	
3/1/02	0.72	1	720				0.72	
3/8/02	0.60	1	600				0.6	
3/15/02	0.36	1	360				0.36	

3/22/02	0.60	1	600			0.6	
3/26/02	0.54	1	540			0.54	
4/1/02	0.80	2	800		0.8		
4/5/02	0.08	2	80		0.08		
4/10/02	0.26	2	260		0.26		
4/12/02	0.10	2	100		0.1		
4/16/02	0.20	2	200		0.2		
4/19/02	0.12	2	120		0.12		
4/23/02	0.18	2	180		0.18		
4/26/02	0.08	2	80		0.08		
4/30/02	0.20	2	200		0.2		
5/3/02	0.56	2	560		0.56		
5/7/02	0.12	2	120		0.12		
5/10/02	0.24	2	240		0.24		
5/14/02	0.30	2	300		0.3		
5/17/02	0.40	2	400		0.4		
5/21/02	0.24	2	240		0.24		
5/28/02	0.24	2	240		0.24		
5/31/02	0.26	2	260		0.26		
6/4/02	0.26	2	260		0.26		
6/7/02	0.24	2	240		0.24		
6/11/02	0.06	2	60		0.06		
6/14/02	0.30	2	300		0.3		
6/18/02	0.32	2	320		0.32		
6/21/02	0.78	2	780		0.78		
6/25/02	0.68	2	680		0.68		
6/28/02	0.20	2	200		0.2		
7/2/02	0.38	2	380		0.38		
7/5/02	0.22	2	220		0.22		
7/9/02	0.32	2	320		0.32		
7/12/02	0.24	2	240		0.24		
7/16/02	0.28	2	280		0.28		
7/22/02	0.26	2	260		0.26		
7/23/02	0.26	2	260		0.26		
8/13/02	0.34	2	340		0.34		
8/16/02	0.20	2	200		0.2		
8/20/02	0.18	2	180		0.18		
8/23/02	0.16	2	160		0.16		
8/27/02	0.22	2	220		0.22		
8/30/02	0.42	2	420		0.42		
9/3/02	0.16	2	160		0.16		
9/6/02	0.30	2	300		0.3		
9/10/02	0.30	2	300		0.3		
9/13/02	0.16	2	160		0.16		
9/17/02	0.34	2	340		0.34		
9/20/02	0.16	2	160		0.16		
9/24/02	0.32	2	320		0.32		
9/27/02	0.34	2	340		0.34		
Total	25.98		25980	1.68	4.38	14.62	5.3
Average	0.22		218	0.1	0.2	0.2	0.4
Maximum	0.80		800	0.2	0.6	0.8	0.7
Minimum	0.01		10	0.02	0.01	0.06	0.06

Christine Kenzie

From: Kelly Kloss
Sent: November 07, 2003 9:17 AM
To: Christine Kenzie
Subject: FW: Recycling report

-----Original Message-----

From: Reid Keebaugh [mailto:reid.signs@sasktel.net]
Sent: November 05, 2003 10:17 AM
To: Kellyk@city.red-deer.ab.ca
Subject: Recycling report

Hi Kelly,

Sorry this took so long. If you need anything or have any questions please call

Regards, Reid Keebaugh
1 800 327 3899
Reid Signs Ltd.

[This message has been scanned for security content threats, including computer viruses.]

LEGISLATIVE & ADMINISTRATIVE SERVICES

November 18, 2003

Reid Keebaugh
Reid Signs Ltd.
Box 2454
Lloydminster, SK S9V 1W5

Dear Mr. Keebaugh:

Reid Signs Downtown Waste/Recycling Pilot Project

At the Monday, November 17, 2003 Red Deer City Council meeting, Council reviewed the Reid Signs Waste/Recycling Pilot Project for Downtown Red Deer.

Council passed the following resolution:

“Resolved that Council of the City of Red Deer, having considered the reports from the Parkland Community Planning Services, Transit Manager and Inspections & Licensing Manager, re: Reid Signs Downtown Waste / Recycling Pilot Projects, agrees as follows:

1. That the Reid Signs Pilot Project for the Downtown sidewalks and Transit Department be extended to June 30, 2004 to allow time for the development of the C1 Commercial Downtown Design Guidelines.
2. During the extended pilot project, policies be developed by City Administration governing advertising on waste/recycle containers in the Transit Terminal and advertising policies on these containers at the Transit shelters. “

As you will note in the above resolution, the pilot project for waste/recycling in the Downtown and transit areas is extended only to June 30, 2004. City Administration will be preparing a report back to Council prior to June 30, 2004.

...2/

Reid Signs Ltd.
November 18, 2003
Page 2

Thank you to Mr. Riopel for attending the Council Meeting and answering questions regarding the recycling project.

Please call if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written over a horizontal line.

Kelly Kloss
Manager

c Parkland Community Planning Services
Transit Manager
Inspections & Licensing Manager



Council Decision – November 17, 2003

Legislative & Administrative Services

DATE: November 18, 2003

TO: Tony Lindhout, Parkland Community Planning Services
Kevin Joll, Transit Manager
Greg Scott, Inspections & Licensing Manager

FROM: Kelly Kloss, Legislative & Administrative Manager

SUBJECT: Reid Signs Downtown Waste/Recycling Pilot Project

Reference Report:

Parkland Community Planning Services, dated October 30, 2003, Transit Manager, dated November 5, 2003, Inspections & Licensing Manager, dated October 27, 2003.

Resolutions:

“Resolved that Council of the City of Red Deer, having considered the reports from the Parkland Community Planning Services, Transit Manager and Inspections & Licensing Manager, re: Reid Signs Downtown Waste / Recycling Pilot Projects, agrees as follows:

1. That the Reid Signs Pilot Project for the Downtown sidewalks and Transit Department be extended to June 30, 2004 to allow time for the development of the C1 Commercial Downtown Design Guidelines.
2. During the extended pilot project, policies be developed by City Administration governing advertising on waste/recycle containers in the Transit Terminal and advertising policies on these containers at the Transit shelters. “

Report Back to Council: Yes, prior to June 30, 2004.

Comments/Further Action:

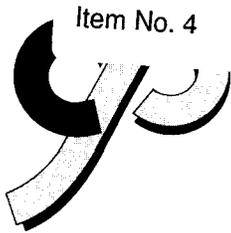
1. Please meet with the Downtown Business Association to request that volumes of waste and recycling in the downtown containers (can be both Reid Signs and old containers where they are located beside each other) be measured and reported when this item comes back to Council.
2. Please include pictures of the receptacles with alternate designs that are located in other communities.



Kelly Kloss
Manager

/chk

c Director of Development Services
Red Deer Downtown Business Association



Date: November 7, 2003
To: Kelly Kloss, Legislative and Administrative Services, Manager
From: Nancy Hackett, Planner
Re: **Land Use Bylaw Amendment 3156/WW-2003**
Section 54 (8) (a) Exceptions Respecting Land Use

Land Use Bylaw Amendment

A Land Use Bylaw amendment is required to correct legal and civic addresses inadvertently missing from Section 54 (8) (a) *Exceptions Respecting Land Use* in the Land Use Bylaw.

Background

This section of the Land Use Bylaw was created in 2001 when the City of Red Deer adopted several land use recommendations contained in the Riverside Meadows Area Redevelopment Plan. One of these recommendations dealt with various properties located along 58 Avenue, 58A Street, 58 and 59 Streets, and 60 Avenue. These properties were deemed suitable for a mixture of single detached or semi-detached dwellings given their location and lot arrangement. The properties presently contain various types of dwellings such as single detached dwellings, duplexes, and fourplexes.

In order to achieve the low density mixed development envisioned under the Area Redevelopment Plan, land use bylaw exemption (8) (a) was created. It allows single detached dwellings as a permitted use or semi-detached dwellings as a discretionary use. Although new multi-family or medium density development is not allowed on these properties, any existing multi-family buildings are permitted to rebuild in the event of damage caused by fire or other accidental means, as noted under Section 54 (8) (c). No amendments to Section 54 (8) (c) are proposed.

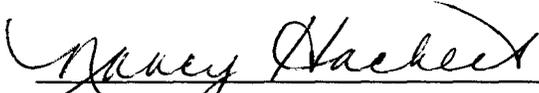
While the maps showing the properties affected by exception (8) (a) in the Land Use Bylaw are correct, the lot description (legal and civic address) for a few of the properties is inadvertently missing in the text (refer to pages 4-16 to 4-18 of the Land Use Bylaw).

Land use bylaw amendment 3156/WW-2003 will correct the legal and civic addresses for affected properties in order that they correctly match the Land Use Bylaw map and Riverside Meadows Area Redevelopment Plan.

Recommendation

That Council of the City of Red Deer, support first reading of Land Use Bylaw Amendment 3156/WW-2003 to insert the correct civic and legal addresses into Section 54 (8) (a) *Exceptions Respecting Land Use* of the Land Use Bylaw.

Respectfully Submitted,


Nancy C. Hackett, ACP, MCIP
Planner

- c. Colleen Jensen, Community Services
Doug Deschner, Fax 341-4498

Comments:

We concur with the recommendation of Parkland Community Planning Services that Council give first reading to Land Use Bylaw Amendment 3156/WW-2003. A Public Hearing would be held on Monday, December 15, 2003 at 7:00 p.m. in Council Chambers during Council's regular meeting.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager

Kelly Kloss

From: Nancy Hackett
Sent: November 17, 2003 1:23 PM
To: Kelly Kloss; Cheryl Adams
Subject: 3156-WW-2003

Hi Kelly and Cheryl - I just got off the phone with Nick Reibeek and his opinion is that it would be best to use the full process (with 2nd and 3rd reading and public hearing in 4 weeks) on this matter.

In terms of the specific changes to the list of legal/civic addresses:

- correction of Lot 2, Block 2, Plan 934 AJ - should read Lot 12
- Addition of lots 7-9, Block 1, Plan 506 AH
- Addition of Lots 3-4 and 5-6 Block 1, Plan 506 AH

As well Frank reorganized the addresses to make them easier to read/more logical. Hope that is the information you needed. Nancy

-----Original Message-----

From: Christine Kenzie
Sent: November 13, 2003 9:53 AM
To: Nancy Hackett
Subject: November 17, 2003 Council Meeting

Land Use Bylaw Amendment 3156/WW-2003 - Corrections to Section 54, is on the November 17th Council Agenda - but has not been "officially" scheduled. Depending on how long the items scheduled before supper take - there may be time to review this item. Otherwise it will be dealt with after the supper break.

I have e-mailed a copy of the November 17, 2003 Council Meeting Schedule to Paul Meyeette.

Call if you have any questions.

Christine Kenzie
Legislative & Administrative Services
342.8201



FILE

Legislative & Administrative Services

DATE: November 24, 2003
TO: City Council
FROM: Legislative & Administrative Manager
SUBJECT: Land Use Bylaw Amendment 3156/WW-2003
Section 54 (8) (a) Exceptions Respecting Land Use

History

At the Monday, November 17, 2003 meeting of Council, Land Use Bylaw Amendment 3156/WW-2003 was given first reading.

Land Use Bylaw Amendment 3156/WW-2003 proposes to correct legal and civic addresses inadvertently missing from Section 54 (8) (a) Exceptions Respecting Land Use in the Land Use Bylaw. These corrections are necessary in order to correctly match the Land Use Bylaw Map and Riverside Meadows Area Redevelopment Plan.

Public Consultation Process

A Public Hearing has been advertised for the above noted bylaw to be held on Monday, December 15, 2003 at 7:00 p.m. in Council Chambers, during Council's regular meeting. The owners of the properties bordering the site have been notified by letter of the Public Hearing.

Recommendation

That following the Public Hearing, Council may proceed with second and third readings of the bylaw.

Kelly Kloss
Manager

RIVERSIDE MEADOWS
LUB 3156/WW-2003

DESCRIPTION: Section 54(8)(a) – Exception to allow single detached as permitted or semi-detached as discretionary uses.

FIRST READING: November 17, 2003

FIRST PUBLICATION: November 28, 2003

SECOND PUBLICATION: December 5, 2003

PUBLIC HEARING & SECOND READING: December 9, 2003

THIRD READING: Dec. 15, 2003

LETTERS REQUIRED TO PROPERTY OWNERS: YES NO

DEPOSIT? YES \$ _____ NO BY: CITY

ACTUAL COST OF ADVERTISING:

\$ 190.50 X 2

TOTAL: \$ 381.00

MAP PREPARATION: \$ _____

TOTAL COST: \$ 381. —

LESS DEPOSIT RECEIVED: \$ _____

AMOUNT OWING/ (REFUND): \$ _____

INVOICE NO.: _____

(Account No. 59.5901)

FILE

November 26, 2003

«OwnerName»
«OwnerAdd1»
«OwnerAdd2»
«OwnerAdd3»

Dear Sir/Madam:

**Re: Riverside Meadows
Land Use Bylaw Amendment 3156/WW-2003**

Council of The City of Red Deer is considering a change to the Land Use Bylaw, which controls the use and development of land and buildings in the city. As a property owner in the Riverside Meadows area you have an opportunity to ask questions about the intended use and to let Council know your views.

Red Deer City Council proposes to pass **Land Use Bylaw Amendment 3156/WW-2003** which provides for the redesignation of properties inadvertently missed when Section 54(8)(a) was added to the Land Use Bylaw in 2001. Section 54(8)(a) is an exception created to allow single detached dwellings as a permitted use or semi-detached dwellings as a discretionary use for various properties, as recommended in the Riverside Meadows Area Redevelopment Plan. Although the corresponding map of the Land Use Bylaw included the locations, the following were missed in the written portion of Section 54(8)(a):

Lot 12, Block 2, Plan 934 AJ (previously listed as Lot 2)
Lots 7-9, Block 1, Plan 506 AH
Lots 3-4 and 5-6, Block 1, Plan 506 AH

The proposed bylaw may be inspected by the public at the Legislative & Administrative Services office, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

... /2

Page Two

City Council will hear from any person claiming to be affected by the proposed bylaw at a Public Hearing on **Monday, December 15, 2003** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to our office by **Tuesday, December 9, 2003**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information, please contact Legislative & Administrative Services at 342-8132.

Yours truly,

A handwritten signature in cursive script, appearing to read "Kelly Kloss".

Kelly Kloss
Manager
Legislative & Administrative Services

RIVERSIDE MEADOWS
Land Use Bylaw Amendment

Red Deer City Council proposes to pass an amendment to the Land Use Bylaw, which controls the use and development of land and buildings in the city. Bylaw amendment **3156/WW-2003** provides for the redesignation of properties inadvertently missed when Section 54(8)(a) was added to the Land Use Bylaw in 2001. Section 54(8)(a) is an exception created to allow single detached dwellings as a permitted use or semi-detached dwellings as a discretionary use for various properties, as recommended in the Riverside Meadows Area Redevelopment Plan. Although the corresponding map of the Land Use Bylaw included the locations, the following were missed in the written portion of Section 54(8)(a):

Lot 12, Block 2, Plan 934 AJ (previously listed as Lot 2)
Lots 7-9, Block 1, Plan 506 AH
Lots 3-4 and 5-6, Block 1, Plan 506 AH

The proposed bylaw may be inspected by the public at Legislative & Administrative Services, 2nd Floor of City Hall during regular office hours or for more details, contact the city planners at Parkland Community Planning Services 343-3394.

City Council will hear from any person claiming to be affected by the proposed bylaws at a Public Hearing on **Monday, December 15, 2003** at 7:00 p.m. in Council Chambers, 2nd floor of City Hall. If you want your letter or petition included on the Council agenda you must submit it to the Manager, Legislative & Administrative Services by **Tuesday, December 9, 2003**. Otherwise, you may submit your letter or petition at the Council meeting or you can simply tell Council your views at the Public Hearing. Any submission will be public information. If you have any questions regarding the use of this information please contact the Manager, Legislative & Administrative Services at 342-8132.

(Publication Dates: November 28 & December 5, 2003)

File - print - Duplex - flip on long edge.

OwnerName	OwnerAdd1	OwnerAdd2	
Paul & Grace Dara	85 Heritage Drive	LACOMBE, AB T4L 1N8	
Dale Douglas Russell & William G. Bontje	3 5128 52 Street	RED DEER, AB T4N 6Y4	
Gregory Rudy	5712 60 Avenue	RED DEER, AB T4N 4W4	
Birch Lake Management Ltd.	101 4706 48 Avenue	RED DEER, AB T4N 6J4	
Harry & Wilhelmina Griffin	5 4705 60 Street	RED DEER, AB T4N 2N8	
Darcy & Traci Wilson	5802 57 Street	RED DEER, AB T4N 2L4	
Kelda R. Condon & Richard C. Perrin	5804 57 Street	RED DEER, AB T4N 2L4	
Christian Groleau	3934 44 Street	RED DEER, AB T4N 1G8	
Gene Hong Chan	99 Armitage Close	RED DEER, AB T4R 2K5	
Gaetz Avenue Home Design Group	Ltd. & Dale Douglas Russell	1 5128 52 STREEET	RED
G. & M. E. Johnson	5821 58 Street	RED DEER, AB T4N 2L9	
Joel Johnson	5817 58 Street	RED DEER, AB T4N 2L9	
Gordon Paul Macmillan	5813 58 Street	RED DEER, AB T4N 2L9	
John Van Dorp	5809 58 Street	RED DEER, AB T4N 2L9	
Jack & Marjorie Young	5805 58 Street	RED DEER, AB T4N 2L9	
Earl M. & Pamela J. Maki	5810 57 Street	RED DEER, AB T4N 2L4	
Jose & Corina Paniagua	5814 57 Street	RED DEER, AB T4N 2L4	
Steven Douglas Paul	5818 57 Street	RED DEER, AB T4N 2L4	
Edward G. Miller	5822 57 Street	RED DEER, AB T4N 2L4	
Daniel & Frances Ding	16 Pallo Close	RED DEER, AB T4P 1J3	
Rajat & Margaret H Maitra	131 Osland Drive	EDMONTON, AB T6R 2A2	
Marc J. G. Gingras	5834 57 Street	RED DEER, AB T4N 2L4	
Frieda Aubuchon & Brenda Derksen	5712 58 Avenue	RED DEER, AB T4N 4T6	
Clayton & Iva Joy Becker	5907 58 Street	RED DEER, AB T4N 2L9	
Joseph & Frances G. Weyts	5903 58 Street	RED DEER, AB T4N 2L9	
Sydney H. & Crystal D. Stansall	P.O. Box 804	PENHOLD, AB T0M 1R0	
Margaret Irene Miner	5709 58 Avenue	RED DEER, AB T4N 4V1	
Klaus Horst & Rose Siebeneich	Box 25051 RPO Deer Park	RED DEER, AB T4R 2M2	
Herve D. & Constance Weisenburger	Box 218	DELBURNE, AB T0M 0V0	
Murray C. Wentzell & Kerry R. W. Yeo	5626 60 Avenue	RED DEER, AB T4N 4W1	
Kevin F. & Lori L. Fowler	5630 60 Avenue	RED DEER, AB T4N 4W1	
Darci Shave	5614 60 Avenue	RED DEER, AB T4N 4W1	
John Harry & Wilhelmina Griffin	Box 6 R R 1 Site 1	PENHOLD, AB T0M 1R0	
John H. & Wilhelmina Griffin	5 4705 60 Street	RED DEER, AB T4N 2N8	
Anna K. Thomsen	4 5815 60 Avenue	RED DEER, AB T4N 5S2	
Jovan Vaso Edward Bjelica	5813 60 Avenue	RED DEER, AB T4N 5S2	
J. M. Wood Investments Ltd.	8014 Edgar Industrial Crescent	RED DEER, AB T4P 3R3	
Barbara Mary Schiebelbein	5809 - 60 Avenue	RED DEER, AB T4N 5S2	
Saada Moume	5827 58A Street	RED DEER, AB T4N 2M8	
Edward Mah	5826 58 Street	RED DEER, AB T4N 2L8	
Michael F. Coutts	5831 58A Street	RED DEER, AB T4N 2M8	
Anthony William & Henrick Teake Scholten	6 26575 Hwy 11	RED DEER COUNTY, AB	
Annie M. Martin	5817 58A Street	RED DEER, AB T4N 2M8	
Howard S. & Lilly E. Friesen	33 Payne Close	RED DEER, AB T4P 1T6	
Allen & Marie Babcock	5808-58 Avenue	RED DEER, AB T4N 4T8	
Marinus & Frances Margaret Versluis	5812 58 Avenue	RED DEER, AB T4N 4T8	
Donald Allison & Marilyn Ruth Mcbain	Box J1	RR 3	BOB
Tammy Lynn Rumohr	5830 58A Street	RED DEER, AB T4N 2M7	
John Patrick Sinnott	Box 33 Site 1 R R 3	PONOKA, AB T4J 1R3	

608980 Alberta Ltd.	317 4805 45 Street	RED DEER, AB T4N 7A9	
Fred Thorpe	#303 - 5617 60 Avenue	RED DEER, AB T4N 4W2	
Kevin W. & Patricia Marie Walker	Box 652	VETERN, AB T0C 2S0	
William R. & Wendy L. Short	5802 60 Avenue	RED DEER, AB T4N 4W4	
Shelley M. Brubaker	5804 60 Avenue	RED DEER, AB T4N 4W4	
Martin G. & Monika Plawecki	5806 60 Avenue	RED DEER, AB T4N 4W4	
Elver & Lorraine Polson	5808 60 Avenue	RED DEER, AB T4N 4W4	
Connie & Cindy Luft	5810 60 Avenue	RED DEER, AB T4N 4W4	
Gregory Warren Laplante	& Veronica Theresa Lund	5812 60 Avenue	RED
Mary Jane Holmes	5814 60 Avenue	RED DEER, AB T4N 4N4	
J.M. Wood Investments Ltd.	8014 Edgar Industrial Crescent	RED DEER, AB T4P 3R3	
Rick Kaiser	5818 60 Avenue	RED DEER, AB T4N 4W4	
Conrad Allen Petrowsky	5820 60 Avenue	RED DEER, AB T4N 4W4	
Sterling M. Cullen	5719 58 Avenue	RED DEER, AB T4N 4T5	
Peter J. Llewellyn & Kathleen E. Chambers	5723 58 Avenue	RED DEER, AB T4N 4T5	
J. J. & H. Terpstra	5622 60 Avenue	RED DEER, AB T4N 4W1	

Date: November 18, 2003
To: Joni Baillie, Assessment
From: Cheryl Adams
Legislative & Administrative Services
Re: LUB Amendment 3156/WW-2003 Riverside Meadows

Please provide **Bev Greter** with the names and addresses of the subject property owners listed below and all contiguous/adjacent property owners:

Lot 12, Block 2, Plan 934 AJ
Lots 7-9, Block 1, Plan 506 AH
Lots 3-4 and 5-6, Block 1, Plan 506 AH

It would be helpful if the list could be received at your earliest convenience in order to process the letters within the required time period.

Thanks Joni.


Cheryl G. Adams
Legislative & Administrative Services



Council Decision – November 17, 2003

Legislative & Administrative Services

DATE: November 18, 2003
TO: Nancy Hackett, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Manager
SUBJECT: Land Use Bylaw Amendment 3156/WW-2003
Section 54 (8) (a) Exceptions Respecting Land Use

Reference Report:

Parkland Community Planning Services, dated November 7, 2003

Bylaw Readings:

Land Use Bylaw Amendment 3156/WW-2003 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, December 15, 2003 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/WW-2003 proposes to correct legal and civic addresses inadvertently missing from Section 54 (8) (a) Exceptions Respecting Land Use in the Land Use Bylaw. These corrections are necessary in order to correctly match the Land Use Bylaw Map and Riverside Meadows Area Redevelopment Plan. This office will proceed with the advertising for a Public Hearing. The City will be responsible for the advertising costs in this instance.


Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
Land & Economic Development Manager
Inspections & Licensing Manager
C. Adams, Administrative Assistant

BYLAW NO. 3156/WW-2003

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

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

- 1 That Section 54(8)(a) " Exceptions Respecting Land Use" be deleted in whole and replace with the following:

“(8) (a)	On:			Street Address
	Legal Address			
	Lot(s)	Block	Plan	
	1	4	4963 TR	6010 – 58A Street
	2	4	4963 TR	6014 – 58A Street
	3	4	4963 TR	6018 – 58A Street
	4	4	4963 TR	6022 – 58A Street
	5	4	4963 TR	6026 – 58A Street
	6	4	4963 TR	6030 – 58A Street
	7	4	4963 TR	6034 – 58A Street
	8	4	4963 TR	6038 – 58A Street
	9	4	4963 TR	6042 – 58A Street
	7-9	1	506 AH	5702 – 60 Avenue
	18	D	1846 TR	5841 – 60 Avenue
	19	D	1846 TR	5837 – 60 Avenue
	20	D	1846 TR	5833 – 60 Avenue
	22	D	952 0065	5829 – 60 Avenue
	1A	2	1030 NY	5713 – 60 Avenue
	1A & 1B	2	748 TR	6001 & 6003 – 59 Street
	2A & 2B	2	748 TR	6005 & 6007 – 59 Street
	3A	2	748 TR	6011-59 Street
	4A & 4B	2	748 TR	6017 & 6019 – 59 Street
	5A & 5B	2	748 TR	6021 & 6023 – 59 Street
	6A & 6B	2	748 TR	6025 & 6027 – 59 Street
	7A & 7B	2	748 TR	6029 & 6031 – 59 Street
	8A & 8B	2	748 TR	6033 & 6035 – 59 Street
	15	1	952 0065	5716 - 60 Avenue
	16 & 17	1	952 0065	5802 & 5804 – 60 Avenue
	18 & 19	1	952 0065	5806 & 5808 – 60 Avenue
	20 & 21	1	952 0065	5810 & 5812 – 60 Avenue
	22 & 23	1	952 0065	5814 & 5816 – 60 Avenue
	24 & 25	1	952 0065	5818 & 5820 – 60 Avenue
	3 – 4	1	506 AH	5712 – 60 Avenue
	5 – 6	1	506 AH	5708 – 60 Avenue
	4 – 5	2	506 AH	5709 – 60 Avenue
	6 – 7	2	506 AH	5705 – 60 Avenue
	8 – 9	2	506 AH	5701 – 60 Avenue
	6	10	5325 MC	5622 – 60 Avenue
	7	10	5325 MC	5626 – 60 Avenue

8	10	5325 MC	5630 – 60 Avenue
9	10	5325 MC	5634 – 60 Avenue
4	10	6795 MC	5614 – 60 Avenue
5	10	6795 MC	5618 – 60 Avenue
5A	10	6795 MC	5620 – 60 Avenue
1	10	5325 MC	5602 – 60 Avenue
2	10	5325 MC	5606 – 60 Avenue
3	10	5325 MC	5610 – 60 Avenue
23 & 24	D	952 0065	5823 & 5821 – 60 Avenue
25 & 26	D	952 0065	5819 & 5817 – 60 Avenue
27 & 28	D	952 0065	5815 & 5813 – 60 Avenue
29 & 30	D	952 0065	5811 & 5809 – 60 Avenue
1 – 2	2	934 AJ	5831 – 58A Street
21 & 22	2	872 1703	5827 – 58A Street & 5826 – 58 Street
6 – 8	2	934 AJ	5821 – 58A Street
9 – 10	2	934 AJ	5817 – 58A Street
11 – 13	2	934 AJ	5811 – 58A Street
18	2	762 1867	5806 – 58 Avenue
19A & 19B	2	762 1867	5804 & 5802 – 58 Avenue
8A & 8B	8	456 NY	5526 & 5528 – 60 Avenue
5A & 5B	8	6241 MC	5514 & 5516 – 60 Avenue
6A & 6B	8	6241 MC	5518 & 5520 – 60 Avenue
7A & 7B	8	6241 MC	5522 & 5524 – 60 Avenue
4A & 4B	8	222NY	5510 & 5512 – 60 Avenue
2A & 2B	8	6241 MC	5502 & 5504 – 60 Avenue
3A & 3B	8	6241 MC	5506 & 5508 – 60 Avenue

or portions thereof designated R1, development of semi-detached dwellings may be allowed as a discretionary use subject to the guidelines and objectives as stated in Riverside Meadows Area Redevelopment Plan Bylaw No. 3261/2000.”

READ A FIRST TIME IN OPEN COUNCIL this 17th day of November 2003.

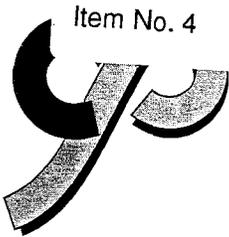
READ A SECOND TIME IN OPEN COUNCIL this day of 2003.

READ A THIRD TIME IN OPEN COUNCIL this day of 2003.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2003.

MAYOR

CITY CLERK



Date: November 7, 2003
To: Kelly Kloss, Legislative and Administrative Services, Manager
From: Nancy Hackett, Planner
Re: **Land Use Bylaw Amendment 3156/WW-2003**
Section 54 (8) (a) Exceptions Respecting Land Use

Land Use Bylaw Amendment

A Land Use Bylaw amendment is required to correct legal and civic addresses inadvertently missing from Section 54 (8) (a) *Exceptions Respecting Land Use* in the Land Use Bylaw.

Background

This section of the Land Use Bylaw was created in 2001 when the City of Red Deer adopted several land use recommendations contained in the Riverside Meadows Area Redevelopment Plan. One of these recommendations dealt with various properties located along 58 Avenue, 58A Street, 58 and 59 Streets, and 60 Avenue. These properties were deemed suitable for a mixture of single detached or semi-detached dwellings given their location and lot arrangement. The properties presently contain various types of dwellings such as single detached dwellings, duplexes, and fourplexes.

In order to achieve the low density mixed development envisioned under the Area Redevelopment Plan, land use bylaw exemption (8) (a) was created. It allows single detached dwellings as a permitted use or semi-detached dwellings as a discretionary use. Although new multi-family or medium density development is not allowed on these properties, any existing multi-family buildings are permitted to rebuild in the event of damage caused by fire or other accidental means, as noted under Section 54 (8) (c). No amendments to Section 54 (8) (c) are proposed.

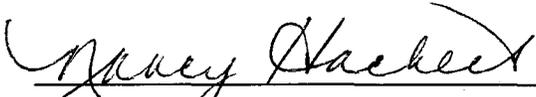
While the maps showing the properties affected by exception (8) (a) in the Land Use Bylaw are correct, the lot description (legal and civic address) for a few of the properties is inadvertently missing in the text (refer to pages 4-16 to 4-18 of the Land Use Bylaw).

Land use bylaw amendment 3156/WW-2003 will correct the legal and civic addresses for affected properties in order that they correctly match the Land Use Bylaw map and Riverside Meadows Area Redevelopment Plan.

Recommendation

That Council of the City of Red Deer, support first reading of Land Use Bylaw Amendment 3156/WW-2003 to insert the correct civic and legal addresses into Section 54 (8) (a) *Exceptions Respecting Land Use* of the Land Use Bylaw.

Respectfully Submitted,


Nancy C. Hackett, ACP, MCIP
Planner

- c. Colleen Jensen, Community Services
Doug Deschner, Fax 341-4498

BYLAW NO. 3156/WW-2003

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

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

1 That Section 54(8)(a) " Exceptions Respecting Land Use" be deleted in whole and replace with the following:

“(8) (a)	On:			Street Address
	Legal Address			
	Lot(s)	Block	Plan	
	1	4	4963 TR	6010 – 58A Street
	2	4	4963 TR	6014 – 58A Street
	3	4	4963 TR	6018 – 58A Street
	4	4	4963 TR	6022 – 58A Street
	5	4	4963 TR	6026 – 58A Street
	6	4	4963 TR	6030 – 58A Street
	7	4	4963 TR	6034 – 58A Street
	8	4	4963 TR	6038 – 58A Street
	9	4	4963 TR	6042 – 58A Street
	7-9	1	506 AH	5702 – 60 Avenue
	18	D	1846 TR	5841 – 60 Avenue
	19	D	1846 TR	5837 – 60 Avenue
	20	D	1846 TR	5833 – 60 Avenue
	22	D	952 0065	5829 – 60 Avenue
	1A	2	1030 NY	5713 – 60 Avenue
	1A & 1B	2	748 TR	6001 & 6003 – 59 Street
	2A & 2B	2	748 TR	6005 & 6007 – 59 Street
	3A	2	748 TR	6011-59 Street
	4A & 4B	2	748 TR	6017 & 6019 – 59 Street
	5A & 5B	2	748 TR	6021 & 6023 – 59 Street
	6A & 6B	2	748 TR	6025 & 6027 – 59 Street
	7A & 7B	2	748 TR	6029 & 6031 – 59 Street
	8A & 8B	2	748 TR	6033 & 6035 – 59 Street
	15	1	952 0065	5716 - 60 Avenue
	16 & 17	1	952 0065	5802 & 5804 – 60 Avenue
	18 & 19	1	952 0065	5806 & 5808 – 60 Avenue
	20 & 21	1	952 0065	5810 & 5812 – 60 Avenue
	22 & 23	1	952 0065	5814 & 5816 – 60 Avenue
	24 & 25	1	952 0065	5818 & 5820 – 60 Avenue
	3 – 4	1	506 AH	5712 – 60 Avenue
	5 – 6	1	506 AH	5708 – 60 Avenue
	4 – 5	2	506 AH	5709 – 60 Avenue
	6 – 7	2	506 AH	5705 – 60 Avenue
	8 – 9	2	506 AH	5701 – 60 Avenue
	6	10	5325 MC	5622 – 60 Avenue
	7	10	5325 MC	5626 – 60 Avenue

8	10	5325 MC	5630 – 60 Avenue
9	10	5325 MC	5634 – 60 Avenue
4	10	6795 MC	5614 – 60 Avenue
5	10	6795 MC	5618 – 60 Avenue
5A	10	6795 MC	5620 – 60 Avenue
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11 – 13	2	934 AJ	5811 – 58A Street
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19A & 19B	2	762 1867	5804 & 5802 – 58 Avenue
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6A & 6B	8	6241 MC	5518 & 5520 – 60 Avenue
7A & 7B	8	6241 MC	5522 & 5524 – 60 Avenue
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2A & 2B	8	6241 MC	5502 & 5504 – 60 Avenue
3A & 3B	8	6241 MC	5506 & 5508 – 60 Avenue

or portions thereof designated R1, development of semi-detached dwellings may be allowed as a discretionary use subject to the guidelines and objectives as stated in Riverside Meadows Area Redevelopment Plan Bylaw No. 3261/2000.”

READ A FIRST TIME IN OPEN COUNCIL this day of 2003.

READ A SECOND TIME IN OPEN COUNCIL this day of 2003.

READ A THIRD TIME IN OPEN COUNCIL this day of 2003.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2003.

MAYOR

CITY CLERK

Cheryl Adams

From: Nancy Hackett
Sent: November 17, 2003 1:23 PM
To: Kelly Kloss; Cheryl Adams
Subject: 3156-WW-2003

Hi Kelly and Cheryl - I just got off the phone with Nick Reibeek and his opinion is that it would be best to use the full process (with 2nd and 3rd reading and public hearing in 4 weeks) on this matter.

In terms of the specific changes to the list of legal/civic addresses:

- correction of Lot 2, Block 2, Plan 934 AJ - should read Lot 12
- Addition of lots 7-9, Block 1, Plan 506 AH
- Addition of Lots 3-4 and 5-6 Block 1, Plan 506 AH

As well Frank reorganized the addresses to make them easier to read/more logical. Hope that is the information you needed. Nancy

-----Original Message-----

From: Christine Kenzie
Sent: November 13, 2003 9:53 AM
To: Nancy Hackett
Subject: November 17, 2003 Council Meeting

Land Use Bylaw Amendment 3156/WW-2003 - Corrections to Section 54, is on the November 17th Council Agenda - but has not been "officially" scheduled. Depending on how long the items scheduled before supper take - there may be time to review this item. Otherwise it will be dealt with after the supper break.

I have e-mailed a copy of the November 17, 2003 Council Meeting Schedule to Paul Meyeette.

Call if you have any questions.

Christine Kenzie
Legislative & Administrative Services
342.8201

RIVERSIDE MEADOWS Land Use Bylaw Amendments

Council of the City of Red Deer proposes to pass Land Use Bylaw Amendments 3156/NN-2000, 3156/PP-2000, 3156/QQ-2000, 3156/RR-2000 and 3156/SS-2000 as they relate to the Area Redevelopment Plan for the Neighbourhood of Riverside Meadows. The proposed land use bylaw amendments will implement a number of the land use recommendations in the Area Redevelopment Plan.

The proposed Land Use Bylaw Amendments **generally** affect the community as follows:

- **3156/NN-2000** to create a blend of residential zones in the Riverside Meadows neighbourhood with a focus on R1 Residential (Low Density) development. It also establishes several new commercial areas and eliminates the industrial land use districts.
- **3156/PP-2000** amends the existing DC(6) Direct Control District to facilitate the redevelopment of industrial sites in a manner that is compatible with the surrounding residential character of the neighbourhood, creating an area of neighbourhood commercial businesses mixed with residential uses.
- **3156/QQ-2000** is intended to create a new Direct Control (DC15) District along the river front area of the neighbourhood between Gaetz Avenue and the CPR Rail Bridge, allowing some compatible commercial development as well as existing residential uses.
- **3156/RR-2000** addition of a new Direct Control (DC16) District with the general purpose of accommodating the existing place of worship while allowing for the redevelopment of residential or mixed commercial-residential uses.
- **3156/SS-2000** addition of a new Direct Control (DC17) District with the general purpose of allowing the existing low density single family or semi-detached residential development and adding offices or commercial service as discretionary uses.

A copy of proposed Land Use Bylaw Amendments and maps may be inspected by the public at the office of the City Clerk, 2nd Floor of City Hall during regular office hours. Property owners, which are affected by the bylaw, will receive (notification) (copies of the bylaw) by mail.

Prior to considering this bylaw, City Council will hold a Public Hearing in the Council Chambers, 2nd Floor of City Hall on **Monday, January 15, 2001, at 7:00 p.m.**, for the purpose of hearing any person claiming to be affected. Letters or petitions may be submitted to the City Clerk at the Public Hearing, or to the Office of the City Clerk, City Hall, prior to the Public Hearing. Persons wishing to have their letters or petitions included on the Council agenda must submit them by 4:30 p.m. **Monday, January 8, 2001**. If you have any questions regarding the use of this information, please contact the City Clerk's Office at 342-8132.

Kelly Kloss
City Clerk

(Publication: December 29th & January 5th)

*Letters
also went
out*

FILE



Council Decision – November 17, 2003

Legislative & Administrative Services

DATE: November 18, 2003
TO: Nancy Hackett, Parkland Community Planning Services
FROM: Kelly Kloss, Legislative & Administrative Manager
SUBJECT: Land Use Bylaw Amendment 3156/WW-2003
Section 54 (8) (a) Exceptions Respecting Land Use

Reference Report:

Parkland Community Planning Services, dated November 7, 2003

Bylaw Readings:

Land Use Bylaw Amendment 3156/WW-2003 was given first reading. A copy of the bylaw is attached.

Report Back to Council: Yes

A Public Hearing will be held on Monday, December 15, 2003 at 7:00 p.m. in Council Chambers during Council's regular meeting.

Comments/Further Action:

Land Use Bylaw Amendment 3156/WW-2003 proposes to correct legal and civic addresses inadvertently missing from Section 54 (8) (a) Exceptions Respecting Land Use in the Land Use Bylaw. These corrections are necessary in order to correctly match the Land Use Bylaw Map and Riverside Meadows Area Redevelopment Plan. This office will proceed with the advertising for a Public Hearing. The City will be responsible for the advertising costs in this instance.


Kelly Kloss
Manager

/chk

/attach.

c Director of Development Services
Land & Economic Development Manager
Inspections & Licensing Manager
C. Adams, Administrative Assistant



OFFICE OF THE CITY CLERK

3RD FLOOR CITY HALL
1 SIR WINSTON CHURCHILL SQUARE
EDMONTON, ALBERTA T5J 2R7
(780) 496-8178 FAX (780) 496-8175

October 22, 2003

Reference No: 0550-001

Kelly Kloss
City Clerk
City of Red Deer
4914 – 48 Avenue
Red Deer, AB T4H 3T4

Dear Mr. Kloss:

On October 7, 2003, Edmonton City Council considered a report from the Office of the City Manager, and passed the following:

1. That Administration contact the City of Calgary and the City of Red Deer to determine its interest in:
 - a) co-sponsoring and actively participating in a “Corridor Conference” that would focus on specific recommendations contained in the TD Economics Special Report; or
 - b) working with the City of Edmonton in developing strategies to respond to the recommendations contained in the TD Economics Special Report.
2. That Administration report back to the Executive Committee by January 2004.

Would you please place this request before your Council. I am enclosing the Administration reports for the information of your Council. Any questions on the reports may be directed to Bruce Duncan at 780-496-8229.

Yours truly,

David H. Edey
City Clerk

BD/hk

Enclosures

TD Economics Special Report – Corridor Group

Recommendation:

That the September 19, 2003, and the July 7, 2003, Office of the City Manager reports be received for information.

Report Summary

- An approach is suggested to engage major stakeholders in the Calgary-Edmonton Corridor to ensure the viability of the area.
- Three options, Corridor Commission, Corridor Association, and Corridor Conference, are suggested for discussion and a recommended course of action.

Previous Council/Committee Action

At the July 15, 2003, City Council meeting, the following motion was passed:

That the July 7, 2003, Office of the City Manager report be referred back to Administration to report through the Executive Committee on the following:

1. That in regard to Recommendation 19 (establish CEOs) that Administration discuss a CEO group being initiated by the Edmonton Chamber of Commerce.
2. That Administration look at how a "corridor group" might be initiated as it relates to the recommendations (particularly No. 3).
3. That a letter be drafted for the Mayor's signature to the Province that highlights pertinent responses to the recommendations relating to the Province and the City.

Report

- With respect to Item 1, a letter has been sent to the Edmonton Chamber of Commerce (Attachment 1) and there have been discussions at the staff level.
- With respect to Item 3, a letter was drafted for the Mayor's signature and was sent to the Province (Attachment 2). No written response has been received to date.
- This report deals with the second item, "corridor group." The TD Economics report makes a number of observations about the importance of the corridor to Alberta and Canada. Over two-thirds of Alberta's population reside within the corridor and employment growth has exceeded both the U.S. and Canadian average. In addition, the high quality of life makes the corridor an extremely attractive location for business, research, education and living.
- City Council has taken the initiative to advance the recommendations of the report by reviewing the comments of the Administration and then setting in motion ways to involve the private sector through the Chambers of Commerce. Council also wanted the Province to be aware of the City's interest in being part of keeping the corridor strong.
- However, a cooperative approach to implement the recommendations is critical and Council requested "That Administration look at how a 'corridor group' might be initiated as it relates to the recommendations (particularly No. 3)." The critical element is to initiate a discussion among all the major

Routing:	Executive Committee, City Council
Delegation:	B. Duncan, Intergovernmental Affairs
Written By:	B. Duncan, Intergovernmental Affairs
September 19, 2003	Office of the City Manager
File: 2003CMO067	(Page 1 of 3)

stakeholders to solicit ideas on ways and means to manage the growth in the corridor.

- Three major approaches have been suggested as workable:
 1. Creation of a Corridor Commission by the Province of Alberta;
 2. Creation of a Corridor Association comprising Alberta Capital Region Alliance, Central Alberta Economic Partnership, and the Calgary Partnership;
 3. Conduct a Corridor Conference that brings the major stakeholders together to arrive at a consensus on a course of action.

- Corridor Commission:

The Province of Alberta has the major responsibility to bring coordination to the corridor. Major infrastructure in transportation, health, and education transcends municipal boundaries. Both urban and rural communities contribute to the present strength in the corridor and need to grow in cooperation, not in competition. To ensure the various boards, authorities, municipalities, businesses and residents have the ability to participate in the benefits of corridor growth, an organization with authority to direct action and money would be required. Only a provincially created group could exercise that authority.

Having a commission that in effect governs an area with 2.1 million people could be seen as a duplication of the Provincial government's present role. There would also be some objection from the rest of the province as being

excluded and with special treatment being given to the corridor area.

- Corridor Association

Within the corridor there are a number of existing groups that are seen to have a regional focus. The associations, such as ACRA, CAEP and Calgary Partnership, could form an overriding group that had as its mandate to advance the common objectives of the corridor by focussing on the 19 recommendations of the TD Economics Report. The associations are experienced in working with individual members to reach consensus on ways to proceed on achieving objectives, and consequently would be able to deal with the needs and challenges of the corridor.

There are other groups and associations within the corridor that could be part of the overriding group thereby enriching the mix.

- Corridor Conference

During the past years Albertans have been involved in events such as the Future Summit where a broad cross-section of people and ideas are brought to bear upon issues. Clearly, ensuring that the corridor remains strong, and grows, will require ideas and commitment and a conference is one way to focus on the issue.

It would be important to keep the focus on the 19 recommendations rather than having an open discussion that could go into unrelated matters.

- The three suggestions are not the only way to initiate the creation of a corridor group. The three ways can be seen as

authoritative (Commission), cooperative (Association), and cautious (Conference). In any of the three suggested methods, Council members will have had experience that can be brought to bear before any particular course of action is suggested.

Background Information Attached

1. July 21, 2003 letter from Al Maurer, City Manager, to Martin Salloum, General Manager & CEO, Edmonton Chamber of Commerce
2. July 31, 2003 letter from Mayor Bill Smith to Premier Ralph Klein
3. July 7, 2003, Office of the City Manager report.



OFFICE OF THE CITY MANAGER
CITY OF EDMONTON

3rd FLOOR, CITY HALL
1 SIR WINSTON CHURCHILL SQUARE
EDMONTON, ALBERTA T5J 2R7
PHONE (780) 496-8222
FAX (780) 496-8220
EMAIL al.maurer@edmonton.ca

July 21, 2003

Reference No. 0250-20ECC

Mr. Martin Salloum
General Manager and CEO
Edmonton Chamber of Commerce
600, 10123 – 99 Street
Edmonton, Alberta T5J 3G9

Dear Mr. Salloum: *Martin*

At its July 15, 2003 meeting, City Council considered the attached Administration report "TD Economics Special Report." A motion was adopted which stated:

"That the July 7, 2003, Office of the City Manager report be referred back to Administration to report through the Executive Committee on the following:

1. That in regard to recommendation No. 19 (establish CEOs) that Administration discuss a CEO group being initiated by the Edmonton Chamber of Commerce.
2. That Administration look at how a 'corridor group' might be initiated as it relates to the recommendations (particularly No. 3).
3. That a letter and report be drafted for the Mayor's signature to the Province that highlights pertinent responses to the recommendations relating to the Province and the City.

The Council wishes to draw your attention to point number 1 above which pertains to the Chamber of Commerce and the possible involvement of CEOs of private firms in advancing the positive elements in the Calgary-Edmonton corridor. It would be appreciated if you could advise me of the merit of this suggestion and any suggestions you and the Chamber may have to increasing CEO involvement.



I anticipate that I will have a report prepared for the Executive Committee for early October and would like to include your comments. Please call me or Bruce Duncan if you have any questions on this request.

Yours truly,

A handwritten signature in cursive script, appearing to read "A.B. Maurer".

A.B. Maurer, P.Eng.
City Manager

ABM/km

c: David Edey, City Clerk

Enclosure



MAYOR BILL SMITH
CITY OF EDMONTON

2nd FLOOR, CITY HALL
1 SIR WINSTON CHURCHILL SQUARE
EDMONTON, ALBERTA, CANADA T5J 2R7
PHONE (780) 496-8100
FAX (780) 496-8292
EMAIL bill.smith@gov.edmonton.ab.ca

July 31, 2003

The Honourable Ralph Klein
Premier of Alberta
Government of Alberta
307 Legislature Building
10800 - 97 Avenue
Edmonton, Alberta T5K 2B6

Dear Premier:

The TD Bank Financial Group released a special report "The Calgary-Edmonton Corridor" April 22, 2003. I am sure you were encouraged by the very positive elements of the report, and recognised the opportunities and challenges that lie ahead.

Edmonton City Council saw the report as an opportunity to engage public and private sectors in ways to ensure opportunities for growth were not lost and long-term partnerships could be established. Our administration undertook a review of the 19 recommendations in the report (copy enclosed), the results discussed by City Council at its July 15, 2003 meeting. Council would like to draw your attention to some important issues.

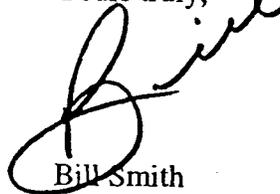
Recommendation 1 and Recommendation 3 were considered high priorities for continued provincial action. The need for a wider array of revenue sources has been a long-standing municipal position, and should be a focus of the Provincial government. Creating a world class centre for research also had strong support from City Council and Edmonton is prepared to bring this recommendation to fruition.

Addressing urban sprawl is another recommendation important to both the province and municipalities. While there is much to be gained through regional cooperation, there is a need for provincial involvement in the very near future. The costs involved in providing and maintaining physical, social and cultural infrastructure are immense; hence, clear province-wide direction will allow municipalities and the private sector to build more effective and efficient communities.

.../2

The City of Edmonton has welcomed the TD Bank Financial Group Report and is prepared to work with the Provincial government to ensure the success of the Calgary-Edmonton Corridor.

Yours truly,

A handwritten signature in black ink, appearing to read "Bill Smith", written over a circular stamp or mark.

Bill Smith
Mayor

- c. Edmonton City Council
Al Maurer, City Manager
David Edey, City Clerk

Enclosure

TD Economics Special Report.

Recommendation:

That the July 7, 2003, Office of the City Manager report be received for information.

Report Summary

This report provides Administration's responses to the 19 suggestions contained in the TD Economics Special Report on the Calgary-Edmonton Corridor (Corridor).

Previous Council/Committee Action

At the May 1, 2003, City Council meeting the following motion was passed:

That the TD Economics Special Report be referred to Administration for a response to the 19 suggestions contained in the April 22, 2003, report, i.e. indicating whether Administration agrees with the particular suggestion and steps that might be taken to further advance those suggestions it supports.

Report

The TD Economics Special Report is the third of a series by the TD Financial Group that focuses on the challenges facing Canada's urban areas. This report looks specifically at the Calgary-Edmonton Corridor. It provides 19 suggestions, outlined in Attachment 1, for the Federal, Provincial and Municipal government levels as well as the private sector to ensure the economic growth experienced does not fade. Specifically the report notes:

"the Corridor's municipal governments – like many of their Canadian counterparts – have not seen growth in revenues keep pace with the demands before them, which in turn have

escalated in the face of provincial and federal offloading and the over-reliance of the municipal tax base on the property tax. Hence, the need to provide municipalities with a more sustainable funding arrangement, one that will arm them with increased flexibility to tackle their own individual needs, forms an important part of the overall solution."

With respect to the 19 suggestions made, the Administration's response is as follows:

What the Alberta government needs to do:

1. Give municipalities a wider array of revenue sources, notably the flexibility to levy municipal excise taxes. We recommend that the province agree to lower its gasoline excise tax and give municipalities across the province the authority to levy their own gasoline tax of up to a stated amount, say 7 cents per litre. This new revenue source should be supplemented by power to levy taxes on other services, such as hotels and lodging, restaurant meals and car rentals.

Response – Agreed. The Minister's Council on Roles, Responsibilities and Resources provides a direct avenue to the Province in advancing suggested taxing power changes for municipalities.

2. Continue to make education in the province an area of high priority, recognizing that the highest public returns come from high-school completion.

Response – Agreed. Education is a provincial rather than municipal responsibility. Education as well as municipal infrastructure and services are important in attracting and retaining businesses and people within the province. Both support the Alberta Advantage.

3. Create a world-class centre for research in the Corridor by setting up a formal alliance between the region's post-secondary institutions, research-based companies, the Alberta Research Council, and other research groups. This would build on the activities of the existing Alberta Technology Commercialization Network, which has resulted in improved collaboration between the many players in the province.

Response – Agreed. This suggestion should be further explored. Creating an integrated knowledge and research network would assist in developing technology, businesses and sustain growth in future.

4. Legislate a timetable to reduce the provincial general corporate income tax (CIT) rate to 8.0 per cent.

Response – While changes to the income tax structure can support an increase in economic activity, it also needs to be considered in the overall context of provincial revenues required to sustain public services, including an equitable sharing of revenues for municipalities.

5. Earmark proceeds generated by the existing provincial 5-per-cent tax on hotel stays to tourism promotion.

Response – Agreed. This tax is collected from individuals who come to a city, town or resort location and make use of the facilities in the area. The economic benefit from tourism accrues to the business community as well as the federal and provincial governments (GST, Income and Corporate Income Tax) with a very small amount coming directly to municipalities. Directing some of the tax to local government would help to maintain tourism infrastructure.

6. Continue to work with the federal government to remove barriers to enter the job market for immigrant professionals and other skilled immigrants.

Response – Agreed. Major cities in the Corridor have the social and cultural infrastructure to welcome and integrate immigrants who come to Canada. Demographic trends in Canada support increased immigration, particularly professional people. Removal of barriers to employment is a major role for the provincial government.

7. Provide further support for the construction of affordable rental housing and enhancing income assistance to low-income renters and welfare recipients.

TD Economics Special Report

Response – Agreed. Affordable housing, particularly rental accommodation is needed if the Corridor is going to have people who will work in the area. Families in affordable housing will be able to become full members of the community in which they reside, bringing stability and steady growth to the area. Assisting people of low-income to have better housing can help the group become more involved in the work force and the community.

What the federal government needs to do:

8. Increase the amount invested in the 10-year infrastructure program established in the 2003 budget from an average of \$300 million per year to \$1 billion per year.

Response – Agreed. There will always be a need to maintain and replace existing infrastructure. The increase is needed across Canada, not just in the Corridor. Of particular concern is the need to provide infrastructure that will protect the environment (water treatment, air quality) so that increased urbanization can be accommodated without degradation. In any event, the program must be continued and be long term (10 to 15 years).

9. Fully exempt Canadian municipalities from paying the goods and services tax (GST), which would save Corridor municipalities roughly \$40-\$50 million per year.

Response – Agreed. This could be done with a minimum of difficulty and would eliminate significant administration of both the federal and local governments.

10. Stimulate rental construction across the country by changing CMHC mortgage-insurance so it is not a persistent profit taker, ensure that rates of taxation and economic depreciation are lined up and expand the definition for development soft-costs that can be deducted from income for income tax purposes.

Response – Agreed. The recommendations are good and are focussed on ways to stimulate construction of rental housing. While there is agreement, there must also be a method to ensure that rental housing remains rental once constructed.

11. Continue to increase support for research and commercialization activities, homelessness, and aboriginal issues.

Response – Agreed. In all of the above, support will help improve the situation and open up opportunities for people who presently are not fully participating in society.

12. Devote significant efforts towards reaching a comprehensive border agreement with the United States to help guarantee access to the United States market.

Response – Agreed. North-south trade has been a prime focus of the Alberta government and better relationships with

the United States government and commercial entities are mandatory.

What municipal governments need to do:

13. Put considerable energy into routinely, and thoroughly, assessing which services should remain core areas of responsibility and which should be provided through alternative services delivery.

Response – Agreed. Edmonton has a record of constantly reviewing its purpose, the services provided and the manner of providing those services. Alternate ways to provide service are explored. Critical in the reviews has been the desire to provide a quality of life that citizens expect. Evidence shows that almost all municipalities do review their services on a fairly regular basis.

14. Continue to improve cooperation with other municipalities in the region, recognizing the handsome economic returns to effective region-wide coordination and planning.

Response – Agreed. The elimination of mandatory regional land use planning has made cooperation more important. However, the desire of municipalities to retain their individual identity is strong, making effective cooperation difficult. Competition among municipalities remains and is, in part, a result of dependence upon property tax revenue to provide services.

15. Address urban sprawl by taking measures to raise population densities. Public pressure to spend on roads and highways must be carefully balanced with the need to invest in public transit and by addressing inequities in the property tax system. Municipalities should follow through on plans targeting urban renewal, such as Calgary's Stampede Station.

Response – Agreed. Urban sprawl is expensive and leads to inefficient provision of services in a region. Edmonton has made some effort to increase density (downtown housing) but continues to respond to the desires of the market and the development industry. Urban sprawl cannot be addressed in the Corridor without all municipalities agreeing on a method to deal with the issue. It is a matter that may require provincial intervention sooner rather than later.

16. Make more effective use of debt to finance infrastructure

Response – Agreed. Generally, Edmonton stays in a sound fiscal position, and has worked to reduce its debt as much as possible. This matter is an annual item of discussion during civic budget deliberations. Financing infrastructure may require debt to take advantage of a growing federal infrastructure fund (see #8) and any similar provincial long-term infrastructure program.

What the private-sector needs to do:

17. Take greater interest in the affairs of the Corridor by getting more involved in civic matters, such as economic development.

Response – Agreed. There is an obligation for municipalities to be inclusive in involving the “private sector.” Non-profit organizations, arts associations, sports groups, cultural and social organizations need to be welcomed as participants in improving the quality of life of any municipality. Individuals and groups can and will bring energy and resources to solving some of the deficiencies mentioned earlier. A good example is in welcoming immigrants to the community – the cultural and professional groups are well suited to lead this initiative.

18. Raise levels of community giving.

Response – Agreed. Returning money to the community where it was generated is an investment in the future of the area. Assisting NGOs to help disadvantaged people is a good example. Also important is giving of time and individual effort to causes in the community.

19. Establish a group such as the U.S. initiative CEOs for cities in the Corridor that partners the public and private sectors with municipalities and community groups. The group would be a vehicle for discussion, debate and

action on issues affecting cities in the region, and which has a voice that resonates across the province.

Response – Agreed. This is particularly important if the Corridor is going to prosper. However, any group must focus on the growth of the Corridor as a whole and not become burdened by existing processes, protocols and regulations. Rather the group must champion the value of balanced growth in the Corridor. Edmonton should support such a group as requested, but must avoid trying to control or direct the CEO group.

General Observations:

- The TD report must be seen as a blueprint for action for a very critical area to Alberta and Canada. The 19 recommendations are sound and have some positive implications. The challenge is to put in place a strategy for provincial, municipal and private participation. It is unlikely that cooperation alone will work. Some hard decisions at the provincial level will be required as well as at the regional and municipal level.
- Twenty year plans for roads, rail, water, sewers, power, education and land use may be needed if sound investment is to be made.
- Two major requirements for success in the Corridor are leadership and cooperation. The provincial government must provide the leadership so the major partners and all other stakeholders can cooperate in advancing the positive elements of the Corridor. Edmonton and

Calgary are particularly well positioned to accommodate growth, given the economic, social, cultural, educational and recreational infrastructure in place. This is particularly important if immigration is to be pursued.

- To respond to the TD report, the province can use the work already done during the Future Summit of 2002. Albertans have given the government many ideas and suggested ways to implement the ideas. By accepting the observations of TD Financial group, the province will be taking the first step to making sure the Corridor remains a good place to live, work, invest and recreate. There are numerous ways to proceed, but the province could take the first step by calling upon the major stakeholders in the Corridor to state what they believe needs to be done.
- City Council could do a number of things, but the initial action should be to advise the Premier, and members of the Provincial Government, of the importance of the report, the merit of the observations and the need for broad based action. In addition, City Council should commit to cooperating with the province and major stakeholders to develop a long-term plan of action.

Background Information Attached

- 3a Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Background Information Available on Request

1. Complete Report - The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

The following Executive Summary was copied from the following website: www.td.com/economics. The full 37-page report can also be found on the same website.

THE CALGARY-EDMONTON CORRIDOR Take Action Now To Ensure Tiger’s Roar Doesn’t Fade Executive Summary

April 22, 2003

This report represents the third in a series by TD Bank Financial Group that focus on the challenges facing Canada’s urban areas. In April 2002, the Bank released “A Choice Between Investing in Canada’s Cities or Disinvesting in Canada’s Future”, which looked at the general issues confronting the country’s metropolitan areas. That was followed a month later by a study that focused specifically on the Greater Toronto Area (GTA).

These studies flowed from a number of speeches delivered in 2001 and 2002 by A. Charles Baillie, former TD Bank Financial Group Chairman and CEO in which he put forward a formidable challenge for Canadians – to surpass the U.S. standard of living (or the level of real income per person) within 15 years. In his remarks, Mr. Baillie highlighted the critical importance of cities in meeting this goal, since urban areas now comprise a staggering 80 per cent of Canadian economic activity and employment.

The Calgary-Edmonton Corridor is in a unique position in Canada. Specifically, it is the only Canadian urban centre to amass a U.S.-level of wealth while preserving a Canadian-style quality of life. At nearly US\$40,000, GDP per capita in the region is about 10 per cent above the average of U.S. metropolitan areas, and a striking 40 per cent above its Canadian colleagues. And, these gaps have widened over the past decade, as the Corridor has chalked up one of the strongest gains in both real GDP and population increases on the North American landscape. It is truly Canada’s western tiger.

Businesses and individuals have flocked to the region to take advantage of the considerable market opportunities, low taxes and business costs, vast wealth of natural resources, low crime and poverty rates, a high-quality education system, and a clean environment. Add to this the long list of recreational and cultural options, and there is little wonder why the Calgary-Edmonton Corridor has been able to create the “buzz” that other urban areas can only aspire to.

Rapid growth creates challenges in the Corridor

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Given all of its assets, the Corridor has enormous potential – not only to widen its economic lead in Canada further, but to become the most prosperous and the best place to live in all of North America. However, in order to tap this potential, a number of roadblocks must first be cleared out of the way, many of them erected as a by-product of the Corridor’s rapid growth over the past decade.

Challenge 1: The economy of the Calgary-Edmonton Corridor is still inextricably linked to the demand for, and supply of, crude oil and natural gas, leaving the region’s economy vulnerable if oilpatch activity shifts into a long-term decline. On the positive side, the long-term outlook for the oil and gas sector looks favourable, given the massive investment planned in the oil sands and solid demand prospects from the energy-hungry U.S. economy. But, there exists some clouds on the horizon, namely rising costs of production and emerging shortages of natural gas and ethylene, which threaten higher-value added activities. And, while concerns about the impact on the oil and gas sector from the implementation of the Kyoto Accord have moderated, the uncertainty related to lowering greenhouse gas emissions has not been eliminated.

Challenge 2: The Corridor is vulnerable in the all-important areas of education and innovation. On the one hand, the Corridor has reaped the benefits of one of the most highly-skilled workforces in the world, and well-established trade apprenticeship programs. However, Alberta lags behind other provinces in the share of high school students moving on to post-secondary education (PSE), highlighting the region’s reliance on luring well-educated individuals from other provinces for its pool of skilled workers. The doubling in PSE tuition costs has certainly been factor at play in curtailing enrollment rates. Moreover, low levels of R&D spending and venture capital financing are other dampening influences on the region’s capacity to innovate.

Challenge 3: Both the private and public sectors in the Calgary-Edmonton Corridor have been witnessing growing labour shortages in recent years. And, while some of the shortages can undoubtedly be chalked up to cyclical factors – notably unsustainably rapid economic expansion – structural issues suggest that this problem will not go away any time soon. Notably, the region’s labour supply is expected to actually decline by the middle part of the next decade, as the large cohort of baby boomers moves into retirement.

Challenge 4: Rapidly increasing populations and economic activity are contributing to a growing problem of urban sprawl in the Corridor. The adverse impact of sprawl on a society is significant. Because public transit is relatively expensive in low-density suburban areas, sprawl adds to increased reliance on roads, worsening overall transit problems, and increased congestion and pollution. And, while traffic congestion in medium-sized cities such as Calgary and Edmonton remains nowhere near that experienced in larger metropolitan areas such as Toronto and Montreal, the rapid deterioration experienced in the Corridor in recent years is worrisome.

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Challenge 5: The impact of the recent sizzling growth is beginning to place severe strains on the region’s physical infrastructure, much of which was put in place in the 1960s, 1970s and 1980s. And, while bumps in roads and crumbling sidewalks in some areas may be most visible to residents, the need to build extends to virtually all types of infrastructure, including transit, water, waste water, buildings and bridges. Notably, rapid growth and development, combined with global warming, are placing tremendous pressure on the quality and availability of water in the Corridor, which increasingly threaten to act as a brake on future expansion.

Challenge 6: Despite shrinking poverty rates and numbers receiving social assistance in the Calgary-Edmonton Corridor in recent years, there is evidence that the rising tide in the region is not lifting all boats equally. Growth in earnings at the low-end of the income spectrum has been trailing behind those at the higher end. What’s worse, wage increases for low-income individuals, and welfare incomes, have not been rising adequately to counter sharp increases in housing costs, leading to a growing problem of affordable housing.

TD Economics proposals

All three orders of government and the private sector have an important role to play in ensuring that the tiger’s roar doesn’t fade. As it currently stands, however, governments at the local level are severely handicapped in their ability to live up to their side of the bargain. More specifically, the Corridor’s municipal governments – like many of their Canadian counterparts – have not seen growth in revenues keep pace with the demands before them, which in turn have escalated in the face of provincial and federal offloading and the over-reliance of the municipal tax base on the property tax. Hence, the need to provide municipalities with a more sustainable funding arrangement, one that will arm them with increased flexibility to tackle their own individual needs, forms an important part of the overall solution.

What the Alberta government needs to do

- Give municipalities a wider array of revenue sources, notably the flexibility to levy municipal excise taxes. We recommend that the province agree to lower its gasoline excise tax and give municipalities across the province the authority to levy their own gasoline tax of up to a stated amount, say 7 cents per litre. This new revenue source should be supplemented by power to levy taxes on other services, such as hotels and lodging, restaurant meals and car rentals.
- Continue to make education in the province an area of high priority, recognizing that the highest public returns come from high-school completion.
- Create a world-class centre for research in the Corridor by setting up a formal alliance between the region’s post-secondary institutions, research-based companies, the Alberta

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Research Council, and other research groups. This would build on the activities of the existing Alberta Technology Commercialization Network, which has resulted in improved collaboration between the many players in the province.

- Legislate a timetable to reduce the provincial general corporate income tax (CIT) rate to 8.0 per cent.
- Earmark proceeds generated by the existing provincial 5-per-cent tax on hotel stays to tourism promotion.
- Continue to work with the federal government to remove barriers to enter the job market for immigrant professionals and other skilled immigrants.
- Provide further support for the construction of affordable rental housing and enhancing income assistance to low-income renters and welfare recipients.

What the federal government needs to do:

- Increase the amount invested in the 10-year infrastructure program established in the 2003 budget from an average of \$300 million per year to \$1 billion per year.
- Fully exempt Canadian municipalities from paying the goods and services tax (GST), which would save Corridor municipalities roughly \$40-\$50 million per year.
- Stimulate rental construction across the country by changing CMHC mortgage-insurance so it is not a persistent profit taker, ensure that rates of taxation and economic depreciation are lined up and expand the definition for development soft-costs that can be deducted from income for income tax purposes.
- Continue to increase support for research and commercialization activities, homelessness, and aboriginal issues.
- Devote significant efforts towards reaching a comprehensive border agreement with the United States to help guarantee access to the U.S. market.
- What municipal governments need to do:
 - Put considerable energy into routinely, and thoroughly, assessing which services should remain core areas of responsibility and which should be provided through alternative services delivery.

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger's Roar Doesn't Fade

- Continue to improve cooperation with other municipalities in the region, recognizing the handsome economic returns to effective region-wide coordination and planning.
- Address urban sprawl by taking measures to raise population densities. Public pressure to spend on roads and highways must be carefully balanced with the need to invest in public transit and by addressing inequities in the property tax system. Municipalities should follow through on plans targeting urban renewal, such as Calgary's Stampede Station.
- Make more effective use of debt to finance infrastructure

What the private-sector needs to do:

- Take greater interest in the affairs of the Calgary-Edmonton Corridor by getting more involved in civic matters, such as economic development.
- Raise levels of community giving.
- Establish a group such as the U.S. initiative CEOs for Cities in the Corridor that partners the public and private sectors with municipalities and community groups. The group would be a vehicle for discussion, debate and action on issues affecting cities in the region, and which has a voice that resonates across the province.

Derek Burleton, Senior Economist
416-982-2514

With research assistance from:

Mimi Curtis-Irving, Economist
416-944-5730

Iva Philipoff, Administration Officer
416-982-8066



DATE: November 7, 2003
TO: Legislative & Administrative Services Manager
FROM: Land & Economic Development Manager
SUBJECT: Corridor Conference

The Land and Economic Development Department support the city's participation in co-sponsoring a corridor conference to be held in Red Deer in 2004. Red Deer has a strong track record for working and partnering with our municipal neighbors in initiatives such as the Central Alberta Economic Partnership. The recent recognition on a national level that the Calgary - Edmonton corridor is one of the most powerful economic regions in North America is significant and open discussion at a conference with these key stakeholders would be very beneficial.

It is hard to measure the impact on City resources at this time in terms of staff time and funding although I'm sure sufficient resources could be made available for a worthwhile endeavor such as this. Without knowing the proposed details or budget that the City of Edmonton is considering, I would recommend that City Council identify a funding source for approximately \$5,000 as seed money to help assist the city's participation in this conference. Possibly the funding could come from any potential 2003 budget surpluses or from the PCPS Dividend.

Howard Thompson, Ec.D.
Land & Economic Development Manager

Comments:

The City of Edmonton is asking both The City of Red Deer and The City of Calgary to co-sponsor and actively participate in a "Corridor Conference" that focuses on specific recommendations contained in the TD Economics Special Report. This report is the third in a series by the TD Bank Financial Group that focus on challenges facing Canada's urban areas. The outcome of this conference is the development of strategies to respond to the recommendations contained in the Special Report. The conference is planned for the Spring of 2004.

We, which includes the Senior Management Team, support co-sponsoring the Corridor Conference. We acknowledge that this may require City resources to provide support to the Conference organizing committee. Once it is determined the extent of resources, we will advise Council.

We recommend that Council approve the City of Red Deer participating in this Conference and authorize the City Manager to allocate up to \$10,000 to support this.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager



Legislative & Administrative Services

Backup

DATE: October 28, 2003

TO: Land & Economic Development Manager
Senior Management Team

FROM: Legislative & Administrative Services Manager

SUBJECT: Corridor Conference
Request for Comments – By Friday, November 7, 2003
For Council Agenda of Monday, November 17, 2003

Attached is a request from the City of Edmonton for the City of Red Deer and the City of Calgary to co-sponsor and actively participate in a "Corridor Conference" focusing on the recommendation contained in the TD Economist Special Report. The conference is planned to be held in Red Deer.

The City Manager has met with staff from the Edmonton City Manager's office about this issue and recommended they proceed by formally asking Red Deer to participate. Norbert supports this initiative; however is asking for your comments regarding the impact on City resources including staff and funding to cohost this conference.

Please have your comments to this office by Friday, November 7, 2003.


Kelly Kloss
Manager

/attach.

Christine Kenzie

From: Howard Thompson
Sent: November 07, 2003 5:13 PM
To: Kelly Kloss
Cc: Christine Kenzie
Subject: Corridor Conference

The Land and Economic Development Department support the city's participation in co-sponsoring a corridor conference to be held in Red Deer in 2004. Red Deer has a strong track record for working and partnering with our municipal neighbors in initiatives such as the Central Alberta Economic Partnership. The recent recognition on a national level that the Calgary - Edmonton corridor is one of the most powerful economic regions in North America is significant and open discussion at a conference with these key stakeholders would be very beneficial.

It is hard to measure the impact on City resources at this time in terms of staff time and funding although I'm sure sufficient resources could be made available for a worthwhile endeavor such as this. Without knowing the proposed details or budget that the City of Edmonton is considering, I would recommend that City Council identify a funding source for approximately \$5,000 as seed money to help assist the city's participation in this conference. Possibly the funding could come from any potential 2003 budget surpluses or from the PCPS Dividend.

Howard Thompson, Ec.D.
Land & Economic Development Manager
Ph. 403.342.8364 Fax 403.342.8200
Welcome To The City of Red Deer

TD Economics Special Report – Corridor Group

Recommendation:

That the September 19, 2003, and the July 7, 2003, Office of the City Manager reports be received for information.

Report Summary

- An approach is suggested to engage major stakeholders in the Calgary-Edmonton Corridor to ensure the viability of the area.
- Three options, Corridor Commission, Corridor Association, and Corridor Conference, are suggested for discussion and a recommended course of action.

Previous Council/Committee Action

At the July 15, 2003, City Council meeting, the following motion was passed:

That the July 7, 2003, Office of the City Manager report be referred back to Administration to report through the Executive Committee on the following:

1. That in regard to Recommendation 19 (establish CEOs) that Administration discuss a CEO group being initiated by the Edmonton Chamber of Commerce.
2. That Administration look at how a "corridor group" might be initiated as it relates to the recommendations (particularly No. 3).
3. That a letter be drafted for the Mayor's signature to the Province that highlights pertinent responses to the recommendations relating to the Province and the City.

Report

- With respect to Item 1, a letter has been sent to the Edmonton Chamber of Commerce (Attachment 1) and there have been discussions at the staff level.
- With respect to Item 3, a letter was drafted for the Mayor's signature and was sent to the Province (Attachment 2). No written response has been received to date.
- This report deals with the second item, "corridor group." The TD Economics report makes a number of observations about the importance of the corridor to Alberta and Canada. Over two-thirds of Alberta's population reside within the corridor and employment growth has exceeded both the U.S. and Canadian average. In addition, the high quality of life makes the corridor an extremely attractive location for business, research, education and living.
- City Council has taken the initiative to advance the recommendations of the report by reviewing the comments of the Administration and then setting in motion ways to involve the private sector through the Chambers of Commerce. Council also wanted the Province to be aware of the City's interest in being part of keeping the corridor strong.
- However, a cooperative approach to implement the recommendations is critical and Council requested "That Administration look at how a 'corridor group' might be initiated as it relates to the recommendations (particularly No. 3)." The critical element is to initiate a discussion among all the major

stakeholders to solicit ideas on ways and means to manage the growth in the corridor.

- Three major approaches have been suggested as workable:
 1. Creation of a Corridor Commission by the Province of Alberta;
 2. Creation of a Corridor Association comprising Alberta Capital Region Alliance, Central Alberta Economic Partnership, and the Calgary Partnership;
 3. Conduct a Corridor Conference that brings the major stakeholders together to arrive at a consensus on a course of action.

- Corridor Commission:

The Province of Alberta has the major responsibility to bring coordination to the corridor. Major infrastructure in transportation, health, and education transcends municipal boundaries. Both urban and rural communities contribute to the present strength in the corridor and need to grow in cooperation, not in competition. To ensure the various boards, authorities, municipalities, businesses and residents have the ability to participate in the benefits of corridor growth, an organization with authority to direct action and money would be required. Only a provincially created group could exercise that authority.

Having a commission that in effect governs an area with 2.1 million people could be seen as a duplication of the Provincial government's present role. There would also be some objection from the rest of the province as being

excluded and with special treatment being given to the corridor area.

- Corridor Association

Within the corridor there are a number of existing groups that are seen to have a regional focus. The associations, such as ACRA, CAEP and Calgary Partnership, could form an overriding group that had as its mandate to advance the common objectives of the corridor by focussing on the 19 recommendations of the TD Economics Report. The associations are experienced in working with individual members to reach consensus on ways to proceed on achieving objectives, and consequently would be able to deal with the needs and challenges of the corridor.

There are other groups and associations within the corridor that could be part of the overriding group thereby enriching the mix.

- Corridor Conference

During the past years Albertans have been involved in events such as the Future Summit where a broad cross-section of people and ideas are brought to bear upon issues. Clearly, ensuring that the corridor remains strong, and grows, will require ideas and commitment and a conference is one way to focus on the issue.

It would be important to keep the focus on the 19 recommendations rather than having an open discussion that could go into unrelated matters.

- The three suggestions are not the only way to initiate the creation of a corridor group. The three ways can be seen as

authoritative (Commission), cooperative (Association), and cautious (Conference). In any of the three suggested methods, Council members will have had experience that can be brought to bear before any particular course of action is suggested.

Background Information Attached

1. July 21, 2003 letter from Al Maurer, City Manager, to Martin Salloum, General Manager & CEO, Edmonton Chamber of Commerce
2. July 31, 2003 letter from Mayor Bill Smith to Premier Ralph Klein
3. July 7, 2003, Office of the City Manager report.



OFFICE OF THE CITY MANAGER
CITY OF EDMONTON

3rd FLOOR, CITY HALL
1 SIR WINSTON CHURCHILL SQUARE
EDMONTON, ALBERTA T5J 2R7
PHONE (780) 496-8222
FAX (780) 496-8220
EMAIL al.maurer@edmonton.ca

July 21, 2003

Reference No. 0250-20ECC

Mr. Martin Salloum
General Manager and CEO
Edmonton Chamber of Commerce
600, 10123 - 99 Street
Edmonton, Alberta T5J 3G9

Dear Mr. Salloum: *Martin*

At its July 15, 2003 meeting, City Council considered the attached Administration report "TD Economics Special Report." A motion was adopted which stated:

"That the July 7, 2003, Office of the City Manager report be referred back to Administration to report through the Executive Committee on the following:

1. That in regard to recommendation No. 19 (establish CEOs) that Administration discuss a CEO group being initiated by the Edmonton Chamber of Commerce.
2. That Administration look at how a 'corridor group' might be initiated as it relates to the recommendations (particularly No. 3).
3. That a letter and report be drafted for the Mayor's signature to the Province that highlights pertinent responses to the recommendations relating to the Province and the City.

The Council wishes to draw your attention to point number 1 above which pertains to the Chamber of Commerce and the possible involvement of CEOs of private firms in advancing the positive elements in the Calgary-Edmonton corridor. It would be appreciated if you could advise me of the merit of this suggestion and any suggestions you and the Chamber may have to increasing CEO involvement.

.../2



I anticipate that I will have a report prepared for the Executive Committee for early October and would like to include your comments. Please call me or Bruce Duncan if you have any questions on this request.

Yours truly,

A handwritten signature in cursive script, appearing to read "A.B. Maurer".

A.B. Maurer, P.Eng.
City Manager

ABM/km

c: David Edey, City Clerk

Enclosure



MAYOR BILL SMITH
CITY OF EDMONTON

2nd FLOOR, CITY HALL
1 SIR WINSTON CHURCHILL SQUARE
EDMONTON, ALBERTA, CANADA T5J 2R7
PHONE (780) 496-8100
FAX (780) 496-8292
EMAIL bill.smith@gov.edmonton.ab.ca

July 31, 2003

The Honourable Ralph Klein
Premier of Alberta
Government of Alberta
307 Legislature Building
10800 - 97 Avenue
Edmonton, Alberta T5K 2B6

Dear Premier:

The TD Bank Financial Group released a special report "The Calgary-Edmonton Corridor" April 22, 2003. I am sure you were encouraged by the very positive elements of the report, and recognised the opportunities and challenges that lie ahead.

Edmonton City Council saw the report as an opportunity to engage public and private sectors in ways to ensure opportunities for growth were not lost and long-term partnerships could be established. Our administration undertook a review of the 19 recommendations in the report (copy enclosed), the results discussed by City Council at its July 15, 2003 meeting. Council would like to draw your attention to some important issues.

Recommendation 1 and Recommendation 3 were considered high priorities for continued provincial action. The need for a wider array of revenue sources has been a long-standing municipal position, and should be a focus of the Provincial government. Creating a world class centre for research also had strong support from City Council and Edmonton is prepared to bring this recommendation to fruition.

Addressing urban sprawl is another recommendation important to both the province and municipalities. While there is much to be gained through regional cooperation, there is a need for provincial involvement in the very near future. The costs involved in providing and maintaining physical, social and cultural infrastructure are immense; hence, clear province-wide direction will allow municipalities and the private sector to build more effective and efficient communities.

The City of Edmonton has welcomed the TD Bank Financial Group Report and is prepared to work with the Provincial government to ensure the success of the Calgary-Edmonton Corridor.

Yours truly,

A handwritten signature in black ink, appearing to read "Bill Smith", written in a cursive style.

Bill Smith
Mayor

- c. Edmonton City Council
Al Maurer, City Manager
David Edey, City Clerk

Enclosure

TD Economics Special Report.

Recommendation:

That the July 7, 2003, Office of the City Manager report be received for information.

Report Summary

This report provides Administration's responses to the 19 suggestions contained in the TD Economics Special Report on the Calgary-Edmonton Corridor (Corridor).

Previous Council/Committee Action

At the May 1, 2003, City Council meeting the following motion was passed:

That the TD Economics Special Report be referred to Administration for a response to the 19 suggestions contained in the April 22, 2003, report, i.e. indicating whether Administration agrees with the particular suggestion and steps that might be taken to further advance those suggestions it supports.

Report

The TD Economics Special Report is the third of a series by the TD Financial Group that focuses on the challenges facing Canada's urban areas. This report looks specifically at the Calgary-Edmonton Corridor. It provides 19 suggestions, outlined in Attachment 1, for the Federal, Provincial and Municipal government levels as well as the private sector to ensure the economic growth experienced does not fade. Specifically the report notes:

"the Corridor's municipal governments – like many of their Canadian counterparts – have not seen growth in revenues keep pace with the demands before them, which in turn have

escalated in the face of provincial and federal offloading and the over-reliance of the municipal tax base on the property tax. Hence, the need to provide municipalities with a more sustainable funding arrangement, one that will arm them with increased flexibility to tackle their own individual needs, forms an important part of the overall solution."

With respect to the 19 suggestions made, the Administration's response is as follows:

What the Alberta government needs to do:

1. Give municipalities a wider array of revenue sources, notably the flexibility to levy municipal excise taxes. We recommend that the province agree to lower its gasoline excise tax and give municipalities across the province the authority to levy their own gasoline tax of up to a stated amount, say 7 cents per litre. This new revenue source should be supplemented by power to levy taxes on other services, such as hotels and lodging, restaurant meals and car rentals.

Response – Agreed. The Minister's Council on Roles, Responsibilities and Resources provides a direct avenue to the Province in advancing suggested taxing power changes for municipalities.

2. Continue to make education in the province an area of high priority, recognizing that the highest public returns come from high-school completion.

Response – Agreed. Education is a provincial rather than municipal responsibility. Education as well as municipal infrastructure and services are important in attracting and retaining businesses and people within the province. Both support the Alberta Advantage.

3. Create a world-class centre for research in the Corridor by setting up a formal alliance between the region's post-secondary institutions, research-based companies, the Alberta Research Council, and other research groups. This would build on the activities of the existing Alberta Technology Commercialization Network, which has resulted in improved collaboration between the many players in the province.

Response – Agreed. This suggestion should be further explored. Creating an integrated knowledge and research network would assist in developing technology, businesses and sustain growth in future.

4. Legislate a timetable to reduce the provincial general corporate income tax (CIT) rate to 8.0 per cent.

Response – While changes to the income tax structure can support an increase in economic activity, it also needs to be considered in the overall context of provincial revenues required to sustain public services, including an equitable sharing of revenues for municipalities.

5. Earmark proceeds generated by the existing provincial 5-per-cent tax on hotel stays to tourism promotion.

Response – Agreed. This tax is collected from individuals who come to a city, town or resort location and make use of the facilities in the area. The economic benefit from tourism accrues to the business community as well as the federal and provincial governments (GST, Income and Corporate Income Tax) with a very small amount coming directly to municipalities. Directing some of the tax to local government would help to maintain tourism infrastructure.

6. Continue to work with the federal government to remove barriers to enter the job market for immigrant professionals and other skilled immigrants.

Response – Agreed. Major cities in the Corridor have the social and cultural infrastructure to welcome and integrate immigrants who come to Canada. Demographic trends in Canada support increased immigration, particularly professional people. Removal of barriers to employment is a major role for the provincial government.

7. Provide further support for the construction of affordable rental housing and enhancing income assistance to low-income renters and welfare recipients.

Response – Agreed. Affordable housing, particularly rental accommodation is needed if the Corridor is going to have people who will work in the area. Families in affordable housing will be able to become full members of the community in which they reside, bringing stability and steady growth to the area. Assisting people of low-income to have better housing can help the group become more involved in the work force and the community.

What the federal government needs to do:

8. Increase the amount invested in the 10-year infrastructure program established in the 2003 budget from an average of \$300 million per year to \$1 billion per year.

Response – Agreed. There will always be a need to maintain and replace existing infrastructure. The increase is needed across Canada, not just in the Corridor. Of particular concern is the need to provide infrastructure that will protect the environment (water treatment, air quality) so that increased urbanization can be accommodated without degradation. In any event, the program must be continued and be long term (10 to 15 years).

9. Fully exempt Canadian municipalities from paying the goods and services tax (GST), which would save Corridor municipalities roughly \$40-\$50 million per year.

Response – Agreed. This could be done with a minimum of difficulty and would eliminate significant administration of both the federal and local governments.

10. Stimulate rental construction across the country by changing CMHC mortgage-insurance so it is not a persistent profit taker, ensure that rates of taxation and economic depreciation are lined up and expand the definition for development soft-costs that can be deducted from income for income tax purposes.

Response – Agreed. The recommendations are good and are focussed on ways to stimulate construction of rental housing. While there is agreement, there must also be a method to ensure that rental housing remains rental once constructed.

11. Continue to increase support for research and commercialization activities, homelessness, and aboriginal issues.

Response – Agreed. In all of the above, support will help improve the situation and open up opportunities for people who presently are not fully participating in society.

12. Devote significant efforts towards reaching a comprehensive border agreement with the United States to help guarantee access to the United States market.

Response – Agreed. North-south trade has been a prime focus of the Alberta government and better relationships with

the United States government and commercial entities are mandatory.

What municipal governments need to do:

13. Put considerable energy into routinely, and thoroughly, assessing which services should remain core areas of responsibility and which should be provided through alternative services delivery.

Response – Agreed. Edmonton has a record of constantly reviewing its purpose, the services provided and the manner of providing those services. Alternate ways to provide service are explored. Critical in the reviews has been the desire to provide a quality of life that citizens expect. Evidence shows that almost all municipalities do review their services on a fairly regular basis.

14. Continue to improve cooperation with other municipalities in the region, recognizing the handsome economic returns to effective region-wide coordination and planning.

Response – Agreed. The elimination of mandatory regional land use planning has made cooperation more important. However, the desire of municipalities to retain their individual identity is strong, making effective cooperation difficult. Competition among municipalities remains and is, in part, a result of dependence upon property tax revenue to provide services.

15. Address urban sprawl by taking measures to raise population densities. Public pressure to spend on roads and highways must be carefully balanced with the need to invest in public transit and by addressing inequities in the property tax system. Municipalities should follow through on plans targeting urban renewal, such as Calgary's Stampede Station.

Response – Agreed. Urban sprawl is expensive and leads to inefficient provision of services in a region. Edmonton has made some effort to increase density (downtown housing) but continues to respond to the desires of the market and the development industry. Urban sprawl cannot be addressed in the Corridor without all municipalities agreeing on a method to deal with the issue. It is a matter that may require provincial intervention sooner rather than later.

16. Make more effective use of debt to finance infrastructure

Response – Agreed. Generally, Edmonton stays in a sound fiscal position, and has worked to reduce its debt as much as possible. This matter is an annual item of discussion during civic budget deliberations. Financing infrastructure may require debt to take advantage of a growing federal infrastructure fund (see #8) and any similar provincial long-term infrastructure program.

What the private-sector needs to do:

17. Take greater interest in the affairs of the Corridor by getting more involved in civic matters, such as economic development.

Response – Agreed. There is an obligation for municipalities to be inclusive in involving the “private sector.” Non-profit organizations, arts associations, sports groups, cultural and social organizations need to be welcomed as participants in improving the quality of life of any municipality. Individuals and groups can and will bring energy and resources to solving some of the deficiencies mentioned earlier. A good example is in welcoming immigrants to the community – the cultural and professional groups are well suited to lead this initiative.

18. Raise levels of community giving.

Response – Agreed. Returning money to the community where it was generated is an investment in the future of the area. Assisting NGOs to help disadvantaged people is a good example. Also important is giving of time and individual effort to causes in the community.

19. Establish a group such as the U.S. initiative CEOs for cities in the Corridor that partners the public and private sectors with municipalities and community groups. The group would be a vehicle for discussion, debate and

action on issues affecting cities in the region, and which has a voice that resonates across the province.

Response – Agreed. This is particularly important if the Corridor is going to prosper. However, any group must focus on the growth of the Corridor as a whole and not become burdened by existing processes, protocols and regulations. Rather the group must champion the value of balanced growth in the Corridor. Edmonton should support such a group as requested, but must avoid trying to control or direct the CEO group.

General Observations:

- The TD report must be seen as a blueprint for action for a very critical area to Alberta and Canada. The 19 recommendations are sound and have some positive implications. The challenge is to put in place a strategy for provincial, municipal and private participation. It is unlikely that cooperation alone will work. Some hard decisions at the provincial level will be required as well as at the regional and municipal level.
- Twenty year plans for roads, rail, water, sewers, power, education and land use may be needed if sound investment is to be made.
- Two major requirements for success in the Corridor are leadership and cooperation. The provincial government must provide the leadership so the major partners and all other stakeholders can cooperate in advancing the positive elements of the Corridor. Edmonton and

Calgary are particularly well positioned to accommodate growth, given the economic, social, cultural, educational and recreational infrastructure in place. This is particularly important if immigration is to be pursued.

- To respond to the TD report, the province can use the work already done during the Future Summit of 2002. Albertans have given the government many ideas and suggested ways to implement the ideas. By accepting the observations of TD Financial group, the province will be taking the first step to making sure the Corridor remains a good place to live, work, invest and recreate. There are numerous ways to proceed, but the province could take the first step by calling upon the major stakeholders in the Corridor to state what they believe needs to be done.
- City Council could do a number of things, but the initial action should be to advise the Premier, and members of the Provincial Government, of the importance of the report, the merit of the observations and the need for broad based action. In addition, City Council should commit to cooperating with the province and major stakeholders to develop a long-term plan of action.

Background Information Attached

- 3a Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Background Information Available on Request

1. Complete Report - The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

The following Executive Summary was copied from the following website:
www.td.com/economics. The full 37-page report can also be found on the same website.

THE CALGARY-EDMONTON CORRIDOR
Take Action Now To Ensure Tiger’s Roar Doesn’t Fade
Executive Summary

April 22, 2003

This report represents the third in a series by TD Bank Financial Group that focus on the challenges facing Canada’s urban areas. In April 2002, the Bank released “A Choice Between Investing in Canada’s Cities or Disinvesting in Canada’s Future”, which looked at the general issues confronting the country’s metropolitan areas. That was followed a month later by a study that focused specifically on the Greater Toronto Area (GTA).

These studies flowed from a number of speeches delivered in 2001 and 2002 by A. Charles Baillie, former TD Bank Financial Group Chairman and CEO in which he put forward a formidable challenge for Canadians – to surpass the U.S. standard of living (or the level of real income per person) within 15 years. In his remarks, Mr. Baillie highlighted the critical importance of cities in meeting this goal, since urban areas now comprise a staggering 80 per cent of Canadian economic activity and employment.

The Calgary-Edmonton Corridor is in a unique position in Canada. Specifically, it is the only Canadian urban centre to amass a U.S.-level of wealth while preserving a Canadian-style quality of life. At nearly US\$40,000, GDP per capita in the region is about 10 per cent above the average of U.S. metropolitan areas, and a striking 40 per cent above its Canadian colleagues. And, these gaps have widened over the past decade, as the Corridor has chalked up one of the strongest gains in both real GDP and population increases on the North American landscape. It is truly Canada’s western tiger.

Businesses and individuals have flocked to the region to take advantage of the considerable market opportunities, low taxes and business costs, vast wealth of natural resources, low crime and poverty rates, a high-quality education system, and a clean environment. Add to this the long list of recreational and cultural options, and there is little wonder why the Calgary-Edmonton Corridor has been able to create the “buzz” that other urban areas can only aspire to.

Rapid growth creates challenges in the Corridor

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Given all of its assets, the Corridor has enormous potential – not only to widen its economic lead in Canada further, but to become the most prosperous and the best place to live in all of North America. However, in order to tap this potential, a number of roadblocks must first be cleared out of the way, many of them erected as a by-product of the Corridor’s rapid growth over the past decade.

Challenge 1: The economy of the Calgary-Edmonton Corridor is still inextricably linked to the demand for, and supply of, crude oil and natural gas, leaving the region’s economy vulnerable if oilpatch activity shifts into a long-term decline. On the positive side, the long-term outlook for the oil and gas sector looks favourable, given the massive investment planned in the oil sands and solid demand prospects from the energy-hungry U.S. economy. But, there exists some clouds on the horizon, namely rising costs of production and emerging shortages of natural gas and ethylene, which threaten higher-value added activities. And, while concerns about the impact on the oil and gas sector from the implementation of the Kyoto Accord have moderated, the uncertainty related to lowering greenhouse gas emissions has not been eliminated.

Challenge 2: The Corridor is vulnerable in the all-important areas of education and innovation. On the one hand, the Corridor has reaped the benefits of one of the most highly-skilled workforces in the world, and well-established trade apprenticeship programs. However, Alberta lags behind other provinces in the share of high school students moving on to post-secondary education (PSE), highlighting the region’s reliance on luring well-educated individuals from other provinces for its pool of skilled workers. The doubling in PSE tuition costs has certainly been factor at play in curtailing enrollment rates. Moreover, low levels of R&D spending and venture capital financing are other dampening influences on the region’s capacity to innovate.

Challenge 3: Both the private and public sectors in the Calgary-Edmonton Corridor have been witnessing growing labour shortages in recent years. And, while some of the shortages can undoubtedly be chalked up to cyclical factors – notably unsustainably rapid economic expansion – structural issues suggest that this problem will not go away any time soon. Notably, the region’s labour supply is expected to actually decline by the middle part of the next decade, as the large cohort of baby boomers moves into retirement.

Challenge 4: Rapidly increasing populations and economic activity are contributing to a growing problem of urban sprawl in the Corridor. The adverse impact of sprawl on a society is significant. Because public transit is relatively expensive in low-density suburban areas, sprawl adds to increased reliance on roads, worsening overall transit problems, and increased congestion and pollution. And, while traffic congestion in medium-sized cities such as Calgary and Edmonton remains nowhere near that experienced in larger metropolitan areas such as Toronto and Montreal, the rapid deterioration experienced in the Corridor in recent years is worrisome.

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Challenge 5: The impact of the recent sizzling growth is beginning to place severe strains on the region’s physical infrastructure, much of which was put in place in the 1960s, 1970s and 1980s. And, while bumps in roads and crumbling sidewalks in some areas may be most visible to residents, the need to build extends to virtually all types of infrastructure, including transit, water, waste water, buildings and bridges. Notably, rapid growth and development, combined with global warming, are placing tremendous pressure on the quality and availability of water in the Corridor, which increasingly threaten to act as a brake on future expansion.

Challenge 6: Despite shrinking poverty rates and numbers receiving social assistance in the Calgary-Edmonton Corridor in recent years, there is evidence that the rising tide in the region is not lifting all boats equally. Growth in earnings at the low-end of the income spectrum has been trailing behind those at the higher end. What’s worse, wage increases for low-income individuals, and welfare incomes, have not been rising adequately to counter sharp increases in housing costs, leading to a growing problem of affordable housing.

TD Economics proposals

All three orders of government and the private sector have an important role to play in ensuring that the tiger’s roar doesn’t fade. As it currently stands, however, governments at the local level are severely handicapped in their ability to live up to their side of the bargain. More specifically, the Corridor’s municipal governments – like many of their Canadian counterparts – have not seen growth in revenues keep pace with the demands before them, which in turn have escalated in the face of provincial and federal offloading and the over-reliance of the municipal tax base on the property tax. Hence, the need to provide municipalities with a more sustainable funding arrangement, one that will arm them with increased flexibility to tackle their own individual needs, forms an important part of the overall solution.

What the Alberta government needs to do

- Give municipalities a wider array of revenue sources, notably the flexibility to levy municipal excise taxes. We recommend that the province agree to lower its gasoline excise tax and give municipalities across the province the authority to levy their own gasoline tax of up to a stated amount, say 7 cents per litre. This new revenue source should be supplemented by power to levy taxes on other services, such as hotels and lodging, restaurant meals and car rentals.
- Continue to make education in the province an area of high priority, recognizing that the highest public returns come from high-school completion.
- Create a world-class centre for research in the Corridor by setting up a formal alliance between the region’s post-secondary institutions, research-based companies, the Alberta

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger’s Roar Doesn’t Fade

Research Council, and other research groups. This would build on the activities of the existing Alberta Technology Commercialization Network, which has resulted in improved collaboration between the many players in the province.

- Legislate a timetable to reduce the provincial general corporate income tax (CIT) rate to 8.0 per cent.
- Earmark proceeds generated by the existing provincial 5-per-cent tax on hotel stays to tourism promotion.
- Continue to work with the federal government to remove barriers to enter the job market for immigrant professionals and other skilled immigrants.
- Provide further support for the construction of affordable rental housing and enhancing income assistance to low-income renters and welfare recipients.

What the federal government needs to do:

- Increase the amount invested in the 10-year infrastructure program established in the 2003 budget from an average of \$300 million per year to \$1 billion per year.
- Fully exempt Canadian municipalities from paying the goods and services tax (GST), which would save Corridor municipalities roughly \$40-\$50 million per year.
- Stimulate rental construction across the country by changing CMHC mortgage-insurance so it is not a persistent profit taker, ensure that rates of taxation and economic depreciation are lined up and expand the definition for development soft-costs that can be deducted from income for income tax purposes.
- Continue to increase support for research and commercialization activities, homelessness, and aboriginal issues.
- Devote significant efforts towards reaching a comprehensive border agreement with the United States to help guarantee access to the U.S. market.
- What municipal governments need to do:
 - Put considerable energy into routinely, and thoroughly, assessing which services should remain core areas of responsibility and which should be provided through alternative services delivery.

Executive Summary – The Calgary Edmonton Corridor – Take Action Now to Ensure Tiger's Roar Doesn't Fade

- Continue to improve cooperation with other municipalities in the region, recognizing the handsome economic returns to effective region-wide coordination and planning.
- Address urban sprawl by taking measures to raise population densities. Public pressure to spend on roads and highways must be carefully balanced with the need to invest in public transit and by addressing inequities in the property tax system. Municipalities should follow through on plans targeting urban renewal, such as Calgary's Stampede Station.
- Make more effective use of debt to finance infrastructure

What the private-sector needs to do:

- Take greater interest in the affairs of the Calgary-Edmonton Corridor by getting more involved in civic matters, such as economic development.
- Raise levels of community giving.
- Establish a group such as the U.S. initiative CEOs for Cities in the Corridor that partners the public and private sectors with municipalities and community groups. The group would be a vehicle for discussion, debate and action on issues affecting cities in the region, and which has a voice that resonates across the province.

Derek Burleton, Senior Economist
416-982-2514

With research assistance from:

Mimi Curtis-Irving, Economist
416-944-5730

Iva Philipoff, Administration Officer
416-982-8066



FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

November 18, 2003

Mr. David H. Edey
City Clerk
City of Edmonton
3rd Floor, City Hall
1 Sir Winston Churchill Square
Edmonton, AB T5J 2R7

Dear David:

Calgary to Edmonton Corridor Conference – Spring 2004

At the Monday, November 17, 2003 Red Deer City Council Meeting, Council reviewed your request for the City of Red Deer to co-sponsor and participate in a "Corridor Conference" focusing on specific recommendations contained in the TD Economics Special Report.

Council approved the City of Red Deer participating in this Conference. With the recent national recognition that the Edmonton – Calgary corridor is one of the most powerful economic regions in North America, discussions with key stakeholders at a conference would be very beneficial.

We look forward to participating in this initiative. Please advise our City Manager's office (403-342-8154) of the next steps involved .

Sincerely,

Kelly Kloss
Manager

c City Manager
Land & Economic Development Manager



Council Decision – November 17, 2003

Legislative & Administrative Services

DATE: November 18, 2003
TO: Norbert Van Wyk, City Manager
FROM: Kelly Kloss, Legislative & Administrative Manager
SUBJECT: Calgary to Edmonton Corridor Conference

Reference Report:

Letter from the City of Edmonton, dated October 22, 2003 and report from the Land & Economic Development Manager, dated November 7, 2003

Resolutions:

“Resolved that Council of the City of Red Deer, having considered the correspondence from the City of Edmonton, dated October 22, 2003, re: Calgary to Edmonton Corridor Conference, approves the City of Red Deer participating in this Conference and amends the 2003 Budget to include provision for the City Manager to allocate up to \$10,000 to support this with funding to come from the 2003 Projected Budget Surplus.”

Report Back to Council: No

Comments/Further Action:

I have advised the City of Edmonton of Council’s decision and indicated that you are the contact for future correspondence.

Handwritten signature of Kelly Kloss in black ink.

Kelly Kloss
Manager

/chk

c Director of Development Services
Land & Economic Development Manager



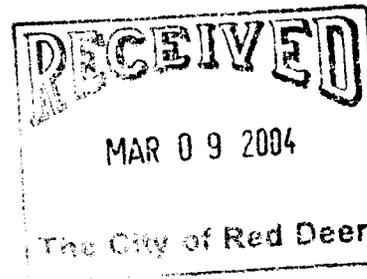
OFFICE OF THE CITY MANAGER
CITY OF EDMONTON

3rd FLOOR, CITY HALL
1 SIR WINSTON CHURCHILL SQUARE
EDMONTON, ALBERTA T5J 2R7

March 4, 2004

Reference No. 0405-20MUN


Norbert Van Wyk, City Manager
City of Red Deer
City Hall
4914 - 48 Avenue
Red Deer, Alberta T4N 3T4



Dear Norbert:

At its March 3, 2004 meeting, the City of Edmonton Executive Committee considered the attached report. The committee concurred with the two recommendations, and added a third one, which asked that the report be returned to the Executive Committee meeting following the municipal elections (November 24, 2004). The Committee asked that you inform your Council of this decision and expressed its appreciation for your effort to date. Please call me if you wish additional information on this matter.

Yours truly,



Bruce Duncan
Intergovernmental Affairs

BD/km

Enclosure

cc: David Edey, City Clerk, City of Edmonton
Brenda King, Intergovernmental Affairs, City of Calgary



TD Economics Special Report – Corridor Conference

Recommendation:

1. That a Corridor Conference not be held in 2004 because of commitments during the year.
2. That Administration continue to work with Calgary and Red Deer to advance the recommendations of the TD Economics Special Report.

Report Summary

During 2004, numerous events will take time and attention away from a conference focussing on the specific recommendation of the TD Report.

Previous Council/Committee Action

At the October 7, 2003 City Council meeting, the following motion was passed:

1. That Administration contact the City of Calgary and the City of Red Deer to determine its interest in:
 - (a) co-sponsoring and actively participating in a “Corridor Conference” that would focus on specific recommendations contained in the TD Economics Special Report; or
 - (b) working with the City of Edmonton in developing strategies to respond to the recommendations contained in the TD Economics Special Report.
2. That Administration report back to the Executive Committee by January 2004.

Report

- Both the City of Calgary and the City of Red Deer were contacted and given copies of relevant material concerning the Corridor.

- The City of Red Deer, in a letter dated November 18, 2003, stated a willingness to participate in a conference (Attachment 1). A response has not been received from the City of Calgary as the scheduling of the item has been amended because of other issues.
- In looking at the possible dates to hold a conference, it becomes obvious that a number of factors may draw attention away from a Corridor Conference:
 - (a) anticipated Federal Election in May;
 - (b) Federation of Canadian Municipalities Conference in late May/early June;
 - (c) Meeting of City of Edmonton and City of Calgary Councils in early April, with a potential second meeting in early July, and
 - (d) Four Pillars of Urban Sustainability work by Council and Administration, as well as five meetings ending in June.
- To organize an effective conference, a sufficient amount of time is required as well as staff dedicated to the event. The events listed above will require a great deal of effort by civic staff. The recent conference, “Strategies for Urban Sustainability”, is a good example of taking the time and making the effort to have a successful and effective conference.
- In addition, 2004 is the 100th Anniversary of the founding of the city and Council will be involved in numerous events throughout the year.
- As a final comment, a conference in the autumn would conflict with the

municipal election and the AUMA annual conference here in Edmonton.

Justification of Recommendation

1. Commitments and timing do not allow for maximum advantage to be obtained from a conference during 2004.
2. Follow up on the recommendations will keep positive attention on the Edmonton -Calgary Corridor and its importance to Alberta.

Background Information Attached

1. November 18, 2003 Letter from Kelly Kloss, Manager, Legislative and Administrative Services, City of Red Deer.



OFFICE OF THE CITY MANAGER
CITY OF EDMONTON

3rd FLOOR, CITY HALL
1 SIR WINSTON CHURCHILL SQUARE
EDMONTON, ALBERTA T5J 2R7

March 4, 2004

Reference No. 0405-20MUN

Brenda King, Manager
Intergovernmental Affairs
Chief Executive Office, #8003
P.O. Box 2100, Station M
Calgary, Alberta T2P 2M5

Dear Brenda:

At its March 3, 2004 meeting, the City of Edmonton Executive Committee considered the attached report. The committee concurred with the two recommendations, and added a third one, which asked that the report be returned to the Executive Committee meeting following the municipal elections (November 24, 2004). The Committee asked that you inform your Council of this decision and expressed its appreciation for your effort to date. Please call me if you wish additional information on this matter.

Yours truly,

Bruce Duncan
Intergovernmental Affairs

BD/km

Enclosure

cc: David Edey, City Clerk, City of Edmonton
Norbert Van Wyk, City Manager, City of Red Deer



TD Economics Special Report – Corridor Conference

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2. Follow up on the recommendations will keep positive attention on the Edmonton -Calgary Corridor and its importance to Alberta.

Background Information Attached

1. November 18, 2003 Letter from Kelly Kloss, Manager, Legislative and Administrative Services, City of Red Deer.



THE CITY OF RED DEER
OFFICE OF THE CITY CLERK

We, the undersigned, request that the extreme noise pollution, resulting from the allocation of our Denison Crescent south property lines and the proximity of 39th Street, be reviewed. Due to a noticeably increased amount of traffic on 39th and the subsequent noise this has caused, it is requested that our situation be examined further. Possible solutions that would result in less noise being generated from the street, which is mere meters from our homes, need to be considered.

We appreciate the enactment of "The Noise Bylaw" (No. 3153/95) and hope to not have to report each incident which contravenes "no person shall make, continue, cause or allow to be made or continued any loud, unnecessary or unusual noise or any noise whatsoever which either annoys, disturbs, injures, endangers or detracts from the comfort, repose, health, peace or safety of other persons within the limits of the City." Consideration of formulating a bylaw stating an appropriate distance between property lines and dwellings from major thoroughfares needs to be considered for newer residential developments - with means of noise reduction (berms etc.) in place for extenuating circumstances, such as ours.

As it stands now, traffic noise pollution from the deluge of 39th Street use is especially apparent in the summer months - with construction vehicles and motorcycle use being paramount. However, with the increased development occurring east of our properties, it seems inevitable that this "loud" noise which "annoys and disturbs", especially during the warmer months when backyards are more frequented and windows opened, will also become a year round concern. The ongoing noise interference that is occurring in our homes and backyards based on the closeness of 39th Street needs to be addressed.

Signature of Petitioner	Petitioner's Name	Street Address	Phone Number	Date	Signature of Adult Witness
	Gordon Hamill	75 Denison Cr	347-6894	July 7/03	
	MIKE FARWELL	51 Denison Cr	340-0824	July 7/03	
	David MacL	31 " "	346-7979	July 7/03	
	Debra Stevens	27 Denison Cr	342-4826	July 07	
	JAN BUCHANAN	15 DENISON	343-6413	July 7/03	
	M. G. RARU	11 DENISON CR	341-9143	July 7/03	
	W. CURTIS	7 DENISON	343-1910	July 7/03	
	W. Brown	55 Denison	347-3401	July 7/03	
	M. Bruke	59 DENISON	346-2159	July 7/03	
	H. K. BORK	35 DENISON	342-1710	July 7/03	
	T. H. ESSER	19 DENISON	347-2550	7/9/03	
	LOUIE WRIGHT	3 DENISON	346-7836	07/09/03	
	Janet Welch	63 Denison	358-5534	7/9/03	
	BILL SCOTT	71 " "	340-2727	8/08/03	
	Julia Crossman	47 DENISON	346-7057	09/07/03	
	R. H. HANSON	43 DENISON	343-6613	July 17/03	
	ROY GREAME	#39 DENISON	343-3912	AUG 14/03	

Norm Crossman
47 Denison Cres
THR DEER
346-7057

Engineering Services

Date: November 6, 2003

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

**Re: Petition from Residents of Denison Crescent
Regarding Noise from 39 Street**

A. Petition Issue

This correspondence is in response to the petition from the south residents of Denison Crescent. The figure attached indicates those residents that have signed the petition.

The issues outlined in the petition are paraphrased below.

1. Due to the increased traffic on 39 Street, the noise levels experienced by the residents are increasing to a level that is unacceptable. Particular areas of concern are construction vehicles and motorcycles in the summer months.
2. The City should examine the Denison Crescent situation and consider ways to mitigate the traffic noise.
3. The City should consider formulating a by-law stating an appropriate distance between property lines and dwellings from a major thoroughfare for newer residential developments.

B. Current Council Policy and Guidelines

With respect to the bylaw issue raised in the petition, there appears to be clear direction given from Council Policy and Guidelines. The City of Red Deer Council Policy No. 4313, "Traffic Noise Attenuation" was reviewed. The purpose of this Policy is to define the maximum design criteria for noise levels adjacent to roadways constructed in new development areas and define a warrant system for constructing retrofit noise attenuation facilities in older existing areas. A copy of this Council Policy is included for reference.

The Policy defines the threshold of acceptable noise levels to new developments or when evaluating older areas at 60 dBA. This noise level is a continuous noise level equivalent (Leq) measured over a 24 hour period. Furthermore, any

noise barrier recommended must be feasible and must achieve at least a 5 dBA noise level reduction.

In addition, The City of Red Deer Planning and Subdivision Guidelines, as prepared and administered by Parkland Community Planning Services, indicates that developers are responsible for preparing a detailed Neighborhood Area Structure Plan (NASP) as a pre-condition for subdivision of large land areas. Where proposed NASP are located adjacent to Provincial primary and secondary highways, arterial roadways, railways, industrial development, commercial development, and/or other noise generators, a Noise Study is required.

Earth berms and/or development setbacks are the preferred measures for noise attenuation, although other types of sound barriers will be considered (e.g. wall or combination wall and berm).

If a noise barrier were desired in an existing development, the improvement would normally be funded through a local improvement tax paid by the benefiting property owners. However, City Council may consider cost sharing depending on the warrant and other factors.

C. Existing Road and Traffic Conditions

Attached for your reference is an aerial photograph for the portion of 39 Street adjacent Denison Crescent, as well as a typical cross section of the roadway.

Thirty-ninth Street is a 12 m wide, undivided residential collector roadway. The primary function of the road is to carry traffic between local and arterial roadways. Some of the site-specific characteristics of the road are as follows:

1. The distance from the edge of roadway to the back of the Denison Crescent property line is approximately 7 m.
2. There are fences constructed along the back property line of these residences.
3. There is no berm between the back property line of Denison Crescent and roadway.
4. The south boulevard is 23 m wide due to a gas pipeline right of way. A berm and a 2.5 m separate sidewalk have been built along the south side of the roadway.

5. The difference in elevation between the road and the rear properties varies, but, in general, is found to be within 1.0 m.

Traffic counts taken in 2002 indicated that there was an average of 7,156 vehicles per day using this section of 39 Street. While collector roads are capable of carrying over 10,000 vpd, resident concerns are often voiced when this occurs.

As indicated by the petitioners, there is a high volume of construction traffic using 39 Street due to subdivision and housing construction further east (e.g. Davenport and Devonshire subdivisions). These development areas are now approaching build out, and it is likely that this construction traffic will reduce in the coming years.

D. Traffic Noise Assessment and Abatement

The most desirable way to evaluate the noise concern would be to undertake a Noise Attenuation Study, which would include 3 to 7 days of continuous field noise measurements. The City does not have equipment to undertake this type of study and would require the services of an Acoustical Consultant. The costs to perform this type of study would be up to \$15,000.

If it is found that noise attenuation is warranted, a wall could be constructed along the back property lines of the Denison Crescent residences bordering 39 Street. Due to limited amount of land area available (i.e. 7 m wide boulevard), there is insufficient space to construct a berm. Typical cost of sound walls varies from \$160 per metre for wood construction to \$360 per metre for concrete construction. The total cost of the noise wall along the Denison Crescent properties would be in the order of \$56,000 for wood to \$126,000 for concrete.

E. Recommendations

The following recommendations are made with respect to the petition:

1. The current Council Policy related to Traffic Noise Attenuation is deemed to be satisfactory and does not need to be amended.
2. The City undertake a Noise Attenuation Study in 2004 to assess the traffic noise levels along 39 Street, adjacent to Denison Crescent and evaluate the need for improvements based on the above noted Council Policy. The cost of this study is estimated at \$15,000 and will be

included in the 2004 operating budget for Engineering Services as a one-time Business Plan Funding Request. A report will be brought back to Council outlining the findings of the Study as well as recommendations for improvements and funding, if warranted.



Tom C. Warder, P. Eng.
Engineering Services Manager

TCW/FC/ldr
Att.



**THE CITY OF RED DEER
COUNCIL POLICY MANUAL**

POLICY NO.	4313	Page 1 of 3
TITLE:	Traffic Noise Attenuation	Date of Approval: September 9, 1996
SECTION:	Development Services (Engineering)	Dates of Revision:

POLICY STATEMENT

The purpose of this policy is:

- (a) *to define the maximum design criteria for noise levels adjacent to roadways constructed in new development areas, and*
- (b) *to define a warrant system for constructing retro-fit noise attenuation facilities in older existing areas.*

A. Maximum Design Criteria for Noise Levels Adjacent to New Roadways

When designing new arterial roadways in the City, traffic noise should be estimated based on traffic volumes projected 20 years ahead. The estimated noise level calculated at ground level within the properties of the adjacent residential development should not exceed a maximum 24 hour, continuous noise level equivalent (Leq) of 60 dBA.

B. Warrant System for Retro-fit Noise Attenuation in Existing Areas

1. In existing areas, it may be prohibitive to retro-fit roadways, even when reconstructing them, to meet the 60 dBA design criteria noted above. In these situations, the warrant for noise attenuation measures should consider how much the measured noise levels exceed the 60 dBA criteria, the cost of the noise attenuation solution, the resulting noise reduction, the number of residents benefiting from the noise reduction, and other associated benefits and problems.



**THE CITY OF RED DEER
COUNCIL POLICY MANUAL**

POLICY NO.

4313

Page 2 of 3

TITLE:

Traffic Noise Attenuation

**Date of Approval:
September 9, 1996**

SECTION:

**Development Services
(Engineering)**

Dates of Revision:

-
2. The following criteria should be met for retro-fit noise attenuation in existing areas:
- (a) Residential dwelling units must be exposed to noise levels greater than 60 dBA Leq (24 hr) at ground level.
 - (b) Installation of a noise barrier must be technically and economically feasible, as determined by the Engineering Department Manager.
 - (c) Noise barriers must achieve at least a 5 dBA noise level reduction.
 - (d) Noise barrier installation should be addressed at the time of road reconstruction for roadways scheduled to be upgraded.
 - (d) Evaluation of noise attenuation facilities should consider the number of affected residents, the severity of the noise problem, the amount of noise reduction provided by the barrier, the total cost of the barrier, and other benefits and problems.



**THE CITY OF RED DEER
COUNCIL POLICY MANUAL**

POLICY NO.	4313	Page 3 of 3
TITLE:	Traffic Noise Attenuation	Date of Approval: September 9, 1996
SECTION:	Development Services (Engineering)	Dates of Revision:

- (e) The result of the following benefit-cost equation should be greater than 1.0:

$$\frac{R \times (NL-60) \times NR \times 1,000}{\$}$$

- where:
- R = The number of residential units affected by the traffic noise
 - NL = The existing 24 hour, continuous noise equivalent (Leq)
 - NR = The estimated reduction in noise level (24 Hr Leq) with the noise barrier installed
 - \$ = Cost of the noise barrier

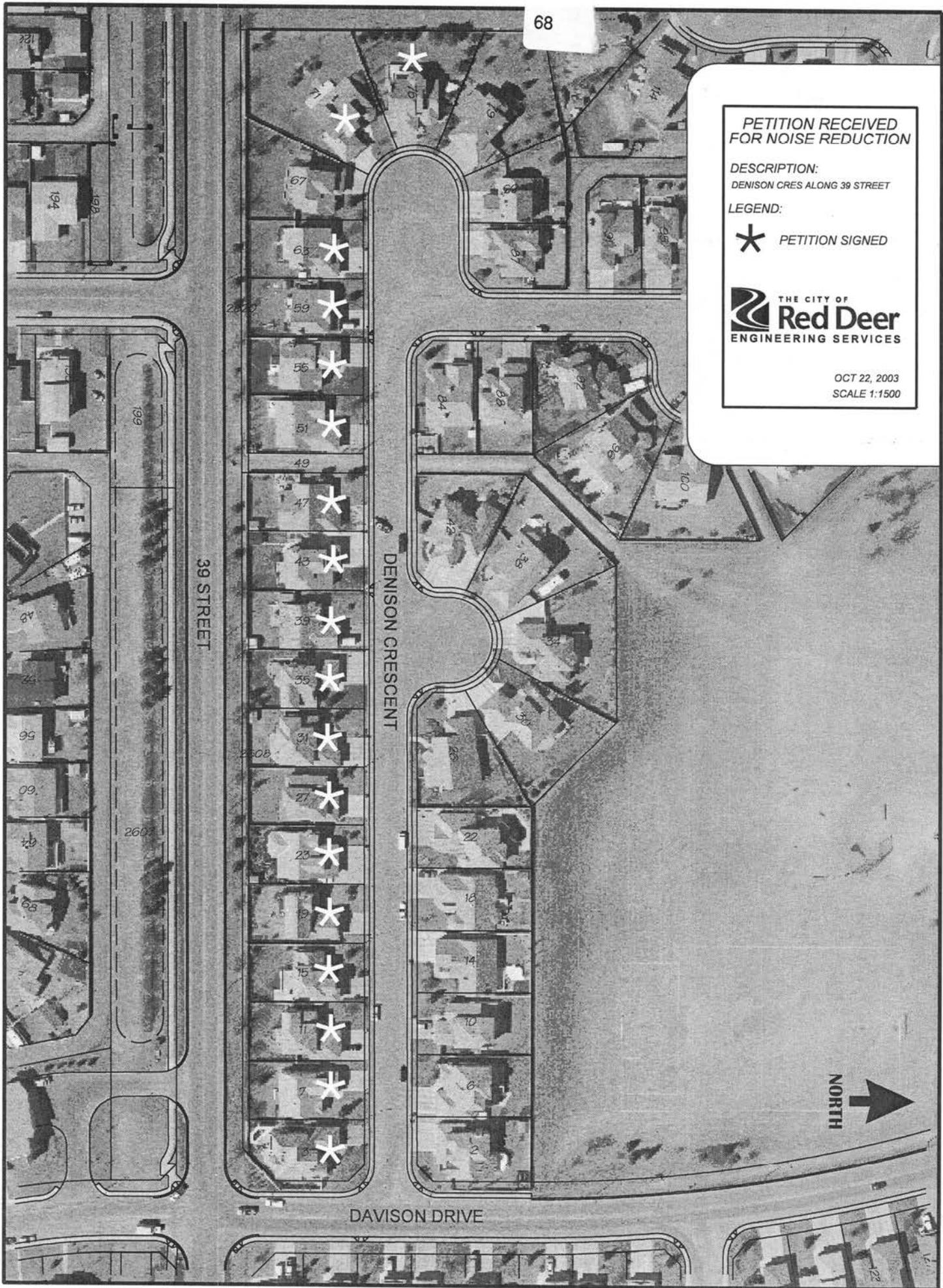
**PETITION RECEIVED
FOR NOISE REDUCTION**

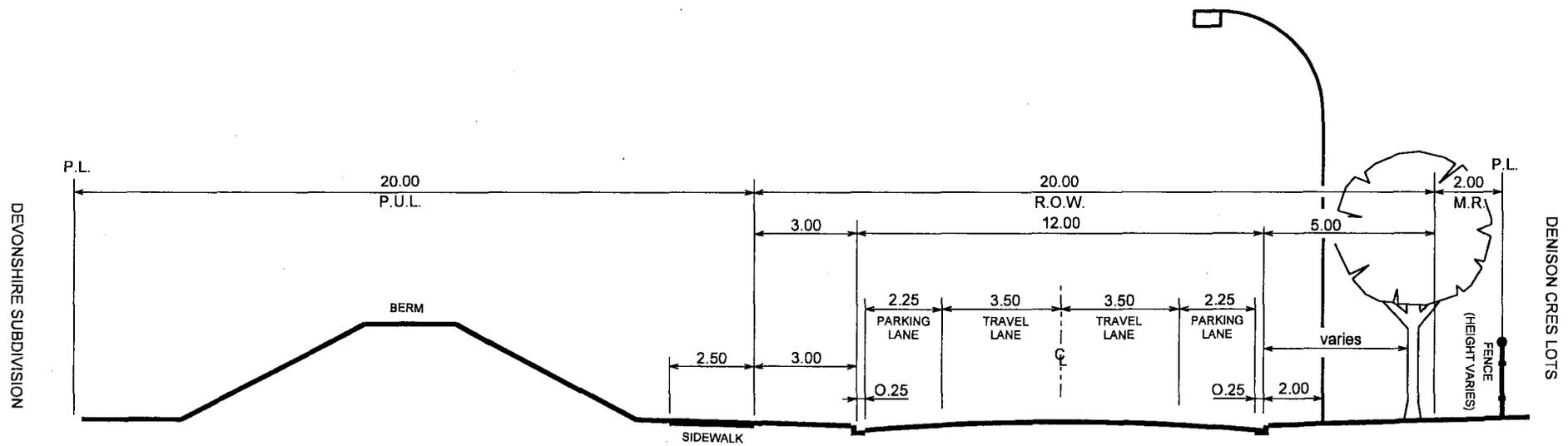
DESCRIPTION:
DENISON CRES ALONG 39 STREET

LEGEND:
* PETITION SIGNED



OCT 22, 2003
SCALE 1:1500





TYPICAL CROSS SECTION OF 39 STREET
ADJACENT TO DENISON CRES

Comments:

This item is here for Council's consideration and discussion in light of the petition submitted and we recommend that Council use this opportunity to acquire a good understanding of this issue. We recommend that City Council refer the budget requirements for the study to the budget deliberations in January.

We also recommend that staff prepare a report for consideration at budget time outlining an additional option that might be considered. Because of the short distance of these properties to 39th Street, the construction of an attenuation wall may have limited impact. An alternative approach may be to reduce the speed limit along 39th Street east of 30th Avenue to the City limits. The speed limit reduction could be used as an interim measure until the area is built out and the construction and commercial truck traffic is reduced.

"G.D. Surkan"
Mayor

"N. Van Wyk"
City Manager

Engineering Services

Date: October 28, 2003

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

**Re: Petition from Residents of Denison Crescent
Regarding Noise from 39 Street**

OLD Report
- BACKUP

A. Issue

This correspondence is in response to the petition from the south residents of Denison Crescent. The figure attached indicates those residents that have signed the petition.

The following issues are those outlined in the petition.

1. Due to the increased traffic on 39 Street, the noise levels experienced by the residents are increasing to a level that is unacceptable. Particular areas of concern are construction vehicles and motorcycles in the summer months. The City should review their situation and consider ways to mitigate the traffic noise.
2. Consideration of formulating a by-law stating an appropriate distance between property lines and dwellings from a major thoroughfare for newer residential developments.

B. Review of Current City of Red Deer Council Policy and Guidelines

With respect to the second issue raised in the petition, there appears to be clear direction given from Council Policy and Guidelines. The City of Red Deer Council Policy No. 4313, "Traffic Noise Attenuation" was reviewed. The purpose of this Policy is to define the maximum design criteria for noise levels adjacent to roadways constructed in new development areas and define a warrant system for constructing retrofit noise attenuation facilities in older existing areas. A copy of this Council Policy is included for reference.

The Policy defines the threshold of acceptable noise levels to new developments or when evaluating older areas at 60 dBA. This noise level is a continuous noise level equivalent (Leq). Furthermore, any noise barrier recommended must be feasible and must achieve at least a 5-dBA noise level reduction.

In addition, The City of Red Deer Planning and Subdivision Guidelines, as prepared and administered by Parkland Community Planning Services, indicates that developers are responsible for preparing a detailed Neighbourhood Area Structure Plan (NASP) as a pre-condition for subdivision of large land areas.

Where proposed NASP are located adjacent to Provincial primary and secondary highways, arterial roadways, railways, industrial development, commercial development, and/or other noise generators, a Noise Study is required.

Earth berms and/or development setbacks are the preferred measures for noise attenuation; although other types of sound barriers will be considered (e.g. wall or combination of wall or berms).

C. Existing Conditions

In response to this petition, we have prepared the attached aerial photograph for the portion of 39 Street adjacent Denison Crescent. We have also prepared the attached typical cross section of the roadway.

Thirty-ninth Street is classified as an undivided collector roadway. There is a 12 m wide carriage way and a 2.5 m separate sidewalk located on the south side. The primary function of the road is to carry traffic between local and arterial roadways. Because 39 Street is a residential collector road, no noise assessment was undertaken at the time of original subdivision.

Some of the site-specific characteristics are as follows:

1. The distance from the edge of roadway to the back of the Denison Crescent property lines is approximately 7 m.
2. There are fences constructed along the back property line of these residences.
3. There is no berm between the back property line of Denison Crescent and roadway. There is a berm located on the south side of the roadway. The south boulevard is wider due to a gas pipeline right of way.
4. The difference in height between the centerline of 39 Street to the rear of properties varies, but in general is found to be less than 1.0 m.
5. These properties are in proximity to two major intersections, Davidson Drive intersection immediately to the east and 30 Avenue intersection approximately 250 m from the west.

In 2002, as part of the Signal Warrant Study, traffic counts were taken for this section of 39 Street. The traffic counts showed that there was an average of 7,156 vehicles per day using the portion of roadway. While collector roads are capable of carrying 10,000 vpd, resident concerns are often voiced when this occurs.

D. Traffic Noise Assessment Procedures

The most desirable way to evaluate the noise concern would be to undertake a Noise Attenuation Study, which would include continuous weeklong field noise measurements. The City does not have equipment to undertake this type of study and would require the services of an Acoustical Consultant. The costs to perform this type of study would be up to \$15,000.

An alternative to undertaking field noise measurements is to undertake a calculated noise estimate. The procedures for this estimate are outlined in the document C.M.H.C. "Road and Rail Noise: Effects on Housing", NHA 51565 81/10.

This method for determining traffic noise has been used by other municipalities. It effectively forecasts noise levels as part of a before/after noise mitigation study or for planning purposes when determining the effects of long-term noise levels experienced by adjacent developments.

Within the City, this method has been used and compared to actual measured field noise studies. Results indicated that the noise levels predicted by this method were 1-3 dBA higher than the measured noise levels.

E. Traffic Noise Assessment

A calculated traffic noise estimate was undertaken using the C.M.H.C. procedures for two locations, 3 Dennison Close and 71 Denison Close, the furthest east and furthest west residences. Each of the locations was evaluated for current day conditions and found to be 64 dBA and 62 dBA, both above the 60-dBA threshold of the Council Policy. This is based on a 4% heavy truck vehicle component and a traffic volume of 7,156 vehicles per day.

It is recognized that the amount of construction traffic using this roadway is high during subdivision and housing construction. Considering the fact that the subdivisions north and south of 39 Street are approaching build out, it is likely that this truck traffic will reduce in the coming years.

F. Summary

It is found that current Council Policy and Subdivision Guidelines provide clear design criteria for noise levels adjacent to new roadways. Current Council

Policy defines a warrant system for constructing retrofit noise attenuation facilities in existing areas.

It is concluded that the current noise experienced by the residences along the south side of Denison Crescent is likely to be in excess of the 60-dBA threshold.

A formal sound attenuation study including weeklong field noise measurements and traffic counts could be undertaken for a cost of approximately \$15,000. If it is found that noise attenuation is warranted, a noise attenuator such as a wall could be constructed on the back of property lines of the residences bordering 39 Street. Due to limited amount of land area available (approximately 7 m from the face of curb to the rear of the properties), there is not enough space to construct a berm. Typical cost of sound walls varies from \$160/lin m for wood construction to \$360/lin m for concrete construction. The total cost of the noise wall along the Denison Crescent properties would be in the order of \$56,000 for wood to \$126,000 for concrete.

G. Recommendation

The following recommendations are made with respect to the petition:

1. No further By-law or Council Policy be created to address noise attenuation in existing or future developments. The existing Council Policy is found to sufficient.
2. The City undertake a Noise Attenuation Study this fall (weather permitting) to evaluate current noise levels along 39 Street, between 30 Avenue and 20 Avenue, and recommend improvements to meet current Council Policy. The cost of this project is estimated at \$15,000. Funding of this study would come from an anticipated surplus in the Engineering Services Operating Budget. A report will be brought back to Council outlining the findings of the Study as well as recommendations for improvements and funding of the improvements, if warranted.



Tom C. Warder, P. Eng.
Engineering Services Manager

FC/emr
Att.

DATE: 22 OCT 2003

TO: Kelly Kloss - Manager, Legislative & Administrative Services

FROM: Supt. Steele - OIC Red Deer City RCMP

RE: Petition From Residents of Denison Crescent - RE: Noise from 39th Street

Our records have been searched and from 01 APR 2003 to 30 SEP 2003 this office has not recorded a noise complaint from any resident of Denison Crescent. Although construction noises are disturbing the residents, construction gets specific mention in the bylaw.

39th Street traffic has no doubt increased in the past few years, bringing with it an increase in traffic generated noise. As City growth pushes further east, 39th Street will get even busier. Noise attenuation solutions for this and other areas would be beneficial.


(J. Steele) Supt.
Officer In Charge
Red Deer City RCMP

Christine Kenzie

From: Greg Scott
Sent: October 08, 2003 8:37 PM
To: Christine Kenzie
Subject: 39th Street Petition - Noise

A petition from the residents of 39th street was forwarded to the Inspections and Licensing Department for comment. Our Department does not have a role to play in the review of this public request. Roadway noise is best reviewed]by the Engineering Department.

Thanks,
Greg S



LEGISLATIVE & ADMINISTRATIVE SERVICES

October 2, 2003

Mr. Norm Crossman
47 Denison Crescent
Red Deer, AB T4R 2E9

Dear Mr. Crossman:

A petition was received on October 2, 2003 from residents of Denison Crescent regarding the noise from 39th Street and has been forwarded to City Administration for comment.

I will advise you of any action to be taken regarding your concerns.

Sincerely,



Kelly Kloss
Manager

DATE: **OCTOBER 2, 2003**

- TO:
- DIRECTOR OF COMMUNITY SERVICES
 - DIRECTOR OF CORPORATE SERVICES
 - DIRECTOR OF DEVELOPMENT SERVICES
 - CITY ASSESSOR
 - E. L. & P. MANAGER
 - ENGINEERING DEPARTMENT MANAGER
 - FIRE CHIEF/MANAGER EMERGENCY SERVICES
 - INFORMATION TECHNOLOGY SERVICES MANAGER
 - INSPECTIONS AND LICENSING 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: **MANAGER, LEGISLATIVE & ADMINISTRATIVE SERVICES**

RE: **PETITION FROM RESIDENTS OF DENISON CRESCENT RE NOISE FROM 39TH STREET**

Please submit comments on the attached to this office by **MONDAY, OCTOBER 27, 2003**
In order to provide a response to their concerns.

Kelly Kloss
Manager, Legislative & Administrative Services

LEGISLATIVE & ADMINISTRATIVE SERVICES

November 3, 2003

Mr. Norman Crossman
47 Denison Crescent
Red Deer, AB T4R 2E9

Dear Mr. Crossman:

Petition – Traffic Noise on 39th Street

Further of my letter of October 2, 2003 the City has reviewed your petition outlining the following issues:

1. Due to the increased traffic on 39th Street, the noise levels experienced by the residents are increasing to a level that is unacceptable. Particular areas of concern are construction vehicles and motorcycles in the summer months. The City should review their situation and consider ways to mitigate the traffic noise.
2. What is the appropriate distance between property lines and dwellings from a major thoroughfare for newer residential developments?

To begin I will provide you with the background that the City's Engineering Department has provided when reviewing your request and then outline the next steps that the City will be taking.

Review of Current City of Red Deer Council Policy and Guidelines

With respect to the second issue raised in the petition, Council Policy No. 4313, "Traffic Noise Attenuation" defines the maximum design criteria for noise levels adjacent to roadways constructed in new development areas and defines a warrant system for constructing retrofit noise attenuation facilities in older existing areas. A copy of this Council Policy is included for reference.

The Policy defines the threshold of acceptable noise levels to new developments or when evaluating older areas at 60 dBA. This noise level is a continuous noise level equivalent (Leq). Furthermore, any noise barrier recommended must be feasible and must achieve at least a 5 dBA noise level reduction.

In addition, The City's Planning and Subdivision Guidelines indicates that developers are responsible for preparing a detailed Neighbourhood Area Structure Plan (NASP) as a pre-condition for subdivision of large land areas. Where proposed NASPs are located adjacent to Provincial primary and secondary highways, arterial roadways, railways, industrial development, commercial development, and/or other noise generators, a Noise Study is required.

..2/

Mr. Norm Crossman

Page 2

Earth berms and/or development setbacks are the preferred measures for noise attenuation; although other types of sound barriers will be considered (e.g. wall or combination of wall and berms). If a barrier in an existing area is required the funding for this is normally through a local improvement tax paid by those property owners benefiting from the structure. However, Council may consider other cost sharing arrangements.

Existing Conditions

The Engineering Department has prepared an aerial photograph for the portion of 39th Street adjacent Denison Crescent and a typical cross section of the roadway, both attached.

Thirty-ninth Street is classified as an undivided residential collector roadway. There is a 12 m wide carriage way and a 2.5 m separate sidewalk located on the south side. The primary function of the road is to carry traffic between local and arterial roadways. Because 39th Street is a residential collector road, no noise assessment was undertaken at the time of original subdivision.

Some of the site-specific characteristics of the roadway are:

1. The distance from the edge of roadway to the back of the Denison Crescent property lines is approximately 7 m.
2. There are fences constructed along the back property line of these residences.
3. There is no berm between the back property line of Denison Crescent and roadway. There is a berm located on the south side of the roadway, which is wider due to a gas pipeline right of way.
4. The difference in height between the centerline of 39th Street to the rear of properties varies, but in general is less than 1.0 m.
5. These properties are in proximity to two major intersections, Davidson Drive intersection immediately to the east and 30 Avenue intersection approximately 250 m from the west.

In 2002, as part of the Signal Warrant Study, traffic counts were taken for this section of 39th Street. The traffic counts showed an average of 7,156 vehicles per day using the portion of roadway while this collector road is capable of carrying 10,000 vehicles per day.

Traffic Noise Assessment Procedures

The most desirable way to evaluate the noise concern is to undertake a Noise Attenuation Study, which would include continuous weeklong field noise measurements. The City does not have equipment to undertake this type of study and would require the services of an Acoustical Consultant. The cost to perform this type of study is up to \$15,000.

Typical cost of sound walls varies from \$160/linear metre for wood construction to \$360/linear metre for concrete construction. The total cost of the noise wall along the Denison Crescent properties would be in the order of \$56,000 for wood to \$126,000 for concrete.

It is recognized that the amount of construction traffic using this roadway is high during subdivision and housing construction. Considering the fact that the subdivisions north and south of 39th Street are approaching build out, it is likely that this truck traffic will reduce in the coming years and the traffic flow will stabilize making the current problem a short term issue.

Next Steps

Based on the above background, City Administration will proceed as follows:

1. Ask City Council during the 2004 budget meetings to consider funding a Noise Attenuation Study in 2004 to evaluate current noise levels along 39th Street, between 30th Avenue and 20th Avenue, at a cost of \$15,000.
2. If a Study is completed, a report will be brought back to Council outlining the findings of the Study as well as recommendations for improvements and funding of the improvements, if warranted.
3. Notify the RCMP of the traffic concerns to determine if additional enforcement in this area is warranted.

We believe that the current bylaw and Council policy to address noise attenuation in existing or future developments is sufficient.

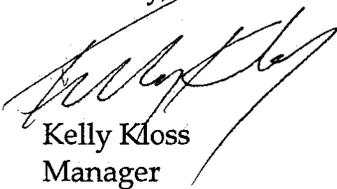
Mr. Norm Crossman

Page 4

I trust you will share this information with your petitioners. For their reference, I have copied this letter and your petition to the Mayor and Councillors.

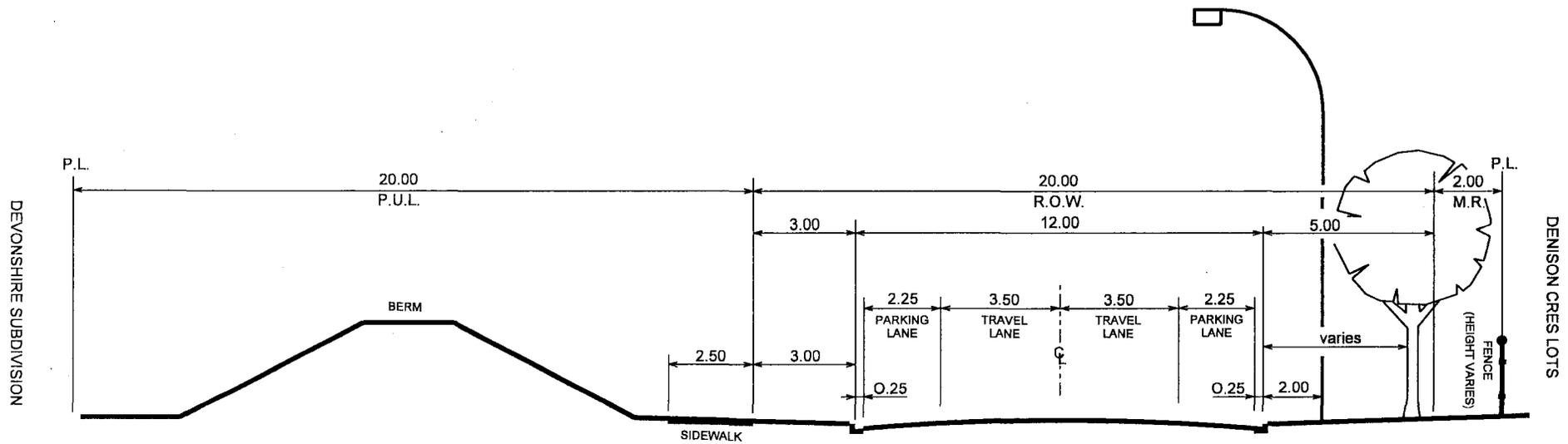
If you have any questions please contact Tom Warder, Engineering Services Manager, regarding the Noise Study at 342-8158, or myself with regard to process at 342-8132.

Sincerely,



Kelly Kloss
Manager

- c. Mayor
- Councillors
- City Manager
- Engineering Services Manager
- RCMP Superintendent
- Treasury Services Manager
- Financial Analyst, M. Bovair



TYPICAL CROSS SECTION OF 39 STREET
ADJACENT TO DENISON CRES



**THE CITY OF RED DEER
COUNCIL POLICY MANUAL**

POLICY NO. 4313

Page 1 of 3

TITLE: *Traffic Noise Attenuation*

Date of Approval:
September 9, 1996

SECTION: *Development Services
(Engineering)*

Dates of Revision:

POLICY STATEMENT

The purpose of this policy is:

- (a) *to define the maximum design criteria for noise levels adjacent to roadways constructed in new development areas, and*
- (b) *to define a warrant system for constructing retro-fit noise attenuation facilities in older existing areas.*

A. Maximum Design Criteria for Noise Levels Adjacent to New Roadways

When designing new arterial roadways in the City, traffic noise should be estimated based on traffic volumes projected 20 years ahead. The estimated noise level calculated at ground level within the properties of the adjacent residential development should not exceed a maximum 24 hour, continuous noise level equivalent (Leq) of 60 dBA.

B. Warrant System for Retro-fit Noise Attenuation in Existing Areas

1. In existing areas, it may be prohibitive to retro-fit roadways, even when reconstructing them, to meet the 60 dBA design criteria noted above. In these situations, the warrant for noise attenuation measures should consider how much the measured noise levels exceed the 60 dBA criteria, the cost of the noise attenuation solution, the resulting noise reduction, the number of residents benefiting from the noise reduction, and other associated benefits and problems.



**THE CITY OF RED DEER
COUNCIL POLICY MANUAL**

POLICY NO.

4313

Page 2 of 3

TITLE:

Traffic Noise Attenuation

*Date of Approval:
September 9, 1996*

SECTION:

**Development Services
(Engineering)**

Dates of Revision:

-
2. The following criteria should be met for retro-fit noise attenuation in existing areas:
- (a) Residential dwelling units must be exposed to noise levels greater than 60 dBA Leq (24 hr) at ground level.
 - (b) Installation of a noise barrier must be technically and economically feasible, as determined by the Engineering Department Manager.
 - (c) Noise barriers must achieve at least a 5 dBA noise level reduction.
 - (d) Noise barrier installation should be addressed at the time of road reconstruction for roadways scheduled to be upgraded.
 - (d) Evaluation of noise attenuation facilities should consider the number of affected residents, the severity of the noise problem, the amount of noise reduction provided by the barrier, the total cost of the barrier, and other benefits and problems.



**THE CITY OF RED DEER
COUNCIL POLICY MANUAL**

POLICY NO.

4313

Page 3 of 3

TITLE:

Traffic Noise Attenuation

*Date of Approval:
September 9, 1996*

SECTION:

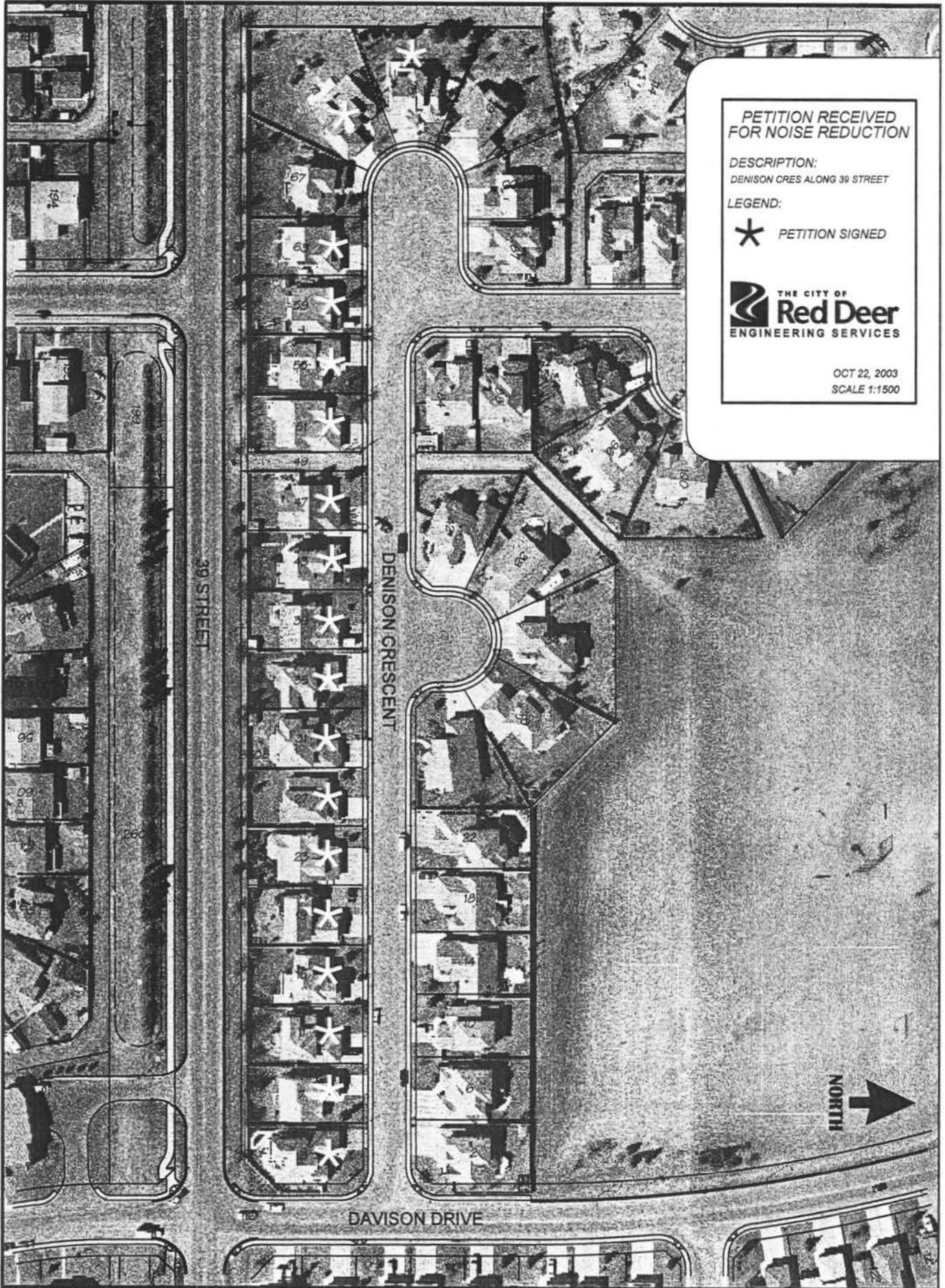
**Development Services
(Engineering)**

Dates of Revision:

- (e) The result of the following benefit-cost equation should be greater than 1.0:

$$\frac{R \times (NL-60) \times NR \times 1,000}{\$}$$

- where:
- R = The number of residential units affected by the traffic noise
 - NL = The existing 24 hour, continuous noise equivalent (Leq)
 - NR = The estimated reduction in noise level (24 Hr Leq) with the noise barrier installed
 - \$ = Cost of the noise barrier



**PETITION RECEIVED
FOR NOISE REDUCTION**

DESCRIPTION:
DENISON CRES ALONG 39 STREET

LEGEND:
★ PETITION SIGNED



OCT 22, 2003
SCALE 1:1500



LEGISLATIVE & ADMINISTRATIVE SERVICES

November 18, 2003

Mr. Norm Crossman
47 Denison Crescent
Red Deer, AB T4R 2E9

Dear Mr. Crossman:

*Petition from Residents of Denison Crescent
Regarding Noise from 39th Street*

At the Monday, November 17, 2003 Red Deer City Council Meeting, Council reviewed your petition regarding noise from 39th Street and passed the following resolution:

“Resolved that Council of the City of Red Deer having reviewed the report from the Engineering Services Manager, dated November 6, 2003, Re: Petition from Residents of Denison Crescent Regarding Noise from 39th Street, agrees as follows:

1. To refer the budget requirements for the Noise Attenuation Study to budget deliberations in January, 2004.
2. City Administration to prepare a report for Council’s consideration during 2004 Budget deliberations outlining an alternative approach to addressing the traffic issues along 39th Street east of 30th Avenue to the City limits. “

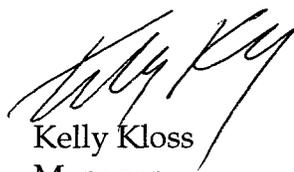
The City’s Engineering Department will commence reviewing alternative approaches. I will contact you when this matter will again be presented to Council. Thanks to Mr. Donlevy and Mr. Buchanan for attending the Council Meeting to present the views of the residents.

..2/

Mr. N. Crossman
November 18, 2003
Page 2

Please call me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written over the printed name and title.

Kelly Kloss
Manager

c Mr. Donlevy
Mr. Buchanan
Engineering Services Manager
Supt. J. Steele, RCMP

Legislative & Administrative Services

DATE: November 18, 2003
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Manager
SUBJECT: Petition from Residents of Denison Crescent
Regarding Noise from 39th Street

Reference Report:

Engineering Services Manager, dated November 6, 2003

Resolutions:

“Resolved that Council of the City of Red Deer having reviewed the report from the Engineering Services Manager, dated November 6, 2003, Re: Petition from Residents of Denison Crescent Regarding Noise from 39th Street, agrees as follows:

1. To refer the budget requirements for the Noise Attenuation Study to budget deliberations in January, 2004.
2. City Administration to prepare a report for Council’s consideration during 2004 Budget deliberations outlining an alternative approach to addressing the traffic issues along 39th Street east of 30th Avenue to the City limits. “

Report Back to Council: Yes**Comments/Further Action:**

A report is to be presented for Council’s consideration during 2004 budget deliberations as per Point No. 1 the above resolution. With regard to Point No. 2, a report may come back prior to budget. Alternatives to examine can include:

- a) Reducing speed limits
- b) Four-way stops at 39th Street and Douglas Avenue and Davison Drive
- c) Speed bumps and liability of them
- d) Any other alternatives

Council Decision – November 17, 2003

Petition from Residents of Denison Crescent – Noise from 39th Street

Page 2

Please also comment on if this route is a truck route and what types of vehicles are to only use these routes.



Kelly Kloss
Manager

/chk

c Director of Development Services
City Solicitor

Item No. 2



236-069 A

Engineering Services

Date: October 20, 2003

To: Legislative & Administrative Services Manager

From: Engineering Services Manager

Re: Proposed Lane Paving Local Improvement Project
Lane North of Reichley Street, from Reinholt Avenue to Rowell Close

In August, the Engineering Services Department received a request for information relative to construction of the above noted project as a local improvement.

The Engineering Services Department provided the information and advised the property owner to submit a petition to the Legislative & Administrative Services Manager if the benefiting property owners wished to proceed with the noted local improvement project. A petition has now been submitted. The Tax Collector will provide comments on the validity of the petition.

This project is estimated to cost roughly \$66,000; which equates to about \$115 per front metre. *It should be noted that The City of Red Deer owns two parcels adjacent to this lane and would, therefore, be obliged to pay approximately \$7,000.*

RECOMMENDATION

Subject to the petition being declared valid, we respectfully recommend that a local improvement for lane paving be initiated.

Subject to Council approval, the Engineering Services Department will proceed with a design and cost estimate and provide notice of the local improvement to the affected residents. Following the 30-day notice period, we will report back to Council with a recommendation to proceed or abandon the local improvement.

If approved, construction of the project could occur during the summer of 2004.

A handwritten signature in black ink, appearing to read 'Tom C. Warder'.

Tom C. Warder, P. Eng.
 Engineering Services Manager

MR/emr

Att.

c. Director of Corporate Services
 Tax Collector
 Public Works Manager



PROPOSED LOCAL IMPROVEMENT

DESCRIPTION:

LANE NORTH OF REICHLEY STREET
FROM REINHOLT AVE TO ROWELL CLOSE

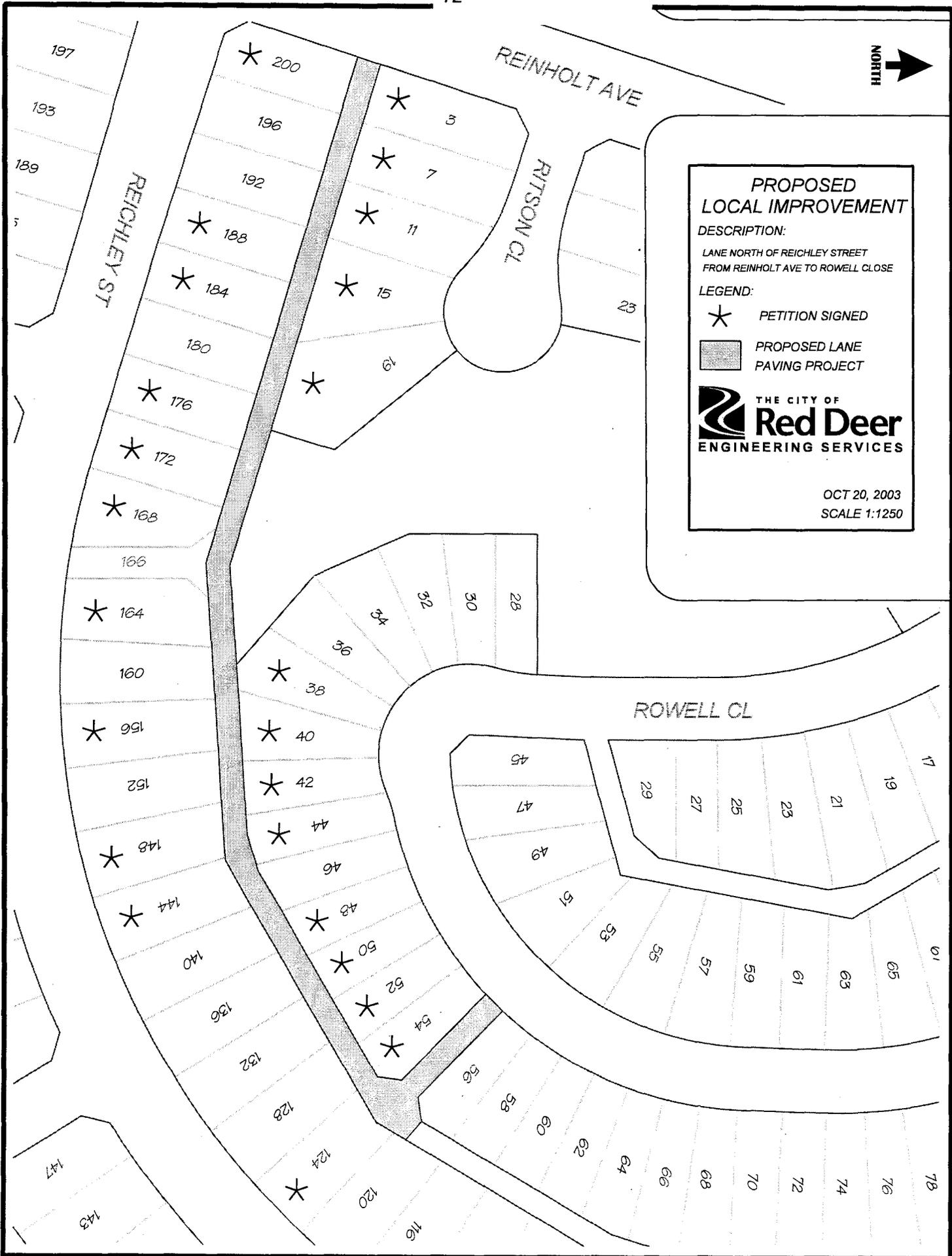
LEGEND:

 PETITION SIGNED

 PROPOSED LANE
PAVING PROJECT



OCT 20, 2003
SCALE 1:1250



Assessment & Taxation Services

DATE: October 16, 2003

TO: Kelly Kloss, Legislative and Administrative Services Manager

FROM: Norman Ford, Tax Collector

SUBJECT: Petition for Local Improvement – Paved Lane;
Reinholt Avenue, Rowell Close

There are 36 properties abutting the proposed paved lane with 24 registered owner signatures on the petition for the local improvement. As such the petition meets the requirements of Section 392(2) of the Municipal Government Act which states:

- 2) A petition is not a sufficient petition unless
- a) it is signed by two thirds of the owners who would be liable to pay the local improvement tax and
 - b) the owners who sign the petition represent at least one half of the value of the assessments prepared under Part 9 for the parcels of land in respect of which the tax will be imposed.

Recommendation

As the petition meets the requirements of the Municipal Government Act, proceed with the paving of the lane.



Norman Ford
Tax Collector

NF/jmb

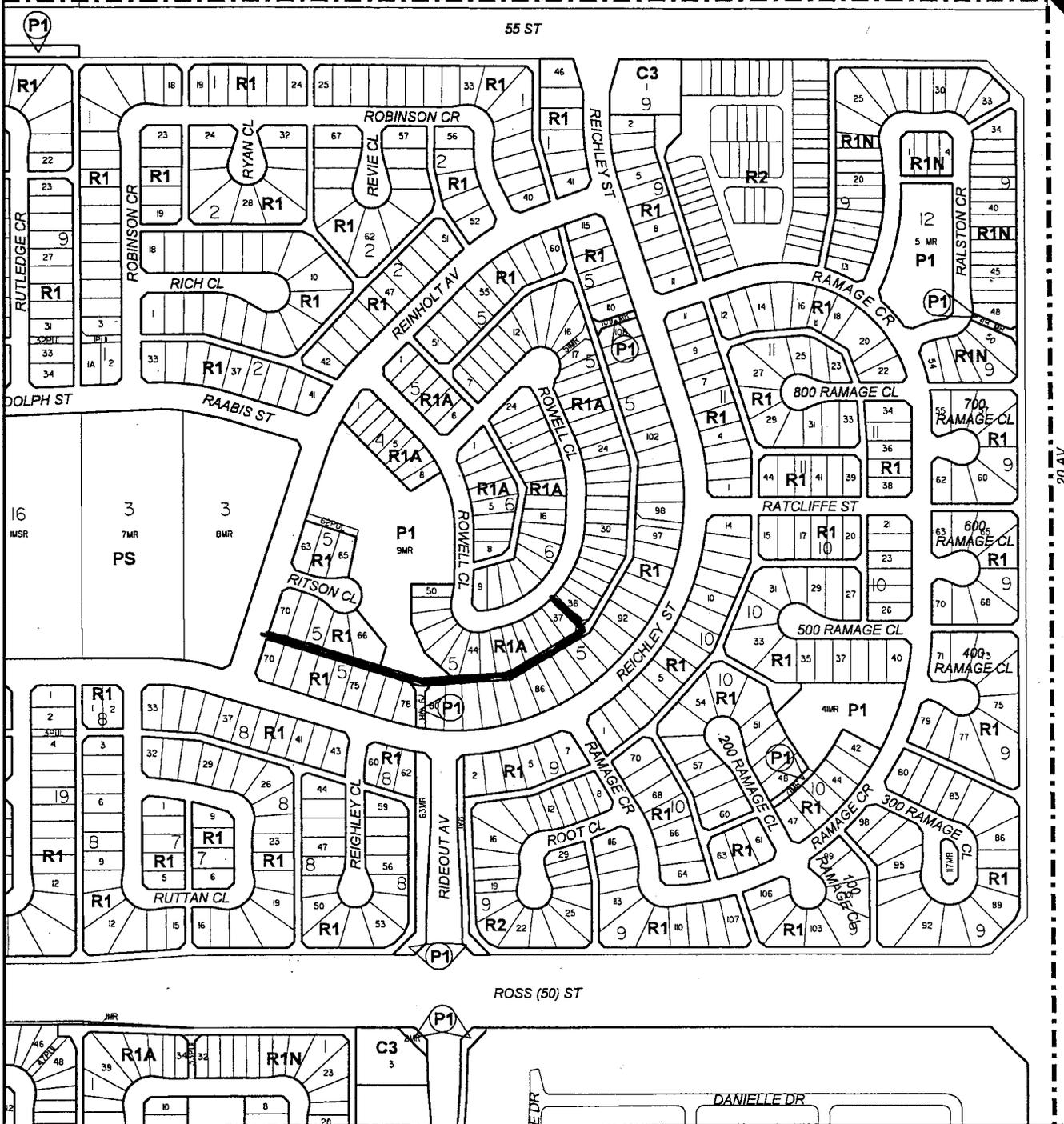
SUBJECT: Parving of Lane

Aug 03

N. 1/4 Sec. 14 Twp 38 Rge. 27 W 4th M.

Krosdale Meadows

70	3	RITSON	CL.	Janette King	King	Yes
71	7	RITSON	CL.	Donna Beyer	Donna Beyer	Yes
72	11	RITSON	CL.	VAN WYK	Van Wyk	Yes
73	15	RITSON	CL.	WEINS W.E. Ed.	Weins	Yes
74	19	RITSON	CL.	OLSEN TED SHAMON	Shamon	Yes
70	200	REICHLEY		GORDON LORI SCHILLER	Schiller	Yes
71	196	REICHLEY		MIRE LISA HALL ^{OWNER} DONALD CHERYL BARR	Barr	Yes
72	192	REICHLEY				No
73	188	REICHLEY		LOR JORKE LATTERY	Lattery	Yes
74	184	REICHLEY		JACKELINE BARRY MAUER ^{OWNER} JAMES	Mauer	Yes
75	180	REICHLEY				No?
76	176	REICHLEY		Young Cindy Cole	Cole	Yes
77	172	REICHLEY		RON KERRI MOON	Moon	Yes
78	168	REICHLEY		MCCLEGE	McClege	Yes
79	164	REICHLEY		IGNACIO CANAPI	Canapi	Yes
80	160	REICHLEY				No
81	156	REICHLEY		VANCE CRAKA THOMPSON	Thompson	Yes
82	152	REICHLEY				No
83	148	REICHLEY		Robert Grey + Marilou Brummund	Brummund	Yes
84	144	REICHLEY		ROGER KAREN MILETTE	Milette	Yes
85	140	REICHLEY				No
86	136	REICHLEY		PATRICK LAUGHLIN	Laughlin	Yes
87	132	REICHLEY				No?
88	127	REICHLEY		DARLENE WRIGHT?	Wright	No
89	124	REICHLEY		PATRIC HUBLE	Huble	Yes
90		ROWELL		Mc KAY	McKay	Yes
40		ROWELL		G. BRUNSON	Brunson	Yes
42		ROWELL		Paul Isaac 382.9243	Isaac	Yes
44		ROWELL		Joan Hanson	Hanson	Yes
46		ROWELL				No
48		ROWELL		YOUNG H. and M. Young	Young	Yes
50		ROWELL		Judy + Bob Dussault	Dussault	Yes
52		ROWELL		GORDON + MYRL LOFFENROTH	Loffenroth	Yes
54		ROWELL		CLKO SHAE	Shae	Yes



Part Six of the Bylaw outlines the Land Use District Definitions

refer to the Index Map for the Legend



NORTH
Scale 1:5,000

© The City of Red Deer, Engineering Department

The City of Red Deer Land Use Bylaw 3156/96

Amendments to NE¼ Sec 14

3156 / C-97	Mar 10, 1997	3156 / W-2000	Aug 14, 2000
3156 / R-97	July 14, 1997	3156 / V-2001	July 16, 2001
3156 / E-98	Apr 6, 1998	3156 / SS-2002	Sept 9, 2002
3156 / Y-98	Aug 10, 1998	3156 / GG-2003	Aug 11, 2003
3156 / KK-98	Oct 5, 1998		
3156 / T-2000	July 17, 2000		
3156 / X-2000	July 31, 2000		

K10	L10	M10
K9	L9	M9
K8	L8	M8

NE¼ Sec 14
Twp 38- Rge 27 - W4th

printed on
August 28, 2003

Comments:

The Municipal Government Act provides that a group of owners may petition Council for a local improvement. A petition is valid if it is signed by two thirds of the owners who would be liable to pay the local improvement tax and the owners who sign the petition represent at least one half of the value of the assessment.

If the petition is valid, The City must prepare a local improvement plan which includes an estimate of the cost of the improvement for each property. This plan is sent out to all property owners affected who then have 30 days to object to the local improvement.

If a valid petition is received objecting to the local improvement, Council must not proceed with the improvement. If there is not a valid petition, Council can proceed with the improvement and pass a local improvement tax bylaw. Council should note that The City, as a landowner adjacent to the lane, may support or object to the local improvement.

As we have received a valid petition, we recommend that Council approve proceeding with the local improvement plan.

"G. D. Surkan"
Mayor

"N. Van Wyk"
City Manager

DATE: **OCTOBER 14, 2003**

Backup

- TO:
- DIRECTOR OF COMMUNITY SERVICES
 - DIRECTOR OF CORPORATE SERVICES
 - DIRECTOR OF DEVELOPMENT SERVICES
 - CITY ASSESSOR
 - E. L. & P. MANAGER
 - ENGINEERING DEPARTMENT MANAGER
 - FIRE CHIEF/MANAGER EMERGENCY SERVICES
 - INFORMATION TECHNOLOGY SERVICES MANAGER
 - INSPECTIONS AND LICENSING 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
 - TAX COLLECTOR

FROM: **MANAGER, LEGISLATIVE & ADMINISTRATIVE SERVICES**

RE: **PETITION FOR LOCAL IMPROVEMENT - PAVED LANE - REINHOLT AVENUE & ROWELL CLOSE – N.E. ¼ SEC. 14, TWP 38, RGE. 27 W-4TH M.**

Please submit comments on the attached to this office by **FRIDAY, NOVEMBER 7, 2003** for the Council Agenda of **MONDAY, NOVEMBER 17, 2003** .

Kelly Kloss
Manager

LOT 61 M.R.

3
3 M.R.

REINHOLT

CLOSE

PART OF THE
N.E. 1/4 SEC. 14-38-27-4

R/W PLAN 972 3953

PLAN 972 3952

5

6

5

REICHLLEY

STREET

PART OF THE
N.E. 1/4 SEC. 14-38-27-4

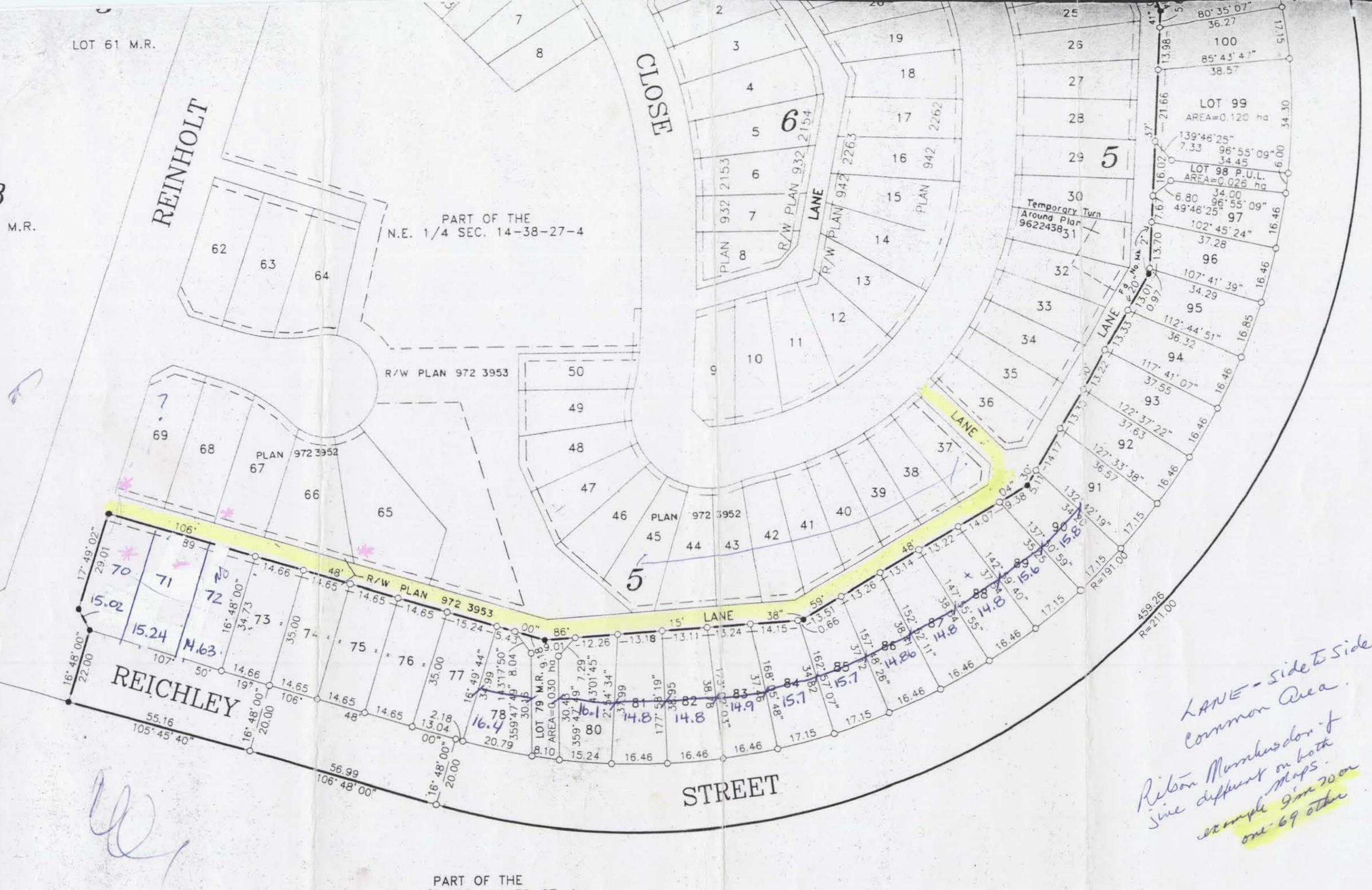
*LANE - side to side
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Ritson Munkus don't
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example 9 in 70 or
one 69 other*

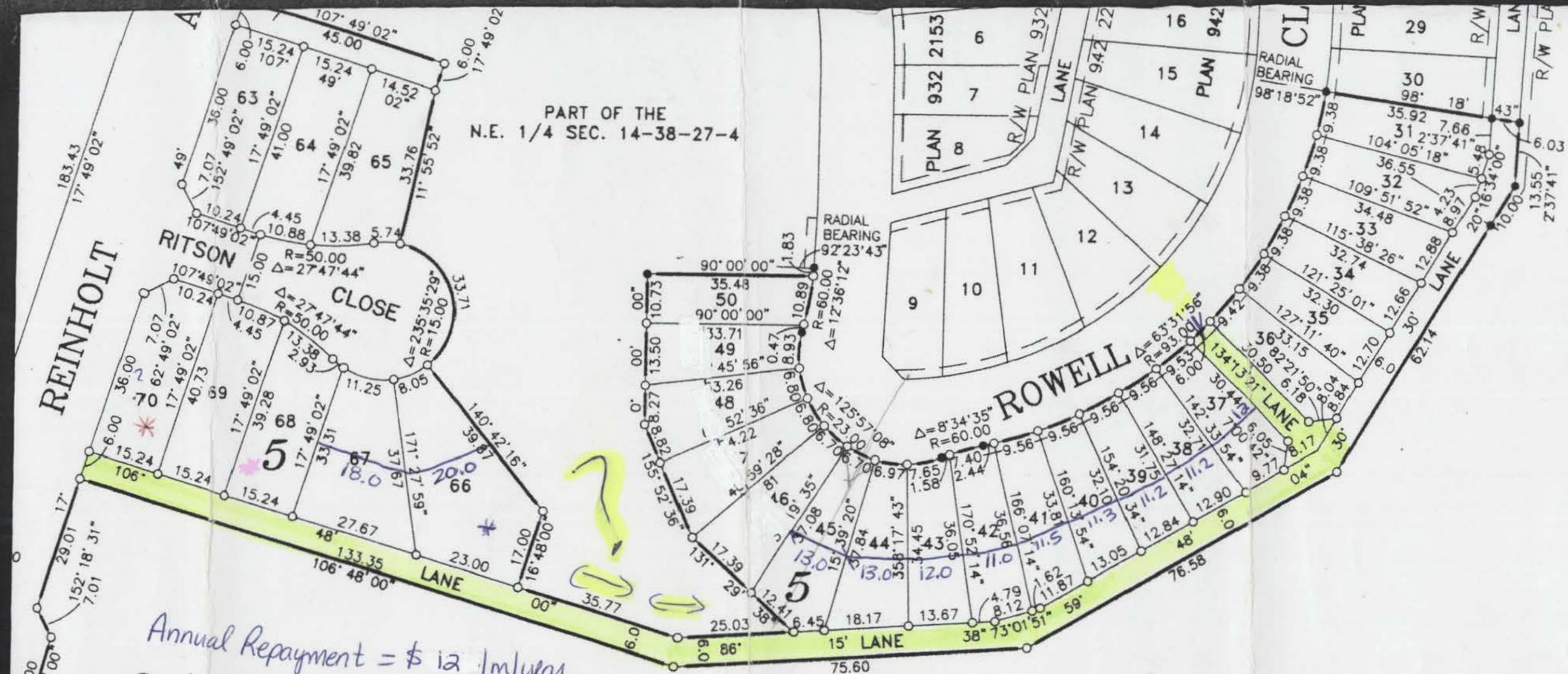
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Annual Repayment = \$ 12 /m/year.
 One-time Payment = \$ 129 /m.

N.E. 1/4 SEC. 14, TWP 38, RGE. 27, W. 4th M.

Example:
 #3 Ritson Close
 Annual Repayment = \$ 12/m/year x 15.24m = \$ 183.00/year. for 20 years.
 One-time Payment = \$ 129/m x 15.24m = \$ 1966.00

NOTES:
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LEGISLATIVE & ADMINISTRATIVE SERVICES

October 14, 2003

Jeannette King
3 Ritson Close
Red Deer, AB T4P 3S8

Dear Ms. King:

I am in receipt of your Petition for Local Improvement regarding paving the lane along the NE ¼ Sec. 141, Twp 38, Range 27, W/4th. Your Petition for Local Improvement will be placed on the Red Deer City Council Agenda of Monday, November 17, 2003.

Your request has been circulated to City Administration for comments. A copy of the administrative comments will be available to you prior to the Council Meeting and can be picked up at our office on the second floor of City Hall on **Friday, November 14, 2003**.

If you wish to be present and/or speak at the Council meeting, please telephone our office on **Friday, November 14, 2003** and we will advise you of the approximate time that Council will be discussing this item. Upon arrival at City Hall, please enter the park side entrance and proceed to the Council Chambers on the second floor.

Your petition will be presented to an open meeting of Council and will be available to the public and media. As well, Council meetings are open to the general public and are televised on Shaw Cable, Channel 10. Council Meetings commence at 4:30 p.m., adjourn for the supper hour at 6:00 p.m. and reconvene at 7:00 p.m. Council agendas are available to the public and media from the Legislative & Administrative Services Department.

If you have any questions or require further assistance, please do not hesitate to contact me.

Sincerely,

Kelly Kloss
Manager

BACKUP









FILE

LEGISLATIVE & ADMINISTRATIVE SERVICES

November 18, 2003

Jeannette King
3 Ritson Close
Red Deer, AB T4P 3S8

Dear Mrs. King:

*Proposed Lane Paving Local Improvement Project
Lane North of Reichley Street, from Reinholt Avenue to Rowell Close*

At the City of Red Deer's Council meeting held Monday, November 17, 2003, Council considered the petition regarding paving the lane north of Reichley Street from Reinholt Avenue to Rowell Close. Council agreed to have the City Administration prepare a local improvement plan for the construction of a paved lane in the areas specified.

Once we have prepared this plan that includes the approximate cost of the improvements, it will be sent to all property owners affected. The property owners would then have 30 days to object to the local improvement. If sufficient owners object, being two thirds of the owners who represent one half of the value of the assessment, then the improvement would not proceed. If there was not this objection, we would present to Council a Local Improvement Tax Bylaw so the paving could proceed in the summer of 2004.

Please do not hesitate to call me at (403) 342-8132 should you require any additional information or clarification regarding Council's decision in this regard.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kelly Kloss', written over a printed name and title.

Kelly Kloss
Manager

c Engineering Services Manager
 Public Works Manager
 Tax Collector

FILE



Council Decision – November 17, 2003

Legislative & Administrative Services

DATE: November 18, 2003
TO: Tom Warder, Engineering Services Manager
FROM: Kelly Kloss, Legislative & Administrative Manager
SUBJECT: Proposed Lane Paving Local Improvement Project
Lane North of Reichley Street, from Reinholt Avenue to Rowell Close

Reference Report:

Engineering Services Manager, dated October 20, 2003

Resolutions:

“Resolved that Council of the City of Red Deer having considered the petition re: Proposed Lane Paving Local Improvement Project – Lane North of Reichley Street, from Reinholt Avenue to Rowell Close, hereby agrees that the Administration prepare a local improvement plan for the proposed construction of a paved lane in the areas specified.”

Report Back to Council: Yes

Comments/Further Action:

Please proceed with the local improvement plan with copies to this office.



Kelly Kloss
Manager

/chk

c Director of Development Services
Treasury Services Manager
Tax Collector
Public Works Manager

BYLAW NO. 3156/WW-2003

Being a bylaw to amend Bylaw No. 3156/96, the Land Use Bylaw of the City of Red Deer.

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

1 That Section 54(8)(a) “ Exceptions Respecting Land Use” be deleted in whole and replace with the following:

“(8) (a)	On:			Street Address
	Legal Address			
	Lot(s)	Block	Plan	
	1	4	4963 TR	6010 – 58A Street
	2	4	4963 TR	6014 – 58A Street
	3	4	4963 TR	6018 – 58A Street
	4	4	4963 TR	6022 – 58A Street
	5	4	4963 TR	6026 – 58A Street
	6	4	4963 TR	6030 – 58A Street
	7	4	4963 TR	6034 – 58A Street
	8	4	4963 TR	6038 – 58A Street
	9	4	4963 TR	6042 – 58A Street
	7-9	1	506 AH	5702 – 60 Avenue
	18	D	1846 TR	5841 – 60 Avenue
	19	D	1846 TR	5837 – 60 Avenue
	20	D	1846 TR	5833 – 60 Avenue
	22	D	952 0065	5829 – 60 Avenue
	1A	2	1030 NY	5713 – 60 Avenue
	1A & 1B	2	748 TR	6001 & 6003 – 59 Street
	2A & 2B	2	748 TR	6005 & 6007 – 59 Street
	3A	2	748 TR	6011-59 Street
	4A & 4B	2	748 TR	6017 & 6019 – 59 Street
	5A & 5B	2	748 TR	6021 & 6023 – 59 Street
	6A & 6B	2	748 TR	6025 & 6027 – 59 Street
	7A & 7B	2	748 TR	6029 & 6031 – 59 Street
	8A & 8B	2	748 TR	6033 & 6035 – 59 Street
	15	1	952 0065	5716 - 60 Avenue
	16 & 17	1	952 0065	5802 & 5804 – 60 Avenue
	18 & 19	1	952 0065	5806 & 5808 – 60 Avenue
	20 & 21	1	952 0065	5810 & 5812 – 60 Avenue
	22 & 23	1	952 0065	5814 & 5816 – 60 Avenue
	24 & 25	1	952 0065	5818 & 5820 – 60 Avenue
	3 – 4	1	506 AH	5712 – 60 Avenue
	5 – 6	1	506 AH	5708 – 60 Avenue
	4 – 5	2	506 AH	5709 – 60 Avenue
	6 – 7	2	506 AH	5705 – 60 Avenue
	8 – 9	2	506 AH	5701 – 60 Avenue
	6	10	5325 MC	5622 – 60 Avenue
	7	10	5325 MC	5626 – 60 Avenue

8	10	5325 MC	5630 – 60 Avenue
9	10	5325 MC	5634 – 60 Avenue
4	10	6795 MC	5614 – 60 Avenue
5	10	6795 MC	5618 – 60 Avenue
5A	10	6795 MC	5620 – 60 Avenue
1	10	5325 MC	5602 – 60 Avenue
2	10	5325 MC	5606 – 60 Avenue
3	10	5325 MC	5610 – 60 Avenue
23 & 24	D	952 0065	5823 & 5821 – 60 Avenue
25 & 26	D	952 0065	5819 & 5817 – 60 Avenue
27 & 28	D	952 0065	5815 & 5813 – 60 Avenue
29 & 30	D	952 0065	5811 & 5809 – 60 Avenue
1 – 2	2	934 AJ	5831 – 58A Street
21 & 22	2	872 1703	5827 – 58A Street & 5826 – 58 Street
6 – 8	2	934 AJ	5821 – 58A Street
9 – 10	2	934 AJ	5817 – 58A Street
11 – 13	2	934 AJ	5811 – 58A Street
18	2	762 1867	5806 – 58 Avenue
19A & 19B	2	762 1867	5804 & 5802 – 58 Avenue
8A & 8B	8	456 NY	5526 & 5528 – 60 Avenue
5A & 5B	8	6241 MC	5514 & 5516 – 60 Avenue
6A & 6B	8	6241 MC	5518 & 5520 – 60 Avenue
7A & 7B	8	6241 MC	5522 & 5524 – 60 Avenue
4A & 4B	8	222NY	5510 & 5512 – 60 Avenue
2A & 2B	8	6241 MC	5502 & 5504 – 60 Avenue
3A & 3B	8	6241 MC	5506 & 5508 – 60 Avenue

or portions thereof designated R1, development of semi-detached dwellings may be allowed as a discretionary use subject to the guidelines and objectives as stated in Riverside Meadows Area Redevelopment Plan Bylaw No. 3261/2000.”

READ A FIRST TIME IN OPEN COUNCIL this day of 2003.

READ A SECOND TIME IN OPEN COUNCIL this day of 2003.

READ A THIRD TIME IN OPEN COUNCIL this day of 2003.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2003.

MAYOR

CITY CLERK



COUNCIL MEETING OF NOVEMBER 17TH , 2003

ATTACHMENT

DOCUMENT STATUS: PUBLIC

**REFERS TO: RED DEER ROTARY RECREATION
PARK FACILITIES STUDY**

FINAL DRAFT

**Red Deer
Rotary Recreation Park
Facilities Study**

Simpson Roberts Architecture Interior Design Inc.
Carson McCallum & Associates Ltd.
Lord Gaultier Resources Inc.
Read Jones Chirocenterpa Ltd.
Wiebe Paced Engineering Ltd.
Stephens Robertson & Associates Ltd.
Foot Innovations Inc.
B I Y (Alberta) Ltd.

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- 1.3 Executive Summary
 - 1.3.1 Key Recommendations
- 1.4 Public Participation

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- 2.2 Recreation Centre
 - 2.2.1 Technical Evaluation
 - 2.2.2 Functional Issues
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- 2.4 Golden Circle Seniors Resource Centre
 - 2.4.1 Technical Evaluation
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 - 3.1.1 Initial Considerations
 - 3.1.2 Proposed Concept
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- D. Public Meeting Comments
- E. Detailed Costing

I.0 EXECUTIVE SUMMARY

1.1 Introduction

Development began in Rotary Recreation Park when the C.N.R. terminals and railyards were relocated to north Red Deer in 1960. The Recreation Centre was constructed in 1962, and when the Red Deer Fairgrounds were relocated in 1980-81, the area south of the Recreation Centre became available for redevelopment.

Rotary Recreation Park is the major downtown public green space for The City of Red Deer. Located on this 9.47ha (23.4 acre) site is the Recreation Centre with indoor and outdoor pool facilities, the Red Deer and District Museum and Archives, the Golden Circle Senior Resource Centre, 12 public tennis courts with an adjacent park service building, Heritage Square containing a number of historic structures, a 400 metre outdoor speed skating oval, lawn bowling greens and eight horseshoe pits. The current 170 stall parking area is shared by the various facilities (See Figure 1.1).

The Greater Downtown Action Plan has recommended a number of improvements to the park facility including:

- Improve access and visibility
- Enhance pedestrian safety and movement
- Improve parking
- Add new features
- Consider relocating the speed skating oval

Rotary Recreation Park has also been identified as the eastern anchor of the proposed 48th Street pedestrian mall. This promenade will ultimately link this site with the downtown and the redeveloped Riverlands. In addition, the Community Culture Master Plan has identified this site as a culture development hub.



Rotary Recreation Park -1955

This report outlines a number of separate, but interrelated activities that were felt necessary to clearly articulate a new vision for Rotary Recreation Park.

The first activity required the critical evaluation of the technical and operational performance of the individual structures and functions currently located in the park. Although it is important to understand what exists, it is equally important to understand the future goals and aspirations of each stakeholder.

Each structure was inspected and its technical condition evaluated. Interviews were held with representatives of each stakeholder group to determine current functional deficiencies and areas for potential future growth. The ability of each structure to technically accommodate this proposed future growth and change was also determined.

Rotary Recreation Park itself was also evaluated in terms of its functional plan, visual quality and relationship to the surrounding community. To date, the buildings and the park exist quite independently from one other. The most challenging task was to place these buildings and park into a more inclusive relationship. This included examining potential functional and operational synergies between the various stakeholders. The goal was to ensure each building would respond fully to its unique park and community context.

The final activity was to develop realistic budget costing for the proposed work. To ensure an unbiased view, an independent cost consultant was retained to prepare preliminary construction cost estimates.

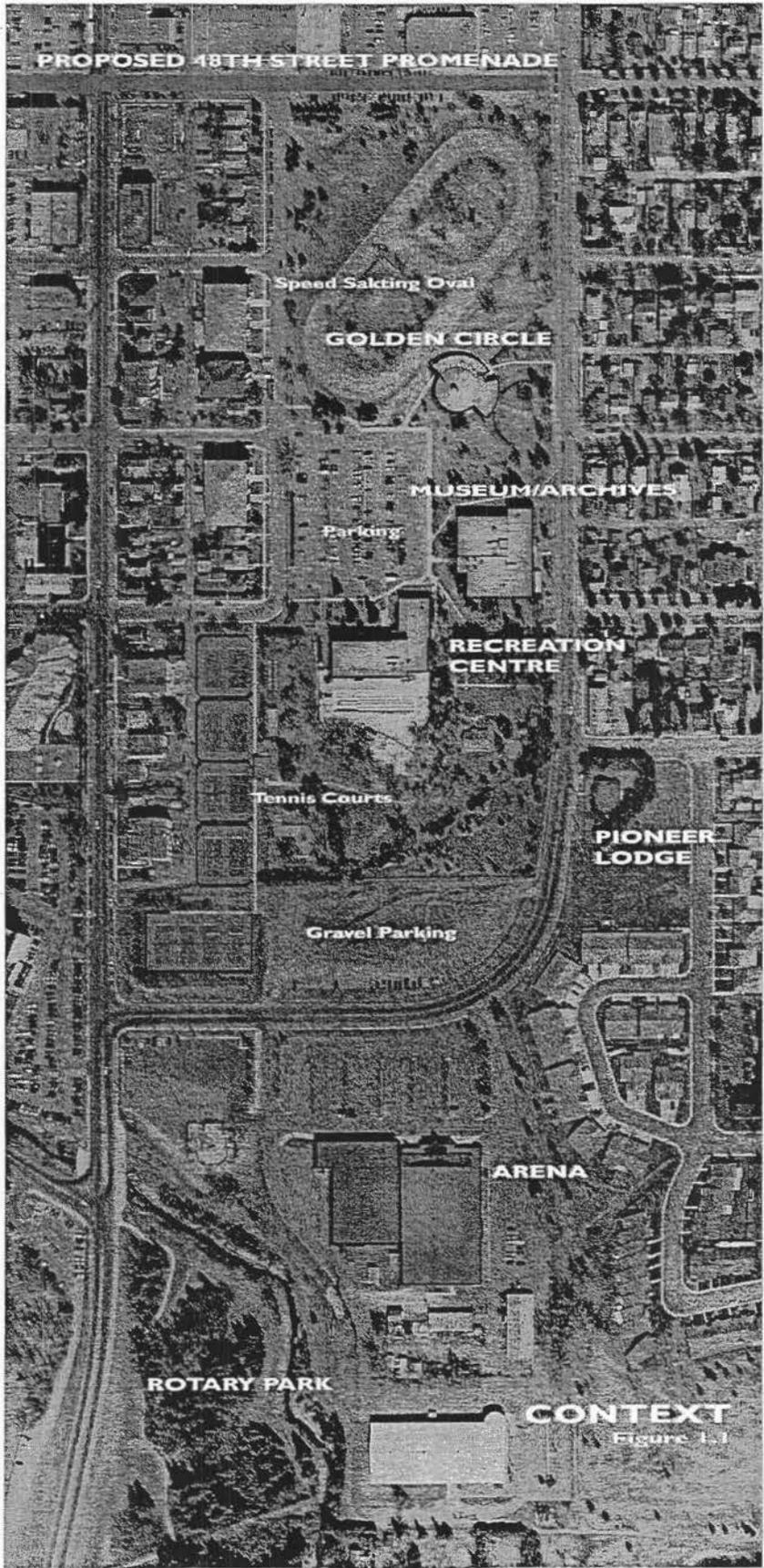
A number of issues were discussed during this study that have not been specifically addressed. The first was the development of a theme (i.e. heritage) for the park. Another concern is the current confusion with the name - Rotary Recreation Park, and the adjacent Rotary Park. Both of these issues should be examined as part of any ongoing redevelopment.

One final goal to be addressed during subsequent redevelopment is that of environmental sustainability. The proposed new construction of the Museum/Archives and renovation of the existing Recreation Centre, Museum/Archives and Golden Circle provide an excellent opportunity to improve both the energy efficiency and overall environmental sustainability of the park's facilities. The redevelopment of the park itself should also be subject to some form of sustainability audit.

Many of the proposed solutions contained within this report reinforce various recommendations outlined in previous studies. We believe this positively reflects on the quality of thought evident in the earlier work. In addition, because these previous studies included a great deal of public interaction and comment, it was decided that this report did not require extensive public consultation.

The referenced studies include:

- The City of Red Deer, Greater Downtown Action Plan
- Red Deer Community Culture Master Plan
- Golden Circle Resource Centre, Expansion Feasibility Study
- Golden Circle Senior Resource Centre, Facility Expansion Backgrounder



1.2 Acknowledgements

We would like to thank the members of the Rotary Recreation Park Steering Committee for their thoughtful insights, dedication and support:

Colleen Jensen, Director, City of Red Deer, Community Services Division

Kay Lavery, City of Red Deer, Community Services Division

Harold Jeske, Manager, City of Red Deer, Recreation, Parks & Culture

Jeff Graves, Superintendent, Facilities, City of Red Deer, Recreation, Parks & Culture

Ed Morris, Superintendent, Recreation Development, City of Red Deer, Recreation, Parks & Culture

Kerry Dawson, Superintendent, Culture Development, City of Red Deer, Recreation, Parks & Culture

Jerry Hedlund, City of Red Deer, Recreation, Parks & Culture

Scott Cameron, Projects Supervisor, Social Planning, City of Red Deer

Michael Dawe, City Archivist, City of Red Deer

Glen Capeling, Chair, Archives Committee

Wendy Martindale, Director, Red Deer & District Museum

Jan Sirrs, Chair, Normandeau Cultural & Natural History Society

Marguerite Watson, Vice President, Red Deer & District Museum Society

David Murphy, Executive Director, Golden Circle Resource Centre

Ron Bower, Chairman, Management Board, Golden Circle Society

In addition to the Steering Committee, we would also like to thank the many staff and users who contributed to our understanding of each facilities unique character and function.

1.3 Executive Summary

It was felt there were two key goals, or concepts, that would guide the decision making process.

The first goal was based on the belief that because park space was a precious commodity, any expansion to the parking or buildings should not consume existing green space.

The other key goal was related to the observation that the existing park and buildings had become inwardly focused. It was felt that any redevelopment should encourage a more inclusive relationship between the park, the buildings and the surrounding community.

It became apparent relatively early in this process that the incremental expansion and upgrading of the existing buildings would solve only some functional issues and would not accomplish any of the larger scale urban design goals for the park. This approach would simply reinforce the status quo in terms of the overall park organization.

In terms of the Golden Circle and Museum/Archives, incremental expansion will not solve many of the inherent functional problems with their existing facilities. The circular geometry of the Golden Circle and the inadequate building envelope of the Museum/Archives would remain. In addition, there does not appear to be any clear economic advantage to an incremental expansion scenario.

The key element to the proposed solution is relocating a new Museum/Archive building to the existing gravel parking lot to the south, along 43rd Street. This very simple move begins to achieve a number of important goals:

- Potentially reorients buildings to park space instead of parking
- Minimizes building impact on existing park space
- Disperses parking load
- Encourages pedestrian movement through the park

An important component to the viability of this proposed solution is the functional reuse of the existing Museum/Archive and Golden Circle buildings.

A previous study (Golden Circle Senior Resource Centre, Facility Expansion Background) identified the potential for the existing Museum/Archive building to house the Seniors Resource Centre. This buildings technical inability to function effectively as a Museum does not prevent it from being adaptively redeveloped for some other, less intensive use. We believe that this option will prove to be a good fit.

The potential reuse of the existing Golden Circle is somewhat more difficult to ascertain. Any redevelopment will require extensive renovation and upgrade. Although this study assumes that this building is well suited for community use, further research and investigation will be necessary.

This study was also seen as an opportunity to re-examine the relationships between the current facilities and to look at ways to strengthen both the physical and operational connections. Although some initial potential synergies have been identified, further investigation during the ongoing redevelopment process will be necessary.

1.3.1 Key Recommendations

The key recommendations of this report are:

Park

- Develop a major north/south pedestrian promenade.
- Develop 'gateway' features at major park access locations.
- Improve visibility and security in the park.
- Develop the existing gravel parking area located along 43rd Street.

Museum/Archives

- Construct a new, multi-story, Museum/Archive building at the southern edge of Rotary Recreation Park along 43rd Street.

Recreation Centre

- Renovate the Recreation Centre to improve public amenity and operation.
- Develop a new upper floor office area to house administration staff.
- Develop new outdoor water features.

Golden Circle

- Relocate the Seniors Resource Centre to the existing Museum/Archive building.
- Redevelop the existing Golden Circle for community use.

General

- Opportunities for operational synergies should be continuously investigated during redevelopment.
- All renovation and building should be seen as an opportunity to improve energy efficiency and environmental sustainability.
- A Phase I Environmental Assessment should be conducted on each facility to identify any hazardous building materials.
- A potential theme for the park (i.e. heritage) should be considered.
- To provide clarity, a new name for Rotary Recreation Park should be considered.



Heritage Square

1.4 Public Participation

Because of the level public involvement evident in previous studies, it was decided that an extensive process of public participation was not required for this study.

In addition to the typical interviews with individual facility users and stakeholders, a public information session was held on September 10, 2003. The purpose of this meeting was to inform other potential stakeholders, the surrounding community and general public of the process and direction of this study.

The public meeting was divided into two parts. The first was an unstructured opportunity to view the proposal and discuss individual issues with Steering Committee members and members of the consultant team. The second part was a more formal presentation with a defined question/answer period.

Approximately 100 people attended this meeting and were encouraged to express their comments or concerns in writing. All received comment sheets and e-mail responses are included in the Appendix.

In addition to this meeting, the presentation panels were on public display at the Library for approximately one month.

In general the comments received were very positive. It was clear to most attendees that this study had continued much of the work suggested in previous studies.

There were two comments expressed that required further examination. The first was that the Tennis Club facility had not been included in the work to that date. An interview with the Tennis Club was immediately arranged for the following week and suggestions for building upgrades documented with the clear understanding that it remain a public use facility.

The second comment was that a larger scale map was necessary to illustrate a more complete context for this site. It was suggested that this map should show both the Red Deer Arena, Pioneers Lodge and existing pedestrian trails (See Figure 1.1).

2.0 EXISTING CONDITION

2.1 Rotary Recreation Park

The existing landscape of Rotary Recreation Park consists of attractive, well-maintained, mature trees and shrubs and undulating turf areas, which create a very positive first impression on visitors, and are no doubt enjoyed by all local residents. Specific uses, which are presently accommodated within Rotary Park include active sports and recreation; informal play facilities, passive rest areas, and local historic interpretation.

Notwithstanding the attractiveness of well-maintained landscapes, recreational facilities and historic exhibits, Rotary Recreation Park does not function as well as it should as a public open space or truly "urban park". The seclusion of many sites and the lack of clear pathway continuity make it difficult for visitors to find their way, and do not contribute to an overall sense of visibility and safety within the park. The group picnic area adjacent to the tennis club clearly illustrates this situation.

Rotary Recreation Park has clearly evolved over time, with much love and care, into a series of rather enclosed and poorly connected outdoor spaces. Sites and facilities within the park are obviously enjoyed by those who know them, but the overall park is not as open or inviting as it should be to less familiar visitors. A primary goal of master planning for Rotary Recreation Park therefore should be to create a more open, orderly and safe urban park, thereby increasing the awareness of visitors and residents alike regarding what the park has to offer. At the same time, the high quality and attractiveness of the existing landscape and facilities should be maintained.



View of Heritage Square from 47th Avenue

2.2 Recreation Centre

2.2.1 Technical Evaluation

This building is predominantly a single story structure with a full basement and partial upper floor.

This building appears to have been extremely well maintained and has undergone numerous upgrades and renovations. The original 1962 pool structure is a good example of a well constructed, high quality institutional building albeit with an outdated building envelope. With the exception of the parapet renovation during 1984, the wall and roof systems appear to have functioned well over time with little evidence of moisture/condensation damage.

Although it may be worthwhile considering a building envelope upgrade to assist in increasing the energy efficiency of the facility, it does not appear necessary from a purely technical perspective. However, any substantive renovation to this building should include new glazing and exterior door systems.

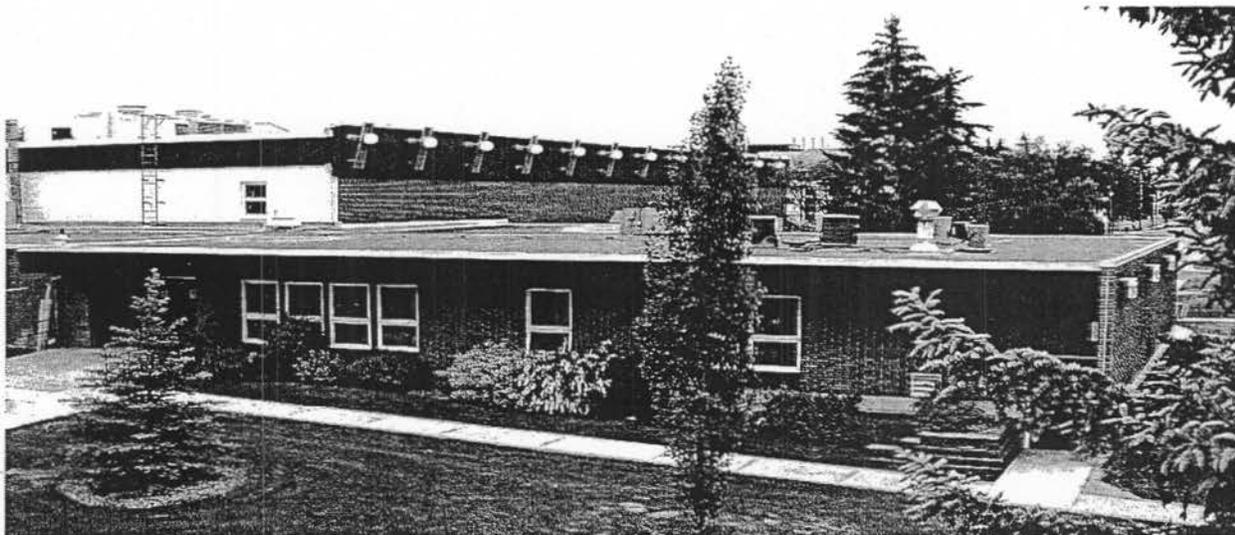
A wood frame office addition was completed in 1972 and interior renovations, including the basement, were completed in 1984. The basement houses the pool mechanical system, storage areas, some staff and meeting rooms and a pottery and painting studio. Although these areas seem to function reasonably well, the pottery studio suffers from an inadequate air handling system. In addition exiting from the lower floor may not be optimal for public use.

The partial upper floor houses a meeting room and concession area. There is only a single means of access from this area that does not meet current exiting requirements.

The pool and building mechanical systems appear to be functioning well, although some additions and minor revisions to pool filtration equipment may be warranted along with the replacement of systems approaching the end of their functional life span. Upgrading of mechanical systems to achieve greater energy efficiency should also be considered.

One area for structural concern is the condition of the steel roof joists over the indoor pool. These structural members should be inspected for potential corrosion caused by the existing saltwater environment.

A more complete description of the condition of building systems can be found in the Appendix.

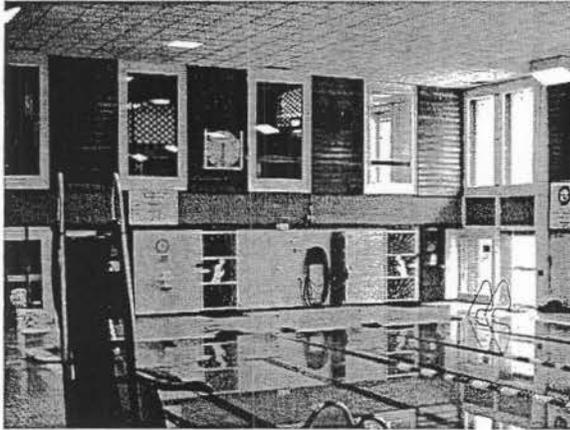


East view of Recreation Centre

2.2.2 Functional Issues

The functional areas requiring examination were outlined in the original Terms of Reference for this study. These issues included:

- Upgrade and/or expand the administration wing
- Upgrade and expand the main lobby including point of sale, cash, and control area
- Upgrade and expand public washrooms and change rooms
- Upgrade and expand the indoor pool deck
- Redevelop the second floor
- Upgrade the pool enclosure
- Upgrade the pool and building mechanical systems including energy conservation retrofit
- Develop concession area for outdoor pool
- Develop a steam room and upgrade existing sauna
- Upgrade and redevelop basement area
- Develop additional program space



In subsequent interviews with administration and operations staff, a number of additional issues were identified.

- Provide Family Change area
- Replace existing play pool with water feature area
- Provide one large sauna
- Increase pool equipment storage
- Improve outdoor pool access to hot tub
- Eliminate existing indoor fixed bleachers and replace with moveable, retractable bleachers
- Revise change room circulation so that pools can be accessed independently
- Expand staff change area including showers
- Provide Party Room for 20-30 people adjacent to indoor pool
- Provide handicap access

One area of particular concern is the lack of public access control throughout the building. Currently the public can access much of the building with minimal supervision.

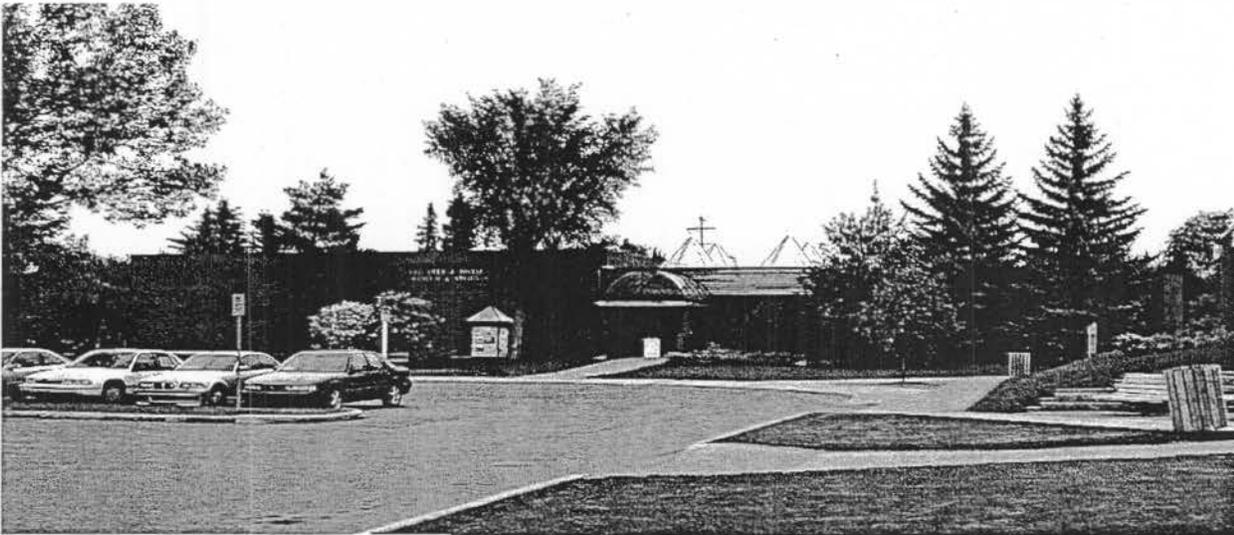
2.3 Museum & Archives

2.3.1 Technical Evaluation

This building is a single storey structure constructed in 1977 with additions in 1984 and 1994. The total area of the existing building is 2,253 sq.m. (24,250 sq.ft.).

The original building wall construction is a painted core fill insulated concrete block wall with a cavity and brick veneer. The floor structure is constructed of cast-in-place concrete on piles on grade. The roof is constructed with OWSJ, metal decking, vapour barrier, rigid fiber glass insulation and built up roofing. The interior finish is generally suspended acoustic t-bar ceilings.

The exterior wall system in the additions is drywall with a poly vapour barrier on steel studs, batt insulation, plywood sheathing, building paper and a cavity with face brick.



West view of Museum/Archives

The building appears to have been very well maintained. The original 1977 structure is a good example of an institutional building of the era. The building envelope technology and HVAC systems are insufficient, however, to handle the rigorous environmental requirements now demanded to maintain and conserve the artifacts and archival material contained in the collections and on exhibit in the galleries. The 'AA' museum environment standards require elevated humidity levels set at tight tolerances and contained within a slightly pressurized building. Deterioration of the building envelope has been significant in an attempt to meet the standards including:

- saturated wall insulation with subsequent development of mould.
- thermal bridging resulting in ice build up on inside walls.
- emergency doors freezing over in cold weather.
- condensation on wall surfaces from thermal bridging and inadequate insulation.
- permanent colony of ants underneath an interior wall (formerly an outside wall which was enclosed during construction of a building addition).

2.3.2 Functional Issues

Both the Archives and Museum have outgrown their present space despite additions to the building.

The Archives are experiencing sustained growth in its collections. Growth from The City records is ongoing and accounts for a significant portion of the collection. Growth from the surrounding community is normal but is expected to increase during the provincial centennial due to increased awareness of the public. The shortage of space has affected the ability to deal with all aspects including; lack of decontamination area, no cold storage for photographic material, no magnetic media storage. The single largest issue is the over crowded storage. Next to this is the inability to process incoming material appropriately due to lack of specific facilities. The Archives also suffer from a lack of visual identity.

The Museum is also experiencing sustained growth in its collections as well as a very significant growth in its successful programming efforts much of which involves partnering in the community. The Museum has out grown its collections storage areas and as a consequence has consumed much of its related 'back-of-house' functional space for storage of collection artifacts. This has compromised all of the processing, conserving and administration areas - much the same as the Archives. The original building did not anticipate programming and this has resulted in two things happening; gallery space has had to be allocated to active programming, and, much of the programming occurs off site. The single largest issue is the over crowded storage. Second to this is the compromising of the gallery spaces to programming. Next to this, like the Archives, is the inability to process incoming material appropriately due to lack of specific facilities. Office space is at a premium that further complicates day-to-day operations.

A detailed functional program has been developed to accurately define the space needs of the Museum and Archives. The program defines a requirement for 4011.25 sq.m. (43,178 sq.ft.) net operational floor space. This equates to a gross building size of 5615 sq.m. (60,445 sq.ft.) Refer to the appendix for the full program details.

Two other studies completed in the past two years have identified similar findings. A Preservation Assessment for Red Deer and District Archives was completed in 2001 by Cynthia Ball, conservator. In 2002 the Canadian Conservation Institute Study of the Museum and Archives concluded " *The existing building has never functioned at a level required by the Museum's and Archive's collection needs. Attempts to upgrade the existing building to meet these needs have been unsuccessful. Continued attempts would be wasteful and should not be considered.*"

2.4 Golden Circle Senior Resource Centre

2.4.1 Technical Evaluation

This building was constructed as a single story glulam, wood stick frame structure in 1977. In response to the need for more functional area, a single story with partial basement addition was constructed in 1980. The total area of the building is 1,084 sq.m. (11,668 sq.ft.).

Like the other buildings on this site, this structure has been very well maintained. However, unlike the other structures, this building was originally constructed to a relatively low standard. It is clearly evident that this building was constructed within an environment of limited financial resources. Where the other buildings were constructed to an institutional quality, the Golden Circle was built to a residential standard not normally suitable for intense public use.



South view of Golden Circle

Although the sloped roof appears relatively well ventilated, the uniquely low slope profile of the roof has resulted in some backslope conditions with wood shingles. This situation will cause some roof leaks and rapid deterioration of the shingles.

Of greater concern is the lack of ventilation of the flat roof portion. Evidence suggests that excessive condensation in this area is likely and that this roof structure is badly deteriorated. The 1980 addition utilized a much superior system of insulating above the roof cavity that does not require ventilation to function properly.

Because of large areas of south facing, low performance glazing, the existing mechanical system cannot adequately cool or ventilate the building. Temperature zone control is also poor.

The existing lighting system is of very poor quality.

The building is not sprinklered and does not meet current standards for handicap accessibility.

2.4.2 Functional Issues

There have been a number of studies that have examined the functional deficiencies and future use of the Golden Circle Senior Resource Centre. The most recent studies were the Expansion Feasibility Study completed in 2000 and the Facility Expansion Backgrounder study completed in 2003. Both of these studies should be referenced to gain a more complete understanding of the Golden Circle's future goals.

In addition to the Senior Resource Centre, the building also houses a change/viewing area, washrooms and concession for the speed skating oval and lawn bowling.

Many of the identified deficiencies can be attributed to the existing building design. The open, circular shape has resulted in many functional planning challenges and has contributed to the poor acoustic environment in the building.

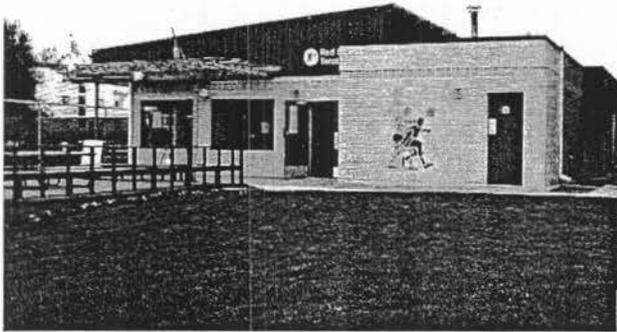
The Facility Expansion Backgrounder study identified the following functional issues:

- The facility is generally overcrowded with no ability to offer program space for students, various user groups (e.g. Alberta Seniors), delivery of health care services etc.
- Large multi-purpose spaces are required
- Handicap access is poor - both internally and from the parking lot
- Mechanical system is inadequate
- Existing kitchen is inadequate
- Building entrance is too small
- Inadequate storage
- Lack of office space

2.5 Public Service/Tennis Building

2.5.1 Technical Evaluation

This single story structure functions as a home for the Tennis Club and provides public washrooms for the park. It is intended as a seasonal use facility. The floor structure is constructed of cast-in-place concrete with concrete foundation walls. The wall system is painted concrete block construction exposed on both sides. The roofing system is a built-up roof on tongue and groove wood decking.



The building appears to have been extremely well maintained. The wall and roof systems appear to have functioned well over time with the exception of moisture/condensation damage occurring to the paint on both the inside and outside surfaces of the concrete block walls. The damage occurs only in the vicinity of the wet service areas - lockers, washrooms and showers at the north end of the building. There is also evidence of some building movement

South elevation of Public Service Building

2.5.2 Functional Issues

The only significant issue identified with the facility is in regards to handicapped access. The access to the building, and the provision of handicapped accessible washrooms requires upgrading.

3.0 CONCEPT

3.1 Concept Development

At the very start of this study, before planning began, we understood that there were two key goals, or concepts, that would guide our decision making process.

The first goal was based on the belief that because park space was a precious commodity, any expansion to the parking or buildings should not consume existing green space.

The other key goal was related to the observation that the existing park and buildings had become inwardly focused. We felt that any redevelopment should encourage a more inclusive relationship between the park, the buildings and the surrounding community.

3.1.1 Initial Considerations

It became apparent relatively early in this process that the incremental expansion and upgrading of the existing buildings (See Figure 3.1.1) would solve only some functional issues and would not accomplish any of our larger scale urban design goals for the park. This approach would simply reinforce the status quo in terms of the overall park organization.

The key failures of incremental expansion are:

- Maintains building orientation and focus on the existing parking lot
- Increases use of existing parking
- Creates a large building mass along 47th Avenue
- Uses existing park space for building
- Does not encourage pedestrian movement thru the park

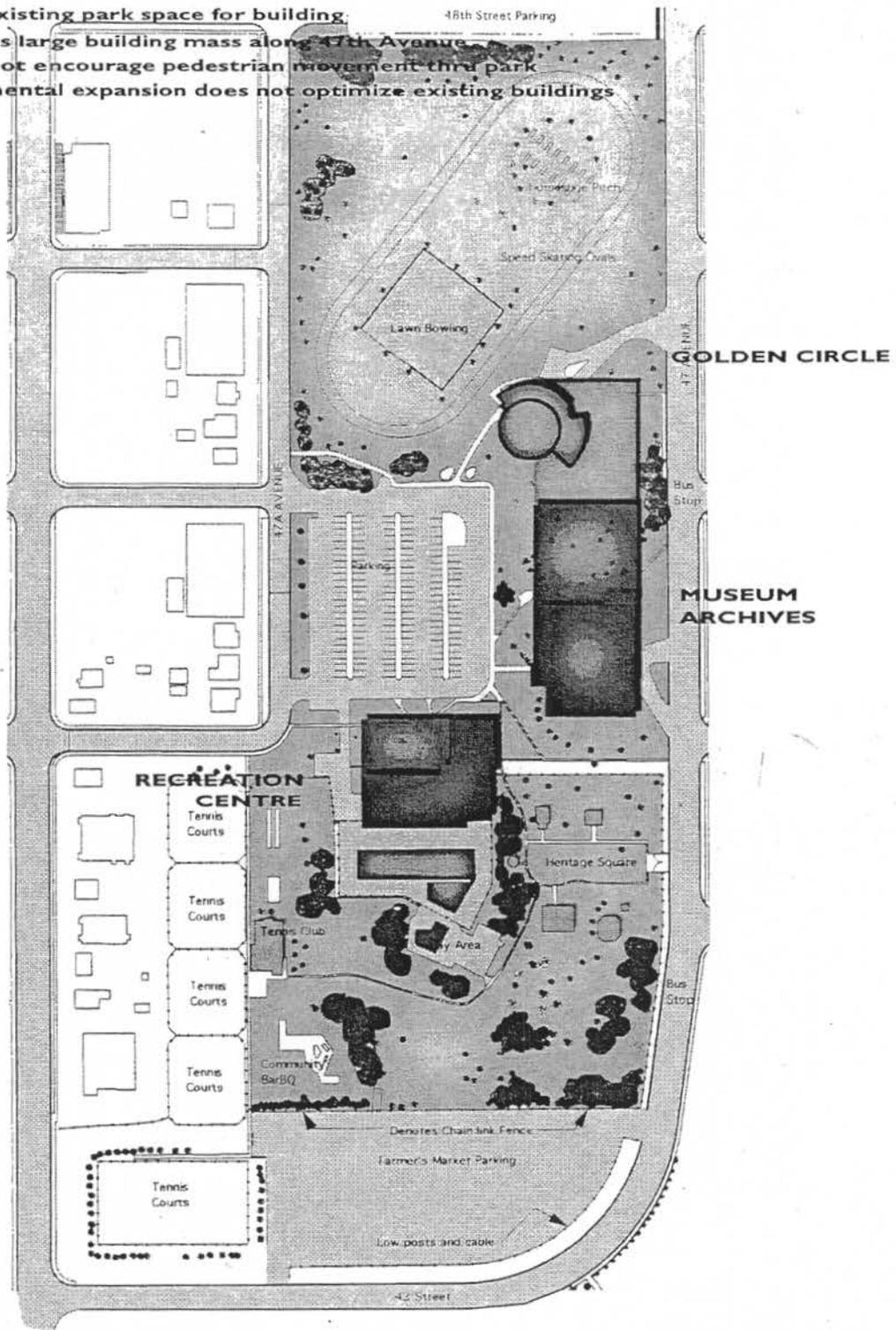
In terms of the Golden Circle and Museum/Archives, incremental expansion will not solve many of the inherent functional problems with their existing facilities. The awkward geometry of the Golden Circle and the inadequate building envelope of the Museum/Archives would remain. In addition, there does not appear to be any clear economic advantage to an incremental expansion scenario.



Existing Parking Lot

COMMENTS

- Maintains building orientation & focus on parking lot
- Increases use of existing parking
- Uses existing park space for building
- Creates large building mass along 47th Avenue
- Does not encourage pedestrian movement thru park
- Incremental expansion does not optimize existing buildings



INITIAL CONSIDERATIONS
Figure 3.1.1

3.1.2 Proposed Concept

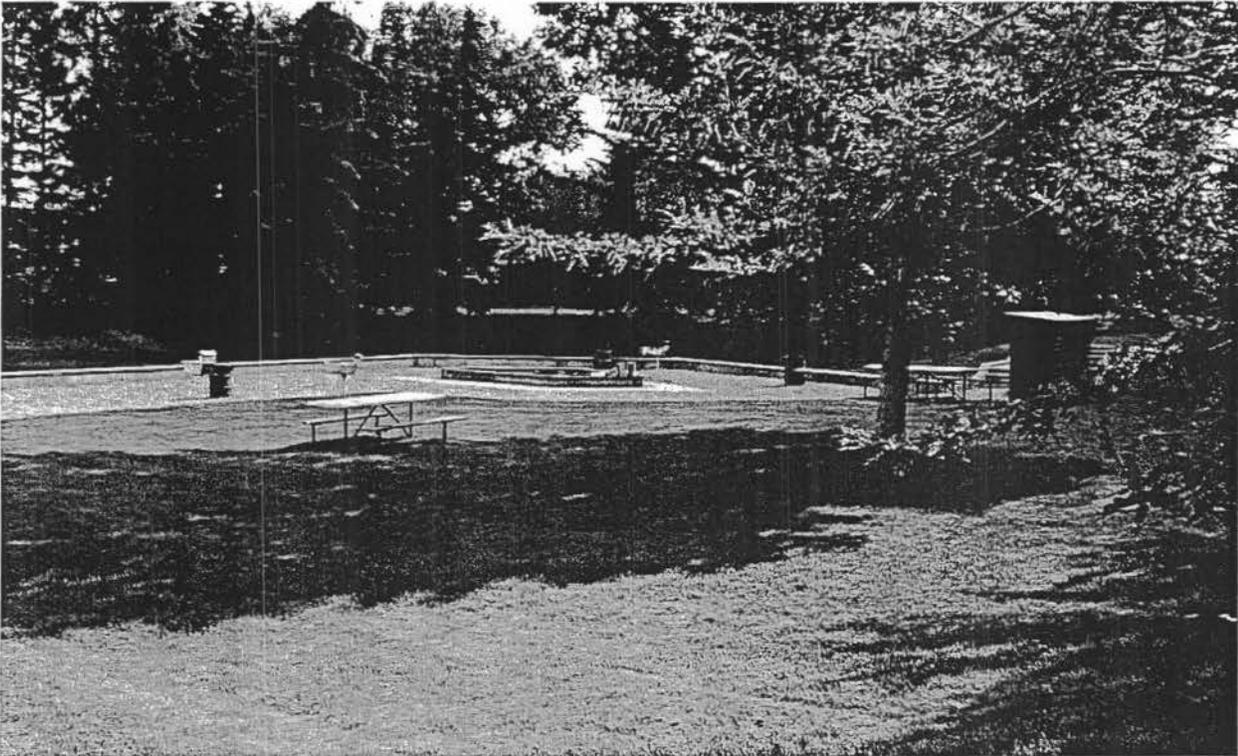
The key element to the proposed solution (See Figure 3.1.2) is relocating the Museum/Archive building to the existing gravel parking lot to the south, along 43rd Street. This very simple move begins to achieve a number of important goals:

- Potentially reorients buildings to park space instead of parking
- Minimizes building impact on existing park space
- Disperses parking load
- Encourages pedestrian movement thru park

An important element to the viability of this proposed solution is the functional reuse of the existing Golden Circle and Museum/Archive building.

The Golden Circle Senior Resource Centre, Facility Expansion Backgrounder study identified the potential for the existing Museum/Archive building to house the Seniors Resource Centre. This buildings' technical inability to function effectively as a Museum does not prevent it from being adaptively redeveloped for some other, less intensive use.

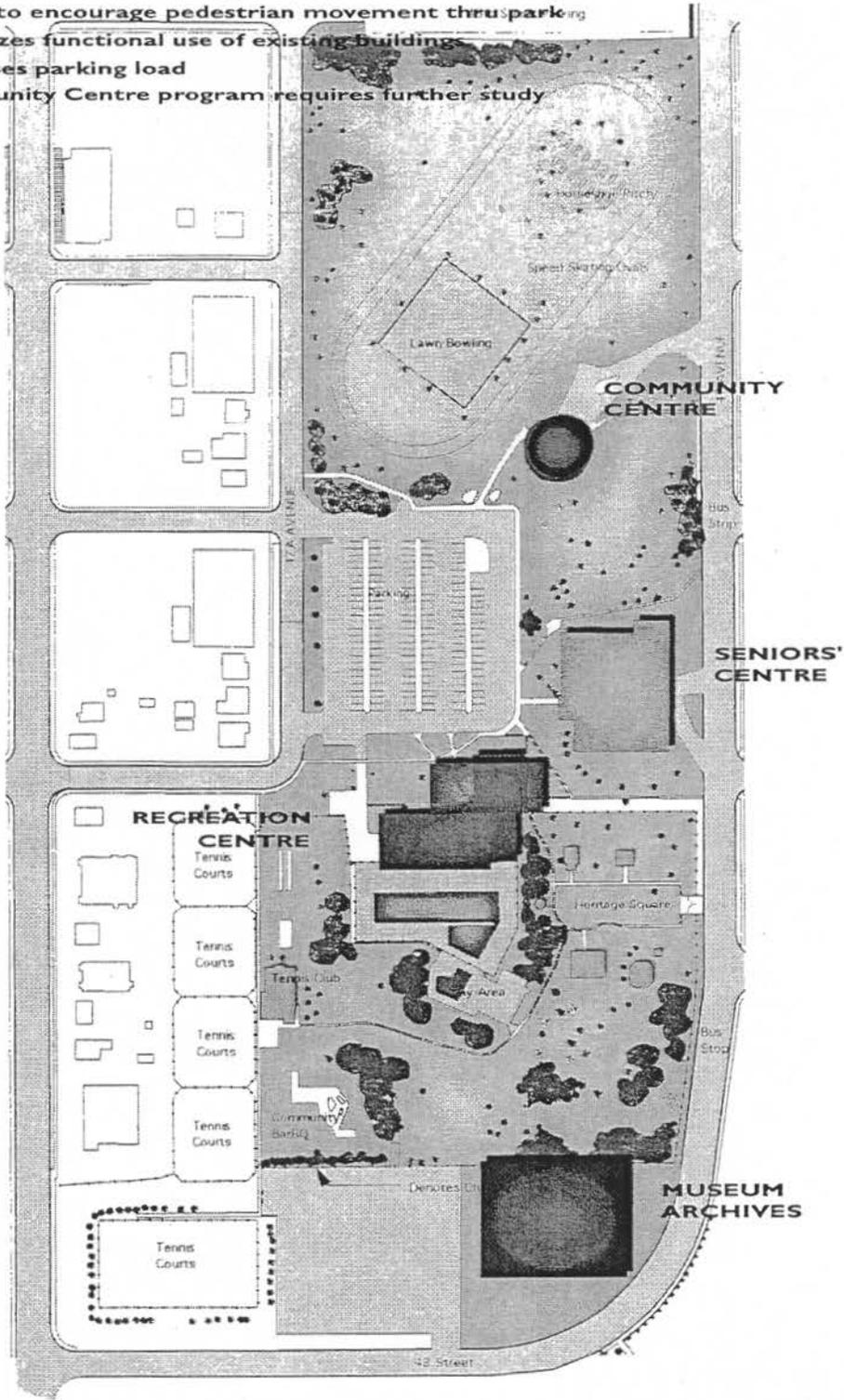
The potential reuse of the existing Golden Circle is somewhat more difficult to ascertain. Any redevelopment will require extensive renovation and upgrade. Although this study assumes that this building is well suited for community use, further research and investigation will be necessary.



Community BarBQ Area

COMMENTS

- Minimizes building impact on existing park space**
- Potential to orient buildings to park and surrounding community**
- Begins to encourage pedestrian movement thru park**
- Optimizes functional use of existing buildings**
- Disperses parking load**
- Community Centre program requires further study**



PROPOSED CONCEPT
Figure 3.1.2

3.2 Rotary Recreation Park

The primary goals of site improvements being recommended for Rotary Recreation Park include improving pedestrian access and circulation; enhancing the visibility, legibility and coherence of park facilities; and generally creating a more open, welcoming, and safe urban park environment. The redistribution of uses within existing park buildings and the location of the new Museum and Archives at the south end of the site are also intended to further these aims.

The main pedestrian corridor into and through Rotary Recreation Park will extend from 48th Street in the northwest, lengthwise through the centre of the park, to the new Museum and Archives on 43 Street in the south. (See Figure 3.2). Three primary park "gateways" are proposed to supplement this corridor. Each gateway should include appropriate structures, fixtures, landscaping and signage, so as to enhance park legibility and circulation.

The southerly gateway will be developed as part of the new Museum and Archives and its adjoining parking lot, and will provide a direct linkage from Rotary Recreation Park to the arena site and river trail system to the south.

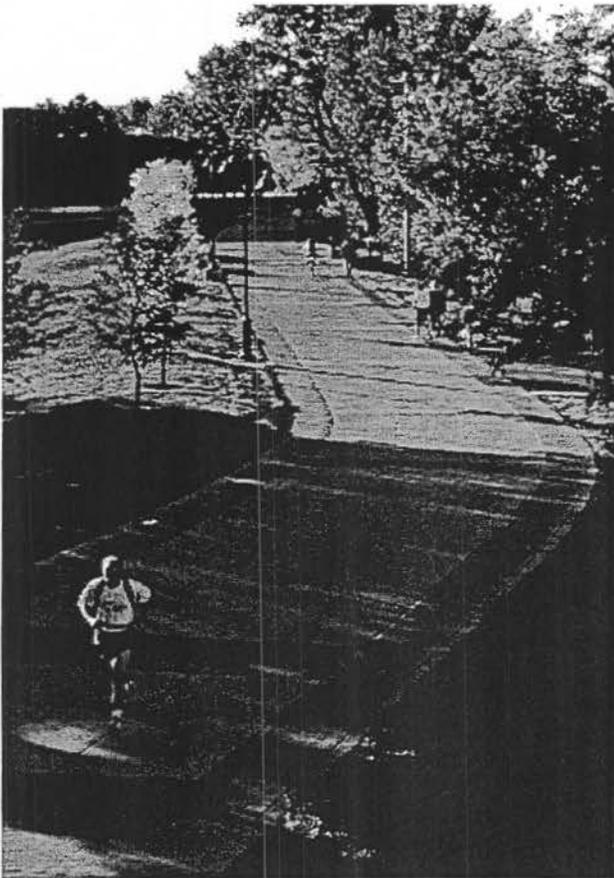
The easterly gateway will represent the main pedestrian connection between residential communities east of 47th Avenue, and the new promenade and redeveloped Recreation Centre. It will extend along the south edge of a new outdoor patio on the relocated seniors complex.

The north gateway will be the primary access point linking Rotary Recreation Park with downtown Red Deer. Both visually and functionally it will represent the front door to Rotary Park. It is proposed that the triangular landscaped area between the speed skating oval and 47A Avenue be opened up and redeveloped with walkways, artwork, landscaping and public facilities which will reflect the importance of this gateway. The existing earthwork, which visually isolates the site from the road, should be re-graded to create a viewing slope adjacent to the speed skating oval, and future facilities such as public wash rooms, change rooms and concessions should be considered.



Promenade Image

Between the North and the South Gateway the Rotary Recreation Park Promenade may vary in width, but throughout its length it should incorporate consistently high quality paving materials, site furnishings, artwork, signage and pedestrian scaled lighting. The main spine of the new promenade, which will carry the highest volumes of pedestrian traffic, will extend between the restored community building and the new Museum and Archives in the south. It is proposed that this be 5.0 meters in width and include small plazas or gathering spaces adjacent to the Recreation Centre, the water park, the Museum and proposed community building. It is also proposed that a short-term parking and bus-loading bay be incorporated with the promenade along the east edge of the existing parking lot. West of the community center and around the speed skating oval the promenade width will be 3.5 meters, widening out again into the north gateway feature area.



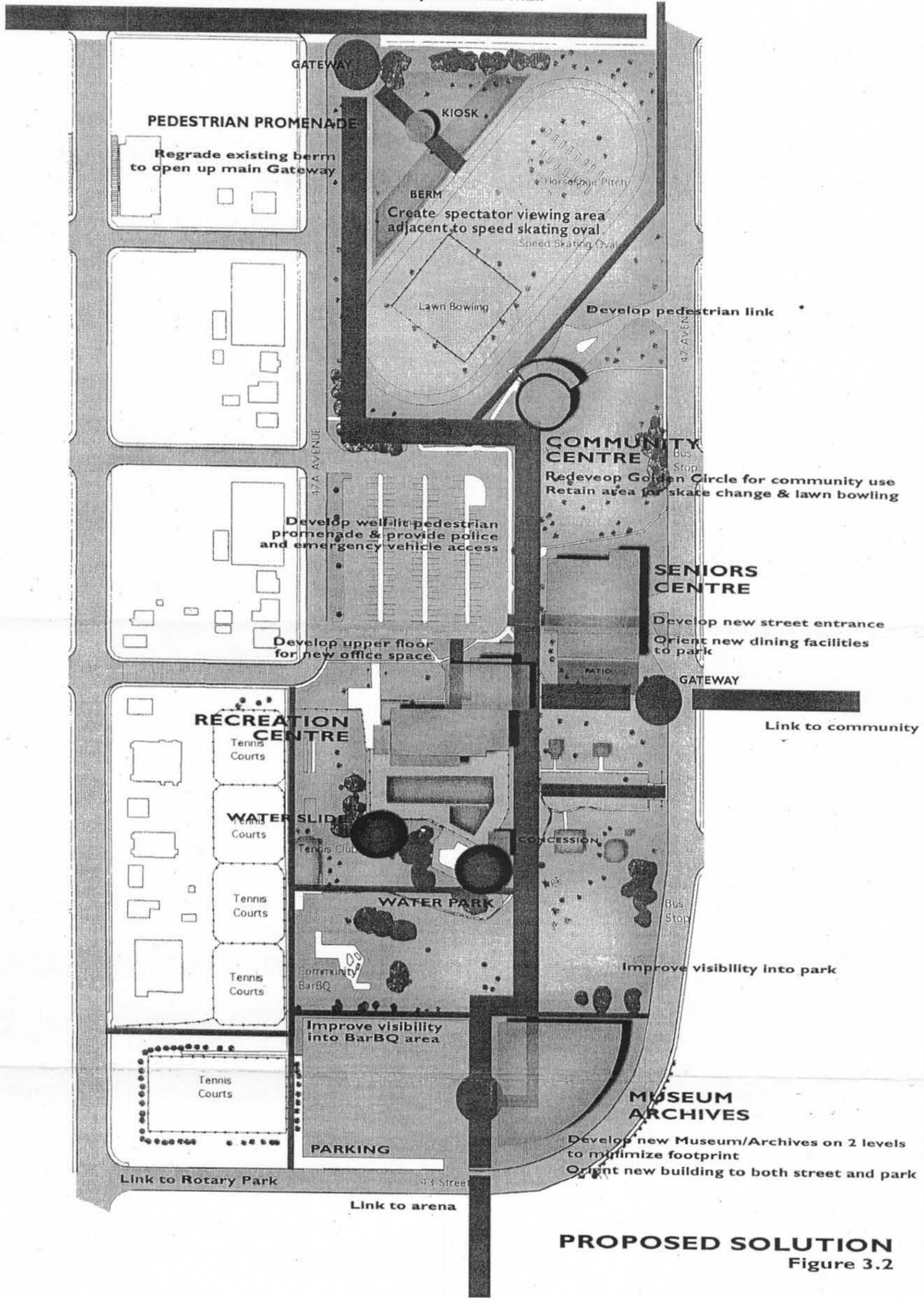
Promenade Image

Development of a central park promenade with well-defined connections into surrounding communities also presents an opportunity for strengthening the historic theme that has been established throughout downtown Red Deer. Artwork and interpretive nodes, punctuating key locations along the promenade, would add interest and ultimately lead visitors to Heritage Square.

In addition to development of the Rotary Park Promenade and its related connections and fixtures it is recommended that selective removal of some trees, shrubs and peripheral fencing be undertaken through-out the park. This will enhance the visibility and safe use of all the new and upgraded park facilities, most of which will be oriented onto the new promenade.

With the development of a new paved parking area along 43rd Street, it is not proposed to enlarge the existing parking lot at this time. It is proposed that when additional parking becomes necessary, that the existing parking lot be restructured with a more efficient organization. Some form of parking control to restrict non-park facility use may also be required.

Link to future 48th Street pedestrian mall



PROPOSED SOLUTION
Figure 3.2

3.3 Recreation Centre

It was determined that the functional issues identified elsewhere in this report could be redefined to fall within three key areas for improvement.

- There is generally a shortage of space for administration offices, public areas, change rooms, storage and programming.
- The lack of clear circulation undermines operational efficiency.
- Many of the identified functional concerns are focused on providing the kind of amenities found in more modern recreational facilities.

The schematic design illustrated (See Figures 3.3.1, 3.3.2, 3.3.3) is largely organized by the degree of circulation control necessary in a modern recreational facility. For this particular facility, this control is complicated by the existing Recreation & Culture administration offices, which require public access. The person responsible for monitoring access in the building has difficulty in determining swimming or arts patrons from people visiting the administration offices. For this reason, the control point is clearly articulated.

One other organizing element in this proposed design is relocating the administration offices in a new upper story structure. In addition to simplifying public circulation on the main floor, this solution allows for additional north glazing into the existing pool and does not consume existing park space. This development would establish the ground floor as the primary public use area.

This new structure is oriented perpendicular to the existing office area to minimize structural spans, provide new covered entrance areas and to assist in developing an architectural form more responsive to its function. The space currently housing administration offices could then be converted to program area and the development of larger general public washrooms.



Water Park Image

The existing locker rooms are reconfigured to maximize available area, provide separate entrances to the indoor/outdoor pools and to allow space for the development of a Family Change area.

The intent of the proposed expansion of the indoor pool deck area is to provide a more spacious public area that enhances both recreational and competitive uses. A new hot tub would be located to more easily serve both pools. It is assumed that the existing hot tub mechanical equipment would be reused.

The existing upper floor which houses a food concession and meeting room would be redeveloped as a non-programmed exercise area for pool patrons. The concession is relocated to an area adjacent to the proposed water park and would serve both pool and park users. This new concession structure would also house the mechanical equipment for the proposed water park and slide.

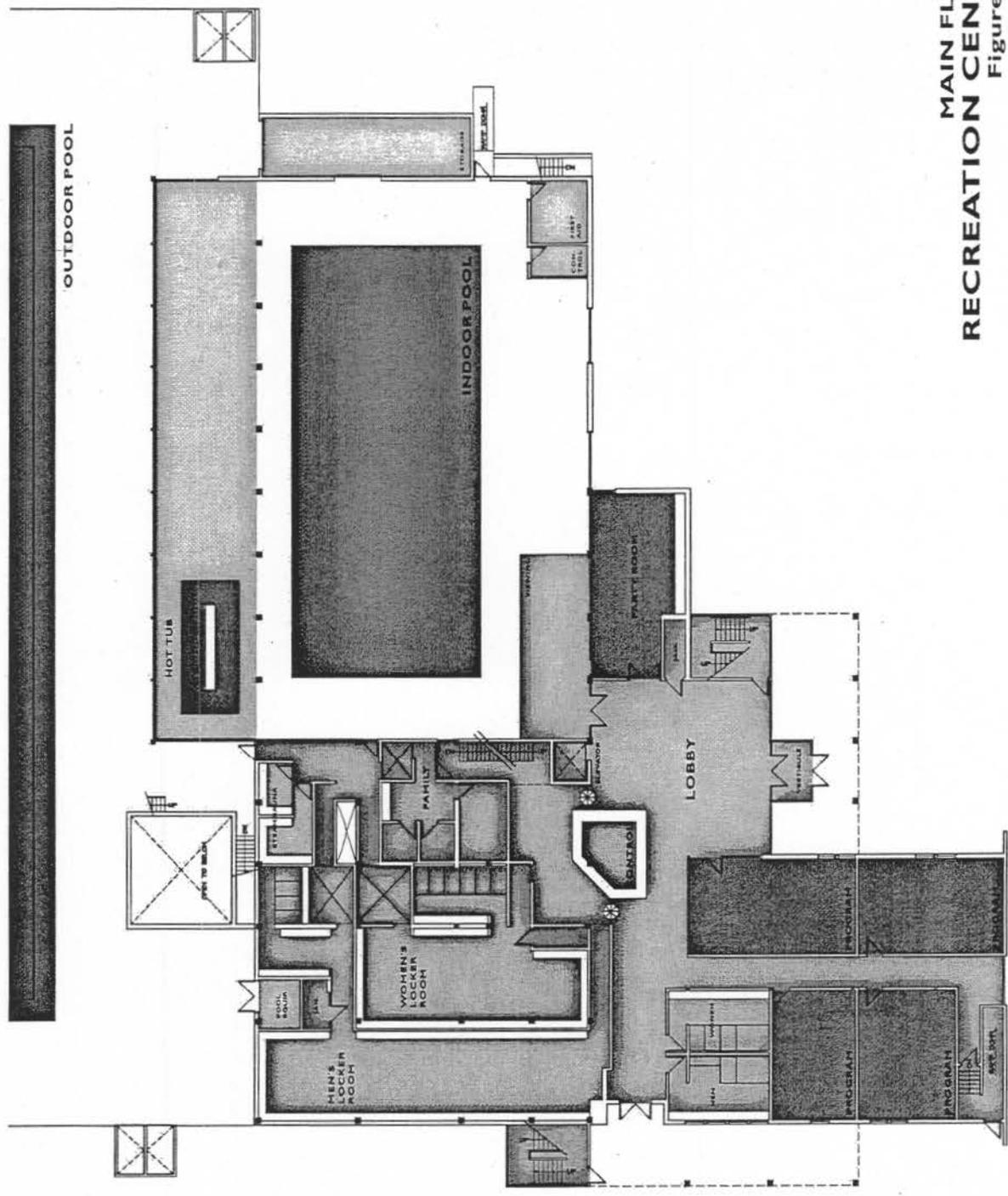
We believe that the proposed water park and slide are potentially significant additions to Rotary Recreation Park. Because use of the water park will be free-of-charge to the public, and is not required to be fenced, this feature can provide a highly animated activity to the park.

With the exception of accommodating new staff change facilities, elevator and stair access, it is proposed that the lower floor be minimally redeveloped.

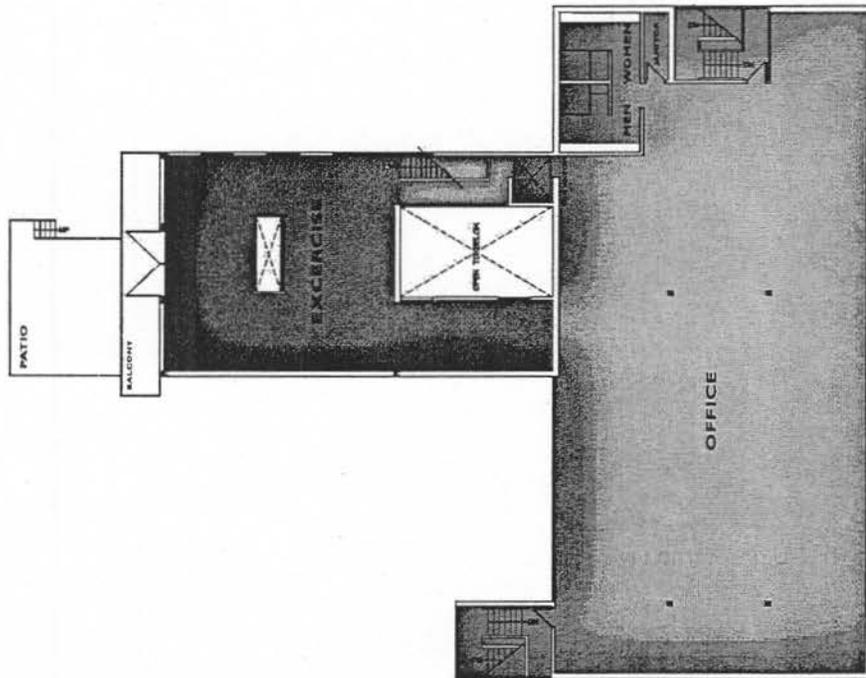
Because of the construction technology used at the time of the Recreation Centre's initial construction in 1962, a Phase I Environmental Assessment should be conducted before any renovation work begins.



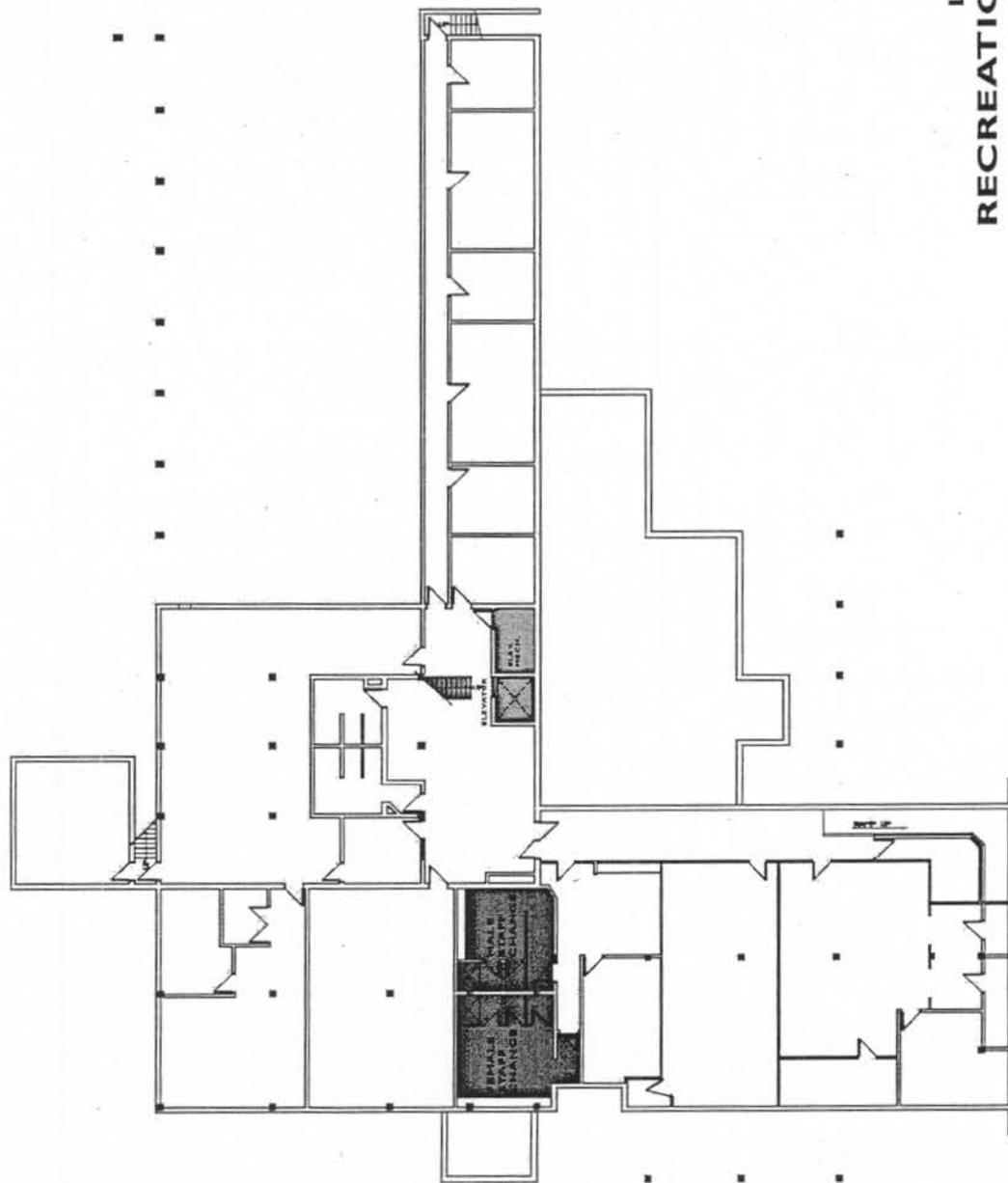
Water Park Image



MAIN FLOOR
RECREATION CENTRE
 Figure 3.3.1



SECOND FLOOR
RECREATION CENTRE
Figure 3.3.2



LOWER FLOOR
RECREATION CENTRE
 Figure 3.3.3

3.4 Museum/Archives

As outlined elsewhere in this report, it is proposed that a new Museum/Archives building be constructed adjacent to the existing gravel parking lot along 43rd Street. The functional programme establishes this proposed building to be approximately 5615 sq.m. (60,445 sq.ft.) in area (See Appendix). For comparison, the existing Museum/Archives building is 2253 sq.m. (24,250 sq.ft.) in area.

Although a schematic design solution was beyond the scope of this study, a number of key design parameters were established.

- The new Museum/Archives should be developed as a multi-storey structure to minimize building footprint
- This building must respond inwardly to the park and outwardly to the adjacent street and community.
- The building must express and identify both occupants - the Museum/Archives

Functionally, a multi-story building solution should be relatively easy to achieve. The more difficult parameter is the orientation of the building to both park and community. Given the location and prominence of this site (See Figure 3.2), this design goal will be critical.

3.5 Seniors Resource Centre

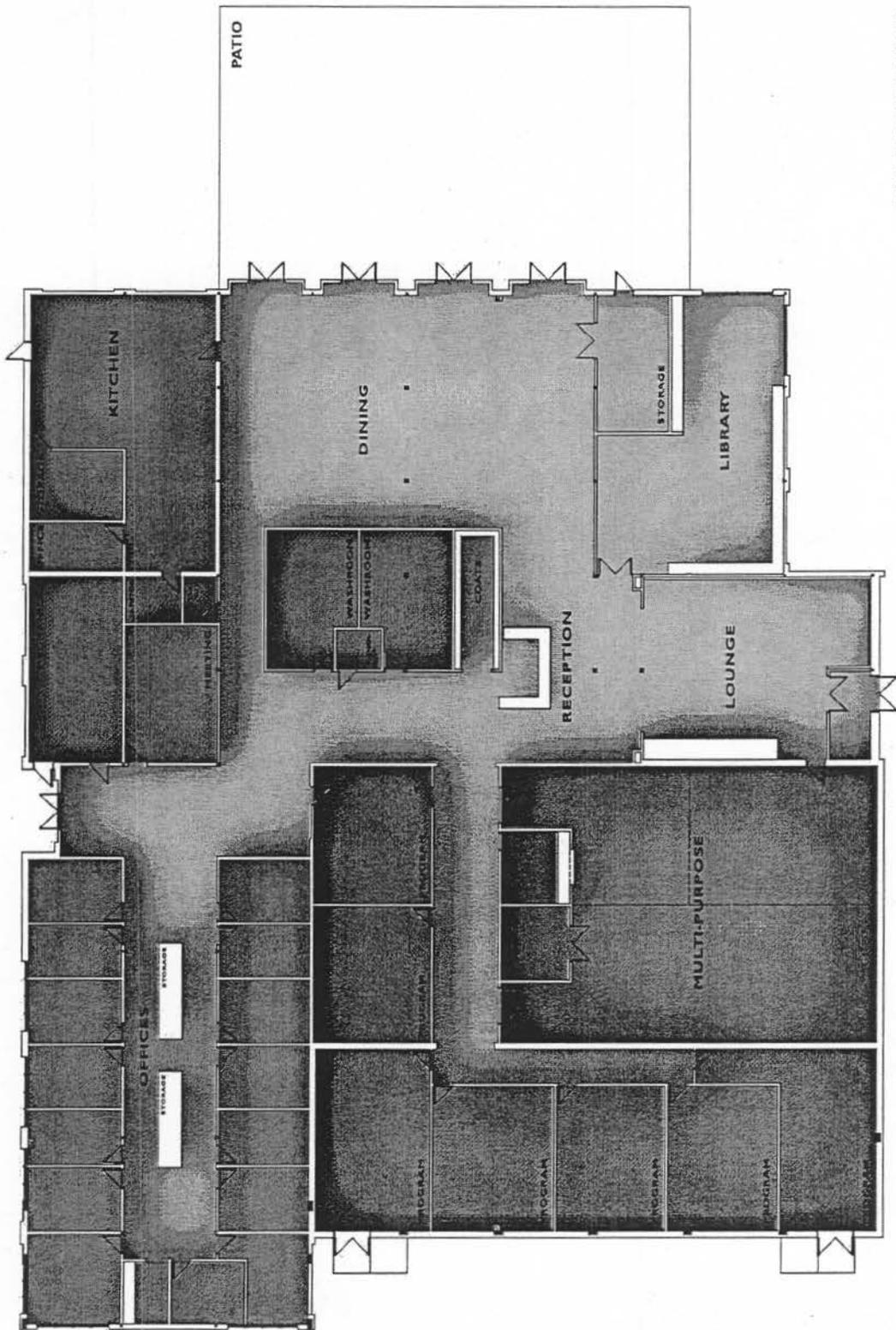
As previously outlined, the potential for the existing Museum/Archives building to house the Seniors Resource Centre has been discussed for some time. The proposed schematic plan (See Figure 3.5.1) attempts to test the viability of this proposal and identify some key design goals.

The original Museum/Archives building was developed with a relatively long span structure to house storage, workshops and galleries. This structural configuration easily allows for the development of the smaller scale, more cellular spaces required for the Seniors Centre. There is more than adequate headroom for the reconfiguration of mechanical ductwork. Because the building envelope is constructed of non-bearing masonry and steel stud, exterior windows can be installed virtually anywhere with minimal complication.

There are only two larger scale spaces required - the Multi-Purpose Room and Dining Room. The Multi-Purpose Room is located in the existing main Gallery area. The Dining Room is located along the southern face of the building to optimize sun and park exposure. A large outdoor patio is located immediately adjacent to the Dining area. Our goal is to further animate the park and encourage the general public to dine at the Seniors Centre. This facility should serve as the only sit down, food service available in the park.

Another key development is a new entrance from 47th Avenue. This provides a street and community address to the building while providing convenient drop-off. Also, this entrance allows the development of an internal street, or mall, that begins to encourage public access and movement thru the building. This entrance, along with the existing parking lot entrance, will be developed to provide barrier free access.

In short, the existing Museum/Archives building should function well as the future home for the Seniors Resource Centre.



MAIN FLOOR
SENIORS CENTRE
 Figure 3.5.1

3.6 Community Centre

If the Seniors Resource Centre is relocated to the Museum/Archive building, what becomes of the existing Golden Circle?

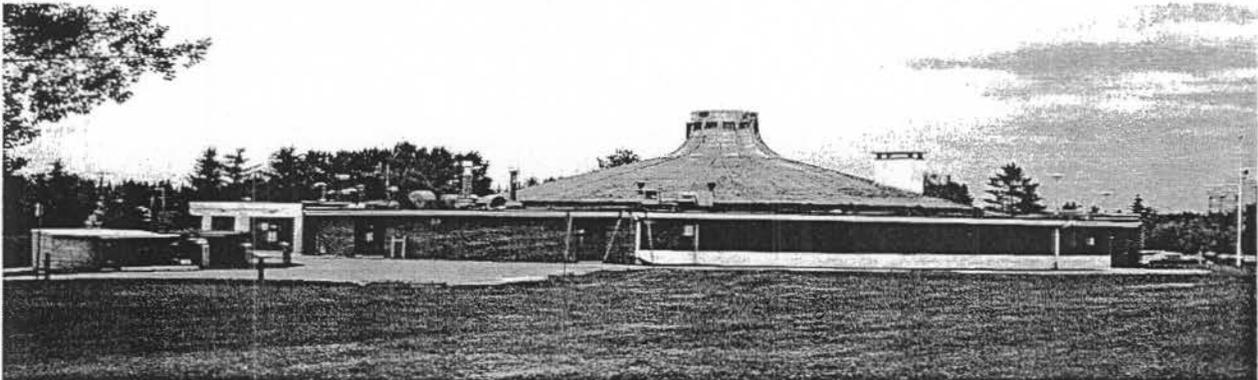
The answer to this question will require some additional thought and examination. However, some understanding of this building's character may provide some direction as to potential future uses. For the purposes of this study, we have developed the building as a Community Centre (See Figure 3.6.1).

This building possesses a strong visual image that stems from its circular geometry. This same geometry makes the functional subdivision of space difficult. Ideally, this building should be redeveloped with a simple spatial organization that revolves around a singular large space. A large community hall, dance, theatre rehearsal or indoor play space could all easily function within this building.

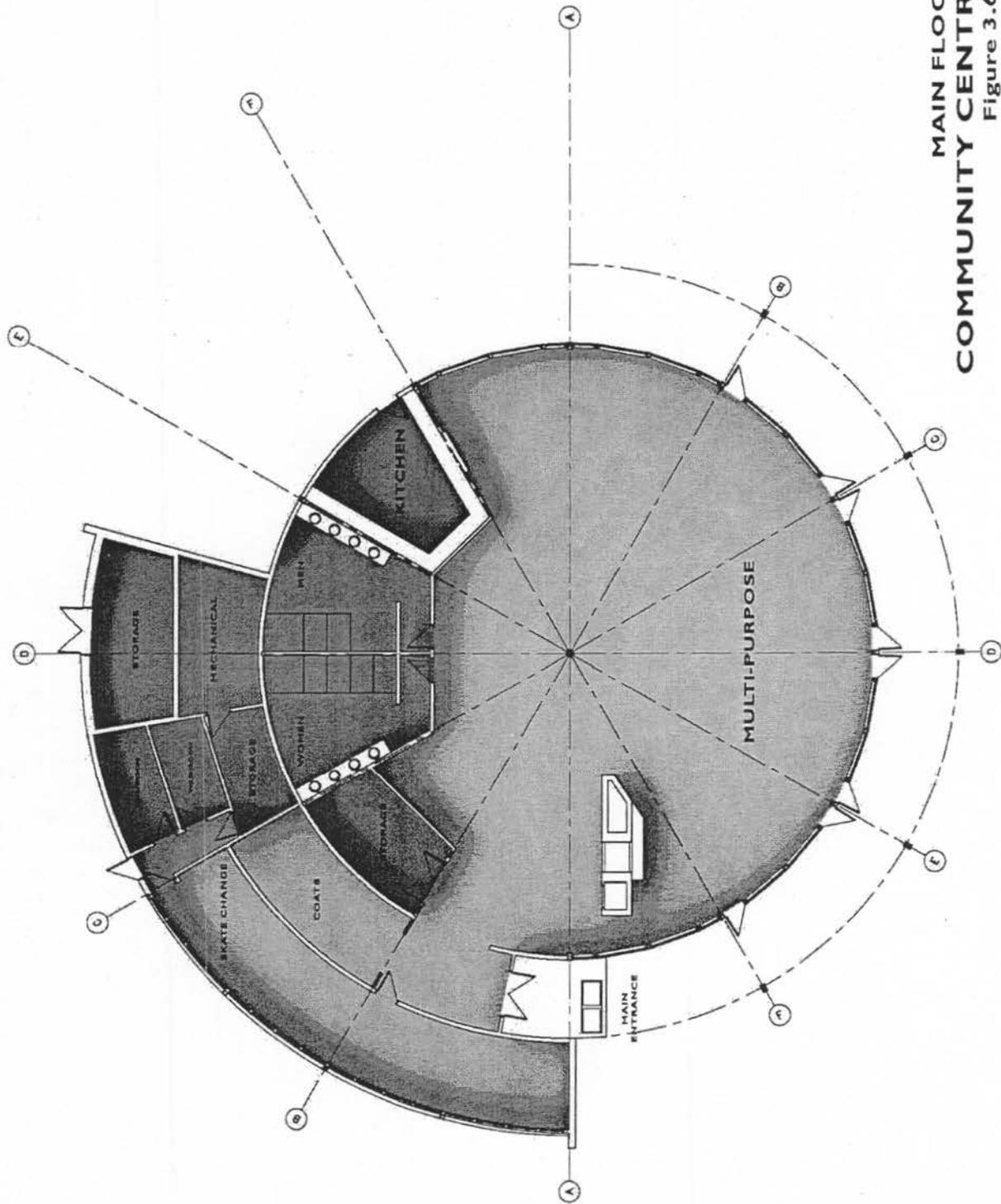
Another reason for functional simplicity in this building is the cost of redevelopment. This wood frame structure will require a great deal of mechanical, electrical and building envelope upgrading.

It is also important that the area for skate change and lawn bowling be accommodated. A better connection from these spaces to the main hall would be advisable to better service large special events.

Perhaps the most important consideration in determining a potential use for this building is ensuring that this building will not compete with other facilities within the park for the provision of rental space.



North View of Golden Circle



MAIN FLOOR
COMMUNITY CENTRE
 Figure 3.6.1

3.7 Potential Synergies

The current lack of connection between the Recreation Centre, Museum/Archives and Seniors Resource Centre is the result of an extended, somewhat haphazard, evolution. Each facility was developed independently from one another, and from the surrounding park. The result is a collection of buildings that just happen to share the same site. Contributing to this separation is the fact that each facility is operated by a different organization.

This study was seen as an opportunity to re-examine these relationships and to look at ways to strengthen both the physical and operational connections.

We believe that the most important potential synergy begins with improving the connection between each individual building and the park. A more 'outward looking' relationship to the park will define the potential physical connections possible between users. The spaces between buildings become 'outdoor rooms' that animate the park and link facilities. When the buildings relate physically, the operational synergies become easier to realize.

One clear example of this potential synergy is the provision of food service in the Park. The proposed dining area for the Seniors Centre is located along the south edge of the redeveloped Museum/Archive building, adjacent to major public circulation and the Recreation Centre. This prominent location will encourage the dining room and outdoor patio to provide sit-down food service to the larger park population, not just the seniors. In addition, the proposed relocation of the Recreation Centre concession will allow fast food service to both the Park and outdoor pool area.

The Recreation Centre, Museum/Archives and Seniors Resource Centre have all expressed a need for additional program and meeting space. This is the most obvious area for potential operational synergies. As design work progresses, the development of program/meeting areas should be monitored to ensure that duplication of type, size or function does not occur.

Another potential opportunity is the relocation of the pottery and painting studios from the basement of the Recreation Centre to the proposed Seniors Centre. The spatial quality of these studios would be significantly upgraded because they would be located at grade, with access to north facing natural light and outdoor space. The development of an outdoor raku area, with the potential for gas-fired kilns, would greatly increase the use of the pottery studio while animating a currently underutilized park space. Perhaps the greatest benefit of this move is that it would encourage more interaction between the public, students from museum programs, and seniors.

With public access no longer required, this move could also result in the potential redevelopment of the Recreation Centre basement as a secure storage area for all park facilities. For example, a portion of the proposed Museum/Archive programme is devoted to non-collection program and retail storage space. With minimal renovation, some of this requirement could be provided within the Recreation Centre basement.

As the redevelopment of Rotary Recreation Park and its facilities evolve, many other opportunities for cooperation will be revealed. It is important that the design be flexible enough to both encourage and allow these opportunities to happen.

3.8 Project Costing Summary

The following construction cost estimates were prepared by BTY (Alberta) Ltd., Quantity Surveyors and are based on the proposed schematic design plans contained within this report. The costing range for the Museum/Archives was developed from the Functional Programme and from the recent tender results for similar projects. The estimates do not include loose furnishings and equipment and are based on construction costs for 3rd quarter 2003.

Site Development

Construction Cost	2,266,170
Contingency @ 12%	272,000
Design, Management, Testing etc. @ 12.5%	283,300
GST @ 7%	<u>197,500</u>
Total	\$3,018,970

Recreation Centre

Construction Cost	3,862,000
Contingency @ 12%	463,000
Design, Management, Testing etc. @ 12.5%	483,000
GST @ 7%	<u>336,560</u>

Total **\$5,144,560**

Allowances

Water Park	100,000 - 300,000
Water Slide	400,000

Seniors Centre

Construction Cost	1,878,000
Contingency @ 12%	225,000
Design, Management, Testing etc. @ 12.5%	235,000
GST @ 7%	<u>163,660</u>

Total **\$2,501,660**

Community Centre

Construction Cost	467,000
Contingency @ 12%	56,000
Design, Management, Testing etc. @ 12.5%	58,500
GST @ 7%	<u>40,700</u>

Total **\$622,200**

Museum/Archives

A range of costs have been identified based on quality as follows:

Construction Cost - Modest

Modest model - simple form, economic grid,
basic M&E systems, more like an interpretive centre 12,868,000

Contingency @12% 1,544,000

Design, Management, Testing etc. @12.5% 1,608,000

GST @ 7% 1,121,400

Total \$17,141,400

Construction Cost - Medium

Medium - better quality finishes, systems 16,785,000

Contingency @12% 2,014,000

Design, Management, Testing etc. @12.5% 2,098,000

GST @ 7% 1,462,790

Total \$22,359,790

Construction Cost - High

Class A Museum - high end finishes and systems 19,582,000

Contingency @12% 2,349,000

Design, Management, Testing etc. @12.5% 2,447,000

GST @ 7% 1,706,460

Total \$26,084,460

3.9 Potential Project Phasing

The expansion and renovation of existing facilities often raise difficult logistic issues. The complication comes from any need to operate the facility during construction work. The timing of project funding can also complicate phasing.

Because of the proposed new building, the existing Museum/Archives and Seniors Centre must function in their respective facilities until the new Museum/Archives are constructed. Unfortunately this potential solution also binds the fortunes of these three stakeholders together. The Seniors Centre cannot begin to develop their space until the Museum/Archives have relocated to the new building.

In short, the development of a new building for the Museum/Archives is a key element to this plan.

Although independent of the other facilities, the redevelopment of the Recreation Centre is logistically complicated because of its ongoing operation. By utilizing temporary trailers for washroom and change facilities it is possible to keep the outdoor pool operational during the renovation work to the interior of the existing building. The cost of providing these trailers must be evaluated to determine the feasibility of this proposal. This solution would also require that construction take place during the summer months. Because of many life safety issues, maintaining the operations of the indoor pool during renovations would be extremely difficult and costly. This will require some discussion with effected user groups to ensure minimal disruption to their activities and programs.

Although there are an infinite number of phasing and cash flow scenarios, the following example assumes the Park redevelopment would be completed in four phases. This scenario also assumes that the Museum/Archives would be constructed to a 'Medium' level of quality and that the Water Park would be constructed at the median cost

Phase I

• Complete Recreation Centre design	483,000
• Complete Phase I park design	105,000
• Begin Museum/Archive design	220,000
• Redevelop Recreation Centre	3,862,000
Water Park (100,000 - 300,000)	200,000
Water Slide	400,000
• Construct Park Phase I - Water Park to existing parking lot	<u>840,000</u>
Sub-Total	6,110,000
Construction Contingency @ 12%	564,240
GST @7%	<u>467,196</u>
Total Budget Cost	\$7,141,436

Phase 2

• Complete Museum/Archive design	1,878,000
• Complete Phase 2 Park design	77,020
• Begin Seniors Centre design	35,250
• Construct new Museum/Archives	16,785,000
• Construct new parking lot	415,370
• Construct Park Phase 2 - 43rd Street to Water Park	<u>200,800</u>

Sub-Total	19,391,440
Construction Contingency @ 12%	2,088,140
GST @7%	<u>1,503,570</u>

Total Budget Cost **\$22,983,150**

Phase 3

• Complete Seniors Centre design	199,750
• Complete Phase 3 Park design	101,250
• Redevelop existing Museum/Archives for Seniors Centre	1,878,000
• Construct Park Phase 3 - existing parking to 48th Street	<u>810,000</u>

Sub-Total	2,989,000
Construction Contingency @ 12%	322,560
GST @7%	<u>231,809</u>

Total Budget Cost **\$3,543,369**

Phase 4

• Complete Golden Circle design	58,500
• Redevelop existing Golden Circle	467,000

Sub-Total	
Contingency @ 12%	56,000
GST @7%	<u>40,700</u>

Total Budget Cost **\$622,200**